

Community, Economic, and Human Development (CEHD) Committee

List of Public Comments

Received **before 5pm** on Wednesday, June 3, 2026

	Date	Sender Name	Organization	Subject Matter
Agenda Item #4 – 7th Regional Housing Needs Assessment Process and Subcommittee				
01.	June 2, 2026	Henry Fung		Appreciates that SCAG staff has tried to staff the RHNA subcommittee earlier and make the representation more consistent with the SCAG region's population. However, the suburban and outer counties still have more voting power than their shares of the population. Important to recognize the time commitment the RHNA subcommittee will have.
Agenda Item #5 – SB 79 Approach and Methodology				
1.	May 29, 2026	Jacob Wasserman	Santa Monica Planning Commissioner	Concerns about the draft mapping methodology
2.	June 1, 2026	Philip Matthys	Homeowner, West Hollywood	support SCAG's decision to limit inclusion of future transit projects to those with sufficiently certain station locations and completed environmental clearance
3.	June 2, 2026	Janet Hill	West Hollywood resident	support SCAG's decision to limit inclusion of future transit projects to those with sufficiently certain station locations and completed environmental clearance
4.	June 2, 2026	Ellen Harrington	West Hollywood resident	Support SCAG's decision to limit inclusion of future transit projects to those with sufficiently certain station locations and completed environmental clearance
5.	June 2, 2026	Jerome Cleary		support SCAG's decision to limit inclusion of future transit projects to those with sufficiently certain station locations and completed environmental clearance
6.	June 2, 2026	Elyse Eisenberg	Chair, WeHo Heights NA	support SCAG's decision to limit inclusion of future transit projects to those with sufficiently certain station locations and completed environmental clearance
7.	June 2, 2026	Richard Wight		support SCAG's decision to limit inclusion of future transit projects to those with sufficiently certain station locations and completed environmental clearance
8.	June 2, 2026	Bob Mardesich		support SCAG's decision to limit inclusion of future transit projects to those with sufficiently certain station locations and completed environmental clearance

9.	June 2, 2026	Keith H. Cox		support of SCAG's decision to limit inclusion of future transit projects to those with sufficiently certain station locations and completed environmental clearance
10.	June 2, 2026	Ignacio Darnaude	West Hollywood Resident	support SCAG's decision to include only future transit projects with sufficiently certain station locations and completed environmental clearance in its regional planning maps
11.	June 2, 2026	Vanessa Fung	Homeowner, West Hollywood	support SCAG's decision to include only future transit projects with sufficiently certain station locations and completed environmental clearance in its regional planning maps
12.	June 2, 2026	Carolyn Campbell	West Hollywood Resident	support SCAG's decision to include only future transit projects with sufficiently certain station locations and completed environmental clearance in its regional planning maps
13.	June 2, 2026	Ali Shahidi		support SCAG's decision to include only future transit projects with sufficiently certain station locations and completed environmental clearance in its regional planning maps
14.	June 2, 2026	Beverly Lund		support for SCAG's decision to include only future transit projects with confirmed station locations and completed environmental clearance in regional planning maps
15.	June 2, 2026	Lawrence Kase		support SCAG's decision to limit inclusion of future transit projects to those with sufficiently certain station locations and completed environmental clearance.
16.	June 2, 2026	Robert Brezosky	West Hollywood Resident Norma Triangle Neighborhood Watch Captain	support of SCAG's decision to exclude future transit stations from the SB 79 map unless they have achieved a sufficient level of certainty, including environmental clearance and committed funding
17.	June 2, 2026	Alan Strasburg		support SCAG's decision to limit inclusion of future transit projects to those with sufficiently certain station locations and completed environmental review
18.	June 2, 2026	Richard Strassberg		support SCAG's decision to limit inclusion of future transit projects to those with sufficiently certain station locations and completed environmental clearance
19.	June 2, 2026	Martha Koplin		fully support SCAG's decision to include only future transit projects with sufficiently certain station locations and completed environmental clearance in its regional planning maps
20.	June 2, 2026	Rebecca Damavandi	West Hollywood Resident	support SCAG's current position of excluding stations that have not yet received final approval, environmental clearance, and committed funding

21.	June 2, 2026	Samuel Rad	Director of Design & Construction Salt and Summit Design Build Inc.	Various questions relate to SB 79 and CEHD and Regional Council process.
22.	June 2, 2026	Cathy Blaivas	West Hollywood Resident	SCAG is right to limit its regional planning maps to transit stations that have secured environmental clearance and have clearly established locations
23.	June 2, 2026	Jay Jacobson	West Hollywood Resident	support of SCAG's policy of limiting future transit projects in its planning documents to those with clearly established station locations and completed environmental review.
24.	June 2, 2026	Clay Crosby		support SCAG's decision to limit inclusion of future transit projects to those with sufficiently certain station locations and completed environmental clearance
25.	June 2, 2026	Jim Banks	West Hollywood Resident	<u>support SCAG's decision to limit inclusion of future transit projects to those with sufficiently certain station locations and completed environmental clearance</u>
26.	June 2, 2026	Michael Green		support SCAG's decision to leave West Hollywood's future stations off the current map - they're not schedule for completion until 2047 assuming everything moves forward precisely, which we know never happens.
27.	June 2, 2026	Michael Fisk		<u>support SCAG's decision to limit inclusion of future transit projects to those with sufficiently certain station locations and completed environmental clearance.</u>
28.	June 2, 2026	Randi Hiller		support of SCAG's decision to limit future transit projects on the SB 79 map to those with sufficiently certain station locations and completed environmental clearance
29.	June 2, 2026	Daniel R. Barbakow		support SCAG's decision to limit inclusion of future transit projects to those with sufficiently certain station locations and completed environmental clearance.
30.	June 2, 2026	Jackson Piper	Co-Lead, Ventura County YIMBY	strongly urge you to consider the positive climate and housing affordability effects of enabling the potential for an additional 300,000 to 400,000 homes around these planned transit systems. I request that you add the stations for the Sepulveda Line and K Line Northern Extension back into the SCAG SB79 Mapping Approach and Methodology document prior to adopting it.
31.	June 2, 2026	Brian Dailey		support SCAG's decision to limit inclusion of future transit projects to those with sufficiently certain station locations and completed environmental clearance

32.	June 2, 2026	Bobbie Edrick		<u>support SCAG's decision to limit inclusion of future transit projects to those with sufficiently certain station locations and completed environmental clearance</u>
33.	June 3, 2026	Anita Goswami	West Hollywood Resident	support SCAG's decision to limit inclusion of future transit projects to those with sufficiently certain station locations and completed environmental clearance.
34.	June 3, 2026	Robert Steloff		support SCAG's decision to limit inclusion of future transit projects to those with sufficiently certain station locations and completed environmental clearance.
35.	June 3, 2026	Howard Cohen	West Hollywood Resident	urge continued forbearance in including the 4 planned WeHo Metro stations on the SCAG map because of their possible inclusion's dire implications for our neighborhood. There is no justification for destroying the character of 100 year plus-configured neighborhoods for stations that could be 15-20 years in the future and are so tentative.
36.	June 3, 2026	Nancy Braun	West Hollywood Resident	exercising my opinion that of all of the proposed/approved Metro K-Line Northern Extension stops should be excluded at this time
37.	June 3, 2026	Johnny Nicoloro	West Hollywood Resident	<p>I support SCAG's current evidence-based methodology and urge you to continue requiring:</p> <ul style="list-style-type: none"> • Demonstrated project certainty • Finalized station locations • Full environmental clearance under CEQA and, where applicable, NEPA <p>before adding the four proposed stations affecting West Hollywood to future SB 79 maps. Most importantly, I believe that all of the proposed/approved Metro K-Line Northern Extension stops should be excluded at this time</p>
38.	June 3, 2026	Dolores Scozzesi	West Hollywood Resident	fully support SCAG's decision to include only future transit projects with sufficiently certain station locations and completed environmental clearance in its regional planning maps.
39.	June 3, 2026	Todd Williamson	West Hollywood Resident	support for SCAG's current methodology regarding SB 79 mapping and to urge the agency to maintain the exclusion of the four proposed Metro K Line Northern Extension stations from future SB 79 maps until all stated criteria have been fully satisfied.
40.	June 3, 2026	Sharon T.	West Hollywood Resident	<p>support SCAG's current evidence-based methodology and urge the requirements of:</p> <ul style="list-style-type: none"> • Demonstrated project certainty • Finalized station locations

				<ul style="list-style-type: none"> Full environmental clearance under CEQA and, where applicable, NEPA before adding the four proposed stations affecting West Hollywood to future SB 79 maps. Most importantly, ALL of the proposed/approved Metro K-Line Northern Extension stops should be excluded at this time!
41.	June 3, 2026	Lynn S Kuttbauer	West Hollywood Resident	support SCAG's decision to limit inclusion of future transit projects to those with sufficiently certain station locations and completed environmental clearance.
42.	June 3, 2026	Charles Ryan	West Hollywood Resident	support of SCAG's current methodology requiring demonstrated project certainty, finalized station locations, and completion of environmental review before planned transit stations are included on SB 79 maps.
43.	June 3, 2026	David Packer		support of the establishment of a TODAP for West Hollywood
44.	June 3, 2026	John Heilman	Mayor of the City of West Hollywood	support for the Southern California Association of Governments (SCAG) draft "SB 79 Mapping Approach and Methodology" released on May 22, 2026 as it relates to the City of West Hollywood.
45.	June 3, 2026	Tom Wilson	West Hollywood Resident	support SCAG's decision to limit inclusion of future transit projects to those with sufficiently certain station locations and completed environmental clearance.
46.	June 3, 2026	Mike Holtzman	West Hollywood Resident	support for SCAG's preliminary SB 79 mapping decision not to include the four proposed Metro K Line Northern Extension stations affecting West Hollywood at this time.
47.	June 3, 2026	Philippe Phaneuf	West Hollywood Resident	strongly support the rigorous, evidence-based methodology SCAG published on May 22, 2026, and to urge SCAG to apply it consistently in finalizing the Los Angeles County SB 79 map.
48.	June 3, 2026	Scott Keesling		support SCAG's decision to limit inclusion of future transit projects to those with sufficiently certain station locations and completed environmental clearance.
49.	June 3, 2026	Pierre Follari	West Hollywood Resident	support SCAG's decision to limit inclusion of future transit projects to those with sufficiently certain station locations and completed environmental clearance.
50.	June 3, 2026	Lauren Meister	Councilmember, City of West Hollywood	support for SCAG's current methodology regarding SB 79 mapping and urge the agency to maintain the exclusion of the four proposed Metro K Line Northern Extension stations from future SB 79 maps until all stated criteria have been fully satisfied.

51.	June 3, 2026	Jesse Zwick	Southern California Director Housing Action Coalition	support SCAG's goal of producing a clear, reliable regional map. But as drafted, the methodology adopts two interpretations that conflict with the plain text of SB 79 and with the Department of Housing and Community Development's March 20, 2026 advisory. Both choices exclude qualifying transit-oriented development stops the Legislature intended to capture, and both should be corrected before this Committee recommends the methodology to the Regional Council.
52.	June 3, 2026	Michele Proyect		support SCAG's decision to limit inclusion of future transit projects to those with sufficiently certain station locations and completed environmental clearance.
53.	June 3, 2026	Jacob Pierce	Policy Analyst Associate Abundant Housing LA	SCAG must follow the letter of the law, established by SB 79, and align its methodology with HCD's guidance. Otherwise, SCAG will force cities to choose which directives to follow, create uncertainty and open the door to lawsuits. Thus, we must stress that: SB 79 is applicable in TOD station areas upon their inclusion in a locally preferred alternative (LPA) and metropolitan planning organizations (MPOs) must calculate train frequency by service at a station, and not according to line.
54.	June 3, 2026	Deric Schmidt	West Hollywood Resident	Please continue supporting SCAG's current evidence-based methodology and PLEASE continue requiring: <ul style="list-style-type: none"> • Demonstrated project certainty • Finalized station locations • Full environmental clearance under CEQA and, where applicable, NEPA before adding the four proposed stations affecting West Hollywood to future SB 79 maps. Most importantly, please include all of the proposed/approved Metro K-Line Northern Extension stops should be excluded at this time!
55.	June 3, 2026	Jeff Cohen	West Hollywood Resident	support SCAG's decision to limit inclusion of future transit projects to those with sufficiently certain station locations and completed environmental clearance.
56.	June 3, 2026	Victoria Gomez	Housing Action Coalition	urge SCAG to correct two significant errors in the proposed SB 79 mapping methodology before it goes to the Regional Council for a vote.

57.	June 3, 2026	Victor Omelczenko	West Hollywood Renter and Community Advocate	express my strong support for SCAG's decision to limit the inclusion of transit stations on the official SB 79 map to those that are currently operating or possess final, unconditioned approvals with complete environmental clearance.
58.	June 3, 2026	Kyle Brazeal	Candidate for City Council City of West Hollywood	support of SCAG's decision to limit SB 79 transit stop eligibility to projects with confirmed station locations and completed environmental clearance.
59.	June 3, 2026	Derek Mazzeo	California YIMBY	urge SCAG to correct two significant errors in the proposed SB 79 mapping methodology before it goes to the Regional Council for a vote.
60.	June 3, 2026	John Beldzik	West Hollywood Resident	support SCAG's current evidence-based methodology and urge the agency to continue requiring: <ul style="list-style-type: none"> • Demonstrated project certainty • Finalized station locations • Full environmental clearance under CEQA and, where applicable, NEPA before adding the four proposed stations affecting West Hollywood to future SB 79 maps. It is imperative that every city council member hear and vote in accordance with the strong and unmistakable voice of the community: ALL OF THE PROPOSED/APPROVED METRO K-LINE NORTHERN EXTENSION STOPS SHOULD BE EXCLUDED AT THIS TIME.
61.	June 3, 2026	Brian Mark Budin	West Hollywood Resident	support of SCAG'S current evidence based methodology and am urging the agency to continue requiring this methodology, based on: <ol style="list-style-type: none"> 1) Demonstrated Project Certainty 2) Finalized Station Locations 3) Full Environmental Clearance Under CEQA And, Where Applicable, NEPA All, before adding the four proposed stations affecting West Hollywood to future SB 79 maps. I urge the agency to exclude ALL the Metro K-Line Northern Extensions stops at this time.
62.	June 3, 2026	Lisa Sweeney	West Hollywood Resident	support SCAG's decision to include only future transit projects with sufficiently certain station locations and completed environmental clearance in its regional planning maps.
63.	June 3, 2026	Ophir Klein		support SCAG's decision to restrict the inclusion of future transit projects to those with well-defined station locations and completed environmental clearance.

64.	June 3, 2026	Mark Fetterman		support SCAG's decision to only include future transit projects with sufficiently certain station locations and completed environmental clearance in its regional planning maps.
65.	June 3, 2026	John Beldzik		support SCAG's decision to include only future transit projects with sufficiently certain station locations and completed environmental clearance in its regional planning maps.
66.	June 3, 2026	Joel L. Becker		all of the proposed/approved Metro K-Line Northern Extension stops should be excluded at this time! Give local communities time to TODAP.
67.	June 3, 2026	Theo Swerissen	West Hollywood Resident	strongly support the corrections outlined in the Housing Action Coalition's letter regarding SCAG's proposed SB 79 mapping methodology. Getting the maps right is essential to the success of SB 79. Flawed methodology that departs from the plain text of the statute and HCD's March 2026 advisory guidance will create years of litigation, uncertainty, and delay — exactly the opposite of what the law was designed to achieve.
68.	June 3, 2026	Jim Perkins	West Hollywood Resident	strongly oppose any stations being built in West Hollywood.
69.	June 3, 2026	Katie Hill		urge SCAG to correct two significant errors in the proposed SB 79 mapping methodology before it goes to the Regional Council for a vote.
70.	June 3, 2026	Andrew Dibben	West Hollywood Resident	<p>in favor of SCAG's evidence based methodology and ask that before proceeding with any K Line Northern Extension they require the following :</p> <ul style="list-style-type: none"> - Demonstration of Project Certainty - Finalization of Station Locations - Full Environmental Clearance under CEQA and where applicable NEPA <p>The community its is not being heard and are strongly opposed to additional K-Line stops at this time as shown at the last Council meeting.</p>
71.	June 3, 2026	Henry Fung		echo the comments of Jacob Wasserman on the issues with the SB 79 methodology. I am especially concerned about the seeming willful defiance of SCAG with the regulations which have been promulgated by the state department of Housing and Community Development.



CEHD June 4, 2026 Agenda - Item 4

From Henry Fung <calwatch@gmail.com>
Date Tue 2026-06-02 11:55 AM
To ePublic Comment Group <ePublicComment@scag.ca.gov>

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Dear members of the SCAG CEHD Committee,
As a stakeholder and community member who participated in the RHNA process when it was occurring in 2019 and 2020, I appreciate that SCAG staff has tried to staff the RHNA subcommittee earlier and make the representation more consistent with the SCAG region's population.

However, the suburban and outer counties still have more voting power than their shares of the population. If SCAG had considered doing a strict population based representation, it would have been 8 members from LA County, 3 members from Orange, 2 from Riverside, 2 from San Bernardino, 1 from Ventura, and 1 from Imperial. There are many reasons not to do a strict population distribution like that but those considerations should be discussed either in the staff report or in the presentation.

Also, it is important to recognize the time commitment the RHNA subcommittee will have during the appeals process and RHNA distribution development. The RHNA process can be contentious but it is important that all viewpoints be heard. Past RHNA subcommittee meetings had cut short public comment due to the need to discuss the items among the group, and with 17 members there will need to be more time for dialogue amongst members, let alone stakeholders. When members make the commitment to join the RHNA subcommittee, they should be prepared to participate in all discussions and fully consider all appeals given.

Sincerely,
Henry Fung



Outlook

Public Comment: Community, Economic, and Human Development Committee, 6/4, Against Item #5—Issues with SCAG Draft SB 79 Mapping Methodology

From Jacob Wasserman <Jacob.Wasserman@santamonica.gov>

Date Fri 2026-05-29 9:31 AM

To ePublic Comment Group <ePublicComment@scag.ca.gov>; Maggie Aguilar <aguilarm@scag.ca.gov>

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Please include and distribute the following as public comment against Item #5 on the Community, Economic, and Human Development Committee agenda for 6/4. I write here only for myself, not for the City of Santa Monica nor our Planning Commission as a whole.

 Jacob Wasserman
[Planning Commissioner](#)
[City of Santa Monica](#)
 <Jacob.Wasserman@santamonica.gov>
 Pronouns: he/him/his

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From: Jacob Wasserman <Jacob.Wasserman@santamonica.gov>

Sent: Tuesday, May 26, 2026 2:35 PM

Subject: Issues with SCAG Draft SB 79 Mapping Methodology

SCAG team,

Hello. I write here only for myself, not for the City of Santa Monica nor our Planning Commission as a whole.

I have some severe concerns about the [draft mapping methodology](#) recently released. I hope they can be fixed ASAP:

1. *Planned transit (environmental review)*: Waiting until CEQA and NEPA are fully completed is **against the letter of the law** and **against HCD guidance**. Specifically, [SB 79](#) says that stops count if they are "on a route for which a preferred alternative has been selected..." ([GOV § 65912.156\(p\)](#)); and [HCD's memo](#) says that "Selected preferred alternative route stops from an adopted CEQA/NEPA document, *an adopted locally preferred alternative (LPA)*, or other local implementing document as determined by the MPO" (emphasis added; note the word "or" and that the "as determined..." clause only applies to the last item in the list, not adopted LPAs). **Adopted LPAs must be included**. Indeed, every locality I have seen in SCAG counts LPAs (see, for instance, the Sepulveda Transit Corridor on [the City of Los Angeles' draft map](#)).

2. *Planned transit (regional plans)*: Requiring construction funding to be identified for a project in the regional transportation improvement program is **against the letter of the law**. Specifically, [SB 79](#) says that stops count "which are identified in a regional transportation improvement program..." ([GOV § 65912.156\(p\)](#)); *it says nothing about committed funding*. While, as you correctly point out, [HCD's memo](#) allows for the funding restriction you are proposing, I would contend that is nonetheless not allowed under the law; you can't add more conditions than the law lays out. Therefore, **any project in the RTIP must be included**.
3. *Commuter rail service*: While I will grant that the law is ambiguous, SCAG's draft methodology is **against HCD guidance**, as the draft memo clearly (and frankly brazenly) admits. I do not agree with SCAG's read of [SB 79](#) that "a commuter rail service" must be an individual line; a "service" means transit service. Besides which, *SCAG's draft methodology purports to calculate frequency at the station level for overall SB 79 eligibility but at the line level for separating out "high" and "very high" frequency commuter rail is untenable*, as the code section that delineates SB 79 eligibility ([GOV § 65912.156\(p\)](#)) uses the exact same words ("very high frequency commuter rail" and "high frequency commuter rail") that are defined in [GOV § 65912.156\(e\)](#) and [GOV § 65912.156\(r\)](#), each of which uses the phrase "a commuter rail service." In other words, you can't have it both ways, since the phrasing at issue is used or referenced in all of the code sections at issue. Thus, **commuter rail frequency must be calculated at the station level**.
4. *Station locations*: Using only GTFS points and not mapping actual pedestrian access points is **against the letter of the law**. Specifically, [SB 79](#) says that distances must be measured "to a pedestrian access point" ([GOV § 65912.157\(b\)](#)). While, as you correctly point out, [HCD's memo](#) allows for using GTFS points, I contend this ignores the fact that GTFS points are not (and do not purport to be) pedestrian access points, which may in some cases differ by some good bit. **SCAG must map actual pedestrian access points**. SCAG could also choose to continue to include GTFS points *as well*, but separate access points need to be mapped. I understand that a dataset of such points does not exist and that staff capacity is limited, but MTC in the Bay Area managed to do so for [their map](#).

Please, if you can, correct each of these, or at least provide a response. While I understand that SCAG's map will have a "rebuttable presumption of validity" under [SB 79](#), if you use the methodologies above, **it will in fact be rebutted**. Do not create situations where localities rely on flawed maps and then have to make case-by-case overturnings, potentially in court, at their expense and on their staff time.

Finally, your memo notes that "full-time dedicated bus lane segments were identified in coordination with transit agencies and local jurisdictions for consideration in this analysis." **Please provide such stops you have identified in Santa Monica**. Specifically, please confirm that you have included at least the following stops:

- Santa Monica Boulevard near 4th Street
- Broadway near 4th Street
- 4th Street northwest of Pico Boulevard

All of these stops A) have 24/7 bus lanes (in full-width lanes that were once general travel lanes), B) are identified as major transit stops on [Cal-ITP](#) and on [SCAG's](#) maps of major transit stops, and C) have bus service better than every 15 minutes during peak periods.

Thank you,

 Jacob Wasserman
[Planning Commissioner](#)
[City of Santa Monica](#)
 <Jacob.Wasserman@santamonica.gov>
 Pronouns: he/him/his

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SB79 - SCAG Map - Public Comment

From Philip Matthys <philipmatthys@yahoo.com>
Date Mon 2026-06-01 8:51 PM
To ePublic Comment Group <ePublicComment@scag.ca.gov>

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Dear SCAG Committee: I support SCAG's decision to limit inclusion of future transit projects to those with sufficiently certain station locations and completed environmental clearance.

This standard is particularly appropriate with respect to the proposed K Line Northern Extension stations in West Hollywood. To date, those stations have received only conditional approval, and the conditions required for final approval have not been satisfied. As a result, the station locations remain uncertain and should not be treated as planned transit stops for regional planning purposes.

SB 79 was enacted to facilitate additional housing near qualifying transit infrastructure. Including stations that remain conditional or speculative risks triggering SB 79-related zoning changes in areas where the underlying transit investment may never be realized. Such an outcome would be inconsistent with the statute's purpose and could create long-term planning consequences untethered from actual transit service.

SCAG should continue to apply a clear and objective standard by excluding proposed stations that remain conditional, speculative, or dependent on unresolved future actions until they have received final approval and are reasonably certain to be constructed.

Thank you for your consideration.

Sincerely,
Philip Matthys (Homeowner, West Hollywood)



METRO MAPS

From JHILL INC <mjanethill@yahoo.com>

Date Tue 2026-06-02 11:12 AM

To ePublic Comment Group <ePublicComment@scag.ca.gov>

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Dear SCAG Committee:

I support SCAG's decision to limit inclusion of future transit projects to those with sufficiently certain station locations and completed environmental clearance.

This standard is particularly appropriate with respect to the proposed K Line Northern Extension stations in West Hollywood. To date, those stations have received only conditional approval, and the conditions required for final approval have not been satisfied - *most importantly - the ability to finance the stations*. As a result, the station locations remain uncertain and should not be treated as planned transit stops for regional planning purposes.

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SCAG should continue to apply a clear and objective standard by excluding proposed stations that remain conditional, speculative, or dependent on unresolved future actions until they have received final approval and are reasonably certain to be constructed.

Thank you for your consideration.

Sincerely,

Janet Hill

West Hollywood resident



SB79 - SCAG Map - Public Comment

From Ellen Harrington <eharrington101@gmail.com>
Date Tue 2026-06-02 11:12 AM
To ePublic Comment Group <ePublicComment@scag.ca.gov>

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SCAG should continue to apply a clear and objective standard by excluding proposed stations that remain conditional, speculative, or dependent on unresolved future actions until they have received final approval and are reasonably certain to be constructed.

Thank you for your consideration.

Sincerely,
Ellen Harrington
West Hollywood, CA 90069



To Scag committee

From Jerome Cleary <bestprguy@gmail.com>
Date Tue 2026-06-02 11:40 AM
To ePublic Comment Group <ePublicComment@scag.ca.gov>

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Dear SCAG Committee: I support SCAG's decision to limit inclusion of future transit projects to those with sufficiently certain station locations and completed environmental clearance.

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SCAG should continue to apply a clear and objective standard by excluding proposed stations that remain conditional, speculative, or dependent on unresolved future actions until they have received final approval and are reasonably certain to be constructed.

Thank you for your consideration.

Sincerely,

Jerome Cleary

From: elyse.eisenberg@gmail.com
To: [ePublic Comment Group](#)
Subject: SB79 - SCAG Map - Public Comment
Date: Tuesday, June 2, 2026 12:08:54 PM

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Dear SCAG Committee:

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SCAG should continue to apply a clear and objective standard by excluding proposed stations that remain conditional, speculative, or dependent on unresolved future actions until they have received final approval and are reasonably certain to be constructed.

Thank you for your consideration.

Sincerely,

Elyse Eisenberg

Elyse Eisenberg
Chair, WeHo Heights NA
C: 310 490 9416
wehoheights@gmail.com
www.wehoheights.com

West Hollywood Heights NA

Representing WeHo above Sunset Blvd — Clark, Horn, Larrabee, Sherbourne & Shoreham
Mailing list: WeHoHeights@gmail.com — Website: www.wehoheights.com



SB79 - SCAG Map - Public Comment

From Richard G. Wight <rwright@ucla.edu>
Date Tue 2026-06-02 12:55 PM
To ePublic Comment Group <ePublicComment@scag.ca.gov>

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Dear SCAG Committee: I support SCAG's decision to limit inclusion of future transit projects to those with sufficiently certain station locations and completed environmental clearance.

This standard is particularly appropriate with respect to the proposed K Line Northern Extension stations in West Hollywood. To date, those stations have received only conditional approval, and the conditions required for final approval have not been satisfied. As a result, the station locations remain uncertain and should not be treated as planned transit stops for regional planning purposes.

SB 79 was enacted to facilitate additional housing near qualifying transit infrastructure. Including stations that remain conditional or speculative risks triggering SB 79-related zoning changes in areas where the underlying transit investment may never be realized. Such an outcome would be inconsistent with the statute's purpose and could create long-term planning consequences untethered from actual transit service.

SCAG should continue to apply a clear and objective standard by excluding proposed stations that remain conditional, speculative, or dependent on unresolved future actions until they have received final approval and are reasonably certain to be constructed.

Thank you for your consideration.

Sincerely,

Richard Wight



SB79 - SCAG Map - Public Comment

From Bob Mardesich <bobmardesich@aol.com>
Date Tue 2026-06-02 1:01 PM
To ePublic Comment Group <ePublicComment@scag.ca.gov>

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Dear SCAG Committee:

I support SCAG's decision to limit inclusion of future transit projects to those with sufficiently certain station locations and completed environmental clearance.

This standard is particularly appropriate with respect to the proposed K Line Northern Extension stations in West Hollywood. To date, those stations have received only conditional approval, and the conditions required for final approval have not been satisfied. As a result, the station locations remain uncertain and should not be treated as planned transit stops for regional planning purposes.

SB 79 was enacted to facilitate additional housing near qualifying transit infrastructure. Including stations that remain conditional or speculative risks triggering SB 79-related zoning changes in areas where the underlying transit investment may never be realized. Such an outcome would be inconsistent with the statute's purpose and could create long-term planning consequences untethered from actual transit service.

SCAG should continue to apply a clear and objective standard by excluding proposed stations that remain conditional, speculative, or dependent on unresolved future actions until they have received final approval and are reasonably certain to be constructed.

Thank you for your consideration.

Sincerely,

Bob Mardesich



SCAG and upcoming meeting

From Keith Cox <thekeithcox@gmail.com>
Date Tue 2026-06-02 1:14 PM
To ePublic Comment Group <ePublicComment@scag.ca.gov>

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Dear SCAG Committee:

PLEASE add to the record my 100% support of SCAG's decision to limit inclusion of future transit projects to those with sufficiently certain station locations and completed environmental clearance.

This standard is particularly appropriate with respect to the proposed K Line Northern Extension stations in West Hollywood.

It is my understanding, to date, that those stations have received only conditional approval, and the conditions required for final approval have not been satisfied. Additionally, they are not funded, and the proposed completion date is years and years down the road.

As a result, the station locations remain uncertain and should not be treated as planned transit stops for regional planning purposes.

SB 79 was enacted to facilitate additional housing near qualifying transit infrastructure. Including stations that remain conditional or speculative risks triggering SB 79-related zoning changes in areas where the underlying transit investment may never be realized. Such an outcome would be inconsistent with the statute's purpose and could create long-term planning consequences untethered from actual transit service....and has a potential negative impact on many who have long-term investments in their neighborhood and the good of West Hollywood.

SCAG should continue to apply a clear and objective standard by excluding proposed stations that remain conditional, speculative, or dependent on unresolved future actions until they have received final approval and are reasonably certain to be constructed.

Thank you for your consideration.

Sincerely,

Keith H. Cox
9026 Elevado Street,
West Hollywood, Ca 90069



PUBLIC COMMENT REGARDING SB79 - SCAG Map

From IGNACIO DARNAUDE <iggy5@pacbell.net>

Date Tue 2026-06-02 1:42 PM

To ePublic Comment Group <ePublicComment@scag.ca.gov>

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Dear SCAG Committee Members:

I fully support SCAG's decision to include only future transit projects with sufficiently certain station locations and completed environmental clearance in its regional planning maps.

This standard is particularly appropriate for the proposed K Line Northern Extension stations in West Hollywood. While these stations have received conditional approval, the requirements necessary for final approval have not yet been satisfied, including their funding. Accordingly, their locations remain uncertain and should NOT be treated as planned transit stops for regional planning purposes.

SB 79 was enacted to encourage additional housing near qualifying transit infrastructure. Including stations that remain conditional, speculative, or dependent on unresolved future actions could trigger SB 79-related zoning changes in areas where the underlying transit investment may never be realized. Such an outcome would be inconsistent with the intent of the statute, creating planning uncertainty, and exposing local jurisdictions to unnecessary legal challenges.

SCAG should continue to apply a clear, objective, and consistent standard by excluding proposed stations that have not received final approval and are not reasonably certain to be constructed.

Thank you for your support in this important matter

Sincerely,

West Hollywood Resident



SB-79 | SCAG MAP

From Vanessa <vfung16@yahoo.com>

Date Tue 2026-06-02 2:00 PM

To ePublic Comment Group <ePublicComment@scag.ca.gov>

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Dear SCAG Committee Members:

I fully support SCAG's decision to include only future transit projects with sufficiently certain station locations and completed environmental clearance in its regional planning maps.

This standard is particularly appropriate for the proposed K Line Northern Extension stations in West Hollywood. While these stations have received conditional approval, the requirements necessary for final approval have not yet been satisfied, including their funding. Accordingly, their locations remain uncertain and should NOT be treated as planned transit stops for regional planning purposes.

SB 79 was enacted to encourage additional housing near qualifying transit infrastructure. Including stations that remain conditional, speculative, or dependent on unresolved future actions could trigger SB 79-related zoning changes in areas where the underlying transit investment may never be realized. Such an outcome would be inconsistent with the intent of the statute, creating planning uncertainty, and exposing local jurisdictions to unnecessary legal challenges.

SCAG should continue to apply a clear, objective, and consistent standard by excluding proposed stations that have not received final approval and are not reasonably certain to be constructed.

Thank you for your support in this important matter

Sincerely,

Vanessa Fung
Homeowner, West Hollywood.



SB79 - SCAG Map - Public Comment

From cc@carolyncampbell.me <cc@carolyncampbell.me>

Date Tue 2026-06-02 2:07 PM

To ePublic Comment Group <ePublicComment@scag.ca.gov>

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Dear SCAG Committee Members:

I fully support SCAG's decision to include only future transit projects with sufficiently certain station locations and completed environmental clearance in its regional planning maps.

This standard is particularly appropriate for the proposed K Line Northern Extension stations in West Hollywood. While these stations have received conditional approval, the requirements necessary for final approval have not yet been satisfied, including their funding. Accordingly, their locations remain uncertain and should NOT be treated as planned transit stops for regional planning purposes.

SB 79 was enacted to encourage additional housing near qualifying transit infrastructure. Including stations that remain conditional, speculative, or dependent on unresolved future actions could trigger SB 79-related zoning changes in areas where the underlying transit investment may never be realized. Such an outcome would be inconsistent with the intent of the statute, creating planning uncertainty, and exposing local jurisdictions to unnecessary legal challenges.

SCAG should continue to apply a clear, objective, and consistent standard by excluding proposed stations that have not received final approval and are not reasonably certain to be constructed.

Thank you for your support in this important matter.

Sincerely,
Carolyn Campbell
40-year resident of West Hollywood



SB79 - SCAG Map - Public Comment

From Ali Shahidi <ali@shahidi.org>

Date Tue 2026-06-02 2:14 PM

To ePublic Comment Group <ePublicComment@scag.ca.gov>

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Dear SCAG Committee Members:

I fully support SCAG's decision to include only future transit projects with sufficiently certain station locations and completed environmental clearance in its regional planning maps.

This standard is particularly appropriate for the proposed K Line Northern Extension stations in West Hollywood. While these stations have received conditional approval, the requirements necessary for final approval have not yet been satisfied, including their funding. Accordingly, their locations remain uncertain and should NOT be treated as planned transit stops for regional planning purposes.

SB 79 was enacted to encourage additional housing near qualifying transit infrastructure. Including stations that remain conditional, speculative, or dependent on unresolved future actions could trigger SB 79-related zoning changes in areas where the underlying transit investment may never be realized. Such an outcome would be inconsistent with the intent of the statute, creating planning uncertainty, and exposing local jurisdictions to unnecessary legal challenges.

SCAG should continue to apply a clear, objective, and consistent standard by excluding proposed stations that have not received final approval and are not reasonably certain to be constructed.

Thank you for your support in this important matter

Sincerely,

Ali Shahidi
West Hollywood
310.920.8075



SB79 - SCAG Map - Public Comment

From Beverly Lund <bevlund@gmail.com>
Date Tue 2026-06-02 2:23 PM
To ePublic Comment Group <ePublicComment@scag.ca.gov>

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Dear SCAG Committee Members,

I am writing to express my support for SCAG's decision to include only future transit projects with confirmed station locations and completed environmental clearance in regional planning maps.

This standard is appropriately applied to the proposed K Line Northern Extension stations in West Hollywood. Although these stations have received conditional approval, final requirements—including funding—have not yet been met. Because these locations remain uncertain, they should not be designated as planned transit stops for regional planning purposes.

SB 79 was enacted to facilitate housing development near established transit infrastructure. Including speculative or conditional stations could trigger zoning changes in areas where transit investment may not materialize. This would be inconsistent with the statute's intent and could create planning uncertainty or legal challenges for local jurisdictions.

I urge SCAG to maintain a consistent, objective standard by excluding proposed stations that have not received final approval and are not certain to be constructed.

Thank you for your consideration.

Sincerely,

Beverly Lund



Please exclude inclusion of future stops!

From Larry Kase <larrykase@gmail.com>

Date Tue 2026-06-02 2:43 PM

To ePublic Comment Group <ePublicComment@scag.ca.gov>

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Dear SCAG Committee:

I support SCAG's decision to limit inclusion of future transit projects to those with sufficiently certain station locations and completed environmental clearance.

This standard is particularly appropriate with respect to the proposed K Line Northern Extension stations in West Hollywood. To date, those stations have received only conditional approval, and the conditions required for final approval have not been satisfied. As a result, the station locations remain uncertain and should not be treated as planned transit stops for regional planning purposes.

SB 79 was enacted to facilitate additional housing near qualifying transit infrastructure. Including stations that remain conditional or speculative risks triggering SB 79-related zoning changes in areas where the underlying transit investment may never be realized. Such an outcome would be inconsistent with the statute's purpose and could create long-term planning consequences untethered from actual transit service.

SCAG should continue to apply a clear and objective standard by excluding proposed stations that remain conditional, speculative, or dependent on unresolved future actions until they have received final approval and are reasonably certain to be constructed.

Thank you for your consideration.

Sincerely,

Lawrence Kase

Lawrence Kase

9039 Lloyd Place

West Hollywood, CA 90069



SB 79 SCAG Map - Public Comment

From Robert Brezosky <normatrianglewatch@gmail.com>

Date Tue 2026-06-02 3:11 PM

To ePublic Comment Group <ePublicComment@scag.ca.gov>

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Dear SCAG Committee,

I am a resident of West Hollywood and am writing in support of SCAG's decision to exclude future transit stations from the SB 79 map unless they have achieved a sufficient level of certainty, including environmental clearance and committed funding.

I support public transit and recognize the important role it plays in our region. However, I believe zoning decisions that could significantly affect existing neighborhoods should be based on projects that are reasonably certain to move forward, not on projects that remain subject to substantial future approvals and conditions.

The proposed K Line Northern Extension stations in West Hollywood are a good example. While the project has advanced, important conditions still need to be satisfied before the stations receive final approval and become certain to be constructed. Until that occurs, I believe it is appropriate for SCAG to exclude these stations from the SB 79 map.

Including stations that may ultimately change, be delayed, or never be built could trigger planning and zoning consequences that are disconnected from actual transit service. Residents, property owners, local governments, and developers all benefit from clear and predictable standards. SCAG's current approach provides that certainty.

I respectfully encourage SCAG to maintain objective eligibility criteria and to continue excluding future stations that have not yet received final approvals and met the requirements necessary to demonstrate a reasonable certainty of construction.

Thank you for your consideration and for the work you are doing on this important issue.

Regards,

Robert Brezosky
West Hollywood Resident
Norma Triangle Neighborhood Watch Captain



SB79-SCAG Map

From Alan Strasburg <alan.strasburg@icloud.com>
Date Tue 2026-06-02 3:27 PM
To ePublic Comment Group <ePublicComment@scag.ca.gov>

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Dear SCAG Committee:

I support SCAG's decision to limit inclusion of future transit projects to those with sufficiently certain station locations and completed environmental review.

The proposed K Line Northern Extension stations in West Hollywood are a prime example of why this standard matters. The station locations have received only conditional approval, and those conditions have not been satisfied. Until they are, the locations remain speculative and should not be treated as settled facts for regional planning purposes.

Too often, planning agencies are tempted to treat aspirational projects as inevitable. They are not. Good planning requires distinguishing between what is proposed and what is reasonably certain to occur. The K Line extension may ultimately move forward, but the specific West Hollywood station locations remain unresolved and contingent on future actions.

This distinction is particularly important in light of SB 79. The Legislature intended to encourage housing near actual transit infrastructure, not infrastructure that may or may not be built in a particular location. Prematurely designating these conditional station locations as qualifying transit stops could trigger significant zoning and land use consequences based on assumptions that have not yet been validated.

Planning should be grounded in reality, not wishful thinking. Including stations that remain conditional effectively prejudices unresolved decisions and risks creating permanent policy consequences tied to transit infrastructure that may never materialize as currently proposed.

SCAG should continue to apply a clear, objective, and disciplined standard. Proposed stations that remain conditional, speculative, or dependent on unresolved future actions should not be included until they have received final approval and are reasonably certain to be constructed.

Thank you for your consideration.

Sincerely,

Alan Strasburg



Fwd: SB79 - SCAG Map - Public Comment due by Wed 5pm

From Strassberg, Richard <richards@humnet.ucla.edu>
Date Tue 2026-06-02 3:32 PM
To ePublic Comment Group <ePublicComment@scag.ca.gov>

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ePublicComment@scag.ca.gov

Subject: SB 79 - SCAG Map - Public Comment

Dear SCAG Committee:

I support SCAG's decision to limit inclusion of future transit projects to those with sufficiently certain station locations and completed environmental clearance.

This standard is particularly appropriate with respect to the proposed K Line Northern Extension stations in West Hollywood. To date, those stations have received only conditional approval, and the conditions required for final approval have not been satisfied. As a result, the station locations remain uncertain and should not be treated as planned transit stops for regional planning purposes.

SB 79 was enacted to facilitate additional housing near qualifying transit infrastructure. Including stations that remain conditional or speculative risks triggering SB 79-related zoning changes in areas where the underlying transit investment may never be realized. Such an outcome would be inconsistent with the statute's purpose and could create long-term planning consequences untethered from actual transit service.

SCAG should continue to apply a clear and objective standard by excluding proposed stations that remain conditional, speculative, or dependent on unresolved future actions until they have received final approval and are reasonably certain to be constructed.

Thank you for your consideration.

Sincerely,

Richard Strassberg

West Hollywood



RE: SB 79

From martha Koplin <mkoplin123@gmail.com>
Date Tue 2026-06-02 3:36 PM
To ePublic Comment Group <ePublicComment@scag.ca.gov>

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Dear SCAG Committee Members:

I fully support SCAG's decision to include only future transit projects with sufficiently certain station locations and completed environmental clearance in its regional planning maps.

This standard is particularly appropriate for the proposed K Line Northern Extension stations in West Hollywood. While these stations have received conditional approval, the requirements necessary for final approval have not yet been satisfied, including their funding. Accordingly, their locations remain uncertain and should NOT be treated as planned transit stops for regional planning purposes.

SB 79 was enacted to encourage additional housing near qualifying transit infrastructure. Including stations that remain conditional, speculative, or dependent on unresolved future actions could trigger SB 79-related zoning changes in areas where the underlying transit investment may never be realized. Such an outcome would be inconsistent with the intent of the statute, creating planning uncertainty, and exposing local jurisdictions to unnecessary legal challenges.

SCAG should continue to apply a clear, objective, and consistent standard by excluding proposed stations that have not received final approval and are not reasonably certain to be constructed.

Thank you for your support in this important matter.

Sincerely, Martha Koplin



SCAG- exclude

From Rebecca Damavandi <rebeccadamavandi@gmail.com>

Date Tue 2026-06-02 4:16 PM

To ePublic Comment Group <ePublicComment@scag.ca.gov>

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Dear sirs

I would like to support SCAG's current position of excluding stations that have not yet received final approval, environmental clearance, and committed funding. Please continue to exclude the K line , especially considering the fact of the delays in construction and financial needs of the project. Protecting current livability standards and avoiding chaos before allowing for changes for something which might happen 15 years from now!

Thank you
Rebecca Damavandi
West Hollywood Resident

Sent from my iPhone



FW: SCAG's SB 79 Mapping Methodology and Approach Now Available

From Elizabeth Carvajal <carvajal@scag.ca.gov>

Date Wed 2026-06-03 1:16 PM

To Maggie Aguilar <aguilarm@scag.ca.gov>

4 attachments (4 KB)

Instagram; ~WRD0941.jpg; image001.png; image002.png;

From: Samuel Rad <sam@saltandsummit.build >

Sent: Saturday, May 30, 2026 7:28 AM

To: SB79 <sb79@scag.ca.gov >

Cc: Ali Mirshafiee <ali@saltandsummit.build >

Subject: Re: SCAG's SB 79 Mapping Methodology and Approach Now Available

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Hello Elizabeth and SCAG SB 79 Team,

Thank you for publishing SCAG's SB 79 Mapping Approach and Methodology.

I am evaluating potential housing development sites in Santa Ana along the OC Streetcar corridor, including properties near W Santa Ana Blvd and the Bristol/Civic area. I understand that Los Angeles County is currently the only urban transit county in the SCAG region and that Orange County is

anticipated to qualify when the OC Streetcar opens for revenue service, subject to confirmation that the county has more than 15 qualifying passenger rail stations.

I would like to submit the following process questions/comments for the CEHD Policy Committee and Regional Council process:

1. 1. Once the OC Streetcar opens for revenue service, will SCAG update the SB 79 map immediately or only through the next annual update cycle?
2. 2. Will the OC Streetcar be mapped as a Tier 2 light rail transit service once it opens for revenue service?
3. 3. Will SCAG publish GIS files, shapefiles, KML/KMZ, GeoJSON, or another parcel-level map layer showing the 200-foot, 1/4-mile, and 1/2-mile buffers?
4. 4. The methodology states that if a zone buffer intersects a parcel, the entire parcel is considered within the zone for SB 79. If multiple buffers touch the same parcel, will the highest applicable tier control for that parcel?
5. 5. For OC Streetcar stops, what data source will SCAG use for the pedestrian access point: OCTA GTFS, OCTA shapefile, station plan, platform center point, or another official point?
6. 6. If OCTA stop shapefiles or GTFS data are not available before the first Orange County update, will SCAG use the center of the platform or stop identified by OCTA?
7. 7. Will SCAG coordinate with the City of Santa Ana and OCTA to identify official pedestrian access points for each OC Streetcar stop?
8. 8. Will SCAG publish any preliminary OC Streetcar stop data for applicants and cities to use in due diligence before Orange County is officially mapped?
9. 9. Once Orange County qualifies as an urban transit county, will SCAG's map show parcel-level eligibility for Santa Ana sites located near OC Streetcar stops?
10. 10. Is there a process for applicants to submit parcel-edge distance exhibits or request technical review if a parcel appears to be near a buffer boundary?

Thank you,

Samuel Rad

Director of Design & Construction

Salt and Summit Design Build Inc.  

CA GC Class B License #: 1145069

LEED Green Associate (USGBC)

[949.295.8534](tel:949.295.8534)



sam@saltandsummit.build

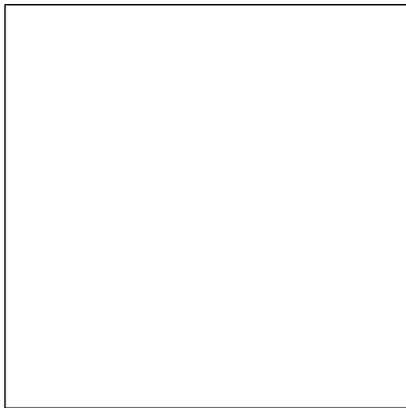


SaltandSummit.build

525 Catalina, Laguna Beach
CA, 92651

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On Fri, May 22, 2026 at 10:20 AM Elizabeth Carvajal <sb79@scag.ca.gov> wrote:



Dear Stakeholder,

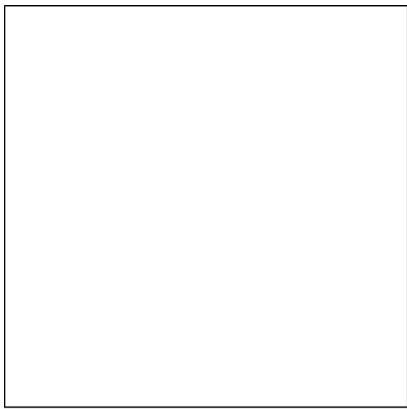
I am writing because you have contacted SCAG with interest on [Senate Bill 79 \(SB 79\)](#). The statute establishes statewide standards to streamline housing development near transit by defining and mapping transit-oriented development (TOD) zones and stops and requires metropolitan planning organizations, like SCAG, to develop and maintain a map identifying and classifying Tier 1 and Tier 2 TOD zones around major transit stops.

Los Angeles County is the only urban transit county in the SCAG region at this time.

Today, SCAG published its [methodology and approach](#) to the SCAG mapping effort. This document outlines SCAG's approach to the SB79 mapping requirement based on the statute and "[SB 79 Advisory Clarifications on Definitions for Metropolitan Planning Organizations.](#)"

The methodology and approach will be discussed and considered by the Community, Economic, and Human Development (CEHD) Policy Committee at their June 4 meeting and go before the Regional Council at their regular meeting on July 2.

Please stay tuned for additional communications on the above, and please contact us at sb79@scag.ca.gov with additional questions.



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SB79 - SCAG Map - Public Comment

From Cathy Blaivas <photoop13@aol.com>
Date Tue 2026-06-02 4:24 PM
To ePublic Comment Group <ePublicComment@scag.ca.gov>

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Dear SCAG Committee Members:

SCAG is right to limit its regional planning maps to transit stations that have secured environmental clearance and have clearly established locations.

The proposed K Line Northern Extension stations in West Hollywood do not yet meet that threshold. Critical elements required for final approval, including funding, remain unresolved, and the station locations therefore cannot be considered certain.

Because SB 79 links housing and zoning policies to the presence of qualifying transit, it is important that regional planning assumptions be based on projects that are reasonably likely to move forward. Prematurely mapping unapproved stations could drive significant land-use decisions based on infrastructure that may never be built.

For these reasons, SCAG should continue excluding stations that lack final approval and a clear path to construction.

Thank you for your attention to this issue.

Respectfully,

Cathy Blaivas,

Long Time Resident, West Hollywood



SB79 - SCAG Map - Public Comment

From Jay Jacobson <jay5@pacbell.net>

Date Tue 2026-06-02 4:24 PM

To ePublic Comment Group <ePublicComment@scag.ca.gov>

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Dear SCAG Committee,

I am writing in support of SCAG's policy of limiting future transit projects in its planning documents to those with clearly established station locations and completed environmental review.

This approach is especially important with regard to the proposed K Line Northern Extension stations in West Hollywood. While certain station locations have been discussed and conditionally approved, the requirements for final approval have not yet been met. Until those conditions are satisfied, the locations of these stations remain uncertain and should not be treated as definitive transit infrastructure for regional planning purposes.

The intent of SB 79 is to encourage housing development around actual, qualifying transit investments. Including stations that remain contingent on future approvals or unresolved issues could lead to significant zoning and planning changes based on transit facilities that may ultimately be altered, relocated, or never constructed. Such an outcome would undermine the purpose of the legislation and create planning assumptions that are not supported by finalized transit decisions.

In addition, there are still significant environmental concerns regarding groundwater conditions, subsidence, and station placement that remain unresolved or have not yet been fully addressed through the final environmental review process. Much of West Hollywood sits over a high water table which has experienced land subsidence issues. The potential impacts of constructing subway tunnels and stations in these conditions, and the implications for surrounding neighborhoods and infrastructure, warrant thorough environmental review. Until these concerns have been comprehensively analyzed through the environmental review process, it is premature to assume that currently proposed station locations are fixed and certain.

For these reasons, I encourage SCAG to continue applying a consistent and objective standard by excluding stations that remain conditional, speculative, or dependent upon unresolved approvals and environmental review. Such stations should only be incorporated into regional planning assumptions once they have received final approval, completed environmental clearance, and are reasonably certain to be built.

Thank you for your consideration.

Sincerely,

Jay Jacobson

West Hollywood resident



SB79 - SCAG Map - Public Comment

From Clay Crosby <clay@claycrosbymft.com>
Date Tue 2026-06-02 4:26 PM
To ePublic Comment Group <ePublicComment@scag.ca.gov>

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Dear SCAG Committee,

My name is Clay Crosby and I am a longtime resident of West Hollywood. I support SCAG's decision to limit inclusion of future transit projects to those with sufficiently certain station locations and completed environmental clearance.

This standard is particularly appropriate with respect to the proposed K Line Northern Extension stations in West Hollywood. To date, those stations have received only conditional approval, and the conditions required for final approval have not been satisfied. As a result, the station locations remain uncertain and should not be treated as planned transit stops for regional planning purposes.

SB 79 was enacted to facilitate additional housing near qualifying transit infrastructure. Including stations that remain conditional or speculative risks triggering SB 79-related zoning changes in areas where the underlying transit investment may never be realized. Such an outcome would be inconsistent with the statute's purpose and could create long-term planning consequences untethered from actual transit service.

SCAG should continue to apply a clear and objective standard by excluding proposed stations that remain conditional, speculative, or dependent on unresolved future actions until they have received final approval and are reasonably certain to be constructed.

Thank you for your consideration.

Sincerely,
Clay Crosby

Clay Crosby, MA, LMFT
www.claycrosbymft.com

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(310)704-8747

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California License # 40551

EMDR Certified Therapist
AAMFT Approved Supervisor



SB 79 - SCAG Map - Public Comment

From Jim Banks <banks90069@yahoo.com>
Date Tue 2026-06-02 4:51 PM
To ePublic Comment Group <ePublicComment@scag.ca.gov>

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Dear SCAG Committee:

I support SCAG's decision to limit inclusion of future transit projects to those with sufficiently certain station locations and completed environmental clearance.

This standard is particularly appropriate with respect to the proposed K Line Northern Extension stations in West Hollywood. To date, those stations have received only conditional approval, and the conditions required for final approval have not been satisfied. As a result, the station locations remain uncertain and should not be treated as planned transit stops for regional planning purposes.

SB 79 was enacted to facilitate additional housing near qualifying transit infrastructure. Including stations that remain conditional or speculative risks triggering SB 79-related zoning changes in areas where the underlying transit investment may never be realized. Such an outcome would be inconsistent with the statute's purpose and could create long-term planning consequences untethered from actual transit service.

SCAG should continue to apply a clear and objective standard by excluding proposed stations that remain conditional, speculative, or dependent on unresolved future actions until they have received final approval and are reasonably certain to be constructed.

Thank you for your consideration.

Sincerely,

Jim Banks
30 year resident, City of West Hollywood



Leave West Hollywood off the map for now

From Milan <milan9039@gmail.com>

Date Tue 2026-06-02 4:52 PM

To ePublic Comment Group <ePublicComment@scag.ca.gov>

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Dear SCAG Committee:

I support SCAG's decision to leave West Hollywood's future stations off the current map - they're not schedule for completion until 2047 assuming everything moves forward precisely, which we know never happens. These stations do not yet have funding nor have they cleared the environmental review process, so your conclusion to leave them off the map for now is appropriate and appreciated.

Michael Green

9039 Vista Grande St

West Hollywood CA 90069



SB 79 - SCAG Map - Public Comment

From Michael Fisk <michaelfisk@yahoo.com>
Date Tue 2026-06-02 5:24 PM
To ePublic Comment Group <ePublicComment@scag.ca.gov>
Cc Jimmy Banks <banks90069@yahoo.com>

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Dear SCAG Committee:

I support SCAG's decision to limit inclusion of future transit projects to those with sufficiently certain station locations and completed environmental clearance.

This standard is particularly appropriate with respect to the proposed K Line Northern Extension stations in West Hollywood. To date, those stations have received only conditional approval, and the conditions required for final approval have not been satisfied. As a result, the station locations remain uncertain and should not be treated as planned transit stops for regional planning purposes.

SB 79 was enacted to facilitate additional housing near qualifying transit infrastructure. Including stations that remain conditional or speculative risks triggering SB 79-related zoning changes in areas where the underlying transit investment may never be realized. Such an outcome would be inconsistent with the statute's purpose and could create long-term planning consequences untethered from actual transit service.

SCAG should continue to apply a clear and objective standard by excluding proposed stations that remain conditional, speculative, or dependent on unresolved future actions until they have received final approval and are reasonably certain to be constructed.

Thank you for your consideration.

Sincerely,

Michael Fisk

City of West Hollywood, Resident of 25+ years



SB 79 - SCAG Map - Public Comment

From Randi Hiller <randi.hiller@gmail.com>
Date Tue 2026-06-02 5:49 PM
To ePublic Comment Group <ePublicComment@scag.ca.gov>

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Dear SCAG Committee:

I write in support of SCAG's decision to limit future transit projects on the SB 79 map to those with sufficiently certain station locations and completed environmental clearance.

This standard is especially warranted for the proposed K Line Northern Extension stations in West Hollywood. Those stations have received only conditional approval, and the conditions required for final approval remain unmet. Their locations are therefore uncertain and should not be treated as planned transit stops for regional planning purposes.

SB 79 was enacted to encourage housing near qualifying transit infrastructure. Including conditional or speculative stations risks triggering zoning changes in areas where the underlying transit investment may never materialize — an outcome that would contradict the statute's intent and produce long-term planning consequences disconnected from actual transit service.

I urge SCAG to maintain a clear, objective standard by excluding any proposed stations that remain conditional, speculative, or dependent on unresolved future actions until they have received final approval and are reasonably certain to be constructed.

Thank you for your consideration.

Sincerely,
Randi Hiller



SB-79

From dan barbakow <drbarbakow@gmail.com>
Date Tue 2026-06-02 6:15 PM
To ePublic Comment Group <ePublicComment@scag.ca.gov>

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Subject: SB79 - SCAG Map - Public Comment

Dear SCAG Committee: I support SCAG's decision to limit inclusion of future transit projects to those with sufficiently certain station locations and completed environmental clearance.

This standard is particularly appropriate with respect to the proposed K Line Northern Extension stations in West Hollywood. To date, those stations have received only conditional approval, and the conditions required for final approval have not been satisfied. As a result, the station locations remain uncertain and should not be treated as planned transit stops for regional planning purposes.

SB 79 was enacted to facilitate additional housing near qualifying transit infrastructure. Including stations that remain conditional or speculative risks triggering SB 79-related zoning changes in areas where the underlying transit investment may never be realized. Such an outcome would be inconsistent with the statute's purpose and could create long-term planning consequences untethered from actual transit service.

SCAG should continue to apply a clear and objective standard by excluding proposed stations that remain conditional, speculative, or dependent on unresolved future actions until they have received final approval and are reasonably certain to be constructed.

Thank you for your consideration.

Sincerely,

Daniel R. Barbakow
9016 Elevado Street
West Hollywood, Cal 90069



CEHD Committee Item 5 - SB79 Approach and Methodology

From Jackson Piper <jacksonepiper@gmail.com>

Date Tue 2026-06-02 8:56 PM

To ePublic Comment Group <ePublicComment@scag.ca.gov>

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Dear Committee Members,

The proposed SB79 Mapping Approach and Methodology that you are being asked to adopt at this meeting will ignore the six planned Metro Sepulveda Line Heavy Rail stations and seven planned Metro K Line Northern Extension Light Rail stations outside of those already counted stations on existing transit lines. SCAG opting to discount these planned stations as a result of them not yet completing environmental review will undermine the climate and economic benefits of pairing transit development with housing density and will hinder the region's ability to produce affordable housing in sufficient quantities to meet the need.

Decades of deliberate housing underproduction across Southern California have rendered one million or more homes unavailable to residents in need of housing, creating severe downstream effects on the economic stability, social well-being, and environmental resilience of the region. The City of Los Angeles, with a SCAG-mandated RHNA allocation for 2021-2029 of realistic zoning for over 450,000 homes, continues to shirk its identity as the largest city in the region and the center of one of the world's great metropolitan areas by undermining its own ability to produce enough housing for people who want to live within its boundaries by hundreds of thousands of potential housing units. The city's self-sabotage of housing production creates additional pressure on the region's other communities, including in sprawling suburbs, to house the people that Los Angeles will not make room for near city resources. The housing demand that is unmet by new supply within the city must be absorbed by development within other local cities and suburbs already struggling to meet the housing needs of their own populations.

SB79 focuses development potential around public transportation systems that can support large population increases without generating the equivalent vehicle traffic of car-dependent development types. The law regulates development within a one half mile buffer of qualifying transit stations, consisting of the roughly 2.8 acres created using a 200 foot radius around the station, then within the roughly 120 acres (minus the 2.8 acres) created by the ¼ mile buffer around the station, then within the roughly 490 acres (minus the 120 acres) created by the ½ mile buffer around the station. Conservatively assuming that each station contains 2 acres + 97 acres + 250 acres of potential developable land, by my estimates the six Tier 1 Heavy Rail stations on the Sepulveda Line and the seven Tier 2 Light Rail stations on the K Line Northern Extension would together allow between 300,000 and 400,000 additional homes that could potentially be produced around these stations. While this is a very large number, not every property that is upzoned to allow for more housing will develop that housing, and the housing development that does move forward will not happen all at once.

With the ongoing housing crisis and worsening climate crisis continuing to impact the lives of Californians, I strongly urge you to consider the positive climate and housing affordability effects of enabling the potential for an additional 300,000 to 400,000 homes around these planned transit systems. I request that you add the stations for the Sepulveda Line and K Line Northern Extension back into the SCAG SB79 Mapping Approach and Methodology document prior to adopting it.

Thank you,

Jackson Piper
Co-Lead, Ventura County YIMBY



Subject: SB 79 - SCAG Map - Public Comment

From Brian Dailey <brianwdailey@gmail.com>
Date Tue 2026-06-02 9:16 PM
To ePublic Comment Group <ePublicComment@scag.ca.gov>

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Dear SCAG Committee:

I support SCAG's decision to limit inclusion of future transit projects to those with sufficiently certain station locations and completed environmental clearance.

This standard is particularly appropriate with respect to the proposed K Line Northern Extension stations in West Hollywood. To date, those stations have received only conditional approval, and the conditions required for final approval have not been satisfied. As a result, the station locations remain uncertain and should not be treated as planned transit stops for regional planning purposes.

SB 79 was enacted to facilitate additional housing near qualifying transit infrastructure. Including stations that remain conditional or speculative risks triggering SB 79-related zoning changes in areas where the underlying transit investment may never be realized. Such an outcome would be inconsistent with the statute's purpose and could create long-term planning consequences untethered from actual transit service.

SCAG should continue to apply a clear and objective standard by excluding proposed stations that remain conditional, speculative, or dependent on unresolved future actions until they have received final approval and are reasonably certain to be constructed.

Thank you for your consideration.

Sincerely,

Brian Dailey



SB 79 SCAP Map Public Comment

From BOBBIE EDRICK <bobbieace@aol.com>

Date Tue 2026-06-02 9:22 PM

To ePublic Comment Group <ePublicComment@scag.ca.gov>

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Dear SCAG Committee:

I support SCAG's decision to limit inclusion of future transit projects to those with sufficiently certain station locations and completed environmental clearance.

This standard is particularly appropriate with respect to the proposed K Line Northern Extension stations in West Hollywood. To date, those stations have received only conditional approval, and the conditions required for final approval have not been satisfied. As a result, the station locations remain uncertain and should not be treated as planned transit stops for regional planning purposes.

SB 79 was enacted to facilitate additional housing near qualifying transit infrastructure. Including stations that remain conditional or speculative risks triggering SB 79-related zoning changes in areas where the underlying transit investment may never be realized. Such an outcome would be inconsistent with the statute's purpose and could create long-term planning consequences untethered from actual transit service.

SCAG should continue to apply a clear and objective standard by excluding proposed stations that remain conditional, speculative, or dependent on unresolved future actions until they have received final approval and are reasonably certain to be constructed.

Thank you for your consideration.

Sincerely,

Bobbie Edrick
City of West Hollywood



SB79 - SCAG Map - Public Comment

From WHAnita <whanita48@gmail.com>

Date Wed 2026-06-03 12:07 AM

To ePublic Comment Group <ePublicComment@scag.ca.gov>

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Dear SCAG Committee:

I am a resident of Los Angeles County for over 45 years and a resident of West Hollywood for over 38 years. I have been an active Metro bus rider for over 20 years.

I support SCAG's decision to limit inclusion of future transit projects to those with sufficiently certain station locations and completed environmental clearance.

This standard is particularly appropriate with respect to the proposed K Line Northern Extension stations in West Hollywood. To date, those stations have received only conditional approval, and the conditions required for final approval have not been satisfied. As a result, the station locations remain uncertain and should not be treated as planned transit stops for regional planning purposes.

SB 79 was enacted to facilitate additional housing near qualifying transit infrastructure. Including stations that remain conditional or speculative risks triggering SB 79-related zoning changes in areas where the underlying transit investment may never be realized. Such an outcome would be inconsistent with the statute's purpose and could create long-term planning consequences untethered from actual transit service.

SCAG should continue to apply a clear and objective standard by excluding proposed stations that remain conditional, speculative, or dependent on unresolved future actions until they have received final approval and are reasonably certain to be constructed.

Thank you for your consideration.

Sincerely,

Anita Goswami

From: [Robert Steloff](#)
To: [ePublic Comment Group](#)
Subject: SB 79 - SCAG Map - Public Comment
Date: Wednesday, June 3, 2026 5:56:46 AM

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Dear SCAG Committee:

Please note for the record, I support SCAG's decision to limit inclusion of future transit projects to those with sufficiently certain station locations and completed environmental clearance.

This standard is particularly appropriate with respect to the proposed K Line Northern Extension stations in West Hollywood. To date, those stations have received only conditional approval, and the conditions required for final approval have not been satisfied. As a result, the station locations remain highly uncertain and should not be treated as planned transit stops for regional planning purposes.

SB 79 was enacted to facilitate additional housing near qualifying transit infrastructure. Including stations that remain conditional or speculative risks triggering SB 79-related zoning changes in areas where the underlying transit investment may never be realized. Such an outcome would be inconsistent with the statute's purpose and could create long-term planning consequences untethered from actual transit service.

SCAG should continue to apply a clear and objective standard by excluding proposed stations that remain conditional, speculative, or dependent on unresolved future actions until they have received final approval and are reasonably certain to be constructed.

Thank you for your highly qualitative objective review & consideration.

Best,

ROBERT STELOFF DESIGN
Trade Secrets for the Home

T 310.650.6338

F 310.659.4418

robertsteloff@tradesecretshome.com

www.tradesecretshome.com



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SCAG map and West Hollywood metro stations re SB 70 - PUBLIC COMMENT

From Howard Cohen <howardc@roadsideattractions.com>
Date Wed 2026-06-03 8:53 AM
To ePublic Comment Group <ePublicComment@scag.ca.gov>

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To Whom It May Concern,

My name is Howard Cohen and my husband and I own the single family house 378 Huntley Drive in West Hollywood, CA, where we have lived for 25 years. We are within a 1/4 mile of a supposed future K Line stop, assuming these are ever even built per below.

I am writing to urge continued forbearance in including the 4 planned WeHo Metro stations on the SCAG map because of their possible inclusion's dire implications for our neighborhood. There is no justification for destroying the character of 100 year plus- configured neighborhoods for stations that could be 15-20 years in the future and are so tentative. Even when they are closer to fruition - still years away when they will start - West Hollywood will need to present a TODAP that uses the commercial corridors of the city to increase density and not destroy single family housing neighborhoods for no evidence-supported reason.

There are wide expanses available on Santa Monica Blvd and other main WeHo thoroughfares suitable for apartment buildings that will attract development and will allow the level of volume needed for at least some amount of affordable housing - and space proper underground parking for the new residents for the MANY YEARS before the Metro actually arrives .

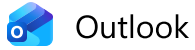
Alternatively if the 4 stations go on the map and our zoning gets torn up, The discussed 5-8 story apt. buildings on all the tiny streets of the west and north parts of WeHo - with no room for parking!!! - will cause complete chaos and will all be expensive — and incredibly limited additional housing anyway!! Holding off on including the stations on the map is the crucial first step to allow time for cooler heads to prevail for a TODAP so that West Hollywood is not literally destroyed — and for no reason.

Thank you for your immediate attention to this matter.

Sincerely,

Howard Cohen
Cell: 310 415 6871

Sent from my iPhone



Metro

From NANCY BRAUN <raycgracey@aol.com>
Date Wed 2026-06-03 8:57 AM
To ePublic Comment Group <ePublicComment@scag.ca.gov>

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PLease note I am exercising my opinion that of all of the proposed/approved Metro K-Line Northern Extension stops should be excluded at this time!

Resident WHW for over 24 years

Nancy Braun

Sent from my iPhone



Sb 79 map WeHo

From Johnny Nicoloro <johnnynicoloro@sbcglobal.net>
Date Wed 2026-06-03 8:57 AM
To ePublic Comment Group <ePublicComment@scag.ca.gov>

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I support SCAG's current evidence-based methodology and urge you to continue requiring:

- Demonstrated project certainty
- Finalized station locations
- Full environmental clearance under CEQA and, where applicable, NEPA

before adding the four proposed stations affecting West Hollywood to future SB 79 maps. **Most importantly, I believe that all of the proposed/approved Metro K-Line Northern Extension stops should be excluded at this time!**

Thank you,
Johnny Nicoloro
657 Huntley dr
WeHo, CA 90069



To: Subject: SB79 - SCAG Map - Public Comment

From Dolores Scozzesi <dscozzesi@aol.com>

Date Wed 2026-06-03 9:03 AM

To ePublic Comment Group <ePublicComment@scag.ca.gov>

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Dear SCAG Committee Members:
I live on North La Cienega in West Hollywood.

I fully support SCAG's decision to include only future transit projects with sufficiently certain station locations and completed environmental clearance in its regional planning maps.

This standard is particularly appropriate for the proposed K Line Northern Extension stations in West Hollywood. While these stations have received conditional approval, the requirements necessary for final approval have not yet been satisfied, including their funding.

SB 79 was enacted to encourage additional housing near qualifying transit infrastructure. Including stations that remain conditional, speculative, or dependent on unresolved future actions could trigger SB 79-related zoning changes in areas where the underlying transit investment may never be realized. Such an outcome would be inconsistent with the intent of the statute, creating planning uncertainty, and exposing local jurisdictions to unnecessary legal challenges.

SCAG should continue to apply a clear, objective, and consistent standard by excluding proposed stations that have not received final approval and are not reasonably certain to be constructed.

Thank you for your support in this important matter.

Sincerely,

[Sent from the all new AOL app for iOS](#)



Support for current SB79 mapping

From Todd Williamson <todd@toddwilliamson.com>

Date Wed 2026-06-03 9:12 AM

To ePublic Comment Group <ePublicComment@scag.ca.gov>

Cc jheilman@weho.org <jheilman@weho.org>; Meister, Lauren <lmeister@weho.org>; John Erickson <JErickson@weho.org>; cbyers@weho.org <cbyers@weho.org>; dhang@weho.org <dhang@weho.org>

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Dear SCAG Board Members,

I am writing as a resident of West Hollywood to express my support for SCAG's current methodology regarding SB 79 mapping and to urge the agency to maintain the exclusion of the four proposed Metro K Line Northern Extension stations from future SB 79 maps until all stated criteria have been fully satisfied.

I appreciate SCAG's commitment to an evidence-based approach that requires demonstrated project certainty, finalized station locations, and completed environmental review before planned transit stations are incorporated into official SB 79 maps. This methodology is reasonable, transparent, and consistent with responsible regional planning.

The proposed K Line Northern Extension remains under environmental review, and station locations have not been finalized. Including these stations prematurely would create significant uncertainty for residents, property owners, businesses, and local governments.

As a resident of West Hollywood, I am particularly concerned about the long-term impacts that SB 79 could have on the character and livability of our neighborhoods. We have already seen development approved in my quiet neighborhood that introduced a six-story building with no parking into areas historically composed of one- and two-story homes and structures and limited parking overall. The prospect of additional state-mandated upzoning before the transit project itself has completed environmental review raises serious concerns regarding neighborhood compatibility, infrastructure capacity, traffic, parking, and the ability of residents to meaningfully participate in planning decisions that will shape the future of our community.

I respectfully request that SCAG continue to apply its published standards consistently and refrain from adding the proposed West Hollywood stations to future SB 79 maps until:

- Station locations are finalized.
- Environmental review under CEQA and any applicable NEPA requirements is completed.
- There is sufficient certainty regarding project implementation.

West Hollywood residents deserve a planning process that is deliberate, transparent, and based on established facts rather than projections. I encourage SCAG to uphold the integrity of its methodology

and ensure that any future mapping decisions are grounded in completed analysis and demonstrated certainty.

Thank you for your consideration and your service to the communities of Southern California.

Sincerely,

Todd Williamson
West Hollywood Resident

--

www.ToddWilliamson.com

@Todd_Williamson_art

C:+1 323 788 0782



SB79 & TODAP

From flaxenmare <xoloboyz@gmail.com>

Date Wed 2026-06-03 10:00 AM

To ePublic Comment Group <ePublicComment@scag.ca.gov>

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SB79 SUCKS...But the lesser of the evils leaves an option to support SCAG's current evidence-based methodology and urge the requirements of:

- Demonstrated project certainty
- Finalized station locations
- Full environmental clearance under CEQA and, where applicable, NEPA

before adding the four proposed stations affecting West Hollywood to future SB 79 maps.

Most importantly, ALL of the proposed/approved Metro K-Line Northern Extension stops should be excluded at this time!

Best,

Sharon T.

Longtime West Hollywood Resident



SB79 - SCAG Map - Public Comment

From Lynn Kuttner <lynn.kuttner@gmail.com>
Date Wed 2026-06-03 10:15 AM
To ePublic Comment Group <ePublicComment@scag.ca.gov>

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Dear SCAG Committee: As a Homeowner in West Hollywood, I support SCAG's decision to limit inclusion of future transit projects to those with sufficiently certain station locations and completed environmental clearance.

This standard is particularly appropriate with respect to the proposed K Line Northern Extension stations in West Hollywood. To date, those stations have received only conditional approval, and the conditions required for final approval have not been satisfied. As a result, the station locations remain uncertain and should not be treated as planned transit stops for regional planning purposes.

SB 79 was enacted to facilitate additional housing near qualifying transit infrastructure. Including stations that remain conditional or speculative risks triggering SB 79-related zoning changes in areas where the underlying transit investment may never be realized. Such an outcome would be inconsistent with the statute's purpose and could create long-term planning consequences untethered from actual transit service.

SCAG should continue to apply a clear and objective standard by excluding proposed stations that remain conditional, speculative, or dependent on unresolved future actions until they have received final approval and are reasonably certain to be constructed.

Thank you for your consideration.

Sincerely,
Lynn S Kuttner

--

Lynn S. Kuttner, Ph.D., FABP
Licensed Psychologist/Training & Supervising Psychoanalyst
441 Westmount Drive
West Hollywood, CA
(248) 910-2808 cell



Request to Participate and Share Perspective on SB 79

From Charles Ryan <charlesjryan@gmail.com>
Date Wed 2026-06-03 10:15 AM
To ePublic Comment Group <ePublicComment@scag.ca.gov>

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To Whom It May Concern:

I am a longtime West Hollywood resident and rent-stabilized tenant who has lived in the same apartment on Westmount Drive since 1992.

I am writing in support of SCAG's current methodology requiring demonstrated project certainty, finalized station locations, and completion of environmental review before planned transit stations are included on SB 79 maps.

The four proposed Metro K Line Northern Extension stations affecting West Hollywood have not yet completed the level of review and certainty that SCAG itself has identified as necessary for inclusion. I respectfully urge SCAG to continue applying its published methodology consistently and to refrain from adding these proposed stations until those requirements have been satisfied.

My concern is not opposition to housing or transit. I support both. I recognize that Southern California needs additional housing, and I believe transit-oriented development can play an important role in meeting that need.

My concern is the impact on existing rent-stabilized tenants like myself.

I have lived in my apartment for 34 years and currently pay rent under West Hollywood's rent stabilization system. By the time the K Line extension is completed and operating, I will be at or near retirement age. If my neighborhood is upzoned before the project is fully approved and constructed, it could create significant redevelopment pressure on older rent-stabilized buildings long before residents receive any transit benefit.

For someone in my situation, displacement would not simply mean moving to another apartment. Current and future market rents in West Hollywood are far beyond what many long-term residents approaching retirement can reasonably afford. The prospect of losing stable housing after more than three decades in the same community creates a deep sense of uncertainty about the future.

I believe West Hollywood should have the opportunity to develop a thoughtful local plan that accommodates future housing growth while also protecting existing residents and preserving rent-stabilized housing. Premature inclusion of the proposed stations on SB 79 maps could undermine that effort before the necessary environmental review and planning processes have been completed.

I respectfully ask SCAG to maintain its current evidence-based approach and continue excluding the proposed West Hollywood K Line stations from SB 79 mapping until the project reaches the level of certainty required under SCAG's published methodology.

Thank you for your consideration.

Sincerely,

Charles Ryan
West Hollywood Resident Since 1992



TODAP for West Hollywood

From David.Packer@hklaw.com <David.Packer@hklaw.com>

Date Wed 2026-06-03 10:18 AM

To ePublic Comment Group <ePublicComment@scag.ca.gov>

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I am sending this email in support of the establishment of a TODAP for West Hollywood.

Our city needs new housing, but that is not the issue. The issue is also not where the housing will be built. The issue is simply who will make the decisions regarding the housing we will gain. Will the decision be made, in effect, by developers or will the decision be made by West Hollywood? If the City Council votes against the TODAP, it will not be voting in favor of housing—again, that is not the issue—it will simply be voting to abdicate our city's ability to influence how and where housing will be built.

I urge you not to abdicate the authority of West Hollywood to a myriad of developers. Support the establishment of a TODAP so West Hollywood can have input into how and where housing will be built.

Thank you.

David Packer

9039 Ashcroft Avenue

West Hollywood, CA 90048

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Written Public Comment from WeHo Mayor Heilman

From Andi Lovano <ALovano@weho.org>

Date Wed 2026-06-03 10:42 AM

To ePublic Comment Group <ePublicComment@scag.ca.gov>

 1 attachment (95 KB)

2026-06-02 SCAG SB 79 Methodology.pdf;

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Hello –

Please find public comment from West Hollywood Mayor John Heilman for the CEHD Committee meeting on 6/4/26 regarding Agenda Item 5, “SB 79 Approach and Methodology”.

Thanks,

Andi Lovano (she|her)

Assistant to the City Manager

City of West Hollywood

8300 Santa Monica Boulevard, West Hollywood, CA 90069

alovano@weho.org | [\(323\) 848-6333](tel:(323)848-6333)

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City of West Hollywood

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West Hollywood, CA
90069-6216
Tel. (323) 848-6460
FAX (323) 848 6562

CITY COUNCIL

JOHN HEILMAN
Mayor

DANNY HANG
Vice Mayor

CHELSEA LEE BYERS
Councilmember

JOHN M. ERICKSON
Councilmember

LAUREN MEISTER
Councilmember

June 2, 2026

Southern California Association of Governments
Attn: Community, Economic, and Human Development Committee
900 Wilshire Blvd, Suite 1700
Los Angeles, CA 90017
Via Email: ePublicComment@scag.ca.gov

Dear Members of the CEHD Committee,

I am writing in my individual capacity as Mayor of the City of West Hollywood to express my support for the Southern California Association of Governments (SCAG) draft “SB 79 Mapping Approach and Methodology” released on May 22, 2026 as it relates to the City of West Hollywood.

SCAG’s proposed methodology provides additional clarity regarding how SCAG intends to identify qualifying TOD stops, zones, and tiers in the Southern California region. Based on SCAG’s draft methodology, West Hollywood is not currently shown as subject to SB 79 on July 1, 2026, because there are no existing qualifying TOD stops in the City, and the planned K Line Northern Extension stations do not yet meet SCAG’s threshold for mapping planned transit projects.

SCAG’s draft approach would map planned TOD stops when the project has completed full California Environmental Quality Act (CEQA) clearance, and where applicable, National Environmental Policy Act (NEPA) clearance, or when the project is included in the Federal Transportation Improvement Program (FTIP) with committed construction funding.

While we look forward to new transit coming to West Hollywood with the locally preferred alternative of the K Line extension, as well as the opportunities for transit-oriented housing developments, the proposed rail line is still many years away from fruition. There are many environmental and financial milestones that need to be met before this project can become a reality.

I believe SCAG’s methodology provides an appropriate timeline for local SB79 implementation, given the expected timelines and milestones for the K Line extension.

Best regards,

Mayor
City of West Hollywood



SB79 - SCAG Map - Public Comment

From Tom Wilson <wilsonmj@gmail.com>

Date Wed 2026-06-03 10:55 AM

To ePublic Comment Group <ePublicComment@scag.ca.gov>

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Dear SCAG Committee:

I am a resident of Los Angeles County for over 45 years and a resident of West Hollywood for over 38 years. I have been an active Metro bus rider for over 20 years.

I support SCAG's decision to limit inclusion of future transit projects to those with sufficiently certain station locations and completed environmental clearance.

This standard is particularly appropriate with respect to the proposed K Line Northern Extension stations in West Hollywood. To date, those stations have received only conditional approval, and the conditions required for final approval have not been satisfied. As a result, the station locations remain uncertain and should not be treated as planned transit stops for regional planning purposes.

SB 79 was enacted to facilitate additional housing near qualifying transit infrastructure. Including stations that remain conditional or speculative risks triggering SB 79-related zoning changes in areas where the underlying transit investment may never be realized. Such an outcome would be inconsistent with the statute's purpose and could create long-term planning consequences untethered from actual transit service.

SCAG should continue to apply a clear and objective standard by excluding proposed stations that remain conditional, speculative, or

dependent on unresolved future actions until they have received final approval and are reasonably certain to be constructed.

Thank you for your consideration.

Sincerely,
Tom Wilson



SB 79 - SCAG Map - Public Comment

From Mike Holtzman <mholtzman@yahoo.com>

Date Wed 2026-06-03 10:56 AM

To ePublic Comment Group <ePublicComment@scag.ca.gov>

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Dear SCAG Staff,

I am writing to express my support for SCAG's preliminary SB 79 mapping decision not to include the four proposed Metro K Line Northern Extension stations affecting West Hollywood at this time.

I believe SCAG's published methodology appropriately recognizes that planned transit stations should be included on official SB 79 maps only when there is sufficient certainty regarding station location and project implementation. In particular, I support SCAG's determination that projects should generally complete full environmental clearance under CEQA and, where applicable, NEPA before being incorporated into the regional SB 79 mapping framework.

The Metro K Line Northern Extension remains a proposed project that has not yet completed its environmental review process. Until that review is finalized, important aspects of the project, including station locations, design details, and potential mitigation measures, remain subject to further analysis and public review.

In addition, significant uncertainty remains regarding the project's funding, implementation schedule, and ultimate construction timeline. While the K Line Northern Extension may eventually move forward, the project has not yet reached the level of certainty that would justify its inclusion on SB 79 maps intended to guide long-term land use and zoning decisions.

SCAG's methodology promotes consistency, transparency, and sound planning by relying on objective criteria rather than speculative assumptions about future transit projects. Applying those criteria uniformly across the region helps ensure that SB 79 maps are based on transit facilities with a reasonable degree of certainty regarding location and implementation.

For these reasons, I support SCAG's decision not to include the proposed West Hollywood K Line Northern Extension stations on the preliminary SB 79 maps at this time and encourage SCAG to continue applying its adopted methodology consistently throughout the region.

Thank you for your consideration and for your work implementing SB 79 in a thoughtful and transparent manner.

Sincerely,

Mike Holtzman

West Hollywood Resident



Public Comment: Exclude K Line Stations from SB 79 Map Until CEQA Clearance

From Philippe Chapman-Phaneuf <philippe.phaneuf@gmail.com>

Date Wed 2026-06-03 11:00 AM

To ePublic Comment Group <ePublicComment@scag.ca.gov>

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To the SCAG Public Comment Team:

As a homeowner in West Hollywood, I write to strongly support the rigorous, evidence-based methodology SCAG published on May 22, 2026, and to urge SCAG to apply it consistently in finalizing the Los Angeles County SB 79 map.

SCAG's methodology is clear and correct: planned transit stops should be mapped only where there is sufficient certainty regarding both station location and project implementation, and planned transit projects should complete full environmental clearance under CEQA — and, where applicable, NEPA — before being added to the official SB 79 maps. I commend SCAG for adopting this standard. Tying upzoning and rezoning to fully cleared, certain projects protects communities like mine from premature, irreversible land-use changes driven by proposals that may still shift in location or scope.

For that reason, I support the exclusion of the four proposed Metro K Line Northern Extension stations affecting West Hollywood from the June 1, 2026 preliminary map. Because full CEQA clearance for the K Line Northern Extension is not anticipated until late 2026 or early 2027, these stations do not yet meet SCAG's own certainty and environmental-clearance thresholds.

Mapping these stations now would impose irreversible upzoning on surrounding neighborhoods before the public has any certainty about where the stations will actually be located or whether the project will be built as currently proposed. Land-use changes of this magnitude should not precede the environmental review that exists precisely to inform them.

I respectfully and firmly urge SCAG to maintain this discipline and to continue requiring, before any of these stations are added to a future SB 79 map:

1. Demonstrated project certainty;
2. Finalized station locations; and
3. Full environmental clearance under CEQA and, where applicable, NEPA.

I ask that all of the proposed and approved Metro K Line Northern Extension stops be excluded from the SB 79 maps at this time. I urge SCAG not to deviate from its published methodology in response to pressure to map these stations prematurely.

Thank you for your attention to this important matter.

Sincerely,

Philippe Phaneuf
8603 Rosewood Ave
West Hollywood, CA 90048



SB 79 - SCAG Map - Public Comment

From Scott Keesling <cyberscott@att.net>
Date Wed 2026-06-03 11:03 AM
To ePublic Comment Group <ePublicComment@scag.ca.gov>

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Dear SCAG Committee:

I support SCAG's decision to limit inclusion of future transit projects to those with sufficiently certain station locations and completed environmental clearance.

This standard is particularly appropriate with respect to the proposed K Line Northern Extension stations in West Hollywood. To date, those stations have received only conditional approval, and the conditions required for final approval have not been satisfied. As a result, the station locations remain uncertain and should not be treated as planned transit stops for regional planning purposes.

SB 79 was enacted to facilitate additional housing near qualifying transit infrastructure. Including stations that remain conditional or speculative risks triggering SB 79-related zoning changes in areas where the underlying transit investment may never be realized. Such an outcome would be inconsistent with the statute's purpose and could create long-term planning consequences untethered from actual transit service.

SCAG should continue to apply a clear and objective standard by excluding proposed stations that remain conditional, speculative, or dependent on unresolved future actions until they have received final approval and are reasonably certain to be constructed.

Thank you for your consideration.

Sincerely,

Scott Keesling
West Hollywood, CA



West Hollywood SCAG Maps

From Pierre Follari <pfollari@outlook.com>
Date Wed 2026-06-03 11:14 AM
To ePublic Comment Group <ePublicComment@scag.ca.gov>

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Dear SCAG Committee: I support SCAG's decision to limit inclusion of future transit projects to those with sufficiently certain station locations and completed environmental clearance. At various meetings, including the last West Hollywood City Council meeting, it became clear that some council members were supportive of short circuiting straight to SB79 inclusion for their own political housing agenda and did not want to wait for the full environmental study and financial review of the K line extension and official mapping. As residents my wife and I urge you to not include specific station mapping in West Hollywood until all environmental and financing studies have been completed and the public are able to review without being rushed.

sincerely
Pierre Follari
8980 Lloyd Place
West Hollywood
CA90069



Fw: SCAG maps

From Kome Ajise <ajise@scag.ca.gov>
Date Wed 2026-06-03 1:31 PM
To Maggie Aguilar <aguilarm@scag.ca.gov>

From: Lauren Meister <LMeister@weho.org >
Sent: Wednesday, June 3, 2026 11:20 AM
To: Kome Ajise <ajise@scag.ca.gov >
Cc: Erik Rodriguez <rodrigueze@scag.ca.gov >; Andi Lovano <ALovano@weho.org >
Subject: SCAG maps

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Hi Kome,

I wanted to share my support for SCAG's current methodology regarding SB 79 mapping and urge the agency to maintain the exclusion of the four proposed Metro K Line Northern Extension stations from future SB 79 maps until all stated criteria have been fully satisfied. That is the most responsible way to move forward.

Please feel free to share with SCAG leadership. Thank you.

Best,
Lauren Meister
Councilmember, City of West Hollywood

Sent from my iPhone

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June 3, 2026

Chair and Members
Community, Economic, and Human Development Committee
Southern California Association of Governments
900 Wilshire Blvd., Suite 1700
Los Angeles, CA 90017

Re: Agenda Item No. 5 — SB 79 Approach and Methodology — Revisions Needed Before Approval By Regional Council

Dear Chair and Members of the Committee:

The Housing Action Coalition writes regarding the SB 79 Mapping Approach and Methodology before you today. We support SCAG's goal of producing a clear, reliable regional map. But as drafted, the methodology adopts two interpretations that conflict with the plain text of SB 79 and with the Department of Housing and Community Development's March 20, 2026 advisory. Both choices exclude qualifying transit-oriented development stops the Legislature intended to capture, and both should be corrected before this Committee recommends the methodology to the Regional Council.

1. The methodology excludes planned transit that the statute and HCD say must be mapped.

SB 79 defines a TOD stop to include stops "on a route for which a preferred alternative has been selected" (Gov. Code § 65912.156(p)). The statutory trigger is the *selection of a preferred alternative*—not the completion of environmental review. HCD's advisory confirms this directly, listing an "adopted locally preferred alternative (LPA)" as an independent basis for eligibility.

SCAG's methodology instead maps a planned project only once it has "completed full environmental clearance" under CEQA, and NEPA where applicable. That is a substantially higher bar than the law sets. The practical effect is to delay mapping of major transit investments by years—until a Final EIR, federal review, and Record of Decision are complete—even after the project's route is locked in by a board-adopted LPA.

We recognize SCAG's stated rationale—certainty about final station locations. But the Legislature already made that judgment when it set the threshold at preferred-alternative selection, precisely to bring planned transit within SB 79's reach. An MPO does not have discretion to substitute a stricter standard. We ask that the methodology be revised so that stops on a route with a board-adopted LPA are mapped, consistent with § 65912.156(p) and HCD's advisory.

2. The methodology counts commuter-rail frequency contrary to HCD's guidance, erasing some of the region's busiest rail hubs.

SB 79 directs each MPO to prepare its map in accordance with HCD's guidance (Gov. Code § 65912.160(f)), and SCAG's own methodology acknowledges that obligation. On commuter-rail frequency, HCD's guidance is explicit: whether a station meets the high- or very-high-frequency threshold is "based on the total number of trains serving the station, including trains operated by multiple commuter rail services where applicable," reflecting the service riders actually experience at that stop.

SCAG's methodology departs from that direction. It counts frequency one agency at a time and declines to aggregate the trains of multiple commuter rail agencies serving the same station. The methodology memo concedes this is contrary to HCD's clarification, flags the affected stations, and leaves the final call to individual jurisdictions.

The consequence falls hardest on some of the region's most important rail nodes. At those stations, riders experience high or very high frequency in the aggregate, but no single line may clear the 48-train (Tier 2) or 72-train (Tier 1) threshold on its own. Counting line-by-line makes some of the highest-frequency, best-connected stations disappear from the map—the opposite of what SB 79 intends.

SCAG's decision to flag their departure from HCD guidance and defer to local jurisdictions does not cure the problem. It defeats the purpose of a single regional map carrying a rebuttable presumption of validity, replacing regional certainty with parcel-by-parcel and station-by-station disputes. We ask that the methodology be revised to count train frequency at the station level across all agencies, consistent with HCD's guidance and § 65912.160(f).

Why this matters for the map's reliability.

SCAG's current methodology invites the opposite of certainty: challenges, and likely litigation, as applicants and HCD rebut omissions in the map that the statute does not allow. The cost and delay of those disputes fall on local jurisdictions and on the housing SB 79 was designed to enable.

We respectfully urge the Committee to direct staff to revise the methodology on these two points before recommending it to the Regional Council. We appreciate SCAG's work to implement SB 79, and we welcome the chance to be a resource.

Sincerely,



Jesse Zwick

Southern California Director
Housing Action Coalition

From: [Jesse Zwick](#)
To: [Jesse Zwick](#)
Cc: [SB79](#); [Courtney Aguirre](#); [Elizabeth Carvajal](#); [Alexis Murillo Felix](#); [Maggie Aguilar](#); [SCAGClerk](#); [ePublic Comment Group](#)
Subject: Agenda Item No. 5 - SCAG SB 79 Methodology Requires Revisions
Date: Wednesday, June 3, 2026 11:42:11 AM
Attachments: [Housing Action Coalition SCAG SB 79 Methodology Requires Revisions.pdf](#)

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Dear Chair and Members of the Committee:

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SB 79 directs each MPO to prepare its map in accordance with HCD's guidance (Gov. Code § 65912.160(f)), and SCAG's own methodology acknowledges that obligation. On commuter-rail

frequency, HCD's guidance is explicit: whether a station meets the high- or very-high-frequency threshold is "based on the total number of trains serving the station, including trains operated by multiple commuter rail services where applicable," reflecting the service riders actually experience at that stop.

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We respectfully urge the Committee to direct staff to revise the methodology on these two points before recommending it to the Regional Council. We appreciate SCAG's work to implement SB 79, and we welcome the chance to be a resource.

Sincerely,

--

Jesse Zwick | Pronouns: He/Him

Southern California Director | Housing Action Coalition
811 West 7th Street, Suite 900, Los Angeles, CA, 90017
Cell: (213) 537-3689 | Office: (415) 300-0967



Email: jesse@housingactioncoalition.org | Web: housingactioncoalition.org



SB 79 - SCAG Map - Public Comment

From mpcontrabande@aol.com <mpcontrabande@aol.com>

Date Wed 2026-06-03 11:44 AM

To ePublic Comment Group <ePublicComment@scag.ca.gov>

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Dear SCAG Committee:

I support SCAG's decision to limit inclusion of future transit projects to those with sufficiently certain station locations and completed environmental clearance.

This standard is particularly appropriate with respect to the proposed K Line Northern Extension stations in West Hollywood. To date, those stations have received only conditional approval, and the conditions required for final approval have not been satisfied. As a result, the station locations remain uncertain and should not be treated as planned transit stops for regional planning purposes.

SB 79 was enacted to facilitate additional housing near qualifying transit infrastructure. Including stations that remain conditional or speculative risks triggering SB 79-related zoning changes in areas where the underlying transit investment may never be realized. Such an outcome would be inconsistent with the statute's purpose and could create long-term planning consequences untethered from actual transit service.

SCAG should continue to apply a clear and objective standard by excluding proposed stations that remain conditional, speculative, or dependent on unresolved future actions until they have received final approval and are reasonably certain to be constructed.

Thank you for your consideration.

Sincerely,

Michele Project

From: [Jacob Pierce](#)
To: [rrhodes@simivalley.org](#); [district2@longbeach.gov](#); [CityCouncil@lakewoodca.gov](#); [Supervisor.Baca@bos.sbcounty.gov](#); [vamezcua@santa-ana.org](#); [dbaker@cityoflapalma.org](#); [Bucknum, Wendy](#); [cbyers@weho.org](#); [dcaskey@lagunahillsca.gov](#); [tdoby@cityofosalamitos.org](#); [Eich, Keith](#); [selias@cityofglendora.gov](#); [bengler@toaks.gov](#); [CityCouncil@lahabracca.gov](#); [wfermon@indioca.gov](#); [cfrometa@downeyca.org](#); [MFuentes@cityofcudahyca.gov](#); [jgabbard@danapoint.org](#); [ggardner@cityofdhs.org](#); [john.grass@brawley-ca.gov](#); [contactcd4@lacity.org](#); [councilmember.raman@lacity.org](#); [mashaeh.majid@lacity.org](#); [yrios@holtville.ca.gov](#); [Henderson, Mark E.](#); [Huang, Peggy](#); [slamp@yorbalindaca.gov](#); [ceciliah@cityofbrea.gov](#); [bhussey@grandterrace-ca.gov](#); [city_clerk@cerritos.gov](#); [LaVere, Matt](#); [jleano@claremontca.gov](#); [amarshall@cityofavalon.gov](#); [jim.light@redondo.org](#); [bettymartinez@cityofirvine.org](#); [dione@soboba-nsn.gov](#); [Jmorabito@wildomar.gov](#); [Moran, Cynthia](#); [Istewart@pechanga-nsn.gov](#); [snazarian@beverlyhills.org](#); [srossi@southpasadenaca.gov](#); [Santa Ines, Sonny](#); [Shapiro, David J.](#); [Shevlin, Becky A.](#); [MSolorio@SanFernando.gov](#); [tran_he@sbcity.org](#); [yvandeever@sanjacintoca.gov](#); [waronek@lomitacity.com](#); [awarren@fontana.org](#); [jwoolsey@yucaipa.gov](#); [Wu, Tony](#); [Yokoyama, Frank Aurelio](#); [FrankZ@RollingHillsEstates.gov](#)
Cc: [SB79](#); [Courtney Aguirre](#); [Elizabeth Carvajal](#); [Alexis Murillo Felix](#); [ePublic Comment Group](#); [Maggie Aguilar](#); [SCAGClerk](#)
Subject: CEHD: Changes needed to SB 79
Date: Wednesday, June 3, 2026 11:49:40 AM
Attachments: [COALITION - SCAG SB 79 methodology - concerns](#)

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Dear Chair Rhodes and Members of the CEHD Committee,

On behalf of 13 organizations, I write to submit the attached letter about SCAG's proposed SB 79 methodology and maps.

This is item 5 on tomorrow's agenda. To summarize, **SCAG must follow the letter of the law, established by SB 79, and align its methodology with HCD's guidance.** Otherwise, SCAG will force cities to choose which directives to follow, create uncertainty and open the door to lawsuits. Thus, we must stress that:

- SB 79 is applicable in TOD station areas upon their inclusion in a locally preferred alternative (LPA) and
- metropolitan planning organizations (MPOs) must calculate train frequency by service at a station, and not according to line.

Our full comments are attached, with the following signatories:

- Abundant Housing LA
- Streets For All
- California YIMBY
- Inner-City Law Center
- SPUR
- Greenbelt Alliance
- California Housing Defense Fund
- Californians for Homeownership
- People for Housing - Orange County
- YIMBY Los Angeles
- Housing Action Coalition
- Santa Monica Forward

-Yes In My Back Yard

Thank you,
Jacob Pierce

Policy Analyst Associate

Abundant Housing LA

[@jacobpierceLA](#)





June 2, 2026

Southern California Association of Governments
900 Wilshire Blvd ste 1700
Los Angeles, CA 90017

Re: Modify SB 79 map and methodology in accordance with best practices & state law

Dear Chair Rhodes and Members of the CEHD Committee,

California is grappling with crises in urban planning—marked, in part, by high housing costs, declining public transit ridership, significant congestion from car traffic and the need to cut greenhouse gas emissions. To address these issues, last year, the legislature passed Senate Bill 79 (Wiener), signed into law by Gov. Newsom, thus allowing more homes near high-quality transit in qualifying urban rail counties. However, accurate mapping of transit-oriented development (TOD) station areas is essential to ensure consistent implementation of the law, providing certainty for local governments and other stakeholders and creating progress toward some of the state’s enduring challenges.

On behalf of the undersigned organizations, we write with concerns about the methodology and resulting maps intended to establish applicable SB 79 development areas within the Southern California Association of Governments (SCAG) geography. We are troubled by the work to delay SB 79 applicability based on arbitrary findings and to create more conservative definitions of commuter rail service that conflict with state law. It is imperative that SCAG follow the letter of the law and implement practices consistent with guidance from the Department of Housing and Community Development (HCD), issued March 20 and titled "[SB 79 Advisory Clarifications on Definitions for Metropolitan Planning Organizations](#)," which was specifically written to avoid any confusion. If SCAG refuses to align its methodology with HCD guidance, it will force cities to choose which directives to believe, create uncertainty and open the door to lawsuits, potentially on multiple

fronts. We urge your body to direct staff to make modifications, based on the following facts:

SB 79 is applicable in TOD station areas upon their inclusion in a locally preferred alternative (LPA). Waiting for the completion of all California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) documents to apply SB 79, as the methodology and map suggest, would violate the law and also conflict with recent HCD guidance. Specifically, [SB 79](#) says that stations qualify if they are “on a route for which a preferred alternative has been selected” (see [GOV § 65912.156\(p\)](#)). If the legislature had intended for stations to qualify only after complete environmental review, they could have written that standard, rather than referring specifically to preferred alternative selection. HCD's memo does allow that TOD station areas may be established by other documents, including “local implementing document as determined by the MPO.” The guidance is clear that LPAs do, in fact, establish the locations of major transit stations for the purposes of SB 79. Extraneous requirements about additional environmental documents are unlawful, and SCAG must reject them.

Metropolitan planning organizations (MPOs) must calculate train frequency by service at a station, and not according to line. The current SCAG recommendation calculates commuter rail frequency based on how many times each rail line on each agency departs from a station. Staff must revise its recommendation and identify SB 79 stations based on the frequency of total trains at each station; HCD's guidance is unambiguous on this front. It states: “In assessing whether a station meets this threshold, frequency is based on the total number of trains serving the station, including trains operated by multiple commuter rail services where applicable. This approach reflects the overall level of transit access and frequency experienced by riders at a given stop.”

MPOs must create a map of TOD stops and zones “in accordance with the department’s guidance” pursuant to Government Code section 65912.160, subdivision (f). There is no justification for SCAG to conflict with HCD on the definition of a commuter rail frequency. The determination even conflicts with separate passages from the SCAG’s methodology report. SCAG does not even appear to believe its finding on train frequency, as the report also indicates that HCD’s earlier interpretation may, in fact, be correct. Furthermore, SCAG’s [subsequently released map](#) includes a pop-up box highlighting the discrepancy with HCD’s findings for stations serving a high-frequency combination of Metrolink and Amtrak trains and suggests users may consider the map with or without those stations included. SCAG must eliminate this confusion, follow HCD guidance as the law requires, and direct staff to calculate commuter rail frequency at the station level.

These changes will follow both the letter and intent of the law, allow for progress on shared regional challenges, and create certainty for local governments that may otherwise be unsure how to proceed. Although maps provided by MPOs, like SCAG, do have a “rebuttable presumption of validity” under SB 79, that does not make SCAG’s proposed methodologies correct. Their ultimate rejection by the courts will only deepen confusion, leaving local governments in the lurch with flawed maps,

after SB 79's July 1 effective date. This will subject local governments to otherwise unnecessary legal costs, as well sudden changes to land use that could have otherwise been addressed.

For these reasons, SCAG must follow HCD guidance and make the modifications described above. Thank you for your attention to these matters.

Sincerely,



Azeen Khanmalek
Executive Director
Abundant Housing LA



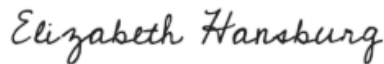
Michael Lane
State Policy Director
SPUR



Marc T. Vukceovich
Director of State Policy
Streets For All



Jordan Grimes
Legislative Director
Greenbelt Alliance



Elizabeth Hansburg
Executive Director
People for Housing -
Orange County



Jesse Zwick
Southern California Director
Housing Action Coalition



Dylan Casey
Executive Director
California Housing Defense
Fund



Mahdi Manji
Director of Public Policy
Inner City Law Center

Sam Shapiro-Kline
Chair
Santa Monica Forward



Matthew Gelfand
Supervising Counsel
Californians for
Homeownership



Sonja Trauss
Executive Director
Yes In My Back Yard



Zachary Pitts
YIMBY Action
LA Director



Aaron Eckhouse
Local and Regional Policy Programs Director
California YIMBY



support for Evidence Based Methodology

From derics@sbcglobal.net <derics@sbcglobal.net>

Date Wed 2026-06-03 12:02 PM

To ePublic Comment Group <ePublicComment@scag.ca.gov>

Cc council@weho.org <council@weho.org>; derics@sbcglobal.net <derics@sbcglobal.net>

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Hello!

I live own my home in West Hollywood. Please continue supporting SCAG's current **evidence-based methodology** and PLEASE continue requiring:

- Demonstrated project certainty
- Finalized station locations

- Full environmental clearance under CEQA and, where applicable, NEPA before adding the four proposed stations affecting West Hollywood to future SB 79 maps. **Most importantly, please include all of the proposed/approved Metro K-Line Northern Extension stops should be excluded at this time!**

Thank you,

Deric Schmidt 9025 Dorrington Ave. W.H.,CA 90048



Proposed K Line stations in West Hollywood

From Jeffrey Cohen <jeffreyxcohen@gmail.com>
Date Wed 2026-06-03 12:43 PM
To ePublic Comment Group <ePublicComment@scag.ca.gov>

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Dear SCAG Committee:

I support SCAG's decision to limit inclusion of future transit projects to those with sufficiently certain station locations and completed environmental clearance.

This standard is particularly appropriate with respect to the proposed K Line Northern Extension stations in West Hollywood. To date, those stations have received only conditional approval, and the conditions required for final approval have not been satisfied. As a result, the station locations remain uncertain and should not be treated as planned transit stops for regional planning purposes.

SB 79 was enacted to facilitate additional housing near qualifying transit infrastructure. Including stations that remain conditional or speculative risks triggering SB 79-related zoning changes in areas where the underlying transit investment may never be realized. Such an outcome would be inconsistent with the statute's purpose and could create long-term planning consequences untethered from actual transit service.

SCAG should continue to apply a clear and objective standard by excluding proposed stations that remain conditional, speculative, or dependent on unresolved future actions until they have received final approval and are reasonably certain to be constructed.

Thank you for your consideration.

Sincerely,

Jeff Cohen
35-year resident of the City of West Hollywood

From: [Victoria Gomez](#)
To: [ePublic Comment Group](#)
Subject: SB 79 Mapping — Two Corrections Needed
Date: Wednesday, June 3, 2026 12:54:30 PM

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SCAG Public Comment,

I'm writing to urge SCAG to correct two significant errors in the proposed SB 79 mapping methodology before it goes to the Regional Council for a vote.

SB 79 represents a major opportunity to accelerate housing production near high-quality transit across Southern California. Getting the maps right is foundational — a flawed methodology will invite years of litigation and uncertainty that will delay or prevent exactly the housing the law was designed to enable.

As currently drafted, SCAG's methodology departs from the plain text of SB 79 and from HCD's March 2026 advisory guidance in two key ways:

1. Planned transit with an adopted preferred alternative must be mapped — but SCAG is requiring full environmental clearance instead. SB 79 sets the threshold at the selection of a preferred alternative, not the completion of CEQA and NEPA review. SCAG's stricter standard delays mapping of major transit investments by years, even after routes are locked in. HCD's advisory is explicit that an adopted Locally Preferred Alternative is an independent basis for eligibility. SCAG should map accordingly.
2. Commuter rail frequency must be counted across all trains serving a station — but SCAG is counting each operator separately. HCD's guidance is clear that frequency is based on the total number of trains serving a station, including trains from multiple agencies. SCAG's approach counts each operator separately, which causes some of the region's busiest and best-connected rail hubs to fall below the threshold — and disappear from the map entirely. That is the opposite of what SB 79 intends.

SCAG has acknowledged these departures from HCD guidance in its own methodology memo. The solution is straightforward: revise the methodology to follow the statute and HCD's advisory on both points before recommending it to the Regional Council.

Proceeding with the current methodology produces a map that applicants and HCD will challenge, station by station and parcel by parcel. Fixing these two issues now is the faster, cheaper, and legally correct path forward.

Victoria Gomez
victoria@housingactioncoalition.org

Los Angeles, California 90017



Agenda Item 5, SB 79 Approach & Methodology, SCAG CEHD, 060426

From voweho@gmail.com <voweho@gmail.com>
Date Wed 2026-06-03 1:44 PM
To ePublic Comment Group <ePublicComment@scag.ca.gov>
Cc Elizabeth Carvajal <carvajal@scag.ca.gov>

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Dear SCAG Community, Economic, and Human Development Committee:

I am writing to express my strong support for SCAG's decision to limit the inclusion of transit stations on the official SB 79 map to those that are currently operating or possess final, unconditioned approvals with complete environmental clearance. SCAG's disciplined adherence to an "operating and certified transit only" framework is the only legally sound method to prevent regional planning chaos.

This standard is critically necessary regarding the proposed K Line Northern Extension through West Hollywood. To date, these three proposed station locations have received only conditional approval, and the vital funding, engineering, and environmental conditions required for final verification have not been satisfied. Treating these highly speculative corridors as finalized transit assets would be a severe misapplication of state law.

Furthermore, applying blanket, unmanaged SB 79 density overrides to these unbuilt corridors creates a devastating mathematical distortion. Due to the jagged municipal boundaries of West Hollywood, these rigid half-mile circles bleed heavily into adjacent jurisdictions like the City of Los Angeles and Beverly Hills.

If SCAG forces these premature circles onto our map, the state's formula will hold West Hollywood accountable for a fictional 502-acre capacity target in each of the three circles, forcing an unfair and destabilizing density burden onto a microscopic 1.9-square-mile city.

As a direct result of this distorted, unmanaged capacity calculation, our lowest-density neighborhoods will be placed in immediate jeopardy. Specifically, our remaining 1,368 single-family homes and the 1,133 irreplaceable rent-stabilized (RSO) units found within our low-rise duplex properties will become primary targets for predatory infill development.

Triggering automatic, by-right zoning overrides on these vulnerable residential side streets—long before a subway line is even funded or built—invites intense land speculation without delivering any actual transit utility. It risks permanently dismantling stable, affordable renter communities for infrastructure that may not materialize for decades, if ever.

SCAG must maintain its objective standard and refuse to allow the Department of Housing and Community Development (HCD) and misguided housing advocacy groups to bully the region into mapping speculative, unbuilt, and conditional lines. RECOMMENDED ACTION

I urge the CEHD to recommend that the Regional Council approves the Senate Bill 79 Approach and Methodology. Thank you for your commitment to rigorous, reality-based regional planning.

Sincerely,

Victor Omelczenko, West Hollywood Renter and Community Advocate

From: [Kyle Brazeal](#)
To: [ePublic Comment Group](#)
Cc: [SCAG](#)
Subject: Qualifying Transit Stops Under SB 79
Date: Wednesday, June 3, 2026 2:09:26 PM

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To the SCAG Community, Economic, and Human Development (CEHD) Committee:

I am writing in support of SCAG's decision to limit SB 79 transit stop eligibility to projects with confirmed station locations and completed environmental clearance.

The core issue is planning risk. SB 79 is designed to align new housing density with functioning transit infrastructure. When zoning changes are triggered by transit projects that remain conditional, speculative, or dependent on unresolved future actions, that alignment breaks down. Development may arrive well before transit does, or the transit investment itself may be contingent on state or federal grant funding that has not yet been secured and may not materialize. In either case, the resulting **land use outcomes become disconnected from the statute's intent.**

I have engaged directly with neighbors through community meetings and direct outreach. Those conversations consistently reflect a clear concern: zoning overrides tied to uncertain transit projects risk committing to development before the necessary supporting infrastructure exists. This is not opposition to transit or housing; it is simply a request for **responsible sequencing.**

The proposed K-Line Northern Extension stations in West Hollywood concretely illustrate this concern, where **premature inclusion could impact over 80% of our city.** Those stations have received conditional approval, but the conditions for final approval are not yet satisfied and **funding** remains uncertain. Treating them as qualifying stops for regional planning purposes would expose our community to significant overdevelopment without a guaranteed commitment to deliver the corresponding transit needed to service that density.

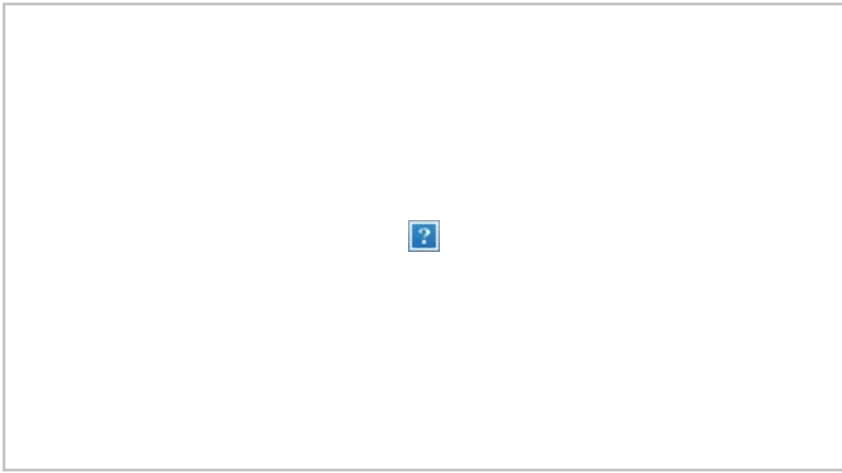
SCAG's standard - **requiring final approval and reasonable certainty of construction before a station qualifies** - is appropriate and necessary. Getting this standard right also matters for the long-term success of transit itself. If communities associate transit planning with unwanted or premature development pressure, it risks generating opposition to the very infrastructure investments our region desperately needs. A **rigorous eligibility threshold ensures that transit remains something supported by communities,** not resisted.

I urge SCAG to **maintain this standard** consistently across all proposed transit projects considered in SB 79 mapping and to resist pressure to extend eligibility to projects whose futures remain unresolved.

Thank you for your consideration.

Kyle Brazeal

Candidate for City Council
City of West Hollywood
Election Day: November 3, 2026



From: [Derek Mazzeo](#)
To: [SCAGClerk](#)
Subject: SB 79 Mapping — Two Corrections Needed
Date: Wednesday, June 3, 2026 2:32:25 PM

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SCAG Clerk ,

I'm writing to urge SCAG to correct two significant errors in the proposed SB 79 mapping methodology before it goes to the Regional Council for a vote.

SB 79 represents a major opportunity to accelerate housing production near high-quality transit across Southern California. Getting the maps right is foundational — a flawed methodology will invite years of litigation and uncertainty that will delay or prevent exactly the housing the law was designed to enable.

As currently drafted, SCAG's methodology departs from the plain text of SB 79 and from HCD's March 2026 advisory guidance in two key ways:

1. Planned transit with an adopted preferred alternative must be mapped — but SCAG is requiring full environmental clearance instead. SB 79 sets the threshold at the selection of a preferred alternative, not the completion of CEQA and NEPA review. SCAG's stricter standard delays mapping of major transit investments by years, even after routes are locked in. HCD's advisory is explicit that an adopted Locally Preferred Alternative is an independent basis for eligibility. SCAG should map accordingly.
2. Commuter rail frequency must be counted across all trains serving a station — but SCAG is counting each operator separately. HCD's guidance is clear that frequency is based on the total number of trains serving a station, including trains from multiple agencies. SCAG's approach counts each operator separately, which causes some of the region's busiest and best-connected rail hubs to fall below the threshold — and disappear from the map entirely. That is the opposite of what SB 79 intends.

SCAG has acknowledged these departures from HCD guidance in its own methodology memo. The solution is straightforward: revise the methodology to follow the statute and HCD's advisory on both points before recommending it to the Regional Council.

Proceeding with the current methodology produces a map that applicants and HCD will challenge, station by station and parcel by parcel. Fixing these two issues now is the faster, cheaper, and legally correct path forward.

Derek Mazzeo
derek@cayimby.org

Los Angeles, California 90065

From: [John Beldzik](#)
To: [ePublic Comment Group](#)
Subject: SB79 K-Line Northern Extension Stops. EXCLUDE!
Date: Wednesday, June 3, 2026 2:33:53 PM

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As a long-time resident of West Hollywood, I support SCAG's current evidence-based methodology and urge the agency to continue requiring:

- Demonstrated project certainty
- Finalized station locations
- Full environmental clearance under CEQA and, where applicable, NEPA

before adding the four proposed stations affecting West Hollywood to future SB 79 maps.

It is imperative that every city council member hear and vote in accordance with the strong and unmistakable voice of the community:

ALL OF THE PROPOSED/APPROVED METRO K-LINE NORTHERN EXTENSION STOPS SHOULD BE EXCLUDED AT THIS TIME!!!

From: [Budin Brian Mark](#)
To: [ePublic Comment Group](#)
Subject: SB 79 K-Line Northern Extension Stops-EXCLUDE!!!
Date: Wednesday, June 3, 2026 2:58:18 PM

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To Whom It may Concern:

My name is Brian Mark Budin & I am a 29 year resident of West Hollywood. I am **100% in support of SCAG'S current evidence based methodology** and am urging the agency to continue requiring this methodology, based on:

- 1) **Demonstrated Project Certainty**
- 2) **Finalized Station Locations**
- 3) **Full Environmental Clearance Under CEQA And, Where Applicable, NEPA**

All, before adding the four proposed stations affecting West Hollywood to future SB 79 maps.

Lurge the agency to exclude ALL the Metro K-Line Northern Extensions stops at this time.

Thank you for your consideration.

Brian Mark Budin, 29 Year Ashcroft Avenue Resident.

From: [Lisa Sweeney](#)
To: [ePublic Comment Group](#)
Subject: SB79 - SCAG Map - Public Comment
Date: Wednesday, June 3, 2026 3:08:12 PM

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Dear SCAG Committee Members:

I fully support SCAG's decision to include only future transit projects with sufficiently certain station locations and completed environmental clearance in its regional planning maps.

This standard is particularly appropriate for the proposed K Line Northern Extension stations in West Hollywood. While these stations have received conditional approval, the requirements necessary for final approval have not yet been satisfied, including their funding. Accordingly, their locations remain uncertain and should NOT be treated as planned transit stops for regional planning purposes.

SB 79 was enacted to encourage additional housing near qualifying transit infrastructure. Including stations that remain conditional, speculative, or dependent on unresolved future actions could trigger SB 79-related zoning changes in areas where the underlying transit investment may never be realized. Such an outcome would be inconsistent with the intent of the statute, creating planning uncertainty, and exposing local jurisdictions to unnecessary legal challenges.

SCAG should continue to apply a clear, objective, and consistent standard by excluding proposed stations that have not received final approval and are not reasonably certain to be constructed.

Thank you for your support in this important matter

Sincerely,

Lisa Sweeney
West Hollywood West Resident since 2002

From: [Ophir Klein](#)
To: [ePublic Comment Group](#)
Date: Wednesday, June 3, 2026 3:14:01 PM

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Dear SCAG Committee,

I support SCAG's decision to restrict the inclusion of future transit projects to those with well-defined station locations and completed environmental clearance. This standard is particularly pertinent to the proposed K Line Northern Extension stations in West Hollywood. Currently, these stations have only received conditional approval, and the conditions necessary for final approval have not been met. Consequently, the station locations remain uncertain and should not be treated as planned transit stops for regional planning purposes.

SB 79 was enacted to incentivize the development of additional housing near qualifying transit infrastructure. However, including stations that remain conditional or speculative poses risks of triggering **SB 79**-related zoning changes in areas where the underlying transit investment may never materialize. Such an outcome would be inconsistent with the statute's intent and could lead to long-term planning consequences that are disconnected from actual transit service.

SCAG should continue to adhere to a clear and objective standard by excluding proposed stations that remain conditional, speculative, or dependent on unresolved future actions until they have received final approval and are reasonably certain to be constructed.

Thank you for your consideration.
Ophir Klein

From: [Mark Fetterman](#)
To: [ePublic Comment Group](#)
Subject: SB79 - SCAG Map - Public Comment
Date: Wednesday, June 3, 2026 3:15:29 PM

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Dear SCAG Committee Members:

I completely support SCAG's decision to only include future transit projects with sufficiently certain station locations and completed environmental clearance in its regional planning maps.

This standard is particularly appropriate for the proposed K Line Northern Extension stations in West Hollywood. While these stations have received conditional approval, the requirements necessary for final approval have not yet been satisfied, including their funding. Accordingly, their locations remain uncertain and should NOT be treated as planned transit stops for regional planning purposes.

SB 79 was enacted to encourage additional housing near qualifying transit infrastructure. Including stations that remain conditional, speculative, or dependent on unresolved future actions could trigger SB 79-related zoning changes in areas where the underlying transit investment may never be realized. Such an outcome would be inconsistent with the intent of the statute, creating planning uncertainty, and exposing local jurisdictions to unnecessary legal challenges.

SCAG should continue to apply a clear, consistent and objective standard by excluding proposed stations that have not received final approval and are not reasonably certain to be constructed.

Thank you for your support on this very important issue.

Sincerely,

Mark Fetterman
Westbourne drive, West Hollywood, CA
323-630-5400

From: [John Beldzik](#)
To: [ePublic Comment Group](#)
Subject: SB79 - SCAG Map - Public Comment
Date: Wednesday, June 3, 2026 3:15:47 PM

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Dear SCAG Committee Members:

I fully support SCAG's decision to include only future transit projects with sufficiently certain station locations and completed environmental clearance in its regional planning maps.

This standard is particularly appropriate for the proposed K Line Northern Extension stations in West Hollywood. While these stations have received conditional approval, the requirements necessary for final approval have not yet been satisfied, including their funding. Accordingly, their locations remain uncertain and should NOT be treated as planned transit stops for regional planning purposes.

SB 79 was enacted to encourage additional housing near qualifying transit infrastructure. Including stations that remain conditional, speculative, or dependent on unresolved future actions could trigger SB 79-related zoning changes in areas where the underlying transit investment may never be realized. Such an outcome would be inconsistent with the intent of the statute, creating planning uncertainty, and exposing local jurisdictions to unnecessary legal challenges.

SCAG should continue to apply a clear, objective, and consistent standard by excluding proposed stations that have not received final approval and are not reasonably certain to be constructed.

Sincerely, JB

From: [JOEL BECKER](#)
To: [ePublic Comment Group](#); cbyers@weho.org
Subject: SB79
Date: Wednesday, June 3, 2026 3:26:31 PM

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all of the proposed/approved Metro K-Line Northern Extension stops should be excluded at this time! Give local communities time to TODAP.

Joel L. Becker, Ph.D. (he, him)

Director and Founder, Cognitive Behavior Associates and Cognitive Behavior Therapy Institute

Clinical Professor, Department of Psychology, UCLA

Fellow, Assoc. of Cognitive and Behavioral Therapists

Board Member, Academy of Cognitive Behavior Therapy

Diplomate, Fellow, Academy of Cognitive Behavior Therapy

310-858-3831

Cognitivebehaviorassociates.com

From: [Elizabeth Carvajal](#)
To: [Cecilia Pulido](#)
Cc: [Maggie Aguilar](#)
Subject: FW: ****Subject:**** Public Comment on SCAG SB 79 Mapping Methodology – Urgent Need to Correct Errors to Ensure Full Implementation in Highest-Opportunity Areas like the Expo/Bundy ½-Mile Radius
Date: Wednesday, June 3, 2026 3:34:46 PM

From: Théo Swerissen <theo@theo.la>
Sent: Wednesday, June 3, 2026 2:48 PM
To: SB79 <sb79@scag.ca.gov>; info@housingactioncoalition.org
Subject: ****Subject:**** Public Comment on SCAG SB 79 Mapping Methodology – Urgent Need to Correct Errors to Ensure Full Implementation in Highest-Opportunity Areas like the Expo/Bundy ½-Mile Radius

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Dear SCAG Community, Economic, and Human Development Committee and Regional Council Members,

I am a property owner within the ****½-mile radius**** of the Expo/Bundy Metro E Line light rail station in Los Angeles. My property and approximately 20 neighboring properties on Amherst Avenue (with potential additions from Wellesley) are in a ****Highest TCAC Opportunity Area**** and are ready for large-scale redevelopment.

I write to strongly support the corrections outlined in the Housing Action Coalition's letter regarding SCAG's proposed SB 79 mapping methodology. Getting the maps right is essential to the success of SB 79. Flawed methodology that departs from the plain text of the statute and HCD's March 2026 advisory guidance will create years of litigation, uncertainty, and delay — exactly the opposite of what the law was designed to achieve.

The ****½-mile radius around the Expo/Bundy station**** is one of the ****highest opportunity and highest resource areas**** of all the stops in the SCAG region and Los Angeles County. It features:

- Excellent existing light rail service (Tier 2 under SB 79)
- Proximity to major employment centers
- Strong existing redevelopment momentum (including active 8-story multifamily projects already under construction nearby)

- The upcoming **Great Park** at the former Santa Monica Airport, which will add significant new open space and amenities that strongly support large-scale housing

This area is precisely the type of high-opportunity, transit-rich location where SB 79 should deliver **maximum housing production** without unnecessary delays or artificial restrictions. The two methodology errors identified by the Housing Action Coalition are particularly problematic here:

1. **Planned transit with an adopted preferred alternative must be mapped** — SCAG's stricter requirement of full environmental clearance (CEQA/NEPA) instead of the statute's "preferred alternative" threshold will unnecessarily delay eligibility for stations and corridors that are already far along in the planning process.
2. **Commuter rail frequency must be counted across all trains serving a station** — Counting operators separately will incorrectly exclude or downgrade some of the region's busiest and best-connected hubs, undermining the law's intent.

These errors risk producing a map that under-serves exactly the high-opportunity areas like Expo/Bundy that are best positioned to deliver the abundant housing SB 79 promises.

The City of Los Angeles' current Low-Rise / "missing middle" approach (approved by PLUM on May 26, 2026) is already too weak for prime locations like this. It risks producing only token housing while fragmenting parcels and making future large-scale assemblage far more difficult and expensive. Accurate, statute-compliant SCAG mapping is critical so that when the city's temporary phased approach ends (or sooner through an accelerated framework), **full SB 79-level density and height** can be unlocked immediately in the highest-opportunity zones.

I urge SCAG to:

- Revise the mapping methodology to fully align with SB 79 and HCD's advisory guidance on both issues before the June 4 Committee meeting and the July 2 Regional Council vote.
- Ensure that high-opportunity areas like the entire ½-mile radius around Expo/Bundy receive the full benefits of the law without artificial delays or exclusions.

Thank you for your attention to this critical implementation detail. Accurate mapping now will prevent years of conflict and actually deliver the housing production SB 79 was intended to create. I will share a condensed version of this letter on the city file 25-1083s1.

Sincerely,

Theo Swerissen

Los Angeles, within Expo/Bundy ½-mile radius]

theo@theo.LA

Theo Swerissen

o: 310.479.6100 m: 310.927.5355 e: theo@theo.LA

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From: [James Perkins](#)
To: [ePublic Comment Group](#)
Subject: KNE
Date: Wednesday, June 3, 2026 3:59:01 PM

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I am a resident of West Hollywood and I strongly oppose any stations being built in West Hollywood.

Jim Perkins

8839 Rosewood Avenue, West Hollywood, CA.

Sent from my iPhone

From: [Elizabeth Carvajal](#)
To: [Maggie Aguilar](#)
Subject: FW: SB 79 Mapping — Two Corrections Needed
Date: Wednesday, June 3, 2026 2:46:05 PM

From: Katie Hill <katie.hill@unionstationhs.org>
Sent: Wednesday, June 3, 2026 2:42 PM
To: SB79 <sb79@scag.ca.gov>
Subject: SB 79 Mapping — Two Corrections Needed

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SCAG Staff ,

I'm writing to urge SCAG to correct two significant errors in the proposed SB 79 mapping methodology before it goes to the Regional Council for a vote.

SB 79 represents a major opportunity to accelerate housing production near high-quality transit across Southern California. Getting the maps right is foundational — a flawed methodology will invite years of litigation and uncertainty that will delay or prevent exactly the housing the law was designed to enable.

As currently drafted, SCAG's methodology departs from the plain text of SB 79 and from HCD's March 2026 advisory guidance in two key ways:

1. Planned transit with an adopted preferred alternative must be mapped — but SCAG is requiring full environmental clearance instead. SB 79 sets the threshold at the selection of a preferred alternative, not the completion of CEQA and NEPA review. SCAG's stricter standard delays mapping of major transit investments by years, even after routes are locked in. HCD's advisory is explicit that an adopted Locally Preferred Alternative is an independent basis for eligibility. SCAG should map accordingly.
2. Commuter rail frequency must be counted across all trains serving a station — but SCAG is counting each operator separately. HCD's guidance is clear that frequency is based on the total number of trains serving a station, including trains from multiple agencies. SCAG's approach counts each operator separately, which causes some of the region's busiest and best-connected rail hubs to fall below the threshold — and disappear from the map entirely.

That is the opposite of what SB 79 intends.

SCAG has acknowledged these departures from HCD guidance in its own methodology memo. The solution is straightforward: revise the methodology to follow the statute and HCD's advisory on both points before recommending it to the Regional Council.

Proceeding with the current methodology produces a map that applicants and HCD will challenge, station by station and parcel by parcel. Fixing these two issues now is the faster, cheaper, and legally correct path forward.

Katie Hill

katie.hill@unionstationhs.org

Stevenson Ranch, California 91381

||

From: [Andrew Dibben](#)
To: [ePublic Comment Group](#)
Subject: SB79 K-Line Northern Extension Stops - EXCLUDE !
Date: Wednesday, June 3, 2026 4:40:35 PM

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As a 20 year resident of West Hollywood West I am in favor of SCAG's evidence based methodology and ask that before proceeding with any K Line Northern Extension they require the following :

- Demonstration of Project Certainty
- Finalization of Station Locations
- Full Environmental Clearance under CEQA and where applicable NEPA

The community its is not being heard and are strongly opposed to additional K-Line stops at this time as shown at the last Council meeting.

Sincerely
Andrew

From: [Henry Fung](#)
To: [ePublic Comment Group](#)
Subject: Comment on item #5, CEHD agenda
Date: Wednesday, June 3, 2026 4:51:47 PM

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Dear members of the SCAG CEHD committee,
I echo the comments of Jacob Wasserman on the issues with the SB 79 methodology. I am especially concerned about the seeming willful defiance of SCAG with the regulations which have been promulgated by the state department of Housing and Community Development.

While I understand local officials don't like to have their powers usurped by the state, unlike the relationship between the state and federal governments, there is no such thing as federalism between the state and local governments. What is delegated to the local and regional agencies can be taken away. Failure to follow these laws will lead to protracted litigation and only waste taxpayer funds. And for what purpose? So we can run transit that people can't live next to? So we can fail to meet our state mandated and voter approved climate change targets of 40% below 1990 emissions by 2030 and 80% by 2050? So some rich homeowners can keep their property values high by denying others the ability to access high resourced neighborhoods?

SCAG staff and the CEHD and Regional Council must listen to and respect the state's authority to set regulations. Failure to do so we only lead to more legislation and even further loss of the amount of local control which is given. I implore SCAG's executive director and SCAG staff to not crow about how they are "pushing back" on the state, like Kome Ajise did at a recent Regional Council meeting, but instead work cooperatively so that we can meet our important transportation and climate change goals.

I reject SCAG's interpretation of HCD's definition of commuter rail and reject SCAG's insistence that a final EIR be completed before services may be added to the SB 79 map. Like the failed attempt by some SCAG members to litigate the Regional Housing Needs Determination in the 2020 cycle, I urge SCAG to just follow the law and not waste money on lawyers all to prevent housing.

Sincerely,
Henry Fung

Sent from my iPhone