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January 27, 2022

Sepulveda Transit Corridor Project
 Los Angeles County Metropolitan Transportation Authority
 One Gateway Plaza
 Los Angeles, CA 90012
sepulvedatransit@metro.net

Subject: SOHA Positions and Comments on the Sepulveda Transit Corridor Project**References:** see page 10

The Sherman Oaks Homeowners Association submits our positions, comments, and questions on Metro's environmental process and the six Sepulveda Transit Corridor Project alternatives.

Metro is Running this Project Like a Fiscally and Morally Irresponsible Schoolyard Bully. The evidence is clear. It's time for our elected officials and the public to step up and stop this out-of-control bully from destroying our Sherman Oaks community and this project.

Metro – Meet with Sherman Oaks Community Leaders to Resolve our Concerns. Prove we're wrong! Not a "meet & greet" or public meeting. A working meeting between equals. We hope to hear from you.

Metro Public Scoping Meetings Were a Sham and Withheld Vital Information! Metro's scoping meetings provided trivial information about the project's six alternatives. No route details. Useless cartoon maps. No technical details. No tunneling impacts. No train noise information. No hints on station parking. No cost or affordability considerations. No schedules. No public-private partnership facts. The public cannot make meaningful comments based on trivial information. Trivial information ensures that public comments are trivial and ignorable. Metro is being unfair and irresponsible. Tragically, Metro's lack of information has also fostered the spread of misinformation. The public is uninformed and confused.

Metro Never Answers Questions! On December 6th, SOHA sent ten basic questions to Metro and asked for answers (Reference 1). Answers to help us and our members submit better informed comments. Metro did not have the professionalism or courtesy to respond. Why is Metro afraid to answer questions?

Metro's Environmental Review Process Is a Sham that Trivializes Public Input and Makes Back-Room Decisions! Metro stops accepting public comments on February 11th. They don't accept further public comments until the Draft Environmental Impact Report (DEIR) is complete in a couple of years. Metro promises to keep the public updated but there are no public meetings until the DEIR is complete. The public comments on the DEIR and then Metro selects the Locally Preferred Alternative (LPA) for construction. "Locally Preferred" makes it sound like the public was involved. They weren't.

SOHA Will Continue to Make Comments and Ask Tough Questions! We will not buy into this shameful process. SOHA will continue to submit comments and ask questions well after February 11th. We want Metro to schedule interim public meetings and inform the public how each alternative is evolving during environmental studies. We plan to hold our own public meetings to keep communities informed. We will encourage the public to submit comments. We expect Metro to respond clearly and truthfully.

SOHA Cannot Yet Support Any of Metro’s Six Alternatives Because All Have Flaws! Some flaws are minor and fixable. Some are major and not fixable. SOHA studied every Metro document referenced in this letter (2,800+ pages) to learn what was going on because Metro has kept the public in the dark.

SOHA Adamantly OPPOSES Alternative 4 with Elevated Trains in the Valley! This alternative is subway under the Westside and Sepulveda Pass but elevated heavy rail trains above Sepulveda Blvd in the Valley. This is irresponsible. Why decimate the wellbeing of Valley residents and businesses by studying noisy elevated trains. It is an abomination that will destroy our community. Stop Alternative 4 now!

SOHA Has Positions on All Six Alternatives. Our positions are shown in the table. We based them on three criteria: technical acceptability, financial affordability, and schedule reasonableness. We cannot support any alternative that does not fulfill all three criteria. The world’s greatest alternative cannot be acceptable if it is unaffordable and can’t be built on a reasonable schedule.

SOHA POSITIONS ON METRO SEPULVEDA TRANSIT CORRIDOR PROJECT ALTERNATIVES
ALTERNATIVE 1 – Driverless Monorail along 405 with Electric Bus Connection to UCLA
ACCEPTABLE – ONLY IF route realigned to 405 median (versus east shoulder) in Valley
AFFORDABLE – Probably buildable with currently available Metro budget
SHORTEST SCHEDULE – Quickest to build with no tunneling
ALTERNATIVE 2 – Driverless Monorail along 405 with Automated People Mover Connection to UCLA
ACCEPTABLE – ONLY IF route realigned to 405 median (versus east shoulder) in Valley
ALMOST AFFORDABLE – Almost buildable with currently available Metro budget
SHORTEST SCHEDULE – Quickest to build with no tunneling
ALTERNATIVE 3 – Driverless Monorail along 405 with Tunnel Under UCLA
ACCEPTABLE – ONLY IF route realigned to 405 median in Valley AND IF no tunneling under Bel Air
UNAFFORDABLE – At least \$2 billion more than currently available Metro budget
LONGER SCHEDULE – Three-mile tunnel under UCLA adds at least two years
ALTERNATIVE 4 – Driverless Subway under Westside and Pass; Elevated above Sepulveda in Valley
UNACCEPTABLE – Ridiculous elevated heavy rail trains in Valley – TERMINATE STUDYING THIS NOW!
UNAFFORDABLE – At least \$5 billion more than currently available Metro budget
LONGER SCHEDULE – Nine-mile tunnel under Westside/Sepulveda Pass adds at least four years
ALTERNATIVE 5 – Driverless Subway under Westside, Pass, and Sepulveda Blvd in Valley
ACCEPTABLE – ONLY IF route realigned under 405 freeway through Sepulveda Pass
UNAFFORDABLE – At least \$9 billion more than currently available Metro budget
LONGEST SCHEDULE – Fourteen-mile tunnel adds at least five years
ALTERNATIVE 6 – Driver-Operated Subway under Westside, Pass, and Van Nuys Blvd in Valley
ACCEPTABLE – ONLY IF modern automated technology AND IF route better under Beverly Glen near Sunset
UNAFFORDABLE – Almost \$9 billion more than currently available Metro budget
LONGEST SCHEDULE – Thirteen-mile tunnel adds at least five years

No Alternative Is Technically Acceptable Yet. Although the monorail and heavy rail technologies are fully viable, no alternative fulfills all basic requirements such as route alignment equity and minimal community impacts. All current alternatives need at least one flaw corrected to be technically acceptable, except Alternative 4 which can never be acceptable.

Alternative 1, 2, and 3 are flawed because their monorails run on the east shoulder of the 405 in the Valley. They must be relocated to the median to minimize community impacts. Alternative 5 is flawed because it tunnels under the Sherman Oaks and Bel Air communities with potentially serious impacts. The route must be relocated under the 405 freeway. Alternative 6 is flawed because it uses old-fashioned driver-operated heavy rail trains. It must use the same modern driverless trains as the other heavy rail alternatives. It's also being designed by the same contractor that will supposedly independently study its environmental impacts.

Alternative 4 with Elevated Trains in the Valley is an Abomination and Not Acceptable. This flawed alternative can never be technically acceptable. Stop wasting public money studying it. If Metro had responsibly listened to Valley communities, this alternative would have been terminated years ago. Stop it now!

Alternative 4 Is a Desperate Metro Ploy to Cut Costs and Still Get a Subway on the Westside. Alternative 4 causes massive and unnecessary eminent domain on Sepulveda Blvd south of Ventura Blvd. The Metro rendering shown was posted at the June 2019 public meetings, yet Metro stated they had not yet thought about eminent domain. Alternative 4 will destroy our Sherman Oaks community from Valley Vista Blvd to Oxnard St. Its only purpose is to lower cost enough to have subway on the Westside and under the Pass, even though the Valley get screwed with elevated trains. Metro's continued consideration of Alternative 4 illustrates their disdain for the Valley. The Valley currently has only two Metro heavy rail stations but almost 20 percent of LA County's population. None of this is fair!



Few Alternatives Are Financially Affordable Because Metro Lowballed Measure M Cost Estimates to Entice Voters. Measure M funds all Metro projects. Had it not passed in 2016, the Sepulveda Transit Project would not exist. Measure M did pass, but its cost estimates were woefully low – less than half what were really needed. Because Metro low-balled the estimates, only one or two of Metro's Sepulveda Pass alternatives are now affordable. This is a pretty stupid place to be at this point in such an important project.

Measure M Budget for Sepulveda Transit Corridor Project is about \$6.9 Billion in 2022 dollars. We escalated the official Measure M 2015 budget, which includes federal, state, county, and city funds.

Project Affordability Worsened by Major Flaw in Metro Capacity Analysis. Many won't remember, but when Metro began the Sepulveda Transit project in 2018, none of the routes went north to the Van Nuys MetroLink station in the Valley. Many routes stopped at the Orange Line (G Line) at Oxnard St (Reference 17). Then at Metro's January 2019 public meetings, Metro explained that they made a serious mistake in their passenger capacity analysis. Now the project route had to be one to two miles longer than originally planned (Reference 16). Metro also didn't explain that the project's Measure M budget cannot increase, and that Metro's flawed analysis instantly made this critical project much less affordable.

Additional Metro Funding Will Be Hard to Get! There are many rumors about other available funding. Metro recently requested \$10 billion from the California budget surplus for ten rapid transit projects. Sadly, the highest priority projects seem to be the West Santa Ana Transit Corridor and the Purple Line (D Line) Extension along Wilshire Blvd. We hear rumors that the Sepulveda Transit Corridor Project is far down on Metro's priority list. The Sepulveda Pass project might get an additional \$0.5 billion from the state.

Metro is also hoping for funds from the new federal Infrastructure Bill. However, the total funding available for rapid transit across all of California is only \$9 billion. The Sepulveda Pass project might get \$0.5 billion.

Sepulveda Pass Project Funding Might Be At Most \$7.9 Billion with Luck! Metro might be able to get an extra \$1 billion in funding for the Sepulveda Pass project, bringing the total budget to \$7.9 billion.

Metro Purposely Suppressed Costs for the Six Alternatives at its Public Scoping Meetings. Metro provided cost estimates at their July 2019 public meetings (Reference 15). Metro’s contractors provided further cost estimates in their 2019 proposals (References 5 and 6). The table shows Metro’s cost estimates for the six alternatives inflated to 2022 dollars. Five alternatives exceed the currently available \$6.9 billion budget. Four exceed the potentially available maximum \$7.9 billion budget. Where’s the extra funding coming from to build the unaffordable alternatives? Why is Metro wasting taxpayer dollars studying alternatives that they can’t afford to build? It appears that Metro has abrogated its fiscal responsibility by continuing to study unaffordable concepts.

Currently Available Measure M Budget for Sepulveda Transit Corridor Project is \$6.9 billion Budget with Potential Federal and CA Supplements Might Reach at Most \$7.9 billion (\$2022)		
Alternative Description	Cost* (\$2022 billion)	Affordability
Alternative 1 – Monorail on 405 (UCLA Electric Buses**)	\$6.9	Affordable
Alternative 2 – Monorail on 405 (UCLA People Mover**)	\$7.0	Almost Affordable
Alternative 3 – Monorail on 405 and under UCLA	\$8.9	Unaffordable
Alternative 4 – Elevated Heavy Rail in Valley	\$12.1	Very Unaffordable
Alternative 5 – Heavy Rail Subway under Sepulveda Blvd	\$15.9	Grossly Unaffordable
Alternative 6 – Heavy Rail Subway under Van Nuys Blvd	\$15.5	Grossly Unaffordable

* Costs escalated using US Bureau of Labor Statistics PPI Construction Index for Los Angeles County

** Added \$15 million for UCLA electric buses and \$100 million for UCLA automated people mover

Affordability Concerns Favor the Alternative 1 or 2 Monorails. These monorail alternatives simply have the best chance of being built with today’s available funding. The Alternative 5 or 6 subways cost more than twice as much as Metro has available. They might be made technically acceptable but are still grossly unaffordable. Unless Metro can convince us that Alternatives 5 and 6 can be made affordable, SOHA cannot support them – although we really like the Alternative 6 route under Van Nuys Blvd.

Why Won’t Metro Tell Us If a Public-Private Partnership Will Solve Metro’s Affordability Crisis? Metro has stated that they may build the Locally Preferred Alternative using a public-private partnership (PPP). They imply that the PPP is more affordable. This is fantastic! If a PPP can turn an unaffordable alternative into an affordable one, Metro should be telling the world about it. But Metro never presented any information at all on their PPP approach at the public scoping meetings. SOHA asked Metro a question about using PPPs (Reference 1). Metro never responded. Has Metro dismissed PPPs?

Lack of Schedule Reasonableness Makes Many Alternatives Less Attractive. If an alternative takes too many years to build, it is less attractive. Metro has proven it cannot build anything on schedule and that makes it worse. Schedule delays increase costs. Alternatives with shorter, more reasonable schedules are more attractive. Schedule reasonableness must be a bottom-line criterion for supporting an alternative. This makes any alternative with tunneling less attractive because tunneling takes a long time.

SOHA has a history of challenging projects that damage our community and helping to fix, improve, or stop them. An example is the Deervale Park project which began as a huge housing development on a dangerously steep site. We got the city to purchase the site and make it a public park and wildlife preserve. Another example is the Sunkist project where SOHA worked with the developer’s design team to improve the proposed building layout, parking plan, and public view of the existing structure. SOHA will take whatever actions are necessary and these can significantly delay project schedule.

Litigation is also a schedule consideration. Some organizations have already threatened litigation against certain of the Metro alternatives. While litigation might not stop an alternative from being built, it can certainly significantly delay construction – possibly a decade or more. Metro’s irresponsibility and lack of cooperation with the public could easily result in lengthy litigation.

SOHA DETAILED INFORMATION AND POSITIONS FOR EACH ALTERNATIVE

ALTERNATIVE 1 – Monorail along 405 with Electric Bus Connection to UCLA

Being designed by LA SkyRail Express (Metro contractor).

Technical Acceptability

Route – 15.3 miles along 405 but route is along 405 east shoulder in Valley.

Only acceptable if route realigned above 405 median in Valley to minimize community impacts.

Technology – Monorail train with six cars per train and automated operation. Train every two minutes during peak periods.

Capacity – Highest peak capacity: 14,040 passengers per hour per direction (pphpd). Future potential up to 18,780 pphpd using eight cars per train.

Noise – Rubber tires on concrete guideway for very low noise level.

Stations – Eight aerial stations with four in Valley – Ventura Blvd, Orange Line (Oxnard St), Sherman Way, and Van Nuys MetroLink. Ventura Blvd station location not known and could require eminent domain.

UCLA Connection – 1.4-mile electric bus connection is lowest cost but probably least desirable for UCLA – but might be **necessary for affordability**.

Financial Affordability

Capital Cost – \$6.9 billion in 2022 dollars (Reference 15). **Affordable** based on available Metro \$6.9 billion budget.

Financing – Public-private partnership could be more affordable, but Metro has provided no information.

Schedule Reasonableness

Schedule – Quickest schedule because no tunneling. **Possibly buildable by 2033** or earlier.

ALTERNATIVE 2 – Monorail along 405 with Automated People Mover Connection to UCLA

Being designed by LA SkyRail Express (Metro contractor).

Technical Acceptability

Route – 15.8 miles along 405 but route is along 405 east shoulder in Valley.

Only acceptable if route realigned above 405 median in Valley to minimize community impacts.

Technology, Capacity, Noise, and Stations – Same as Alternative 1.

UCLA Connection – 1.0-mile UCLA automated people mover connection is higher cost and probably more desirable but **may not be affordable**.

Financial Affordability

Capital Cost – \$7.0 billion in 2022 dollars (Reference 15). **Almost affordable** based on available Metro \$6.9 billion budget.

Financing – Public-private partnership could be more affordable, but Metro has provided no information.

Schedule Reasonableness

Schedule – Quickest schedule because no tunneling. **Possibly buildable by 2033** or earlier.



ALTERNATIVE 3 – Monorail along 405 with Tunnel Under UCLA

Being designed by LA SkyRail Express (Metro contractor).

Technical Acceptability

Route – 16.2 miles along 405 but route is along 405 east shoulder in Valley. **Only acceptable if** route realigned above 405 median in Valley to minimize community impacts. Current UCLA access route tunnels under Bel Air community. **Only acceptable if** underground route realigned away from community, for example, under or near 405 freeway right-of-way.

Technology, Capacity, Noise, and Stations – Same as Alternative 1.

UCLA Connection – 3.3-mile tunnel under Bel Air community to on-campus UCLA station. Most desirable but causes significant cost and schedule increases. **May not be affordable.**

Financial Affordability

Capital Cost – \$8.9 billion in 2022 dollars (Reference 15). **At least \$2 billion more needed** above available Metro \$6.9 billion budget.

Financing – Public-private partnership could be affordable, but Metro has provided no information.

Schedule Reasonableness

Schedule – Tunnel to UCLA **adds at least two years to schedule.**



ALTERNATIVE 4 – Heavy Rail Subway under Westside but Elevated above Sepulveda in Valley

Being designed by Sepulveda Transit Corridor Partners Bechtel (Metro contractor).

Technical Acceptability

Route – 14.0 miles under Westside and Sepulveda Pass but elevated tracks in Valley. **Completely unacceptable route.**

Technology – Heavy rail train with three cars per train and automated operation. Train every two and one-half minutes during peak periods.

Capacity – Good peak capacity: 12,240 passengers per hour per direction. Future potential up to 16,320 pphpd using four cars per train.

Noise – Steel wheels on steel tracks have **extremely high noise level** on elevated tracks in Valley and very detrimental to community.

Stations – Eight stations with four aerial in Valley – Ventura Blvd, Orange Line (Oxnard St), Sherman Way, and Van Nuys MetroLink.

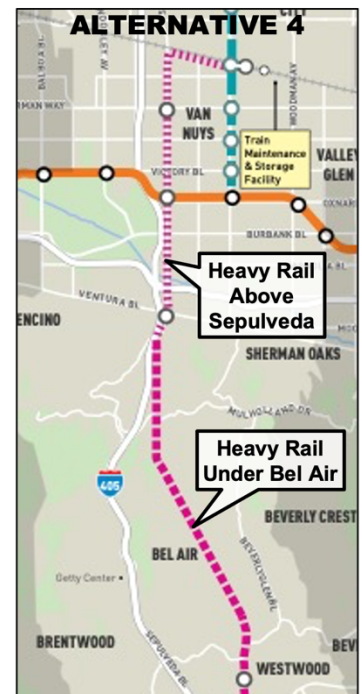
Financial Affordability

Capital Cost – \$12.1 billion in 2022 dollars (Reference 15). **More than \$5 billion more needed** above available Metro \$6.9 billion budget.

Financing – Public-private partnership could be more affordable, but Metro has provided no information.

Schedule Reasonableness

Schedule – 9-mile tunnel **adds at least four years to schedule.**



ALTERNATIVE 5 – Heavy Rail Subway under Westside, Pass, and Sepulveda Blvd in Valley
Being designed by Sepulveda Transit Corridor Partners Bechtel (Metro contractor).

Technical Acceptability

Route – 14.0 miles under Westside, Sepulveda Pass, and Sepulveda Blvd in Valley. **Only acceptable if** underground route in Pass is realigned away from Sherman Oaks and Bel Air communities, such as under 405 freeway.

Technology and Capacity – Same as Alternative 4.

Noise – Steel wheels on steel tracks have high noise level but operate in tunnel.

Stations – Eight stations with three underground in Valley, Ventura Blvd, Orange Line (Oxnard St), Sherman Way, and one aerial at Van Nuys MetroLink.

Financial Affordability

Capital Cost – \$15.9 billion in 2022 dollars (Reference 15). **At least \$9 billion more needed** above available Metro \$6.9 billion budget.

Financing – Public-private partnership could be more affordable, but Metro has provided no information.

Schedule Reasonableness

Schedule – 14-mile tunnel **adds at least five years to schedule.**



ALTERNATIVE 6 – Heavy Rail Subway under Westside, Pass, and Van Nuys Blvd in Valley
Being designed by HTA Partners (Metro Environmental contractor).

Technical Acceptability

Route – 12.6 miles under Westside, Sepulveda Pass, and Van Nuys Blvd in Valley. **Only acceptable if** underground route in Pass is realigned away from Sherman Oaks and Bel Air communities, such as fully under Beverly Glen Blvd. **Valley route under Van Nuys Blvd preferred** because best aligns with commercial corridor and civic center along Van Nuys Blvd.

Technology – Heavy rail train with six cars per train and non-automated operation (driver). Train every four minutes during peak periods. Different technology from Alternative 5 makes no sense. **Only acceptable if** train technology is same as Alternative 5 for apples-to-apples comparison.

Capacity – Lowest peak capacity: 11,970 passengers per hour per direction.

Noise – Steel wheels on steel tracks have high noise level but operate in tunnel.

Stations – Seven stations with three underground in Valley – Ventura Blvd, Orange Line (civic center), and Van Nuys MetroLink.

Financial Affordability

Capital Cost – \$15.3 billion in 2022 dollars (Reference 15). **Almost \$9 billion more needed** above available Metro \$6.9 billion budget.

Financing – Public-private partnership could be more affordable, but Metro has provided no information.

Schedule Reasonableness

Schedule – 12.6-mile tunnel **adds at least five years to schedule.**



SOHA COMMENTS AND QUESTIONS

SOHA Submits 24 Comments and Questions to Metro and Asks for Prompt Responses. Metro practices discourage responding to public comments. We only hope that Metro may awaken to see the value of interacting with the public. It's sensible to respond because Metro will get better comments and enhance positive rapport with communities. Hiding behind neanderthal practices does not make the project better.

Comments/Questions on Metro Environmental Process

1. Metro has received a significant number of comments and questions on the project. Does Metro plan to respond to any or all comments and questions? If not, how does Metro justify not responding? Is Metro planning to maintain a scoping comments log on their website, as they used to do? If not, why not?
2. Metro's online description of their environmental process notes that they will keep the public informed of updates to alternatives during environmental studies. How will Metro do this? Will Metro accept public comments concerning changes? If not, why not? Will Metro add several interim public meetings to thoroughly explain the progress of the environmental studies? If not, why not?
3. Metro has collected many public comments during the environmental scoping period. How will Metro use these comments in developing the Draft Environmental Impact Report (DEIR)? How will these comments influence the Locally Preferred Alternative selection process?
4. The public is given a 45-day public hearing and comment period after Metro completes the Draft Environmental Impact Report (DEIR). Will Metro consider all DEIR comments before their selection of the Locally Preferred Alternative? If not, why not?

Comments/Questions on All Metro Alternatives

5. Metro developed the routes for the six alternatives without real public consultation and simply forced them onto the public. How did Metro develop these routes? Why wasn't the public involved with development of the routes long before they were selected? Will Metro consider realigning the routes? If not, why not?
6. Many communities are concerned about noise impacts from elevated monorail or heavy rail trains. Rubber-tired monorails should operate very quietly but heavy rail trains operate at very high noise levels. What are the expected noise levels for monorail Alternatives 1, 2, and 3, and the elevated heavy rail train Alternative 4? Will Metro provide detailed noise signature data to the public for each alternative? If not, why not?
7. Metro chose to not present project budget or cost estimate information for each alternative at the public scoping meetings. What is the total actually available current project budget in 2022 dollars? What is the current cost estimate for each of the six alternatives in 2022 dollars?
8. Metro has chosen to study alternatives that are obviously grossly unaffordable. How does Metro justify their choice to do this? Why does Metro think this is a fiscally responsible thing to do?
9. With only one or maybe two of the six alternatives appearing to be affordable within Metro's currently available budget, significant supplemental funding is necessary to build the other alternatives. What additional sources of funding is Metro investigating to obtain this capital? What is the likelihood of securing each source? What is Metro's backup plan should no additional funding sources be available?
10. Metro is considering a public-private partnership (PPP) to construct and operate the selected Locally Preferred Alternative. Metro has provided zero information to the public about how a PPP would work and how it would change project funding. Does Metro plan a PPP for each of the six alternatives? If not, which alternatives will not use a PPP and why? Will a PPP make unaffordable alternatives affordable? What are the detailed specific PPP financial arrangements for each of the six alternatives?

11. Metro presented no schedule information for the alternatives at the public scoping meetings. What are the current construction schedule estimates for each of the six alternatives?

Comments/Questions on Metro Alternative 1 – Monorail on 405 with Electric Buses

12. The monorail route in the Valley north of the 101 freeway is on the east shoulder of the 405 freeway. This creates significant visibility and other issues for nearby communities and is not acceptable. Will Metro consider studying and relocating the route above the 405 median? If not, why not?
13. The Sepulveda Blvd-Ventura Blvd monorail station location has not been specified. This is a crowded residential and business area that may require significant eminent domain to construct a station. We are concerned that many homes, condos, apartments, and/or business could be lost. What is the planned location of the Sepulveda-Ventura station? What eminent domain would be required to construct it?

Comments/Questions on Metro Alternative 2 – Monorail on 405 with Automated People Mover

14. The monorail route in the Valley north of the 101 freeway is on the east shoulder of the 405 freeway. This creates significant visibility and noise issues for nearby communities and is not acceptable. Will Metro consider studying and relocating the route to above the 405 median? If not, why not?
15. The Sepulveda Blvd-Ventura Blvd monorail station location has not been specified. This is a crowded residential and business area that may require significant eminent domain to construct a station. We are concerned that many homes, condos, apartments, and/or business could be lost. What is the planned location of the Sepulveda-Ventura station? What eminent domain would be required to construct it?

Comments/Questions on Metro Alternative 3 – Monorail on 405 and under UCLA

16. The monorail route in the Valley north of the 101 freeway is on the east shoulder of the 405 freeway. This creates significant visibility and noise issues for nearby communities and is not acceptable. Will Metro consider studying and relocating the route to above the 405 median? If not, why not?
17. The Sepulveda Blvd-Ventura Blvd monorail station location has not been specified. This is a crowded residential and business area that may require significant eminent domain to construct a station. We are concerned that many homes, condos, apartments, and/or business could be lost. What is the planned location of the Sepulveda-Ventura station? What eminent domain would be required to construct it?
18. An underground station on the UCLA campus requires tunneling from the 405 freeway. The current proposed route tunnels under the Bel Air community. Several organizations are very concerned about this. How and why was this route selected? What other route alignments are possible? Will Metro consider alternate routes that better protect local communities, such as tunneling under or near the 405 freeway right-of-way? If not, why not?

Comments/Questions on Metro Alternative 4 – Elevated Heavy Rail in Valley

19. Metro's proposed subway route tunnels under the Sherman Oaks and Bel Air communities. Many are concerned about the impacts and dangers of tunneling. Many are concerned about noise and vibration during operation. How and why did Metro select this specific route? Did Metro evaluate potential impacts of tunneling under residential communities? Will Metro consider relocating the tunnel away from communities, such as under the 405 freeway where it will have minimal impacts? If not, why not?
20. Metro is aware that Alternative 4's elevated tracks above Sepulveda Blvd in the Valley are despised by Valley communities. How does Metro justify the use of noisy elevated trains in residential neighborhoods? Why is Metro continuing to study this abominable and unaffordable alternative? Will Metro terminate studying this alternative? If not, why not?

Comments/Questions on Metro Alternative 5 – Heavy Rail Subway under Sepulveda Blvd in Valley

21. Metro's proposed subway route tunnels under the Sherman Oaks and Bel Air communities. Many are concerned about the impacts and dangers of tunneling. Many are concerned about noise and vibration during operation. How and why did Metro select this specific route? Did Metro evaluate potential impacts of tunneling under residential communities? Will Metro consider relocating the tunnel away from communities, such as under the 405 freeway where it will have minimal impacts? If not, why not?

Comments/Questions on Metro Alternative 6 – Heavy Rail Subway under Van Nuys Blvd in Valley

22. Metro's proposed subway route tunnels under the Sherman Oaks and Bel Air communities. Many are concerned about the impacts and dangers of tunneling. Many are concerned about noise and vibration during operation. How and why did Metro select this specific route? Did Metro evaluate potential impacts of tunneling under residential communities? Will Metro consider relocating the tunnel away from residential communities and fully align it under Beverly Glen Blvd where it will have minimal impacts? If not, why not?
23. Alternative 6 uses old-fashioned driver-operated heavy rail trains while Alternatives 4 and 5 use modern heavy rail trains with automated operation. Using two different train technologies for similar routes is just plain stupid. It will be impossible to fairly compare alternatives. It could also favor Alternative 5 over Alternative 6 for the wrong reasons, or vice versa. How does Metro justify their choice to use different technologies? Will Metro consider changing the Alternative 6 technology? How will Metro fairly compare the technologies during LPA selection?
24. Alternatives 1, 2, 3, 4, and 5 are being designed by the two Metro pre-development agreement (PDA) contractors – LA SkyRail Express for Alternatives 1, 2, and 3, and Sepulveda Transit Corridor Partners Bechtel for Alternatives 4 and 5. Alternative 6 is being designed by HTA Partners, Metro's environmental contractor. Why did Metro choose a different non-PDA contractor to design Alternative 6? Isn't Metro concerned that having their environmental contractor do both the design and environmental studies for this alternative creates at least a perceived conflict of interest, or worse? Does having a different design contractor put Alternative 6 at a disadvantage? If not, why not?

SOHA Truly Wants the Best Sepulveda Transit Project Possible. This can't happen if Metro continues to ignore us and the rest of the public. We reiterate our offer from the first page of this letter. Meet with Sherman Oaks community leaders to resolve our concerns. Not a "Meet & Greet" or public meeting, but a real working meeting between equals. We hope to hear from you.

Thank you. Please contact me at BobHillsideOrdinance@gmail.com or (213) 364-7470

Respectfully,



Bob Anderson
Board Member and Chair, Transportation Committee
Sherman Oaks Homeowners Association

References:

1. SOHA Letter to Metro, *SOHA Critical Questions on the Sepulveda Transit Corridor Project*, December 6, 2021
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15. Metro Sepulveda Transit Corridor Project, *Public Meeting Presentation Charts*, July 2019
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17. Metro Sepulveda Transit Corridor Project, *Public Meeting Presentation Charts*, June 2018
18. Metro, *Environmental Review Fact Sheet*, 2019

cc: Stephanie Wiggins (Metro CEO), Dave Mieger (Metro Senior Executive Officer for Planning and Development), Joshua Schank (Metro Chief Innovation Officer), Peter Carter (Metro Sepulveda Transit Corridor Project Manager), Jody Litvak (Metro Director Local Government and External Affairs), Honorable Pete Buttigieg (US Secretary of Transportation), Honorable Elissa Konove (California Secretary of Transportation, acting), Supervisor Hilda Solis (1st District and Metro Board Chair), Mayor Ara Najarian (Mayor, City of Glendale and Metro Board 1st Vice Chair), Jacquelyn Dupont Walker (Metro Board member), Supervisor Kathryn Barger (5th District and Metro Board member), Dave Perry (5th District Transportation Deputy), Councilmember Mike Bonin (CD11 and Metro Board member), Mayor James Butts (Mayor, City of Inglewood and Metro Board member), Councilmember Fernando Dutra (Whittier 4th District and Metro Board member), Mayor Eric Garcetti (LA Mayor, and Metro Board member), Doug Mensman (Mayor's Transportation Director), Supervisor Janice Hahn (4th District and Metro Board member), Councilmember Paul Krekorian (CD2 and Metro Board member), Karo Torossian (CD2 Chief of Staff), Sahag Yedalian (CD2 Transportation Deputy), Supervisor Sheila Kuehl (3rd District and Metro Board member), Madeleine Moore (3rd District Transportation Deputy), Supervisor Holly Mitchell (2nd District and Metro Board member), Mayor Tim Sandoval (Pomona Mayor and Metro Board member), Tony Tavares (CalTrans 7th District Director and non-voting Metro Board member), Councilmember Nithya Raman (CD4), Andrea Conant (CD4 Chief of Staff), Mehmet Berker (CD4 Transportation Deputy), Alex Naseef (CD4 Sherman Oaks Field Manager), Councilmember Paul Koretz (CD5), Joan Pelico (CD5 Chief of Staff), Jay Greenstein (CD5 Transportation Deputy), Council President Nury Martinez (CD6), Ackley Padilla (CD6 Chief of Staff), Councilmember Bob Blumenfield (CD3), Lisa Hansen (CD3 Chief of Staff), Councilmember Kevin de León (CD14 and LA Mayoral candidate), Jennifer Barraza (CD14 Chief of Staff), Councilmember Joe Buscaino (CD15 and LA Mayoral candidate), Jenny Chavez (CD15 Chief of Staff), City Attorney Mike Feuer (LA City Attorney and LA Mayoral candidate), Senator Bob Hertzberg (18th District and LA County 3rd Supervisorial District candidate), Barri Worth-Girvan (18th District Deputy Chief of Staff), Steve Fukushima (18th District Representative), Senator Henry Stern

(27th District and LA County 3rd Supervisorial District candidate), Jeremy Wolf (27th District Director), Assemblymember Adrin Nazarian (46th District and 44th Assembly District candidate), Emma Taylor (46th District Director), Ryan Ahari (46th District Field Representative), Assemblymember Laura Friedman (47th District and 44th Assembly District candidate), Sarojini Lall (47th District Director), Congressman Brad Sherman (30th District), John Alford (30th District Director), Congresswoman Karen Bass (37th Congressional District and LA Mayoral candidate), Peter Muller (Senator Diane Feinstein Deputy State Director), Lauren Gallant (Senator Alex Padilla Los Angeles Field Director), Jessica Lall (LA Mayoral candidate), Rick Caruso (LA Mayoral candidate, potential), Mayor Lindsey Horvath (West Hollywood Mayor and 3rd Supervisorial District candidate), Katy Yaroslavsky (CD5 candidate), Sam Yebri (CD5 candidate), Michael Hoghooghi (LA SkyRail Express), David Blaisdell (Sepulveda Transit Corridor Partners Bechtel), Kevin Crummy (Chief Investment Officer, Douglas Emmett Management), David Tedesco (Senior Principle, IMT Capital LLC), Zev Yaroslavsky (Director UCLA Los Angeles Initiative), Jeffrey Hartsough (President, Sherman Oaks NC), Jeff Kalban (Sherman Oaks NC), Lindsey Imber (Sherman Oaks NC), Avo Babian (Sherman Oaks NC), Jill Banks Barad (President, Valley Alliance of Neighborhood Councils), Leslie Elkan (Village at Sherman Oaks BID), Vickie Bourdas (Sherman Oaks Chamber of Commerce), Tammy Scher (Sherman Oaks Chamber of Commerce), Marian Jocz (Executive Director, San Fernando Valley United Chambers of Commerce), Ann O'Connor (POSO, Part of Sherman Oaks), Eliot Cohen (President, Homeowners of Encino), Rob Glushon (President, Encino Property Owners Association), Travis Longcore (Bel Air Beverly Crest NC), Irene Sandler (Bel Air Beverly Crest NC), Catherine Palmer (Bel Air Beverly Crest NC), Jamie Meyer (President, Bel Air Association), Shawn Bayliss (Executive Director, Bel Air Association), Leslie Weisberg (Bel Air Association), Bibi Horacek (Bel Air Association), Fred Rosen (Bel Air), Sepulveda Transit Corridor for All Coalition (STC4All), Denny Zane (Executive Director Move LA), Susan Shelley (Valley VOTE), Stuart Waldman (Valley Industry and Commerce Association, VICA), Nicole Kuklok-Waldman Esq., Robert Silverstein Esq., Ryan Carter (LA Daily News), Laura Nelson (LA Times), Linda Abrams (CityWatch LA), Jack Humphreville (CityWatch LA), Marci Marks (Encino - Sherman Oaks - Studio City News), Ana Figueroa (Beverly Hills Courier), Concerned Community Residents and Businesses