



# City of West Hollywood

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## CITY COUNCIL

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October 22, 2024

Hon. Lindsey P. Horvath, Board Member  
Hon. James Butts, Board Member  
Los Angeles County Metro Board of Directors  
One Gateway Plaza, Mail Stop 99-3-1  
Los Angeles, CA 90012  
VIA EMAIL

**RE: Sepulveda Transit Corridor Project with a Station on the UCLA Campus & a Seamless Connection to the Metro D Line. SUPPORT**

Dear Board Members Horvath and Butts,

On behalf of the City of West Hollywood, I am writing to express our strong support for a Sepulveda Transit Corridor (STC) Project route that includes a direct, on-campus station at the University of California, Los Angeles (UCLA) and a seamless connection to the Metro D Line (Purple) in Westwood Village. On October 21, 2024, the West Hollywood City Council voted unanimously to support a Sepulveda Transit Corridor Project that meets these objectives. While the City of West Hollywood's top priority for public transit investment remains the Metro K Line Northern Extension, we recognize the regional importance of the future Sepulveda Transit Corridor to our residents and the region at large.

We urge Metro to select an STC alternative that maximizes equity and ensures accessibility to top regional destinations. Commuters to the Westside from the San Fernando Valley, Central Los Angeles, and West Hollywood face chronic congestion with limited transit alternatives. Current public transit options are limited to routes necessitating multiple transfers, which often results in commuters using their personal vehicle if they have access to one. This negatively impacts our quality of life, harms our regional economy and limits our ability to reduce greenhouse gas emissions.

Metro's ridership projections clearly show that the alternatives with the highest use include a direct stop at the UCLA campus and seamless connection to the Metro D line. A UCLA station is projected to be the busiest non-transfer station in Metro's network when it opens. To motivate people to consider using public transit instead of their vehicles, the future STC needs to go directly to the destinations where the overwhelming majority of riders are heading while limiting transfers. In West Hollywood, our residents would likely access the future STC and UCLA from the newly extended Metro D Line combined with either local bus service or the future K Line Northern Extension. Introducing an

additional transfer between the D Line and the UCLA campus would undermine the considerable investment our region is making in these transit corridors and degrade the user experience.

Selecting an alternative that includes an on-campus station at UCLA and a seamless connection to the D Line is key to ensuring Metro can achieve all the goals of the STC. The ridership projections of approximately 120,000 boardings per day for several of the alternatives demonstrate this is a project with the potential to transform our region by providing fast and reliable transportation for Angelenos and visitors. The alternatives including an on-campus station at UCLA and a seamless connection to the Metro D Line will provide what our region desperately needs—effective and accessible public transit along some of the most congested corridors in the nation.

We appreciate your ongoing leadership and respectfully urge you to support an alternative with an on-campus station at UCLA, paired with a seamless connection to the Metro D Line.

Sincerely

A handwritten signature in black ink that reads "John Erickson". The signature is written in a cursive, flowing style.

John M. Erickson  
Mayor

cc: Honorable Members of the Metro Board of Directors  
Stephanie Wiggins, Metro, Chief Executive Officer  
Leor Alpern, UCLA, Director, Local Government Relations