

September 13, 2022

Peter Carter, Project Manager
L.A. County Metropolitan Transportation Authority
One Gateway Plaza, Mail Stop 99-22-6
Los Angeles CA 90012

Via email: CarterP@metro.net

Re: Sepulveda Transit Corridor (STC) project alternatives

Dear Mr. Carter:

Thank you for organizing the STC PDA meetings this summer with the three teams: L.A. SkyRail Express (LASRE), STC Partners, and HNTB. Each of these meetings were informative and provided useful updates to UCLA. At this stage, UCLA remains mode-agnostic. Given the impact that this project will have on regional transit and accessing the UCLA campus, the University offers the following considerations for further analysis by the project teams and Metro.

Our comments are aligned with and guided by our overarching principle outlined in our February 2022 formal scoping letter:

Investing resources in a project as significant as the Sepulveda Transit Corridor must result in a system that enhances equity by transporting people directly to the places they need to go and that connects as seamlessly as possible with the existing rapid transit network, and does this while minimizing the impacts of operations on the neighborhoods through which it runs.

In this light, UCLA believes that the Locally Preferred Alternative (LPA) should provide user-friendly and timely travel from the San Fernando Valley to UCLA and other key destinations. Additionally, the selected alternative must provide a convenient and seamless connection to the Orange, Purple, and Expo Lines to ensure essential interconnectivity for the broader community. The LPA should also resolve the last mile issue between the UCLA campus and the Purple Line station in Westwood, therefore increasing ridership by UCLA affiliates and the broader community from neighborhoods to the east of Westwood and even east of downtown Los Angeles.

A fully connected and integrated rail system in L.A. County will enable broad access and opportunities for campus affiliates and the greater community across the region. As a major public university, employer, and leading health care provider, it is important that the UCLA campus and health system be as accessible as possible to all residents within the greater Los Angeles region.

On behalf of the UCLA campus, I provide the following comments regarding the recent updates and modifications associated with the various proposed alternatives. We maintain that the monorail to e-bus shuttle option to reach Westwood Village and the UCLA campus, Alternative 1, is an untenable

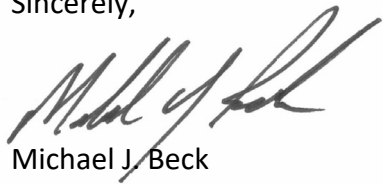
option for the STC project. Metro's six goal areas for the STC project are each underserved by Alternative 1; it has the worst connectivity, the longest travel times, and does not support the major Westwood/UCLA business and activity center.

The LASRE team's new automated people mover (APM) alternatives are improvements over previous alternatives, but require further design work to ensure they can be considered viable. These new spurs would connect the main line monorail to the UCLA campus and the Purple Line. The impacts of those designs need further clarification and input from local jurisdictions, such as the Veterans Administration, Westwood Village and neighboring residential communities, including those that are impacted by other proposed alternatives. It is therefore imperative that Metro and the PDA teams work closely with all stakeholders before committing to any of the proposed alternatives.

UCLA remains very concerned that any alternative that includes a spur-like, or other secondary solution to connect the UCLA campus to the STC, would be vulnerable to having that connection value engineered from the overall project scope, thereby losing a pivotal element of the STC project—connecting Valley residents to UCLA. Given that the STC will provide much needed mobility to L.A. County residents for generations, the selected LPA must be robust in its fulfillment of Metro's project goals, as we will collectively live with the project alternative decisions for many decades.

We recognize there is no simple solution that everyone can agree on and therefore we urge Metro to focus on project objectives and the feasibility of each alternative, recognizing that Metro must take into consideration financial realities, technical limitations, changes in political priorities, and possible legal challenges, each of which have varying implications to project feasibility. The University looks forward to the results of the alternatives analyses, and remains ready to assist to ensure Metro and the PDA teams refine their designs to achieve the best outcome for all.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael J. Beck". The signature is fluid and cursive, with a large initial "M" and "J".

Michael J. Beck
Administrative Vice Chancellor