SUPPORT SEPULVEDA TRANSIT CORRIDOR PROJECT (STCP) ON-CAMPUS UCLA STATION LOCATED AT UCLA GATEWAY PLAZA AND OPPOSE CHANGING LOCATION OF UCLA STATION TO GAYLEY AVENUE & STRATHMORE DRIVE

Original MTC motion by Nussbaum/Waxman (recommended to the WRAC Board), 10/15/2025 | **substitute/ amended motion** by Sann/Spitz (approved by the WRAC Board for recommendation to Member Councils), 10/21/205

"The _____ NC/CC, a member of the Westside Regional Alliance of Councils (WRAC), supports the Sepulveda Transit Corridor Project (STCP), including an on-campus UCLA Station located at UCLA Gateway Plaza,[†] near the center of campus, as described in the STCP Draft Environmental Impact Report (DEIR). We do not support changing the location of the UCLA Station to the intersection of Gayley Avenue and Strathmore Drive, at the far west end of campus, or to any other location on the UCLA campus that has not been studied and analyzed by Metro in accordance with CEQA. If Metro considers any change to the location of the UCLA Station other than at UCLA Gateway Plaza, Metro must: 1) prepare an amendment to the DEIR; and 2) in conformance with CEQA conduct outreach to the community for additional public comment on the environmental impacts of this proposed change in location."

Footnote for background only/not part of the motion text:

[†]WRAC member Councils have previously passed two motions regarding the Sepulveda Transit Corridor (STC) Project. Both of these motions are WRAC Adopted Positions:

1) Support for Station Located Directly on the UCLA Campus as Part of Metro's Sepulveda Transit Corridor Project; Formally adopted by WRAC in August 2021 | *Download the WRAC position letter*
2) Support Heavy Rail Underground Subway Mode of Transportation; Oppose two proposed Monorail Options for the Metro Sepulveda Transit Corridor Project (STCP); Formally adopted by WRAC in August 2025 | *Download the WRAC position letter*

See also: STC Draft DEIR: https://www.metro.net/projects/sepulvedacorridor/.

MTC COMMITTEE REPORT

Michael J. Beck, the Administrative Vice Chancellor at UCLA, submitted a letter to Metro on August 30, 2025, the last day for public comment on the STC Project DEIR (attached). He requested a change in the location of the UCLA Campus stop/station, from UCLA Gateway Plaza at the center of the campus, to the corner of Strathmore and Gayley, on the western edge of campus. In the STC Project DEIR, Alternatives (1, 3, 4, 5 and 6) designate UCLA Gateway Plaza as the station location. *[Note/correction: Alternative 1 did not designate a location on the UCLA Campus; Alternative 3 is not in consideration.]*

Figure 1: Gateway Plaza (map courtesy of UCLA)

Figure 2: Strathmore Dr. and Gayley Ave. (map courtesy of UCLA)

Figure 3 Gateway Plaza transit gateway on the UCLA Campus (image courtesy of MIG)

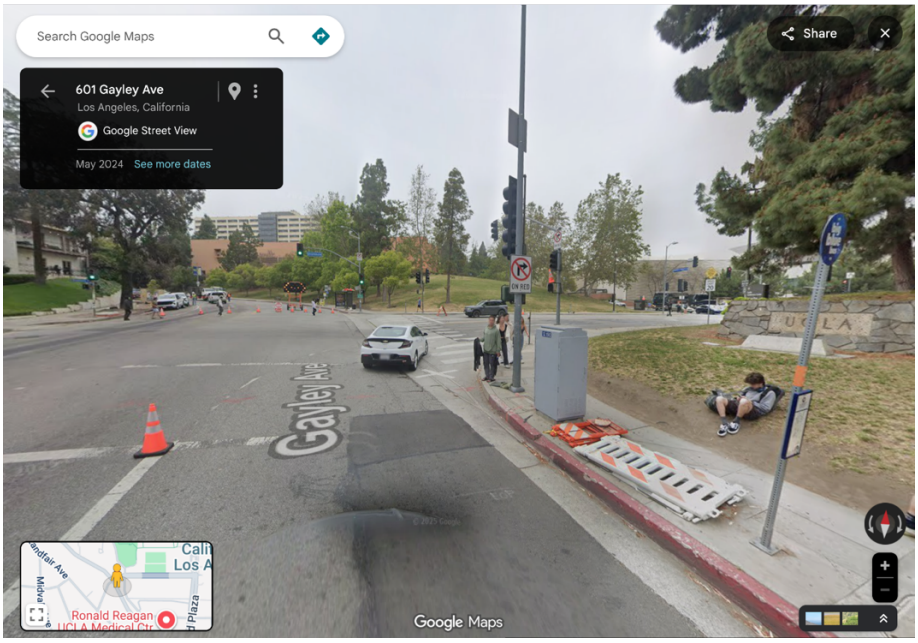

Figure 4 Strathmore Dr. and Gayley Ave (map courtesy of Google Maps)

Vice Chancellor Beck's letter is the first time that UCLA has requested a different location for the STC Project UCLA Campus stop.

The relevant paragraph reads:

"Consider an alternative portal location. *UCLA Gateway Plaza is the most central campus location for riders, but building and operating a rail station at this location would be excessively disruptive to campus operations, including the hospital, Luskin Conference Center, Engineeringand medical research facilities, Pauley Pavilion, and primary campus parking facilities. We recommend Metro consider shifting the rail station west near the Strathmore and Gayley intersection, or another location that provides similar rider convenience to campus with less disruption to campus operations."* (page 8, bullet point 3, letter attached)

DISCUSSION

Gateway Plaza truly is the best location for the STC Project UCLA Campus station because it is a primary transit

stop and designated transit hub.

- The Bruin Bus provides important connections around the campus and Medical Center for passengers disembarking at this station.
- Gateway Plaza also provides connections to the Santa Monica Big Blue Bus, the Culver City Bus and Long Beach Transit Route 405.
- The location is at the center of the UCLA Campus.
- The sidewalks in this area have been improved and meet ADA standards for width, slope, firmness, stability and passing space.
- Other first mile-last mile mobility options, like rental bikes and scooters, are also available here.

The concern being raise by UCLA regarding the Gateway Plaza stop primarily stems from temporary construction impacts. Employing temporary mitigation measures are a more reasonable solution to the concerns raised vs. relocating the station.

In contrast, the space being designated at the corner of Strathmore Dr. and Gayley Ave. is not ideal because:

- It sits at the western edge of campus, further away from the rest of campus, on undeveloped land near fraternity row, off-campus apartments and the UCLA dormitories
- Gayley Ave. is the ambulance route from the North and South to the UCLA Ronald Reagan Hospital Emergency Department.
- UCLA's Cogeneration Utility Distribution Plant, with its underground methane tanks and methane pipeline, is located near this intersection.
- There are ADA accessibility issues, due to poor sidewalk conditions, inconsistent crosswalks, and steep slopes.

Since the Planning and Feasibility Study phase of the STC Project which began in 2017**,** Metro has been working with UCLA to identify a location for the station on its campus. The purpose of the current Environmental Review Phase of the Project is to release a draft Environmental Impact Study (DEIR) "to inform decision-makers and the public about the potential significant environmental impacts of constructing and operating the Project. This DEIR is an informational public document that discloses any significant environmental impacts of the Project as well as identifies ways to reduce or avoid their effects on the environment." Page ES-3, Executive Summary, STC Project DEIR

CALL TO ACTION

It is unknown whether Metro will consider other stop/station locations on the UCLA campus. But for UCLA Vice Chancellor Beck to suddenly request a change for the UCLA Campus stop at this late date will require a supplemental DEIR to assess the environmental impacts to this new location, and will delay an already lengthy process.

Should Metro proceed with investigating this alternative station site at Strathmore Dr. and Gayley Ave., our Councils should demand that Metro provide additional outreach to the community to obtain further community input and provide an additional comment period for supplemental DEIR.

LINKS

- https://westsidecouncils.com/motion/support-for-station-at-the-ucla-campus-for-metros-sepulveda-pass-corridor-project/ and https://westsidecouncils.com/wp-content/uploads/2021/07/WRAC-Metro-Sepulveda-Transit-UCLA-Stop.pdf
- https://westsidecouncils.com/motion/support-heavy-rail-underground-subway-mode-of-transportation-oppose-two-proposed-monorail-options-for-the-metro-sepulveda-transit-corridor-project-stcp/ and https://westsidecouncils.com/wp-content/uploads/2025/07/WRAC-Comment-Letter-STCP-DEIR.pdf
- https://www.metro.net/projects/sepulvedacorridor/
- https://www.maps.ucla.edu/
- https://www.migcom.com/work/ucla-conference-center-guest-center-and-transit-gateway

- https://maps.app.goo.gl/5i1oT7oTxohDz2BNA
- https://www.metro.net/documents/2025/10/stc_deir_0-2_executive_summary.pdf/

Originally prepared by Selena Inouye, MTC Chair, for the WRAC Board Meeting on 10/23/25; edited 10/26/25 by C. Spitz, WRAC Vice-Chair