

**A RESOLUTION IN SUPPORT OF A HEAVY RAIL LINE ALONG LA METRO'S  
SEPULVEDA TRANSIT CORRIDOR**

**WHEREAS**, Los Angeles Metropolitan Rail Authority (LA Metro) is studying alternatives to the 405 freeway for its future Sepulveda Line, a crucial corridor connecting Westwood with the San Fernando Valley and LAX; hereon, this study corridor will be referred to as the “Sepulveda Transit Corridor;” and,

**WHEREAS**, Project Alternatives 1-3 include a monorail system, which would run in the median of the 405 Freeway, while alternatives 4-6 would propose an underground heavy rail/subway line; and,

**WHEREAS**, Alternatives 3-6 have stops at UCLA’s Gateway Plaza, just outside ASUCLA’s Ackerman Union, but Alternative 3 is still a monorail-style line, and 4-6 are heavy rail lines; and,

**WHEREAS**, Alternative 1 has no stop at UCLA, the closest one being the proposed Wilshire Bl/Metro D Line Station, located in the middle of the 405 freeway; and,

**WHEREAS**, Alternative 2 also has no stops at UCLA, the closest one being the proposed Wilshire Bl/Metro D Line station, located on Wilshire Blvd/Veteran Ave, using an automated people mover to transfer riders to/from UCLA’s main campus; and,

**WHEREAS**, LA Metro is currently undergoing its environmental review phase, which will study the benefits, cost, feasibility, impact, and mitigations of the above alternatives; and,

**WHEREAS**, UCLA Transportation’s *UCLA State of the Commute 2021* reported that in 2021, UCLA had ~31,685 off-campus students that would commute to campus; and,

**WHEREAS**, UCLA has 17,000 daily commuting employees, mainly driving alone; and,

**WHEREAS**, At least 910 individuals, either students or employees, were “extreme commuters,” residing between 50 and 120 miles away from UCLA or driving at least 90 minutes one way to and from the university;<sup>1</sup> and,

**WHEREAS**, Commutes by UCLA students and employees resulted in about 31,627 MT of CO<sub>2</sub>e in 2021,<sup>2</sup> roughly equivalent to 78,504,715 miles driven by an average gasoline-powered passenger vehicle, 34,992,405 pounds of coal burned, or the annual energy consumption of 6,154 homes;<sup>3</sup> and,

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<sup>1</sup> [UCLA STATE OF THE COMMUTE 2021 \(arcgis.com\)](https://arcgis.com)

<sup>2</sup> [UCLA STATE OF THE COMMUTE 2021 \(arcgis.com\)](https://arcgis.com)

<sup>3</sup> [Greenhouse Gas Equivalencies Calculator | US EPA](https://www.epa.gov/ggcal)

**WHEREAS**, UCLA’s Sustainability Plan aims to reduce the number of students and employees driving alone to UCLA to 33% and 44% by 2030, and 30% and 40% by 2050, respectively;<sup>4</sup> and,

**WHEREAS**, 38% of California’s greenhouse gas emissions are from transportation;<sup>5</sup> and,

**WHEREAS**, The 405 Freeway is one of the most congested roadways in the U.S.;<sup>6</sup> the UCLA’s Wilshire-Sunset exit is the 9th-busiest bottleneck in the Southern California region;<sup>7</sup> and,

**WHEREAS**, Those living near the freeway are at increased risk of health complications, including lung disease and asthma;<sup>8</sup> and,

**WHEREAS**, a UCLA station adjacent to the freeway, such as in Alternative 1, leaves UCLA students susceptible to these health risks and complications; and,

**WHEREAS**, Alternatives 1-3, monorail options, contain stations adjacent to the 405 Freeway, exposing transit riders to hazardous levels of pollution and noise from the freeway;<sup>9</sup> and,

**WHEREAS**, Lower-income individuals and People of Color comprise the majority of transit riders and are, therefore, more likely to be exposed to such pollution and noise from the 405, suggesting that the Sepulveda Transit Corridor presents an environmental justice issue;<sup>10</sup> and,

**WHEREAS**, LA Metro estimates that end-to-end travel times for Alternatives 1-3 are 28, 30, and 32 minutes, respectively, while end-to-end travel times for Alternatives 4-6 are 20, 19, and 18 minutes, respectively;<sup>11</sup> and,

**WHEREAS**, LA Metro estimates that a stop at UCLA’s Gateway Plaza, as seen in Alternatives 3-6, would average ~20,000 unique daily riders; and,

**WHEREAS**, LA Metro estimates that Alternatives 1, 2, and 3 would have approximately 64,798, 69,985, and 86,013 daily boardings, respectively;<sup>12</sup> and,

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<sup>4</sup> [UCLA Sustainability Plan | UCLA Sustainability](#)

<sup>5</sup> [Current California GHG Emission Inventory Data](#)

<sup>6</sup> [4 L.A. freeways make list of roads with most traffic in U.S. | KTLA](#)

<sup>7</sup> [SCAG Congestion Management Technical Report, Page 20](#)

<sup>8</sup> [Living Near Highways and Air Pollution | American Lung Association](#)

<sup>9</sup> Ibid.

<sup>10</sup> [Results of our 2022 Customer Experience Survey | The Source](#)

<sup>11</sup> <https://thesource.metro.net/2023/11/27/weve-got-updates-on-the-sepulveda-transit-corridor-project-and-we-want-your-feedback-by-december-8-please/>

<sup>12</sup> Ibid

**WHEREAS**, LA Metro estimates that Alternatives 4, 5, and 6 would have approximately 120,546, 121,624, and 107,096 daily boardings, respectively, vastly larger than the estimates of all monorail options;<sup>13</sup> and,

**WHEREAS**, Alternative 3 has more projected boardings than 1 and 2 due to its stop at UCLA's Gateway Plaza, reflecting the immense usage and value a stop at UCLA has to the UCLA community and to LA Metro ridership; and,

**WHEREAS**, the station at UCLA's Gateway Plaza is expected to be the single-busiest non-transfer station in LA Metro's system: without this direct connectivity to campus, the effectiveness of the line is dramatically reduced;<sup>14</sup> and,

**WHEREAS**, therefore, UCLA has significant political clout in swaying LA Metro's decision making for choosing a particular Alternative for the Corridor; and,

**WHEREAS**, the current public-private partnership proposed for heavy rail with the company, Bechtel, has direct connectivity to Metro's future D Line, E Line, and regional rail;<sup>15</sup> and,

**WHEREAS**, all connections for BYD's monorail are indirect, limiting the overall efficiency of the Metro network and makes it more difficult for UCLA students to get around LA;<sup>16</sup> and,

**WHEREAS**, 13 of the 14 neighborhood councils belonging to the Westside Regional Alliance of Councils have issued formal support for a station at UCLA and direct transfer station at Metro's D-Line, including the North Westwood Neighborhood Council. The only opposition comes from the Bel Air-Beverly Crest Neighborhood Council;<sup>17</sup> and,

**WHEREAS**, when asked for public comment by Metro, 93% of participants favored a heavy rail alternative to a monorail system;<sup>18</sup>

**WHEREAS**, the UCLA Undergraduate Student Association Council (USAC) has previously adopted "A Resolution Calling For A Direct UCLA/Westwood Purple Line Stop on the Sepulveda Transit Corridor," which prioritized a direct connection to campus and the D-Line (Purple) station;<sup>19</sup> and,

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<sup>13</sup> Ibid.

<sup>14</sup> [Ten Reasons to Ditch the Sepulveda Monorail Proposal Now – Streetsblog Los Angeles](#)

<sup>15</sup> <https://storymaps.arcgis.com/stories/fbe1a5e154b6447b86507e4bb87159cf>

<sup>16</sup> Ibid.

<sup>17</sup> [Metro Nears Next Step for Sepulveda Transit Corridor Project — Beverly Hills Courier](#)

<sup>18</sup> [Public says: 93% favor rail tunnels, not an overhead monorail, for mega Sepulveda Pass project – Daily News](#)

<sup>19</sup> [A Resolution Calling For A Direct UCLA/ Westwood Purple Line Stop on the Sepulveda Transit Corridor](#)

**WHEREAS**, the UCLA USAC previously adopted “A Resolution In Support of a Heavy Rail Sepulveda Line; Imploring UCLA to end its Inaction”;<sup>20</sup> and,

**WHEREAS**, despite overwhelming community support and enumerable benefits for heavy rail, UCLA has remained neutral about its preference for mode;<sup>21 22 23 24 25 26 27</sup>and,

**WHEREAS**, opposition to heavy-rail remains limited to a vocal minority of homeowners in wealthy neighborhoods represented by the Bel-Air Association (BAA) and the Sherman Oaks Homeowners Association; and,

**WHEREAS**, in a February 10, 2022 letter to LA Metro, UCLA Administrative Vice Chancellor Michael Beck wrote a letter to LA Metro saying that UCLA “strongly opposes Alternatives 1 and 2,” that Alternative 3 is “problematic;”<sup>28</sup> and,

**WHEREAS**, in this February 10, 2022 letter, Vice Chancellor Beck states that:

“Alternatives 4, 5, and 6, by connecting directly from the San Fernando Valley to the Purple/D Line station at Wilshire and Westwood, would provide optimal levels of connectivity to the most important and busiest activity center along the entire project study area, that is, the UCLA campus. Such connectivity will not only dramatically reduce traffic on local surface streets and freeways, it will improve mobility and accessibility across the greater Los Angeles region. Alternatives 4, 5, and 6 would also significantly increase equity by providing fast and convenient access to UCLA from less affluent areas in L.A;”<sup>29</sup> and,

**WHEREAS**, after meetings with the BAA, Vice Chancellor Beck wrote a second letter to LA Metro saying UCLA is “mode agnostic,” ambivalent to Metro’s 6 alternatives;<sup>30</sup> and,

**WHEREAS**, ASUCLA entities including USAC, GSA, and UCLA student media have all spoken in support of heavy rail alternatives; and,

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<sup>20</sup> [A Resolution In Support of a Heavy Rail Sepulveda Line: Imploring UCLA to end its Inaction](#)

<sup>21</sup> <https://dailybruin.com/2023/11/12/la-metro-must-implement-alternative-6-for-sepulveda-transit-corridor-project>

<sup>22</sup> <https://dailybruin.com/2023/10/26/metro-hosts-open-house-presents-sepulveda-transit-corridors-alternatives>

<sup>23</sup> <https://dailybruin.com/2022/03/11/ucla-advocates-for-on-campus-station-along-proposed-sepulveda-transit-line>

<sup>24</sup><https://dailybruin.com/2023/01/22/editorial-ucla-rail-station-is-imperative-in-design-of-sepulveda-transit-corridor-project>

<sup>25</sup><https://dailybruin.com/2023/11/30/editorial-together-with-alternative-6-alternative-5-presents-opportunity-for-more-efficient-transit>

<sup>26</sup> <https://dailybruin.com/2023/02/12/undergraduate-students-association-council-supports-construction-of-heavy-rail>

<sup>27</sup><https://dailybruin.com/2023/03/05/op-ed-bruins-deserve-unlimited-access-to-transit-which-proposed-referendum-would-grant>

<sup>28</sup> Letter: [UCLA Formal Comments on the Sepulveda Transit Corridor Project during Public Scoping Period](#)

<sup>29</sup> Ibid.

<sup>30</sup> Letter: [Sepulveda Transit Corridor \(STC\) project alternatives](#)

**WHEREAS**, one of the responsibilities of the ASUCLA Board of Directors' Services Committee is to "review and recommend to the Board the planning, development and construction of facilities under the control of the Association," according to their bylaws (4.3)(b);<sup>31</sup> and,

**WHEREAS**, in summation, heavy rail Alternatives 4-6 are faster, have a higher capacity, have increased ridership potential in comparison to Alternatives 1-3;

**THEREFORE LET BE IT RESOLVED**, the Undergraduate Student Association Council (USAC) adopts this resolution to explicitly support Metro's heavy rail Alternatives, 4-6.

**THEREFORE LET BE IT RESOLVED**, USAC rejects all proposals for a monorail alternative, and rejects Alternatives 1-3.

**THEREFORE LET IT BE RESOLVED**, USAC urges UCLA and Vice Chancellor Beck to take an affirmative action in support of heavy rail Alternatives 4-6 before LA Metro's EIR is completed.

**THEREFORE LET IT BE RESOLVED**, USAC affirms to discuss the Sepulveda Transit Corridor in all monthly meetings with Vice Chancellor Beck until LA Metro decides which alternative it will use for the Sepulveda Transit Corridor, which is estimated to be in 2024.

**THEREFORE LET IT BE RESOLVED**, USAC requests Vice Chancellor Beck to send USAC a list of his direct involvements discussing the UCLA community's stance on the Metro project alternatives, to be sent in writing no later than March 13, 2024.

**THEREFORE LET IT BE RESOLVED**, USAC urges UCLA and Vice Chancellor Beck to specify, in writing, to USAC, what information UCLA needs from the EIR in order to take an affirmative stance in support of heavy rail Alternatives 4-6, no later than March 13, 2024.

**THEREFORE LET IT BE RESOLVED**, USAC suggests that the ASUCLA Board of Directors (BOD)' Services Committee explores the potential implications of a Metro heavy rail stop at UCLA's Gateway Plaza, adjacent to ASUCLA's facilities in Ackerman Union.

**THEREFORE LET IT BE RESOLVED**, USAC suggests that the ASUCLA BODs' Services Committee discuss the potential implications of a Metro heavy rail stop at UCLA's Gateway Plaza, adjacent to ASUCLA's facilities in Ackerman Union, with the entire ASUCLA Board of Directors, before June 30, 2024.

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<sup>31</sup> <https://www.asucla.ucla.edu/bylaws>

**THEREFORE LET IT BE RESOLVED,** USAC suggests that ASUCLA BOD writes a letter to LA Metro in support of heavy rail alternatives 4-6, by June 30, 2024.

**THEREFORE LET IT BE RESOLVED,** USAC suggests that the ASUCLA BOD recommends to ASUCLA Executive Director and CEO, Pouria Abassi, that he publicly, in writing, endorse Metro's heavy rail alternatives 4-6, no later than June 30, 2024.

**THEREFORE LET IT BE FINALLY RESOLVED,** USAC suggests that the ASUCLA Executive Director and CEO, Pouria Abassi, affirm in writing that ASUCLA prefers Metro's heavy rail Alternatives 4-6 in a letter addressed to UCLA Vice Chancellor Beck and Peter Carter, Project Manager for the LA Metro's Sepulveda Transit Corridor.