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November 16, 2025

Board of Directors**San Fernando Valley Council of Governments****Subject: SOHA Recommends Additional SFVCOG Action Opposing STCP Alternative 4**

Dear SFVCOG Board Members,

The Sherman Oaks Homeowners Association thanks the SFVCOG for not supporting Sepulveda Transit Corridor Project Alternative 4 in their Recommended Action (SFVCOG Agenda Item 6, November 17, 2025 Special Board Meeting). Alternative 4, with its elevated trains operating above Sepulveda Boulevard for five miles in only the Valley but not the Westside, is and always has been an unfair concept that Metro should never have considered. SOHA strongly recommends that the SFVCOG Board add specific opposition to STCP Alternative 4 as part of their Recommended Action.

SOHA is very concerned that the Metro Board could select STCP Alternative 4 due to its lower cost (several billion dollars) and action is needed to prevent this. Metro is not adequately concerned about Alternative 4's negative aesthetic, noise, vibration, traffic, housing, property acquisition, construction, and other impacts on the San Fernando Valley, Sherman Oaks, and Van Nuys. We hope the SFVCOG shares our concern.

SOHA feels that Metro has failed to inform the public about additional challenges they will face with Alternative 4 – because Alternative 4's bigger heavy rail above-ground trains will operate at almost twice the speed and three to four times the frequency of any other existing or planned Metro above-ground transit – all of which is light rail. Light rail operates around 35 miles per hour (mph). Heavy rail operates at about 65 mph. The higher speed is necessary for shorter transit times. However, the noise and vibration impact of higher speed will be noticeable and detrimental to the public.

But worse yet will be the much higher frequency of Alternative 4's trains. Frequency is the number of trains passing by in both directions. The higher the frequency, the more trains pass by each day – and the more they bother the public. STCP trains will have the highest frequency of any existing or planned Metro transit project because this is the only way to get the high passenger capacity needed through the Sepulveda Pass. Alternative 4 would have about 600 heavy rail above-ground trains passing by each day. By comparison, the existing A (Blue) Line has about 150 light rail above-ground trains passing by each day; the existing E (Expo) Line has about 220 light rail above-ground trains each day (see details in Attachment A). This is three to four times more Alternative 4 heavy rail trains passing by each day. Having these larger, faster trains

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operating elevated above Sepulveda Boulevard is not acceptable. The Valley is not being selfish on this, as some have said – the Valley is being practical in the face of a very destructive Alternative 4.

The STCP Draft Environmental Impact Report did not present or highlight train frequency information. DEIR Appendix O, Noise and Vibration (page 2-5) only noted that all STCP Alternatives require groundborne vibration and noise assessments because their operation is considered “Frequent Events” – defined as more than 70 vibration events of the same source per day. At more than 600 events per day, Alternative 4 is almost ten times higher than this threshold, and some of its shallow underground sections require multiple methods to mitigate groundborne vibrations.

This is why SOHA so strongly opposes Alternative 4 as wrong and unfair for the Valley – and why we recommend the SFVCOG also specifically oppose it.

Thank you. Please contact me with any questions.

Respectfully,



Bob Anderson
VP and Transportation Committee Chair
Sherman Oaks Homeowners Association
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cc: San Fernando Mayor Mary Mendoza; LA Councilmember Nithya Raman; Supervisor Lindsey Horvath; Supervisor Kathryn Barger; Burbank Vice-Mayor Tamala Takahashi; Glendale Councilmember Elen Asatryan; Santa Clarita Councilmember Marsha McLean; LA Councilmember Adrin Nazarian; LA Councilmember Bob Blumenfield; LA Councilmember Imelda Padilla; LA Councilmember Monica Rodriguez; LA Councilmember John Lee; Justin Orenstein; Dave Perry; Lisa Hansen; Jeff Jacobberger; Mehmet Berker; John Bwarie

ATTACHMENT A

DAILY TRAIN PASSINGS FOR METRO RAIL TRANSIT LINES

The total number of trains passing by each day in both directions is how many times a person sees, hears, and feels a train go by each day

Operating Hours per Day (5:30 am to 12:30 pm) = 19 hours

Rush hours: 3 hours morning + 3 hours evening = 6 hours per day

Non-rush hours: 9 hours per day

Night hours: 4 hours per day

Proposed STCP Alternative 4 (Heavy Rail)

Time between Trains

Rush hours: 2-1/2 minutes = 24 per hour in each direction = 48 per hour in both directions

Non-rush hours: 4 minutes = 15 per hour in each direction = 30 per hour in both directions

Night hours: 10 minutes = 6 per hour in each direction = 12 per hour in both directions

Train Passings

6 hours x 48 trains per hour + 9x30 + 4x12 = **606 passings per day**

Existing Blue A Line (Light Rail)

Time between Trains:

Rush hours: 10 minutes = 6 per hour = 12 per hour in both directions

Non-rush hours: 12 minutes = 5 per hour = 10 per hour in both directions

Night hours: 20 minutes = 3 per hour = 6 per hour in both directions

Train Passings

6 hours x 6 trains per hour + 9x10 + 4x6 = **150 passings per day**

Existing Expo E Line (Light Rail)

Time between Trains

Rush hours: 8 minutes = 7-1/2 per hour = 15 per hour in both directions

Non-rush hours: 10 minutes = 6 per hour = 12 per hour in both directions

Night hours: 20 minutes = 3 per hour = 6 per hour in both directions

Train Passings

6 hours x 15 trains per hour + 9x12 + 4x6 = **222 passings per day**