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**SHERMAN OAKS HOMEOWNERS ASSOCIATION**

*Founded in 1964*

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May 13, 2026

Metro Board Chair Fernando Dutra  
Los Angeles County Metropolitan Transportation Authority

**Subject: SOHA Questions About Recirculated DEIR for Sepulveda Transit Corridor Project**

Dear Metro Board Chair Dutra,

The Sherman Oaks Homeowners Association has questions concerning Metro’s recent announcement that the Sepulveda Transit Corridor Project (STCP) now requires preparation of a “Recirculated” Draft Environmental Impact Report (RDEIR). At the January Meetings, SOHA supported the Board’s recommendation of Modified Alternative 5 as the project’s Locally Preferred Alternative (LPA) – but the public now faces a previously unrevealed DEIR update and review cycle. SOHA has four reasonable but important questions about the RDEIR that Metro was unprepared to answer at its April public meetings:

1. How and why did Metro not realize that an RDEIR would be required to meet CEQA requirements before the January LPA decision was made?
2. Could the RDEIR requirement impact the Board’s January 2026 Modified Alternative 5 LPA decision? In what ways?
3. When will the RDEIR be available for public comment? With how long a public comment period?
4. How long will the requirement for an RDEIR delay the overall STCP project schedule?

SOHA’s most recent May Newsletter features an article to our members highlighting this latest project twist. We have appended the article to this letter.

We also wish to clarify something detailed in our article that occurred at the January 14<sup>th</sup> Metro Board Planning and Programming Committee Meeting. Metro Board Member Ara Najarian asked Metro spokesperson Cecily Way “... *and for the record – could you clarify whether the specific concerns they [SOHA] raised regarding the alignment and the technical feasibility of the tunnel sections in the Valley have been addressed or will be incorporated as we move forward ...*” She responded “*Yes, we have been in close coordination with Mr. Anderson and SOHA throughout this process.*” For the record, neither myself nor SOHA had any close coordination or direct contact with Metro concerning our DEIR comments or Modified Alternative 5. I did have direct contact with Supervisor and Metro Board Member Horvath’s office and the San Fernando Valley Council of Governments – but never with any Metro personnel. SOHA would have been pleased to “coordinate” and had several pertinent questions and comments. The Metro Board should clarify exactly what Cecily Way meant by her statement.

Thank you. We hope for quick responses to our questions and recommend that Metro also publicly release the responses.

Respectfully,

Bob Anderson  
Vice President and Transportation Committee Chair  
Sherman Oaks Homeowners Association  
[BobHillsideOrdinance@gmail.com](mailto:BobHillsideOrdinance@gmail.com)

## SOHA Questions on Recirculated DEIR for Sepulveda Transit Corridor Project – May 13, 2026

cc: Metro Sepulveda Transit Corridor Project, Metro Board Clerk, Stephaie Wiggins (Metro CEO), Sharon Gookin (Metro Deputy CEO), Nicole Englund (Metro Chief of Staff), Elba Higueros (Metro Deputy Chief of Staff), Peter Carter (Metro STCP Project Manager), Jacquelyn Dupont Walker (Metro Board First Vice Chair), Supervisor Kathryn Barger (Metro Board Second Vice Chair), LA Mayor Karen Bass (Metro Board), Supervisor Janice Hahn (Metro Board), Supervisor Lindsey Horvath (Metro Board), Supervisor Holly Mitchell (Metro Board), Supervisor Hilda Solis (Metro Board), Councilmember Katy Yaroslavsky (Metro Board), Inglewood Mayor James Butts (Metro Board), Pomona Mayor Tim Sandoval (Metro Board), Glendale Councilmember Ara Najarian (Metro Board), Councilmember Imelda Padilla (Metro Board), Michele Jackson (Metro Board Secretary), Congressman Brad Sherman (30<sup>th</sup> District), Assemblymember Nick Schultz (44<sup>th</sup> CA District), Councilmember Nithya Raman (CD4), Councilmember Bob Blumenfield (CD3), John Alford (Congressmember Sherman Deputy), Katie Abrams (Supervisor Horvath Field Representative), Justin Orenstein (Supervisor Horvath Transportation Director), Dave Perry (Supervisor Barger Transportation Director), Anthony Thornton (Assemblymember Schultz Field Deputy), Andrea Conant (CD4 Chief of Staff), Ackley Padilla (CD6 Chief of Staff), Jarrett Thompson (CD5 Transportation Deputy), Lisa Hansen (CD3 Chief of Staff), Mehmet Berker (CD4 Transportation Deputy), Jeff Jacobberger (CD3 Transportation Deputy), John Bwarie (SFV Council of Governments), Howard Katchen (President Sherman Oaks NC), Jeffrey Hartsough (Sherman Oaks NC), Jeff Kalban (Sherman Oaks NC), Jamie Meyer (President, Bel Air Association), Fred Rosen (Keep Bel-Air Beautiful), Noah Helpen (KBAB counsel), Travis Longcore (President Bel-Air Beverly-Crest NC), Leslie Elkan (Village at Sherman Oaks BID), Tammy Scher (Sherman Oaks Chamber of Commerce), Marian Dodge (Hillside Federation), Rachel Uranga (LA Times), Colleen Shalby (LA Times), Dave Zahnhiser (LA Times), Jill Cowan (NY Times), Jill Stewart (LA Daily News), Steve Scauzillo (LA Daily News), Jim Hampton (CityWatch), Jack Humphreville (CityWatch), Marci Marks (Encino-Sherman Oaks-Studio City News), Matt Shaw (Westside Current), Jamie Paige (California Post), Tracy Gitnick (California Post)

## **METRO MISFIRES AND DELAYS YET AGAIN ON SEPUVLEDA PASS TRANSIT PROJECT**

*by Bob Anderson, SOHA Transportation Committee Chair*

In January, the Metro Board selected a new Modified Alternative 5 as the Locally Preferred Alternative (LPA) that they plan to build for the Sepulveda Transit Corridor Project. ModAlt5 is a hybrid of Alternative 5's modern subway train and tunnel technologies with Alternative 6's route under Van Nuys Blvd. At their recent April virtual public meeting, Metro dropped the bombshell that they must now first prepare a "Recirculated" Draft Environmental Impact Report that includes ModAlt5 for public comment before they can proceed. They provided no information on how this might impact the January LPA decision or how much it will delay the project.

We felt it odd that Metro studied five alternatives for five years, then decided that none of them were good enough to select. Even with concerns, we supported their decision – because ModAlt5 made more sense than any other Alternative. Our July 11, 2025, Draft Environmental Impact Report (DEIR) comment letter was titled "SOHA Now Finds Ten Fatal Flaws in Sepulveda Transit Corridor Project Draft EIR Package – Metro Must Postpone Locally Preferred Alternative Decision Until All Flaws Are Fixed". Our ninth Fatal Flaw was "... Alternatives 5 and 6 use totally different subway and tunnel technologies ... The public deserves to know why this happened and possibly even how both Alt 5 and Alt 6 could use modern driverless technology to the benefit of everyone." This was SOHA's early recommendation for what is now called ModAlt5.

But our DEIR comments also cautioned that "Metro must postpone the DEIR evaluation cycle and correct all ten flaws before its Board selects the Locally Preferred Alternative (LPA). This requires additional time and funding but is necessary for a fair outcome. ... A postponement gives Metro time to address DEIR comments received, work with communities, evaluate refined alignments, conduct further environmental, engineering, ridership, and cost analyses, and share findings with the public." Instead, in January 2026 the Metro Board selected ModAlt5 as the LPA. At their January 14<sup>th</sup> Metro Board Planning and Programming Committee meeting, Metro Board Member Ara Najarian specifically inquired about SOHA's DEIR comments:

*"To [Metro's] Cecily [Way], we have received quite a bit of correspondence from Bob Anderson and the Sherman Oaks Homeowners Association. They've been very diligent, quite technical in their approach to the DEIR. I want to make sure – and for the record – could you clarify whether the specific concerns they raised regarding the alignment and the technical feasibility of the tunnel sections in the Valley have been addressed or will be incorporated as we move forward with this 'Modified' version of Alternative 5?"*

Cecily Way is a Metro Senior Executive Officer and replied:

*"Yes, we have been in close coordination with Mr. Anderson and SOHA throughout this process. The 'Modified' version of Alternative 5 that staff is recommending today is, in many ways, a direct response to that engagement. Specifically, by shifting the alignment to Van Nuys Boulevard and refining the tunneling approach, we are addressing several of the key concerns regarding neighborhood impacts and construction risks that were highlighted in their DEIR comments."*

We thank Board Member Najarian for acknowledging our efforts but, in fact, we were never in "close coordination" with Metro in any way. In fact, Metro never contacted us about our comments. We did coordinate with Supervisor and Metro Board Member Horvath's office and the San Fernando Valley Council of Governments. They listened to our concerns and ideas. A day after Metro made the ModAlt5 LPA decision in January, the LA Times quoted me as being "pleasantly surprised" with the decision. I said "pleasantly" because we still think ModAlt5 is the best possible decision going forward and opens the door for necessary route alignment changes. I said "surprised" because we thought Metro would need to perform more analysis on the ModAlt5 north of UCLA before making the decision. Now it turns out Metro does need that additional time.

The key question is whether January's ModAlt5 decision will stand? We think and hope so – but Metro said nothing about this at their April 24<sup>th</sup> virtual meeting. They also couldn't answer a question on how long it might be until the Recirculated DEIR (RDEIR) is ready for public review. We do know that Metro's downtown Regional Connector Project required an RDEIR in mid-2011 which delayed that project for more than twelve months. We will be asking Metro to explain how and why the RDEIR happened, whether this might change the January 2026 ModAlt5 LPA decision, and how much it will delay the project. Let's hope they "coordinate" with us this time.

For more info, go to [www.SOHA914.com](http://www.SOHA914.com) and click on green "Sepulveda Transit Corridor Project" button under "HOT TOPICS".