

## **Key Points re Item 11.1 – PPCC 8/14/25 Agenda**

### ***Background and reasons for PPCC to support the proposed Heavy Rail-Subway mode of transportation for the Sepulveda Pass Project***

- Along with 12 other Westside Regional Alliance of Councils (WRAC) member councils, PPCC unanimously passed a motion in August 2021, supporting construction of a **station directly on the UCLA campus** for Metro’s proposed Sepulveda Transit Corridor Project (STCP),<sup>1</sup> and calling for a **direct connection to the UCLA station** from the Purple/D subway line now under construction on the Westside. See the 2021 motion, with explanation about the STCP and a link to PPCC’s 8/12/21 PPCC minutes, at: <https://pacpalicc.org/wp-content/uploads/2025/08/Motion-Metro-Station-UCLA.pdf>.
- This motion was passed by 13 member councils (all that considered the motion – an unprecedented unanimous vote in WRAC) and is an adopted WRAC position. See 9/10/21 WRAC Position letter: <https://westsidecouncils.com/wp-content/uploads/2021/07/WRAC-Metro-Sepulveda-Transit-UCLA-Stop.pdf>.
- The draft Environmental Impact Report (DEIR) for the STCP has now been published, with **comments due by August 30, 2025**. The DEIR considers two alternative proposed modes of transportation for the STCP through the Sepulveda Pass – Heavy Rail-Subway (underground or partial underground) and Light Rail-Monorail (aboveground), with five different alternative project routes (2 automated monorail routes, 2 automated subway routes and 1 driver-driven subway route). See WRAC Background information: <https://westsidecouncils.com/wp-content/uploads/2025/07/Background-re-STCP-project-modes-of-transportation.pdf>, and DEIR information: <https://www.metro.net/projects/sepulvedacorridor/>.
- On July 7, 2025, the WRAC Board, on the recommendation of the WRAC Mobility & Transportation Committee, voted to recommend to WRAC member councils the motion now under consideration by PCCC: to *oppose the Light Rail-Monorail* and **support the Heavy Rail-Subway** mode of transportation.<sup>2</sup>
- There are fundamental, compelling reasons to support the Heavy Rail-Subway options and oppose the Light Rail-Monorail options:

1. **Direct Connection to UCLA Station.** All the Subway options will *directly and seamlessly connect* with the Wilshire Purple/D line and the on-campus UCLA station (a goal consistent with our position in support of a direct connection to the UCLA station – projected to be the busiest station in Metro’s system). In contrast, one of the Monorail options *will not connect at all* to UCLA, and the other will only *indirectly and inconveniently* require more stops and transfers to reach UCLA. The Monorail options are inconsistent with PPCC’s and WRAC’s express goals.

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<sup>1</sup> Per Metro, the SCTP involves a proposed “high-capacity rail line connecting the San Fernando Valley to Westside and eventually LAX.” <https://www.metro.net/projects/sepulvedacorridor/>.

<sup>2</sup> To date, 5 member councils have passed the motion with more expected in the coming days. Passage by at least 8 member councils is required for a motion to become an adopted WRAC position. *If passage occurs in sufficient time prior to August 30, then WRAC can submit comments on the DEIR*, thus allowing the WRAC position to be included by the deadline and considered by the Metro Board. Chris Spitz, WRAC Vice-Chair and PPCC primary rep to WRAC, and Quentin Fleming, PPCC Vice-President and 1<sup>st</sup> alternate PPCC rep to WRAC, strongly support this motion and are sponsoring it before the PPCC Board, for the reasons stated in this memo and in the background information linked above.

2. **More Passengers.** All the Subway options will *carry significantly more passengers* than the Monorail options, with projections of up to 120,000 daily subway boardings (the monorail options are projected to have much lower ridership).
  3. **Much Faster.** The Subway options will have *much faster travel times* than the Monorail options (the Monorails travel at slower speeds and have longer projected travel times); for example, with the Subway, travel time from Van Nuys to UCLA could be reduced to about 12 minutes, compared to over 24 minutes for the Monorail.
- The SCTP and its mode of transportation are significant matters of concern for the Westside of Los Angeles, including for the Palisades. Many of our displaced residents often travel on the 405 through the Sepulveda Pass, did so pre-Fire, and are likely to do so in the future, when the SCTP is finally completed. The SCTP's impacts will affect all of us. PPCC traditionally attempts to take positions in solidarity with our colleagues on WRAC and did so with our motion in 2021. Voting in favor of the current WRAC-recommended motion to support the SCTP Heavy Rail-Subway option will be **entirely consistent with our motion passed in 2021**, in which we supported a station directly on the UCLA campus with a direct connection to the station from the Purple/D subway line.

*By Chris Spitz and Quentin Fleming*

*Prepared in connection with the 8/14/25 PPCC meeting*