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November 23, 2026
First Letter of Two

Metro Sepulveda Transit Corridor Project
Los Angeles County Metropolitan Transportation Authority
sepulvedatransit@metro.net

Subject: SOHA Comments and Recommendations on STCP Maintenance and Storage Facility Locations

Dear Metro and the Federal Transit Administration,

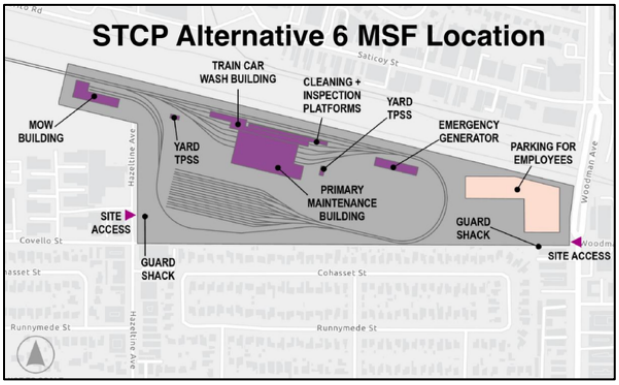
The Sherman Oaks Homeowners Association has been studying the Sepulveda Transit Corridor Project (STCP) since 2016 and submitting comments since 2018. We participated in Metro's November 10 and 16 STCP Scoping Meetings. Metro surreptitiously used the meeting to introduce five potential locations for the STCP Initial Operating Segment (IOS) Maintenance and Storage Facility (MSF). Below is our single overall recommendation for Metro and the Federal Transit Administration (FTA) concerning the MSF location. The following paragraphs provide the step-by-step rationale and detail behind our recommendations. We begin with Metro never publicly justifying their unilateral decision to first build only the Initial Operating Segment, proceed to explaining why the IOS should include a third Valley station, and conclude by recommending potential locations for the MSF. A separate SOHA letter provides our comments and recommendations on the Scoping Meeting itself.

**NONE OF METRO'S FIVE NEW MSF OPTIONS ARE ACCEPTABLE!
BEST SOLUTION IS EXTENDING INITIAL OPERATING SEGMENT
NORTH TO ADDITIONAL VAN NUYS METROLINK STATION
AND LOCATING FULL MSF NEAR THE ADDED STATION
SIMILAR TO MSF FOR STCP ALTERNATIVES 5 AND 6.**

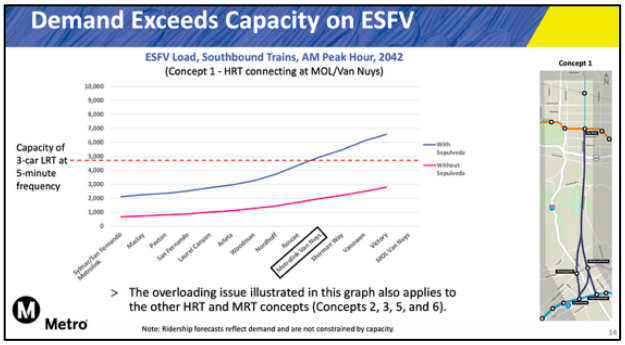
Metro Never Explained Why the IOS Was Needed or Asked For Public Comments on It – At their January 2026 Metro Board Meetings to approve the selection of STCP Modified Alternative 5 as the Locally Preferred Alternative (LPA), Metro also unilaterally introduced the concept of an Initial Operating Segment (IOS) for the project. Metro never provided their reasoning or rationale for why an IOS was necessary for the project – nor did they request public input on the IOS. Metro asked the public for approval of the Modified Alternative 5 as the LPA – and received strong public support for this – including from SOHA. Now, at their November 10, 2026 Scoping Meeting, Metro introduced the IOS as a done deal – yet still with no rationale, public comment, or public approval. Metro has also not provided either cost or schedule information for the Modified Alternative 5 IOS or LPA – and this information is available because it must have figured into Metro's decision to first build only the IOS. We demand that Metro immediately provide the public with their full reasoning and rationale for the IOS – and the costs and schedules for the IOS and LPA. Without understanding why Metro has unilaterally decided to build the IOS, it is impossible for

the public to understand Metro's later decisions concerning the project and its MSF locations. In addition, SOHA is extremely concerned that the San Fernando Valley may never see their Van Nuys MetroLink station built because Metro will focus all future construction on the STCP southern extensions to the Pico Blvd Expo (E) Line and eventually LAX.

Initial Operating Segment Created the Need to Relocate the Maintenance and Storage Facility – The Metro-Board-approved LPA is a combination of the subway train technology of prior STCP Alternative 5 (modern automated trains) on a route similar to that of prior Alternative 6 (subway under Van Nuys Blvd in the Valley). Metro calls this Modified Alternative 5 and is currently refining the design and preparing a Recirculated Draft Environmental Impact Report (RDEIR) for public review – although Metro has unacceptably not yet notified the public when the RDEIR will be ready. Both Alternatives 5 and 6 had their ground-level Maintenance and Storage Facility located east of the Van Nuys MetroLink station, between Hazeltine Ave and Woodman Ave as shown below (from the STCP Draft Environmental Report). Alternative 5's MSF connected to an aerial STCP station near MetroLink. Alternative 6's MSF connected to an underground station near MetroLink. At their January 2026 Metro Board Meetings, Metro noted that the IOS would require them to study additional locations for the MSF – but provided no further information about the potential MSF locations or impacts. We have recently learned that the original MSF location for Alternatives 5 and 6 may no longer be available because the LA Department of Water and Power (LADWP) may have other plans for it. Metro has never informed the public that the location is no longer available or why. Metro has never asked the public for help in identifying MSF locations. Why not?



IOS Decision Ignores the Importance of the Van Nuys MetroLink Station to STCP Valley Ridership – SOHA is concerned that the IOS design ignores Metro's ridership analysis impacts presented at their January 2019 STCP public meetings. The results shown at the right concluded that STCP ridership would overload the capacity of Metro's now-being-constructed East San Fernando Valley (ESFV) Transit Corridor project. This caused Metro to immediately add a Van Nuys MetroLink station to all STCP concepts, increasing the STCP route length by about two and one-half miles. Metro's decision highlighted the criticality of having a Van Nuys MetroLink station to enhance San Fernando Valley STCP ridership – initially and in the future – because, unlike the Westside's Wilshire Blvd Purple (D) Line station, the Valley does not have a heavy rail line that the STCP can connect to – it only has the low-capacity Orange (G) Line busway near Oxnard Blvd. A Van Nuys MetroLink station is critical to Valley ridership. SOHA feels that not including a Van Nuys MetroLink station as part of the IOS is short-sighted foolishness at best – and continues to validate Metro's disdain for Valley transit at worst.

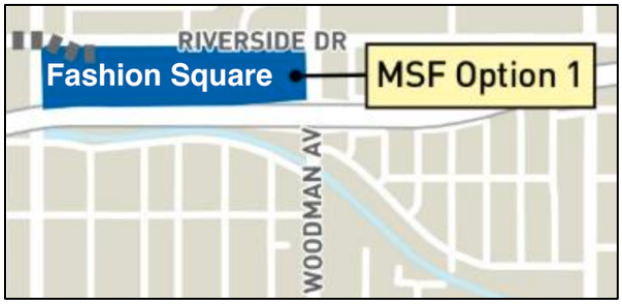


Metro Needs to Start Considering Parking at Its STCP Stations – A participant's comment at Metro's November 10 virtual Scoping Meeting reminded SOHA that Metro has never – in any public meeting concerning the project – briefed the public about parking for the STCP. Parking will be critical to successful STCP ridership – especially in the Valley – and especially with Modified Alternative 5 shortened for the IOS. From what Metro has presented so far on the project, they are not planning to include significant parking at any of the IOS's four stations – Wilshire Blvd D Line (heavy rail subway), UCLA (on campus), Ventura Blvd (rapid bus lines), or Orange G Line (busway). SOHA thinks this is again more than shortsighted and requests Metro provide substantial information about parking at its next STCP public meeting – and maybe parking at an STCP Van Nuys MetroLink station too.

Metro Has Also Been Silent About IOS Tunnel Boring and Debris Trucking – In addition to never explaining their rationale for selecting the IOS to the public, Metro has also never provided any information on how they plan to bore the IOS tunnel and haul the debris away. This sounds detailed and mundane but is very important for the public to know – especially the location(s) along the route where tunnel boring debris will be extracted, stored, dried, and trucked away using 250,000 to 400,000 truck trips – something the public will care about very much. There are many key questions. How many boring machines will be used for the IOS? Where are the ingress and egress locations for the boring machine(s)? After the IOS is complete, what is Metro's plan to bore the additional northern tunnel segment to the Van Nuys MetroLink station and the additional southern tunnel segment to the Pico Blvd Expo Line station. These are significant questions that help the public understand and validate Metro's IOS and MSF decisions. We demand Metro immediately provide this information to the public.

None of Metro's Five MSF Options Are Acceptable – Looking from the outside into Metro's mind, it is hard to believe that Metro used any common sense in their MSF location selection process – and obviously no public input. We have looked at each of the five MSF options and provide specific comments on each below. But in general, Metro did not fairly address the detrimental impacts – now and in the future – for each option. A full-sized MSF capable of supporting the complete LPA with its seven stations should be located in an industrial area, especially an area that could be improved to eliminate current hazards. The MSF should never be located immediately adjacent to a residential area as it will be noisy, pollute the area, impact quality of life, and reduce property values. In addition, the MSF location must be equally "fair" for both the Valley and the Westside – but this is currently not the case. SOHA considers a station to be a strong benefit to the community. So, the Westside having two stations and the Valley having two stations initially seems fair. But it's not fair – because the Valley also got stuck with the MSF – and the MSF is not a benefit. The debacle Metro caused with its five unacceptable MSF options demonstrates this. No one wants the MSF! We wonder how inflamed the Westside would be if Metro decided to put an MSF there. So, we consider the MSF to be a detriment or "non-benefit" for the Valley. This means the Valley got two benefits from its two stations minus one non-benefit from its MSF – all in all equaling only one benefit for the Valley – compared to two benefits for the Westside with its two stations. But the Valley is used to being shortchanged by Metro. Years ago, we were enticed by promises of a multi-station east-west Valley heavy rail line which ended up as only two heavy rail Red (B) Line stations in the east Valley today – only two! No one can call that fair – just as no one can call two STCP IOS stations and an MSF fair to the Valley!

MSF Option 1 Is Unacceptable Because It Would Demolish Our Beloved Sherman Oaks Fashion Square – As demonstrated by about a thousand people who screamed at Metro during the November 16 public Scoping Meetings in Sherman Oaks, we think Metro should now understand that the Valley, and especially Sherman Oaks, will never accept the MSF in any part of Fashion Square. Metro should further understand this from the numerous comments submitted by disgruntled Sherman Oaks and Valley residents. Fashion Square is a Sherman Oaks icon, a community gathering place, and a large employer (especially women) – and is experiencing increasing public interest and traffic. An MSF there in any form is a no-go. Fashion square is also located in an area that could provide future housing opportunities, as we have discussed with the LA Planning Department. In addition, the property borders on a long-standing residential neighborhood to the north and is adjacent to Notre Dame High School on the east. Why would Metro even think of making this their number one option? It's insane.



Metro's MSF Option 1 map shown at the right is from the Scoping Meeting presentation. As distinctly shown by the map, the MSF would occupy the entire property from Riverside Drive south to the 101 Freeway and from Hazeltine Ave on the west to Woodman Ave on the east. Yet, at their November 16 Scoping Meetings, Metro had the audacity to claim that the MSF would only displace Fashion Square's parking lot. This is not what Metro's map shows. Maybe Metro meant that the IOS MSF would only use the parking lot – and the LPA's full MSF would later demolish Fashion Square entirely. Our response to this is "so what". Metro must understand that the MSF or any portion of it will never be

welcome in Fashion Square – or in Sherman Oaks at all. In addition, the Option 1 location also requires boring or digging (cut and cover) a ½-mile tunnel from Van Nuys Blvd to the MSF location (tunnel shown as a grey dashed line on the map) – and somehow raising the track elevation from about 80 feet below ground to ground level at the MSF. Metro never described how they might accomplish this – and it doesn't sound easy. These are the types of information the public needs to make intelligent comments – but open, honest public communication has never been Metro's forte.

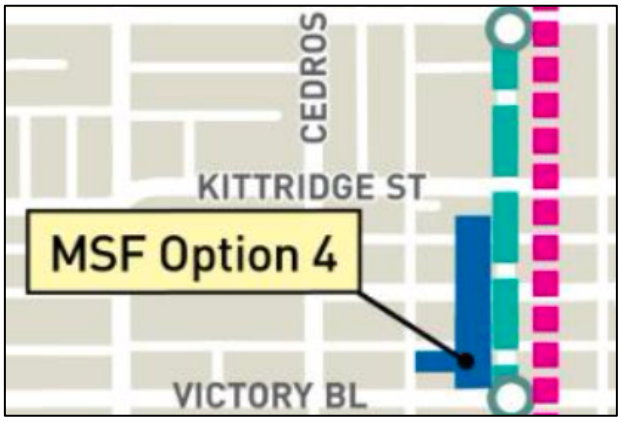
MSF Option 2 Is Unacceptable Because It Is Near Residences and Would Demolish Multiple Viable Businesses – Many of the thousand people who attended Metro's November 16 public Scoping Meetings were also concerned with the second potential MSF location in Sherman Oaks – what we call the ACE Hardware location. Metro's Scoping presentation MSF Option 2 map at the right shows the MSF would occupy the entire area from slightly east of Sepulveda Blvd all the way to Kester Ave, and from Oxnard St on the north to Califa St on the south. The slight setback east of Sepulveda seems to leave a multi-story office building in place but eliminates a major ACE Hardware location plus hundreds of other businesses that provide good jobs for many employees. In addition, the property directly abuts to the south on a long-standing politically active residential neighborhood called "Part of Sherman Oaks". What happens when the IOS is expanded to the full LPA project with seven stations and more subway train cars? And then what happens when the project finally fulfills its eventual goal of reaching LAX? Do each of these project extensions require an expanded MSF? We don't know these and many other answers – because, again, Metro has never told us. And we're sure Metro doesn't know that Sherman Oaks has had multiple meetings with the LA Planning Department concerning zoning this location for future housing, including affordable housing.



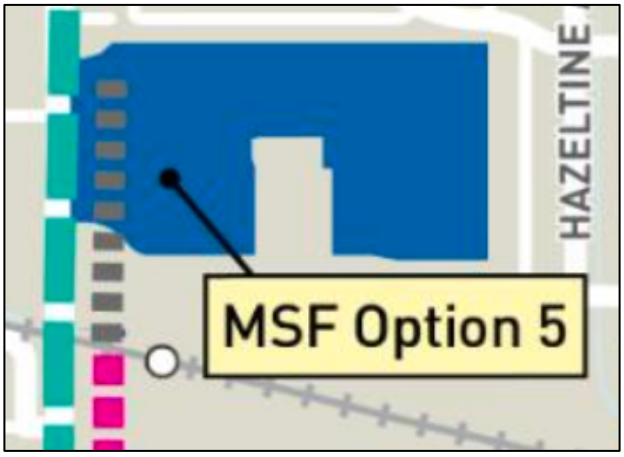
MSF Option 3 Is Unacceptable Because It Would Only Serve the IOS and Not the Full LPA – MSF Option 3 shown at the right is probably the most viable of the five options, but is still unacceptable. We've even heard rumors that it would be built on property that Metro already owns along the Orange (G) Line between Van Nuys Blvd on the West and Hazeltine Ave on the east – although Metro has never told this to us. Option 3 abuts the main subway tunnel under Van Nuys Blvd but seems to still require a ¼-mile east-west tunnel connecting it to the main subway tracks (shown by the grey dashed line on the map). Option 3 has a serious flaw because it is designed to support only the shorter four-station IOS and is not capable of supporting the full seven-station LPA. This means Option 3 would be built and then be demolished when the full LPA is constructed – and a new, larger MSF constructed somewhere else. This is obviously not cost-effective – but may be necessary for Metro's ability to fund IOS construction. But SOHA is even more concerned about a second Option 3 flaw for the Valley – the possibility that Metro may in the future decide that the Valley must settle for only two STCP stations – the two it gets with the IOS at Ventura Blvd and at the Orange (G) Line. After the IOS is complete, we can just hear Metro announcing that they must focus all future STCP efforts on the southern STCP extensions to the Westside's Pico Blvd Expo (E) Line station and eventually LAX. The Valley might be waiting forever – or at best until 2060 or 2070 – for Metro to decide the Valley gets a third STCP station at the Van Nuys MetroLink. SOHA thinks it more than likely that we will never get our third station.



MSF Option 4 Is Unacceptable Because It Would Only Serve the IOS and Not the Full LPA Project – Like the prior option, Option 4 shown at the right has a serious flaw because it is designed to support only the shorter four-station IOS and is not capable of supporting the full seven-station LPA. This means Option 4 would be built and then be demolished when the Full LPA is constructed – and a new, larger MSF constructed somewhere else. This is obviously not cost-effective – but may be necessary for Metro's ability to fund IOS construction. We are also concerned about Option 4 because Metro's map shows no tunneling connection (no grey dashed line) between the subway tracks about 60 feet below ground and the MSF right next to these tracks. Perhaps Metro forgot to mention that this MSF could be mostly underground.



MSF Option 5 Is Unacceptable As It Would Demolish Panorama City's The Plant Shopping Center – Option 5 shown at the right is a full-size MSF that would support both the four-station IOS and the seven-station LPA – but it would demolish and replace Panorama City's The Plant shopping center that includes a much-utilized Home Depot location. The Plant is obviously not in Sherman Oaks, but SOHA is strongly against demolishing this shopping center – and wonders if Metro ever told The Plant about their Option 5 demolition idea just like they never told Sherman Oaks Fashion Square about their Option 1 demolition idea. We also wonder why the Option 5 MSF footprint on Metro's map (in blue) seems to be a larger facility than the footprints of either Option 1 or Option 2 – since all three are supposedly configured to support the full seven-station LPA? In general, Metro did a very poor job drawing their option maps, explaining the maps on their Scoping Presentation charts, and presenting the option maps at their Scoping Presentation meetings. We implore Metro to improve their chart and presentation skills for future public interactions – and try not to confuse the public in the future.



Truly Fair Solution Is Extending IOS to Van Nuys MetroLink Station with MSF Nearby – SOHA recommends Metro extend STCP IOS tunneling north for about 2-1/2-miles under Van Nuys Blvd, build a third Valley station at the Van Nuys MetroLink, and locate a full-sized, LPA-capable MSF nearby. To us, this is the fairest solution for the Valley and has several advantages. One advantage would be not having to build a temporary MSF such as Option 3 or 4 which would later be demolished. Another advantage would be the Valley no longer having to worry that Metro could renege on their future commitment to a third Valley station. It would also be possible to only extend the tunnel and tracks north to this MSF location but not initially build the Van Nuys MetroLink station itself – although SOHA feels this would be much less cost and time effective.

One potential location that Metro should consider is shown at the right. It is a completely industrial area bordered by train tracks on the north, Van Nuys Blvd on the east, and residential on the southwest – with the Pacoima Wash helping to isolate the MSF from the residential area (especially if a wide tree-lined buffer zone were added along the wash). The MSF's location across Van Nuys Blvd is close to the station. This possible location appears to be larger than the MSF Option 5 location or the STCP



Alternatives 5 and 6 MSF location (between Hazeltine Ave and Woodman Ave) – and this would be ideal for future expansion. The location would require boring about 2.5 miles of additional tunnel under Van Nuys Blvd north from the Orange Line station and adding a Modified Alternative 5 Van Nuys MetroLink station. Metro has not yet told the public whether this station would be aerial (as it was for Alternative 5) or underground (as it was for Alternative 6). This additional tunnel boring would add significant cost but seems well worth it for fairness alone. Other locations are also possible such as the commercial-industrial area north of Oxnard Blvd between Sepulveda Blvd and Kester Ave. Sherman Oaks and other communities would be pleased to work with Metro to identify other viable MSF locations. All Metro has to do is ask.

We hope that Metro and the FTA will consider our comments and recommendations – and act fairly and accordingly. A great many of the public feel that Metro ignores our comments and treats us like we don't have the ability to make intelligent recommendations. We do have that ability – and must emphasize that communities, community organizations, and local businesses all want to work with Metro on this project – but we've tried and it never happens. We know our communities – much better than Metro or any of its consultants do. Talk with us first – we will help – if Metro lets us. Who knows, something good might result.

Respectfully,

Bob Anderson
SOHA Vice President and Transportation Committee Chair
BobHillsideOrdinance@gmail.com

cc: Stephanie 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), Anthony Crump (Metro Community Relations), LA Mayor Karen Bass (Metro Board Chair), Supervisor Kathryn Barger (Metro Board First Vice Chair and SFVCOG), Tim Sandoval (Metro Board Second Vice Chair), Jacquelyn Dupont Walker (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 and CD5), Inglewood Mayor James Butts (Metro Board), Santa Clarita Mayor Pro Tem Patsy Ayala (Metro Board), Councilmember Imelda Padilla (Metro Board, CD6, and SFVCOG), Long Beach Mayor Rex Richardson (Metro Board), Congressmember Brad Sherman (30th District), Assemblymember Nick Schultz (44th CA District), Councilmember Nithya Raman (CD4 and SFVCOG), Councilmember Bob Blumenfield (CD3 and SFVCOG), Councilmember Adrin Nazarian (CD2 and SFVCOG), Burbank Mayor Tamala Takahashi (SFVCOG), John Alford (Congressmember Sherman Deputy), Paige Hajillo (Supervisor Horvath Field Representative), Justin Orenstein (Supervisor Horvath Transportation Director), Emily Ellison (Supervisor Horvath Metro Coordinator), 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 Neighborhood Council), Jeffrey Hartsough (Sherman Oaks NC), Jeff Kalban (Sherman Oaks NC), Ann O'Connor (Part of Sherman Oaks), Kathy Schreiner (President, Van Nuys Neighborhood Council), Rob Glushon (Encino Property Owners Association), Barry Johnson (Studio City Residents Association), Leslie Elkan (Village at Sherman Oaks Business Improvement District), Vickie Bourdas Martinez (Sherman Oaks/Encino Chamber of Commerce), Jamie Meyer (President, Bel Air Association), Fred Rosen (Keep Bel-Air Beautiful), Noah Helpern (KBAB counsel), Travis Longcore (President Bel-Air Beverly-Crest NC), Tammy Scher (Sherman Oaks Chamber of Commerce), Marian Dodge (Hillside Federation), Patrick Bakes (Fashion Square Mall), Rob Thomas (Notre Dame High School), Colleen Shalby (LA Times), Noah Goldberg (LA Times), Dave Zahniser (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), SOHA Board of Directors