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

**WHEREAS,**the LA Metro scoping process began on November 30th and runs through February 11th, 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 minutes; 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 Westwood; 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 lines; and

**WHEREAS,** Alternatives 1, 2, and 3 utilize monorail technology and an alignment that runs along the 405, 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 freeway; and

**WHEREAS,** UCLA has approximately 47,000 undergraduate and graduate students, as well as an additional 46,000 staff and faculty members, 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 alone in their automobile each day

**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 UCLA; and

**WHEREAS,** average rent in Westwood is the most expensive in California, forcing many students to live elsewhere along the Sepulveda Corridor; 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 corridor; 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 Monica, which are all key economic and employment hubs; and

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

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

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

**THEREFORE LET IT BE RESOLVED,** that the UCLA GSA 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 GSA 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

**LET IT BE RESOLVED,** that the UCLA GSA emphasizes the importance of graduate 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.