

# L.A. Metro Sepulveda Transit Corridor Project

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## UCLA/Westwood Fact Sheet

August 2021

- Metro's Sepulveda Transit Corridor Project will link the San Fernando Valley to the Westside (and eventually to LAX) via a rail connection. The relentless traffic congestion on the 405 Freeway through the Sepulveda Pass demonstrates the significant demand for that travel connection, and the commuting public is long overdue for this much needed transportation network improvement.
- Metro's internal project team came up with four possible solutions, three of which are heavy rail (subway, tunnel) and one monorail solution (above ground, generally on the 405 right-of-way), all of which include a station in the center of the UCLA campus.
- Metro is also entertaining private company proposals (public private partnerships, P3s) as options for the project, which spread risk and opportunity to the private sector while theoretically enabling faster construction and completion of this critical transportation project.
- In spring 2021, the Metro Board advanced two P3 concepts (one from Bechtel Partners and one from BYD's LA SkyRail Express) into the environmental review phase, along with three of Metro's own options.
  - Where things stand today: The environmental review process has begun, and includes five options that are being studied and analyzed: two private, three Metro-generated. Four of the five options have a station on the UCLA campus and link directly to Metro's Purple Line station at Wilshire/Westwood. One P3 proposal does not include a station at UCLA nor does it connect directly to the Purple Line.
- The BYD proposal is a monorail down the 405, with a station a half-mile from Westwood Village (and well over a mile to the UCLA campus) within the 405/Wilshire interchange. This would be a far less optimal solution for travelers to UCLA and Westwood, as it does not connect to where people are, or are going, especially given that Metro's own designs place a station at UCLA Gateway Plaza in the center of the campus, proximate to the many reasons people come to UCLA every day: the medical center including the #1 hospital in California (#3 in the country) and UCLA Health outpatient clinics, the academics, UCLA Extension, cultural and recreational attractions including Royce Hall, the Fowler Museum, and Pauley Pavilion, and the more than 42,000 jobs at UCLA (third largest employer in L.A. County).
- UCLA has ~7,500 employees and ~2,350 students who live in the San Fernando Valley and (post-COVID will again) travel to UCLA and Westwood almost daily. There are another several thousand employees who also come through the Sepulveda Pass almost daily, living in Santa Clarita and points further north including Palmdale and Lancaster.
- UCLA jobs: Beyond academics, UCLA provides many thousands of high-quality employment opportunities, and employs not only doctors, other health care professionals, and professors, but also groundskeepers, electricians, custodians, administrative staff, bus drivers, the whole gamut. UCLA is not only a major center of activity for teaching and research but is a leading economic engine for the entire Southern California region.
- The estimated Metro travel times between the San Fernando Valley and UCLA/Westwood for the various proposals are notable in that the direct subway connection from Van Nuys/Ventura to the center of the UCLA campus would be approximately a 16-minute ride. Under the monorail version, the trip from the Valley just to the 405/Wilshire interchange area, where the monorail would stop, would take up to 27 minutes. The

additional connector ride (via a yet undetermined mode) from the monorail stop at the 405 into the Village or up to the UCLA campus would likely add another 15 minutes to the trip, not to mention any waiting time for the connecting ride. People often optimize for travel times. Selecting a slower, less connected project will result in significantly decreased ridership on the Sepulveda Line, which would negatively impact the financial viability of the project. That is why a “one-seat” (direct, no transfer) ride to a station on the UCLA campus is so important to the entire Westside region.

- In fact, the short travel time via the rail connection vs. driving results in (using Metro’s own travel demand model) the *on-campus UCLA station being the busiest non-transfer station in Metro’s entire rail system!* Further, the on-campus UCLA station and the direct connection of the Sepulveda Line to the Purple Line station at Wilshire/Westwood provides significant benefit to people traveling from the east or west on the Purple Line, as they can make the easy transfer from one subway to another underground rail line and connect directly to the UCLA campus.
- As Los Angeles’ premier public research university (and the #1 public university in the country for years running), with a world class medical center and hospital, UCLA should be easily accessible to all the people of Los Angeles. A Metro station on the UCLA campus is the best way to accomplish that for our city. High quality rail connections to both east/west (via Purple Line transfer) AND north/south (on the Sepulveda Transit Corridor Line) are necessary to fully actualize the university’s benefit for the region, and to provide the transit connectivity that is essential to a fully functional and successful transportation network.
- Reducing vehicular traffic congestion on the Westside and on the 405 Freeway while increasing accessibility for those who travel to and from the Westside, is something we should strive for and can achieve together. Regardless of the transit mode that is selected, whether heavy rail or monorail, the Sepulveda Line must have a station on the UCLA campus and also must connect directly to the Purple Line, as it continues on to the Expo Line and eventually to LAX. The critical decisions about the Sepulveda Transit Corridor Project should not be made with a short-term lens, but rather must take into consideration what will best serve the people of Los Angeles and Southern California over the long-term, well into the next century.
- Conclusion: The Westside, UCLA, and the hundreds of thousands of people the university serves annually warrant a rail station located directly on the UCLA campus. There is no question that travel demand will be extremely robust for such a rail line. The only option that should be selected for the Sepulveda Transit Corridor Project is one that connects directly to an on-campus UCLA station and also connects directly with the Westwood/UCLA Purple Line station on Wilshire Boulevard.

Figure 1: Travel Times Comparison from the San Fernando Valley to UCLA/Westwood

Start	End	Mode	AM Travel Time*
Van Nuys Blvd/MetroLink	UCLA Gateway Plaza	Driving	28-50 minutes (and that’s during COVID!)
Van Nuys Blvd/MetroLink	UCLA Gateway Plaza	Rail	16-48 minutes, depending on option selected

- \* Calculated using Google Maps and its time slider tool (“depart at 7am”)

Figure 2: The UCLA Campus Station and Direct Connection to the Purple Line at Wilshire/Westwood

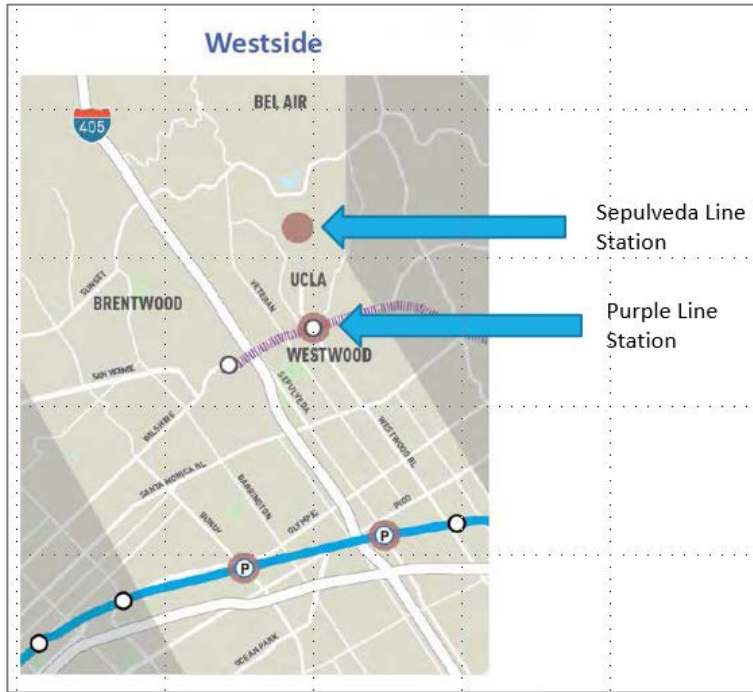


Figure 3: UCLA Employee Residential Locations

