

**Regional Council (RC)
List of Public Comments**

Received **before** 5pm on Wednesday, July 1, 2026

	Date	Sender Name	Organization	Subject Matter
AGENDA ITEM 1				
1.	2026-06-24	Irma Huitron	City of Downey	Comments on Draft SB 79 Mapping Approach and Methodology
2.	2026-06-27	Peter Chung	SoCal Resident	Support staff recommendations with needed amendments. In order to comply with state housing law, SCAG must follow HCD guidance and make the above modifications. Recommendations listed in email.
3.	2026-06-27	Angela Vanthaneeyakul	SoCal Resident	Support staff recommendations with needed amendments. In order to comply with state housing law, SCAG must follow HCD guidance and make the above modifications. Recommendations listed in email.
4.	2026-06-27	Brett Hollenbeck	SoCal Resident	Support staff recommendations with needed amendments. In order to comply with state housing law, SCAG must follow HCD guidance and make the above modifications. Recommendations listed in email.
5.	2026-06-27	Jason Ostrander	SoCal Resident	Support staff recommendations with needed amendments. In order to comply with state housing law, SCAG must follow HCD guidance and make the above modifications. Recommendations listed in email.
6.	2026-06-27	Henry van Moyland	SoCal Resident	Support staff recommendations with needed amendments. In order to comply with state housing law, SCAG must follow HCD guidance and make the above modifications. Recommendations listed in email.
7.	2026-06-27	Leif Allmeroth	SoCal Resident	Support staff recommendations with needed amendments. In order to comply with state housing law, SCAG must follow HCD guidance and make the above modifications. Recommendations listed in email.
8.	2026-06-27	Courtney Miles	SoCal Resident	Support staff recommendations with needed amendments. In order to comply with state housing law, SCAG must follow HCD guidance and make the above modifications. Recommendations listed in email.

9.	2026-06-27	Ian Lundy	SoCal Resident	Support staff recommendations with needed amendments. In order to comply with state housing law, SCAG must follow HCD guidance and make the above modifications. Recommendations listed in email.
10.	2026-06-27	Courtney Davis	SoCal Resident	Support staff recommendations with needed amendments. In order to comply with state housing law, SCAG must follow HCD guidance and make the above modifications. Recommendations listed in email.
11.	2026-06-27	Darlene Valle	SoCal Resident	Support staff recommendations with needed amendments. In order to comply with state housing law, SCAG must follow HCD guidance and make the above modifications. Recommendations listed in email.
12.	2026-06-27	Caroline Goodman	SoCal Resident	Support staff recommendations with needed amendments. In order to comply with state housing law, SCAG must follow HCD guidance and make the above modifications. Recommendations listed in email.
13.	2026-06-27	Will Wright	SoCal Resident	Support staff recommendations with needed amendments. In order to comply with state housing law, SCAG must follow HCD guidance and make the above modifications. Recommendations listed in email.
14.	2026-06-27	Paul Moorman	SoCal Resident	Support staff recommendations with needed amendments. In order to comply with state housing law, SCAG must follow HCD guidance and make the above modifications. Recommendations listed in email.
15.	2026-06-27	Andy Freeland	SoCal Resident	Support staff recommendations with needed amendments. In order to comply with state housing law, SCAG must follow HCD guidance and make the above modifications. Recommendations listed in email.
16.	2026-06-27	Nathan Adair	SoCal Resident	Support staff recommendations with needed amendments. In order to comply with state housing law, SCAG must follow HCD guidance and make the above modifications. Recommendations listed in email.
17.	2026-06-27	Marc Silverman	SoCal Resident	Support staff recommendations with needed amendments. In order to comply with state housing law, SCAG must follow HCD guidance and make the above modifications. Recommendations listed in email.
18.	2026-06-27	Noah Schechter	SoCal Resident	Support staff recommendations with needed amendments. In order to comply with state housing law, SCAG must follow

				HCD guidance and make the above modifications. Recommendations listed in email.
19.	2026-06-27	Julio Rodriguez	SoCal Resident	Support staff recommendations with needed amendments. In order to comply with state housing law, SCAG must follow HCD guidance and make the above modifications. Recommendations listed in email.
20.	2026-06-27	Stephanie Horwitz	SoCal Resident	Support staff recommendations with needed amendments. In order to comply with state housing law, SCAG must follow HCD guidance and make the above modifications. Recommendations listed in email.
21.	2026-06-27	Ryan Rubin	SoCal Resident	Support staff recommendations with needed amendments. In order to comply with state housing law, SCAG must follow HCD guidance and make the above modifications. Recommendations listed in email.
22.	2026-06-27	John Lloyd	SoCal Resident	Support staff recommendations with needed amendments. In order to comply with state housing law, SCAG must follow HCD guidance and make the above modifications. Recommendations listed in email.
23.	2026-06-27	Bridget Underwood	SoCal Resident	Support staff recommendations with needed amendments. In order to comply with state housing law, SCAG must follow HCD guidance and make the above modifications. Recommendations listed in email.
24.	2026-06-27	Patrick Winters	SoCal Resident	Support staff recommendations with needed amendments. In order to comply with state housing law, SCAG must follow HCD guidance and make the above modifications. Recommendations listed in email.
25.	2026-06-27	Mariana Mellor	SoCal Resident	Support staff recommendations with needed amendments. In order to comply with state housing law, SCAG must follow HCD guidance and make the above modifications. Recommendations listed in email.
26.	2026-06-27	Joe Goldman	SoCal Resident	Support staff recommendations with needed amendments. In order to comply with state housing law, SCAG must follow HCD guidance and make the above modifications. Recommendations listed in email.
27.	2026-06-27	Fernanda De La O	SoCal Resident	Support staff recommendations with needed amendments. In order to comply with state housing law, SCAG must follow HCD guidance and make the above modifications. Recommendations listed in email.

28.	2026-06-27	Isaiah Romero	SoCal Resident	Support staff recommendations with needed amendments. In order to comply with state housing law, SCAG must follow HCD guidance and make the above modifications. Recommendations listed in email.
29.	2026-06-27	David Tran	SoCal Resident	Support staff recommendations with needed amendments. In order to comply with state housing law, SCAG must follow HCD guidance and make the above modifications. Recommendations listed in email.
30.	2026-06-27	Marie Kennedy	SoCal Resident	Support staff recommendations with needed amendments. In order to comply with state housing law, SCAG must follow HCD guidance and make the above modifications. Recommendations listed in email.
31.	2026-06-27	Gary Benjamin	SoCal Resident	Support staff recommendations with needed amendments. In order to comply with state housing law, SCAG must follow HCD guidance and make the above modifications. Recommendations listed in email.
32.	2026-06-27	Tom Lane	SoCal Resident	Support staff recommendations with needed amendments. In order to comply with state housing law, SCAG must follow HCD guidance and make the above modifications. Recommendations listed in email.
33.	2026-06-27	Matt Stauffer	SoCal Resident	Support staff recommendations with needed amendments. In order to comply with state housing law, SCAG must follow HCD guidance and make the above modifications. Recommendations listed in email.
34.	2026-06-27	Eithan Itaev	SoCal Resident	Support staff recommendations with needed amendments. In order to comply with state housing law, SCAG must follow HCD guidance and make the above modifications. Recommendations listed in email.
35.	2026-06-27	Angelo Mike	SoCal Resident	Support staff recommendations with needed amendments. In order to comply with state housing law, SCAG must follow HCD guidance and make the above modifications. Recommendations listed in email.
36.	2026-06-27	Thomas Irwin	SoCal Resident	Support staff recommendations with needed amendments. In order to comply with state housing law, SCAG must follow HCD guidance and make the above modifications. Recommendations listed in email.
37.	2026-06-27	Ryan Koyanagi	SoCal Resident	Support staff recommendations with needed amendments. In order to comply with state housing law, SCAG must follow

				HCD guidance and make the above modifications. Recommendations listed in email.
38.	2026-06-27	David Billet	SoCal Resident	Support staff recommendations with needed amendments. In order to comply with state housing law, SCAG must follow HCD guidance and make the above modifications. Recommendations listed in email.
39.	2026-06-27	Marek Slipski	SoCal Resident	Support staff recommendations with needed amendments. In order to comply with state housing law, SCAG must follow HCD guidance and make the above modifications. Recommendations listed in email.
40.	2026-06-27	Lenore Dowling	SoCal Resident	Support staff recommendations with needed amendments. In order to comply with state housing law, SCAG must follow HCD guidance and make the above modifications. Recommendations listed in email.
41.	2026-06-27	James Fujita	SoCal Resident	Support staff recommendations with needed amendments. In order to comply with state housing law, SCAG must follow HCD guidance and make the above modifications. Recommendations listed in email.
42.	2026-06-27	Gary Guthman	SoCal Resident	Support staff recommendations with needed amendments. In order to comply with state housing law, SCAG must follow HCD guidance and make the above modifications. Recommendations listed in email.
43.	2026-06-27	Kevin Lou	SoCal Resident	Support staff recommendations with needed amendments. In order to comply with state housing law, SCAG must follow HCD guidance and make the above modifications. Recommendations listed in email.
44.	2026-06-27	David Elgenon	SoCal Resident	Support staff recommendations with needed amendments. In order to comply with state housing law, SCAG must follow HCD guidance and make the above modifications. Recommendations listed in email.
45.	2026-06-27	Rachel Orfila	SoCal Resident	Support staff recommendations with needed amendments. In order to comply with state housing law, SCAG must follow HCD guidance and make the above modifications. Recommendations listed in email.
46.	2026-06-27	Melyssa Guerry	SoCal Resident	Support staff recommendations with needed amendments. In order to comply with state housing law, SCAG must follow HCD guidance and make the above modifications. Recommendations listed in email.

47.	2026-06-27	Violet Carne	SoCal Resident	Support staff recommendations with needed amendments. In order to comply with state housing law, SCAG must follow HCD guidance and make the above modifications. Recommendations listed in email.
48.	2026-06-27	Hulices Murillo	SoCal Resident	Support staff recommendations with needed amendments. In order to comply with state housing law, SCAG must follow HCD guidance and make the above modifications. Recommendations listed in email.
49.	2026-06-27	Mark Li	SoCal Resident	Support staff recommendations with needed amendments. In order to comply with state housing law, SCAG must follow HCD guidance and make the above modifications. Recommendations listed in email.
50.	2026-06-27	Sandra Morales	SoCal Resident	Support staff recommendations with needed amendments. In order to comply with state housing law, SCAG must follow HCD guidance and make the above modifications. Recommendations listed in email.
51.	2026-06-27	Joanne Xian	SoCal Resident	Support staff recommendations with needed amendments. In order to comply with state housing law, SCAG must follow HCD guidance and make the above modifications. Recommendations listed in email.
52.	2026-06-27	Amber Wheat	SoCal Resident	Support staff recommendations with needed amendments. In order to comply with state housing law, SCAG must follow HCD guidance and make the above modifications. Recommendations listed in email.
53.	2026-06-27	P Brown	SoCal Resident	Support staff recommendations with needed amendments. In order to comply with state housing law, SCAG must follow HCD guidance and make the above modifications. Recommendations listed in email.
54.	2026-06-27	Jessica Quindel	SoCal Resident	Support staff recommendations with needed amendments. In order to comply with state housing law, SCAG must follow HCD guidance and make the above modifications. Recommendations listed in email.
55.	2026-06-27	Christy Lambertson	SoCal Resident	Support staff recommendations with needed amendments. In order to comply with state housing law, SCAG must follow HCD guidance and make the above modifications. Recommendations listed in email.
56.	2026-06-27	Megan McNamara	SoCal Resident	Support staff recommendations with needed amendments. In order to comply with state housing law, SCAG must follow

				HCD guidance and make the above modifications. Recommendations listed in email.
57.	2026-06-27	Graham Messadieh	SoCal Resident	Support staff recommendations with needed amendments. In order to comply with state housing law, SCAG must follow HCD guidance and make the above modifications. Recommendations listed in email.
58.	2026-06-28	West Hollywood Resident	West Hollywood Resident	Express serious concern regarding West Hollywood Councilmember Chelsea Byers, West Hollywood's representative at SCAG, and to respectfully request that she recuse herself from any votes at SCAG's July 2 Regional Council meeting.
59.	2026-06-29	Alexaner Naylor	SoCal Resident	Support staff recommendations with needed amendments. In order to comply with state housing law, SCAG must follow HCD guidance and make the above modifications. Recommendations listed in email.
60.	2026-06-29	Jamie Chen	SoCal Resident	Support staff recommendations with needed amendments. In order to comply with state housing law, SCAG must follow HCD guidance and make the above modifications. Recommendations listed in email.
61.	2026-06-29	Tami Kagan-Abrams	SoCal Resident	Support staff recommendations with needed amendments. In order to comply with state housing law, SCAG must follow HCD guidance and make the above modifications. Recommendations listed in email.
62.	2026-06-29	Elizabeth Hansburg	SoCal Resident	Support staff recommendations with needed amendments. In order to comply with state housing law, SCAG must follow HCD guidance and make the above modifications. Recommendations listed in email.
63.	2026-06-29	Brad Foley	SoCal Resident	Support staff recommendations with needed amendments. In order to comply with state housing law, SCAG must follow HCD guidance and make the above modifications. Recommendations listed in email.
64.	2026-06-29	Allison Lee	SoCal Resident	Support staff recommendations with needed amendments. In order to comply with state housing law, SCAG must follow HCD guidance and make the above modifications. Recommendations listed in email.
65.	2026-06-29	Paul Moorman	SoCal Resident	Support staff recommendations with needed amendments. In order to comply with state housing law, SCAG must follow

				HCD guidance and make the above modifications. Recommendations listed in email.
66.	2026-06-29	Hailey Buck	SoCal Resident	Support staff recommendations with needed amendments. In order to comply with state housing law, SCAG must follow HCD guidance and make the above modifications. Recommendations listed in email.
67.	2026-06-29	Vanessa Fung	West Hollywood Resident	Against Approval of Item 1, SB79 Methodology
68.	2026-06-29	Alborz Mohtashami	SoCal Resident	Support staff recommendations with needed amendments. In order to comply with state housing law, SCAG must follow HCD guidance and make the above modifications. Recommendations listed in email.
69.	2026-06-29	Elizabeth Greenwood	SoCal Resident	Support staff recommendations with needed amendments. In order to comply with state housing law, SCAG must follow HCD guidance and make the above modifications. Recommendations listed in email.
70.	2026-06-29	Mark Denton	SoCal Resident	Support staff recommendations with needed amendments. In order to comply with state housing law, SCAG must follow HCD guidance and make the above modifications. Recommendations listed in email.
71.	2026-06-29	Phillip Matthys	West Hollywood Resident	Urge SCAG to reconsider its recent decision to include the proposed future K Line Extension stations on the SB 79 map of qualifying transit stops effective July 1, 2026.
72.	2026-06-29	Bill Harrison	West Hollywood Resident	Urge SCAG to reconsider its recent decision to include the proposed future K Line Extension stations on the SB 79 map of qualifying transit stops effective July 1, 2026.
73.	2026-06-30	Jason Clodfelter		Urge SCAG to reconsider its recent decision to include the proposed future K Line Extension stations on the SB 79 map of qualifying transit stops effective July 1, 2026.
74.	2026-06-30	Josh Barry		Urge SCAG to reconsider its recent decision to include the proposed future K Line Extension stations on the SB 79 map of qualifying transit stops effective July 1, 2026.
75.	2026-06-30	Evan Monheit		Urge SCAG to reconsider its recent decision to include the proposed future K Line Extension stations on the SB 79 map of qualifying transit stops effective July 1, 2026.
76.	2026-06-30	Aaron McCain	SoCal Resident	Support staff recommendations with needed amendments. In order to comply with state housing law, SCAG must follow HCD guidance and make the above modifications. Recommendations listed in email.

77.	2026-06-30	Ali Shahidi	West Hollywood Resident & West Hollywood Resident Association Secretary	Respectfully request that SCAG remove the proposed K Line Extension stations from the July 1 SB 79 qualifying transit stop map and defer their inclusion until the project has achieved a sufficient degree of certainty and affected communities have had a meaningful opportunity to utilize the planning process that SB 79 expressly preserves (submitted same comment twice).
78.	2026-06-30	Ignacio Darnaude	West Hollywood Resident	Respectfully request that SCAG remove the proposed K Line Extension stations from the July 1 SB 79 qualifying transit stop map and defer their inclusion until the project has achieved a sufficient degree of certainty and affected communities have had a meaningful opportunity to utilize the planning process that SB 79 expressly preserves.
79.	2026-06-30	Ken Bulow	SoCal Resident	Support staff recommendations with needed amendments. In order to comply with state housing law, SCAG must follow HCD guidance and make the above modifications. Recommendations listed in email.
80.	2026-06-30	Kent Van Dover	SoCal Resident	Support staff recommendations with needed amendments. In order to comply with state housing law, SCAG must follow HCD guidance and make the above modifications. Recommendations listed in email.
81.	2026-06-30	Ruth Cislowski	West Hollywood Resident	Respectfully request that SCAG remove the proposed K Line Northern Extension stations in West Hollywood from the July 1 SB 79 qualifying transit stop map.
82.	2026-06-30	George Yang	West Hollywood Resident	Respectfully request that SCAG remove the proposed K Line Northern Extension stations in West Hollywood from the July 1 SB 79 qualifying transit stop map.
83.	2026-06-30	West Hollywood Resident	West Hollywood Resident	Respectfully urge SCAG not to allow Councilmember Chelsea Byers to participate in or vote at the July 2 meeting until the FPPC has issued its determination
84.	2026-06-30	Jim Banks	West Hollywood Resident	Respectfully request that SCAG remove the proposed K Line Northern Extension stations in West Hollywood from the July 1 SB 79 qualifying transit stop map.
85.	2026-06-30	Kimberly Winick	West Hollywood Resident	Respectfully request that SCAG remove the proposed K Line Northern Extension stations in West Hollywood from the July 1 SB 79 qualifying transit stop map.

86.	2026-06-30	Ali Shahidi	West Hollywood Resident	Respectfully urge SCAG not to allow Councilmember Chelsea Byers to participate in or vote at the July 2 meeting until the FPPC has issued its determination.
87.	2026-06-30	Michael Fisk	West Hollywood Resident	Urge SCAG to remove the proposed West Hollywood K Line Northern Extension stations from the July 1 SB 79 qualifying transit stop map.
88.	2026-06-30	Keith Cox	West Hollywood Resident	Respectfully urge SCAG to remove the proposed K Line Northern Extension (KNE) subway stations in West Hollywood from the July 1 SB 79 qualifying transit stop map.
89.	2026-06-30	Robert Brezosky Jr	West Hollywood Resident	Respectfully ask that SCAG remove the proposed K Line Northern Extension stations in West Hollywood from the SB 79 qualifying transit stop map that is scheduled for approval this week
90.	2026-06-30	Barry Fields	West Hollywood Resident	Respectfully ask that SCAG remove the proposed K Line Northern Extension stations in West Hollywood from the SB 79 qualifying transit stop map that is scheduled for approval this week.
91.	2026-06-30	Jacob Pierce	Housing Elements & Policy Analyst, Abundant Housing LA	Broad coalition of stakeholders urges you to <u>SUPPORT the SB 79 Approach and Methodology with amendments</u> at the Regional Council meeting on Thursday.
92.	2026-06-30	Michele Proyect	West Hollywood Resident	Respectfully ask that SCAG remove the proposed K Line Northern Extension stations in West Hollywood from the SB 79 qualifying transit stop map that is scheduled for approval this week.
93.	2026-06-30	Ladd Jackson	West Hollywood Resident	Respectfully ask that SCAG remove the proposed K Line Northern Extension stations in West Hollywood from the SB 79 qualifying transit stop map that is scheduled for approval this week.
94.	2026-06-30	Beverly Lund	West Hollywood Resident	Respectfully urge SCAG to remove the proposed K Line Northern Extension (KNE) subway stations in West Hollywood from the July 1 SB 79 qualifying transit stop map.
95.	2026-06-30	Kody Christiansen	West Hollywood Resident	Respectfully urge SCAG to remove the proposed K Line Northern Extension subway stations in West Hollywood from the July 1 SB 79 qualifying transit stop map.
96.	2026-06-30	Scott Keesling	West Hollywood Resident	Respectfully ask that SCAG remove the proposed K Line Northern Extension stations in West Hollywood from the SB 79 qualifying transit stop map that is scheduled for approval this week.

97.	2026-06-30	Jay Jacobson	West Hollywood Resident	Respectfully request that the proposed K Line Northern Extension stations in West Hollywood not be included in SCAG's July 1 SB 79 qualifying transit stop map.
98.	2026-06-30	Bobbie Edrick	West Hollywood Resident	Request of removal of k line northern extension stops in west hollywood from SCAGs map
99.	2026-06-30	David Eckert	West Hollywood Resident	Respectfully urge SCAG to remove the proposed K Line Northern Extension (KNE) subway stations in West Hollywood from the July 1 SB 79 qualifying transit stop map.
100.	2026-06-30	Lou Spisto	West Hollywood Resident	Respectfully ask that SCAG remove the proposed K Line Northern Extension stations in West Hollywood from the SB 79 qualifying transit stop map that is scheduled for approval this week.
101.	2026-06-30	Robert Steloff	West Hollywood Resident	Respectfully request that SCAG remove proposed K-Line Northern Extension stations within our city from the SB-79 qualifying transit stop map scheduled for approval this week
102	2026-06-30	Johnny Nicoloro	West Hollywood Resident	Respectfully urge SCAG to remove the proposed K Line Northern Extension (KNE) subway stations in West Hollywood from the July 1 SB 79 qualifying transit stop map.
103.	2026-06-30	Brad Keistler	West Hollywood Resident	Unwanted, unnecessary "law" that does not take into account other solutions to the "housing problem".
104.	2026-06-30	Andi Steloff	West Hollywood Resident	Respectfully request that SCAG remove the proposed K-Line Northern Extension stations within our city from the SB-79 qualifying transit stop map scheduled for approval this week.
105.	2026-06-30	Jerome Cleary	West Hollywood Resident	Respectfully urge SCAG to remove the proposed K Line Northern Extension (KNE) subway stations in West Hollywood from the July 1 SB 79 qualifying transit stop map.
106.	2026-06-30	Randi Hiller		Respectfully urge SCAG to remove the proposed K Line Northern Extension stations in West Hollywood from the July 1 SB 79 qualifying transit stop map.
107.	2026-06-30	Jacob Wasserman		Revisions to SB 79 Mapping Methodology to Comply with State Law: Item #1
108.	2026-06-30	Jacob Wasserman		J Line Stations Missing from SB 79 Map: Item #1 (submitted twice)
109.	2026-06-30	Jacob Wasserman		San Bernardino Line Metrolink Stations Missing from SB 79 Map: Item #1
110.	2026-06-30	Jacob Wasserman		4th and Broadway Bus Lane Stop Missing from SB 79 Map: Item #1

111.	2026-06-30	Jacob Wasserman		4th and Pico Bus Lane Stop Missing from SB 79 Map: Item #1
112.	2026-06-30	Michael Green	West Hollywood Resident	Ask that SCAG remove the proposed K Line Northern Extension stations in West Hollywood from the SB 79 qualifying transit stop map.
113.	2026-07-01	Janet Hill	West Hollywood Resident	Respectfully urge SCAG to remove the proposed K Line Northern Extension (KNE) subway stations in West Hollywood from the July 1 SB 79 qualifying transit stop map.
114.	2026-07-01	Debbie Bloy	West Hollywood Resident	Respectfully request that SCAG remove the proposed K Line Northern Extension stations in West Hollywood from the July 1 SB 79 qualifying transit stop map.
115.	2026-07-01	Vanessa Fung	West Hollywood Resident	Against approval of the revised map for reason of a potential conflict of interest by member Chelsea Byers of West Hollywood, California.
116.	2026-07-01	Lisa Sweeney	West Hollywood Resident	Respectfully urge SCAG to remove the proposed K Line Northern Extension (KNE) subway stations in West Hollywood from the July 1 SB 79 qualifying transit stop map.
117.	2026-07-01	Ophir Klein	West Hollywood Resident	Respectfully request that SCAG remove the proposed future K Line Northern Extension stations in West Hollywood from the SB 79 qualifying transit stop map at this time.
118.	2026-07-01	Mac Sweeney	West Hollywood Resident	Respectfully urge SCAG to remove the proposed K Line Northern Extension (KNE) subway stations in West Hollywood from the July 1 SB 79 qualifying transit stop map.
119.	2026-07-01	Jeffrey Cohen	West Hollywood Resident	Requesting that SCAG remove the proposed K Line Northern Extension stations in West Hollywood from the SB 79 qualifying transit stop map scheduled for approval this week.
120.	2026-07-01	Nancy Koch	West Hollywood Resident	Respectfully urge SCAG to remove the proposed K Line Northern Extension (KNE) subway stations in West Hollywood from the July 1 SB 79 qualifying transit stop map.
121.	2026-07-01	Tiffany Dyson	West Hollywood Resident	Respectfully urge SCAG to remove the proposed K Line Northern Extension (KNE) subway stations in West Hollywood from the July 1 SB 79 qualifying transit stop map.
122.	2026-07-01	Sian Leong and Jason Simpson	West Hollywood Resident	Respectfully urge SCAG to remove the proposed K Line Northern Extension (KNE) subway stations in West Hollywood from the July 1 SB 79 qualifying transit stop map.
123.	2026-07-01	Andrew Inouye	SoCal Resident	Support staff recommendations with needed amendments. In order to comply with state housing law, SCAG must follow

				HCD guidance and make the above modifications. Recommendations listed in email.
124.	2026-07-01	Richard Best		Respectfully urge SCAG to remove the proposed K Line Northern Extension (KNE) subway stations in West Hollywood from the July 1 SB 79 qualifying transit stop map.
125.	2026-07-01	Tom Lane	SoCal Resident	Support staff recommendations with needed amendments. In order to comply with state housing law, SCAG must follow HCD guidance and make the above modifications. Recommendations listed in email.
126.	2026-07-01	Carolyn Campbell	West Hollywood Resident	Respectfully request that SCAG remove the proposed K Line Northern Extension (KNE) subway stations in West Hollywood from the July 1 SB 79 qualifying transit stop map.
127.	2026-07-01	Philip Rebentisch	SoCal Resident	Support staff recommendations with needed amendments. In order to comply with state housing law, SCAG must follow HCD guidance and make the above modifications. Recommendations listed in email.
128.	2026-07-01	Ciro Riccardi	West Hollywood Resident	Respectfully urge SCAG to remove the proposed K Line Northern Extension (KNE) subway stations in West Hollywood from the July 1 SB 79 qualifying transit stop map.
129.	2026-07-01	Douglas Morris	West Hollywood Resident	Respectfully ask that SCAG remove the proposed K Line Northern Extension stations in West Hollywood from the SB 79 qualifying transit stop map that is scheduled for approval this week.
130.	2026-07-01	Cathy Blaivas	West Hollywood Resident	Asking SCAG to remove the proposed West Hollywood K Line Northern Extension stations from the July 1 SB 79 qualifying transit stop map.
131.	2026-07-01	Jay Jacobson	West Hollywood Resident	Respectfully ask SCAG to remove the proposed West Hollywood stations from the SB79 map until the project satisfies its outstanding conditions and to ensure that Councilmember Byers does not participate in votes related to these matters until the FPPC has had an opportunity to provide guidance regarding the conflict concerns that have been raised.
132.	2026-07-01	David Cason	West Hollywood Resident	Ask that SCAG remove the proposed K Line Northern Extension stations in West Hollywood from the SB 79 qualifying transit stop map that is scheduled for approval this week.

133.	2026-07-01	Martha Koplin	West Hollywood Resident	Respectfully urge SCAG to remove the proposed K Line Northern Extension (KNE) subway stations in West Hollywood from the July 1 SB 79 qualifying transit stop map.
134.	2026-07-01	Lee Brandon	West Hollywood Resident	West Hollywood K Line subway stations on its SB 79 qualifying transit stop map.
135.	2026-07-01	Mike Holtzman	West Hollywood Resident	Urge SCAG not to approve the proposed correction contained in the Addendum that would add the proposed Metro K Line Northern Extension stations to the SB 79 maps
136.	2026-07-01	Ellen Harrington	West Hollywood Resident	Respectfully urge SCAG to remove the proposed K Line Northern Extension (KNE) subway stations in West Hollywood from the July 1 SB 79 qualifying transit stop map.
137.	2026-07-01	Christian Kaplan	West Hollywood Resident	Request to Remove Proposed West Hollywood K Line Northern Extension Stations from the July 1 SB 79 Qualifying Transit Stop Map
138.	2026-07-01	Larry Kase	West Hollywood Resident	Respectfully ask that SCAG remove the proposed K Line Northern Extension stations in West Hollywood from the SB 79 qualifying transit stop map that is scheduled for approval this week.
139.	2026-07-01	Elyse Eisenberg	West Hollywood Resident	Respectfully urge SCAG to remove the proposed K Line Northern Extension (KNE) subway stations in West Hollywood from the July 1 SB 79 qualifying transit stop map
140.	2026-07-01	John Paul Davis		Email only had initials
141.	2026-07-01	Joshua Gonzales	SoCal Resident	Support staff recommendations with needed amendments. In order to comply with state housing law, SCAG must follow HCD guidance and make the above modifications. Recommendations listed in email.
142.	2026-07-01	Anita Goswami	West Hollywood Resident	Item 1, SB79 Approach and Methodology Position: Against Approval of the Revised Maps, Against KNE Inclusion
143.	2026-07-01	John Beldzik	West Hollywood Resident	SCAG Members: Please remove the proposed K Line Northern Extension stations in West Hollywood from the July 1 SB 79 qualifying transit stop maps.
144.	2026-07-01	Pierre Follari		Urge you to consider delaying any decision to modify your original map.

145.	2026-07-01	Ingie Markovich	West Hollywood Resident	Respectfully urge SCAG to remove the proposed K Line Northern Extension (KNE) subway stations in West Hollywood from the July 1 SB 79 qualifying transit stop map.
146.	2026-07-01	Daniel Barbakow	West Hollywood Resident	Respectfully urge SCAG to remove the proposed K Line Northern Extension (KNE) subway stations in West Hollywood from the July 1 SB 79 qualifying transit stop map (submitted same comment twice).
147.	2026-07-01	David Packer	West Hollywood Resident	Against construction of apartment units, fear it will have effect on home and its value.
148.	2026-07-01	Kathy Fee	West Hollywood Resident	Please remove West Hollywood from the map so we can have time to create a TODAP.
149.	2026-07-01	Kate Bartolo		Respectfully urge SCAG to remove the proposed K Line Northern Extension stations in West Hollywood from the July 1 SB 79 qualifying transit stop map and defer any inclusion until the project reaches a sufficient level of certainty and affected communities have had a meaningful opportunity to utilize the TODAP planning process that SB 79 expressly preserves.
150.	2026-07-01	Clay Crosby	West Hollywood Resident	Respectfully urge SCAG to remove the proposed K Line Northern Extension (KNE) subway stations in West Hollywood from the July 1 SB 79 qualifying transit stop map.
151.	2026-07-01	Theadora Trindle	Los Angeles City Planning Department	Technical feedback on the revised regional map and its associated methodology.
152.	2026-07-01	Stephanie J. Harker	West Hollywood Resident	Respectfully urge the Regional SCAG to remove the proposed K Line Northern Extension stations in West Hollywood from the July 1 SB 79 qualifying transit stop map and defer any inclusion until the project reaches a sufficient level of certainty and the affected communities have had a meaningful opportunity to utilize the TODAP planning process
153.	2026-07-01	Garry Bormet	West Hollywood Resident	Respectfully ask that SCAG remove the proposed from the SB 79 qualifying transit stop map that is scheduled for approval this week.

Maggie Aguilar

From: Irma Huitron <ihuitron@downeyca.org>
Sent: Wednesday, June 24, 2026 3:12 PM
To: SB79
Cc: Maggie Aguilar; Roger Bradley; Vaniah De Rojas
Subject: Subject: City of Downey Comment Letter for Consideration - SB 79
Attachments: 06-24-2026_Downey_SB79_SCAG_Maps_Methodology_Comment_Letter.pdf

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Subject: City of Downey Comment Letter for Consideration - SB 79

Dear Regional Council Members,

Attached for your consideration is the City of Downey's comment letter regarding the SCAG Draft SB 79 Mapping Approach and Methodology.

The City respectfully submits this letter for consideration by the Regional Council, SCAG staff, and any responsible reviewing bodies as part of the evaluation and finalization of the methodology and associated mapping process.

Thank you for your consideration of the City's comments and recommendations.

Sincerely,

Irma Huitron

Director of Community Development



11111 Brookshire Avenue | Downey, CA 90241

(562) 904-7151

ihuitron@downeyca.org

www.downeyca.org



New City Hall Hours Effective July 6, 2026:

Monday–Thursday | 7:00 a.m. – 6:00 p.m.

Friday | Closed

For more information, [click here](#).

From: Elizabeth Carvajal <sb79@scag.ca.gov>
Sent: Thursday, June 4, 2026 3:00 PM
To: Melani Smith <msmith@gatewaycog.org>
Subject: SCAG's SB 79 TOD Map – Upcoming Information Session



Dear Stakeholder,

I am writing with an update on SCAG's work under [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.

Earlier this week, SCAG published the [preliminary draft SB 79 map](#) based on its [approach and methodology](#) to SB 79 mapping published on May 22. The methodology document outlines SCAG's approach to the SB 79 mapping requirement based on the statute and "[SB 79 Advisory Clarifications on Definitions for Metropolitan Planning Organizations](#)." SCAG's map is specific to Los Angeles County because it is the only urban transit county in the SCAG region at this time, so SCAG is focusing communication to Los Angeles County jurisdictions and transit agencies where eligible SB 79 TOD stops are located.

The approach and methodology was discussed on June 4 by the Community, Economic, and Human Development Committee, which recommended that the

Regional Council approve the Senate Bill 79 approach and methodology subject to revisions, technical corrections, or clarifications identified by staff during the review period, provided that any material changes to the approach and methodology are presented to the Regional Council for consideration at the July 2 meeting.

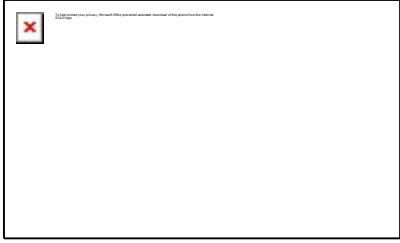
SCAG will address any corrections to the map by the statutory deadline of July 1, and publish the final methodology upon Regional Council action on July 2. Please report any errors on the map to SCAG staff by emailing sb79@scag.ca.gov with documentation by June 12.

An information session on the SB 79 mapping effort will be held June 9 at 2 - 3:30 p.m. This meeting is intended for impacted Los Angeles County jurisdiction staff and transit operators to walk through the methodology and confirm the data used for the map. Please register for this information session at the following link:

[Register for Information Session](#)

Following the information session, SCAG staff will be available to meet with stakeholders from impacted areas and answer any further questions during office hours. SCAG will publish the final SB 79 map on its website.

Our team can be contacted at sb79@scag.ca.gov with any questions about the upcoming information sessions or timeline.



900 Wilshire Blvd., Ste. 1700
Los Angeles, CA 90017
(213) 236-1800 | scag.ca.gov

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Association of Governments

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City of Downey

Sent Via Email to: sb79@scag.ca.gov
Copy to: aguilarm@scag.ca.gov

June 24, 2026

Southern California Association of Governments (SCAG)
900 Wilshire Boulevard, Suite 1700
Los Angeles, CA 90017

RE: Comments on Draft SB 79 Mapping Approach and Methodology

Dear SCAG Staff:

The City of Downey appreciates the opportunity to review and comment on SCAG's Draft SB 79 Mapping Approach and Methodology dated May 22, 2026 and the associated published draft maps. We recognize the significant effort undertaken by SCAG to develop a consistent regional mapping framework for implementation of Senate Bill 79.

The City recognizes the important role that transit-oriented housing can play in advancing state housing goals, increasing housing opportunities, and supporting investments in public transportation. The City's comments are not intended to reduce housing opportunities in areas planned for transit-oriented growth, including areas designated for higher-density residential and mixed-use development through adopted local plans. Rather, the City's comments are focused on ensuring that the mapping methodology accurately reflects the requirements of SB 79.

While the City supports the objective of providing transparency and predictability regarding SB 79 implementation, we are concerned that several aspects of the proposed methodology and associated maps extend beyond the statutory language of SB 79 and may result in the unintended expansion of Transit-Oriented Development (TOD) zones and associated development rights.

1. Expansion of TOD Eligibility to Entire Parcels Intersected by a TOD Buffer

The methodology states that if a zone buffer intersects a parcel, the entire parcel shall be considered within the zone for development under SB 79.

The City is concerned that this interpretation extends beyond the language of SB 79. The statute establishes distance-based eligibility criteria measured from a transit stop or pedestrian access point. However, the methodology appears to convert a distance-

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PARKS & RECREATION
7850 QUILL DR.
DOWNEY, CALIFORNIA
90242
562-904-7238

UTILITIES DIVISION
9252 STEWART & GRAY RD.
DOWNEY, CALIFORNIA
90241-7016
562-904-7202

MAINTENANCE SERVICES
12324 BELLFLOWER BLVE
DOWNEY, CALIFORNIA
90242
562-904-7194

based standard into a parcel-based standard by extending eligibility to portions of a property that may be located well beyond the applicable distance threshold.

This approach could significantly expand the number and size of eligible sites. In practice, a parcel may become fully subject to SB 79 despite only a small portion of the property being located within the mapped radius.

The City requests that SCAG identify the statutory authority supporting this interpretation or alternatively revise the methodology and draft maps to align with the framework established by SB 79.

2. Lack of Quantitative Analysis of Methodological Assumptions

The City is concerned that the methodology does not quantify the practical impacts of several key interpretive decisions, including but not limited to:

- Application of TOD eligibility to entire parcels intersected by a TOD buffer;
- Treatment of shared-use bus lanes as dedicated transit facilities; and
- Other assumptions that may expand the geographic extent of TOD zones.

Because the resulting map carries a rebuttable presumption of validity and may directly affect local land use authority, jurisdictions should have a clear understanding of how these methodological decisions influence the amount of land, number of parcels, and development capacity subject to SB 79.

The City respectfully requests that SCAG prepare a sensitivity analysis quantifying the effects of these assumptions, including acreage, parcel counts, and geographic areas added through each methodological choice. Such information would allow local agencies and stakeholders to better understand the implications of the mapping approach and provide informed comments before adoption of the final map.

The City also requests that the analysis identify the extent to which these assumptions affect established residential neighborhoods and areas designated for future growth so that jurisdictions can better understand where additional development potential is being created and how those effects are distributed throughout the community.

3. Broad Interpretation of Dedicated Bus Lanes

The City requests that SCAG identify all existing and planned bus facilities anticipated to qualify as TOD stops under this interpretation and provide the basis for their inclusion. This information would assist jurisdictions in understanding the geographic implications of the methodology and evaluating potential future effects on TOD eligibility. For communities such as Downey, where future transit improvements may occur along major commercial corridors, advance identification of qualifying facilities is

important to understanding potential land use implications and ensuring that local planning efforts can appropriately respond to future TOD eligibility areas.

4. Reliance on HCD Clarifications

The City appreciates SCAG's transparency in identifying distinctions between the statutory language and HCD advisory guidance and recognizes the challenges associated with implementing new legislation. To support consistent and predictable application across the region, the City requests that SCAG clearly distinguish between statutory requirements and advisory interpretations in the development of the final map and allow local jurisdictions the opportunity to determine which approach is most appropriate for local implementation.

5. Mapping of Planned Transit Projects Prior to Revenue Service

To promote transparency and predictability, the City requests that SCAG clearly identify planned TOD stops and distinguish them from operational transit facilities within the mapping platform and supporting documentation. The City also requests that SCAG establish a process for updating mapped transit facilities as project scopes, station locations, or implementation schedules change over time.

6. Annual Map Updates

The methodology provides that SCAG will update the SB 79 map annually to reflect changes in transit service, environmental clearance of transit projects, and transportation funding commitments.

Given the significant land use implications associated with the SB 79 map, the City requests that SCAG establish a formal process for notifying affected jurisdictions, providing draft mapping updates for review, and offering local agencies an opportunity to verify data and identify potential mapping issues before updates are finalized. This process would help promote transparency, accuracy, and consistency in implementation.

We appreciate SCAG's efforts to develop a transparent and consistent implementation framework and look forward to continuing to participate in this process. Please contact me with any questions via email at ihuitron@downeyca.org or 562-904-7151.

Sincerely,



Irma Huitron
Director of Community Development

cc: Roger Bradley, City Manager
Vaniah De Rojas, Assistant City Manager

Maggie Aguilar

From: peterchung4@everyactioncustom.com on behalf of Peter Chung <peterchung4@everyactioncustom.com>
Sent: Saturday, June 27, 2026 8:05 AM
To: ePublic Comment Group
Subject: Faithfully Implement SB 79, Support with Amendments (Action Item 1)

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Dear SCAG Public Comment,

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I urge you to SUPPORT WITH AMENDMENTS staff's recommendation that your Regional Council approve the updated Senate Bill 79 Approach and Methodology. The current methodology represents considerable improvement over an earlier draft, released May 22. The document, as currently drafted, mostly follows the intent of the law outlined by SB 79, the Abundant and Affordable Homes Near Transit Act, signed into law by Gov. Gavin Newsom last year. And generally, this direction will reduce legal exposure both to SCAG, as a metropolitan planning organization, and to the cities it represents. But unfortunately, in that same spirit several important omissions and inconsistencies remain that would present meaningful issues, unless addressed. In solidarity with Abundant Housing LA and other advocates, I ask that you direct staff to make the following amendments:

1. Clearly state that the station areas around the Burbank and Glendale train station areas qualify under SB 79. SCAG's map for these stations already highlights that SCAG's own findings contradict guidance from the Department of Housing and Community Development (HCD) and invites cities to make their own determinations. Introducing this level of uncertainty is as ridiculous as it is risky. The State has made it clear that SB 79 applies at commuter rail stations with a frequency of 48 trains or more. These particular stops meet this threshold.

2. Include the missing stations on Metrolink's San Bernardino Line. The updated methodology correctly adds stations for Covina and Cal State LA based on them meeting the 48-trains threshold for service within the last three years, but not El Monte and Baldwin Park, both of which meet that same criteria. Please resolve this discrepancy by clarifying that SB 79 applies uniformly across all four of these stations.

3. Include the missing Vermont/120th Station, which meets the criteria under SB 79, as do other rapid transit stops serving bus route 754, which are already correctly included in the map and methodology.

4. Include all stops along the J Line that have a dedicated lane of any length, contiguous to an HOV lane. The updated criteria in the methodology specifies that these stations qualify for SB 79, as the dedicated lane segments do not need to be “continuous between stops.”

To reiterate, I support staff recommendations with needed amendments. In order to comply with state housing law, SCAG must follow HCD guidance and make the above modifications. Thank you for your attention to these matters.

Sincerely,
Peter Chung
825 S Hill St Apt 3512 Los Angeles, CA 90014-3368
peterchung4@gmail.com

Maggie Aguilar

From: starrison1@everyactioncustom.com on behalf of Angela Vanthaneeyakul <starrison1@everyactioncustom.com>
Sent: Saturday, June 27, 2026 8:07 AM
To: ePublic Comment Group
Subject: Faithfully Implement SB 79, Support with Amendments (Action Item 1)

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To reiterate, I support staff recommendations with needed amendments. In order to comply with state housing law, SCAG must follow HCD guidance and make the above modifications. Thank you for your attention to these matters.

Sincerely,
Angela Vanthaneeyakul
1029 S 5th Ave Arcadia, CA 91006-4331
starrison1@gmail.com

Maggie Aguilar

From: brett.hollenbeck@everyactioncustom.com on behalf of Brett Hollenbeck
<brett.hollenbeck@everyactioncustom.com>
Sent: Saturday, June 27, 2026 8:09 AM
To: ePublic Comment Group
Subject: Faithfully Implement SB 79, Support with Amendments (Action Item 1)

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Sincerely,
Brett Hollenbeck
4431 Purdue Ave Los Angeles, CA 90230-5155
brett.hollenbeck@gmail.com

Maggie Aguilar

From: jason.ostrander@everyactioncustom.com on behalf of Jason Ostrander
<jason.ostrander@everyactioncustom.com>
Sent: Saturday, June 27, 2026 8:11 AM
To: ePublic Comment Group
Subject: Faithfully Implement SB 79, Support with Amendments (Action Item 1)

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Sincerely,
Jason Ostrander
16 Glenhurst Irvine, CA 92604-3727
jason.ostrander@gmail.com

Maggie Aguilar

From: henryvanmoyland@everyactioncustom.com on behalf of Henry van Moyland <henryvanmoyland@everyactioncustom.com>
Sent: Saturday, June 27, 2026 8:12 AM
To: ePublic Comment Group
Subject: Faithfully Implement SB 79, Support with Amendments (Action Item 1)

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Sincerely,
Henry van Moyland
546 S Curson Ave Los Angeles, CA 90036-3253
henryvanmoyland@gmail.com

Maggie Aguilar

From: leifallmeroth@everyactioncustom.com on behalf of Leif Allmeroth
<leifallmeroth@everyactioncustom.com>
Sent: Saturday, June 27, 2026 8:15 AM
To: ePublic Comment Group
Subject: Faithfully Implement SB 79, Support with Amendments (Action Item 1)

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Sincerely,

Leif Allmeroth

31201 Paseo Crucero San Juan Capistrano, CA 92675-5399

leifallmeroth@gmail.com

Maggie Aguilar

From: CAliciaMiles@everyactioncustom.com on behalf of Courtney Miles
<CAliciaMiles@everyactioncustom.com>
Sent: Saturday, June 27, 2026 8:21 AM
To: ePublic Comment Group
Subject: Faithfully Implement SB 79, Support with Amendments (Action Item 1)

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To reiterate, I support staff recommendations with needed amendments. In order to comply with state housing law, SCAG must follow HCD guidance and make the above modifications. Thank you for your attention to these matters.

Sincerely,
Courtney Miles
13620 Casimir Ave Gardena, CA 90249-2325
CAliciaMiles@gmail.com

Maggie Aguilar

From: iclundy@everyactioncustom.com on behalf of Ian Lundy
<iclundy@everyactioncustom.com>
Sent: Saturday, June 27, 2026 8:24 AM
To: ePublic Comment Group
Subject: Faithfully Implement SB 79, Support with Amendments (Action Item 1)

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Dear SCAG Public Comment,

As a southern California resident, I write to you in support of faithfully implementing state law and allowing housing near high-quality rapid transit. That is why I applaud SCAG staff's work to update their methodology for SB 79 maps, which will have major implications for future transit-oriented homes, but the framework is frankly not yet done.

I urge you to SUPPORT WITH AMENDMENTS staff's recommendation that your Regional Council approve the updated Senate Bill 79 Approach and Methodology. The current methodology represents considerable improvement over an earlier draft, released May 22. The document, as currently drafted, mostly follows the intent of the law outlined by SB 79, the Abundant and Affordable Homes Near Transit Act, signed into law by Gov. Gavin Newsom last year. And generally, this direction will reduce legal exposure both to SCAG, as a metropolitan planning organization, and to the cities it represents. But unfortunately, in that same spirit several important omissions and inconsistencies remain that would present meaningful issues, unless addressed. In solidarity with Abundant Housing LA and other advocates, I ask that you direct staff to make the following amendments:

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To reiterate, I support staff recommendations with needed amendments. In order to comply with state housing law, SCAG must follow HCD guidance and make the above modifications. Thank you for your attention to these matters.

Sincerely,
Ian Lundy
1838 Pandora Ave Los Angeles, CA 90025-6179
iclundy@gmail.com

Maggie Aguilar

From: courtneyedavis@everyactioncustom.com on behalf of Courtney Davis
<courtneyedavis@everyactioncustom.com>
Sent: Saturday, June 27, 2026 8:29 AM
To: ePublic Comment Group
Subject: Faithfully Implement SB 79, Support with Amendments (Action Item 1)

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To reiterate, I support staff recommendations with needed amendments. In order to comply with state housing law, SCAG must follow HCD guidance and make the above modifications. Thank you for your attention to these matters.

Sincerely,
Courtney Davis
1174 Oneonta Dr Los Angeles, CA 90065-4264
courtneyedavis@gmail.com

Maggie Aguilar

From: darvalconnect@everyactioncustom.com on behalf of Darlene Valle
<darvalconnect@everyactioncustom.com>
Sent: Saturday, June 27, 2026 8:32 AM
To: ePublic Comment Group
Subject: Faithfully Implement SB 79, Support with Amendments (Action Item 1)

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Sincerely,
Darlene Valle
5920 Graciosa Dr Los Angeles, CA 90068-3031
darvalconnect@gmail.com

Maggie Aguilar

From: dgcg2@everyactioncustom.com on behalf of Carolina Goodman <dgcg2@everyactioncustom.com>
Sent: Saturday, June 27, 2026 8:36 AM
To: ePublic Comment Group
Subject: Faithfully Implement SB 79, Support with Amendments (Action Item 1)

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To reiterate, I support staff recommendations with needed amendments. In order to comply with state housing law, SCAG must follow HCD guidance and make the above modifications. Thank you for your attention to these matters.

Sincerely,
Carolina Goodman
13938 Cumpston St Sherman Oaks, CA 91401-5741
dgcg2@sbcglobal.net

Maggie Aguilar

From: will@everyactioncustom.com on behalf of Will Wright <will@everyactioncustom.com>
Sent: Saturday, June 27, 2026 8:42 AM
To: ePublic Comment Group
Subject: Faithfully Implement SB 79, Support with Amendments (Action Item 1)

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Dear SCAG Public Comment,

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Sincerely,
Will Wright
4450 W Adams Blvd Los Angeles, CA 90016-3081
will@aialosangeles.org

Maggie Aguilar

From: pmoorman@everyactioncustom.com on behalf of Paul Moorman
<pmoorman@everyactioncustom.com>
Sent: Saturday, June 27, 2026 8:43 AM
To: ePublic Comment Group
Subject: Faithfully Implement SB 79, Support with Amendments (Action Item 1)

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Sincerely,
Paul Moorman
1210 N Flores St West Hollywood, CA 90069-2913
pmoorman@illinoisalumni.org

Maggie Aguilar

From: andy@everyactioncustom.com on behalf of Andy Freeland
<andy@everyactioncustom.com>
Sent: Saturday, June 27, 2026 8:48 AM
To: ePublic Comment Group
Subject: Faithfully Implement SB 79, Support with Amendments (Action Item 1)

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Sincerely,
Andy Freeland
901 S Flower St Los Angeles, CA 90015-2295
andy@andyfreeland.net

Maggie Aguilar

From: nadair05@everyactioncustom.com on behalf of Nathan Adair <nadair05@everyactioncustom.com>
Sent: Saturday, June 27, 2026 9:04 AM
To: ePublic Comment Group
Subject: Faithfully Implement SB 79, Support with Amendments (Action Item 1)

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Sincerely,
Nathan Adair
230 Bethany Rd Burbank, CA 91504-4247
nadair05@gmail.com

Maggie Aguilar

From: dhalgrn@everyactioncustom.com on behalf of Marc Silverman
<dhalgrn@everyactioncustom.com>
Sent: Saturday, June 27, 2026 9:05 AM
To: ePublic Comment Group
Subject: Faithfully Implement SB 79, Support with Amendments (Action Item 1)

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Sincerely,
Marc Silverman
6030 Graciosa Dr Los Angeles, CA 90068-3071
dhalgrn@pacbell.net

Maggie Aguilar

From: noah.a.schechter@everyactioncustom.com on behalf of Noah Schechter
<noah.a.schechter@everyactioncustom.com>
Sent: Saturday, June 27, 2026 9:12 AM
To: ePublic Comment Group
Subject: Faithfully Implement SB 79, Support with Amendments (Action Item 1)

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Sincerely,
Noah Schechter
1926 6th Ave Los Angeles, CA 90018-1124
noah.a.schechter@gmail.com

Maggie Aguilar

From: rjulio007@everyactioncustom.com on behalf of Julio Rodriguez <rjulio007@everyactioncustom.com>
Sent: Saturday, June 27, 2026 9:27 AM
To: ePublic Comment Group
Subject: Faithfully Implement SB 79, Support with Amendments (Action Item 1)

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Sincerely,
Julio Rodriguez
13870 Weidner St Pacoima, CA 91331-3570
rjulio007@gmail.com

Maggie Aguilar

From: stephorwitz@everyactioncustom.com on behalf of Stephanie Horwitz
<stephorwitz@everyactioncustom.com>
Sent: Saturday, June 27, 2026 9:27 AM
To: ePublic Comment Group
Subject: Faithfully Implement SB 79, Support with Amendments (Action Item 1)

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Dear SCAG Public Comment,

As a southern California resident, I write to you in support of faithfully implementing state law and allowing housing near high-quality rapid transit. That is why I applaud SCAG staff's work to update their methodology for SB 79 maps, which will have major implications for future transit-oriented homes, but the framework is frankly not yet done.

I urge you to SUPPORT WITH AMENDMENTS staff's recommendation that your Regional Council approve the updated Senate Bill 79 Approach and Methodology. The current methodology represents considerable improvement over an earlier draft, released May 22. The document, as currently drafted, mostly follows the intent of the law outlined by SB 79, the Abundant and Affordable Homes Near Transit Act, signed into law by Gov. Gavin Newsom last year. And generally, this direction will reduce legal exposure both to SCAG, as a metropolitan planning organization, and to the cities it represents. But unfortunately, in that same spirit several important omissions and inconsistencies remain that would present meaningful issues, unless addressed. In solidarity with Abundant Housing LA and other advocates, I ask that you direct staff to make the following amendments:

1. Clearly state that the station areas around the Burbank and Glendale train station areas qualify under SB 79. SCAG's map for these stations already highlights that SCAG's own findings contradict guidance from the Department of Housing and Community Development (HCD) and invites cities to make their own determinations. Introducing this level of uncertainty is as ridiculous as it is risky. The State has made it clear that SB 79 applies at commuter rail stations with a frequency of 48 trains or more. These particular stops meet this threshold.

2. Include the missing stations on Metrolink's San Bernardino Line. The updated methodology correctly adds stations for Covina and Cal State LA based on them meeting the 48-trains threshold for service within the last three years, but not El Monte and Baldwin Park, both of which meet that same criteria. Please resolve this discrepancy by clarifying that SB 79 applies uniformly across all four of these stations.

3. Include the missing Vermont/120th Station, which meets the criteria under SB 79, as do other rapid transit stops serving bus route 754, which are already correctly included in the map and methodology.

4. Include all stops along the J Line that have a dedicated lane of any length, contiguous to an HOV lane. The updated criteria in the methodology specifies that these stations qualify for SB 79, as the dedicated lane segments do not need to be “continuous between stops.”

To reiterate, I support staff recommendations with needed amendments. In order to comply with state housing law, SCAG must follow HCD guidance and make the above modifications. Thank you for your attention to these matters.

Sincerely,
Stephanie Horwitz
1527 W 66th St Los Angeles, CA 90047-2013
stephorwitz@gmail.com

Maggie Aguilar

From: rubinryand@everyactioncustom.com on behalf of Ryan Rubin
<rubinryand@everyactioncustom.com>
Sent: Saturday, June 27, 2026 9:41 AM
To: ePublic Comment Group
Subject: Faithfully Implement SB 79, Support with Amendments (Action Item 1)

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Dear SCAG Public Comment,

As a southern California resident, I write to you in support of faithfully implementing state law and allowing housing near high-quality rapid transit. That is why I applaud SCAG staff's work to update their methodology for SB 79 maps, which will have major implications for future transit-oriented homes, but the framework is frankly not yet done.

I urge you to SUPPORT WITH AMENDMENTS staff's recommendation that your Regional Council approve the updated Senate Bill 79 Approach and Methodology. The current methodology represents considerable improvement over an earlier draft, released May 22. The document, as currently drafted, mostly follows the intent of the law outlined by SB 79, the Abundant and Affordable Homes Near Transit Act, signed into law by Gov. Gavin Newsom last year. And generally, this direction will reduce legal exposure both to SCAG, as a metropolitan planning organization, and to the cities it represents. But unfortunately, in that same spirit several important omissions and inconsistencies remain that would present meaningful issues, unless addressed. In solidarity with Abundant Housing LA and other advocates, I ask that you direct staff to make the following amendments:

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4. Include all stops along the J Line that have a dedicated lane of any length, contiguous to an HOV lane. The updated criteria in the methodology specifies that these stations qualify for SB 79, as the dedicated lane segments do not need to be “continuous between stops.”

To reiterate, I support staff recommendations with needed amendments. In order to comply with state housing law, SCAG must follow HCD guidance and make the above modifications. Thank you for your attention to these matters.

Sincerely,
Ryan Rubin
784 Terrace 49 Los Angeles, CA 90042-3135
rubinryand@gmail.com

Maggie Aguilar

From: boyonabike62@everyactioncustom.com on behalf of John Lloyd <boyonabike62@everyactioncustom.com>
Sent: Saturday, June 27, 2026 9:44 AM
To: ePublic Comment Group
Subject: Faithfully Implement SB 79, Support with Amendments (Action Item 1)

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3. Include the missing Vermont/120th Station, which meets the criteria under SB 79, as do other rapid transit stops serving bus route 754, which are already correctly included in the map and methodology.

4. Include all stops along the J Line that have a dedicated lane of any length, contiguous to an HOV lane. The updated criteria in the methodology specifies that these stations qualify for SB 79, as the dedicated lane segments do not need to be “continuous between stops.”

To reiterate, I support staff recommendations with needed amendments. In order to comply with state housing law, SCAG must follow HCD guidance and make the above modifications. Thank you for your attention to these matters.

Sincerely,
John Lloyd
515 E Laurel Ave Sierra Madre, CA 91024-2024
boyonabike62@gmail.com

Maggie Aguilar

From: bridget.underwood@everyactioncustom.com on behalf of Bridget Underwood
<bridget.underwood@everyactioncustom.com>
Sent: Saturday, June 27, 2026 9:50 AM
To: ePublic Comment Group
Subject: Faithfully Implement SB 79, Support with Amendments (Action Item 1)

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Dear SCAG Public Comment,

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4. Include all stops along the J Line that have a dedicated lane of any length, contiguous to an HOV lane. The updated criteria in the methodology specifies that these stations qualify for SB 79, as the dedicated lane segments do not need to be “continuous between stops.”

To reiterate, I support staff recommendations with needed amendments. In order to comply with state housing law, SCAG must follow HCD guidance and make the above modifications. Thank you for your attention to these matters.

Sincerely,
Bridget Underwood
725 E Santa Anita Ave Apt C Burbank, CA 91501-2964
bridget.underwood@gmail.com

Maggie Aguilar

From: wintersarchitect@everyactioncustom.com on behalf of Patrick Winters
<wintersarchitect@everyactioncustom.com>
Sent: Saturday, June 27, 2026 9:54 AM
To: ePublic Comment Group
Subject: Faithfully Implement SB 79, Support with Amendments (Action Item 1)

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Dear SCAG Public Comment,

As a southern California resident, I write to you in support of faithfully implementing state law and allowing housing near high-quality rapid transit. That is why I applaud SCAG staff's work to update their methodology for SB 79 maps, which will have major implications for future transit-oriented homes, but the framework is frankly not yet done.

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4. Include all stops along the J Line that have a dedicated lane of any length, contiguous to an HOV lane. The updated criteria in the methodology specifies that these stations qualify for SB 79, as the dedicated lane segments do not need to be “continuous between stops.”

To reiterate, I support staff recommendations with needed amendments. In order to comply with state housing law, SCAG must follow HCD guidance and make the above modifications. Thank you for your attention to these matters.

Sincerely,
Patrick Winters
11410 Biona Dr Los Angeles, CA 90066-3308
wintersarchitect@gmail.com

Maggie Aguilar

From: mcns.777@everyactioncustom.com on behalf of Mariana Mellor <mcns.777@everyactioncustom.com>
Sent: Saturday, June 27, 2026 9:57 AM
To: ePublic Comment Group
Subject: Faithfully Implement SB 79, Support with Amendments (Action Item 1)

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Dear SCAG Public Comment,

We have advanced tremendously technologically, but fallen behind in construction laws that are needed to benefit families.

As a southern California resident, I write to you in support of faithfully implementing state law and allowing housing near high-quality rapid transit. That is why I applaud SCAG staff's work to update their methodology for SB 79 maps, which will have major implications for future transit-oriented homes, but the framework is frankly not yet done.

I urge you to SUPPORT WITH AMENDMENTS staff's recommendation that your Regional Council approve the updated Senate Bill 79 Approach and Methodology. The current methodology represents considerable improvement over an earlier draft, released May 22. The document, as currently drafted, mostly follows the intent of the law outlined by SB 79, the Abundant and Affordable Homes Near Transit Act, signed into law by Gov. Gavin Newsom last year. And generally, this direction will reduce legal exposure both to SCAG, as a metropolitan planning organization, and to the cities it represents. But unfortunately, in that same spirit several important omissions and inconsistencies remain that would present meaningful issues, unless addressed. In solidarity with Abundant Housing LA and other advocates, I ask that you direct staff to make the following amendments:

1. Clearly state that the station areas around the Burbank and Glendale train station areas qualify under SB 79. SCAG's map for these stations already highlights that SCAG's own findings contradict guidance from the Department of Housing and Community Development (HCD) and invites cities to make their own determinations. Introducing this level of uncertainty is as ridiculous as it is risky. The State has made it clear that SB 79 applies at commuter rail stations with a frequency of 48 trains or more. These particular stops meet this threshold.

2. Include the missing stations on Metrolink's San Bernardino Line. The updated methodology correctly adds stations for Covina and Cal State LA based on them meeting the 48-trains threshold for service within the last three years, but not El Monte and Baldwin Park, both of which meet that same criteria. Please resolve this discrepancy by clarifying that SB 79 applies uniformly across all four of these stations.

3. Include the missing Vermont/120th Station, which meets the criteria under SB 79, as do other rapid transit stops serving bus route 754, which are already correctly included in the map and methodology.

4. Include all stops along the J Line that have a dedicated lane of any length, contiguous to an HOV lane. The updated criteria in the methodology specifies that these stations qualify for SB 79, as the dedicated lane segments do not need to be “continuous between stops.”

To reiterate, I support staff recommendations with needed amendments. In order to comply with state housing law, SCAG must follow HCD guidance and make the above modifications. Thank you for your attention to these matters.

Sincerely,
Mariana Mellor
768 Tuolumne Ave Thousand Oaks, CA 91360-4250
mcns.777@gmail.com

Maggie Aguilar

From: jgoldmanca@everyactioncustom.com on behalf of Joe Goldman
<jgoldmanca@everyactioncustom.com>
Sent: Saturday, June 27, 2026 10:08 AM
To: ePublic Comment Group
Subject: Faithfully Implement SB 79, Support with Amendments (Action Item 1)

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Dear SCAG Public Comment,

As a southern California resident, I write to you in support of faithfully implementing state law and allowing housing near high-quality rapid transit. That is why I applaud SCAG staff's work to update their methodology for SB 79 maps, which will have major implications for future transit-oriented homes, but the framework is frankly not yet done.

I urge you to SUPPORT WITH AMENDMENTS staff's recommendation that your Regional Council approve the updated Senate Bill 79 Approach and Methodology. The current methodology represents considerable improvement over an earlier draft, released May 22. The document, as currently drafted, mostly follows the intent of the law outlined by SB 79, the Abundant and Affordable Homes Near Transit Act, signed into law by Gov. Gavin Newsom last year. And generally, this direction will reduce legal exposure both to SCAG, as a metropolitan planning organization, and to the cities it represents. But unfortunately, in that same spirit several important omissions and inconsistencies remain that would present meaningful issues, unless addressed. In solidarity with Abundant Housing LA and other advocates, I ask that you direct staff to make the following amendments:

1. Clearly state that the station areas around the Burbank and Glendale train station areas qualify under SB 79. SCAG's map for these stations already highlights that SCAG's own findings contradict guidance from the Department of Housing and Community Development (HCD) and invites cities to make their own determinations. Introducing this level of uncertainty is as ridiculous as it is risky. The State has made it clear that SB 79 applies at commuter rail stations with a frequency of 48 trains or more. These particular stops meet this threshold.

2. Include the missing stations on Metrolink's San Bernardino Line. The updated methodology correctly adds stations for Covina and Cal State LA based on them meeting the 48-trains threshold for service within the last three years, but not El Monte and Baldwin Park, both of which meet that same criteria. Please resolve this discrepancy by clarifying that SB 79 applies uniformly across all four of these stations.

3. Include the missing Vermont/120th Station, which meets the criteria under SB 79, as do other rapid transit stops serving bus route 754, which are already correctly included in the map and methodology.

4. Include all stops along the J Line that have a dedicated lane of any length, contiguous to an HOV lane. The updated criteria in the methodology specifies that these stations qualify for SB 79, as the dedicated lane segments do not need to be “continuous between stops.”

To reiterate, I support staff recommendations with needed amendments. In order to comply with state housing law, SCAG must follow HCD guidance and make the above modifications. Thank you for your attention to these matters.

Sincerely,
Joe Goldman
11733 Montana Ave Los Angeles, CA 90049-4792
jgoldmanca@gmail.com

Maggie Aguilar

From: Delao2314@everyactioncustom.com on behalf of Fernanda De La O <Delao2314@everyactioncustom.com>
Sent: Saturday, June 27, 2026 10:21 AM
To: ePublic Comment Group
Subject: Faithfully Implement SB 79, Support with Amendments (Action Item 1)

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Dear SCAG Public Comment,

Housing near high-quality transit makes transit more viable while expanding opportunity for people who have been disadvantaged by our car-dependent transportation system. Transit-oriented housing helps children, older adults, people with disabilities, and households for whom car ownership is a significant financial burden lead more connected, active, and independent lives.

As a Southern California resident, I strongly support faithfully implementing SB 79, the Abundant and Affordable Homes Near Transit Act. I appreciate SCAG staff's work to update the methodology that will determine where the law applies and shape future transit-oriented housing across the region.

The revised methodology is a significant improvement over the May 22 draft and largely reflects both the intent of SB 79 and guidance from the Department of Housing and Community Development (HCD). It also reduces legal risk for both SCAG and the cities it represents. However, several important omissions and inconsistencies remain. I therefore urge you to support staff's recommendation with amendments to ensure the methodology fully and consistently implements state law.

In solidarity with Abundant Housing LA and other housing advocates, I ask that you direct staff to make the following changes:

1. Clarify that the Burbank and Glendale station areas qualify under SB 79. SCAG's maps acknowledge that these stations meet the service threshold while simultaneously inviting cities to make their own determinations because of a perceived conflict with HCD guidance. This unnecessary ambiguity creates confusion and legal risk. HCD has made clear that commuter rail stations with service frequencies of at least 48 trains qualify under SB 79, and both stations meet that threshold.
2. Include the missing stations on Metrolink's San Bernardino Line. The updated methodology correctly adds Covina and Cal State LA because they have met the 48-train threshold within the past three years. El Monte and Baldwin Park also satisfy that same criterion and should be included so the law is applied consistently across all four stations.
3. Include Vermont/120th Station. This station meets SB 79's eligibility criteria, as do the other rapid transit stops served by Metro Rapid Line 754 that are already correctly included.
4. Include all qualifying stations along the J Line. The updated methodology correctly recognizes that stations with dedicated bus lanes of any length contiguous to an HOV lane qualify under SB 79, and that dedicated lane segments need not be continuous between stops. The maps should therefore include every station that meets this standard.

I support the staff recommendation with these amendments. By making these revisions, SCAG will faithfully implement SB 79, remain consistent with HCD guidance, and provide local jurisdictions with the clarity they need to comply with state law.

Thank you for your time and consideration.

Sincerely,
Fernanda De La O
601 W 1st St Claremont, CA 91711-4548
Delao2314@gmail.com

Maggie Aguilar

From: isaiahthehun@everyactioncustom.com on behalf of Isaiah Romero
<isaiahthehun@everyactioncustom.com>
Sent: Saturday, June 27, 2026 10:34 AM
To: ePublic Comment Group
Subject: Faithfully Implement SB 79, Support with Amendments (Action Item 1)

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Dear SCAG Public Comment,

As a southern California resident, I write to you in support of faithfully implementing state law and allowing housing near high-quality rapid transit. That is why I applaud SCAG staff's work to update their methodology for SB 79 maps, which will have major implications for future transit-oriented homes, but the framework is frankly not yet done.

I urge you to SUPPORT WITH AMENDMENTS staff's recommendation that your Regional Council approve the updated Senate Bill 79 Approach and Methodology. The current methodology represents considerable improvement over an earlier draft, released May 22. The document, as currently drafted, mostly follows the intent of the law outlined by SB 79, the Abundant and Affordable Homes Near Transit Act, signed into law by Gov. Gavin Newsom last year. And generally, this direction will reduce legal exposure both to SCAG, as a metropolitan planning organization, and to the cities it represents. But unfortunately, in that same spirit several important omissions and inconsistencies remain that would present meaningful issues, unless addressed. In solidarity with Abundant Housing LA and other advocates, I ask that you direct staff to make the following amendments:

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To reiterate, I support staff recommendations with needed amendments. In order to comply with state housing law, SCAG must follow HCD guidance and make the above modifications. Thank you for your attention to these matters.

Sincerely,
Isaiah Romero
1100 E Victoria Ave Carson, CA 90746-1604
isaiahthehun@gmail.com

Maggie Aguilar

From: davidt964@everyactioncustom.com on behalf of David Tran <davidt964@everyactioncustom.com>
Sent: Saturday, June 27, 2026 10:53 AM
To: ePublic Comment Group
Subject: Faithfully Implement SB 79, Support with Amendments (Action Item 1)

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Sincerely,
David Tran
8500 Browns Creek Ln Canoga Park, CA 91304-2119
davidt964@g.ucla.edu

Maggie Aguilar

From: mariekenned@everyactioncustom.com on behalf of Marie Kennedy
<mariekenned@everyactioncustom.com>
Sent: Saturday, June 27, 2026 11:12 AM
To: ePublic Comment Group
Subject: Faithfully Implement SB 79, Support with Amendments (Action Item 1)

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Dear SCAG Public Comment,

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4. Include all stops along the J Line that have a dedicated lane of any length, contiguous to an HOV lane. The updated criteria in the methodology specifies that these stations qualify for SB 79, as the dedicated lane segments do not need to be “continuous between stops.”

To reiterate, I support staff recommendations with needed amendments. In order to comply with state housing law, SCAG must follow HCD guidance and make the above modifications. Thank you for your attention to these matters.

Sincerely,
Marie Kennedy
673 Mildred Ave Venice, CA 90291-4709
mariekenned@gmail.com

Maggie Aguilar

From: gary.ray.benjamin@everyactioncustom.com on behalf of Gary Benjamin
<gary.ray.benjamin@everyactioncustom.com>
Sent: Saturday, June 27, 2026 12:02 PM
To: ePublic Comment Group
Subject: Faithfully Implement SB 79, Support with Amendments (Action Item 1)

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Dear SCAG Public Comment,

As a southern California resident, I write to you in support of faithfully implementing state law and allowing housing near high-quality rapid transit. That is why I applaud SCAG staff's work to update their methodology for SB 79 maps, which will have major implications for future transit-oriented homes, but the framework is frankly not yet done.

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To reiterate, I support staff recommendations with needed amendments. In order to comply with state housing law, SCAG must follow HCD guidance and make the above modifications. Thank you for your attention to these matters.

Sincerely,
Gary Benjamin
4321 Burns Ave Los Angeles, CA 90029-2803
gary.ray.benjamin@gmail.com

Maggie Aguilar

From: tom.lane47@everyactioncustom.com on behalf of Tom Lane <tom.lane47@everyactioncustom.com>
Sent: Saturday, June 27, 2026 12:09 PM
To: ePublic Comment Group
Subject: Faithfully Implement SB 79, Support with Amendments (Action Item 1)

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Sincerely,
Tom Lane
2739 W 234th St Torrance, CA 90505-3117
tom.lane47@gmail.com

Maggie Aguilar

From: stauffermt@everyactioncustom.com on behalf of Matt Stauffer
<stauffermt@everyactioncustom.com>
Sent: Saturday, June 27, 2026 12:24 PM
To: ePublic Comment Group
Subject: Faithfully Implement SB 79, Support with Amendments (Action Item 1)

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Sincerely,
Matt Stauffer
908 S Hobart Blvd Los Angeles, CA 90006-1273
stauffermt@gmail.com

Maggie Aguilar

From: ieithan1101@everyactioncustom.com on behalf of Eithan Itaev <ieithan1101@everyactioncustom.com>
Sent: Saturday, June 27, 2026 1:03 PM
To: ePublic Comment Group
Subject: Faithfully Implement SB 79, Support with Amendments (Action Item 1)

This Message Is From an Untrusted Sender

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Sincerely,
Eithan Itaev
5537 Greenbush Ave Sherman Oaks, CA 91401-5335
ieithan1101@gmail.com

Maggie Aguilar

From: mmike10371@everyactioncustom.com on behalf of Angelo Mike <mmike10371@everyactioncustom.com>
Sent: Saturday, June 27, 2026 1:46 PM
To: ePublic Comment Group
Subject: Faithfully Implement SB 79, Support with Amendments (Action Item 1)

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Dear SCAG Public Comment,

I see every day the results and pain of constricting the housing supply in southern California. People have to live with strangers to subsidize their meager wages into their 60s. We barely have any free time because we have to work so much to pay rent, accept low wages without complaining, and make long commutes because we can't live near where we work. Many people are like me and formerly didn't see this as a policy issue, but rather, as only a personal problem. We can't hide the evidence from all people all the time that restrictive zoning on housing benefits a few people - wealthy, predominantly white homeowners; landlords; land developers; real estate companies; all their respective lobbyists, and their investors.

As an LA resident of seven years, two of which were spent homeless, I write to you in support of faithfully implementing state law and allowing housing near high-quality rapid transit. That is why I applaud SCAG staff's work to update their methodology for SB 79 maps, which will have major implications for future transit-oriented homes, but the framework is frankly not yet done.

I urge you to SUPPORT WITH AMENDMENTS staff's recommendation that your Regional Council approve the updated Senate Bill 79 Approach and Methodology. The current methodology represents considerable improvement over an earlier draft, released May 22. The document, as currently drafted, mostly follows the intent of the law outlined by SB 79, the Abundant and Affordable Homes Near Transit Act, signed into law by Gov. Gavin Newsom last year. And generally, this direction will reduce legal exposure both to SCAG, as a metropolitan planning organization, and to the cities it represents. But unfortunately, in that same spirit several important omissions and inconsistencies remain that would present meaningful issues, unless addressed. In solidarity with Abundant Housing LA and other advocates, I ask that you direct staff to make the following amendments:

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To reiterate, I support staff recommendations with needed amendments. In order to comply with state housing law, SCAG must follow HCD guidance and make the above modifications. Thank you for your attention to these matters.

Sincerely,
Angelo Mike
2020 S Garth Ave Apt 2 Los Angeles, CA 90034-1525
mmike10371@msn.com

Maggie Aguilar

From: thomasirwin13@everyactioncustom.com on behalf of Thomas Irwin <thomasirwin13@everyactioncustom.com>
Sent: Saturday, June 27, 2026 1:57 PM
To: ePublic Comment Group
Subject: Faithfully Implement SB 79, Support with Amendments (Action Item 1)

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Sincerely,
Thomas Irwin
3449 Ellison St Los Angeles, CA 90063-1901
thomasirwin13@gmail.com

Maggie Aguilar

From: ryank.pf@everyactioncustom.com on behalf of Ryan Koyanagi
<ryank.pf@everyactioncustom.com>
Sent: Saturday, June 27, 2026 2:11 PM
To: ePublic Comment Group
Subject: Faithfully Implement SB 79, Support with Amendments (Action Item 1)

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Sincerely,
Ryan Koyanagi
1210 Redwood View Dr Pomona, CA 91766-4117
ryank.pf@gmail.com

Maggie Aguilar

From: dbbillett@everyactioncustom.com on behalf of David Billett
<dbbillett@everyactioncustom.com>
Sent: Saturday, June 27, 2026 2:14 PM
To: ePublic Comment Group
Subject: Faithfully Implement SB 79, Support with Amendments (Action Item 1)

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Sincerely,
David Billett
1540 Ridgeway Dr Glendale, CA 91202-1217
dbbillett@att.net

Maggie Aguilar

From: marek.slipski@everyactioncustom.com on behalf of Marek Slipski
<marek.slipski@everyactioncustom.com>
Sent: Saturday, June 27, 2026 3:59 PM
To: ePublic Comment Group
Subject: Faithfully Implement SB 79, Support with Amendments (Action Item 1)

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Sincerely,
Marek Slipski
75 W Holly St Pasadena, CA 91103-3946
marek.slipski@gmail.com

Maggie Aguilar

From: Indowling@everyactioncustom.com on behalf of Lenore Dowling
<Indowling@everyactioncustom.com>
Sent: Saturday, June 27, 2026 4:14 PM
To: ePublic Comment Group
Subject: Faithfully Implement SB 79, Support with Amendments (Action Item 1)

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Sincerely,
Lenore Dowling
2253 Moreno Dr Los Angeles, CA 90039-3049
Indowling@att.net

Maggie Aguilar

From: jim61773@everyactioncustom.com on behalf of James Fujita <jim61773@everyactioncustom.com>
Sent: Saturday, June 27, 2026 4:17 PM
To: ePublic Comment Group
Subject: Faithfully Implement SB 79, Support with Amendments (Action Item 1)

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James Fujita
28512 Vista Madera Rancho Palos Verdes, CA 90275-0853
jim61773@yahoo.com

Maggie Aguilar

From: gguthman28@everyactioncustom.com on behalf of Gary Guthman <gguthman28@everyactioncustom.com>
Sent: Saturday, June 27, 2026 4:23 PM
To: ePublic Comment Group
Subject: Faithfully Implement SB 79, Support with Amendments (Action Item 1)

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Dear SCAG Public Comment,

As a southern California resident, I write to you in support of faithfully implementing state law and allowing housing near high-quality rapid transit. That is why I applaud SCAG staff's work to update their methodology for SB 79 maps, which will have major implications for future transit-oriented homes, but the framework is frankly not yet done.

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4. Include all stops along the J Line that have a dedicated lane of any length, contiguous to an HOV lane. The updated criteria in the methodology specifies that these stations qualify for SB 79, as the dedicated lane segments do not need to be “continuous between stops.”

To reiterate, I support staff recommendations with needed amendments. In order to comply with state housing law, SCAG must follow HCD guidance and make the above modifications. Thank you for your attention to these matters.

Sincerely,
Gary Guthman
10913 Lindblade St Culver City, CA 90230-4235
gguthman28@gmail.com

Maggie Aguilar

From: kevinbryantlou@everyactioncustom.com on behalf of Kevin Lou
<kevinbryantlou@everyactioncustom.com>
Sent: Saturday, June 27, 2026 4:40 PM
To: ePublic Comment Group
Subject: Faithfully Implement SB 79, Support with Amendments (Action Item 1)

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Sincerely,
Kevin Lou
355 S Marengo Ave Apt 307 Pasadena, CA 91101-3197
kevinbryantlou@gmail.com

Maggie Aguilar

From: elgensondavid@everyactioncustom.com on behalf of David Elgenson
<elgensondavid@everyactioncustom.com>
Sent: Saturday, June 27, 2026 5:28 PM
To: ePublic Comment Group
Subject: Faithfully Implement SB 79, Support with Amendments (Action Item 1)

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Sincerely,

David Elgenson

14536 Burbank Blvd Apt 304 Sherman Oaks, CA 91411-3393

elgenson david@gmail.com

Maggie Aguilar

From: rachelorfila@everyactioncustom.com on behalf of Rachel Orfila
<rachelorfila@everyactioncustom.com>
Sent: Saturday, June 27, 2026 5:52 PM
To: ePublic Comment Group
Subject: Faithfully Implement SB 79, Support with Amendments (Action Item 1)

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Sincerely,
Rachel Orfila
67 S Parkwood Ave Apt A Pasadena, CA 91107-3562
rachelorfila@yahoo.com

Maggie Aguilar

From: melyssaguerry@everyactioncustom.com on behalf of melyssa guerry
<melyssaguerry@everyactioncustom.com>
Sent: Saturday, June 27, 2026 6:18 PM
To: ePublic Comment Group
Subject: Faithfully Implement SB 79, Support with Amendments (Action Item 1)

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Sincerely,
melyssa guerry
551 25th St Hermosa Beach, CA 90254-2624
melyssaguerry@gmail.com

Maggie Aguilar

From: violetcarne@everyactioncustom.com on behalf of Violet Carne
<violetcarne@everyactioncustom.com>
Sent: Saturday, June 27, 2026 6:19 PM
To: ePublic Comment Group
Subject: Faithfully Implement SB 79, Support with Amendments (Action Item 1)

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Sincerely,
Violet Carne
1742 1/2 S New England St Los Angeles, CA 90006-5312
violetcarne@gmail.com

Maggie Aguilar

From: hulicesm00@everyactioncustom.com on behalf of Hulices Murillo <hulicesm00@everyactioncustom.com>
Sent: Saturday, June 27, 2026 7:33 PM
To: ePublic Comment Group
Subject: Faithfully Implement SB 79, Support with Amendments (Action Item 1)

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Sincerely,
Hulices Murillo
168 1/2 S Avenue 53 Los Angeles, CA 90042-4508
hulicesm00@gmail.com

Maggie Aguilar

From: markruoleili@everyactioncustom.com on behalf of Mark Li
<markruoleili@everyactioncustom.com>
Sent: Saturday, June 27, 2026 7:42 PM
To: ePublic Comment Group
Subject: Faithfully Implement SB 79, Support with Amendments (Action Item 1)

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Sincerely,

Mark Li

4551 Talisman St Torrance, CA 90503-1459

markruoleili@gmail.com

Maggie Aguilar

From: sandramoraleslending@everyactioncustom.com on behalf of Sandra Morales
<sandramoraleslending@everyactioncustom.com>
Sent: Saturday, June 27, 2026 7:57 PM
To: ePublic Comment Group
Subject: Faithfully Implement SB 79, Support with Amendments (Action Item 1)

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Sincerely,
Sandra Morales
623 N Jalapa Dr Covina, CA 91724-3505
sandramoraleslending@gmail.com

Maggie Aguilar

From: subjoanne626@everyactioncustom.com on behalf of Joanne Xian <subjoanne626@everyactioncustom.com>
Sent: Saturday, June 27, 2026 8:45 PM
To: ePublic Comment Group
Subject: Faithfully Implement SB 79, Support with Amendments (Action Item 1)

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Sincerely,
Joanne Xian
517 Rosenda St San Gabriel, CA 91776-2416
subjoanne626@yahoo.com

Maggie Aguilar

From: arwheat@everyactioncustom.com on behalf of Amber Wheat
<arwheat@everyactioncustom.com>
Sent: Saturday, June 27, 2026 8:46 PM
To: ePublic Comment Group
Subject: Faithfully Implement SB 79, Support with Amendments (Action Item 1)

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Sincerely,
Amber Wheat
3509 W 185th St Torrance, CA 90504-4902
arwheat@gmail.com

Maggie Aguilar

From: pbrown_dos@everyactioncustom.com on behalf of P Brown
<pbrown_dos@everyactioncustom.com>
Sent: Sunday, June 28, 2026 1:00 AM
To: ePublic Comment Group
Subject: Faithfully Implement SB 79, Support with Amendments (Action Item 1)

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Dear SCAG Public Comment,

As a San Gabriel Valley retiree with recent college graduates struggling to find affordable housing, I write to you in support of faithfully implementing state law and allowing housing near high-quality rapid transit. That is why I applaud SCAG staff's work to update their methodology for SB 79 maps, which will have major implications for future transit-oriented homes, but the framework is frankly not yet done.

I urge you to SUPPORT WITH AMENDMENTS staff's recommendation that your Regional Council approve the updated Senate Bill 79 Approach and Methodology. The current methodology represents considerable improvement over an earlier draft, released May 22. The document, as currently drafted, mostly follows the intent of the law outlined by SB 79, the Abundant and Affordable Homes Near Transit Act, signed into law by Gov. Gavin Newsom last year. And generally, this direction will reduce legal exposure both to SCAG, as a metropolitan planning organization, and to the cities it represents.

But unfortunately, in that same spirit several important omissions and inconsistencies remain that would present meaningful issues, unless addressed. In solidarity with Abundant Housing LA and other advocates, I ask that you direct staff to make the following amendments:

1. Clearly state that the station areas around the Burbank and Glendale train station areas qualify under SB 79. SCAG's map for these stations already highlights that SCAG's own findings contradict guidance from the Department of Housing and Community Development (HCD) and invites cities to make their own determinations. Introducing this level of uncertainty is as ridiculous as it is risky. The State has made it clear that SB 79 applies at commuter rail stations with a frequency of 48 trains or more. These particular stops meet this threshold.

2. Include the missing stations on Metrolink's San Bernardino Line. The updated methodology correctly adds stations for Covina and Cal State LA based on them meeting the 48-trains threshold for service within the last three years, but not El Monte and Baldwin Park, both of which meet that same criteria. Please resolve this discrepancy by clarifying that SB 79 applies uniformly across all four of these stations.

3. Include the missing Vermont/120th Station, which meets the criteria under SB 79, as do other rapid transit stops serving bus route 754, which are already correctly included in the map and methodology.

4. Include all stops along the J Line that have a dedicated lane of any length, contiguous to an HOV lane. The updated criteria in the methodology specifies that these stations qualify for SB 79, as the dedicated lane segments do not need to be “continuous between stops.”

To reiterate, I support staff recommendations with needed amendments. In order to comply with state housing law, SCAG must follow HCD guidance and make the above modifications. Thank you for your attention to these matters.

Sincerely,
P Brown
330 Cordova St Unit 360 Pasadena, CA 91101-4661
pbrown_dos@yahoo.com

Maggie Aguilar

From: jessicaquindel@everyactioncustom.com on behalf of Jessica Quindel
<jessicaquindel@everyactioncustom.com>
Sent: Sunday, June 28, 2026 8:30 AM
To: ePublic Comment Group
Subject: Faithfully Implement SB 79, Support with Amendments (Action Item 1)

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Dear SCAG Public Comment,

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To reiterate, I support staff recommendations with needed amendments. In order to comply with state housing law, SCAG must follow HCD guidance and make the above modifications. Thank you for your attention to these matters.

Sincerely,
Jessica Quindel
3376 Colonial Ave Los Angeles, CA 90066-1508
jessicaquindel@gmail.com

Maggie Aguilar

From: christy.lambertson@everyactioncustom.com on behalf of Christy Lambertson
<christy.lambertson@everyactioncustom.com>
Sent: Sunday, June 28, 2026 10:41 AM
To: ePublic Comment Group
Subject: Faithfully Implement SB 79, Support with Amendments (Action Item 1)

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Dear SCAG Public Comment,

As a Los Angeles resident, I write to you in support of faithfully implementing state law and allowing housing near high-quality rapid transit. That is why I applaud SCAG staff's work to update their methodology for SB 79 maps, which will have major implications for future transit-oriented homes, but the framework is frankly not yet done.

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To reiterate, I support staff recommendations with needed amendments. In order to comply with state housing law, SCAG must follow HCD guidance and make the above modifications. Thank you for your attention to these matters.

Sincerely,
Christy Lambertson
1179 Nelrose Ave Venice, CA 90291-5046
christy.lambertson@gmail.com

Maggie Aguilar

From: mmcnama@everyactioncustom.com on behalf of Megan McNamara
<mmcnama@everyactioncustom.com>
Sent: Sunday, June 28, 2026 2:22 PM
To: ePublic Comment Group
Subject: Faithfully Implement SB 79, Support with Amendments (Action Item 1)

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Sincerely,
Megan McNamara
10819 Camarillo St North Hollywood, CA 91602-1318
mmcnama@gmail.com

Maggie Aguilar

From: squigleyg@everyactioncustom.com on behalf of Graham Messadieh
<squigleyg@everyactioncustom.com>
Sent: Sunday, June 28, 2026 2:40 PM
To: ePublic Comment Group
Subject: Faithfully Implement SB 79, Support with Amendments (Action Item 1)

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Sincerely,
Graham Messadieh
6036 Hazelhurst Pl Apt E North Hollywood, CA 91606-4871
squigleyg@gmail.com

Maggie Aguilar

From: westhollywoodresident@gmail.com
Sent: Sunday, June 28, 2026 10:07 PM
To: SB79; Elizabeth Carvajal; ePublic Comment Group
Subject: Request for Recusal of Chelsea Byers from July 2 SCAG Regional Council Vote

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Dear Elizabeth Carvajal and SCAG Regional Council Members

I am writing to express serious concern regarding West Hollywood Councilmember Chelsea Byers, West Hollywood’s representative at SCAG, and to respectfully request that she recuse herself from any votes at SCAG’s July 2 Regional Council meeting.

An article published today <https://occupiedweho.com/chelsea-byers-is-paid-to-lobby-against-single-family-homes-and-parking/> revealed that Councilmember Byers is employed as a paid Policy Manager for Welcoming Neighbors Network, one of the advocacy organizations behind SB 79. This raises serious concerns about a conflict of interest and whether she can impartially represent the interests of West Hollywood residents in matters directly related to housing, transit-oriented development, and land use.

At SCAG’s June 4 meeting, Councilmember Byers misrepresented West Hollywood’s position on SB 79 by stating that West Hollywood was one of the first cities to support the bill. That is inaccurate. Support for SB 79 came not from the City as a whole, but from a narrow 3–2 City Council vote, despite substantial public opposition from residents. In conversations with residents, Councilmember Byers claims that Sacramento effectively imposed SB 79 on the City and that her hands are tied. However, the newly disclosed information raises serious questions about that narrative, given that she is employed by one of the principal organizations advocating for the bill.

At the June 4 SCAG meeting, multiple advocates and lobbyists supporting the subway stops repeatedly invoked the need for “abundant housing” and threatened legal action if the stops were excluded from SCAG’s map. Notably absent from these arguments was any reference to affordable housing or protections for existing

renters. This distinction is critical. West Hollywood already faces intense pressure on rent-stabilized housing and displacement risks for long-term residents. Equally troubling, Councilmember Byers supported moving forward without adequate environmental review. West Hollywood sits over a high-water table—reflected even in the name La Cienega, meaning “the swamp” in Spanish. Approving major subway infrastructure without comprehensive environmental analysis could expose the city to serious geological and infrastructure risks.

Public trust in SCAG depends on transparent and impartial decision-making. When a voting member has financial ties to an organization actively advocating for policies before the body, recusal is necessary to preserve the integrity of the process. Chelsea Byers doesn't represent the interests of West Hollywood. For these reasons, **I respectfully urge SCAG not to allow Councilmember Chelsea Byers to vote at the July 2 meeting and to require her recusal from matters where her professional lobbying role creates either an actual conflict of interest or the appearance of one.**

Thank you for your consideration of this important matter.

Sincerely,

West Hollywood Resident

Maggie Aguilar

From: alexander.derebey@everyactioncustom.com on behalf of Alexander Naylor
<alexander.derebey@everyactioncustom.com>
Sent: Monday, June 29, 2026 8:27 AM
To: ePublic Comment Group
Subject: Faithfully Implement SB 79, Support with Amendments (Action Item 1)

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Dear SCAG Public Comment,

As a southern California resident, I write to you in support of faithfully implementing state law and allowing housing near high-quality rapid transit. That is why I applaud SCAG staff's work to update their methodology for SB 79 maps, which will have major implications for future transit-oriented homes, but the framework is frankly not yet done.

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To reiterate, I support staff recommendations with needed amendments. In order to comply with state housing law, SCAG must follow HCD guidance and make the above modifications. Thank you for your attention to these matters.

Sincerely,
Alexander Naylor
9040 Harratt St Apt 3 West Hollywood, CA 90069-3817
alexander.derebey@gmail.com

Maggie Aguilar

From: jamie@everyactioncustom.com on behalf of Jamie Chen
<jamie@everyactioncustom.com>
Sent: Monday, June 29, 2026 9:32 AM
To: ePublic Comment Group
Subject: Faithfully Implement SB 79, Support with Amendments (Action Item 1)

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Sincerely,
Jamie Chen
3728 City Terrace Dr Los Angeles, CA 90063-2017
jamie@northeasttrees.org

Maggie Aguilar

From: tami@everyactioncustom.com on behalf of Tami Kagan-Abrams
<tami@everyactioncustom.com>
Sent: Monday, June 29, 2026 10:22 AM
To: ePublic Comment Group
Subject: Faithfully Implement SB 79, Support with Amendments (Action Item 1)

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Sincerely,
Tami Kagan-Abrams
2430 Hercules Dr Los Angeles, CA 90046-1634
tami@abramsgroup.org

Maggie Aguilar

From: elizabeth@everyactioncustom.com on behalf of Elizabeth Hansburg
<elizabeth@everyactioncustom.com>
Sent: Monday, June 29, 2026 10:52 AM
To: ePublic Comment Group
Subject: Faithfully Implement SB 79, Support with Amendments (Action Item 1)

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Sincerely,
Elizabeth Hansburg
218 S Harrington Dr Fullerton, CA 92831-4727
elizabeth@peopleforhousing.org

Maggie Aguilar

From: brfoley76@everyactioncustom.com on behalf of Brad Foley <brfoley76@everyactioncustom.com>
Sent: Monday, June 29, 2026 11:20 AM
To: ePublic Comment Group
Subject: Faithfully Implement SB 79, Support with Amendments (Action Item 1)

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EXTERNAL: This email message was sent from outside our organization. Proceed with caution when opening links or attachments. Submit as spam if you are not sure it is safe.

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Sincerely,
Brad Foley
2702 S Normandie Ave Los Angeles, CA 90007-2114
brfoley76@gmail.com

Maggie Aguilar

From: allee@everyactioncustom.com on behalf of Allison Lee
<allee@everyactioncustom.com>
Sent: Monday, June 29, 2026 11:35 AM
To: ePublic Comment Group
Subject: Faithfully Implement SB 79, Support with Amendments (Action Item 1)

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Dear SCAG Public Comment,

As a southern California resident, I write to you in support of faithfully implementing state law and allowing housing near high-quality rapid transit. That is why I applaud SCAG staff's work to update their methodology for SB 79 maps, which will have major implications for future transit-oriented homes, but the framework is frankly not yet done.

I urge you to SUPPORT WITH AMENDMENTS staff's recommendation that your Regional Council approve the updated Senate Bill 79 Approach and Methodology. The current methodology represents considerable improvement over an earlier draft, released May 22. The document, as currently drafted, mostly follows the intent of the law outlined by SB 79, the Abundant and Affordable Homes Near Transit Act, signed into law by Gov. Gavin Newsom last year. And generally, this direction will reduce legal exposure both to SCAG, as a metropolitan planning organization, and to the cities it represents. But unfortunately, in that same spirit several important omissions and inconsistencies remain that would present meaningful issues, unless addressed. In solidarity with Abundant Housing LA and other advocates, I ask that you direct staff to make the following amendments:

1. Clearly state that the station areas around the Burbank and Glendale train station areas qualify under SB 79. SCAG's map for these stations already highlights that SCAG's own findings contradict guidance from the Department of Housing and Community Development (HCD) and invites cities to make their own determinations. Introducing this level of uncertainty is as ridiculous as it is risky. The State has made it clear that SB 79 applies at commuter rail stations with a frequency of 48 trains or more. These particular stops meet this threshold.

2. Include the missing stations on Metrolink's San Bernardino Line. The updated methodology correctly adds stations for Covina and Cal State LA based on them meeting the 48-trains threshold for service within the last three years, but not El Monte and Baldwin Park, both of which meet that same criteria. Please resolve this discrepancy by clarifying that SB 79 applies uniformly across all four of these stations.

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4. Include all stops along the J Line that have a dedicated lane of any length, contiguous to an HOV lane. The updated criteria in the methodology specifies that these stations qualify for SB 79, as the dedicated lane segments do not need to be “continuous between stops.”

To reiterate, I support staff recommendations with needed amendments. In order to comply with state housing law, SCAG must follow HCD guidance and make the above modifications. Thank you for your attention to these matters.

Sincerely,
Allison Lee
3231 Cheviot Vista Pl Apt 304 Los Angeles, CA 90034-3567
allee@stanfordalumni.org

Maggie Aguilar

From: pmoorman@everyactioncustom.com on behalf of Paul Moorman
<pmoorman@everyactioncustom.com>
Sent: Monday, June 29, 2026 2:10 PM
To: ePublic Comment Group
Subject: Faithfully Implement SB 79, Support with Amendments (Action Item 1)

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Dear SCAG Public Comment,

As a southern California resident, I write to you in support of faithfully implementing state law and allowing housing near high-quality rapid transit. That is why I applaud SCAG staff's work to update their methodology for SB 79 maps, which will have major implications for future transit-oriented homes, but the framework is frankly not yet done.

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To reiterate, I support staff recommendations with needed amendments. In order to comply with state housing law, SCAG must follow HCD guidance and make the above modifications. Thank you for your attention to these matters.

Sincerely,
Paul Moorman
1210 N Flores St West Hollywood, CA 90069-2913
pmoorman@illinoisalumni.org

Maggie Aguilar

From: haileybuck98@everyactioncustom.com on behalf of Hailey Buck <haileybuck98@everyactioncustom.com>
Sent: Monday, June 29, 2026 2:37 PM
To: ePublic Comment Group
Subject: Faithfully Implement SB 79, Support with Amendments (Action Item 1)

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Dear SCAG Public Comment,

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To reiterate, I support staff recommendations with needed amendments. In order to comply with state housing law, SCAG must follow HCD guidance and make the above modifications. Thank you for your attention to these matters.

Sincerely,
Hailey Buck
6238 De Longpre Ave Los Angeles, CA 90028-8265
haileybuck98@gmail.com

Maggie Aguilar

From: Vanessa <vfung16@yahoo.com>
Sent: Monday, June 29, 2026 3:12 PM
To: ePublic Comment Group
Subject: Re: 7/2/26 RC Meeting, Against Approval of Item 1, SB79 Methodology

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To: Regional Council, Southern California Association of Governments

Re: 7/2/26 RC Meeting, Against Approval of Item 1, SB79 Methodology

I am a resident of West Hollywood, and I am writing with great concern about the revised SB79 Mapping Methodology presented to Regional Council for its July 2, 2026 meeting. I am against approving the methodology, specifically, Page 27, Attachment 2 Addendum of Corrections, Item 25. **I am against adding the proposed K Line Northern Extension ("KNE") stops to the maps. The KNE Locally Preferred Alternative ("LPA") has conditional approval only based on obtaining funding. We do not know that these stops will actually be funded and built. The proposed KNE would begin breaking ground in 2041 with proposed completion in 2047. Making a decision in 2026 unleashes rampant chaotic development around what may not even happen!**

The Metro Board's approval of the San Vicente–Fairfax Locally Preferred Alternative was expressly conditioned on the City of West Hollywood, in coordination with Los Angeles County, establishing an Enhanced Infrastructure Financing District (EIFD) capable of providing local funding equal to 25 percent of the project's estimated capital cost—requiring approximately \$2.25 billion in local funding. That condition presents an extraordinary financial hurdle. By comparison, the City's entire FY 2027 operating budget is \$236 million, and its adopted five-year Capital Improvement Program identifies \$187.5 million in capital projects for which no funding source has been identified, resulting in all of those project being deferred. Although EIFD bonds are repaid from future tax increment rather than the City's General Fund, it remains highly uncertain whether an EIFD encompassing West Hollywood could realistically generate sufficient tax increment to finance a local contribution of this magnitude. Until there is a reasonable basis to conclude that the required local funding condition can realistically be secured, the feasibility of the San Vicente–Fairfax alignment remains uncertain. If the required local financing cannot be secured, Metro could determine that a lower-cost alternative alignment, such as Fairfax or La Brea, is more feasible. Because satisfaction of this funding contingency bears directly on whether the approved alignment is reasonably likely to be implemented, the proposed San Vicente–Fairfax stations should not yet be considered "stops on a route for which a preferred alternative has been selected" within the meaning of Government Code section 65912.156(p). Accordingly, inclusion of those stations on the SB 79 maps is premature.

While **HCD deliberately ignores environmental impacts in its March 20, 2026 memo, SCAG does not need to do so.** The well-known West Hollywood seismic, methane, liquefaction and high fire safety zone considerations must be included in any decisions affecting the Los Angeles County area. These impacts cross jurisdictional boundaries, and would only increase the KNE cost, increasing the financial risks for completion.

Enabling SB79 transit-oriented development opportunities well ahead of confirmation and decades before building simply grants special interests and developers the ability to destroy and replace without benefit to the riders of the proposed transportation. In addition, the same economic climate that affects bond issuance also affects those developers obtaining financing for their buildings – we see many vacant buildings and lots throughout the Southern California area. SCAG should not be increasing the blight.

Sincerely,

Vanessa Fung

A Very Concerned Resident of West Hollywood.

Norma Triangle

Maggie Aguilar

From: alborz.tmo@everyactioncustom.com on behalf of Alborz Mohtashami
<alborz.tmo@everyactioncustom.com>
Sent: Monday, June 29, 2026 3:37 PM
To: ePublic Comment Group
Subject: Faithfully Implement SB 79, Support with Amendments (Action Item 1)

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Dear SCAG Public Comment,

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I urge you to SUPPORT WITH AMENDMENTS staff's recommendation that your Regional Council approve the updated Senate Bill 79 Approach and Methodology. The current methodology represents considerable improvement over an earlier draft, released May 22. The document, as currently drafted, mostly follows the intent of the law outlined by SB 79, the Abundant and Affordable Homes Near Transit Act, signed into law by Gov. Gavin Newsom last year. And generally, this direction will reduce legal exposure both to SCAG, as a metropolitan planning organization, and to the cities it represents. But unfortunately, in that same spirit several important omissions and inconsistencies remain that would present meaningful issues, unless addressed. In solidarity with Abundant Housing LA and other advocates, I ask that you direct staff to make the following amendments:

1. Clearly state that the station areas around the Burbank and Glendale train station areas qualify under SB 79. SCAG's map for these stations already highlights that SCAG's own findings contradict guidance from the Department of Housing and Community Development (HCD) and invites cities to make their own determinations. Introducing this level of uncertainty is as ridiculous as it is risky. The State has made it clear that SB 79 applies at commuter rail stations with a frequency of 48 trains or more. These particular stops meet this threshold.

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To reiterate, I support staff recommendations with needed amendments. In order to comply with state housing law, SCAG must follow HCD guidance and make the above modifications. Thank you for your attention to these matters.

Sincerely,
Alborz Mohtashami
1621 S Monterey St Alhambra, CA 91801-5456
alborz.tmo@gmail.com

Maggie Aguilar

From: egreenie@everyactioncustom.com on behalf of Elizabeth Greenwood
<egreenie@everyactioncustom.com>
Sent: Monday, June 29, 2026 3:53 PM
To: ePublic Comment Group
Subject: Faithfully Implement SB 79, Support with Amendments (Action Item 1)

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Sincerely,
Elizabeth Greenwood
1050 Ingraham St Apt 338 Los Angeles, CA 90017-1990
egreenie@alum.mit.edu

Maggie Aguilar

From: mark@everyactioncustom.com on behalf of Mark Denton
<mark@everyactioncustom.com>
Sent: Monday, June 29, 2026 4:36 PM
To: ePublic Comment Group
Subject: Faithfully Implement SB 79, Support with Amendments (Action Item 1)

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To reiterate, I support staff recommendations with needed amendments. In order to comply with state housing law, SCAG must follow HCD guidance and make the above modifications. Thank you for your attention to these matters.

Sincerely,
Mark Denton
1660 1/4 Rodney Dr Los Angeles, CA 90027-5448
mark@markdenton.net

Maggie Aguilar

From: Philip Matthys <philipmatthys@yahoo.com>
Sent: Monday, June 29, 2026 5:13 PM
To: ePublic Comment Group
Subject: Concern re: SB79 Map methodology

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Dear SCAG Staff:

I respectfully urge SCAG to reconsider its recent decision to include the proposed future K Line Extension stations on the SB 79 map of qualifying transit stops effective July 1, 2026. Until very recently, SCAG's position was that future stations would only be included following environmental review. **Reversing course only days before the statute takes effect raises serious legal, procedural, and fairness concerns.**

First, the proposed K Line Extension does not currently satisfy HCD's "locally preferred alternative" standard because it remains conditionally approved. The Metro Board approved the K Line Extension's Locally Preferred Alternative on the express condition that West Hollywood establish an EIFD to fund its construction. Because that condition has not been satisfied, the project has not achieved final, unconditional approval. Treating it as though it had been approved is inconsistent with HCD's standard and invites unnecessary litigation.

Second, SCAG's eleventh-hour decision undermines SB 79's structure by making the TODAP process effectively unavailable, exposing SCAG to significant and unnecessary litigation risk. While SB 79 establishes default zoning around qualifying transit stops, it also authorizes local governments to adopt a Transit-Oriented Development Allocation Plan (TODAP) to direct housing growth to locations that better serve local planning objectives.

The TODAP provisions reflect a deliberate legislative compromise between statewide housing production and local planning flexibility. That compromise necessarily depends on a meaningful opportunity to exercise the TODAP option before default upzoning takes effect. By adding new qualifying stations only days before July 1, SCAG leaves affected jurisdictions with no realistic opportunity to evaluate or pursue a TODAP. As a practical matter, the statute's alternative planning mechanism is effectively foreclosed, frustrating the Legislature's balanced framework and creating substantial litigation risk over whether SB 79 is being implemented as intended.

Most importantly, there is no meaningful harm in waiting, but there is serious risk in acting prematurely. The proposed K Line Extension stations are not expected to open for decades, if they are ultimately constructed at all. Delaying their inclusion until the project has advanced beyond its current contingent status—or at least until affected jurisdictions have had a meaningful opportunity to pursue the TODAP process—would not materially delay housing production over time. By contrast, immediate inclusion imposes significant zoning consequences today, effectively foreclosing the TODAP process for affected communities and creating avoidable legal uncertainty.

For these reasons, I respectfully request that SCAG remove the proposed K Line Extension stations from the July 1 SB 79 qualifying transit stop map and defer their inclusion until the project has achieved a sufficient level of certainty and affected communities have had a reasonable opportunity to utilize the planning process that SB 79 expressly preserves.

Thank you for your consideration.

Philip Matthys,
West Hollywood

Maggie Aguilar

From: Bill Harrison <willcarharrison@gmail.com>
Sent: Monday, June 29, 2026 9:48 PM
To: ePublic Comment Group
Subject: Reconsider SB79 Map Relative to K Line Extension

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Dear SCAG,

I strongly urge SCAG to reconsider its decision to include the proposed future K Line Extension stations on the SB 79 map of qualifying transit stops effective July 1, 2026.

SCAG's position was that future stations would only be included following environmental review but your decision completely reverses that position, which seems woefully unfair.

The proposed K Line Extension does not currently satisfy HCD's locally preferred alternative standard because it remains conditionally approved. The Metro Board approved the K Line Extension's Locally Preferred Alternative on the express condition that West Hollywood establish an EIFD to fund its construction, but that condition isn't yet met or final.

Because that condition has not been satisfied, the project has not achieved final, unconditional approval. Acting on this as if it has already been approved is inconsistent with existing HCD's standards and may invite costly and unnecessary litigation.

SB 79 also establishes default zoning around qualifying transit stops and authorizes local governments to adopt a Transit-Oriented Development Allocation Plan (TODAP) to direct housing growth to locations that better serve local planning objectives, but your last minute reversal leaves no time to allow this to take place.

TODAP allows compromises between statewide housing goals and local planning. That compromise necessarily depends on a meaningful opportunity to exercise the TODAP option before default upzoning takes effect. By adding new qualifying stations only days before July 1, SCAG prevents any realistic opportunity to evaluate or pursue a TODAP.

There is serious risk in acting prematurely but no obvious risk in waiting, as it is widely acknowledged that the K Line Extension stations are not expected to open for decades, if they are even built. One only needs to look at other projects throughout Los Angeles and the State of California to understand how delays are likely to play out.

By adopting this default zoning without TODAP in place, SCAG is imposing significant zoning consequences today, effectively stymying the process for communities.

I respectfully request that SCAG remove the proposed K Line Extension stations from the July 1 SB 79 qualifying transit stop map and defer their inclusion until the project has achieved a sufficient level of certainty and affected communities have had a reasonable opportunity to utilize the planning process that SB 79 expressly preserves.

Thank you for your consideration,

William Harrison
West Hollywood, California

Maggie Aguilar

From: Jason Clodfelter <clodfelterjason@gmail.com>
Sent: Tuesday, June 30, 2026 7:40 AM
To: ePublic Comment Group
Subject: Proposed K Line Extension

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First, the proposed K Line Extension does not currently satisfy HCD's "locally preferred alternative" standard because it remains conditionally approved. The Metro Board approved the K Line Extension's Locally Preferred Alternative on the express condition that West Hollywood establish an EIFD to fund its construction. Because that condition has not been satisfied, the project has not achieved final, unconditional approval. Treating it as though it had been approved is inconsistent with HCD's standard and invites unnecessary litigation.

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Most importantly, there is no meaningful harm in waiting, but there is serious risk in acting prematurely. The proposed K Line Extension stations are not expected to open for decades, if they are ultimately constructed at all. Delaying their inclusion until the project has advanced beyond its current contingent status—or at least until affected jurisdictions have had a meaningful opportunity to pursue the TODAP process—would not materially delay housing production over time. By contrast, immediate inclusion imposes significant zoning consequences today, effectively foreclosing the TODAP process for affected communities and creating avoidable legal uncertainty.

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Thank you for your consideration.

Jason Clodfelter
Los Angeles, 90069

Maggie Aguilar

From: Josh Barry <joshbarryla@gmail.com>
Sent: Tuesday, June 30, 2026 7:42 AM
To: ePublic Comment Group
Subject: SB79

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To all SCAG staff,

I respectfully urge SCAG to reconsider its recent decision to include the proposed future K Line Extension stations on the SB 79 map of qualifying transit stops effective July 1, 2026. Until very recently, SCAG's position was that future stations would only be included following environmental review. **Reversing course only days before the statute takes effect raises serious legal, procedural, and fairness concerns.**

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Thank you for your consideration.

Josh Barry
419 Huntley Dr.
West Hollywood

Maggie Aguilar

From: Evan Monheit <epmonheit@gmail.com>
Sent: Tuesday, June 30, 2026 8:26 AM
To: ePublic Comment Group
Subject: Concern for SB79 Map methodology

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Dear SCAG Staff:

I respectfully urge SCAG to reconsider its recent decision to include the proposed future K Line Extension stations on the SB 79 map of qualifying transit stops effective July 1, 2026. Until very recently, SCAG's position was that future stations would only be included following environmental review. Reversing course only days before the statute takes effect raises serious legal, procedural, and fairness concerns.

First, the proposed K Line Extension may not currently satisfy HCD's "locally preferred alternative" standard because it remains conditionally approved. The Metro Board approved the K Line Extension's Locally Preferred Alternative on the express condition that West Hollywood establish an EIFD to fund its construction. Because that condition has not been satisfied, the project may not yet have achieved final, unconditional approval. Treating it as though it had been approved is inconsistent with HCD's standard and invites unnecessary litigation.

Second, SCAG's eleventh-hour decision undermines SB 79's structure by making the TODAP process effectively unavailable, exposing SCAG to significant and unnecessary litigation risk. While SB 79 establishes default zoning around qualifying transit stops, it also authorizes local governments to adopt a Transit-Oriented Development Allocation Plan (TODAP) to direct housing growth to locations that better serve local planning objectives.

The TODAP provisions reflect a deliberate legislative compromise between statewide housing production and local planning flexibility. That compromise necessarily depends on a meaningful opportunity to exercise the TODAP option before default upzoning takes effect. By adding new qualifying stations only days before July 1, SCAG leaves affected jurisdictions with no realistic opportunity to evaluate or pursue a TODAP. As a practical matter, the statute's alternative planning mechanism is effectively foreclosed, frustrating the Legislature's balanced framework and creating substantial litigation risk over whether SB 79 is being implemented as intended.

Most importantly, there is no meaningful harm in waiting, but there is serious risk in acting prematurely. The proposed K Line Extension stations are not expected to open for decades, if they are ultimately constructed at all. Delaying their inclusion until the project has advanced beyond its current contingent status—or at least until affected jurisdictions have had a meaningful opportunity to pursue the TODAP process—would not materially delay housing production over time. By contrast, immediate inclusion imposes significant zoning consequences today, effectively foreclosing the TODAP process for affected communities and creating avoidable legal uncertainty.

As a West Hollywood resident, I support both housing production and expanded transit. My concern is not with those goals themselves, but with ensuring that planning decisions are implemented through a process that is predictable, transparent, and consistent with the framework established by the Legislature. For these reasons, I respectfully request that SCAG remove the proposed K Line Extension stations from the July 1 SB 79 qualifying transit stop map and defer their inclusion until the project has achieved a sufficient level of certainty and affected communities have had a reasonable opportunity to utilize the planning process that SB 79 expressly preserves.

Thank you for your consideration.

Evan Monheit

Maggie Aguilar

From: Aaron.mccain@everyactioncustom.com on behalf of Aaron McCain
<Aaron.mccain@everyactioncustom.com>
Sent: Tuesday, June 30, 2026 10:56 AM
To: ePublic Comment Group
Subject: Faithfully Implement SB 79, Support with Amendments (Action Item 1)

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Dear SCAG Public Comment,

As a southern California resident, I write to you in support of faithfully implementing state law and allowing housing near high-quality rapid transit. That is why I applaud SCAG staff's work to update their methodology for SB 79 maps, which will have major implications for future transit-oriented homes, but the framework is frankly not yet done.

I urge you to SUPPORT WITH AMENDMENTS staff's recommendation that your Regional Council approve the updated Senate Bill 79 Approach and Methodology. The current methodology represents considerable improvement over an earlier draft, released May 22. The document, as currently drafted, mostly follows the intent of the law outlined by SB 79, the Abundant and Affordable Homes Near Transit Act, signed into law by Gov. Gavin Newsom last year. And generally, this direction will reduce legal exposure both to SCAG, as a metropolitan planning organization, and to the cities it represents. But unfortunately, in that same spirit several important omissions and inconsistencies remain that would present meaningful issues, unless addressed. In solidarity with Abundant Housing LA and other advocates, I ask that you direct staff to make the following amendments:

1. Clearly state that the station areas around the Burbank and Glendale train station areas qualify under SB 79. SCAG's map for these stations already highlights that SCAG's own findings contradict guidance from the Department of Housing and Community Development (HCD) and invites cities to make their own determinations. Introducing this level of uncertainty is as ridiculous as it is risky. The State has made it clear that SB 79 applies at commuter rail stations with a frequency of 48 trains or more. These particular stops meet this threshold.

2. Include the missing stations on Metrolink's San Bernardino Line. The updated methodology correctly adds stations for Covina and Cal State LA based on them meeting the 48-trains threshold for service within the last three years, but not El Monte and Baldwin Park, both of which meet that same criteria. Please resolve this discrepancy by clarifying that SB 79 applies uniformly across all four of these stations.

3. Include the missing Vermont/120th Station, which meets the criteria under SB 79, as do other rapid transit stops serving bus route 754, which are already correctly included in the map and methodology.

4. Include all stops along the J Line that have a dedicated lane of any length, contiguous to an HOV lane. The updated criteria in the methodology specifies that these stations qualify for SB 79, as the dedicated lane segments do not need to be “continuous between stops.”

To reiterate, I support staff recommendations with needed amendments. In order to comply with state housing law, SCAG must follow HCD guidance and make the above modifications. Thank you for your attention to these matters.

Sincerely,
Aaron McCain
2210 Blossom Ln La Verne, CA 91750-5211
Aaron.mccain@zerozillion.com

Maggie Aguilar

From: Ali Shahidi <ali@shahidi.org>
Sent: Tuesday, June 30, 2026 11:25 AM
To: ePublic Comment Group
Subject: SCAG should remove the proposed K Line Extension stations from the July 1 SB 79

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Hello SCAG,

West Hollywood residents strongly believe that the proposed subway stops in our city should **not** be included in SCAG’s qualifying transit stop map. Our rationale is clear and grounded in both law and fact.

Page 7 of the memorandum issued by the California Department of Housing and Community Development on March 20, 2026, states that under Senate Bill 79 (Gov. Code § 65912.156, subd. (p)), a “transit-oriented development stop” includes **stops on a route for which a Locally Preferred Alternative (LPA) has been adopted.**

This is not the case with West Hollywood. The proposed K Line Northern Extension does not currently satisfy HCD’s LPA standard because its approval remains expressly conditional. The Los Angeles County Metropolitan Transportation Authority approved the San Vicente–Fairfax Locally Preferred Alternative subject to a major condition: the City of West Hollywood, in coordination with Los Angeles County, must establish an Enhanced Infrastructure Financing District (EIFD) to provide local funding equal to at least 25 percent of the project’s estimated capital cost—approximately \$2.25 billion.

Because this condition has not been satisfied, the project has not received final, unconditional approval.

Until that contingency is fulfilled—or formally waived—the approval remains explicitly conditional, raising a legitimate legal question as to whether a “preferred alternative has been selected” within the meaning of Government Code section 65912.156(p). This question warrants careful consideration by both SCAG and HCD before the proposed stations are treated as qualifying transit stops under SB 79.

This condition presents an extraordinary financial hurdle for West Hollywood. By comparison, West Hollywood’s entire FY 2027 operating budget is **\$236 million**, while its adopted five-year Capital Improvement Program identifies **\$187.5 million** in capital projects for which no funding source has been identified, resulting in those projects being deferred. At the Metro Board’s March 26 meeting, board member Ara J. Najarian openly questioned whether the small city of West Hollywood could realistically work with the County and other jurisdictions to raise the \$2.25 billion required.

Adding the proposed stations to the SB 79 maps before these uncertainties are resolved would prematurely trigger the statute's transit-oriented development provisions despite substantial uncertainty about whether the alignment will ever be financed or constructed. Doing so would create significant legal vulnerability and invite unnecessary litigation.

Additionally, until very recently, SCAG's position was that future stations would only be included after environmental review. Reversing course just days before the statute takes effect raises serious legal, procedural, and fairness concerns. There is no meaningful harm in waiting, but there is significant risk in acting prematurely. The proposed K Line Extension stations are not expected to open for decades—if they are constructed at all. Delaying their inclusion until the project reaches a greater level of certainty would not delay housing production. By contrast, immediate inclusion imposes significant zoning consequences today, effectively foreclosing the Transit Oriented Development Alternative Plan (TODAP) process for affected communities and creating avoidable legal uncertainty.

For all of these reasons, I respectfully request that SCAG remove the proposed K Line Extension stations from the July 1 SB 79 qualifying transit stop map and defer their inclusion until the project has achieved a sufficient degree of certainty and affected communities have had a meaningful opportunity to utilize the planning process that SB 79 expressly preserves.

Ali Shahidi

West Hollywood Resident & West Hollywood West Resident Association Secretary

Maggie Aguilar

From: Ali Shahidi <ali@shahidi.org>
Sent: Tuesday, June 30, 2026 1:05 PM
To: ePublic Comment Group
Subject: Proposed K Line Northern Extension (KNE) subway stops in our city should not be included in SCAG's qualifying transit stop map

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West Hollywood residents strongly believe that the proposed K Line Northern Extension (KNE) subway stops in our city should **not** be included in SCAG's qualifying transit stop map. Our rationale is clear and grounded in both law and fact.

Page 7 of the memorandum issued by the California Department of Housing and Community Development on March 20, 2026, states that under Senate Bill 79 (Gov. Code § 65912.156, subd. (p)), a "transit-oriented development stop" includes **stops on a route for which a Locally Preferred Alternative (LPA) has been adopted**

This is not the case with West Hollywood. The proposed K Line Northern Extension does not currently satisfy HCD's LPA standard because its approval remains expressly conditional. The Los Angeles County Metropolitan Transportation Authority approved the San Vicente–Fairfax Locally Preferred Alternative subject to a major condition: the City of West Hollywood, in coordination with Los Angeles County, must establish an Enhanced Infrastructure Financing District (EIFD) to provide local funding equal to at least 25 percent of the project's estimated capital cost—approximately \$2.25 billion.

Because this condition has not been satisfied, the project has not received final, unconditional approval.

Until that contingency is fulfilled—or formally waived—the approval remains explicitly conditional, raising a legitimate legal question as to whether a "preferred alternative has been selected" within the meaning of Government Code section 65912.156(p). This question warrants careful consideration by both SCAG and HCD before the proposed stations are treated as qualifying transit stops under SB 79.

This condition presents an extraordinary financial hurdle for West Hollywood. By comparison, West Hollywood's entire FY 2027 operating budget is **\$236 million**, while its adopted five-year Capital Improvement Program identifies **\$187.5 million** in capital projects for which no funding source has been identified, resulting in those projects being deferred. At the Metro Board's March 26 meeting, board member Ara J. Najarian openly questioned whether the small city of West Hollywood could realistically work with the County and other jurisdictions to raise the \$2.25 billion required.

Adding the proposed stations to the SB 79 maps before these uncertainties are resolved would prematurely trigger the statute's transit-oriented development provisions despite substantial uncertainty about whether the alignment will ever be financed or constructed. Doing so would create significant legal vulnerability and invite unnecessary litigation.

Additionally, until very recently, SCAG's position was that future stations would only be included after environmental review. Reversing course just days before the statute takes effect raises serious legal, procedural, and fairness concerns. There is no meaningful harm in waiting, but there is significant risk in acting prematurely. The proposed K Line Northern Extension stations are not expected to open for decades—if they are constructed at all. Delaying their inclusion until the project reaches a greater level of certainty would not delay housing production. By contrast, immediate inclusion imposes significant zoning consequences today, effectively foreclosing the Transit Oriented Development Alternative Plan (TODAP) process for affected communities and creating avoidable legal uncertainty.

For all of these reasons, I respectfully request that SCAG remove the proposed K Line Northern Extension stations from the July 1 SB 79 qualifying transit stop map and defer their inclusion until the project has achieved a sufficient degree of certainty and affected communities have had a meaningful opportunity to utilize the planning process that SB 79 expressly preserves.

Thank you,
Ali Shahidi

Maggie Aguilar

From: IGNACIO DARNAUDE <iggy5@pacbell.net>
Sent: Tuesday, June 30, 2026 1:42 PM
To: ePublic Comment Group; SB79
Subject: Urgent: Request: K Line Northern Extension Stops In West Hollywood Should Be Removed From SCAG's Map

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Dear SCAG Regional Council Meeting

West Hollywood residents strongly believe that the proposed K Line Northern Extension (KNE) subway stops in our city should **not** be included in SCAG's qualifying transit stop map. Our rationale is clear and grounded in both law and fact.

Page 7 of the memorandum issued by the California Department of Housing and Community Development on March 20, 2026, states that under Senate Bill 79 (Gov. Code § 65912.156, subd. (p)), a "transit-oriented development stop" includes **stops on a route for which a Locally Preferred Alternative (LPA) has been adopted.**

This is not the case with West Hollywood. The proposed K Line Northern Extension does not currently satisfy LPA's standard because its approval remains expressly conditional. The Los Angeles County Metropolitan Transportation Authority approved the San Vicente–Fairfax Locally Preferred Alternative subject to a major condition: the City of West Hollywood, in coordination with Los Angeles County, must establish an Enhanced Infrastructure Financing District (EIFD) to provide local funding equal to at least 25 percent of the project's estimated capital cost—approximately \$2.25 billion.

Because this condition has not been satisfied, the project has not received final, unconditional approval. Accordingly, unless and until the Metro Board's funding contingency has been satisfied or formally waived, SCAG and HCD should not treat the proposed stations as qualified stops under SB79 because the statutory prerequisite for doing so remains subject to legitimate legal uncertainty, potentially exposing the mapping decision to avoidable legal challenge.

This funding condition presents an extraordinary financial hurdle for West Hollywood. By comparison, West Hollywood's entire FY 2027 operating budget is **\$236 million**, while its adopted five-year Capital Improvement Program identifies **\$187.5 million** in capital projects for which no funding source has been identified, resulting in those projects being deferred. At the Metro Board's March 26 meeting, board member Ara J. Najarian openly questioned whether the small city of West Hollywood could realistically work with the County and other jurisdictions to raise the \$2.25 billion required.

Adding the proposed stations to the SB 79 maps before these uncertainties are resolved would prematurely trigger the statute's transit-oriented development provisions despite substantial uncertainty about whether the alignment will ever be financed or constructed. Doing so would create significant legal vulnerability and invite unnecessary litigation.

Additionally, until very recently, SCAG's position was that future stations would only be included after environmental review. Reversing course just days before the statute takes effect raises serious legal, procedural, and fairness concerns. There is no meaningful harm in waiting, but there is significant risk in acting prematurely. The proposed K Line Extension stations are not expected to open for decades—if they are constructed at all. Delaying their inclusion until the project reaches a greater level of certainty would not delay housing production. By contrast, immediate inclusion imposes significant zoning consequences today, effectively foreclosing the Transit Oriented Development Alternative Plan (TODAP) process for affected communities and creating avoidable legal uncertainty.

For these reasons, I respectfully urge SCAG to remove the proposed K Line Northern Extension stations in West Hollywood from the July 1 SB 79 qualifying transit stop map and defer any inclusion until the project reaches a sufficient level of certainty and affected communities have had a meaningful opportunity to utilize the TODAP planning process that SB 79 expressly preserves.

Thank you for your consideration.

Sincerely,
Ignacio Darnaude
West Hollywood Resident

Maggie Aguilar

From: kbulow@everyactioncustom.com on behalf of Ken Bulow
<kbulow@everyactioncustom.com>
Sent: Tuesday, June 30, 2026 1:54 PM
To: ePublic Comment Group
Subject: Faithfully Implement SB 79, Support with Amendments (Action Item 1)

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Dear SCAG Public Comment,

As a southern California resident, I write to you in support of faithfully implementing state law and allowing housing near high-quality rapid transit. That is why I applaud SCAG staff's work to update their methodology for SB 79 maps, which will have major implications for future transit-oriented homes, but the framework is frankly not yet done.

I urge you to SUPPORT WITH AMENDMENTS staff's recommendation that your Regional Council approve the updated Senate Bill 79 Approach and Methodology. The current methodology represents considerable improvement over an earlier draft, released May 22. The document, as currently drafted, mostly follows the intent of the law outlined by SB 79, the Abundant and Affordable Homes Near Transit Act, signed into law by Gov. Gavin Newsom last year. And generally, this direction will reduce legal exposure both to SCAG, as a metropolitan planning organization, and to the cities it represents. But unfortunately, in that same spirit several important omissions and inconsistencies remain that would present meaningful issues, unless addressed. In solidarity with Abundant Housing LA and other advocates, I ask that you direct staff to make the following amendments:

1. Clearly state that the station areas around the Burbank and Glendale train station areas qualify under SB 79. SCAG's map for these stations already highlights that SCAG's own findings contradict guidance from the Department of Housing and Community Development (HCD) and invites cities to make their own determinations. Introducing this level of uncertainty is as ridiculous as it is risky. The State has made it clear that SB 79 applies at commuter rail stations with a frequency of 48 trains or more. These particular stops meet this threshold.

2. Include the missing stations on Metrolink's San Bernardino Line. The updated methodology correctly adds stations for Covina and Cal State LA based on them meeting the 48-trains threshold for service within the last three years, but not El Monte and Baldwin Park, both of which meet that same criteria. Please resolve this discrepancy by clarifying that SB 79 applies uniformly across all four of these stations.

3. Include the missing Vermont/120th Station, which meets the criteria under SB 79, as do other rapid transit stops serving bus route 754, which are already correctly included in the map and methodology.

4. Include all stops along the J Line that have a dedicated lane of any length, contiguous to an HOV lane. The updated criteria in the methodology specifies that these stations qualify for SB 79, as the dedicated lane segments do not need to be “continuous between stops.”

To reiterate, I support staff recommendations with needed amendments. In order to comply with state housing law, SCAG must follow HCD guidance and make the above modifications. Thank you for your attention to these matters.

Sincerely,
Ken Bulow
4011 Farmouth Dr Los Angeles, CA 90027-1314
kbulow@yahoo.com

Maggie Aguilar

From: kentvandover@everyactioncustom.com on behalf of Kent Van Dover
<kentvandover@everyactioncustom.com>
Sent: Tuesday, June 30, 2026 2:22 PM
To: ePublic Comment Group
Subject: Faithfully Implement SB 79, Support with Amendments (Action Item 1)

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Dear SCAG Public Comment,

As a southern California resident, I write to you in support of faithfully implementing state law and allowing housing near high-quality rapid transit. That is why I applaud SCAG staff's work to update their methodology for SB 79 maps, which will have major implications for future transit-oriented homes, but the framework is frankly not yet done.

I urge you to SUPPORT WITH AMENDMENTS staff's recommendation that your Regional Council approve the updated Senate Bill 79 Approach and Methodology. The current methodology represents considerable improvement over an earlier draft, released May 22. The document, as currently drafted, mostly follows the intent of the law outlined by SB 79, the Abundant and Affordable Homes Near Transit Act, signed into law by Gov. Gavin Newsom last year. And generally, this direction will reduce legal exposure both to SCAG, as a metropolitan planning organization, and to the cities it represents. But unfortunately, in that same spirit several important omissions and inconsistencies remain that would present meaningful issues, unless addressed. In solidarity with Abundant Housing LA and other advocates, I ask that you direct staff to make the following amendments:

1. Clearly state that the station areas around the Burbank and Glendale train station areas qualify under SB 79. SCAG's map for these stations already highlights that SCAG's own findings contradict guidance from the Department of Housing and Community Development (HCD) and invites cities to make their own determinations. Introducing this level of uncertainty is as ridiculous as it is risky. The State has made it clear that SB 79 applies at commuter rail stations with a frequency of 48 trains or more. These particular stops meet this threshold.

2. Include the missing stations on Metrolink's San Bernardino Line. The updated methodology correctly adds stations for Covina and Cal State LA based on them meeting the 48-trains threshold for service within the last three years, but not El Monte and Baldwin Park, both of which meet that same criteria. Please resolve this discrepancy by clarifying that SB 79 applies uniformly across all four of these stations.

3. Include the missing Vermont/120th Station, which meets the criteria under SB 79, as do other rapid transit stops serving bus route 754, which are already correctly included in the map and methodology.

4. Include all stops along the J Line that have a dedicated lane of any length, contiguous to an HOV lane. The updated criteria in the methodology specifies that these stations qualify for SB 79, as the dedicated lane segments do not need to be “continuous between stops.”

To reiterate, I support staff recommendations with needed amendments. In order to comply with state housing law, SCAG must follow HCD guidance and make the above modifications. Thank you for your attention to these matters.

Sincerely,
Kent Van Dover
11015 Morrison St North Hollywood, CA 91601-3886
kentvandover@gmail.com

Maggie Aguilar

From: Ruth Cislowski <rcislowski@sbcglobal.net>
Sent: Tuesday, June 30, 2026 3:04 PM
To: ePublic Comment Group
Subject: Request to remove K Line Extension Stations in West Hollywood from the July 1 SB 79 Map

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Dear SCAG Regional Council Members:

I am writing as a concerned West Hollywood resident of 30 years to respectfully request that SCAG remove the proposed K Line Northern Extension stations in West Hollywood from the July 1 SB 79 qualifying transit stop map.

While Metro approved the San Vicente-Fairfax alignment, that approval is conditional and will not be finalized until the City of West Hollywood is capable of contributing approximately 25% of the project's estimated capital cost. To date, that significant funding requirement has not been satisfied.

Therefore, it is not yet at all certain that the proposed stations on the SB 79 map today will come to fruition. Yet, even with this uncertainty, just by the fact that the City of West Hollywood stations are added to the map today imposes immediate zoning consequences based on infrastructure that may not be built for decades, if it is ultimately built at all.

West Hollywood is a small city, and if development is designed based upon metro lines that do not come to fruition, the negative impact on the habitability of our city will be significant. We currently do not yet have a TODAP in place and that decision was made, in large part, based on the understanding that the City of West Hollywood did not yet qualify for inclusion on the map and additional time was available to create a thoughtful TODAP.

Delaying the inclusion of the K Line Extension through the City of West Hollywood from the current map would allow the City the time to demonstrate its ability to meet the financial obligations as well as allow our city to create a thoughtful plan for implementing the requirements of SB 79.

Thank you for your consideration.

Ruth Cislowski

Maggie Aguilar

From: George Yang <georgeyang01@hotmail.com>
Sent: Tuesday, June 30, 2026 3:11 PM
To: ePublic Comment Group
Subject: REQUEST OF REMOVAL OF K LINE NORTHERN EXTENSION STOPS IN WEST HOLLYWOOD FROM SCAG'S MAP

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Dear SCAG Regional Council Members,

I am writing as a concerned West Hollywood resident to respectfully request that SCAG remove the proposed K Line Northern Extension (KNE) subway stations in West Hollywood from the July 1 SB 79 qualifying transit stop map.

The legal basis for this request is straightforward. The California Department of Housing and Community Development's (HCD) March 20, 2026, clarifying memorandum defines a qualifying "transit-oriented development stop" as one located on a route for which a Locally Preferred Alternative (LPA) has been adopted. That standard has not been fully satisfied here.

While the Los Angeles County Metropolitan Transportation Authority (Metro) approved the San Vicente–Fairfax LPA, its approval was expressly conditioned on the City of West Hollywood, in partnership with Los Angeles County, establishing an Enhanced Infrastructure Financing District (EIFD) capable of generating local funding equal to at least 25 percent of the project's estimated capital cost—approximately \$2.25 billion. That condition remains unmet.

Because this critical funding requirement has not been satisfied, the project has not received final, unconditional approval. Until Metro's condition is fulfilled, the proposed K Line stations should not qualify as transit-oriented development stops under SB 79. This is not a mere procedural technicality; it is a substantial financial prerequisite with no identified or approved funding mechanism.

For a city the size of West Hollywood, generating approximately \$2.25 billion in local funding would be an extraordinary undertaking. Even Metro Board Member Ara J. Najarian has publicly questioned whether West Hollywood could realistically meet this threshold. Including these stations on the SB 79 qualifying transit stop map before this condition is satisfied would prematurely trigger significant transit-oriented development provisions despite substantial uncertainty regarding whether the project will ever be fully funded or constructed. Doing so also creates unnecessary legal and procedural risk by treating a conditionally approved project as though it were final.

Moreover, these stations are not anticipated to open for decades, if they are built at all. Deferring their inclusion until the project reaches a greater level of certainty would not impede near-term housing production. By contrast, immediate inclusion would impose significant zoning consequences today and effectively circumvent the Transit Oriented Development Alternative Plan (TODAP) process that SB 79 expressly preserves for local jurisdictions.

For these reasons, I respectfully urge SCAG to remove the proposed K Line Northern Extension stations in West Hollywood from the July 1 SB 79 qualifying transit stop map and defer any future inclusion until Metro's funding condition has been satisfied, the project has achieved a greater level of certainty, and affected communities have had a meaningful opportunity to participate in the TODAP process that SB 79 was designed to preserve.

Thank you for your consideration.

Sincerely,
George Yang
W Hlywd Resident

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Maggie Aguilar

From: westhollywoodresident@gmail.com
Sent: Tuesday, June 30, 2026 2:14 PM
To: SB79; Elizabeth Carvajal; ePublic Comment Group
Subject: UPDATE ON:: REQUEST FOR RECUSAL OF WEST HOLLYWOOD'S COUNCIL MEMBER CHELSEA BYERS FROM SCAG'S JULY 2ND REGIONAL COUNCIL VOTE

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Dear Elizabeth Carvajal and SCAG Regional Council Members

At last night's West Hollywood City Council meeting, the Council determined that the City Attorney, Lauren Langer, will contact the California Fair Political Practices Commission (FPPC)—the agency responsible for enforcing California's conflict-of-interest and political ethics laws—to seek guidance regarding Councilmember Chelsea Byers' potential conflicts of interest.

This matter is serious enough that all agenda items requiring Councilmember Byers' votes were postponed pending the FPPC's review and determination. That action reflects the City's recognition that these conflict-of-interest concerns warrant careful and independent evaluation.

In the interest of transparency, public trust, and sound governance, I respectfully urge SCAG not to allow Councilmember Chelsea Byers to participate in or vote at the July 2 meeting until the FPPC has issued its determination.

Thank you for your attention to this important matter and for your commitment to ethical decision-making.

Sincerely,
West Hollywood Resident

Maggie Aguilar

From: Jim Banks <banks90069@yahoo.com>
Sent: Tuesday, June 30, 2026 4:09 PM
To: ePublic Comment Group
Subject: REQUEST OF REMOVAL OF K LINE NORTHERN EXTENSION STOPS IN WEST HOLLYWOOD FROM SCAG'S MAP

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Dear SCAG Regional Council Members,

I respectfully urge SCAG to remove the proposed K Line Northern Extension stations in West Hollywood from the July 1 SB 79 qualifying transit stop map.

HCD's March 20, 2026 guidance states that a qualifying transit stop must be on a route with an adopted Locally Preferred Alternative (LPA). While Metro approved the San Vicente-Fairfax LPA, it did so with a critical condition: West Hollywood and Los Angeles County must first establish an Enhanced Infrastructure Financing District (EIFD) capable of funding at least 25% of the project's estimated cost—approximately \$2.25 billion. That condition has not been met.

Until this major funding requirement is satisfied, the project lacks final, unconditional approval and should not qualify as an SB 79 transit stop. This is not a technicality, it is a significant unresolved financial hurdle. Even Metro Board member Ara J. Najarian publicly questioned whether West Hollywood could realistically raise its required share.

Including these stations now would prematurely trigger sweeping SB 79 development requirements for a project that may not be built for decades, if ever. It would also undermine the Transit Oriented Development Alternative Plan (TODAP) process that SB 79 expressly preserves for local communities.

For these reasons, I respectfully request that SCAG defer inclusion of the proposed West Hollywood stations until the project's funding is secured, its future is substantially more certain, and the community has had the opportunity to pursue the TODAP process provided under SB 79.

Respectfully,

Jim Banks

Resident, City of West Hollywood

Maggie Aguilar

From: Kimberly Winick <kimberly.winick@gmail.com>
Sent: Tuesday, June 30, 2026 4:22 PM
To: ePublic Comment Group
Subject: Request that SCAG remove WeHo K Line stops from SB 79 map

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REQUEST OF REMOVAL OF K LINE NORTHERN EXTENSION STOPS IN WEST HOLLYWOOD FROM SCAG'S MAP

Dear SCAG Regional Council Members

I am writing as a concerned resident of West Hollywood to respectfully urge SCAG to remove the proposed K Line Northern Extension (KNE) subway stations in West Hollywood from the July 1 SB 79 qualifying transit stop map.

The legal basis for this request is very clear. HCD's March 20, 2026 clarifying memo defines a qualifying "transit-oriented development stop" as a stop on a route for which a Locally Preferred Alternative (LPA) has been adopted. That standard has not been fully met in West Hollywood. The Los Angeles County Metropolitan Transportation Authority approved the San Vicente-Fairfax Locally Preferred Alternative subject to a major condition: the City of West Hollywood, working with Los Angeles County, must establish an Enhanced Infrastructure Financing District (EIFD) capable of providing local funding equal to at least 25% of the project's estimated capital cost—approximately \$2.25 billion. This essential condition has not been met, and there is a material probability that it will not be.

As long as this funding contingency remains unresolved, the WeHo K Line stops have not received final and unconditional approval. Accordingly, the proposed K Line stations should not be treated as qualifying transit stops under SB 79. This is not a minor technical issue—it is a major unresolved financial obstacle.

West Hollywood is a small city. Raising \$2.25 billion in local funding presents an extraordinary challenge. Even Metro Board member Ara J. Najarian publicly questioned whether West Hollywood could realistically help raise this amount.

Including these proposed stations in the SB 79 map now would prematurely trigger major transit-oriented development provisions despite significant uncertainty about whether this subway alignment will ever be funded or built. This creates unnecessary legal and procedural risk.

These proposed stations May never be built. Even if they are, it will be decades before they are open and facilitating non-automotive mobility. Delaying their inclusion until the project reaches greater certainty would not delay housing production. In contrast, immediate inclusion imposes major zoning consequences today and effectively undermines the Transit Oriented Development Alternative Plan (TODAP) process that SB 79 expressly preserves for communities.

For these reasons, I respectfully urge SCAG to remove the proposed K Line Northern Extension stations in West Hollywood from the July 1 SB 79 qualifying transit stop map and defer any inclusion until the project reaches a sufficient level of certainty and affected communities have had a meaningful opportunity to utilize the TODAP planning process that SB 79 expressly preserves.

Kimberly S. Winick
President, Board of Directors
Pasadena Symphony Association
Resident of West Hollywood since 1985
Homeowner in West Hollywood since 1989
Past Secretary and Board Member of West Hollywood West Residents Assn
kimberly.winick@gmail.com
Phone/text: 213.309.5794

Maggie Aguilar

From: Ali Shahidi <ali@shahidi.org>
Sent: Tuesday, June 30, 2026 4:23 PM
To: SB79; Elizabeth Carvajal; ePublic Comment Group
Subject: REQUEST FOR RECUSAL OF WEST HOLLYWOOD'S COUNCIL MEMBER CHELSEA BYERS FROM SCAG'S JULY 2ND REGIONAL COUNCIL VOTE

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To SCAG Regional Council Members

At last night's West Hollywood City Council meeting, the Council determined that the City Attorney, Lauren Langer, will contact the California Fair Political Practices Commission (FPPC)—the agency responsible for enforcing California's conflict-of-interest and political ethics laws—to seek guidance regarding Councilmember Chelsea Byers' potential conflicts of interest.

This matter is serious enough that all agenda items requiring Councilmember Byers' votes were postponed pending the FPPC's review and determination. That action reflects the City's recognition that these conflict-of-interest concerns warrant careful and independent evaluation.

In the interest of transparency, public trust, and sound governance, I respectfully urge SCAG not to allow Councilmember Chelsea Byers to participate in or vote at the July 2 meeting until the FPPC has issued its determination.

Thank you for your attention to this important matter and for your commitment to ethical decision-making.

Sincerely,
West Hollywood Resident

Maggie Aguilar

From: Michael Fisk <michaelfisk@yahoo.com>
Sent: Tuesday, June 30, 2026 4:39 PM
To: ePublic Comment Group
Subject: REQUEST OF REMOVAL OF K LINE NORTHERN EXTENSION STOPS IN WEST HOLLYWOOD FROM SCAG'S MAP

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Dear SCAG Regional Council Members,

I urge SCAG to remove the proposed West Hollywood K Line Northern Extension stations from the July 1 SB 79 qualifying transit stop map.

The reason is straightforward. HCD's March 20, 2026 guidance makes clear that a qualifying transit stop must be part of a route with an adopted Locally Preferred Alternative. While Metro selected the San Vicente-Fairfax alignment, that approval was contingent upon West Hollywood and Los Angeles County establishing an Enhanced Infrastructure Financing District (EIFD) to provide roughly \$2.25 billion in local funding. That requirement has yet to be satisfied.

Without meeting this condition, the project remains uncertain and should not be treated as a qualifying transit stop under SB 79. This is a significant unresolved funding issue, not a minor procedural detail. In fact, even Metro Board member Ara J. Najarian has publicly expressed doubt that West Hollywood could realistically generate its required share of the funding.

Placing these stations on the SB 79 map now would trigger major development consequences for a project that is still years from construction and may never move forward. It would also bypass the opportunity for West Hollywood to develop a Transit Oriented Development Alternative Plan (TODAP), a planning option that SB 79 specifically allows communities to pursue.

I respectfully ask SCAG to wait until the project's funding obligations have been met and its future is more certain before designating these stations as qualifying transit stops. Doing so would protect the integrity of the SB 79 process while ensuring local communities have the opportunity to participate in the planning options the law provides.

Sincerely,

Michael Fisk

Resident, City of West Hollywood

Maggie Aguilar

From: Keith Cox <thekeithcox@gmail.com>
Sent: Tuesday, June 30, 2026 5:01 PM
To: ePublic Comment Group
Subject: URGENT ACTION AND NOTIFICATION

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Dear SCAG Regional Council Members

I am writing as a concerned resident of West Hollywood to respectfully urge SCAG to remove the proposed K Line Northern Extension (KNE) subway stations in West Hollywood from the July 1 SB 79 qualifying transit stop map.

The legal basis for this request is very clear. HCD's March 20, 2026 clarifying memo defines a qualifying "transit-oriented development stop" as a stop on a route for which a Locally Preferred Alternative (LPA) has been adopted. That standard has not been fully met in West Hollywood. The Los Angeles County Metropolitan Transportation Authority approved the San Vicente-Fairfax Locally Preferred Alternative *only with a major condition*: the City of West Hollywood, working with Los Angeles County, must establish an Enhanced Infrastructure Financing District (EIFD) capable of providing local funding equal to at least 25% of the project's estimated capital cost—approximately \$2.25 billion.

That condition has not been met.

Because this funding contingency remains unresolved, the project has not received final and unconditional approval. Until the Metro Board's funding requirement is satisfied, the proposed K Line stations should not be treated as qualifying transit stops under SB 79.

This is not a minor technical issue—it is a major unresolved financial obstacle.

West Hollywood is a very small city.

Raising \$2.25 billion in local funding presents an extraordinary challenge. Even Metro Board member Ara J. Najarian publicly questioned whether West Hollywood could realistically help raise this amount.

FOR SCAG to include these proposed stations in the SB 79 map now is premature. Should you continue to include them, it would prematurely trigger major transit-oriented development provisions despite *significant uncertainty* about whether this subway alignment will ever be funded or built.

This creates unnecessary legal and procedural risk and is unfavorable to the residents of the city.

These proposed stations are not expected to open for decades-if they are built at all. Delaying their inclusion until the project reaches greater certainty would not delay housing production. In contrast, immediate inclusion imposes major zoning consequences today and effectively undermines the Transit Oriented Development Alternative Plan (TODAP) process that SB 79 expressly preserves for communities.

For these reasons, I respectfully urge SCAG to remove the proposed K Line Northern Extension stations in West Hollywood from the July 1 SB 79 qualifying transit stop map and defer any inclusion until the project reaches a sufficient level of certainty and affected communities have had a meaningful opportunity to utilize the TODAP planning process that SB 79 expressly preserves

Sincerely,

[Keith H. Cox](#)

Keith Cox

9026 Elevado Street

West Hollywood, CA 90069

Maggie Aguilar

From: Robert Brezosky Jr <robertbrezoskyjr@gmail.com>
Sent: Tuesday, June 30, 2026 5:07 PM
To: ePublic Comment Group
Subject: REQUEST REMOVAL OF K LINE STOPS IN WEST HOLLYWOOD FROM SCAG'S MAP

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Dear SCAG Regional Council Members,

I am writing as a West Hollywood resident to respectfully ask that SCAG remove the proposed K Line Northern Extension stations in West Hollywood from the SB 79 qualifying transit stop map that is scheduled for approval this week.

My concern is straightforward. The proposed stations do not yet meet the standard established by the California Department of Housing and Community Development (HCD) for inclusion on the map.

While Metro selected the San Vicente-Fairfax alignment as its Locally Preferred Alternative, that approval came with a significant condition: West Hollywood and Los Angeles County must first establish a funding mechanism capable of providing approximately 25% of the project's estimated capital cost, or roughly \$2.25 billion. That condition has not been satisfied.

Until that requirement is met, the project remains uncertain. Including these stations on the SB 79 map now assumes a level of certainty that simply does not exist.

This is not about opposing housing or public transit. It is about following the law and ensuring that significant zoning changes are not triggered by infrastructure that has not yet cleared the required milestones. The proposed stations are not expected to open for many years, if they are ultimately built at all. Waiting until the project has secured the necessary approvals and funding will not delay housing production, but it will ensure that the SB 79 process is implemented as intended.

I also believe communities should have a meaningful opportunity to complete the Transit Oriented Development Alternative Plan (TODAP) process that SB 79 expressly preserves before being subjected to irreversible zoning changes based on infrastructure that remains uncertain.

For these reasons, I respectfully urge SCAG to remove the proposed K Line Northern Extension stations in West Hollywood from the current SB 79 qualifying transit stop map and reconsider their inclusion only after the project's funding requirements have been met and the project reaches a greater level of certainty.

Thank you for your consideration and for ensuring that SCAG's mapping decisions are both legally sound and fair to the communities they affect.

Regards,

Robert Brezosky
West Hollywood Resident and Norma Triangle Neighborhood Watch Captain

Maggie Aguilar

From: Barry Fields <bamfield@pacbell.net>
Sent: Tuesday, June 30, 2026 5:20 PM
To: ePublic Comment Group
Subject: SB 79 qualifying transit stop map

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Dear SCAG Regional Council Members,

I am writing as a West Hollywood resident to respectfully ask that SCAG remove the proposed K Line Northern Extension stations in West Hollywood from the SB 79 qualifying transit stop map that is scheduled for approval this week.

My concern is straightforward. The proposed stations do not yet meet the standard established by the California Department of Housing and Community Development (HCD) for inclusion on the map.

While Metro selected the San Vicente-Fairfax alignment as its Locally Preferred Alternative, that approval came with a significant condition: West Hollywood and Los Angeles County must first establish a funding mechanism capable of providing approximately 25% of the project's estimated capital cost, or roughly \$2.25 billion. That condition has not been satisfied.

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For these reasons, I respectfully urge SCAG to remove the proposed K Line Northern Extension stations in West Hollywood from the current SB 79 qualifying transit stop map and reconsider their inclusion only after the project's funding requirements have been met and the project reaches a greater level of certainty.

Thank you for your consideration and for ensuring that SCAG's mapping decisions are both legally sound and fair to the communities they affect.

Regards ,

Barry Fields
West Hollywood homeowner and resident
Sent from my iPhone

Maggie Aguilar

From: Jacob Pierce <jacob@abundanthousingla.org>
Sent: Tuesday, June 30, 2026 5:32 PM
To: Marquez, Ray; cindy.allen@longbeach.gov; jcrosswhite@spcity.org; 2mayor@riversideca.gov; SB79; ePublic Comment Group
Cc: jgrimes@greenbelt.org; Marc Vukceвич; Matthew Gelfand; Mahdi Manji; Aaron Eckhouse; Jesse Zwick; Zachary Pitts; elizabeth@peopleforhousing.org; Dylan Casey; Azeen Khanmalek; Nick; mlane@spur.org; sonja@yimbylaw.org
Subject: SUPPORT the SB 79 Approach and Methodology with amendments - Item 1 (coalition letter)
Attachments: Coalition_Support SB 79 Mapping w_ amendments (SCAG 063026).pdf

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Dear President Marquez and members of the SCAG Regional Council,

SB 79, the Abundant and Affordable Homes Near Transit Act takes effect tomorrow. And our broad coalition of stakeholders urges you to **SUPPORT the SB 79 Approach and Methodology with amendments** at the Regional Council meeting on Thursday.

Our proposed amendments provide legal certainty for both SCAG, as a metropolitan planning organization, and for the cities it represents. We applaud SCAG staff for their work to address many of the inconsistencies in the first draft of their methodology. However, issues remain, and flawed maps create uncertainty. The existing methodology's ultimate rejection in court would only deepen confusion, leaving local governments in the lurch with flawed maps, after SB 79 has taken effect. This will subject local governments to unnecessary legal costs, as well as sudden land-use changes that could have otherwise been addressed.

That is why we urge you to direct staff to fully comply with state law and guidance from HCD in finalizing the maps and associated methodology.

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
- Yes In My Back Yard (YIMBY Law)
- YIMBY Los Angeles

-Housing Action Coalition
-West Hollywood for All

Thank you,
Jacob Pierce

Housing Elements & Policy Analyst

Abundant Housing LA

[@jacobpierceLA](#)





June 30, 2026

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

Re: Support staff-recommended methodology with amendments (item 1)

Dear President Marquez and members of the SCAG Regional Council,

Here in the fourth-largest economy in the history of the world, the facts of California's housing shortage are grim. Most renters spend more than 30% of their income on rent; fewer than a quarter of California households can afford to purchase a median-priced home; and despite pledges to be carbon-neutral within two decades, transportation stubbornly accounts for 39% of our state's 800 billion pounds of annual carbon emissions, while 9% workers drive more than an hour each way to work, because policy choices have made it impossible for many to live anywhere near their work or reliable public transportation options.

Our region desperately needs change, and a landmark bill aimed at addressing these challenges takes effect tomorrow, Wednesday, July 1. Last year, the legislature passed Senate Bill 79 (Wiener), signed into law by Gov. Newsom, allowing more homes near high-quality transit in qualifying urban rail counties. 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. We, the undersigned

organizations, **express deep appreciation to Southern California Association of Governments (SCAG) staff for their work to resolve issues in a previous draft methodology to better reflect the law as written, and clarified by the California Department of Housing and Community Development (HCD).** Nevertheless, in this letter, we highlight **remaining unresolved errors** that must be addressed to reduce legal exposure and follow the intent and letter of the law, established by SB 79.

Collectively, our organizations urge you to SUPPORT WITH AMENDMENTS staff's recommendation that the Regional Council approve the updated SB 79 Approach and Methodology. We must stress that outstanding issues create significant and unnecessary legal risk both to SCAG, as a metropolitan planning organization, and to the cities it represents. That is why we strongly urge you to direct your staff to make the following changes:

A. Methods Changes: (Mapping methods that violate state law and HCD guidance)

Clearly state that the station areas around the Burbank and Glendale train stops qualify under SB 79. SCAG's map for these stations already highlights that SCAG's own findings contradict guidance from HCD and invites cities to make their own determinations. Introducing this level of uncertainty is as ridiculous as it is risky. Merely adding an incorrect statement to the SCAG methodology that its methods "compl[y] with the HCD Clarifications" does not make it so. The state has made it clear that SB 79 applies at commuter rail stations with a frequency of 48 trains or more. These stops meet this threshold.

B. Corrections: (Stations that should be included under SCAG's present draft guidance)

1. Include the missing stations on Metrolink's San Bernardino Line. The updated methodology correctly adds stations for Covina and Cal State LA, based on these stations meeting the 48-trains-for-service threshold within the last three years, but it omits El Monte and Baldwin Park (for reasons left unexplained), both of which meet that same criteria. Please resolve this discrepancy by clarifying that SB 79 applies uniformly across all four of these stations.

2. Include all stops along the J Line that are adjacent to a dedicated bus lane of any length, including freeway stations. The updated criteria in the SCAG methodology make clear that J Line stations qualify for SB 79, as

dedicated lane segments do not need to be “continuous between stops.” While the J Line runs in ExpressLanes with car traffic between many of its freeway stations, *at the stations themselves, buses use their own transit-only lanes.*

These changes follow the letter and intent of the law and also 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, have a “rebuttable presumption of validity,” that does not make all aspects of SCAG’s proposed methodology 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.

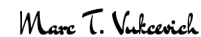
Sincerely,



Azeen Khanmalek
Executive Director
Abundant Housing LA



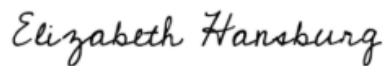
Mahdi Manji
Director of Public Policy
Inner City Law Center



Marc T. Vukcevic
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



Michael Lane
State Policy Director
SPUR



Aaron Eckhouse
Local and Regional Policy
Programs Director
California YIMBY



Matthew Gelfand
Supervising Counsel
Californians for Homeownership



Sonja Trauss
Executive Director
Yes In My Backyard



Zachary Pitts
LA Director
YIMBY Action



Nick Renteria
Chair
West Hollywood for All

Maggie Aguilar

From: MICHELE PROYECT <mpcontrabande@aol.com>
Sent: Tuesday, June 30, 2026 5:48 PM
To: ePublic Comment Group
Subject: SCAG Proposal

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Dear SCAG Regional Council Members,

I am writing as a West Hollywood resident to respectfully ask that SCAG remove the proposed K Line Northern Extension stations in West Hollywood from the SB 79 qualifying transit stop map that is scheduled for approval this week.

My concern is straightforward. The proposed stations do not yet meet the standard established by the California Department of Housing and Community Development (HCD) for inclusion on the map.

While Metro selected the San Vicente-Fairfax alignment as its Locally Preferred Alternative, that approval came with a significant condition: West Hollywood and Los Angeles County must first establish a funding mechanism capable of providing approximately 25% of the project's estimated capital cost, or roughly \$2.25 billion. That condition has not been satisfied.

Until that requirement is met, the project remains uncertain. Including these stations on the SB 79 map now assumes a level of certainty that simply does not exist.

This is not about opposing housing or public transit. It is about following the law and ensuring that significant zoning changes are not triggered by infrastructure that has not yet cleared the required milestones. The proposed stations are not expected to open for many years, if they are ultimately built at all. Waiting until the project has secured the necessary approvals and funding will not delay housing production, but it will ensure that the SB 79 process is implemented as intended.

I also believe communities should have a meaningful opportunity to complete the Transit Oriented Development Alternative Plan (TODAP) process that SB 79 expressly preserves before being subjected to irreversible zoning changes based on infrastructure that remains uncertain.

For these reasons, I respectfully urge SCAG to remove the proposed K Line Northern Extension stations in West Hollywood from the current SB 79 qualifying transit stop map and reconsider their inclusion only after the project's funding requirements have been met and the project reaches a greater level of certainty.

Thank you for your consideration and for ensuring that SCAG's mapping decisions are both legally sound and fair to the communities they affect.

Regards,

Michele Proyect

Maggie Aguilar

From: Ladd Jackson Real Estate Group <ladd@laddjackson.com>
Sent: Tuesday, June 30, 2026 5:54 PM
To: ePublic Comment Group
Subject: K Line Northern Extension stations West Hollywood

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Dear SCAG Regional Council Members,

I am writing as a West Hollywood resident to respectfully ask that SCAG remove the proposed K Line Northern Extension stations in West Hollywood from the SB 79 qualifying transit stop map that is scheduled for approval this week.

My concern is straightforward. The proposed stations do not yet meet the standard established by the California Department of Housing and Community Development (HCD) for inclusion on the map.

While Metro selected the San Vicente-Fairfax alignment as its Locally Preferred Alternative, that approval came with a significant condition: West Hollywood and Los Angeles County must first establish a funding mechanism capable of providing approximately 25% of the project's estimated capital cost, or roughly \$2.25 billion. That condition has not been satisfied.

Until that requirement is met, the project remains uncertain. Including these stations on the SB 79 map now assumes a level of certainty that simply does not exist.

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I also believe communities should have a meaningful opportunity to complete the Transit Oriented Development Alternative Plan (TODAP) process that SB 79 expressly preserves before being subjected to irreversible zoning changes based on infrastructure that remains uncertain.

For these reasons, I respectfully urge SCAG to remove the proposed K Line Northern Extension stations in West Hollywood from the current SB 79 qualifying transit stop map and reconsider their inclusion only after the project's funding requirements have been met and the project reaches a greater level of certainty.

Thank you for your consideration and for ensuring that SCAG's mapping decisions are both legally sound and fair to the communities they affect.

Regards,

--

Ladd Jackson -

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Carolwood Partners, Inc.
9440 Santa Monica Blvd. 8th
Beverly Hills, Ca 90210



Maggie Aguilar

From: Beverly Lund <lundbev23@outlook.com>
Sent: Tuesday, June 30, 2026 6:00 PM
To: ePublic Comment Group
Subject: REQUEST OF REMOVAL OF K LINE NORTHERN EXTENSION STOPS IN WEST HOLLYWOOD FROM SCAG'S MAP

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Dear SCAG Regional Council Members

I am writing as a concerned resident of West Hollywood to respectfully urge SCAG to remove the proposed K Line Northern Extension (KNE) subway stations in West Hollywood from the July 1 SB 79 qualifying transit stop map.

The legal basis for this request is very clear. HCD's March 20, 2026 clarifying memo defines a qualifying "transit-oriented development stop" as a stop on a route for which a Locally Preferred Alternative (LPA) has been adopted. **That standard has not been fully met in West Hollywood.** The Los Angeles County Metropolitan Transportation Authority approved the San Vicente-Fairfax Locally Preferred Alternative only with a major condition: the **City of West Hollywood, working with Los Angeles County, must establish an Enhanced Infrastructure Financing District (EIFD) capable of providing local funding equal to at least 25% of the project's estimated capital cost—approximately \$2.25 billion. That condition has not been met.**

Because this funding contingency remains unresolved, the project has not received final and unconditional approval. **Until the Metro Board's funding requirement is satisfied, the proposed K Line stations should not be treated as qualifying transit stops under SB 79. This is not a minor technical issue—it is a major unresolved financial obstacle.**

West Hollywood is a small city. Raising \$2.25 billion in local funding presents an extraordinary challenge. Even Metro Board member Ara J. Najarian publicly questioned whether West Hollywood could realistically help raise this amount. Including these proposed stations in the SB 79 map now would **prematurely trigger major transit-oriented development provisions despite significant uncertainty about whether this subway alignment will ever be funded or built. This creates unnecessary legal and procedural risk.**

These proposed stations are not expected to open for decades—if they are built at all. Delaying their inclusion until the project reaches greater certainty would not delay housing production. In contrast, immediate inclusion imposes major zoning consequences today and effectively undermines the Transit Oriented Development Alternative Plan (TODAP) process that SB 79 expressly preserves for communities.

For these reasons, I respectfully urge SCAG to remove the proposed K Line Northern Extension stations in West Hollywood from the July 1 SB 79 qualifying transit stop map and defer any inclusion until the project reaches a sufficient level of certainty and affected communities have had a meaningful opportunity to utilize the TODAP planning process that SB 79 expressly preserves.

Sincerely,

Beverly Lund

West Hollywood Resident

Maggie Aguilar

From: Kody Christiansen <khchrist@usc.edu>
Sent: Tuesday, June 30, 2026 6:49 PM
To: ePublic Comment Group
Subject: URGENT: Request to Remove K Line Northern Extension Stops in West Hollywood from SCAG's SB 79 Map

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Dear SCAG Regional Council Members,

I am writing as a concerned West Hollywood resident to respectfully urge SCAG to remove the proposed K Line Northern Extension subway stations in West Hollywood from the July 1 SB 79 qualifying transit stop map.

I want to be very clear: I support housing. I support affordable housing. I support housing that is affordable. I support smart, transit-oriented planning. But those words have to mean something. They cannot be used to bypass local planning, trigger major zoning consequences overnight, and treat an uncertain future transit project as though it is already fully approved, funded, and ready to serve the community.

The legal basis for this request is straightforward. HCD's March 20, 2026 clarifying memo defines a qualifying "transit-oriented development stop" as a stop on a route for which a Locally Preferred Alternative has been adopted. That standard has not been fully met in West Hollywood.

The Los Angeles County Metropolitan Transportation Authority approved the San Vicente-Fairfax Locally Preferred Alternative with a major condition: the City of West Hollywood, working with Los Angeles County, must establish an Enhanced Infrastructure Financing District capable of providing local funding equal to at least 25% of the project's estimated capital cost, approximately \$2.25 billion. That condition has not been met.

Because this funding contingency remains unresolved, the project has not received final and unconditional approval. Until the Metro Board's funding requirement is satisfied, the proposed K Line stations should not be treated as qualifying transit stops under SB 79. This is not a small technicality. It is a major unresolved financial and procedural obstacle.

West Hollywood is a small city. Asking our community to raise \$2.25 billion in local funding is an extraordinary challenge, and even Metro Board member Ara J. Najarian publicly questioned whether West Hollywood could realistically help raise this amount. Including these proposed stations in the SB 79 map now would prematurely trigger major transit-oriented development provisions despite serious uncertainty about whether this subway alignment will ever be funded or built.

That matters. These stations are not expected to open for decades, if they are built at all. Delaying their inclusion until the project reaches a greater level of certainty would not delay housing production today. What immediate inclusion would do is impose major zoning consequences on West Hollywood right now, before the community has had a meaningful opportunity to use the Transit Oriented Development Alternative Plan process that SB 79 expressly preserves.

West Hollywood deserves housing with a plan. We deserve affordability with accountability. We deserve density that is connected to real transit infrastructure, not hypothetical stations that may not arrive for decades.

For these reasons, I respectfully urge SCAG to remove the proposed K Line Northern Extension stations in West Hollywood from the July 1 SB 79 qualifying transit stop map and defer any inclusion until the project reaches a sufficient level of certainty and affected communities have had a meaningful opportunity to utilize the TODAP planning process.

The WE in WeHo, the people, my neighbors ... want a PLAN. Give us more time to make that plan.

Sincerely,

Kody Christiansen
West Hollywood Resident

Maggie Aguilar

From: Scott Keesling <cyberscott@att.net>
Sent: Tuesday, June 30, 2026 7:20 PM
To: ePublic Comment Group
Subject: Remove K Line extension stations from SB 79 map

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Dear SCAG Regional Council Members,

I am writing as a West Hollywood resident to respectfully ask that SCAG remove the proposed K Line Northern Extension stations in West Hollywood from the SB 79 qualifying transit stop map that is scheduled for approval this week.

My concern is straightforward. The proposed stations do not yet meet the standard established by the California Department of Housing and Community Development (HCD) for inclusion on the map.

While Metro selected the San Vicente-Fairfax alignment as its Locally Preferred Alternative, that approval came with a significant condition: West Hollywood and Los Angeles County must first establish a funding mechanism capable of providing approximately 25% of the project's estimated capital cost, or roughly \$2.25 billion. That condition has not been satisfied.

Until that requirement is met, the project remains uncertain. Including these stations on the SB 79 map now assumes a level of certainty that simply does not exist.

This is not about opposing housing or public transit. It is about following the law and ensuring that significant zoning changes are not triggered by infrastructure that has not yet cleared the required milestones. The proposed stations are not expected to open for many years, if they are ultimately built at all. Waiting until the project has secured the necessary approvals and funding will not delay housing production, but it will ensure that the SB 79 process is implemented as intended.

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For these reasons, I respectfully urge SCAG to remove the proposed K Line Northern Extension stations in West Hollywood from the current SB 79 qualifying transit stop map and reconsider their inclusion only after the project's funding requirements have been met and the project reaches a greater level of certainty.

Thank you for your consideration and for ensuring that SCAG's mapping decisions are both legally sound and fair to the communities they affect.

Regards,

Scott Keesling

Maggie Aguilar

From: Jay Jacobson <jaysky501@gmail.com>
Sent: Tuesday, June 30, 2026 7:23 PM
To: ePublic Comment Group
Cc: SB79; Elizabeth Carvajal
Subject: URGENT:: Request: K Line Northern Extension Stops In West Hollywood Should Be Removed From SCAG's Map

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Dear SCAG Regional Council Members:

I am writing to respectfully request that the proposed K Line Northern Extension stations in West Hollywood not be included in SCAG's July 1 SB 79 qualifying transit stop map.

West Hollywood residents strongly believe that the proposed stations do not currently satisfy the statutory requirements for inclusion, and that adding them at this stage would be premature, legally questionable, and highly consequential for our community.

Page 7 of the memorandum issued by the California Department of Housing and Community Development on March 20, 2026, states that under Senate Bill 79 (Gov. Code § 65912.156, subd. (p)), a "transit-oriented development stop" includes stops on a route for which a Locally Preferred Alternative (LPA) has been adopted.

That is not the case here.

The Los Angeles County Metropolitan Transportation Authority approved the San Vicente-Fairfax Locally Preferred Alternative subject to a major condition: the City of West Hollywood, in coordination with Los Angeles County and other jurisdictions, must establish an Enhanced Infrastructure Financing District (EIFD) to provide local funding equal to at least 25 percent of the project's estimated capital cost — approximately \$2.25 billion.

Because this condition has not been satisfied, the project has not received final, unconditional approval. Unless and until the Metro Board's funding contingency has been satisfied or formally waived, SCAG and HCD should not treat the proposed stations as qualified stops under SB 79 because the statutory prerequisite for doing so remains subject to legitimate legal uncertainty, potentially exposing the mapping decision to avoidable legal challenge.

The magnitude of this funding condition cannot be overstated. West Hollywood's entire FY 2027 operating budget is approximately \$236 million, while its adopted five-year Capital Improvement Program identifies approximately \$187.5 million in capital projects for which no funding source has been identified, resulting in those projects being deferred. At the Metro Board's March 26 meeting, Board Member Ara J. Najarian openly questioned whether the small City of West Hollywood could realistically work with Los Angeles County and other jurisdictions to raise the \$2.25 billion required.

Adding the proposed stations to the SB 79 maps before these uncertainties are resolved would prematurely trigger the statute's transit-oriented development provisions despite substantial uncertainty regarding whether the alignment will ever be financed or constructed. Doing so would create significant legal vulnerability and invite unnecessary litigation.

Compounding these concerns is the fact that, until very recently, SCAG's position was that future stations would only be included after environmental review had occurred. Reversing course only days before the statute takes effect raises serious legal, procedural, and fairness concerns.

There is no meaningful harm in waiting, but there is significant risk in acting prematurely. The proposed K Line Northern Extension stations are not expected to open for decades, if they are constructed at all. Delaying their inclusion until the project reaches a greater level of certainty would not delay housing production. By contrast, immediate inclusion imposes significant zoning consequences today, effectively foreclosing the Transit Oriented Development Alternative Plan process for affected communities and creating avoidable legal uncertainty.

Beyond the legal and procedural issues, many residents are deeply concerned that this decision is being driven less by transportation planning considerations than by the desire to trigger SB 79's development provisions as quickly as possible. Regardless of one's views on housing policy, the consequences of this mapping decision are not theoretical or abstract.

The placement of these stations on the qualifying transit stop map will have immediate and lasting impacts on homes, neighborhoods, businesses, and livelihoods that have existed for decades. Residents who will bear these consequences deserve confidence that the decision is being made only after all statutory requirements have been satisfied and all relevant issues have been fully considered.

Many in our community also remain concerned that significant environmental questions have not received adequate attention, particularly those involving groundwater conditions and potential impacts associated with future tunneling and construction activities. Equally troubling is the widespread agreement among residents and business owners that meaningful outreach to those of us most directly affected has never occurred.

This is not merely a planning exercise or a technical mapping decision. It is a decision with profound consequences for the future of our community, and one that warrants caution, transparency, and certainty before irreversible actions are taken.

For all of these reasons, I respectfully request that SCAG remove the proposed K Line Northern Extension stations from the July 1 SB 79 qualifying transit stop map and defer their inclusion until the project has achieved a sufficient degree of certainty and affected communities have had a meaningful opportunity to utilize the TODAP planning process that SB 79 expressly preserves.

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

Respectfully,

Jay Jacobson
West Hollywood Resident

Maggie Aguilar

From: bobbieace@aol.com
Sent: Tuesday, June 30, 2026 7:51 PM
To: ePublic Comment Group
Subject: REQUEST OF REMOVAL OF K LINE NORTHERN EXTENSION STOPS IN WEST HOLLYWOOD FROM SCAG'S MAP

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Dear SCAG Regional Council Members,

I've lived in West Hollywood for more than 40 years, and I've seen a lot of promises come and go. That's why I don't understand why SCAG is treating the proposed K Line stations as if they're a done deal when they're anything but.

Metro approved this route only on the condition that West Hollywood and Los Angeles County come up with roughly \$2.25 billion through an Enhanced Infrastructure Financing District. That hasn't happened. Until it does, this project is far from certain.

HCD's own guidance says a qualifying transit stop must be on a route with an adopted Locally Preferred Alternative. In this case, the approval came with a massive financial condition that still hasn't been met. That's not some technical detail—it's the whole ballgame. Even Metro Board member Ara J. Najarian has questioned whether West Hollywood can realistically raise that kind of money.

So why rush to put these stations on the SB 79 map now? They may not be built for decades, if they're built at all. Yet including them today would immediately trigger major zoning changes and take away the opportunity for West Hollywood to pursue the Transit Oriented Development Alternative Plan that SB 79 was designed to preserve.

Slow down. Get the funding in place first. Then, if this project is truly moving forward, revisit the map. Until then, don't ask my city to live with the consequences of a subway line that still exists mostly on paper.

Respectfully,

Bobbie Edrick

Resident, City of West Hollywood

Maggie Aguilar

From: david eckert <daveckert@mac.com>
Sent: Tuesday, June 30, 2026 9:07 PM
To: ePublic Comment Group
Subject: REQUEST OF REMOVAL OF K LINE NORTHERN EXTENSION STOPS IN WEST HOLLYWOOD FROM SCAG'S MAP

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I am writing as a concerned resident to respectfully urge SCAG to remove the proposed K Line Northern Extension (KNE) subway stations in West Hollywood from the July 1 SB 79 qualifying transit stop map.

The legal basis for this request is very clear. HCD's March 20, 2026 clarifying memo defines a qualifying "transit-oriented development stop" as a stop on a route for which a Locally Preferred Alternative (LPA) has been adopted. That standard has not been fully met in West Hollywood. The Los Angeles County Metropolitan Transportation Authority approved the San Vicente-Fairfax Locally Preferred Alternative only with a major condition: the City of West Hollywood, working with Los Angeles County, must establish an Enhanced Infrastructure Financing District (EIFD) capable of providing local funding equal to at least 25% of the project's estimated capital cost—approximately \$2.25 billion. That condition has not been met.

Because this funding contingency remains unresolved, the project has not received final and unconditional approval. Until the Metro Board's funding requirement is satisfied, the proposed K Line stations should not be treated as qualifying transit stops under SB 79. This is not a minor technical issue—it is a major unresolved financial obstacle.

West Hollywood is a small city. Raising \$2.25 billion in local funding presents an extraordinary challenge. Even Metro Board member Ara J. Najarian publicly questioned whether West Hollywood could realistically help raise this amount. Including these proposed stations in the SB 79 map now would prematurely trigger major transit-oriented development provisions despite significant uncertainty about whether this subway alignment will ever be funded or built. This creates unnecessary legal and procedural risk.

These proposed stations are not expected to open for decades—if they are built at all. Delaying their inclusion until the project reaches greater certainty would not delay housing production. In contrast, immediate inclusion imposes major zoning consequences today and effectively undermines the Transit Oriented Development Alternative Plan (TODAP) process that SB 79 expressly preserves for communities.

For these reasons, I respectfully urge SCAG to remove the proposed K Line Northern Extension stations in West Hollywood from the July 1 SB 79 qualifying transit stop map and defer any inclusion until the project reaches a sufficient level of certainty and affected communities have had a meaningful opportunity to utilize the TODAP planning process that SB 79 expressly preserves.

Sincerely,
David Eckert

Maggie Aguilar

From: Lou Spisto <louspisto@gmail.com>
Sent: Tuesday, June 30, 2026 9:25 PM
To: ePublic Comment Group
Subject: Removal of Kline

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Lou Spisto

Dear SCAG Regional Council Members,

I am writing as a West Hollywood resident to respectfully ask that SCAG remove the proposed K Line Northern Extension stations in West Hollywood from the SB 79 qualifying transit stop map that is scheduled for approval this week.

My concern is straightforward. The proposed stations do not yet meet the standard established by the California Department of Housing and Community Development (HCD) for inclusion on the map.

While Metro selected the San Vicente-Fairfax alignment as its Locally Preferred Alternative, that approval came with a significant condition: West Hollywood and Los Angeles County must first establish a funding mechanism capable of providing approximately 25% of the project's estimated capital cost, or roughly \$2.25 billion. That condition has not been satisfied.

Until that requirement is met, the project remains uncertain. Including these stations on the SB 79 map now assumes a level of certainty that simply does not exist.

This is not about opposing housing or public transit. It is about following the law and ensuring that significant zoning changes are not triggered by infrastructure that has not yet cleared the required milestones. The proposed stations are not expected to open for many years, if they are ultimately built at all. Waiting until the project has secured the necessary approvals and funding will not delay housing production, but it will ensure that the SB 79 process is implemented as intended.

I also believe communities should have a meaningful opportunity to complete the Transit Oriented Development Alternative Plan (TODAP) process that SB 79 expressly preserves before being subjected to irreversible zoning changes based on infrastructure that remains uncertain.

For these reasons, I respectfully urge SCAG to remove the proposed K Line Northern Extension stations in West Hollywood from the current SB 79 qualifying transit stop map and reconsider their inclusion only after the project's funding requirements have been met and the project reaches a greater level of certainty.

Thank you for your consideration and for ensuring that SCAG's mapping decisions are both legally sound and fair to the communities they affect.

Regards,

Lou Spisto

9000 Cynthia St

Apt 405

Maggie Aguilar

From: Robert Steloff <robertsteloff@tradesecretshome.com>
Sent: Tuesday, June 30, 2026 9:30 PM
To: ePublic Comment Group; SB79; Elizabeth Carvajal
Subject: UPDATE ON:: REQUEST FOR RECUSAL OF WEST HOLLYWOOD'S COUNCIL MEMBER CHELSEA BYERS FROM SCAG'S JULY 2ND REGIONAL COUNCIL VOTE

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Dear SCAG Regional Council Members,

I am writing as a resident & business owner of West Hollywood to respectfully request that SCAG remove proposed K-Line Northern Extension stations within our city from the SB-79 qualifying transit stop map scheduled for approval this week.

My request is rooted in compliance with state standards. The proposed West Hollywood stations do not currently meet the strict criteria established by the CA Department of Housing and Community Development (HCD) for inclusion on this map. Including them prematurely would undermine the accuracy and intent of the designation.

Thank you for your time, consideration, and continued service to our region.

More so & most specifically:

Inherent Conflict of Interest:

I am writing to ensure all SCAG members are aware of the conflict of interest by Council Member Chelsea Byers of West Hollywood, who has been an employee of a radicalized pro-SB79 group (Welcoming Neighbors Network) since 2024 in a policy and campaign capacity. The City of West Hollywood last night (June 29, 2026) directed their City Attorney to follow up with the FPPC. The majority of residents demanded Ms. Byers' recusal from housing-related items; the City Council ended up postponed zoning items on the agenda until after FPPC decisions.

SCAG's Community, Economic, and Human Development (CEHD) Committee voted overwhelmingly on June 4 and somehow, others reached out to **HCD to get direction to get the SCAG decision reversed within three weeks and only for KNE! This seems extremely suspicious to me.** Because of this concern we recently submitted a Records Request to SCAG for All communications between California Department of Housing & Community Development and SCAG and its representatives regarding SB79 scope, application and clarification, including emails, reports, call records, minutes, notes, text messages; for the period starting June 4, 2026 through end of day Friday, June 26, 2026.

Included, is a link to OccupiedWeHo's article on the topic; of key interest is the SCAG-related timeline: <https://occupiedweho.com/chelsea-byers-is-paid-to-lobby-against-single-family-homes-and-parking/>

Regional Council Approving the SB79 Map with the KNE would make SCAG complicit in supporting potential conflict of interest. At a minimum, SCAG should put the SB79 decision on hold.

KNE LPA Contingency

Secondly, **KNE LPA is contingent on completed EIR and the EIFD financing is on quick sand, like the liquefaction zone of West Hollywood.** Approving the addition of KNE to the SB79 maps is simply encouraging explosions as Metro would find from the methane running under our streets. It benefits only the arms makers, or in this case, the development parties with short-term interests. SCAG should not be setting the precedent of enabling intense development when the transit stops are not definite, when the LPA approval is not complete. The implications of SB79 approval are the destruction of cities as we know them, the disruption of many businesses and the displacement of renters. SCAG knows that housing is far more complex than just enabling additional development near transit stops. SCAG must realize the price Southern Californians would pay for transit-oriented development. Removing the “correction” of Item 25, removing KNE, from the SCAG maps would improve the livability of the area and give Southern Californians a chance to establish more structured and effective mechanisms to improve housing.

I respectfully urge SCAG Regional Council to

- 1) Remove Correction 25, KNE, from the SCAG Maps.
- 2) If this cannot be done, then postpone the hearing due to a member’s conflict of interest.

Sincerely,

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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Maggie Aguilar

From: Johnny Nicolero <johnnynicolero@sbcglobal.net>
Sent: Tuesday, June 30, 2026 9:36 PM
To: ePublic Comment Group
Subject: REQUEST OF REMOVAL OF K LINE NORTHERN EXTENSION STOPS IN WEST HOLLYWOOD FROM SCAG'S MAP

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Dear SCAG Regional Council Members,

I am writing as a concerned resident of West Hollywood to respectfully urge SCAG to remove the proposed K Line Northern Extension (KNE) subway stations in West Hollywood from the July 1 SB 79 qualifying transit stop map.

The legal basis for this request is very clear. HCD's March 20, 2026 clarifying memo defines a qualifying "transit-oriented development stop" as a stop on a route for which a Locally Preferred Alternative (LPA) has been adopted. That standard has not been fully met in West Hollywood. The Los Angeles County Metropolitan Transportation Authority approved the San Vicente-Fairfax Locally Preferred Alternative only with a major condition: the City of West Hollywood, working with Los Angeles County, must establish an Enhanced Infrastructure Financing District (EIFD) capable of providing local funding equal to at least 25% of the project's estimated capital cost—approximately \$2.25 billion. That condition has not been met.

Because this funding contingency remains unresolved, the project has not received final and unconditional approval. Until the Metro Board's funding requirement is satisfied, the proposed K Line stations should not be treated as qualifying transit stops under SB 79. This is not a minor technical issue—it is a major unresolved financial obstacle.

West Hollywood is a small city. Raising \$2.25 billion in local funding presents an extraordinary challenge. Even Metro Board member Ara J. Najarian publicly questioned whether West Hollywood could realistically help raise this amount. Including these proposed stations in the SB 79 map now would prematurely trigger major transit-oriented development provisions despite significant uncertainty about whether this subway alignment will ever be funded or built. This creates unnecessary legal and procedural risk.

These proposed stations are not expected to open for decades—if they are built at all. Delaying their inclusion until the project reaches greater certainty would not delay housing production. In contrast, immediate inclusion imposes major zoning consequences today and effectively undermines the Transit Oriented Development Alternative Plan (TODAP) process that SB 79 expressly preserves for communities.

For these reasons, I respectfully urge SCAG to remove the proposed K Line Northern Extension stations in West Hollywood from the July 1 SB 79 qualifying transit stop map and defer any inclusion until the

project reaches a sufficient level of certainty and affected communities have had a meaningful opportunity to utilize the TODAP planning process that SB 79 expressly preserves.

Sincerely,

Johnny Nicoloro

West Hollywood

Renter 31 years

Maggie Aguilar

From: Brad Keistler <bkeistler@hotmail.com>
Sent: Tuesday, June 30, 2026 9:51 PM
To: ePublic Comment Group
Subject: sb79

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Yes - small letters, because it is a stupid, unwanted, unnecessary "law" that does not take into account other solutions to the "housing problem". It would destroy true decades old neighborhoods for expensive (have you ever seen an advertisement for "Non-luxury") apartments most likely years before they would be anywhere near a Transit Hub.

If you have to build, build along the major thoroughfares only!! Make the developers pay MORE for that FRONTAGE land than they think they can get away with by offering much smaller amounts for interior residential lots! We're on to the game.

Brad Keistler
West Hollywood West

Maggie Aguilar

From: Andi Steloff <andisteloff@gmail.com>
Sent: Tuesday, June 30, 2026 10:16 PM
To: ePublic Comment Group; SB79; Elizabeth Carvajal

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Dear SCAG Regional Council Members,

I'm writing as a resident & business owner of West Hollywood to respectfully request that SCAG remove the proposed K-Line Northern Extension stations within our city from the SB-79 qualifying transit stop map scheduled for approval this week.

My request is derivative in compliance with state standards. The proposed West Hollywood stations do not currently meet the strict criteria established by the CA Department of Housing and Community Development (HCD) for inclusion on this map. Including them would prematurely undermine the accuracy and intent of the designation.

My sincere thanks for your time & consideration to an utmost serious matter.

Additionally, if you aren't previously aware, there is a large faction of residents who feel there's an inherent Conflict of Interest associated with Council Member Byers of West Hollywood Council, who has been an employee of an influential & pro-SB79 group (WNN-Welcoming Neighbors Network) since 2024 in a policy and campaign capacity.

The City of West Hollywood last night (June 29, 2026) directed their City Attorney to follow up with the FPPC. The majority of residents demanded Ms. Byers' recusal from housing-related items; the City Council ended up postponing zoning items on the agenda until after FPPC decisions.

The implications of SB79 approval are the destruction of cities as we know them, the disruption of many businesses and the displacement of renters. SCAG knows that housing is far more complex than just enabling additional blanket development near transit stops. SCAG must realize the price Southern Californians would pay for transit-oriented development. Removing the "correction" of Item 25, removing KNE, from the SCAG maps would improve the livability of the area and give Southern Californians a chance to establish more structured and effective mechanisms to improve housing.

I respectfully urge SCAG Regional Council to

- 1) Remove Correction 25, KNE, from the SCAG Maps.
- 2) If this cannot be done, then postpone the hearing due to a member's conflict of interest

Andi Steloff
8615 Sherwood Drive

West Hollywood, Ca 90069

andisteloff@gmail.com

Maggie Aguilar

From: jeromecleary@aol.com
Sent: Tuesday, June 30, 2026 10:19 PM
To: ePublic Comment Group
Subject: Request to remove all West Hollywood K Line stops

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Dear SCAG Regional Council Members:

I am writing as a concerned resident of West Hollywood to respectfully urge SCAG to remove the proposed K Line Northern Extension (KNE) subway stations in West Hollywood from the July 1 SB 79 qualifying transit stop map.

The legal basis for this request is very clear. HCD's March 20, 2026 clarifying memo defines a qualifying "transit-oriented development stop" as a stop on a route for which a Locally Preferred Alternative (LPA) has been adopted. That standard has not been fully met in West Hollywood. The Los Angeles County Metropolitan Transportation Authority approved the San Vicente-Fairfax Locally Preferred Alternative only with a major condition: the City of West Hollywood, working with Los Angeles County, must establish an Enhanced Infrastructure Financing District (EIFD) capable of providing local funding equal to at least 25% of the project's estimated capital cost—approximately \$2.25 billion. That condition has not been met.

Because this funding contingency remains unresolved, the project has not received final and unconditional approval. Until the Metro Board's funding requirement is satisfied, the proposed K Line stations should not be treated as qualifying transit stops under SB 79. This is not a minor technical issue—it is a major unresolved financial obstacle.

West Hollywood is a small city of 1.9 square miles. Raising \$2.25 billion in local funding presents an extraordinary challenge. Even Metro Board member Ara J. Najarian publicly questioned whether West Hollywood could realistically help raise this amount. Including these proposed stations in the SB 79 map now would prematurely trigger major transit-oriented development provisions despite significant uncertainty about whether this subway alignment will ever be funded or built. This creates unnecessary legal and procedural risk.

These proposed stations are not expected to open for decades—if they are built at all. Delaying their inclusion until the project reaches greater certainty would not delay housing production. In contrast, immediate inclusion imposes major zoning consequences today and effectively undermines the Transit Oriented Development Alternative Plan (TODAP) process that SB 79 expressly preserves for communities.

For these reasons, I respectfully urge SCAG to remove the proposed K Line Northern Extension stations in West Hollywood from the July 1 SB 79 qualifying transit stop map and defer any inclusion until the project reaches a sufficient level of certainty and affected communities have had a meaningful opportunity to utilize the TODAP planning process that SB 79 expressly preserves.

Sincerely,

Jerome Cleary

Maggie Aguilar

From: Randi Hiller <randi.hiller@gmail.com>
Sent: Tuesday, June 30, 2026 10:37 PM
To: ePublic Comment Group
Subject: Re: REQUEST OF REMOVAL OF K LINE NORTHERN EXTENSION STOPS IN WEST HOLLYWOOD FROM SCAG'S MAP

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Dear SCAG Regional Council Members,

I respectfully urge SCAG to remove the proposed K Line Northern Extension stations in West Hollywood from the July 1 SB 79 qualifying transit stop map.

HCD's March 20, 2026 guidance states that a qualifying transit stop must be on a route with an adopted Locally Preferred Alternative (LPA). While Metro approved the San Vicente-Fairfax LPA, it did so with a critical condition: West Hollywood and Los Angeles County must first establish an Enhanced Infrastructure Financing District (EIFD) capable of funding at least 25% of the project's estimated cost—approximately \$2.25 billion. That condition has not been met.

Until this major funding requirement is satisfied, the project lacks final, unconditional approval and should not qualify as an SB 79 transit stop. This is not a technicality, it is a significant unresolved financial hurdle. Even Metro Board member Ara J. Najarian publicly questioned whether West Hollywood could realistically raise its required share.

Including these stations now would prematurely trigger sweeping SB 79 development requirements for a project that may not be built for decades, if ever. It would also undermine the Transit Oriented Development Alternative Plan (TODAP) process that SB 79 expressly preserves for local communities.

For these reasons, I respectfully request that SCAG defer inclusion of the proposed West Hollywood stations until the project's funding is secured, its future is substantially more certain, and the community has had the opportunity to pursue the TODAP process provided under SB 79.

Respectfully,

Randi Hiller

Sent from my iPhone

Maggie Aguilar

From: Jacob Wasserman <jacoblwasserman@gmail.com>
Sent: Tuesday, June 30, 2026 10:38 PM
To: ePublic Comment Group; SCAGClerk
Cc: Maggie Aguilar; Marquez, Ray; cindy.allen@longbeach.gov; jcrosswhite@spcity.org; 2mayor@riversideca.gov; SB79
Subject: Revisions to SB 79 Mapping Methodology to Comply with State Law: Item #1

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I have some severe concerns about the SB 79 mapping methodology. I hope they can be fixed.

- *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**.
- *Commuter rail service:* SCAG's draft methodology is **against HCD guidance** (and therefore the law, which requires fidelity to it), as the draft memo clearly (and frankly brazenly) admits. Adding an statement to the SCAG methodology that its methods "compl[y] with the HCD Clarifications" does not make it so. Likewise, technically mapping the stations in question but then casting doubt on their applicability in a pop-up box is not workable loophole that satisfies the law and HCD guidance. 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**.

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. And please heed the warnings of the advocates who already correctly informed SCAG that their initial methodology was wrong (leading to corrections forced by HCD to include stops on lines with locally preferred alternatives selected).

Jacob Wasserman
90403
Writing for myself

Maggie Aguilar

From: Jacob Wasserman <jacoblwasserman@gmail.com>
Sent: Tuesday, June 30, 2026 10:40 PM
Cc: Maggie Aguilar; Marquez, Ray; cindy.allen@longbeach.gov; jcrosswhite@spcity.org; 2mayor@riversideca.gov; SB79
Subject: J Line Stations Missing from SB 79 Map: Item #1

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Please make a correction to add the omitted J Line Los Angeles Metro BRT stations to the SB 79 eligibility map: El Monte, Cal State LA, LA General Medical Center, 37th Street/USC, Slauson, Manchester, Rosecrans, Harbor Gateway Transit Center, Carson, and Pacific Coast Highway.

These stations meet all of the criteria under SCAG's draft methodology, [HCD's guidance](#), and [SB 79](#). Specifically, they:

A) Have a 24/7 bus lane

I assume that they were initially left off because the El Monte Busway and Harbor Transitway are ExpressLanes, not bus-only lanes. However, while buses run in ExpressLanes between stations, **the lanes leading up to, in front of, and leading away from the stations themselves are bus-only**. No cars are allowed to drive up past the platforms; cars use their own separate lanes to bypass the stations. There is nothing in law, [HCD's guidance](#), nor SCAG's draft methodology that restricts the minimum length of a bus lane. A lane is a lane, even if it only exists to serve one stop. To say otherwise is to negate what the basic definition of the word "lane" means.

In addition, **a number of the stations are not even located next to the ExpressLanes at all**, but on their own branches away from the ExpressLanes (El Monte, Harbor Gateway Transit Center) or even miles south of the ExpressLanes' end (Carson, Pacific Coast Highway). While the ramps to it and parking lots near it are mixed-traffic, the Harbor Gateway Transit Center's bus bays are in their own "separate right-of-way dedicated for public transportation." El Monte even more so: both the approach to the bus center and the roads in the center itself are separate rights-of-way for buses only.

Staff's initial denial claims that the bus lanes at J Line stops are not bus lanes, comparing them to bus pullouts. But bus pullouts are not the width of a full travel lane and do not allow for straight movement into and out of them without merging. The opposite is the case at J Line stops, which are full-width lanes and do allow straight movement. Likewise, what the Regional Transit Technical Advisory Committee found, referenced by staff, may have relevance for internal SCAG work but has no bearing on state law.

Indeed, I do not understand how a denial of these stops squares with this addition to the draft methodology: **"The dedicated lane segments must be adjacent to the stop but are not required to be continuous between stops."** That seems to pretty clearly cover J Line stops.

Here is documentation:

- El Monte (not even in the ExpressLanes, but located on a stretch of bus-only lanes branching off of them)
 - https://static2.gensler.com/uploads/image/87758/project-el-monte-busway-04-2000x1125_1694807211.jpg
 - <https://maps.app.goo.gl/TagntPt1igSzSTqq7>
 - <https://maps.app.goo.gl/S4UF8eTfKVRsda1E7>
- Cal State LA
 - https://commons.wikimedia.org/wiki/File:CSULA_WB_busway_platform,_March_2025.jpg
 - <https://maps.app.goo.gl/ySzmFcTWasgChL4r6>
- LA General Medical Center
 - [https://commons.wikimedia.org/wiki/File:LAC_%26_USC_Med._Center_Metro_Silver_Line_Station-5_\(cropped\).JPG](https://commons.wikimedia.org/wiki/File:LAC_%26_USC_Med._Center_Metro_Silver_Line_Station-5_(cropped).JPG)
 - <https://maps.app.goo.gl/hhUbwXSqVVsXVN8C7>
 - <https://maps.app.goo.gl/3nri65SgmP4yZCu29>
- 37th Street/USC
 - https://commons.wikimedia.org/wiki/File:37th_St_USC_station_platforms,_September_2023.jpg
 - <https://maps.app.goo.gl/EntUzLcRYuaSrLBH7>
 - <https://maps.app.goo.gl/dFZdArhJRgyuge7z9>
- Slauson
 - https://commons.wikimedia.org/wiki/File:Slauson_%26_1-110_Metro_Silver_Line_Station-Picture_7.JPG
 - <https://maps.app.goo.gl/N1L3HHaQgSLW4Tg58>
- Manchester
 - https://commons.wikimedia.org/wiki/File:Manchester_Metro_Silver_Line_Station_02.JPG
 - <https://maps.app.goo.gl/U1nrdEJszSg1fPLe7>
 - <https://maps.app.goo.gl/ZTFLdkNiuqWVz7Tt5>
- (Harbor Freeway already counted as Tier 1 rail)
- Rosecrans

- [https://commons.wikimedia.org/wiki/File:Rosecrans %26 I-110 Metro Silver Line Station- Picture 1.JPG](https://commons.wikimedia.org/wiki/File:Rosecrans_%26_I-110_Metro_Silver_Line_Station- Picture_1.JPG)
- <https://maps.app.goo.gl/71kL14bXe6eH2BUQA>
- <https://maps.app.goo.gl/fUu4CvJJPDxgufo9>
- Harbor Gateway Transit Center (not even in the ExpressLanes, but located on transit center whose lanes surrounding the bus bays are all bus-only)
 - <https://www.youtube.com/watch?v=h84nLHkoA0w>
 - <https://maps.app.goo.gl/r6y5Rvr2AAWCdovk6>
 - <https://maps.app.goo.gl/N4Ub1LEaeDhi6wQ97>
- Carson (not even in the ExpressLanes, but located on bus-only lanes on either side of I-110 far south of the end of the Harbor Transitway)
 - <https://maps.app.goo.gl/6P6QbfmU4LRA8qps5>
 - <https://maps.app.goo.gl/9metmCcu399Gu9BS7>
- Pacific Coast Highway (not even in the ExpressLanes, but located on bus-only lanes on either side of I-110 far south of the end of the Harbor Transitway)
 - <https://maps.app.goo.gl/pZ76GsYAbs3cRpkG8>
 - <https://maps.app.goo.gl/qzs3L14Nu6oepN8s6>

B) Are identified as a major transit stop on [Cal-ITP's map](#) (all) and on [SCAG's map](#) (all but LA General Medical Center, 37th Street/USC, and Carson which have been incorrectly omitted*) maps of major transit stops; and

* Since these are all in bus-only lanes, as described above, they meet the definition of BRT in [PRC § 21060.2](#) and therefore, in turn, meet the definition of major transit stop in [PRC § 21064.3](#).

C) Have bus service better than every 15 minutes during peak periods (see [J Line schedule](#), plus any other routes that overlap at each station)

Jacob Wasserman
90403
Writing for myself

Maggie Aguilar

From: Jacob Wasserman <jacoblwasserman@gmail.com>
Sent: Tuesday, June 30, 2026 10:41 PM
To: ePublic Comment Group; SCAGClerk
Subject: J Line Stations Missing from SB 79 Map: Item #1

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EXTERNAL: This email message was sent from outside our organization. Proceed with caution when opening links or attachments. Submit as spam if you are not sure it is safe.

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Please make a correction to add the omitted J Line Los Angeles Metro BRT stations to the SB 79 eligibility map: El Monte, Cal State LA, LA General Medical Center, 37th Street/USC, Slauson, Manchester, Rosecrans, Harbor Gateway Transit Center, Carson, and Pacific Coast Highway.

These stations meet all of the criteria under SCAG's draft methodology, [HCD's guidance](#), and [SB 79](#). Specifically, they:

A) Have a 24/7 bus lane

I assume that they were initially left off because the El Monte Busway and Harbor Transitway are ExpressLanes, not bus-only lanes. However, while buses run in ExpressLanes between stations, **the lanes leading up to, in front of, and leading away from the stations themselves are bus-only**. No cars are allowed to drive up past the platforms; cars use their own separate lanes to bypass the stations. There is nothing in law, [HCD's guidance](#), nor SCAG's draft methodology that restricts the minimum length of a bus lane. A lane is a lane, even if it only exists to serve one stop. To say otherwise is to negate what the basic definition of the word "lane" means.

In addition, **a number of the stations are not even located next to the ExpressLanes at all**, but on their own branches away from the ExpressLanes (El Monte, Harbor Gateway Transit Center) or even miles south of the ExpressLanes' end (Carson, Pacific Coast Highway). While the ramps to it and parking lots near it are mixed-traffic, the Harbor Gateway Transit Center's bus bays are in their own "separate right-of-way dedicated for public transportation." El Monte even more so: both the approach to the bus center and the roads in the center itself are separate rights-of-way for buses only.

Staff's initial denial claims that the bus lanes at J Line stops are not bus lanes, comparing them to bus pullouts. But bus pullouts are not the width of a full travel lane and do not allow for straight movement into and out of them without merging. The opposite is the case at J Line stops, which are full-width lanes and do allow straight movement. Likewise, what the Regional Transit Technical Advisory Committee found, referenced by staff, may have relevance for internal SCAG work but has no bearing on state law.

Indeed, I do not understand how a denial of these stops squares with this addition to the draft methodology: **"The dedicated lane segments must be adjacent to the stop but are not required to be continuous between stops."** That seems to pretty clearly cover J Line stops.

Here is documentation:

- El Monte (not even in the ExpressLanes, but located on a stretch of bus-only lanes branching off of them)
 - https://static2.gensler.com/uploads/image/87758/project-el-monte-busway-04-2000x1125_1694807211.jpg
 - <https://maps.app.goo.gl/TagntPt1igSzSTqq7>
 - <https://maps.app.goo.gl/S4UF8eTfKVRsda1E7>
- Cal State LA
 - https://commons.wikimedia.org/wiki/File:CSULA_WB_busway_platform,_March_2025.jpg
 - <https://maps.app.goo.gl/ySzmFcTWasgChL4r6>
- LA General Medical Center
 - [https://commons.wikimedia.org/wiki/File:LAC_%26_USC_Med._Center_Metro_Silver_Line_Station-5_\(cropped\).JPG](https://commons.wikimedia.org/wiki/File:LAC_%26_USC_Med._Center_Metro_Silver_Line_Station-5_(cropped).JPG)
 - <https://maps.app.goo.gl/hhUbwXSqVVsXVN8C7>
 - <https://maps.app.goo.gl/3nri65SgmP4yZCu29>
- 37th Street/USC
 - https://commons.wikimedia.org/wiki/File:37th_St_USC_station_platforms,_September_2023.jpg
 - <https://maps.app.goo.gl/EntUzLcRYuaSrLBH7>
 - <https://maps.app.goo.gl/dFZdArhJRgyuge7z9>
- Slauson
 - https://commons.wikimedia.org/wiki/File:Slauson_%26_1-110_Metro_Silver_Line_Station-Picture_7.JPG
 - <https://maps.app.goo.gl/N1L3HHaQgSLW4Tg58>
- Manchester
 - https://commons.wikimedia.org/wiki/File:Manchester_Metro_Silver_Line_Station_02.JPG
 - <https://maps.app.goo.gl/U1nrdEJszSg1fPLe7>
 - <https://maps.app.goo.gl/ZTFLdkNiuqWVz7Tt5>
- (Harbor Freeway already counted as Tier 1 rail)
- Rosecrans

- [https://commons.wikimedia.org/wiki/File:Rosecrans %26 I-110 Metro Silver Line Station- Picture 1.JPG](https://commons.wikimedia.org/wiki/File:Rosecrans_%26_I-110_Metro_Silver_Line_Station- Picture_1.JPG)
- <https://maps.app.goo.gl/71kL14bXe6eH2BUQA>
- <https://maps.app.goo.gl/fUu4CvJJPDxgufo9>
- Harbor Gateway Transit Center (not even in the ExpressLanes, but located on transit center whose lanes surrounding the bus bays are all bus-only)
 - <https://www.youtube.com/watch?v=h84nLHkoA0w>
 - <https://maps.app.goo.gl/r6y5Rvr2AAWCdovk6>
 - <https://maps.app.goo.gl/N4Ub1LEaeDhi6wQ97>
- Carson (not even in the ExpressLanes, but located on bus-only lanes on either side of I-110 far south of the end of the Harbor Transitway)
 - <https://maps.app.goo.gl/6P6QbfmU4LRA8qps5>
 - <https://maps.app.goo.gl/9metmCcu399Gu9BS7>
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* Since these are all in bus-only lanes, as described above, they meet the definition of BRT in [PRC § 21060.2](#) and therefore, in turn, meet the definition of major transit stop in [PRC § 21064.3](#).

C) Have bus service better than every 15 minutes during peak periods (see [J Line schedule](#), plus any other routes that overlap at each station)

Jacob Wasserman
90403
Writing for myself

Maggie Aguilar

From: Jacob Wasserman <jacoblwasserman@gmail.com>
Sent: Tuesday, June 30, 2026 10:40 PM
To: ePublic Comment Group; SCAGClerk
Cc: Maggie Aguilar; Marquez, Ray; cindy.allen@longbeach.gov; jcrosswhite@spcity.org; 2mayor@riversideca.gov; SB79
Subject: San Bernardino Line Metrolink Stations Missing from SB 79 Map: Item #1
Attachments: metrolink_all_lines_schedule_october_2024.pdf

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EXTERNAL: This email message was sent from outside our organization. Proceed with caution when opening links or attachments. Submit as spam if you are not sure it is safe.

[Report Suspicious](#)

Please make a correction to add the omitted Baldwin Park and El Monte Metrolink stations on the San Bernardino Line to the SB 79 eligibility map, for the same reason that the Covina and Cal State LA Metrolink stations were properly corrected onto the map.

[SB 79](#) includes high frequency commuter rail stops with services "operating a total of at least 48 trains per day across both directions, not including temporary service changes of less than one month or unplanned disruptions,...at any point in the past three years."

Covina, Baldwin Park, El Monte, and Cal State LA Metrolink stations have had such service within the past three years, even under SCAG's draft definition limiting the calculation to a single line of an agency. The following schedule was enacted October 21, 2024: https://web.archive.org/web/20241102021719/https://metrolinktrains.com/globalassets/schedules/optimized-schedule/metrolink_all_lines_schedule_october_2024.pdf (snapshot taken on the *Interet Archive* November 2, 2024; it can also be accessed by clicking "Download Current Schedule (PDF)" at the snapshot from November 20, 2024 here: <https://web.archive.org/web/20241120060101/https://metrolinktrains.com/schedules/>). It was in place until a new schedule was enacted January 27, 2025 (See this snapshot from January 26, 2025; click "Download Current Schedule (PDF)": <https://web.archive.org/web/20250126052517/https://metrolinktrains.com/schedules/>).

During that October 2024-January 2025 period, there were at least 48 trains on the Metrolink San Bernardino Line both ways at each of the stops. This was for more than a month, and it was *not* an unplanned disruption.

Jacob Wasserman
90403
Writing for myself

METROLINK



All Lines Timetable

Effective Monday, October 21, 2024

VC

AV

SB

RIV

91/PV

OC


IEOC

[metrolinktrains.com](https://www.metrolinktrains.com)

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NOTES & SYMBOLS

- 000** Train number (in color of line)
- 0:00** AM time (morning)
- 0:00** PM time (afternoon and evening)
- :00** Minutes past the hour
- ...** Train numbers omitted during clockface schedule period
- ↓** Express / Train does not stop at this station
- Transfer
- 0:00** San Bernardino Line/Arrow connecting train time (shaded in line color)
- A000** Amtrak Pacific Surfliner train
-  Bus service

Track boarding info is available at each station and Metrolink's online Train Tracker at metrolinktrains.com/train_tracker.

HOLIDAY SERVICE

Weekend (Saturday–Sunday) schedules are in effect on the following holidays:


- New Year's Day
- Memorial Day
- Independence Day
- Labor Day
- Thanksgiving Day
- Day after Thanksgiving
- Christmas Day

No weekend service on the Riverside Line.

TITLE VI

Title VI prohibits discrimination on the basis of race, color and national origin. If you feel you have been subjected to discrimination under Title VI you may file a complaint at metrolinktrains.com/civilrights.

NOTAS Y SÍMBOLOS

- 000** Número de tren (en color de la línea)
- 0:00** Hora AM (mañana)
- 0:00** Hora PM (tarde y noche)
- :00** Minutos después de la hora
- Números de trenes omitidos durante el período de programación regular
- ↓** Tren express / El tren no para en esta estación
- Transferir
- 0:00** Tiempo de conexión de la línea San Bernardino/Arrow (sombreado en color de línea)
- A000** Tren de Amtrak Pacific Surfliner
-  Servicio de autobuses

Información sobre las vías de abordaje está disponible en cada estación y en el mapa de seguimiento de trenes en línea: metrolinktrains.com/train_tracker.

SERVICIO DE DIAS FESTIVOS

Los horarios de fin de semana (sábado-domingo) están en efecto en los siguientes días festivos:

- Día de Año Nuevo
- Día de los Caídos
- Día de la Independencia
- Día del Trabajo
- Día de Acción de Gracias
- Día después de Acción de Gracias
- Día de Navidad

No hay servicio de fin de semana en la línea Riverside.

TÍTULO VI

El Título VI prohíbe la discriminación por motivos de raza, color y origen nacional. Si usted siente que ha sido discriminado bajo el Título VI, puede presentar una queja en metrolinktrains.com/civilrights.

Buy Your Ticket

- Purchase your ticket from any Metrolink Ticket Machine, at L.A. Union Station Metrolink ticket windows or through the Metrolink Mobile App.
- Passengers must have a valid Metrolink paper ticket or activated mobile ticket before boarding the train.

Free Connections

All Metrolink tickets include free transfers to over 50 transit providers including connecting buses, shuttles and rail lines. Visit metrolinktrains.com/connections for a list of participating operators.

Discounts

STUDENTS Visit metrolinktrains.com/student; Must present valid student ID to the fare inspector.

CHILDREN Ages 5 and under. Up to 3 children ride free with an adult using a valid ticket. Additional children pay youth fare. Kids 17 and younger ride free on weekends.

**SENIORS 65+/
DISABLED/MEDICARE** Receive 25% off passes and 50% off tickets.

MOBILITY-4-ALL California EBT card holders qualify for 50% off fares.

ACTIVE MILITARY Receive 10% off One-Way and Round-Trip tickets.

Ticket Types

For details, scan the QR code.



Amtrak

The **Codeshare** and **Rail 2 Rail®** Programs are available at no additional cost. They may be suspended on blackout dates during major holidays and special events.

Bicycles require a paid Amtrak ticket with reservation. The Metrolink Kids Ride Free on Weekends Promotion is not valid on Amtrak trains.

Codeshare

All Metrolink ticket and pass holders may travel on all Amtrak Pacific Surfliner trains between L.A. Union Station and Ventura-Downtown/Beach within the station pairs of their ticket. For details, visit metrolinktrains.com/codeshare.

Rail 2 Rail®

Metrolink Monthly Pass holders may travel on Amtrak Pacific Surfliner trains within the station pairs of their pass. For details, visit metrolinktrains.com/rail2rail.

Compre su Boletó

- Compre su boleto en cualquier máquina de boletos de Metrolink, en las ventanillas de boletos de Metrolink de L.A. Union Station o a través de la aplicación móvil de Metrolink.
- Los pasajeros deben tener un boleto de papel de Metrolink válido o un boleto activado móvil antes de abordar el tren.

Descuentos

ESTUDIANTES Visite metrolinktrains.com/students/; Debe presentar una identificación de estudiante válida al inspector de tarifas.

NIÑOS Menores de 5 años, viajan gratis con un adulto con boleto válido. Cada niño adicional paga la tarifa de menor de edad. Los niños de 17 años y menores viajan gratis los fines de semana.

PERSONA MAYOR 65+ / DISCAPACITADO / MEDICARE Recibe un 25% de descuento en pases y un 50% de descuento en boletos.

MOVILIDAD-PARA-TODOS Los titulares de la tarjeta EBT de California califican para un 50% de descuento en las tarifas.

SERVICIO ACTIVO MILITAR Recibe un descuento de 10% en boletos de ida y vuelta.

Conexiones Gratuitas

Todos los boletos de Metrolink incluyen transferencias gratuitas a más de 50 proveedores de tránsito, incluyendo conexiones a autobuses, y varias líneas de tren. Visite metrolinktrains.com/connections para ver la lista de los proveedores participantes.

Tipos de Boletos

Para más detalles, escanee el código QR.

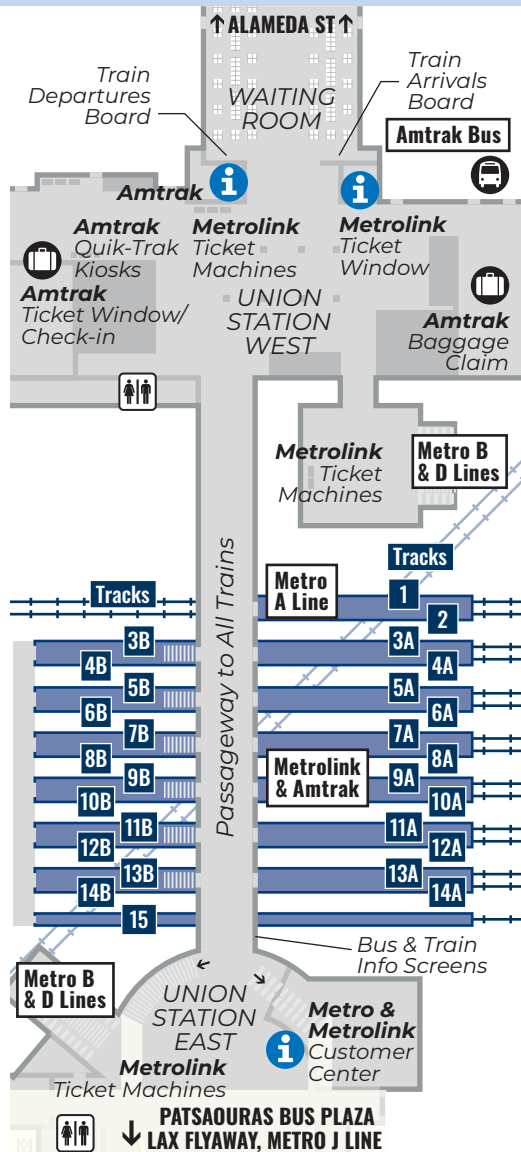


Codeshare

Todos los titulares de boletos y pases de Metrolink pueden viajar en trenes Amtrak Pacific Surfliner de Codeshare dentro de los pares de estaciones de su pase. Para más detalles, visite metrolinktrains.com/codeshare.

Programa Rail 2 Rail®

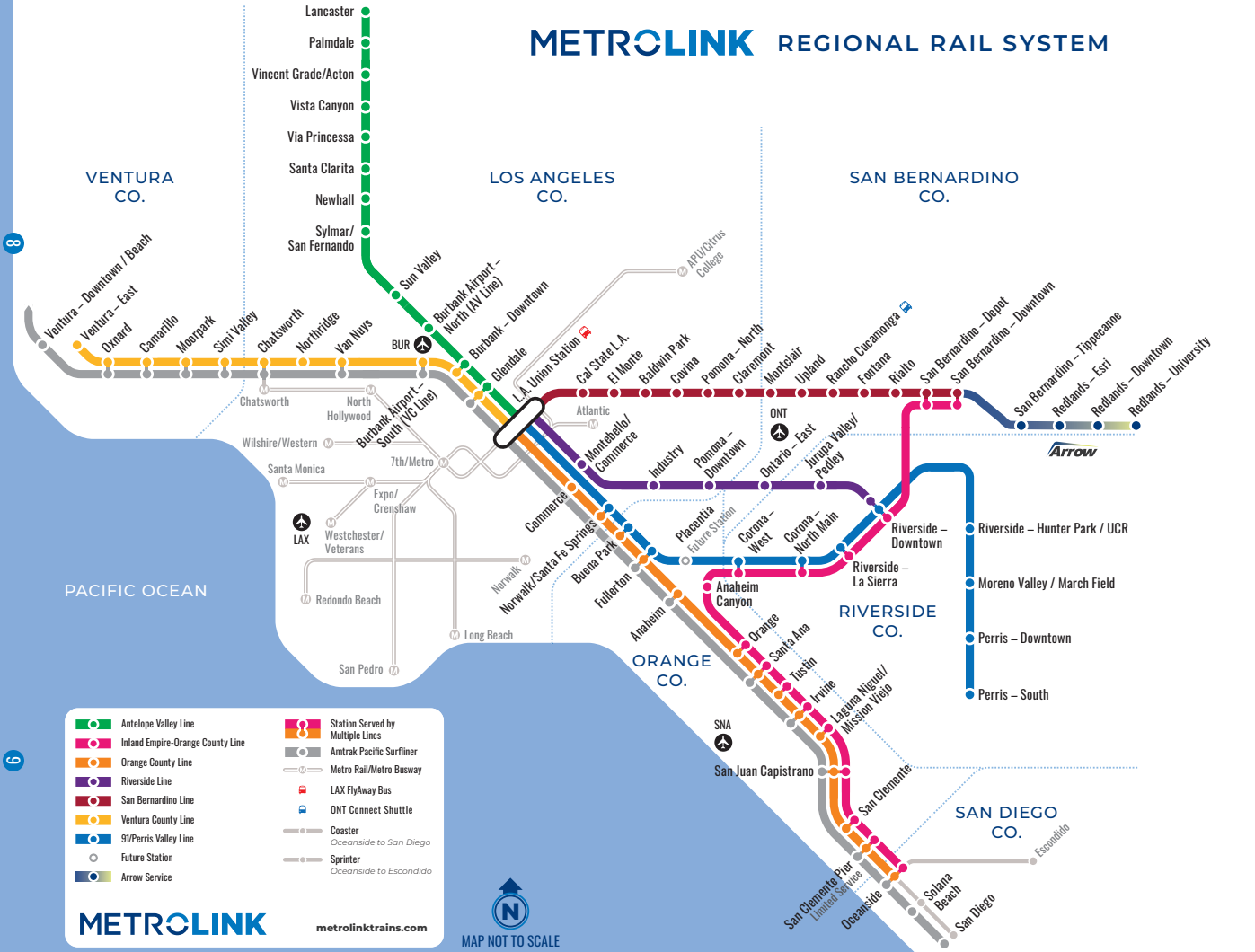
Los titulares de un Pase Mensual de Metrolink pueden viajar en los trenes Amtrak Pacific Surfliner dentro de los pares de estaciones de su pase. Para más detalles, visite metrolinktrains.com/rail2rail.



Metrolink trains at L.A. Union Station are scheduled to arrive and depart at the same times each hour during the day to allow quick and easy connections between lines within 10–20 minutes.

Confirm your train's boarding track using displays in the station or online at Metrolink's Train Tracker.

METROLINK REGIONAL RAIL SYSTEM



METROLINK

metrolinktrains.com



MAP NOT TO SCALE

Updated October 2024. subject to change

Station Addresses

Ventura County Line

VENTURA—DOWNTOWN / BEACH
39 E. Harbor Blvd., Ventura, 93001

VENTURA—EAST
6175 Ventura Blvd., Ventura, 93003

OXNARD
201 E. 4th St., Oxnard, 93030

CAMARILLO
30 Lewis Rd., Camarillo, 93012

MOORPARK
300 High St., Moorpark, 93021

SIMI VALLEY
5050 Los Angeles Ave., Simi Valley, 93063

CHATSWORTH
10046 Old Depot Plaza Rd.,
Chatsworth, 91311

NORTHridge
8775 Wilbur Ave., Northridge, 91324

VAN NUYS
7720 Van Nuys Blvd., Van Nuys, 91405

BURBANK AIRPORT—SOUTH
3750 W. Empire Ave., Burbank, 91505

BURBANK—DOWNTOWN
201 N. Front St., Burbank, 91502

GLENDALE
400 W. Cerritos Ave., Glendale, 91204

Antelope Valley Line

LANCASTER
44812 N. Sierra Hwy., Lancaster, 93534

PALMDALE
39000 Clock Tower Plaza Dr., Palmdale,
93550 (Sierra Hwy. & 6th St.)

VINCENT GRADE/ACTON
730 W. Sierra Hwy., Acton, 93550

VISTA CANYON
27550½ Vista Canyon Blvd.,
Santa Clarita, 91387

VIA PRINCESSA
19201 Via Princessa, Santa Clarita, 91351

SANTA CLARITA
22122 Soledad Canyon Rd.,
Santa Clarita, 91350

NEWHALL
24300 Railroad Ave., Santa Clarita, 91321

SYLMAR/SAN FERNANDO
12219 Frank Modugno Dr.,
Los Angeles, 91340

SUN VALLEY
8360 San Fernando Rd., Sun Valley, 91352

BURBANK AIRPORT—NORTH
3600 N. San Fernando Blvd.,
Burbank, 91505

BURBANK—DOWNTOWN
201 N. Front St., Burbank, 91502

GLENDALE
400 W. Cerritos Ave., Glendale, 91204

San Bernardino Line

REDLANDS—UNIVERSITY
1100 E. Park Ave., Redlands, 92374

REDLANDS—DOWNTOWN
205 E. Stuart Ave., Redlands, 92374

REDLANDS—ESRI
619 New York St., Redlands, 92374

SAN BERNARDINO—TIPECANOE
1498 S. Tippecanoe Ave.,
San Bernardino, 92408

SAN BERNARDINO—DOWNTOWN
174 S. E. St., San Bernardino, 92401

SAN BERNARDINO—DEPOT
1170 W. 3rd St., San Bernardino, 92410

RIALTO
261 S. Palm Ave., Rialto, 92376

FONTANA
16777 Orange Way, Fontana, 92335

RANCHO CUCAMONGA
11208 Azusa Ct.,
Rancho Cucamonga, 91730

UPLAND
300 E. A St., Upland, 91786

MONTCLAIR
5091 Richten St., Montclair, 91763

CLAREMONT
201 W. 1st St., Claremont, 91711

POMONA—NORTH
205 Santa Fe St., Pomona, 91767

COVINA
600 N. Citrus Ave., Covina, 91723

BALDWIN PARK
3825 Downing Ave., Baldwin Park, 91706

EL MONTE
10925 Railroad St., El Monte, 91731

CAL STATE L.A.
5150 State University Dr.,
Los Angeles, 90032

Riverside Line

RIVERSIDE—DOWNTOWN
4066 Vine St., Riverside, 92507

JURUPA VALLEY/PEDLEY
6001 Pedley Rd., Riverside, 92509

ONTARIO—EAST
3330 E. Francis St., Ontario, 91761

POMONA—DOWNTOWN
101 W. 1st St., Pomona, 91766

INDUSTRY
600 S. Brea Canyon Rd.,
City of Industry, 91789

MONTBELLO/COMMERCE
2000 Flotilla St., Montebello, 90640

91/Perris Valley Line

PERRIS—SOUTH
1304 Case Rd., Perris, 92570

PERRIS—DOWNTOWN
121 S. C St., Perris, 92570

MORENO VALLEY/MARCH FIELD
14160 Meridian Pkwy., Riverside, 92508

RIVERSIDE—HUNTER PARK/UCR
1101 Marlborough Ave., Riverside, 92507

RIVERSIDE—DOWNTOWN
4066 Vine St., Riverside, 92507

RIVERSIDE—LA SIERRA
10901 Indiana Ave., Riverside, 92503

CORONA—NORTH MAIN
250 E. Blaine St., Corona, 92879

CORONA—WEST
155 S. Auto Center Dr., Corona, 92880

FULLERTON
120 E. Santa Fe Ave., Fullerton, 92832

BUENA PARK
8400 Lakeknoll Dr., Buena Park, 90621

NORWALK/SANTA FE SPRINGS
12650 Imperial Hwy., Norwalk, 90650

Orange County Line

OCEANSIDE
235 S. Tremont St., Oceanside, 92054

SAN CLEMENTE PIER
615 Avenida Victoria, San Clemente, 92672

SAN CLEMENTE
1850 Avenida Estacion,
San Clemente, 92672

SAN JUAN CAPISTRANO
26701 Verdugo St.,
San Juan Capistrano, 92675

LAGUNA NIGUEL/MISSION Viejo
28200 Forbes Rd., Laguna Niguel, 92677

IRVINE
15215 Barranca Pkwy., Irvine, 92618

TUSTIN
2975 Edinger Ave., Tustin, 92780

SANTA ANA
1000 E. Santa Ana Blvd., Santa Ana, 92701

ORANGE
194 N. Atchison St., Orange, 92866

ANAHEIM
2626 E. Katella Ave., Anaheim, 92806

FULLERTON
120 E. Santa Fe Ave., Fullerton, 92832

BUENA PARK
8400 Lakeknoll Dr., Buena Park, 90621

NORWALK/SANTA FE SPRINGS
12650 Imperial Hwy., Norwalk, 90650

COMMERCE
6433 26th St., Commerce, 90040

Inland Empire—Orange County Line

SAN BERNARDINO—DOWNTOWN
174 S. E. St., San Bernardino, 92401

SAN BERNARDINO—DEPOT
1770 W. 3rd St.,
San Bernardino, 92410

RIVERSIDE—DOWNTOWN
4066 Vine St., Riverside, 92507

RIVERSIDE—LA SIERRA
10901 Indiana Ave., Riverside, 92503

CORONA—NORTH MAIN
250 E. Blaine St., Corona, 92879

CORONA—WEST
155 S. Auto Center Dr., Corona, 92880

ANAHEIM CANYON
1039 N. Pacific Center Dr., Anaheim, 92806

ORANGE
194 N. Atchison St., Orange, 92866

SANTA ANA
1000 E. Santa Ana Blvd., Santa Ana, 92701

TUSTIN
2975 Edinger Ave., Tustin, 92780

IRVINE
15215 Barranca Pkwy., Irvine, 92618

LAGUNA NIGUEL/MISSION Viejo
28200 Forbes Rd., Laguna Niguel, 92677

SAN JUAN CAPISTRANO
26701 Verdugo St.,
San Juan Capistrano, 92675

SAN CLEMENTE
1850 Avenida Estacion,
San Clemente, 92672

SAN CLEMENTE PIER
615 Avenida Victoria, San Clemente, 92672

OCEANSIDE
235 S. Tremont St., Oceanside, 92054

**ALL LINES
(except IE-OC Line)**



L.A. UNION STATION
800 N. Alameda St.,
Los Angeles, 90012

MONDAY-FRIDAY

	100	102	104	106	A770	108	A774	110	114	116	118	120	A784	124	A790	A794
Ventura-Downtown/Beach					7:39		9:38						2:34		5:28	7:43
Ventura-East		4:47	5:47		↓		↓				1:39		↓		↓	↓
Oxnard		5:01	6:01		7:57		9:55				1:53		2:53		5:42	8:03
Camarillo		5:12	6:12		8:10		10:09				2:02		3:09		5:53	8:14
Moorpark	4:24	5:24	6:24	7:11	8:24	9:11	10:23	11:11			2:14		3:23	5:11	6:05	8:24
Simi Valley	4:37	5:37	6:37	7:24	8:41	9:24	10:39	11:24			2:28		3:39	5:24	6:21	8:41
Chatsworth	4:49	5:49	6:49	7:36	8:53	9:36	10:52	11:36	12:36	1:36	2:41	3:36	3:52	5:36	6:37	8:58
Northridge	4:54	5:54	6:54	7:44	8:59	9:44	↓	11:44	12:44	1:44	2:47	3:44	4:05	5:44		↓
Van Nuys	5:02	6:02	7:02	7:53	9:09	9:53	11:07	11:53	12:53	1:53	2:56	3:53	4:13	5:53	6:50	9:09
Burbank Airport-South (VCL)	5:09	6:09	7:09	8:03	9:17	10:03	11:15	12:03	1:03	2:03	3:04	4:03	4:21	6:03	7:05	9:17
Burbank-Downtown	5:14	6:14	7:14	8:11	9:22	10:11	↓	12:11	1:11	2:11	3:11	4:11	4:26	6:11	↓	↓
Glendale	5:21	6:21	7:21	8:17	9:29	10:17	11:26	12:17	1:17	2:17	3:17	4:17	4:34	6:17	7:17	9:28
L.A. Union Station	5:30	6:30	7:30	8:30	9:46	10:30	11:43	12:30	1:30	2:30	3:30	4:30	4:48	6:30	7:40	9:46

AM times **PM times** All Metrolink tickets and passes accepted on these Amtrak Pacific Surfliner trains, see Codeshare on page 5 for details. For standard notes and symbols see inside front cover.

MONDAY-FRIDAY

	103	A761	107	A765	115	A769	117	119	121	123	A777	127	129	131	A785	139
L.A. Union Station	6:30	7:13	8:30	9:13	10:30	11:13	11:30	12:30	1:30	2:30	3:13	4:30	5:30	6:30	7:13	10:30
Glendale	6:41	7:26	8:41	9:26	10:41	11:26	11:41	12:41	1:41	2:41	3:26	4:41	5:41	6:41	7:26	10:41
Burbank-Downtown	6:47	7:33	8:47	↓	10:47	↓	11:47	12:47	1:47	2:47	3:33	4:47	5:47	6:47	↓	10:47
Burbank Airport-South (VCL)	6:52	7:39	8:52	9:36	10:52	11:36	11:52	12:52	1:52	2:52	3:39	4:52	5:52	6:52	7:36	10:52
Van Nuys	7:01	7:47	9:01	9:44	11:01	11:44	12:01	1:01	2:01	3:01	3:47	5:01	6:01	7:01	7:44	11:01
Northridge	7:10	7:55	9:10	↓	11:10	↓	12:10	1:10	2:10	3:10	3:55	5:10	6:10	7:10	↓	11:10
Chatsworth	7:18	8:02	9:18	9:59	11:18	11:59	12:17	1:17	2:18	3:17	4:01	5:18	6:18	7:18	7:59	11:18
Simi Valley	7:32	8:14	9:32	10:11	11:32	12:11			2:32		4:13	5:32	6:32	7:32	8:11	11:32
Moorpark	7:44	8:27	9:44	10:24	11:47	12:23			2:44		4:26	5:47	6:47	7:44	8:25	11:44
Camarillo		8:41		10:36	12:00	12:36					4:41	6:00	7:00		8:47	
Oxnard		8:56		10:54	12:11	12:51					4:52	6:11	7:11		8:59	
Ventura-East		↓		↓	12:28	↓					↓	6:28	7:28		↓	
Ventura-Downtown/Beach		9:10		11:08		1:05					5:06				9:13	

AM times **PM times** All Metrolink tickets and passes accepted on these Amtrak Pacific Surfliner trains, see Codeshare on page 5 for details. For standard notes and symbols see inside front cover.

SATURDAY–SUNDAY

	A770	A774	1162	A784	1164	A790	A794
Ventura–Downtown/Beach	7:39	9:38		2:34		5:28	7:43
Ventura–East	↓	↓	1:10	↓	4:14	↓	↓
Oxnard	7:57	9:55	1:24	2:53	4:28	5:42	8:03
Camarillo	8:10	10:09	1:35	3:09	4:41	5:53	8:14
Moorpark	8:24	10:23	1:47	3:23	4:53	6:05	8:24
Simi Valley	8:41	10:39	2:00	3:39	5:05	6:21	8:41
Chatsworth	8:53	10:52	2:12	3:52	5:17	6:37	8:58
Northridge	8:59	↓	2:17	4:05	5:22	↓	↓
Van Nuys	9:09	11:07	2:25	4:13	5:30	6:50	9:09
Burbank Airport–South (VCL)	9:17	11:15	2:32	4:21	5:37	7:05	9:17
Burbank–Downtown	9:22	↓	2:37	4:26	5:42	↓	↓
Glendale	9:29	11:26	2:43	4:34	5:48	7:17	9:28
L.A. Union Station	9:46	11:43	2:58	4:48	6:00	7:40	9:46

SATURDAY–SUNDAY

	A761	A765	1163	A769	A777	1165	A785
L.A. Union Station	7:13	9:13	10:31	11:13	3:13	5:07	7:13
Glendale	7:26	9:26	10:43	11:26	3:26	5:19	7:26
Burbank–Downtown	7:33	↓	10:50	↓	3:33	5:26	↓
Burbank Airport–South (VCL)	7:39	9:36	10:56	11:36	3:39	5:32	7:36
Van Nuys	7:47	9:44	11:03	11:44	3:47	5:39	7:44
Northridge	7:55	↓	11:10	↓	3:55	5:47	↓
Chatsworth	8:02	9:59	11:16	11:59	4:01	5:53	7:59
Simi Valley	8:14	10:11	11:28	12:11	4:13	6:06	8:11
Moorpark	8:27	10:24	11:40	12:23	4:26	6:20	8:25
Camarillo	8:41	10:36	11:53	12:36	4:41	6:32	8:47
Oxnard	8:56	10:54	12:03	12:51	4:52	6:42	8:59
Ventura–East	↓	↓	12:21	↓	↓	7:00	↓
Ventura–Downtown/Beach	9:10	11:08		1:05	5:06		9:13

MONDAY-FRIDAY

	200	202	204	206		208	210	214	216	218	220		222	224	228	232	236
Lancaster	4:11	5:11	6:11	7:11			9:11		12:11		2:11			4:11	6:11	8:11	10:11
Palmdale	4:20	5:20	6:20	7:20	8:00		9:20		12:20		2:20	3:00		4:20	6:20	8:20	10:20
Vincent Grade/Acton	4:32	5:32	6:32	7:32			9:32		12:32		2:32			4:32	6:32	8:32	10:32
Vista Canyon	5:10	6:10	7:10	8:10		9:10	10:10	12:10	1:10	2:10	3:10		4:10	5:10	7:10	9:10	11:10
Via Princessa	5:13	6:13	7:13	8:13		9:13	10:13	12:13	1:13	2:13	3:13		4:13	5:13	7:13	9:13	11:13
Santa Clarita	5:20	6:20	7:20	8:20	↓	9:20	10:20	12:20	1:20	2:20	3:20	↓	4:20	5:20	7:20	9:20	11:20
Newhall	5:28	6:28	7:28	8:28	8:50	9:28	10:28	12:28	1:28	2:28	3:28	3:50	4:28	5:28	7:28	9:28	11:28
Sylmar/San Fernando	5:43	6:43	7:43	8:43		9:43	10:43	12:43	1:43	2:43	3:43		4:43	5:43	7:43	9:43	11:43
Sun Valley	5:50	6:50	7:50	8:50		9:50	10:50	12:50	1:50	2:50	3:50		4:50	5:50	7:50	9:50	11:50
Burbank Airport-North (AVL)	5:54	6:54	7:54	8:54		9:54	10:54	12:54	1:54	2:54	3:54		4:54	5:54	7:54	9:54	11:54
Burbank-Downtown	6:00	7:00	8:00	9:00		10:00	11:00	1:00	2:00	3:00	4:00		5:00	6:00	8:00	10:00	12:00
Glendale	6:06	7:06	8:06	9:06		10:06	11:06	1:06	2:06	3:06	4:06		5:06	6:06	8:06	10:06	12:06
L.A. Union Station	6:20	7:20	8:20	9:20		10:20	11:20	1:20	2:20	3:20	4:20		5:20	6:20	8:20	10:20	12:20



 AVTA 790 North County TRANSPORTer bus service; schedule subject to change.

AM times **PM times**

See [Ventura County Line](#) schedule for additional trains to Burbank Airport.

For standard notes and symbols see inside front cover.

MONDAY-FRIDAY

	201	203		207	209	211	213	215	217		219	221	223	225	227	231	233
L.A. Union Station	6:39	7:39		9:39	10:39	11:39	12:39	1:39	2:39		3:39	4:39	5:39	6:39	7:39	9:39	11:39
Glendale	6:51	7:51		9:51	10:51	11:51	12:51	1:51	2:51		3:51	4:51	5:51	6:51	7:51	9:51	11:51
Burbank-Downtown	6:58	7:58		9:58	10:58	11:58	12:58	1:58	2:58		3:58	4:58	5:58	6:58	7:58	9:58	11:58
Burbank Airport-North (AVL)	7:04	8:04		10:04	11:04	12:04	1:04	2:04	3:04		4:04	5:04	6:04	7:04	8:04	10:04	12:04
Sun Valley	7:08	8:08		10:08	11:08	12:08	1:08	2:08	3:08		4:08	5:08	6:08	7:08	8:08	10:08	12:08
Sylmar/San Fernando	7:16	8:16		10:16	11:16	12:16	1:16	2:16	3:16		4:16	5:16	6:16	7:16	8:16	10:16	12:16
Newhall	7:32	8:32	9:00	10:32	11:32	12:32	1:32	2:32	3:32	4:00	4:32	5:32	6:32	7:32	8:32	10:32	12:32
Santa Clarita	7:40	8:40		10:40	11:40	12:40	1:40	2:40	3:40		4:40	5:40	6:40	7:40	8:40	10:40	12:40
Via Princessa	7:46	8:46		10:46	11:46	12:46	1:46	2:46	3:46		4:46	5:46	6:46	7:46	8:46	10:46	12:46
Vista Canyon	7:52	8:50		10:52	11:50	12:52	1:50	2:52	3:50		4:52	5:52	6:52	7:52	8:52	10:52	12:52
Vincent Grade/Acton	8:31		↓	11:31		1:31		3:31		↓	5:31	6:31	7:31	8:31	9:31	11:31	1:31
Palmdale	8:41	9:50		11:41		1:41		3:41		4:50	5:41	6:41	7:41	8:41	9:41	11:41	1:41
Lancaster	8:51			11:51		1:51		3:51			5:51	6:51	7:51	8:51	9:51	11:51	1:51

 AVTA 790 North County TRANSPORTer bus service; schedule subject to change. Stops at Vincent Grade/Acton Station by request only.

AM times **PM times**

See [Ventura County Line](#) schedule for additional trains to Burbank Airport.

For standard notes and symbols see inside front cover.

SATURDAY–SUNDAY

	1260	1264	1266	1268	1270	1272	1274	1276	1278	1280	1282	1288
Lancaster	6:11	8:11		10:11		12:11		2:11			6:11	
Palmdale	6:20	8:20		10:20		12:20		2:20			6:20	
Vincent Grade/Acton	6:32	8:32		10:32		12:32		2:32			6:32	
Vista Canyon	7:10	9:10		11:10		1:10		3:10			7:10	
Via Princessa	7:13	9:13	10:13	11:13	12:13	1:13	2:13	3:13	4:13	6:13	7:13	10:13
Santa Clarita	7:20	9:20	10:20	11:20	12:20	1:20	2:20	3:20	4:20	6:20	7:20	10:20
Newhall	7:28	9:28	10:28	11:28	12:28	1:28	2:28	3:28	4:28	6:28	7:28	10:28
Sylmar/San Fernando	7:43	9:43	10:43	11:43	12:43	1:43	2:43	3:43	4:43	6:43	7:43	10:43
Sun Valley	7:50	9:50	10:50	11:50	12:50	1:50	2:50	3:50	4:50	6:50	7:50	10:50
Burbank Airport–North (AVL)	7:54	9:54	10:54	11:54	12:54	1:54	2:54	3:54	4:54	6:54	7:54	10:54
Burbank–Downtown	8:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	5:00	7:00	8:00	11:00
Glendale	8:06	10:06	11:06	12:06	1:06	2:06	3:06	4:06	5:06	7:06	8:06	11:06
L.A. Union Station	8:20	10:20	11:20	12:20	1:20	2:20	3:20	4:20	5:20	7:20	8:20	11:20

AM times **PM times**

See [Ventura County Line](#) schedule for additional trains to Burbank Airport.

For standard notes and symbols see inside front cover.

SATURDAY–SUNDAY

	1261	1263	1267	1269	1271	1273	1275	1277	1279	1281	1285	1287
L.A. Union Station	7:39	8:39	10:39	11:39	12:39	1:39	2:39	3:39	4:39	5:39	7:39	8:39
Glendale	7:51	8:51	10:51	11:51	12:51	1:51	2:51	3:51	4:51	5:51	7:51	8:51
Burbank–Downtown	7:58	8:58	10:58	11:58	12:58	1:58	2:58	3:58	4:58	5:58	7:58	8:58
Burbank Airport–North (AVL)	8:04	9:04	11:04	12:04	1:04	2:04	3:04	4:04	5:04	6:04	8:04	9:04
Sun Valley	8:08	9:08	11:08	12:08	1:08	2:08	3:08	4:08	5:08	6:08	8:08	9:08
Sylmar/San Fernando	8:16	9:16	11:16	12:16	1:16	2:16	3:16	4:16	5:16	6:16	8:16	9:16
Newhall	8:32	9:32	11:32	12:32	1:32	2:32	3:32	4:32	5:32	6:32	8:32	9:32
Santa Clarita	8:40	9:40	11:40	12:40	1:40	2:40	3:40	4:40	5:40	6:40	8:40	9:40
Via Princessa	8:46	9:46	11:46	12:46	1:46	2:46	3:46	4:46	5:46	6:46	8:46	9:46
Vista Canyon	8:51			12:51		2:51		4:51		6:51		8:51
Vincent Grade/Acton	9:30			1:30		3:30		5:30		7:30		9:30
Palmdale	9:40			1:40		3:40		5:40		7:40		9:40
Lancaster	9:52			1:52		3:52		5:52		7:52		9:52

AM times **PM times**

For standard notes and symbols see inside front cover.

MONDAY-FRIDAY

	301	305	307	381	311	313	315	317	319	321	323	325	327	329	331	333	335	337	
Redlands-Downtown				5:33															
> Arrow arrives S.B.-Downtown		4:36	5:06	↓	6:06	6:36		7:36		8:28		9:28		10:28		11:28		12:28	
San Bernardino-Downtown <i>departs</i>	3:46	4:46	5:16	↓	6:16	6:46		7:46		8:46		9:46		10:46		11:46		12:46	
San Bernardino-Depot	3:51	4:51	5:21	5:50	6:21	6:51		7:51		8:51		9:51		10:51		11:51		12:51	
Rialto	3:57	4:57	5:27		6:27	6:57		7:57		8:57		9:57		10:57		11:57		12:57	
Fontana	4:04	5:04	5:34	↓	6:34	7:04		8:04		9:04		10:04		11:04		12:04		1:04	
Rancho Cucamonga	4:13	5:13	5:43	6:07	6:43	7:13		8:13		9:13		10:13		11:13		12:13		1:13	
Upland	4:21	5:21	5:51	↓	6:51	7:21		8:21		9:21		10:21		11:21		12:21		1:21	
Montclair	4:26	5:26	5:56	6:17	6:56	7:26		8:26		9:26		10:26		11:26		12:26		1:26	
Claremont	4:29	5:29	5:59		6:59	7:29		8:29		9:29		10:29		11:29		12:29		1:29	
Pomona-North	4:33	5:33	6:03	↓	7:03	7:33		8:33		9:33		10:33		11:33		12:33		1:33	
Covina	4:43	5:43	6:13	6:31	7:13	7:43	8:13	8:43	9:13	9:43	10:13	10:43	11:13	11:43	12:13	12:43	1:13	1:43	
Baldwin Park	4:49	5:49	6:19		7:19	7:49	8:19	8:49	9:19	9:49	10:19	10:49	11:19	11:49	12:19	12:49	1:19	1:49	
El Monte	4:59	5:59	6:29	↓	7:29	7:59	8:29	8:59	9:29	9:59	10:29	10:59	11:29	11:59	12:29	12:59	1:29	1:59	
Cal State L.A.	5:09	6:09	6:39	6:58	7:39	8:09	8:39	9:09	9:39	10:09	10:39	11:09	11:39	12:09	12:39	1:09	1:39	2:09	
L.A. Union Station	5:20	6:20	6:50	7:08	7:50	8:20	8:50	9:20	9:50	10:20	10:50	11:20	11:50	12:20	12:50	1:20	1:50	2:20	

AM times **PM times**

See **Arrow** schedule on pages 26-28.

For standard notes and symbols see inside front cover.

MONDAY-FRIDAY CONTINUED

	339	341	343	345	347	349	351	353	361
Redlands-Downtown									
> Arrow arrives S.B.-Downtown		1:28		2:28		3:28		4:28	6:23
San Bernardino-Downtown <i>departs</i>		1:46		2:46		3:46		4:46	6:46
San Bernardino-Depot		1:51		2:51		3:51		4:51	6:51
Rialto		1:57		2:57		3:57		4:57	6:57
Fontana		2:04		3:04		4:04		5:04	7:04
Rancho Cucamonga		2:13		3:13		4:13		5:13	7:13
Upland		2:21		3:21		4:21		5:21	7:21
Montclair		2:26		3:26		4:26		5:26	7:26
Claremont		2:29		3:29		4:29		5:29	7:29
Pomona-North		2:33		3:33		4:33		5:33	7:33
Covina	2:13	2:43	3:13	3:43	4:13	4:43	5:13	5:43	7:43
Baldwin Park	2:19	2:49	3:19	3:49	4:19	4:49	5:19	5:49	7:49
El Monte	2:29	2:59	3:29	3:59	4:29	4:59	5:29	5:59	7:59
Cal State L.A.	2:39	3:09	3:39	4:09	4:39	5:09	5:39	6:09	8:09
L.A. Union Station	2:50	3:20	3:50	4:20	4:50	5:20	5:50	6:20	8:20

AM times **PM times**

For standard notes and symbols see inside front cover.

MONDAY-FRIDAY

	300	302	304	306	308	310	312	314	316	318	320	322	324	326	328	330	332	334
L.A. Union Station	6:38	7:08	7:38	8:08	8:38	9:08	9:38	10:08	10:38	11:08	11:38	12:08	12:38	1:08	1:38	2:08	2:38	3:08
Cal State L.A.	6:50	7:20	7:50	8:20	8:50	9:20	9:50	10:20	10:50	11:20	11:50	12:20	12:50	1:20	1:50	2:20	2:50	3:20
El Monte	7:00	7:30	8:00	8:30	9:00	9:30	10:00	10:30	11:00	11:30	12:00	12:30	1:00	1:30	2:00	2:30	3:00	3:30
Baldwin Park	7:09	7:39	8:09	8:39	9:09	9:39	10:09	10:39	11:09	11:39	12:09	12:39	1:09	1:39	2:09	2:39	3:09	3:39
Covina	7:16	7:45	8:16	8:45	9:16	9:45	10:16	10:45	11:16	11:45	12:16	12:45	1:16	1:45	2:16	2:45	3:16	3:45
Pomona-North	7:27		8:27		9:27		10:27		11:27		12:27		1:27		2:27		3:27	
Claremont	7:31		8:31		9:31		10:31		11:31		12:31		1:31		2:31		3:31	
Montclair	7:34		8:34		9:34		10:34		11:34		12:34		1:34		2:34		3:34	
Upland	7:39		8:39		9:39		10:39		11:39		12:39		1:39		2:39		3:39	
Rancho Cucamonga	7:48		8:48		9:48		10:48		11:48		12:48		1:48		2:48		3:48	
Fontana	7:56		8:56		9:56		10:56		11:56		12:56		1:56		2:56		3:56	
Rialto	8:03		9:03		10:03		11:03		12:03		1:03		2:03		3:03		4:03	
San Bernardino-Depot	8:09		9:09		10:09		11:09		12:09		1:09		2:09		3:09		4:09	
San Bernardino-Downtown arrives	8:12		9:12		10:12		11:12		12:12		1:12		2:12		3:12		4:12	
> Arrow departs S.B.-Downtown	8:30		9:30		10:30		11:30		12:30		1:30		2:30		3:30		4:30	
Redlands-Downtown																		

AM times **PM times**

See **Arrow** schedule on pages 26-28.

For standard notes and symbols see inside front cover.

MONDAY-FRIDAY CONTINUED

	336	338	340	382	344	346	348	352	356
L.A. Union Station	3:38	4:08	4:38	5:08	5:38	6:08	6:38	7:38	8:38
Cal State L.A.	3:50	4:20	4:50	5:20	5:50	6:20	6:50	7:50	8:50
El Monte	4:00	4:30	5:00	↓	6:00	6:30	7:00	8:00	9:00
Baldwin Park	4:09	4:39	5:09	↓	6:09	6:39	7:09	8:09	9:09
Covina	4:16	4:45	5:16	5:43	6:16	6:46	7:16	8:16	9:16
Pomona-North	4:27		5:27		6:27	6:57	7:27	8:27	9:27
Claremont	4:31		5:31		6:31	7:01	7:31	8:31	9:31
Montclair	4:34		5:34	5:58	6:34	7:04	7:34	8:34	9:34
Upland	4:39		5:39	↓	6:39	7:09	7:39	8:39	9:39
Rancho Cucamonga	4:48		5:48	6:07	6:48	7:18	7:48	8:48	9:48
Fontana	4:56		5:56	↓	6:56	7:26	7:56	8:56	9:56
Rialto	5:03		6:03	↓	7:03	7:33	8:03	9:03	10:03
San Bernardino-Depot	5:09		6:09	6:25	7:09	7:39	8:09	9:09	10:09
San Bernardino-Downtown arrives	5:12		6:12	↓	7:12	7:42	8:12	9:12	10:12
> Arrow departs S.B.-Downtown	5:30			↓	7:24	7:54	8:24	9:24	10:24
Redlands-Downtown				6:42					

AM times **PM times**

For standard notes and symbols see inside front cover.

SATURDAY–SUNDAY

	1351	1353	1357	1359	1363	1367	1373	1377
> Arrow arrives S.B.–Downtown	6:28	8:28	11:28	12:28	1:28	2:28	5:24	7:28
San Bernardino–Downtown <i>departs</i>	6:38	8:38	11:38	12:38	1:38	2:38	5:38	7:38
San Bernardino–Depot	6:41	8:41	11:41	12:41	1:41	2:41	5:41	7:41
Rialto	6:48	8:48	11:48	12:48	1:48	2:48	5:48	7:48
Fontana	6:55	8:55	11:55	12:55	1:55	2:55	5:55	7:55
Rancho Cucamonga	7:04	9:04	12:04	1:04	2:04	3:04	6:04	8:04
Upland	7:12	9:12	12:12	1:12	2:12	3:12	6:12	8:12
Montclair	7:18	9:18	12:18	1:18	2:18	3:18	6:18	8:18
Claremont	7:21	9:21	12:21	1:21	2:21	3:21	6:21	8:21
Pomona–North	7:26	9:26	12:26	1:26	2:26	3:26	6:26	8:26
Covina	7:37	9:37	12:37	1:37	2:37	3:37	6:37	8:37
Baldwin Park	7:44	9:44	12:44	1:44	2:44	3:44	6:44	8:44
El Monte	7:55	9:55	12:55	1:55	2:55	3:55	6:55	8:55
Cal State L.A.	8:08	10:08	1:08	2:08	3:08	4:08	7:08	9:08
L.A. Union Station	8:22	10:22	1:22	2:22	3:22	4:22	7:22	9:22

AM times **PM times**

See **Arrow** schedule on pages 26-28.

For standard notes and symbols see inside front cover.

SATURDAY–SUNDAY

	1352	1354	1358	1362	1364	1366	1372	1376
L.A. Union Station	8:38	10:38	1:38	2:38	3:38	4:38	7:38	9:38
Cal State L.A.	8:48	10:48	1:48	2:48	3:48	4:48	7:48	9:48
El Monte	8:59	10:59	1:59	2:59	3:59	4:59	7:59	9:59
Baldwin Park	9:10	11:10	2:10	3:10	4:10	5:10	8:10	10:10
Covina	9:17	11:17	2:17	3:17	4:17	5:17	8:17	10:17
Pomona–North	9:30	11:30	2:30	3:30	4:30	5:30	8:30	10:30
Claremont	9:36	11:36	2:36	3:36	4:36	5:36	8:36	10:36
Montclair	9:40	11:40	2:40	3:40	4:40	5:40	8:40	10:40
Upland	9:45	11:45	2:45	3:45	4:45	5:45	8:45	10:45
Rancho Cucamonga	9:52	11:52	2:52	3:52	4:52	5:52	8:52	10:52
Fontana	10:03	12:03	3:03	4:03	5:03	6:03	9:03	11:03
Rialto	10:09	12:09	3:09	4:09	5:09	6:09	9:09	11:09
San Bernardino–Depot	10:16	12:16	3:16	4:16	5:16	6:16	9:16	11:16
San Bernardino–Downtown <i>arrives</i>	10:23	12:23	3:23	4:23	5:23	6:23	9:23	11:23
> Arrow <i>departs</i> S.B.–Downtown	10:32	12:36	3:32	4:32	5:32	6:37	9:32	

AM times **PM times**

For standard notes and symbols see inside front cover.

MONDAY-FRIDAY MORNING

	3801	3803	381	3807	3809	3811	3813	3815	3817	3819	3821
Redlands-University	4:16	4:46		5:46	6:16	6:46	7:16	8:08	9:08	10:08	11:08
Redlands-Downtown	4:20	4:50	5:33	5:50	6:20	6:50	7:20	8:13	9:13	10:13	11:13
Redlands-Esri	4:23	4:53		5:53	6:23	6:53	7:23	8:15	9:15	10:15	11:15
San Bernardino-Tippecanoe	4:29	4:59		5:59	6:29	6:59	7:29	8:21	9:21	10:21	11:21
San Bernardino-Downtown arrives	4:36	5:06		6:06	6:36	7:06	7:36	8:28	9:28	10:28	11:28
➤ SB Line Train to L.A. departs	4:46	5:16	see pg.20	6:16	6:46		7:46	8:46	9:46	10:46	11:46

MONDAY-FRIDAY AFTERNOON & EVENING

	3823	3825	3827	3829	3831	3833	3837	3841	3843	3845	3847	3849	3851
Redlands-University	12:08	1:08	2:08	3:08	4:08	5:08	6:03	7:24	7:54	8:24	8:54	9:54	10:54
Redlands-Downtown	12:13	1:13	2:13	3:13	4:13	5:13	6:07	7:29	7:59	8:29	8:59	9:59	10:59
Redlands-Esri	12:15	1:15	2:15	3:15	4:15	5:15	6:09	7:31	8:01	8:31	9:01	10:01	11:01
San Bernardino-Tippecanoe	12:21	1:21	2:21	3:21	4:21	5:21	6:16	7:37	8:07	8:37	9:07	10:07	11:07
San Bernardino-Downtown arrives	12:28	1:28	2:28	3:28	4:28	5:28	6:23	7:45	8:15	8:45	9:15	10:15	11:15
➤ SB Line Train to L.A. departs	12:46	1:46	2:46	3:46	4:46		6:46						

AM times **PM times**

See **San Bernardino Line** schedule on pages 20-25.

For standard notes and symbols see inside front cover.

MONDAY-FRIDAY MORNING

	3802	3804	3806	3810	3812	3814	3816	3818	3820	3822	3824
➤ SB Line Train from L.A. arrives								8:12	9:12	10:12	11:12
San Bernardino-Downtown departs	3:48	4:18	4:48	5:48	6:18	6:48	7:18	8:30	9:30	10:30	11:30
San Bernardino-Tippecanoe	3:55	4:25	4:55	5:55	6:25	6:55	7:25	8:38	9:38	10:38	11:38
Redlands-Esri	4:02	4:32	5:02	6:02	6:32	7:02	7:32	8:44	9:44	10:44	11:44
Redlands-Downtown	4:04	4:34	5:04	6:04	6:34	7:04	7:34	8:46	9:46	10:46	11:46
Redlands-University	4:08	4:38	5:08	6:08	6:38	7:08	7:38	8:50	9:50	10:50	11:50

MONDAY-FRIDAY AFTERNOON & EVENING

	3826	3828	3830	3832	3834	3836	382	3840	3842	3844	3846	3848	3850
➤ SB Line Train from L.A. arrives	12:12	1:12	2:12	3:12	4:12	5:12	see pg.23		7:12	7:42	8:12	9:12	10:12
San Bernardino-Downtown departs	12:30	1:30	2:30	3:30	4:30	5:30		6:54	7:24	7:54	8:24	9:24	10:24
San Bernardino-Tippecanoe	12:38	1:38	2:38	3:38	4:38	5:38		7:01	7:31	8:01	8:31	9:31	10:31
Redlands-Esri	12:44	1:44	2:44	3:44	4:44	5:44		7:08	7:38	8:08	8:38	9:38	10:38
Redlands-Downtown	12:46	1:46	2:46	3:46	4:46	5:46	6:42	7:10	7:40	8:10	8:40	9:40	10:40
Redlands-University	12:50	1:50	2:50	3:50	4:50	5:50		7:14	7:44	8:14	8:44	9:44	10:44

AM times **PM times**

For standard notes and symbols see inside front cover.

Arrow Service + L.A. train connections

Redlands → S.B.

	SATURDAY–SUNDAY															
	3853	3855	3857	3859	3861	3863	3865	3867	3869	3871	3873	3875	3877	3879	3881	3883
Redlands–University	6:06	7:05	8:06	9:54	11:06	12:06	1:06	2:06	4:02	5:02	6:02	7:06	9:02	10:05	10:35	11:10
Redlands–Downtown	6:11	7:10	8:11	9:59	11:11	12:11	1:11	2:11	4:07	5:07	6:07	7:11	9:07	10:09	10:39	11:15
Redlands–Esri	6:14	7:13	8:14	10:02	11:14	12:14	1:14	2:14	4:10	5:10	6:10	7:14	9:10			11:18
San Bernardino–Tippecanoe	6:21	7:20	8:21	10:09	11:21	12:21	1:21	2:21	4:17	5:17	6:17	7:21	9:17			11:25
San Bernardino–Downtown	6:28	7:27	8:28	10:16	11:28	12:28	1:28	2:28	4:24	5:24	6:24	7:28	9:24			11:32
➤ SB Line Train to L.A. <i>departs</i>	6:38		8:38		11:38	12:38	1:38	2:38		5:38		7:38				

S.B. → Redlands

	SATURDAY–SUNDAY															
	3852	3854	3856	3858	3860	3862	3864	3866	3868	3870	3872	3874	3876	3878	3880	3882
➤ SB Line Train from L.A. <i>arrives</i>					10:23		12:23		3:23	4:23	5:23	6:23		9:23		
San Bernardino–Downtown	5:34	6:36	7:36	9:25	10:32	11:36	12:36	1:36	3:32	4:32	5:32	6:37	8:32	9:32		
San Bernardino–Tippecanoe	5:41	6:43	7:43	9:32	10:39	11:43	12:43	1:43	3:39	4:39	5:39	6:44	8:39	9:39		
Redlands–Esri	5:48	6:50	7:50	9:39	10:46	11:50	12:50	1:50	3:46	4:46	5:46	6:51	8:46	9:46		
Redlands–Downtown	5:51	6:53	7:53	9:42	10:49	11:53	12:53	1:53	3:49	4:49	5:49	6:54	8:49	9:49	10:18	10:55
Redlands–University	5:56	6:58	7:58	9:47	10:54	11:58	12:58	1:58	3:54	4:54	5:54	6:59	8:54	9:54	10:23	11:00

AM times **PM times**

See **San Bernardino Line** schedule on pages 20-25.

For standard notes and symbols see inside front cover.

Redlands → L.A.

Transfer from Arrow Service to San Bernardino Line at San Bernardino–Downtown Station

MONDAY–FRIDAY

<i>Arrow</i> > SB Line	3801	305	381	3807	311	3809	313	3813	317	3815	321	...	3829	349	3831	353	3837	361	
Redlands–University	4:16			5:46		6:16		7:16		8:08				3:08	4:08		6:03		
Redlands–Downtown	4:20		5:33	5:50		6:20		7:20		8:13				3:13	4:13		6:07		
Redlands–Esri	4:23		↓	5:53		6:23		7:23		8:15				3:15	4:15		6:09		
San Bernardino–Tippecanoe	4:29		↓	5:59		6:29		7:29		8:21				3:21	4:21		6:16		
San Bernardino–Downtown	4:36 >	4:46	↓	6:06 >	6:16	6:36 >	6:46	7:36 >	7:46	8:28 >	8:46			3:28 >	3:46	4:28 >	4:46	6:23 >	6:46
San Bernardino–Depot	4:51	5:50		6:21		6:51		7:51		8:51				3:51	4:51		6:51		
Rialto	4:57			6:27		6:57		7:57		8:57				3:57	4:57		6:57		
Fontana	5:04		↓	6:34		7:04		8:04		9:04				4:04	5:04		7:04		
Rancho Cucamonga	5:13	6:07		6:43		7:13		8:13		9:13				4:13	5:13		7:13		
Upland	5:21	↓		6:51		7:21		8:21		9:21				4:21	5:21		7:21		
Montclair	5:26	6:17		6:56		7:26		8:26		9:26				4:26	5:26		7:26		
Claremont	5:29	↓		6:59		7:29		8:29		9:29				4:29	5:29		7:29		
Pomona–North	5:33	↓		7:03		7:33		8:33		9:33				4:33	5:33		7:33		
Covina	5:43	6:31		7:13		7:43		8:43		9:43				4:43	5:43		7:43		
Baldwin Park	5:49	↓		7:19		7:49		8:49		9:49				4:49	5:49		7:49		
El Monte	5:59	↓		7:29		7:59		8:59		9:59				4:59	5:59		7:59		
Cal State L.A.	6:09	6:58		7:39		8:09		9:09		10:09				5:09	6:09		8:09		
L.A. Union Station	6:20	7:08		7:50		8:20		9:20		10:20				5:20	6:20		8:20		

AM times PM times

For standard notes and symbols see inside front cover.

MONDAY–FRIDAY

SB Line > <i>Arrow</i>	300	3818	304	3820	...	336	3836	382	344	3842	346	3844	348	3846	352	3848	356	3850
L.A. Union Station	6:38		7:38			3:38		5:08	5:38	6:08		6:38		7:38		8:38		
Cal State L.A.	6:50		7:50			3:50		5:20	5:50	6:20		6:50		7:50		8:50		
El Monte	7:00		8:00			4:00		↓	6:00	6:30		7:00		8:00		9:00		
Baldwin Park	7:09		8:09			4:09		↓	6:09	6:39		7:09		8:09		9:09		
Covina	7:16		8:16			4:16		5:43	6:16	6:46		7:16		8:16		9:16		
Pomona–North	7:27		8:27			4:27		↓	6:27	6:57		7:27		8:27		9:27		
Claremont	7:31		8:31			4:31		↓	6:31	7:01		7:31		8:31		9:31		
Montclair	7:34		8:34			4:34		5:58	6:34	7:04		7:34		8:34		9:34		
Upland	7:39		8:39			4:39		↓	6:39	7:09		7:39		8:39		9:39		
Rancho Cucamonga	7:48		8:48			4:48		6:07	6:48	7:18		7:48		8:48		9:48		
Fontana	7:56		8:56			4:56		↓	6:56	7:26		7:56		8:56		9:56		
Rialto	8:03		9:03			5:03		↓	7:03	7:33		8:03		9:03		10:03		
San Bernardino–Depot	8:09		9:09			5:09		6:25	7:09	7:39		8:09		9:09		10:09		
San Bernardino–Downtown	8:12 >	8:30	9:12 >	9:30		5:12 >	5:30	↓	7:12 >	7:24	7:42 >	7:54	8:12 >	8:24	9:12 >	9:24	10:12 >	10:24
San Bernardino–Tippecanoe		8:38		9:38			5:38	↓		7:31		8:01		8:31		9:31		10:31
Redlands–Esri		8:44		9:44			5:44	↓		7:38		8:08		8:38		9:38		10:38
Redlands–Downtown		8:46		9:46			5:46	6:42		7:40		8:10		8:40		9:40		10:40
Redlands–University		8:50		9:50			5:50			7:44		8:14		8:44		9:44		10:44

AM times PM times

For standard notes and symbols see inside front cover.

L.A. → Redlands

Transfer from San Bernardino Line to Arrow Service at San Bernardino–Downtown Station

Redlands → L.A.

SATURDAY–SUNDAY

<i>Arrow</i>	3853	3857	3861	3863	3865	3867	3871	3875
Redlands–University	6:06	8:06	11:06	12:06	1:06	2:06	5:02	7:06
Redlands–Downtown	6:11	8:11	11:11	12:11	1:11	2:11	5:07	7:11
Redlands–Esri	6:14	8:14	11:14	12:14	1:14	2:14	5:10	7:14
San Bernardino–Tippecanoe	6:21	8:21	11:21	12:21	1:21	2:21	5:17	7:21
San Bernardino–Downtown	6:28	8:28	11:28	12:28	1:28	2:28	5:24	7:28
San Bernardino Line	1351	1353	1357	1359	1363	1367	1373	1377
San Bernardino–Downtown	6:38	8:38	11:38	12:38	1:38	2:38	5:38	7:38
San Bernardino–Depot	6:41	8:41	11:41	12:41	1:41	2:41	5:41	7:41
Rialto	6:48	8:48	11:48	12:48	1:48	2:48	5:48	7:48
Fontana	6:55	8:55	11:55	12:55	1:55	2:55	5:55	7:55
Rancho Cucamonga	7:04	9:04	12:04	1:04	2:04	3:04	6:04	8:04
Upland	7:12	9:12	12:12	1:12	2:12	3:12	6:12	8:12
Montclair	7:18	9:18	12:18	1:18	2:18	3:18	6:18	8:18
Claremont	7:21	9:21	12:21	1:21	2:21	3:21	6:21	8:21
Pomona–North	7:26	9:26	12:26	1:26	2:26	3:26	6:26	8:26
Covina	7:37	9:37	12:37	1:37	2:37	3:37	6:37	8:37
Baldwin Park	7:44	9:44	12:44	1:44	2:44	3:44	6:44	8:44
El Monte	7:55	9:55	12:55	1:55	2:55	3:55	6:55	8:55
Cal State L.A.	8:08	10:08	1:08	2:08	3:08	4:08	7:08	9:08
L.A. Union Station	8:22	10:22	1:22	2:22	3:22	4:22	7:22	9:22

AM times **PM times**

Riverside → L.A.

MONDAY–FRIDAY

	401	403	405	407	419
Riverside–Downtown	3:54	4:54	5:54	6:54	12:54
Jurupa Valley/Pedley	4:09	5:09	6:09	7:09	1:09
Ontario–East	4:21	5:21	6:21	7:21	1:21
Pomona–Downtown	4:34	5:34	6:34	7:34	1:34
Industry	4:43	5:43	6:43	7:43	1:43
Montebello/Commerce	5:04	6:04	7:04	8:04	2:04
L.A. Union Station	5:25	6:25	7:25	8:25	2:25

See 91/PV Line schedule for additional trains between L.A. Union Station and Riverside–Downtown.

AM times **PM times**

Riverside Line

Riverside → L.A.

L.A. → Redlands

SATURDAY–SUNDAY

<i>Arrow</i>	1352	1354	1358	1362	1364	1366	1372
San Bernardino Line	1352	1354	1358	1362	1364	1366	1372
L.A. Union Station	8:38	10:38	1:38	2:38	3:38	4:38	7:38
Cal State L.A.	8:48	10:48	1:48	2:48	3:48	4:48	7:48
El Monte	8:59	10:59	1:59	2:59	3:59	4:59	7:59
Baldwin Park	9:10	11:10	2:10	3:10	4:10	5:10	8:10
Covina	9:17	11:17	2:17	3:17	4:17	5:17	8:17
Pomona–North	9:30	11:30	2:30	3:30	4:30	5:30	8:30
Claremont	9:36	11:36	2:36	3:36	4:36	5:36	8:36
Montclair	9:40	11:40	2:40	3:40	4:40	5:40	8:40
Upland	9:45	11:45	2:45	3:45	4:45	5:45	8:45
Rancho Cucamonga	9:52	11:52	2:52	3:52	4:52	5:52	8:52
Fontana	10:03	12:03	3:03	4:03	5:03	6:03	9:03
Rialto	10:09	12:09	3:09	4:09	5:09	6:09	9:09
San Bernardino–Depot	10:16	12:16	3:16	4:16	5:16	6:16	9:16
San Bernardino–Downtown	10:23	12:23	3:23	4:23	5:23	6:23	9:23
<i>Arrow</i>	3860	3864	3868	3870	3872	3874	3878
San Bernardino–Downtown	10:32	12:36	3:32	4:32	5:32	6:37	9:32
San Bernardino–Tippecanoe	10:39	12:43	3:39	4:39	5:39	6:44	9:39
Redlands–Esri	10:46	12:50	3:46	4:46	5:46	6:51	9:46
Redlands–Downtown	10:49	12:53	3:49	4:49	5:49	6:54	9:49
Redlands–University	10:54	12:58	3:54	4:54	5:54	6:59	9:54

For standard notes and symbols see inside front cover.

L.A. → Riverside

MONDAY–FRIDAY

	400	410	412	414	416
L.A. Union Station	10:35	3:35	4:35	5:35	6:35
Montebello/Commerce	10:55	3:55	4:55	5:55	6:55
Industry	11:13	4:13	5:13	6:13	7:13
Pomona–Downtown	11:23	4:23	5:23	6:23	7:23
Ontario–East	11:35	4:35	5:35	6:35	7:35
Jurupa Valley/Pedley	11:47	4:47	5:47	6:47	7:47
Riverside–Downtown	12:06	5:06	6:06	7:06	8:06

NO SATURDAY–SUNDAY SERVICE ON THIS LINE

For standard notes and symbols see inside front cover.

L.A. → Riverside

MONDAY–FRIDAY

	701	703	705	707	713	719	723
Perris–South	4:20	5:20	6:20	7:20	10:20	1:20	3:20
Perris–Downtown	4:25	5:25	6:25	7:25	10:25	1:25	3:25
Moreno Valley/March Field	4:37	5:37	6:37	7:37	10:37	1:37	3:37
Riverside–Hunter Park/UCR	4:53	5:53	6:53	7:53	10:53	1:53	3:53
Riverside–Downtown	5:01	6:01	7:01	8:01	11:01	2:01	4:01
Riverside–La Sierra	5:13	6:13	7:13	8:13	11:13	2:13	4:13
Corona–North Main	5:21	6:21	7:21	8:21	11:21	2:21	4:21
Corona–West	5:26	6:26	7:26	8:26	11:26	2:26	4:26
Fullerton	5:50	6:50	7:50	8:50	11:50	2:50	4:50
Buena Park	5:56	6:56	7:56	8:56	11:56	2:56	4:56
Norwalk/Santa Fe Springs	6:03	7:03	8:03	9:03	12:03	3:03	5:03
Commerce	↓	↓	↓	↓	↓	↓	↓
L.A. Union Station	6:29	7:29	8:29	9:29	12:29	3:29	5:29

SATURDAY–SUNDAY

	1751	1753
Perris–South	7:07	8:10
Perris–Downtown	7:11	8:14
Moreno Valley/March Field	7:24	8:26
Riverside–Hunter Park/UCR	7:40	8:42
Riverside–Downtown	7:48	8:51
Riverside–La Sierra	8:00	9:03
Corona–North Main	8:08	9:11
Corona–West	8:14	9:16
Fullerton	8:38	9:40
Buena Park	8:44	9:46
Norwalk/Santa Fe Springs	8:51	9:53
Commerce	↓	↓
L.A. Union Station	9:19	10:21

See [Orange County Line](#) and [IE-OC Line](#) schedules for additional trains along this corridor.
See [Riverside Line](#) schedule for additional trains between L.A. Union Station and Riverside–Downtown.

AM times **PM times**

For standard notes and symbols see inside front cover.

MONDAY–FRIDAY

	700	708	720	732	736	740	744
L.A. Union Station	7:33	9:33	12:33	3:33	4:33	5:33	6:33
Commerce	↓	↓	↓	↓	↓	↓	↓
Norwalk/Santa Fe Springs	7:57	9:57	12:57	3:57	4:57	5:57	6:57
Buena Park	8:06	10:06	1:06	4:06	5:06	6:06	7:06
Fullerton	8:12	10:12	1:12	4:12	5:12	6:12	7:12
Corona–West	8:36	10:36	1:36	4:36	5:36	6:36	7:36
Corona–North Main	8:41	10:41	1:41	4:41	5:41	6:41	7:41
Riverside–La Sierra	8:49	10:49	1:49	4:49	5:49	6:49	7:49
Riverside–Downtown	9:03	11:03	2:03	5:03	6:03	7:03	8:03
Riverside–Hunter Park/UCR	9:11	11:11	2:11	5:11	6:11	7:11	8:11
Moreno Valley/March Field	9:27	11:27	2:27	5:27	6:27	7:27	8:27
Perris–Downtown	9:38	11:38	2:38	5:38	6:38	7:38	8:38
Perris–South	9:47	11:47	2:47	5:47	6:47	7:47	8:47

SATURDAY–SUNDAY

	1752	1754
L.A. Union Station	3:25	7:20
Commerce	↓	↓
Norwalk/Santa Fe Springs	3:49	7:43
Buena Park	3:56	7:51
Fullerton	4:02	7:57
Corona–West	4:26	8:21
Corona–North Main	4:32	8:27
Riverside–La Sierra	4:40	8:34
Riverside–Downtown	4:52	8:47
Riverside–Hunter Park/UCR	4:59	8:54
Moreno Valley/March Field	5:16	9:20
Perris–Downtown	5:27	9:33
Perris–South	5:37	9:39

AM times **PM times**

For standard notes and symbols see inside front cover.

MONDAY-FRIDAY

	601	603	605	607	609	611	617	621	623	625	627	824	629	631
Oceanside	4:18	5:18	6:18					2:18	3:18			5:39		
San Clemente Pier	↓	↓	↓					↓	↓			↓		
San Clemente	4:44	5:44	6:44					2:44	3:44			6:03		
San Juan Capistrano	4:56	5:56	6:56					2:56	3:56			6:18		
Laguna Niguel/Mission Viejo	5:02	6:02	7:02	8:02	9:02	10:02	1:02	3:02	4:02	5:02	6:02	6:27	7:02	
Irvine	5:12	6:12	7:12	8:12	9:12	10:12	1:12	3:12	4:12	5:12	6:12	6:38	7:12	8:12
Tustin	5:20	6:20	7:20	8:20	9:20	10:20	1:20	3:20	4:20	5:20	6:20	6:45	7:20	8:20
Santa Ana	5:26	6:26	7:26	8:26	9:26	10:26	1:26	3:26	4:26	5:26	6:26	6:52	7:26	8:26
Orange	5:31	6:31	7:31	8:31	9:31	10:31	1:31	3:31	4:31	5:31	6:31	6:59	7:31	8:31
Anaheim	5:36	6:36	7:36	8:36	9:36	10:36	1:36	3:36	4:36	5:36	6:36		7:36	8:36
Fullerton	5:43	6:43	7:43	8:43	9:43	10:43	1:43	3:43	4:43	5:43	6:43		7:43	8:43
Buena Park	5:49	6:49	7:49	8:49	9:49	10:49	1:49	3:49	4:49	5:49	6:49		7:49	8:49
Norwalk/Santa Fe Springs	5:57	6:57	7:57	8:57	9:57	10:57	1:57	3:57	4:57	5:57	6:57		7:57	8:57
Commerce	6:07	7:07	8:07	9:07	↓	↓	↓	↓	↓	↓	↓		↓	↓
L.A. Union Station	6:20	7:20	8:20	9:20	10:20	11:20	2:20	4:20	5:20	6:20	7:20		8:20	9:20

AM times **PM times**

See [91/PV Line](#), [IE-OC Line](#) and Amtrak Pacific Surfliner schedules for additional trains along this corridor.

For standard notes and symbols see inside front cover.

MONDAY-FRIDAY

	803	602	604	606	608	612	616	618	620	622	624	626	628	634
L.A. Union Station	5:40	6:40	7:40	8:40	10:40	12:40	1:24	2:40	3:40	4:40	5:40	6:40	7:40	9:40
Commerce	↓	↓	↓	↓	↓	↓	↓	↓	↓	3:54	4:54	5:54	↓	↓
Norwalk/Santa Fe Springs	6:05	7:05	8:05	9:05	11:05	1:05	1:49	3:05	4:05	5:05	6:05	7:05	10:05	
Buena Park	6:12	7:12	8:12	9:12	11:12	1:12	1:56	3:12	4:12	5:12	6:12	7:12	10:12	
Fullerton	6:18	7:18	8:18	9:18	11:18	1:18	2:02	3:18	4:18	5:18	6:18	7:18	10:18	
Anaheim	6:25	7:25	8:25	9:25	11:25	1:25	2:09	3:25	4:25	5:25	6:25	7:25	10:25	
Orange	6:03	6:30	7:30	8:30	9:30	11:30	1:30	2:14	3:30	4:30	5:30	6:30	7:30	10:30
Santa Ana	6:09	6:35	7:35	8:35	9:35	11:35	1:35	2:19	3:35	4:35	5:35	6:35	7:35	10:35
Tustin	6:15	6:41	7:41	8:41	9:41	11:41	1:41	2:25	3:41	4:41	5:41	6:41	7:41	10:41
Irvine	6:23	6:48	7:48	8:48	9:48	11:48	1:48	2:32	3:48	4:48	5:48	6:48	7:47	10:48
Laguna Niguel/Mission Viejo	6:37	6:57	7:57	8:57	9:58	11:57	1:57	2:42	3:57	4:57	5:58	6:58		10:58
San Juan Capistrano	6:47				10:05			2:49			6:05	7:05		11:05
San Clemente	6:56				10:15			2:59			6:15	7:15		11:15
San Clemente Pier	↓				↓			↓			↓	↓		↓
Oceanside	7:24				10:38			3:22			6:38	7:38		11:38

AM times **PM times**

See [91/PV Line](#), [IE-OC Line](#) and Amtrak Pacific Surfliner schedules for additional trains along this corridor.

For standard notes and symbols see inside front cover.

SATURDAY-SUNDAY

	1661	1663	1665	1858	1667	1860
Oceanside	8:27	11:24	1:28	2:35	5:23	6:23
San Clemente Pier	8:50	11:52	1:52	2:59	5:47	6:50
San Clemente	8:53	11:55	1:55	3:02	5:50	6:53
San Juan Capistrano	9:05	12:05	2:05	3:12	6:03	7:03
Laguna Niguel/Mission Viejo	9:11	12:12	2:12	3:18	6:10	7:14
Irvine	9:21	12:22	2:23	3:28	6:21	7:24
Tustin	9:28	12:29	2:30	3:35	6:28	7:30
Santa Ana	9:35	12:35	2:37	3:41	6:35	7:37
Orange	9:40	12:41	2:43	3:47	6:41	7:42
Anaheim	9:45	12:46	2:48		6:46	
Fullerton	9:53	12:53	2:56		6:54	
Buena Park	9:58	12:59	3:02		7:00	
Norwalk/Santa Fe Springs	10:05	1:06	3:10		7:08	
Commerce	↓	↓	↓		↓	
L.A. Union Station	10:34	1:34	3:39		7:38	

SATURDAY-SUNDAY

	1857	1660	1859	1662	1664	1668
L.A. Union Station		8:40		10:50	2:00	4:27
Commerce		↓		↓	↓	↓
Norwalk/Santa Fe Springs		9:03		11:13	2:24	4:50
Buena Park		9:10		11:21	2:31	4:58
Fullerton		9:16		11:27	2:37	5:04
Anaheim		9:24		11:35	2:45	5:12
Orange	8:20	9:29	10:18	11:40	2:50	5:17
Santa Ana	8:25	9:35	10:23	11:45	2:55	5:22
Tustin	8:32	9:41	10:30	11:51	3:01	5:28
Irvine	8:40	9:49	10:37	11:59	3:09	5:36
Laguna Niguel/Mission Viejo	8:50	10:00	10:47	12:09	3:19	5:46
San Juan Capistrano	8:55	10:06	10:54	12:15	3:25	5:52
San Clemente	9:05	10:16	11:04	12:25	3:38	6:05
San Clemente Pier	9:10	10:20	11:09	12:28	3:41	6:08
Oceanside	9:36	10:48	11:36	12:55	4:08	6:35

AM times **PM times**

See [91/PV Line](#), [IE-OC Line](#) and Amtrak Pacific Surfliner schedules for additional trains along this corridor.

For standard notes and symbols see inside front cover.

DAILY

	A761	A765	A769	A573	A777	A581	A785	A587	A591	A595
Oceanside	4:57	6:57	8:57	10:57	12:57	2:57	4:57	5:57	7:57	9:57
San Clemente Pier	↓	↓	↓	↓	↓	↓	5:20	6:23	↓	↓
San Clemente	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓
San Juan Capistrano	5:34	7:34	9:34	11:34	1:34	3:34	5:37	6:36	8:34	10:34
Laguna Niguel/Mission Viejo	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓
Irvine	5:49	7:49	9:49	11:49	1:49	3:49	5:52	6:53	8:49	10:49
Tustin	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓
Santa Ana	6:01	8:01	10:01	12:01	2:01	4:01	6:04	7:06	9:01	11:01
Orange	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓
Anaheim	6:10	8:10	10:10	12:10	2:10	4:10	6:13	7:17	9:10	11:10
Fullerton	6:18	8:18	10:18	12:18	2:18	4:18	6:21	7:25	9:18	11:18
Buena Park	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓
Norwalk/Santa Fe Springs	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓
Commerce	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓
L.A. Union Station	6:57	8:57	10:52	12:57	2:57	4:57	7:00	8:04	9:57	11:57

AM times **PM times**

Rail 2 Rail® Program

Only Metrolink Monthly Pass holders may travel on Orange County Line Amtrak Service at no additional cost as part of the Rail 2 Rail® Program. Blackout dates may apply; schedules are subject to change. For details, visit metrolinktrains.com/rail2rail.

Bicycles require a paid Amtrak ticket with reservation. The Metrolink Kids Ride Free on Weekends Promotion is not valid on Amtrak trains.

For standard notes and symbols see inside front cover.

DAILY

	A562	A564	A770	A572	A774	A580	A784	A586	A790	A794
L.A. Union Station	6:10	7:10	10:10	11:10	12:10	3:10	5:10	6:10	8:10	10:10
Commerce	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓
Norwalk/Santa Fe Springs	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓
Buena Park	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓
Fullerton	6:41	7:41	10:41	11:41	12:41	3:41	5:41	6:41	8:41	10:41
Anaheim	6:49	7:49	10:49	11:49	12:49	3:49	5:49	6:49	8:49	10:49
Orange	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓
Santa Ana	7:01	8:01	11:01	12:01	1:01	4:01	6:01	7:01	9:01	11:01
Tustin	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓
Irvine	7:12	8:12	11:12	12:12	1:12	4:12	6:12	7:12	9:12	11:12
Laguna Niguel/Mission Viejo	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓
San Juan Capistrano	7:26	8:26	11:25	12:25	1:26	4:26	6:26	7:26	9:26	11:26
San Clemente	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓
San Clemente Pier	↓	↓	11:38	12:38	↓	↓	↓	↓	↓	↓
Oceanside	8:05	9:05	12:08	1:08	2:05	5:05	7:05	8:05	10:02	12:05

AM times **PM times**

For standard notes and symbols see inside front cover.

MONDAY—FRIDAY

	801	803	805	807	811	815	819	823	827
San Bernardino—Downtown	3:49	4:49	5:49	6:49					
San Bernardino—Depot	3:53	4:53	5:53	6:53					
Riverside—Downtown	4:10	5:10	6:10	7:10	9:10	11:10	1:10	3:10	5:10
Riverside—La Sierra	4:22	5:22	6:22	7:22	9:22	11:22	1:22	3:22	5:22
Corona—North Main	4:30	5:30	6:30	7:30	9:30	11:30	1:30	3:30	5:30
Corona—West	4:35	5:35	6:35	7:35	9:35	11:35	1:35	3:35	5:35
Anaheim Canyon	4:54	5:54	6:54	7:54	9:54	11:54	1:54	3:54	5:54
Orange	5:03	6:03	7:03	8:03	10:03	12:03	2:03	4:03	6:03
Santa Ana	5:09	6:09	7:09	8:09	10:09	12:09	2:09	4:09	6:09
Tustin	5:15	6:15	7:15	8:15	10:15	12:15	2:15	4:15	6:15
Irvine	5:23	6:23	7:23	8:23	10:23	12:23	2:23	4:23	6:23
Laguna Niguel/Mission Viejo	5:32	6:37	7:32	8:32	10:32	12:32	2:32	4:32	6:32
San Juan Capistrano		6:47							
San Clemente		6:56							
San Clemente Pier		↓							
Oceanside		7:24							

AM times **PM times**

See [91/Perris Valley Line](#) and [Orange County Line](#) schedules for additional trains along this corridor.

For standard notes and symbols see inside front cover.

SATURDAY—SUNDAY

	1857	1859
San Bernardino—Downtown	6:57	8:56
San Bernardino—Depot	7:02	9:00
Riverside—Downtown	7:19	9:17
Riverside—La Sierra	7:32	9:30
Corona—North Main	7:44	9:43
Corona—West	7:53	9:51
Anaheim Canyon	8:13	10:11
Orange	8:20	10:18
Santa Ana	8:25	10:23
Tustin	8:32	10:30
Irvine	8:40	10:37
Laguna Niguel/Mission Viejo	8:50	10:47
San Juan Capistrano	8:55	10:54
San Clemente	9:05	11:04
San Clemente Pier	9:10	11:09
Oceanside	9:36	11:36

MONDAY—FRIDAY

	800	804	808	812	816	820	822	824	826
Oceanside								5:39	
San Clemente Pier								↓	
San Clemente								6:03	
San Juan Capistrano								6:18	
Laguna Niguel/Mission Viejo	6:27	8:27	10:27	12:27	2:27	4:27	5:27	6:27	7:27
Irvine	6:38	8:38	10:38	12:38	2:38	4:38	5:38	6:38	7:38
Tustin	6:45	8:45	10:45	12:45	2:45	4:45	5:45	6:45	7:45
Santa Ana	6:52	8:52	10:52	12:52	2:52	4:52	5:52	6:52	7:52
Orange	6:59	8:59	10:59	12:59	2:59	4:59	5:59	6:59	7:59
Anaheim Canyon	7:06	9:06	11:06	1:06	3:06	5:06	6:06	7:06	8:06
Corona—West	7:25	9:25	11:25	1:25	3:25	5:25	6:25	7:25	8:25
Corona—North Main	7:30	9:30	11:30	1:30	3:30	5:30	6:30	7:30	8:30
Riverside—La Sierra	7:38	9:38	11:38	1:38	3:38	5:38	6:38	7:38	8:38
Riverside—Downtown	7:50	9:50	11:50	1:50	3:50	5:50	6:50	7:50	8:50
San Bernardino—Depot						6:08	7:08	8:08	9:08
San Bernardino—Downtown						6:16	7:16	8:16	9:16

AM times **PM times**

See [91/Perris Valley Line](#) and [Orange County Line](#) schedules for additional trains along this corridor.

For standard notes and symbols see inside front cover.

SATURDAY—SUNDAY

	1858	1860
Oceanside	2:35	6:23
San Clemente Pier	2:59	6:50
San Clemente	3:02	6:53
San Juan Capistrano	3:12	7:03
Laguna Niguel/Mission Viejo	3:18	7:14
Irvine	3:28	7:24
Tustin	3:35	7:30
Santa Ana	3:41	7:37
Orange	3:47	7:42
Anaheim Canyon	3:54	7:50
Corona—West	4:14	8:10
Corona—North Main	4:20	8:15
Riverside—La Sierra	4:27	8:23
Riverside—Downtown	4:39	8:35
San Bernardino—Depot	4:57	8:52
San Bernardino—Downtown	5:05	9:01

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In partnership with:



Maggie Aguilar

From: Jacob Wasserman <jacoblwasserman@gmail.com>
Sent: Tuesday, June 30, 2026 10:41 PM
To: ePublic Comment Group; SCAGClerk
Cc: Maggie Aguilar; Marquez, Ray; cindy.allen@longbeach.gov; jcrosswhite@spcity.org; 2mayor@riversideca.gov; SB79
Subject: 4th and Broadway Bus Lane Stop Missing from SB 79 Map: Item #1
Attachments: 4th Broadway_Attachment 1.png; 4th Broadway_Attachment 2.png; 4th Broadway_Attachment 3.png; 4th Broadway_Attachment 6.png; 4th Broadway_Attachment 4.pdf; 4th Broadway_Attachment 5.pdf

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EXTERNAL: This email message was sent from outside our organization. Proceed with caution when opening links or attachments. Submit as spam if you are not sure it is safe.

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Please make a correction to add the omitted Los Angeles Metro and Santa Monica Big Blue Bus bus stops at 4th Street and Broadway in Santa Monica to the map of SB-79-eligible stops.

The stop at 4th Street just southwest of Broadway meets all of the criteria under SCAG's draft methodology, [HCD's guidance](#), and [SB 79](#). Specifically, it:

- A) Has a 24/7 bus lane. This is a full-width lane, marked for buses only (Attachment 1);
- B) Is identified as a major transit stop on [Cal-ITP](#) (Attachment 2) and on [SCAG's](#) (Attachment 3) maps of major transit stops; and
- C) Has bus service better than every 15 minutes during peak periods (see [the schedule as compiled by Moovit here](#) in Attachment 4 or the schedules for Los Angeles Metro Route 4 and Santa Monica Big Blue Bus Routes 8 and 9 in Attachment 5).

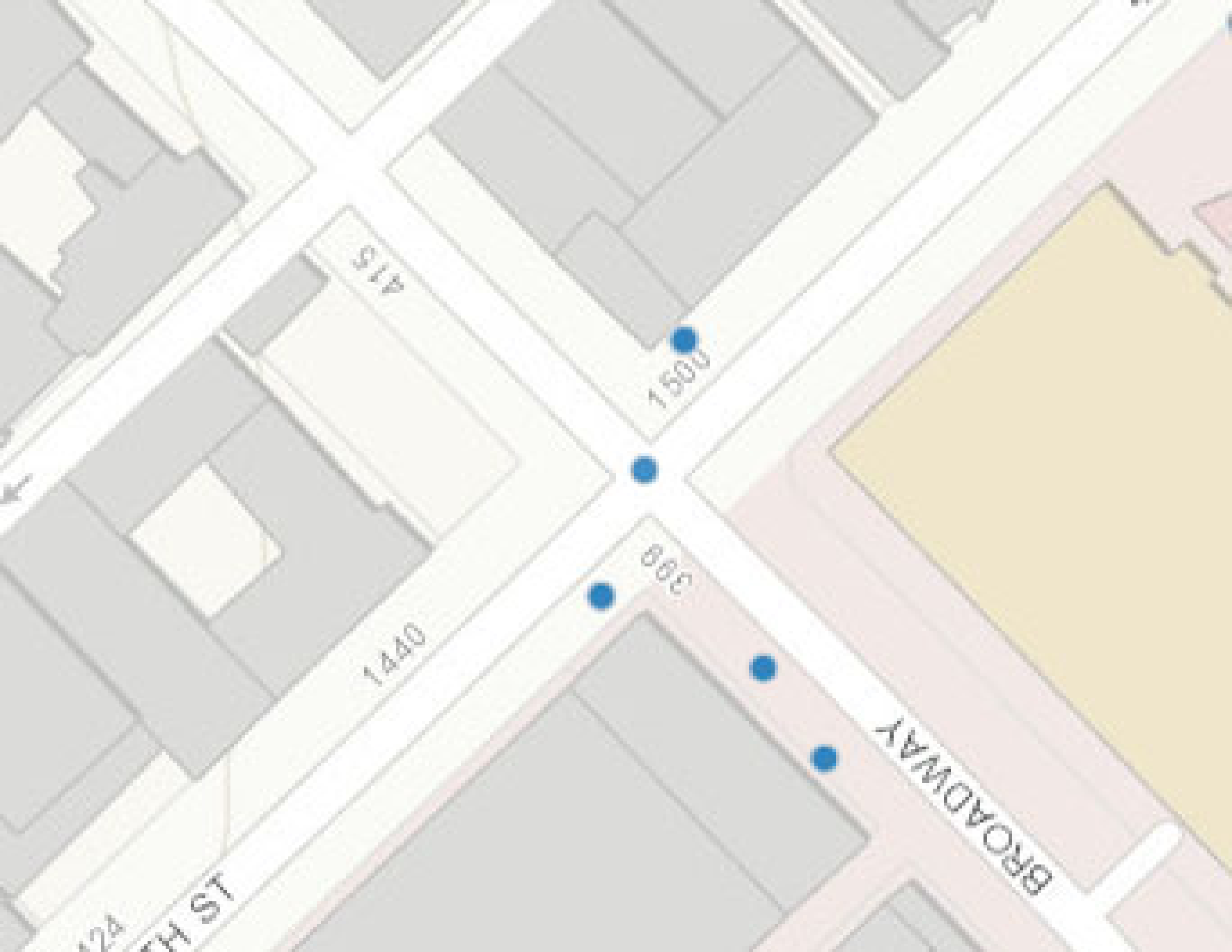
For the purpose of calculating 15-minute frequencies, **frequencies must be tallied by stop, not by route**, in order to be in accord with SB 79, other state law, and Cal-ITP modeling methodology.

Please include both the stop at 4th Street just southwest of Broadway (circled in red on Attachment 6), which itself qualifies, and the two other stops at the intersection of 4th Street and Broadway (circled in yellow on Attachment 6), per SCAG's draft methodology: "When defining the 'adjacency' of a dedicated lane, SCAG includes dedicated lanes that are directly at the bus stop and those located across the intersection."

Please note that the bus lane is *not* a bus turnout but rather a full-fledged lane.

Jacob Wasserman
90403
Writing for myself





A 15 ST

1501

1500

1440

1440

15TH ST

BROADWAY

MajorTransitStops_AB2553_Planyear2050_pnt_scag

Zoom to

OBJECTID	109
STATIONNAM	INTERSECTION
POINT_X	362,088.295
POINT_Y	3,764,830.723
YEAR	2,050
Shape	undefined
GlobalID	
created_user	null
created_date	
last_edited_user	null
last_edited_date	

Broadway WB & 4th FS stop

Plan a trip by public transit and view updated schedules

Start
Choose starting point



End
Broadway WB & 4th FS, Santa Mon



Health Habits

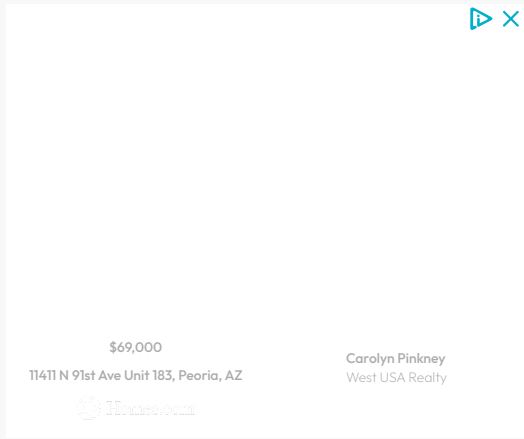
The Breakfast
Mistake Millions of
Seniors Make
Every Day



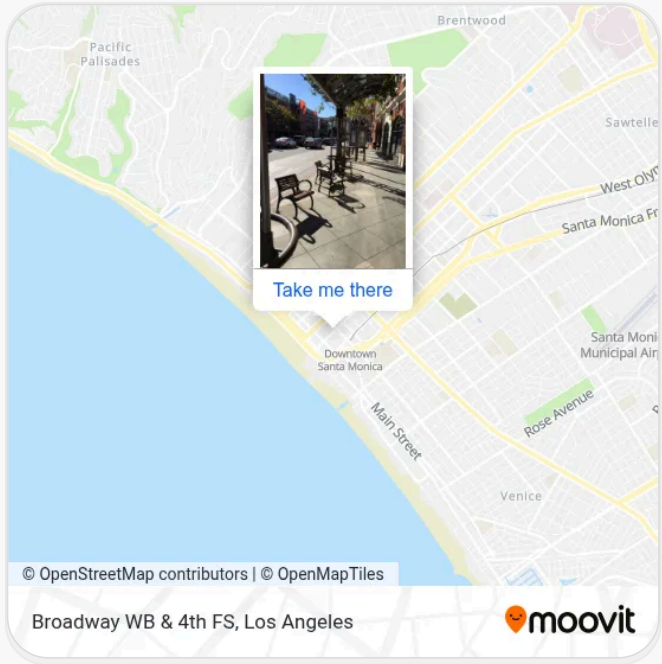
ABORTION

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See Broadway WB & 4th FS stop, Santa Monica, on the map



Broadway WB & 4th FS stop - Monday schedule

Line	Direction	Time
4	Santa Monica	4:52 AM
4	Santa Monica	5:21 AM
4	Santa Monica	5:46 AM
4	Santa Monica	6:07 AM
8	UCLA	6:27 AM
4	Santa Monica	6:31 AM
8	UCLA	6:47 AM
4	Santa Monica	6:53 AM
8	UCLA	7:07 AM
4	Santa Monica	7:13 AM
8	UCLA	7:27 AM
4	Santa Monica	7:31 AM
9	Palisades Charter High School	7:42 AM
8	UCLA	7:47 AM
4	Santa Monica	7:49 AM
9	Palisades Charter High School	7:53 AM
4	Santa Monica	8:05 AM
8	UCLA	8:07 AM
4	Santa Monica	8:19 AM
8	UCLA	8:27 AM
4	Santa Monica	8:48 AM
8	UCLA	8:57 AM

Public transit to Broadway WB & 4th FS stop in Santa Monica

Looking for directions to Broadway WB & 4th FS in Santa Monica, United States?

Download the Moovit App to find the current schedule and step-by-step directions for Bus or Subway routes that pass through Broadway WB & 4th FS.

Line	Direction	Time
4	Santa Monica	9:08 AM
8	UCLA	9:27 AM
4	Santa Monica	9:30 AM

[View all stops in the app](#)

Last updated on May 30, 2026

Directions to Broadway WB & 4th FS stop (Santa Monica) with public transit

The following transit lines have routes that pass near Broadway WB & 4th FS

 **Bus:** 2, 3, 33, 7, 134.

 **Subway:** E LINE.

How to get to Broadway WB & 4th FS stop by bus?

Click on the bus route to see step by step directions with maps, line arrival times and updated time schedules.

[From Dockweiler Beach, Playa Del Rey • 94 min](#) >

[From Culver City, CA, Culver City • 50 min](#) >

[From Aeropuerto Los Angeles California, Westchester • 54 min](#) >

[From Apple, Culver City Campus, Culver City • 60 min](#) >

[From Culver City Station \(Mta- Metro Expo Line\), Culver City • 47 min](#) >

[From Maneadero, Baja California, Mexico, Mid-City • 57 min](#) >

Looking for the nearest stops closest to Broadway WB & 4th FS ? Check out this list of closest stops to your destination: 4th St & Broadway; 4th St & Broadway (Downtown SM Station); Broadway / 3rd St Promenade; Broadway & 3rd St; 4th SB & Santa Monica Place Co; 2nd St & Broadway; 2nd / Broadway; Santa Monica / 3rd St Promenade; Santa Monica EB & 4th FS; 17th St / SMC.

Bus: 2, 3, 33, 7, 134, 9, 1, 18, 43.

Subway: E LINE.

We make riding on public transit to Broadway WB & 4th FS easy, which is why over 1.5 million users, including users in Santa Monica trust Moovit as the best app for public transit.

Get to Broadway WB & 4th FS with public transit and pay for the ride in the Moovit app. In addition to all info you may need for your trip to Broadway WB & 4th FS, including live directions, real-time arrivals and fare prices, you can also buy public transit passes for your rides. No need for cash or paper tickets to get to Broadway WB & 4th FS - everything you need is accessible in the app with a click of the button.

Use the app to navigate to popular places including to the airport, hospital, stadium, grocery store, mall, coffee shop, school, college, and university.

The first line to this stop is 4, at 4:52 AM, and the last line is 4 at 4:22 AM.

1460 4th Ave, Santa Monica, CA, USA

This stop serves Big Blue Bus and Metro's lines

Bus stops near Broadway WB & 4th FS stop

[4th St & Broadway,](#)

[4th St & Broadway \(Downtown SM Station\),](#)

[Broadway / 3rd St Promenade,](#)

[Broadway & 3rd St,](#)

[4th SB & Santa Monica Place Co,](#)

[2nd St & Broadway,](#) [2nd / Broadway,](#)

[Santa Monica / 3rd St Promenade,](#)

[Santa Monica EB & 4th FS](#)

From Jackie Robinson Stadium - UCLA Baseball, Veterans Administration • 32 min >

From UCLA 200 Medical Plaza, Westwood • 32 min >

From Marina del Rey, Del Rey • 32 min >

From LAX-Tom Bradley Terminal Arrivals (LAX-Terminal B Arrivals), Westchester • 71 min >

How to get to Broadway WB & 4th FS stop by subway?

Click on the subway route to see step by step directions with maps, line arrival times and updated time schedules.

From Culver City, CA, Culver City • 38 min >

From Apple, Culver City Campus, Culver City • 42 min >

From Culver City Station (Mta- Metro Expo Line), Culver City • 25 min >

From Maneadero, Baja California, Mexico, Mid-City • 48 min >

Bus stops near Broadway WB & 4th FS stop in Santa Monica

- 4th St & Broadway, 1 min walk, [view](#)
- 4th St & Broadway (Downtown SM Stati... [view](#)
- Broadway / 3rd St Promenade, 2 min w... [view](#)
- Broadway & 3rd St, 2 min walk, [view](#)
- 4th SB & Santa Monica Place Co, 2 min... [view](#)
- 2nd St & Broadway, 4 min walk, [view](#)
- 2nd / Broadway, 4 min walk, [view](#)
- Santa Monica / 3rd St Promenade, 4 mi... [view](#)
- Santa Monica EB & 4th FS, 4 min walk, [view](#)

Subway station near Broadway WB & 4th FS station

[17th St / SMC](#)

Popular public transit stations in Santa Monica

[Arcadia Station](#), [Wilshire / Robertson](#),

[110 Fwy & Pacific Coast Hwy \(Westbound\)](#),

[UCR at Bannockburn Village](#),

[Western / Exposition](#),

[Aviation Blvd/Imperial Hwy.](#), [Aviation/Imperial](#),

[APU / Citrus College](#), [Studebaker / Dollison](#),

[Figueroa St at Redondo Beach Bl](#),

[Goodrich Blvd & Whittier Blvd](#),

[San Vicente & La Brea Ave. \(Southbound\)](#),

[Van Nuys / Glenoaks](#),

[101 Hwy & Reseda Blvd \(Westbound\)](#),

[Orange Grove Blvd & Marengo Ave](#),

[Alvarado / 8th](#), [Valley View-Artesia](#),

[Sunset / Vin Scully - Dodger Stadium](#),

[The Shops at Santa Anita](#),

[Soledad Canyon Rd & Canyon Country Prk](#)

Subway stations near Broadway WB & 4th FS station in Santa Monica

- 17th St / SMC, 15 min walk, [view](#)

Bus lines to Broadway WB & 4th FS stop in Santa Monica

- 2, UCLA, [view](#)
- 3, Lax/Metro Transit Center, [view](#)
- 7, Downtown Santa Monica, [view](#)
- 134, Malibu - PCH -Trancas, [view](#)
- 9, Pacific Palisades, [view](#)
- 1, Main Street & Santa Monica Boulevar..., [view](#)
- 18, UCLA - Marina del Rey, [view](#)
- 43, 26th Street, [view](#)
- 8, Downtown Santa Monica, [view](#)
- 33, Downtown La - Union Station, [view](#)
- 4, Downtown La - Broadway - Venice, [view](#)
- R10, Downtown Los Angeles, [view](#)
- 20, Santa Monica, [view](#)
- 720, Santa Monica (Rapid), [view](#)

Questions & Answers

What are the closest stations to Broadway WB & 4th FS?

The closest stations to Broadway WB & 4th FS are:

4th St & Broadway is 39 yards away, 1 min walk.

4th St & Broadway (Downtown SM Station) is 81 yards away, 2 min walk.

Broadway / 3rd St Promenade is 119 yards away, 2 min walk.

Broadway & 3rd St is 140 yards away, 2 min walk.

4th SB & Santa Monica Place Co is 163 yards away, 2 min walk.

2nd St & Broadway is 269 yards away, 4 min walk.

Get around Santa Monica by public transit!

Traveling around Santa Monica has never been so easy. See step by step directions as you travel to any attraction, street or major public transit station. View bus and train schedules, arrival times, service alerts and detailed routes on a map, so you know exactly how to get to anywhere in Santa Monica.

When traveling to any destination around Santa Monica use Moovit's Live Directions with Get Off Notifications to know exactly where and how far to walk, how long to wait for your line, and how many stops are left. Moovit will alert you when it's time to get off — no need to constantly re-check whether yours is the next stop.

Wondering how to use public transit in Santa Monica or how to pay for public transit in Santa Monica? Moovit public transit app can help you navigate your way with public transit easily, and at minimum cost. It includes public transit fees, ticket prices, and costs. Looking for a map of Santa Monica public transit lines? Moovit public transit app shows all public transit maps in Santa Monica with all Bus, Train, Subway, Ferry and Funicular routes and stops on an interactive map.

Los Angeles has 5 transit type(s), including: Bus, Train, Subway, Ferry and Funicular, operated by several transit agencies, including Metro, Metro Event Service, Alhambra Community Transit, Arcadia Transit, Artesia Transit, AVTA, Baldwin Park Transit, Beach Cities Transit, Beaumont Transit, Bell Gardens Town Trolley, Bellflower Bus, Big Blue Bus, Burbank Bus, Calabasas Trolley and Camarillo Area Transit

Public transit lines with stations closest to Broadway WB & 4th FS in Santa Monica

2nd / Broadway is 273 yards away, 4 min walk.

Santa Monica / 3rd St Promenade is 288 yards away, 4 min walk.

Santa Monica EB & 4th FS is 296 yards away, 4 min walk.

17th St / SMC is 1208 yards away, 15 min walk.

Which bus lines stop near Broadway WB & 4th FS?

These bus lines stop near Broadway WB & 4th FS: 2, 3, 33, 7.

Which subway line stops near Broadway WB & 4th FS?

E LINE (Westbound to Santa Monica)

What's the nearest subway station to Broadway WB & 4th FS in Santa Monica?

The nearest subway station to Broadway WB & 4th FS in Santa Monica is 17th St / SMC. It's a 15 min walk away.

What's the nearest bus station to Broadway WB & 4th FS in Santa Monica?

The nearest bus station to Broadway WB & 4th FS in Santa Monica is 4th St & Broadway. It's a 1 min walk away.

What time is the first subway to Broadway WB & 4th FS in Santa Monica?

The E LINE is the first subway that goes to Broadway WB & 4th FS in Santa Monica. It stops nearby at 3:46 AM.

What time is the last subway to Broadway WB & 4th FS in Santa Monica?

The E LINE is the last subway that goes to Broadway WB & 4th FS in Santa Monica. It stops nearby at 1:25 AM.

What time is the first bus to Broadway WB & 4th FS in Santa Monica?

The 20 is the first bus that goes to Broadway WB & 4th FS in Santa Monica. It stops nearby at 3:16 AM.

What time is the last bus to Broadway WB & 4th FS in Santa Monica?

Subway lines with stations closest to Broadway WB & 4th FS in Santa Monica



17th St / SMC

15 min walk



E LINE - East Los Angeles - Santa Monica >

Bus lines with stations closest to Broadway WB & 4th FS in Santa Monica



4th St & Broadway

1 min walk



2

Wilshire Boulevard/UCLA >



4th St & Broadway (Downtown SM Station)

2 min walk



3

Lincoln Boulevard/LAX >



7

Pico Boulevard >



Broadway / 3rd St Promenade

2 min walk



134

Malibu - Santa Monica >



Broadway & 3rd St

2 min walk



9

Pacific Palisades >

The 33 is the last bus that goes to Broadway WB & 4th FS in Santa Monica. It stops nearby at 4:17 AM.

Broadway WB & 4th FS station



Taken by Micha K.



4th SB & Santa Monica Place Co

2 min walk



1

Main Street & Santa Monica Boulevard/UCLA



18

UCLA - Marina del Rey



43

26th Street



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Last updated on May 30, 2026



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Monday through Friday

Effective Dec 14 2025

4

Eastbound Al Este (Approximate Times / Tiempos Aproximados)

SANTA MONICA	WEST LOS ANGELES	WEST HOLLYWOOD	LOS ANGELES	ECHO PARK	LOS ANGELES
1	2	3	4	5	6
6th & Santa Monica	Santa Monica & Westwood	Santa Monica & San Vicente	Santa Monica & Fairfax	Santa Monica & Western	Santa Monica / Vermont Station
4:37A	4:57A	5:11A	5:17A	5:31A	5:36A
4:53	5:13	5:28	5:34	5:48	5:53
5:08	5:28	5:43	5:49	6:03	6:09
5:21	5:41	5:56	6:02	6:16	6:22
5:34	5:54	6:09	6:15	6:29	6:35
5:47	6:05	6:20	6:26	6:41	6:47
5:52	6:13	6:28	6:34	6:49	6:55
6:06	6:20	6:36	6:42	6:57	7:03
6:22	6:37	6:44	6:50	7:05	7:11
6:31	6:44	6:50	6:56	7:12	7:18
6:44	7:00	7:18	7:25	7:42	7:48
6:59	7:08	7:26	7:33	7:50	7:56
7:12	7:15	7:33	7:40	7:57	8:03
7:23	7:23	7:41	7:48	8:05	8:11
7:35	7:29	7:48	7:55	8:12	8:18
7:49	7:37	7:56	8:03	8:20	8:26
8:04	7:43	8:02	8:10	8:27	8:33
8:19	7:50	8:10	8:18	8:35	8:41
8:34	7:57	8:17	8:25	8:42	8:48
8:48	8:04	8:24	8:32	8:50	8:56
9:03	8:11	8:31	8:39	8:57	9:03
9:18	8:19	8:39	8:47	9:05	9:11
9:32	8:26	8:46	8:54	9:12	9:18
9:46	8:34	8:54	9:02	9:20	9:26
9:59	8:41	9:01	9:09	9:27	9:33
10:13	8:49	9:09	9:17	9:35	9:41
10:27	8:56	9:16	9:24	9:42	9:48
10:42	9:04	9:24	9:32	9:50	9:56
10:54	9:10	9:30	9:39	9:57	10:03
11:09	9:18	9:38	9:47	10:05	10:11
11:23	9:25	9:45	9:54	10:12	10:18
11:36	9:33	9:53	10:02	10:20	10:26
11:49	9:40	10:00	10:09	10:27	10:34
12:03P	9:48	10:08	10:17	10:35	10:42
12:17	9:55	10:15	10:24	10:42	10:49
12:31	10:02	10:22	10:31	10:50	10:57
12:44	10:08	10:28	10:38	10:57	11:04
12:59	10:16	10:36	10:46	11:05	11:12
1:10	10:22	10:42	10:52	11:12	11:19
1:24	10:30	10:50	11:00	11:20	11:27
1:37	10:36	10:56	11:07	11:27	11:34
1:52	10:44	11:04	11:15	11:35	11:42
2:04	10:50	11:11	11:22	11:42	11:49
2:17	10:58	11:19	11:30	11:50	11:57
2:31	11:05	11:26	11:37	11:57	12:04P
2:45	11:13	11:34	11:45	12:05P	12:12
2:58	11:18	11:40	11:51	12:12	12:19
3:12	11:26	11:48	11:59	12:20	12:27
3:26	11:33	11:55	12:06P	12:27	12:34
3:41	11:41	12:03P	12:14	12:35	12:42
3:56	11:48	12:10	12:21	12:42	12:49
4:11	11:55	12:17	12:28	12:50	12:57
4:26	12:01P	12:24	12:35	12:57	1:04
4:46	12:09	12:32	12:43	1:05	1:12
5:09	12:15	12:39	12:50	1:12	1:19
5:24	12:23	12:47	12:58	1:20	1:27
5:39	12:30	12:54	1:05	1:27	1:34
5:54	12:37	1:01	1:13	1:35	1:42
6:12	12:43	1:07	1:19	1:42	1:49
6:26	12:51	1:15	1:27	1:50	1:57
6:41	12:58	1:22	1:34	1:57	2:04
6:55	1:06	1:30	1:42	2:05	2:12
7:10	1:13	1:37	1:49	2:12	2:19
7:26	1:21	1:45	1:57	2:20	2:27
7:41	1:28	1:52	2:04	2:27	2:34
7:55	1:36	2:00	2:12	2:35	2:42
8:12	1:41	2:06	2:18	2:42	2:49
8:27	1:47	2:13	2:25	2:50	2:57
8:43	1:54	2:20	2:32	3:05	3:13
9:00	2:01	2:28	2:40	3:15	3:24
9:16	2:07	2:34	2:46	3:12	3:20
9:32	2:14	2:42	2:54	3:20	3:28
9:47	2:21	2:49	3:01	3:27	3:35
10:08	2:29	2:57	3:09	3:35	3:43
10:24	2:35	3:03	3:15	3:42	3:50
10:40	2:42	3:11	3:23	3:50	3:58
10:55	2:49	3:18	3:30	3:57	4:05
11:11	2:55	3:25	3:38	4:05	4:13
11:27	3:02	3:32	3:45	4:12	4:20
11:44	3:09	3:40	3:53	4:20	4:28
12:02A	3:16	3:47	4:00	4:27	4:35
12:17	3:24	3:55	4:08	4:35	4:43
12:32	3:31	4:02	4:15	4:42	4:50
12:47	3:38	4:10	4:23	4:50	4:58
1:02	3:45	4:17	4:30	4:57	5:05
1:18	3:53	4:25	4:38	5:05	5:13
1:40	3:59	4:32	4:45	5:12	5:20
2:00	4:07	4:40	4:53	5:20	5:28
2:25	4:14	4:47	5:00	5:27	5:35
2:50	4:22	4:55	5:08	5:35	5:43
3:16	4:29	5:02	5:15	5:42	5:50
3:46	4:37	5:10	5:23	5:50	5:58
4:16	4:44	5:17	5:30	6:05	6:14
	4:52	5:25	5:38	6:07	6:16
	4:59	5:32	5:45	6:12	6:19
	5:07	5:40	5:53	6:20	6:27
	5:16	5:49	6:02	6:29	6:36
	5:27	6:00	6:12	6:38	6:45
	5:39	6:11	6:23	6:48	6:55
	5:50	6:22	6:34	6:58	7:05
	6:05	6:36	6:47	7:09	7:16
	6:19	6:49	7:00	7:21	7:28
	6:33	7:02	7:12	7:33	7:39
	6:48	7:15	7:25	7:45	7:51
	7:01	7:27	7:37	7:57	8:03
	7:15	7:39	7:49	8:09	8:15
	7:29	7:52	8:02	8:21	8:27
	7:41	8:04	8:14	8:33	8:39
	7:56	8:17	8:27	8:45	8:51
	8:10	8:30	8:39	8:57	9:03
	8:24	8:44	8:53	9:11	9:17
	8:39	8:59	9:08	9:26	9:32
	8:54	9:14	9:23	9:41	9:47
	9:09	9:29	9:38	9:56	10:02
	9:25	9:45	9:54	10:11	10:16
	9:41	10:01	10:10	10:26	10:31
	9:57	10:16	10:25	10:41	10:46
	10:12	10:31	10:40	10:56	11:01
	10:27	10:46	10:55	11:11	11:16
	10:43	11:02	11:10	11:26	11:31
	10:59	11:17	11:25	11:41	11:46
	11:14	11:32	11:40	11:56	12:01A
	11:30	11:48	11:56	12:11A	12:16
	11:45	12:03A	12:11A	12:26	12:31
	12:02A	12:19	12:27	12:41	12:46
	12:19	12:35	12:42	12:56	1:01
	12:34	12:50	12:57	1:11	1:16
	12:49	1:05	1:12	1:26	1:31
	1:04	1:20	1:27	1:41	1:46
	1:19	1:35	1:42	1:56	2:01
	1:35	1:51	1:58	2:12	2:17
	1:57	2:11	2:18	2:32	2:37
	2:17	2:31	2:38	2:52	2:57
	2:42	2:56	3:03	3:17	3:22
	3:07	3:21	3:28	3:42	3:47
	3:33	3:47	3:53	4:07	4:12
	4:03	4:17	4:23	4:37	4:42
	4:33	4:47	4:53	5:07	5:12

Westbound Al Oeste (Approximate Times / Tiempos Aproximados)

LOS ANGELES	ECHO PARK	LOS ANGELES	WEST HOLLYWOOD	LOS ANGELES	SANTA MONICA
8	7	6	5	4	3
Broadway & Venice	Sunset & Echo Park	Santa Monica / Vermont Station	Santa Monica & Western	Santa Monica & Fairfax	Santa Monica & Westwood
4:06A	4:24A	4:34A	4:38A	4:49A	4:55A
4:29	4:47	4:57	5:01	5:12	5:18
4:49	5:07	5:17	5:22	5:34	5:40
5:08	5:26	5:36	5:41	5:54	6:00
5:19	5:38	5:48	5:53	6:06	6:13
5:31	5:50	6:00	6:05	6:19	6:26
5:42	6:01	6:12	6:17	6:31	6:38
5:52	6:11	6:22	6:27	6:43	6:50
5:59	6:18	6:29	6:35	6:51	6:58
6:06	6:25	6:36	6:42	6:58	7:06
6:13	6:32	6:44	6:50	7:07	7:16
6:18	6:39	6:51	6:57	7:15	7:24
6:26	6:47	6:59	7:05	7:23	7:32
6:32	6:53	7:06	7:12	7:30	7:40
6:39	7:00	7:14	7:20	7:39	7:49
6:46	7:07	7:21	7:27	7:47	7:57
6:52	7:14	7:28	7:35	7:55	8:06
6:58	7:20	7:35	7:42	8:02	8:13
7:05	7:27	7:43	7:50	8:10	8:21
7:12	7:34	7:50	7:57	8:17	8:28
7:20	7:42	7:58	8:05	8:25	8:36
7:26	7:49	8:05	8:12	8:32	8:43
7:34	7:57	8:13	8:20	8:40	8:51
7:41	8:04	8:20	8:27	8:47	8:58
7:49	8:12	8:28	8:35	8:55	9:06
7:56	8:19	8:35	8:42	9:02	9:13
8:04	8:27	8:43	8:50	9:10	9:21
8:11	8:34	8:50	8:57	9:17	9:28
8:19	8:42	8:58	9:05	9:25	9:36
8:26	8:49	9:05	9:12	9:32	9:43
8:34	8:57	9:13	9:20	9:40	9:51
8:41	9:04	9:20	9:27	9:47	9:58
8:49	9:12	9:28	9:35	9:55	10:06
8:56	9:19	9:35	9:42	10:02	10:13
9:04	9:27	9:43	9:50	10:10	10:21
9:11	9:34	9:50	9:57	10:17	10:28
9:19	9:42	9:58	10:05	10:25	10:36
9:26	9:49	10:05	10:12	10:32	10:43
9:34	9:57	10:13	10:20	10:40	10:51
9:41	10:04	10:20	10:27	10:47	10:58
9:49	10:12	10:28	10:35	10:55	11:06
9:55	10:19	10:35	10:42	11:02	11:13
10:03	10:27	10:43	10:50	11:10	11:21
10:09	10:34	10:50	10:57	11:17	11:28
10:17	10:42	10:58	11:05	11:25	11:36
10:24	10:49	11:05	11:12	11:32	11:43
10:32	10:57	11:13	11:20	11:40	11:51
10:39	11:04	11:20	11:27	11:47	11:58
10:46	11:11	11:27	11:35	11:55	12:06P
10:52	11:18	11:34	11:42	12:02P	12:13
10:59	11:25	11:42	11:50	12:10	12:21
11:06	11:32	11:49	11:57	12:17	12:28
11:14	11:40	11:57	12:05P	12:25	12:36
11:21	11:47	12:04P	12:12	12:32	12:43
11:29	11:55	12:12	12:20	12:40	12:51
11:36	12:02P	12:19	12:27	12:47	12:58
11:44	12:10	12:27	12:35	12:55	1:06
11:51	12:17	12:34	12:42	1:02	

Saturday, Sunday and Holidays

Effective Dec 14 2025

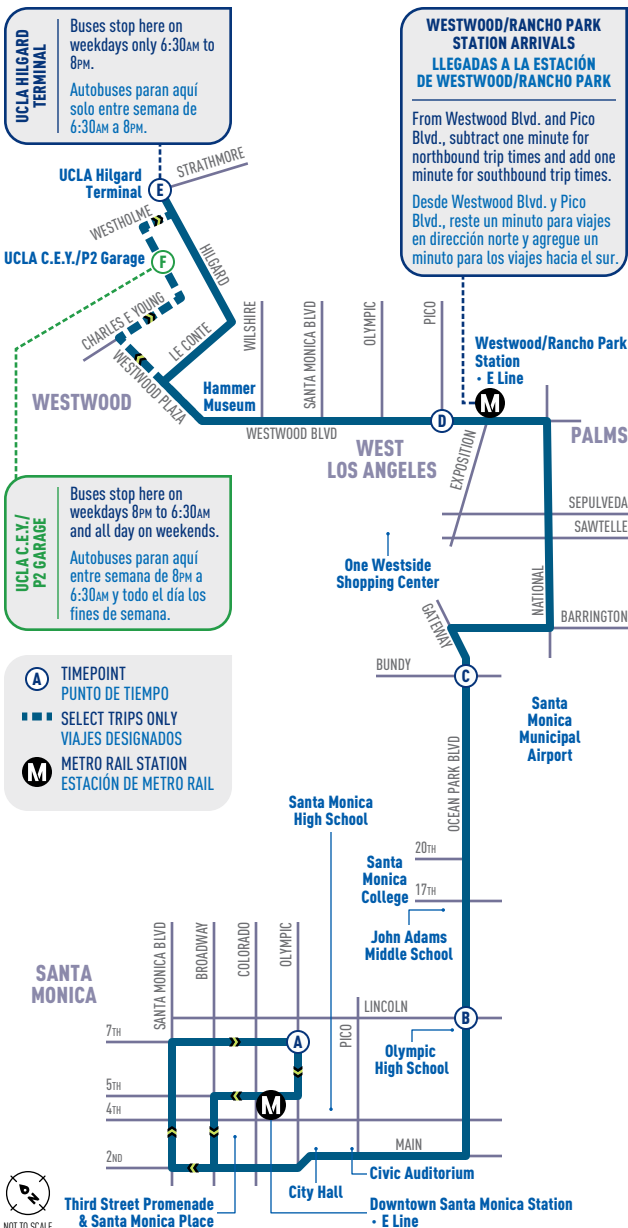
Eastbound Al Este (Approximate Times / Tiempos Aproximados)

Westbound Al Oeste (Approximate Times / Tiempos Aproximados)

SANTA MONICA	WEST LOS ANGELES	WEST HOLLYWOOD	LOS ANGELES	LOS ANGELES	ECHO PARK	LOS ANGELES	LOS ANGELES	LOS ANGELES	ECHO PARK	LOS ANGELES	WEST HOLLYWOOD	WEST LOS ANGELES	SANTA MONICA		
1	2	3	4	5	6	7	8	8	7	6	5	4	3		
6th & Santa Monica	Santa Monica & Westwood	Santa Monica & San Vicente	Santa Monica & Fairfax	Santa Monica & Western	Santa Monica / Vermont Station	Sunset & Echo Park	Venice & Broadway	Broadway & Venice	Sunset & Echo Park	Santa Monica / Vermont Station	Santa Monica & Western	Santa Monica & Fairfax	Santa Monica & San Vicente		
4:42A	5:02A	5:16A	5:22A	5:36A	5:41A	5:51A	6:11A	4:06A	4:24A	4:34A	4:38A	4:49A	4:55A	5:07A	5:24A
5:04	5:24	5:38	5:44	5:58	6:03	6:14	6:35	4:27	4:45	4:55	4:59	5:10	5:16	5:28	5:46
5:24	5:44	5:59	6:05	6:19	6:24	6:36	6:58	4:47	5:05	5:15	5:20	5:31	5:37	5:51	6:11
5:47	6:04	6:19	6:25	6:40	6:46	6:58	7:21	5:08	5:26	5:36	5:41	5:53	5:59	6:14	6:35
6:07	6:24	6:39	6:45	7:00	7:06	7:19	7:42	5:27	5:46	5:56	6:01	6:14	6:20	6:36	6:57
6:20	6:41	6:56	7:02	7:18	7:24	7:37	8:00	5:43	6:03	6:14	6:19	6:32	6:39	6:55	7:17
6:34	6:56	7:11	7:18	7:34	7:40	7:53	8:16	5:59	6:20	6:31	6:36	6:49	6:56	7:13	7:35
6:44	7:07	7:23	7:30	7:46	7:52	8:05	8:28	6:14	6:35	6:47	6:52	7:05	7:12	7:30	7:53
6:54	7:17	7:33	7:40	7:56	8:02	8:15	8:38	6:28	6:50	7:02	7:07	7:21	7:28	7:46	8:09
—	7:27	7:43	7:50	8:06	8:12	8:25	8:49	6:42	7:04	7:16	7:21	7:35	7:42	8:00	8:23
7:14	7:37	7:53	8:00	8:16	8:22	8:36	9:00	6:54	7:16	7:28	7:34	7:49	7:56	8:16	—
—	7:47	8:03	8:10	8:26	8:32	8:46	9:10	7:05	7:27	7:40	7:46	8:01	8:09	8:28	8:52
7:33	7:56	8:13	8:20	8:36	8:42	8:56	9:20	7:15	7:37	7:50	7:56	8:11	8:19	8:39	—
—	8:06	8:23	8:30	8:46	8:52	9:07	9:31	7:25	7:47	8:00	8:06	8:21	8:29	8:48	9:13
7:52	8:16	8:33	8:40	8:56	9:02	9:17	9:41	7:34	7:56	8:10	8:16	8:31	8:39	8:59	—
—	8:26	8:43	8:50	9:06	9:12	9:27	9:51	7:44	8:06	8:20	8:26	8:42	8:50	9:09	9:35
8:11	8:36	8:53	9:00	9:16	9:22	9:37	10:01	7:53	8:16	8:30	8:36	8:52	9:00	9:21	—
—	8:45	9:02	9:10	9:26	9:32	9:47	10:11	8:03	8:26	8:40	8:46	9:02	9:11	9:30	9:56
8:28	8:53	9:11	9:19	9:36	9:42	9:57	10:21	8:13	8:36	8:50	8:56	9:13	9:22	9:44	—
—	9:01	9:20	9:28	9:46	9:52	10:08	10:32	8:23	8:46	9:00	9:06	9:23	9:32	9:52	10:19
8:45	9:10	9:29	9:38	9:56	10:02	10:18	10:42	8:32	8:55	9:10	9:16	9:33	9:43	10:05	—
—	9:19	9:38	9:47	10:06	10:12	10:28	10:52	8:42	9:05	9:20	9:26	9:44	9:54	10:14	10:41
9:03	9:28	9:47	9:56	10:16	10:22	10:39	11:03	8:51	9:14	9:29	9:36	9:54	10:04	10:26	—
—	9:37	9:56	10:06	10:26	10:32	10:49	11:13	9:00	9:23	9:39	9:46	10:04	10:14	10:34	11:01
9:22	9:47	10:06	10:16	10:36	10:43	11:00	11:24	9:10	9:33	9:49	9:56	10:15	10:25	10:47	—
—	9:57	10:16	10:26	10:46	10:53	11:11	11:35	9:19	9:43	9:59	10:06	10:25	10:35	10:56	11:24
9:41	10:07	10:26	10:36	10:56	11:03	11:21	11:45	9:28	9:52	10:09	10:16	10:35	10:45	11:07	—
—	10:17	10:36	10:46	11:06	11:13	11:31	11:56	9:38	10:02	10:19	10:26	10:45	10:55	11:17	11:46
10:00	10:27	10:46	10:56	11:16	11:23	11:41	12:07P	9:48	10:12	10:29	10:36	10:55	11:05	11:28	—
—	10:37	10:56	11:06	11:26	11:33	11:52	12:19	9:57	10:22	10:39	10:46	11:05	11:15	11:38	12:07P
10:19	10:47	11:06	11:16	11:36	11:43	12:02P	12:29	10:06	10:31	10:49	10:56	11:16	11:26	11:49	—
—	10:57	11:16	11:26	11:46	11:53	12:13	12:40	10:16	10:41	10:59	11:06	11:26	11:36	11:59	12:28
10:38	11:06	11:25	11:36	11:56	12:03P	12:23	12:50	10:26	10:51	11:09	11:16	11:36	11:46	12:10P	—
—	11:16	11:35	11:46	12:06P	12:13	12:33	1:00	10:36	11:01	11:19	11:26	11:46	11:56	12:19	12:48
10:54	11:24	11:44	11:55	12:16	12:23	12:43	1:10	10:45	11:10	11:28	11:36	11:56	12:06P	12:30	—
—	11:32	11:53	12:04P	12:26	12:33	12:53	1:20	10:54	11:20	11:38	11:46	12:06P	12:16	12:39	1:08
11:12	11:42	12:03P	12:14	12:36	12:43	1:03	1:30	11:04	11:30	11:48	11:56	12:16	12:26	12:50	—
—	11:51	12:13	12:24	12:46	12:53	1:13	1:40	11:14	11:40	11:58	12:06P	12:26	12:36	12:59	1:28
11:31	12:01P	12:23	12:34	12:56	1:03	1:23	1:50	11:23	11:50	12:08P	12:16	12:36	12:46	1:10	—
—	12:11	12:33	12:44	1:06	1:13	1:33	2:00	11:33	11:59	12:18	12:26	12:46	12:56	1:19	1:48
11:51	12:21	12:43	12:54	1:16	1:23	1:43	2:10	11:42	12:10P	12:28	12:36	12:56	1:07	1:31	—
—	12:30	12:53	1:04	1:26	1:33	1:53	2:20	11:52	12:20	12:38	12:46	1:06	1:17	1:40	2:09
12:10P	12:40	1:03	1:14	1:36	1:43	2:03	2:30	12:02P	12:30	12:48	12:56	1:16	1:27	1:51	—
—	12:50	1:13	1:24	1:46	1:53	2:13	2:40	12:12	12:40	12:58	1:06	1:26	1:37	2:00	2:29
12:30	1:00	1:23	1:34	1:56	2:03	2:23	2:50	12:22	12:50	1:08	1:16	1:36	1:47	2:11	—
—	1:10	1:33	1:44	2:06	2:13	2:33	3:00	12:32	1:00	1:18	1:26	1:46	1:57	2:20	2:49
12:50	1:20	1:43	1:54	2:16	2:23	2:43	3:10	12:42	1:10	1:28	1:36	1:56	2:07	2:31	—
—	1:30	1:53	2:04	2:26	2:33	2:53	3:20	12:52	1:20	1:38	1:46	2:06	2:17	2:40	3:09
1:09	1:40	2:03	2:14	2:36	2:43	3:03	3:30	1:02	1:30	1:48	1:56	2:16	2:27	2:51	—
—	1:50	2:13	2:24	2:46	2:53	3:13	3:40	1:12	1:40	1:58	2:06	2:26	2:37	3:00	3:29
1:29	2:00	2:23	2:34	2:56	3:03	3:23	3:50	1:22	1:50	2:08	2:16	2:36	2:47	3:11	—
—	2:09	2:32	2:44	3:06	3:13	3:33	4:00	1:32	2:00	2:18	2:26	2:46	2:57	3:20	3:49
1:47	2:18	2:42	2:54	3:16	3:23	3:43	4:10	1:42	2:10	2:28	2:36	2:56	3:07	3:31	—
—	2:28	2:52	3:04	3:26	3:33	3:53	4:19	1:52	2:20	2:38	2:46	3:06	3:17	3:40	4:09
2:08	2:38	3:02	3:14	3:36	3:43	4:03	4:29	2:02	2:30	2:48	2:56	3:16	3:27	3:51	—
—	2:48	3:12	3:24	3:46	3:53	4:13	4:39	2:12	2:40	2:58	3:06	3:26	3:37	4:00	4:28
2:28	2:58	3:22	3:34	3:56	4:03	4:23	4:49	2:22	2:50	3:08	3:16	3:36	3:47	4:11	—
—	3:08	3:32	3:44	4:06	4:13	4:33	4:59	2:32	3:00	3:18	3:26	3:46	3:57	4:20	4:48
2:47	3:17	3:42	3:54	4:16	4:23	4:43	5:09	2:42	3:10	3:28	3:36	3:56	4:07	4:30	—
—	3:27	3:52	4:04	4:26	4:33	4:53	5:19	2:52	3:20	3:38	3:46	4:06	4:17	4:39	5:07
3:07	3:37	4:02	4:14	4:36	4:43	5:03	5:29	3:02	3:30	3:48	3:56	4:16	4:27	4:50	—
—	3:47	4:12	4:24	4:46	4:53	5:13	5:39	3:12	3:40	3:58	4:06	4:26	4:37	4:59	5:27
3:27	3:57	4:22	4:34	4:56	5:03	5:23	5:49	3:22	3:50	4:08	4:16	4:36	4:47	5:10	—
—	4:07	4:32	4:44	5:06	5:13	5:33	5:59	3:32	4:00	4:18	4:26	4:46	4:57	5:19	5:47
3:48	4:17	4:42	4:54	5:16	5:23	5:42	6:08	3:42	4:10	4:28	4:36	4:56	5:06	5:29	—
—	4:27	4:52	5:04	5:26	5:33	5:52	6:18	3:52	4:20	4:38	4:46	5:06	5:16	5:38	6:06
4:08	4:37	5:02	5:14	5:36	5:43	6:02	6:28	4:02	4:30	4:48	4:56	5:16	5:26	5:49	—
—	4:47	5:12	5:24	5:46	5:53	6:11	6:37	4:12	4:40	4:58	5:06	5:26	5:36	5:58	6:26
4:28	4:57	5:22	5:34	5:56	6:03	6:21	6:47	4:22	4:50	5:08	5:16	5:36	5:46	6:09	—
—	5:08	5:33	5:44	6:06	6:13	6:31	6:57	4:32	5:00	5:18	5:26	5:46	5:56	6:18	6:46
4:49	5:18	5:43	5:54	6:16	6:23	6:40	7:06	4:42	5:10	5:28	5:36	5:56	6:06	6:29	—
—	5:28	5:53	6:04	6:26	6:33	6:50	7:15	4:52	5:20	5:38	5:46	6:06	6:16	6:38	7:06
5:16	5:45	6:09	6:19	6:41	6:48	7:05	7:30	5:02	5:30	5:48	5:56	6:15	6:25	6:46	—
—	6:00	6:24	6:34	6:56	7:03	7:20	7:44	5:12	5:40	5:58	6:06	6:25	6:35	6:56	7:24
5:46	6:15	6:39	6:49	7:11	7:17	7:34	7:58	5:22	5:50	6:08	6:16	6:35	6:45	7:06	—
—	6:31	6:55	7:04	7:26	7:32	7:49	8:13	5:32	6:00	6:18	6:26	6:45	6:55	7:16	7:43
6:17	6:46	7:10	7:19	7:41	7:47	8:04	8:28	5:47	6:15	6:33	6:41	7:00	7:10	7:31	7:57
—	7:02	7:25	7:34	7:56	8:02	8:17	8:41	5:54	6:31	6:49	6:57	7:			

OCEAN PARK BLVD & UCLA/WESTWOOD

8



DOWNTOWN SANTA MONICA
TO UCLA

7 TH & OLYMPIC (A)	OCEAN PARK BLVD & LINCOLN (B)	OCEAN PARK BLVD & BUNDY (C)	WESTWOOD BLVD & PICO (D)	UCLA HILGARD TERMINAL (E)
6:25	6:35	6:44	6:55	7:12
6:45	6:55	7:04	7:15	7:32
7:05	7:16	7:26	7:40	8:01
7:25	7:36	7:46	8:00	8:21
7:45	7:57	8:09	8:24	8:46
8:05	8:17	8:29	8:44	9:06
8:25	8:37	8:49	9:04	9:26
8:55	9:07	9:19	9:34	9:56
9:25	9:36	9:47	10:00	10:20
9:55	10:06	10:17	10:30	10:50
10:25	10:36	10:47	11:00	11:20
10:55	11:07	11:18	11:32	11:53
11:25	11:37	11:48	12:02	12:23
11:55	12:07	12:18	12:32	12:53
12:25	12:37	12:48	1:02	1:23
12:55	1:07	1:18	1:32	1:53
1:25	1:38	1:50	2:04	2:25
1:55	2:08	2:20	2:34	2:55
2:25	2:39	2:52	3:06	3:29
2:55	3:09	3:22	3:36	3:59
3:25	3:39	3:52	4:06	4:29
3:55	4:09	4:22	4:36	4:59
4:25	4:39	4:52	5:06	5:29
4:55	5:09	5:22	5:36	5:59
5:25	5:39	5:52	6:06	6:29
5:55	6:08	6:20	6:34	6:54
6:25	6:36	6:47	7:01	7:21
6:55	7:06	7:17	7:31	7:51
7:30	7:40	7:49	8:01	8:18
8:00	8:10	8:19	8:31	8:48
8:30	8:40	8:49	9:00	9:16
9:00	9:10	9:19	9:30	9:46
9:30	9:40	9:49	10:00	10:16
10:00	10:10	10:19	10:30	10:46

00:00 SERVES UCLA C.E.Y./P2 GARAGE - NOT HILGARD TERMINAL.
VIAJA AL UCLA C.E.Y./P2 GARAGE - NO VIAJA AL TERMINAL HILGARD.

UCLA
TO DOWNTOWN SANTA MONICA

UCLA HILGARD TERMINAL E	WESTWOOD BLVD & PICO D	OCEAN PARK BLVD & BUNDY C	OCEAN PARK BLVD & LINCOLN B	7 TH & OLYMPIC A
6:50	7:03	7:16	7:26	7:40
7:20	7:34	7:49	8:00	8:15
7:45	7:59	8:14	8:25	8:40
8:10	8:24	8:39	8:50	9:05
8:35	8:49	9:04	9:15	9:30
9:00	9:14	9:29	9:40	9:55
9:23	9:37	9:52	10:03	10:18
9:45	9:58	10:13	10:24	10:39
10:05	10:18	10:33	10:44	10:59
10:40	10:53	11:08	11:19	11:34
11:10	11:26	11:41	11:52	12:08
11:40	11:56	12:11	12:22	12:38
12:10	12:26	12:41	12:52	1:08
12:40	12:56	1:11	1:22	1:38
1:10	1:26	1:41	1:52	2:08
1:40	1:56	2:11	2:22	2:38
2:10	2:29	2:44	2:56	3:13
2:40	2:59	3:14	3:26	3:43
3:08	3:29	3:46	3:58	4:16
3:38	3:59	4:16	4:28	4:46
4:08	4:29	4:46	4:58	5:16
4:38	4:59	5:16	5:28	5:46
5:08	5:28	5:45	5:56	6:14
5:38	5:58	6:15	6:26	6:44
6:08	6:28	6:45	6:56	7:14
6:38	6:58	7:15	7:26	7:44
7:08	7:24	7:36	7:46	8:01
7:38	7:54	8:06	8:16	8:31
8:00	8:14	8:25	8:34	8:48
8:30	8:44	8:55	9:04	9:18
9:00	9:14	9:25	9:34	9:48
9:30	9:44	9:55	10:04	10:18
10:00	10:14	10:25	10:34	10:48

00:00 SERVES UCLA C.E.Y./P2 GARAGE - NOT HILGARD TERMINAL.
VIAJA AL UCLA C.E.Y./P2 GARAGE - NO VIAJA AL TERMINAL HILGARD.

DOWNTOWN SANTA MONICA
TO UCLA

7 TH & OLYMPIC (A)	OCEAN PARK BLVD & LINCOLN (B)	OCEAN PARK BLVD & BUNDY (C)	WESTWOOD BLVD & PICO (D)	UCLA C.E.Y./ P2 GARAGE (F)
6:30	6:40	6:45	6:55	7:10
6:55	7:05	7:10	7:20	7:35
7:20	7:30	7:35	7:45	8:00
7:45	7:55	8:00	8:10	8:25
8:10	8:22	8:27	8:40	8:55
8:40	8:52	8:57	9:10	9:25
9:10	9:22	9:27	9:40	9:55
9:40	9:52	9:57	10:10	10:25
10:10	10:22	10:27	10:40	10:55
10:40	10:52	10:57	11:10	11:25
11:10	11:22	11:27	11:40	11:55
11:40	11:52	11:57	12:10	12:25
12:10	12:28	12:35	12:48	1:10
12:40	12:58	1:05	1:18	1:40
1:10	1:28	1:35	1:48	2:10
1:40	1:58	2:05	2:18	2:40
2:10	2:28	2:35	2:48	3:10
2:40	2:58	3:05	3:18	3:40
3:10	3:28	3:35	3:48	4:10
3:40	3:58	4:05	4:18	4:40
4:10	4:28	4:35	4:48	5:10
4:40	4:58	5:05	5:18	5:40
5:10	5:28	5:35	5:48	6:10
5:40	5:58	6:05	6:18	6:40
6:10	6:28	6:35	6:48	7:10
6:40	6:58	7:05	7:18	7:40
7:10	7:22	7:27	7:40	7:55
7:40	7:52	7:57	8:10	8:25
8:10	8:22	8:27	8:40	8:55
8:45	8:57	9:02	9:15	9:30
9:15	9:27	9:32	9:45	10:00
9:45	9:57	10:02	10:15	10:30

UCLA TO DOWNTOWN SANTA MONICA

UCLA C.E.Y./ P2 GARAGE F	WESTWOOD BLVD & PICO D	OCEAN PARK BLVD & BUNDY C	OCEAN PARK BLVD & LINCOLN B	7 TH & OLYMPIC A
7:15	7:27	7:37	7:45	8:00
7:40	7:52	8:02	8:10	8:25
8:10	8:22	8:32	8:40	8:55
8:40	8:52	9:02	9:10	9:25
9:10	9:22	9:32	9:40	9:55
9:40	9:52	10:02	10:10	10:25
10:05	10:17	10:29	10:39	10:59
10:35	10:47	10:59	11:09	11:29
11:05	11:17	11:29	11:39	11:59
11:35	11:47	11:59	12:09	12:29
12:00	12:12	12:26	12:38	1:00
12:30	12:42	12:56	1:08	1:30
1:00	1:12	1:26	1:38	2:00
1:25	1:37	1:51	2:03	2:25
1:55	2:07	2:21	2:33	2:55
2:25	2:37	2:51	3:03	3:25
2:55	3:07	3:21	3:33	3:55
3:25	3:37	3:51	4:03	4:25
3:55	4:07	4:21	4:33	4:55
4:25	4:37	4:51	5:03	5:25
4:55	5:07	5:21	5:33	5:55
5:25	5:37	5:51	6:03	6:25
5:55	6:07	6:21	6:33	6:55
6:25	6:37	6:51	7:03	7:25
6:55	7:07	7:21	7:33	7:55
7:20	7:32	7:44	7:54	8:14
7:45	7:57	8:09	8:19	8:39
8:10	8:22	8:34	8:44	9:04
8:40	8:52	9:04	9:14	9:34
9:10	9:22	9:32	9:40	9:55

GOOD BIKE KARMA Heads up

As you exit the bus,
let the driver know that
you will be removing
your bike from the rack.

EXPRESS TRIPS TO/FROM PALISADES CHARTER HIGH SCHOOL
VIAJES EXPRESS HACIA/DE PALISADES CHARTER HIGH SCHOOL

Weekday express trips operate on both regular and finals/minimum school days at Palisades Charter High School, except during summer.

Los viajes exprés entre semana operan tanto en días regulares como en días de exámenes finales o de horario mínimo en Palisades Charter High School, excepto durante el verano.



DOWNTOWN SANTA MONICA
TO PACIFIC PALISADES

MAIN & OLYMPIC (A)	4TH & COLORADO (DOWNTOWN SANTA MONICA STATION) (B)	ENTRADA & PACIFIC COAST HIGHWAY (C)	SUNSET & VIA DE LA PAZ (E)	SUNSET & MARQUEZ (F)
-	6:00	6:13	6:20	6:26
-	6:30	6:43	6:50	6:56
7:00	7:02	7:16	7:22	7:29
7:30	7:32	7:47	7:53	8:01
-	7:42	-	-	8:14
-	7:53	-	-	8:25
8:05	8:07	8:22	8:28	8:36
8:40	8:43	8:58	9:04	9:11
9:15	9:18	9:33	9:39	9:46
9:50	9:53	10:08	10:14	10:21
10:25	10:28	10:43	10:49	10:56
11:00	11:03	11:18	11:24	11:31
11:35	11:38	11:53	11:59	12:06
12:10	12:13	12:28	12:34	12:41
12:45	12:48	1:03	1:09	1:16
1:20	1:23	1:38	1:44	1:51
1:55	1:58	2:13	2:19	2:26
2:35	2:38	2:55	3:02	3:10
3:15	3:18	3:35	3:42	3:50
3:55	3:58	4:15	4:22	4:30
4:35	4:38	4:53	4:59	5:06
5:15	5:18	5:33	5:39	5:46
5:55	5:58	6:12	6:18	6:24
6:30	6:33	6:47	6:53	6:59
7:05	7:08	7:22	7:28	7:34
7:35	7:38	7:51	7:56	8:02

EXPRESS TRIP ARRIVES TO PALISADES CHARTER HIGH SCHOOL AT APPROXIMATELY 8:02AM AND 8:13AM ON REGULAR SCHOOL DAYS ONLY.
LOS VIAJES EXPRES LLEGAN A PALISADES CHARTER HIGH SCHOOL APROXIMADAMENTE A LAS 8:02AM Y A LAS 8:13AM SOLO EN DIAS ESCOLARES REGULARES.

WEEKDAY | DURANTE LA SEMANA

PACIFIC PALISADES TO DOWNTOWN SANTA MONICA

SUNSET & MARQUEZ F	SUNSET & VIA DE LA PAZ E	WEST CHANNEL & PACIFIC COAST HIGHWAY D	MAIN & OLYMPIC A
6:27	6:31	6:35	6:50
6:57	7:01	7:05	7:20
7:30	7:35	7:40	7:56
8:03	8:08	8:13	8:29
8:38	8:42	8:47	9:03
9:13	9:17	9:22	9:38
9:48	9:52	9:57	10:13
10:23	10:27	10:32	10:48
10:58	11:02	11:07	11:23
11:33	11:38	11:43	12:01
12:08	12:13	12:18	12:36
12:43	12:48	12:53	1:11
1:13	-	-	2:03
1:16	-	-	2:06
1:18	1:23	1:28	1:46
1:19	-	-	2:09
1:53	2:00	2:07	2:27
2:28	2:35	2:42	3:02
2:59	-	-	3:49
3:02	-	-	3:52
3:05	-	-	3:55
3:12	3:17	3:26	3:46
3:52	3:57	4:04	4:24
4:32	4:37	4:44	5:04
5:08	5:12	5:17	5:36
5:48	5:52	5:57	6:16
6:26	6:30	6:35	6:52
7:01	7:05	7:10	7:25
7:36	7:40	7:45	8:00
8:04	8:08	8:13	8:26

EXPRESS TRIP DEPARTS FROM PALISADES HIGH SCHOOL AT APPROXIMATELY 1:22PM, 1:25PM, AND 1:28PM ON FINALS/MINIMUM DAYS ONLY.

LOS VIAJES EXPRÉS SALEN DE PALISADES CHARTER HIGH SCHOOL APROXIMADAMENTE A LAS 1:22PM, 1:25PM, Y 1:28 SOLO EN LOS DÍAS FINALES / MÍNIMOS.

EXPRESS TRIP DEPARTS FROM PALISADES CHARTER HIGH SCHOOL AT APPROXIMATELY 3:08PM, 3:11PM AND 3:14PM ON REGULAR SCHOOL DAYS ONLY.

LOS VIAJES EXPRÉS SALEN DE PALISADES CHARTER HIGH SCHOOL APROXIMADAMENTE A LAS 3:08PM, 3:11PM Y A LAS 3:14PM SOLO EN DÍAS ESCOLARES REGULARES.

DOWNTOWN SANTA MONICA
TO PACIFIC PALISADES

MAIN & OLYMPIC	4 TH & COLORADO (DOWNTOWN SANTA MONICA STATION)	ENTRADA & PACIFIC COAST HIGHWAY	SUNSET & VIA DE LA PAZ	SUNSET & MARQUEZ
A	B	C	E	F
7:25	7:28	7:41	7:48	7:54
8:05	8:08	8:21	8:28	8:34
8:45	8:48	9:01	9:08	9:14
9:25	9:28	9:41	9:48	9:55
10:05	10:08	10:21	10:29	10:36
10:45	10:48	11:01	11:09	11:16
11:25	11:29	11:42	11:50	11:57
12:05	12:09	12:22	12:30	12:37
12:45	12:50	1:03	1:11	1:18
1:25	1:30	1:43	1:51	1:58
2:05	2:10	2:23	2:31	2:38
2:45	2:50	3:03	3:11	3:18
3:25	3:30	3:43	3:51	3:58
4:05	4:10	4:23	4:31	4:38
4:45	4:50	5:03	5:10	5:17
5:25	5:30	5:43	5:50	5:57
6:05	6:09	6:22	6:28	6:34
6:45	6:49	7:02	7:08	7:14

BE MINDFUL!

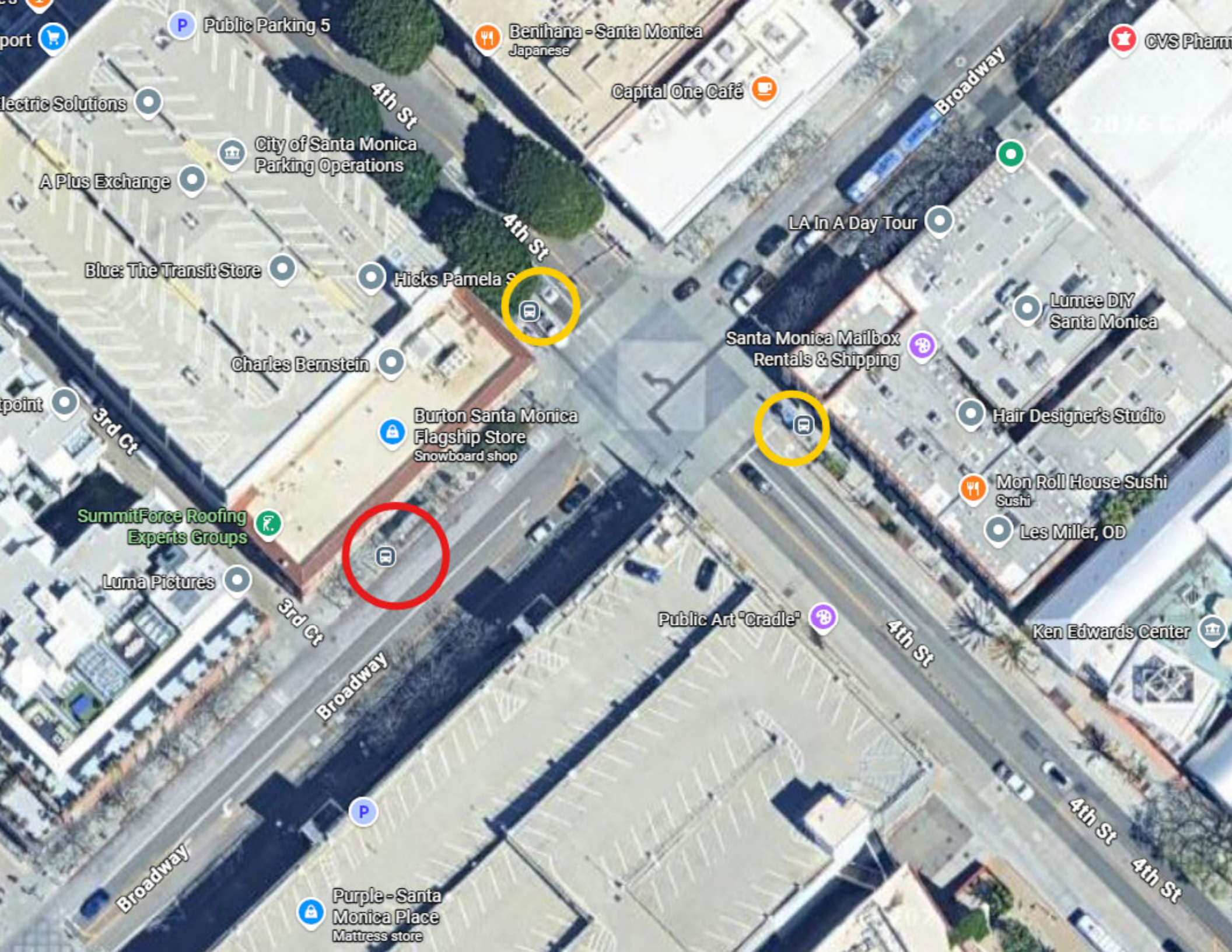
When unexpected bus incidents happen, be patient and strive to enjoy your ride.

PACIFIC PALISADES TO DOWNTOWN SANTA MONICA

SUNSET & MARQUEZ	SUNSET & VIA DE LA PAZ	WEST CHANNEL & PACIFIC COAST HIGHWAY	MAIN & OLYMPIC
F	E	D	A
8:00	8:05	8:10	8:25
8:40	8:45	8:51	9:07
9:20	9:25	9:31	9:47
10:01	10:06	10:12	10:28
10:42	10:47	10:54	11:12
11:22	11:27	11:34	11:52
12:03	12:08	12:15	12:33
12:43	12:48	12:56	1:14
1:24	1:29	1:37	1:56
2:04	2:09	2:17	2:36
2:44	2:49	2:57	3:16
3:24	3:29	3:37	3:56
4:04	4:09	4:17	4:36
4:44	4:49	4:57	5:16
5:23	5:28	5:36	5:55
6:03	6:08	6:15	6:33
6:40	6:45	6:52	7:10
7:20	7:25	7:32	7:50

GOOD BUS KARMA

Did your driver
make your day? Let us know!
Send them a compliment
by visiting
santamonica.gov/311



port
 Electric Solutions
 A Plus Exchange
 Blue: The Transit Store
 Charles Bernstein
 SummitForce Roofing Experts Groups
 Luma Pictures
 Purple - Santa Monica Place Mattress store
 Public Parking 5
 City of Santa Monica Parking Operations
 Hicks Pamela S
 Burton Santa Monica Flagship Store Snowboard shop
 Benihana - Santa Monica Japanese
 Capital One Café
 Santa Monica Mailbox Rentals & Shipping
 Public Art "Cradle"
 Broadway
 4th St
 3rd Ct
 LA In A Day Tour
 Lumee DIY Santa Monica
 Hair Designer's Studio
 Mon Roll House Sushi Sushi
 Les Miller, OD
 Ken Edwards Center
 CVS Pharm

Maggie Aguilar

From: Jacob Wasserman <jacoblwasserman@gmail.com>
Sent: Tuesday, June 30, 2026 10:41 PM
To: ePublic Comment Group; SCAGClerk
Cc: Maggie Aguilar; Marquez, Ray; cindy.allen@longbeach.gov; jcrosswhite@spcity.org; 2mayor@riversideca.gov; SB79
Subject: 4th and Pico Bus Lane Stop Missing from SB 79 Map: Item #1
Attachments: 4th Pico_Attachment 1.png; 4th Pico_Attachment 3.png; 4th Pico_Attachment 2.png; 4th Pico_Attachment 4.png; 4th Pico_Attachment 5.png; 4th Pico_Attachment 8.png; 4th Pico_Attachment 6.pdf; 4th Pico_Attachment 7.pdf

This Message Is From an External Sender

EXTERNAL: This email message was sent from outside our organization. Proceed with caution when opening links or attachments. Submit as spam if you are not sure it is safe.

[Report Suspicious](#)

Please make a correction to add the omitted Santa Monica Big Blue Bus bus stops at 4th Street and Pico Boulevard in Santa Monica to the map of SB-79-eligible stops.

The stop at 4th Street just northwest of Pico Boulevard meets all of the criteria under SCAG's draft methodology, [HCD's guidance](#), and [SB 79](#). Specifically, it:

A) Has a 24/7 bus lane. This is a full-width lane, red-painted (Attachment 1), that was once a general travel lane (compare to back in 2016: Attachment 2). While the bus lane in question here is short, there is no minimum bus lane length specified in SCAG's draft methodology, [HCD's guidance](#), nor [SB 79](#).

While staff have initially denied this stop based on local designation of the bus lane here as a bus loading zone, not a transit lane, this is neither relevant nor correct. Local nomenclature does not trump state law. The lane only allows for buses. It is a full-width lane, converted from a general-purpose travel lane some years ago, which allows for straight movement of buses without merging, and which transitions into a general-purpose travel lane at its start and end. None of these factors are true of bus turnouts, making this a *bone fide*, albeit short, bus lane. Indeed, SCAG's revised methods say: "The dedicated lane segments must be adjacent to the stop but are not required to be continuous between stops," which this falls under.

Should you exclude this stop, you open a dangerous door. Cities could designate any bus lane a bus loading zone instead under their local ordinances, and if those are deferred to by SCAG's map, SB 79 could be (illegally) evaded.

B) Is identified as a major transit stop on [Cal-ITP](#) (Attachment 3) and on [SCAG's](#) (Attachment 4) maps of major transit stops; and

C) Has bus service better than every 15 minutes during peak periods (see Cal-ITP average peak frequencies in Attachment 5, [the schedule as compiled by Moovit here](#) in Attachment 6, or the schedules for Santa Monica Big Blue Bus Routes 1, 3, 7, and 18 in Attachment 7)

Please include both the stop at 4th Street just northwest of Pico Boulevard (circled in red on Attachment 8), which itself qualifies, and the three other stops at the intersection of 4th Street and Pico Boulevard (circled in yellow on Attachment 8), per SCAG's draft methodology: "When defining the 'adjacency' of a dedicated lane, SCAG includes dedicated lanes that are directly at the bus stop and those located across the intersection."

Jacob Wasserman

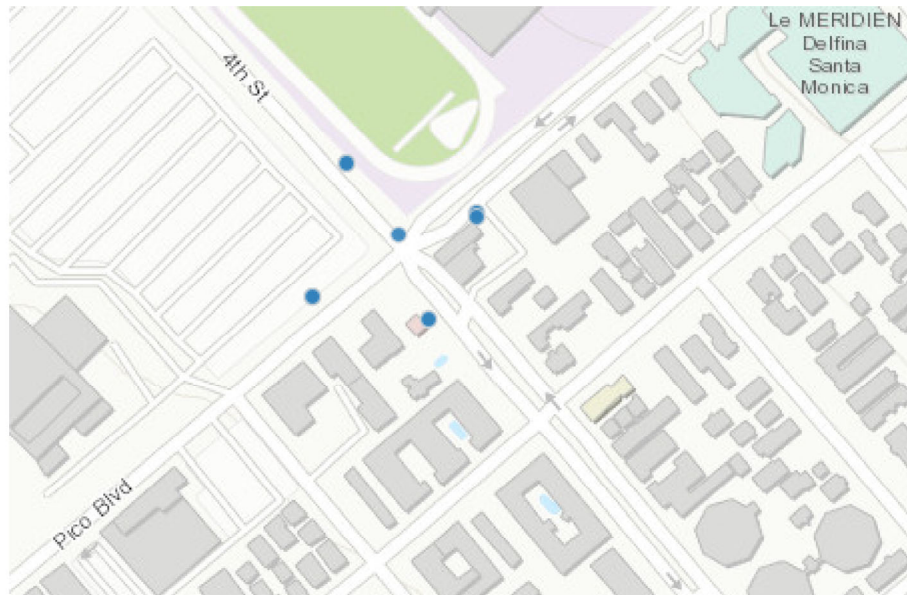
90403
Writing for myself

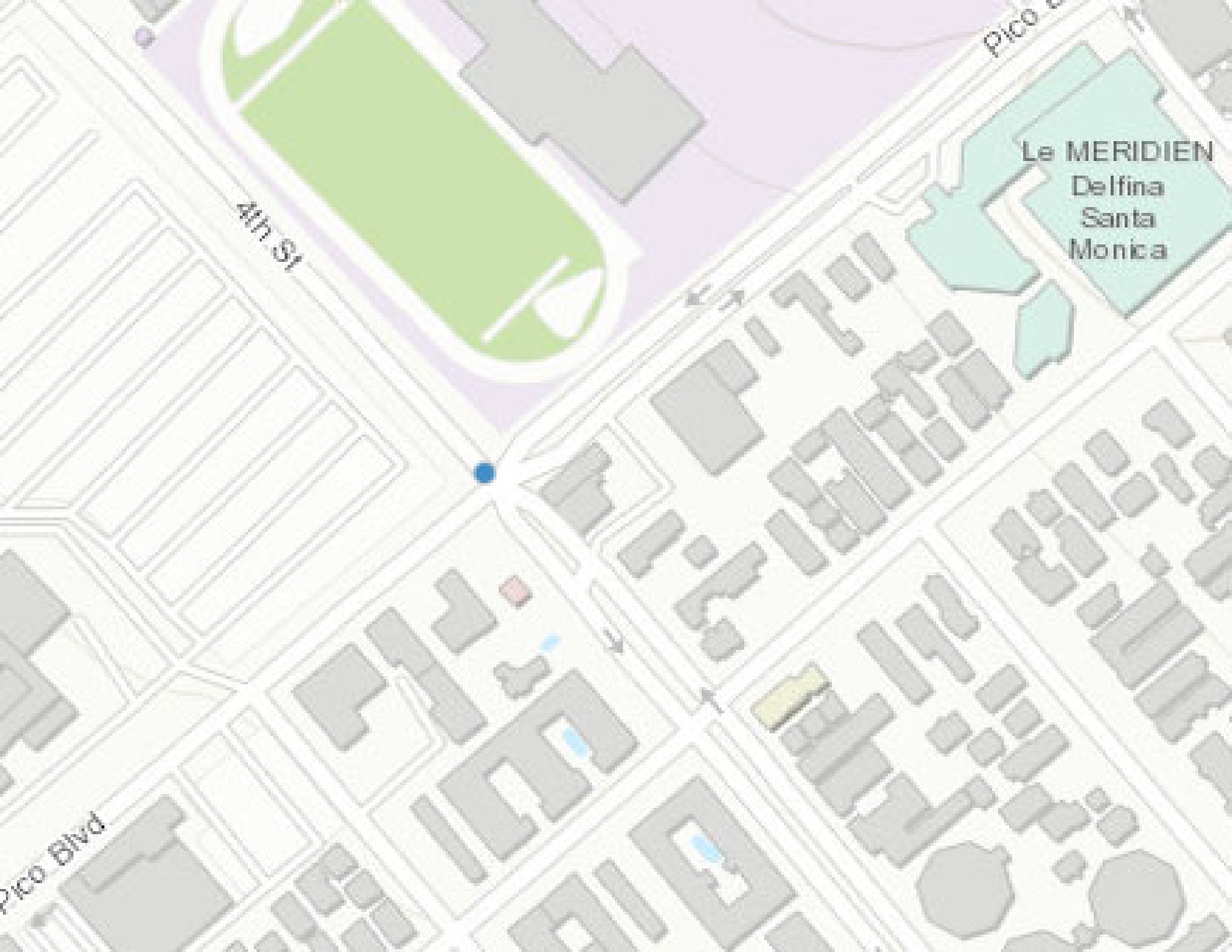




DO NOT
BLOCK
INTERSECTION
FINES TO
\$500

4th St





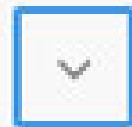
4th St

Pico Blvd

Le MERIDIEN
Delfina
Santa
Monica

Pico Blvd

A HQ Transit Stops



Zoom to

OBJECTID	16880
agency_primary	City of Santa Monica
hqta_type	major_stop_bus
stop_id	434
route_id	18
hqta_details	intersection_2_bus_routes_same_operator
agency_secondary	City of Santa Monica
base64_url_primary	aHR0cHM6Ly93d3cuYmInYmx1ZWJ1cy5jb20vZ3Rmcy9jdXJyZW50LnppcA==
base64_url_secondary	aHR0cHM6Ly93d3cuYmInYmx1ZWJ1cy5jb20vZ3Rmcy9jdXJyZW50LnppcA==
avg_trips_per_peak_hr	6.33
mpo	
plan_name	

4th St & Pico Blvd stop

Plan a trip by public transit and view updated schedules

Start
Choose starting point



End
4th St & Pico Blvd, Santa Monica



\$171,500

4 Bed | 2 Bath

**16101 N El Mirage Rd
Unit 395, El Mirage,
AZ**

Fitness Center
Sitting Area In
Primary Bedroom
Clubhouse

Carolyn Pinkney
West USA Realty

Fill & Sign

SEMINAR REGISTRATION

DATE OF BIRTH: 10/25/2012

NAME OF PARENT OR GUARDIAN: Jen Harrison

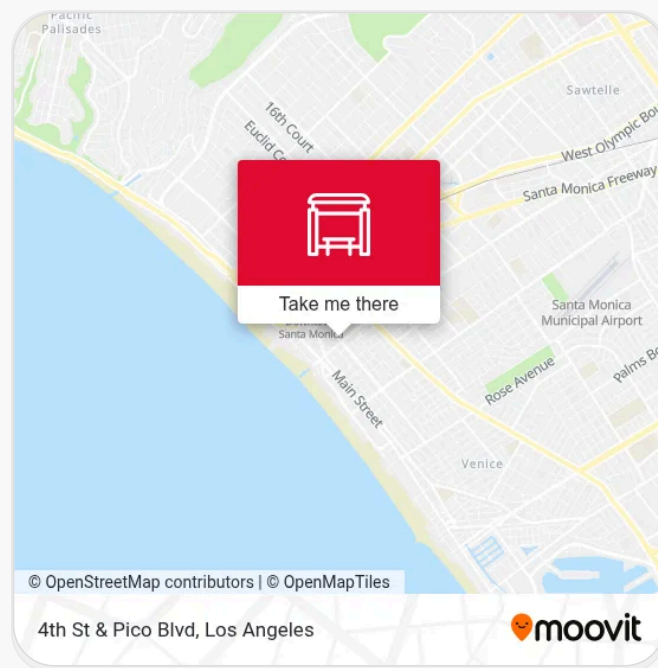
HOME ADDRESS:

**Fill and sign
forms in a click.**

[Start free trial](#)

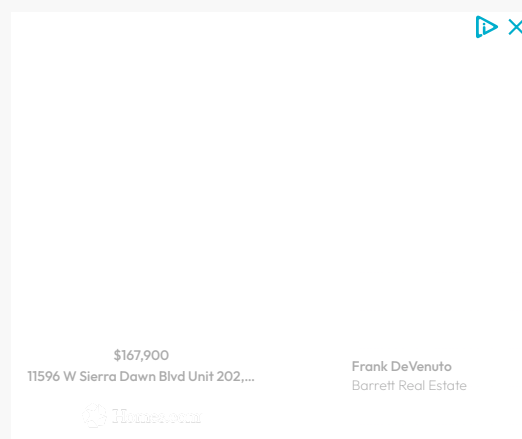
**Adobe
Acrobat Pro**

See 4th St & Pico Blvd stop, Santa Monica, on the map



4th St & Pico Blvd stop - Monday schedule

Line	Direction	Time
3	Downtown Santa Monica	5:15 AM
3	Downtown Santa Monica	5:30 AM
7	Downtown Santa Monica	5:43 AM
1	UCLA	5:45 AM
3	Downtown Santa Monica	5:45 AM
7	Downtown Santa Monica	5:58 AM
3	Downtown Santa Monica	6:00 AM
1	UCLA	6:15 AM
3	Downtown Santa Monica	6:15 AM
7	Downtown Santa Monica	6:17 AM
1	UCLA	6:30 AM
7	Downtown Santa Monica	6:37 AM
3	Downtown Santa Monica	6:39 AM
1	UCLA	6:46 AM
3	Downtown Santa Monica	6:49 AM
7	Downtown Santa Monica	6:52 AM
1	UCLA	6:57 AM
3	Downtown Santa Monica	6:59 AM
7	Downtown Santa Monica	7:00 AM
18	UCLA	7:05 AM
1	UCLA	7:07 AM
7	Downtown Santa Monica	7:07 AM
1	UCLA	7:17 AM



Public transit to 4th St & Pico Blvd stop (ID: 004PCONF) in Santa Monica

Looking for directions to 4th St & Pico Blvd in Santa Monica, United States?

Download the Moovit App to find the current schedule and step-by-step directions for Bus or Subway routes that pass through 4th St & Pico Blvd.

Line	Direction	Time
3	Downtown Santa Monica	7:18 AM
7	Downtown Santa Monica	7:22 AM

[View all stops in the app](#)

Last updated on May 30, 2026

Directions to 4th St & Pico Blvd stop (Santa Monica) with public transit

The following transit lines have routes that pass near 4th St & Pico Blvd

 **Bus:** 1, 2, 3, 33, 7.

 **Subway:** [E LINE](#).

How to get to 4th St & Pico Blvd stop by bus?

Click on the bus route to see step by step directions with maps, line arrival times and updated time schedules.

[From Marina Del Rey, CA, Del Rey • 30 min](#) >

[From Dockweiler Beach, Playa Del Rey • 89 min](#) >

[From Marina del Rey, Del Rey • 28 min](#) >

[From Kaiser Permanente West Los Angeles Medical Center, Mid-City • 52 min](#) >

[From playboy mansion, Beverly Hills • 56 min](#) >

[From Ezx \(E Z X Co Mobile Tax Service\), Westchester • 52 min](#) >

[From UCLA 200 Medical Plaza, Westwood • 40 min](#) >

Looking for the nearest stops closest to 4th St & Pico Blvd ? Check out this list of closest stops to your destination: Pico Blvd & 4th St; 4th St & Pico Blvd; Main St & Pico Blvd; Main SB & Pico Ns; Downtown Santa Monica.

Bus: 1, 2, 3, 33, 7, 9, 43, 18, 8.

Subway: [E LINE](#).

We make riding on public transit to 4th St & Pico Blvd easy, which is why over 1.5 million users, including users in Santa Monica trust Moovit as the best app for public transit.

Get to 4th St & Pico Blvd with public transit and pay for the ride in the Moovit app. In addition to all info you may need for your trip to 4th St & Pico Blvd, including live directions, real-time arrivals and fare prices, you can also buy public transit passes for your rides. No need for cash or paper tickets to get to 4th St & Pico Blvd - everything you need is accessible in the app with a click of the button.

Use the app to navigate to popular places including to the airport, hospital, stadium, grocery store, mall, coffee shop, school, college, and university.

4th St & Pico Blvd stop's code is 004PCONF

The first line to this stop is 3, at 5:15 AM, and the last line is 3 at 11:45 PM.

This stop serves Big Blue Bus's lines

Bus stops near 4th St & Pico Blvd stop

[Pico Blvd & 4th St](#), [4th St & Pico Blvd](#),

[Main St & Pico Blvd](#), [Main SB & Pico Ns](#)

Subway station near 4th St & Pico Blvd station

[Downtown Santa Monica](#)

Popular public transit stations in Santa Monica

[Sherman Way / Laurel Canyon](#), [Norwalk Station](#),

[7th / Broadway](#), [Olympic Blvd & Ditman Ave](#),

[From Ronald Reagan UCLA Medical Center, Westwood • 40 min](#) >

[From LAX-Tom Bradley Terminal Arrivals \(LAX-Terminal B Arrivals\), Westchester • 67 min](#) >

[From Lax, Westchester • 69 min](#) >

How to get to 4th St & Pico Blvd stop by subway?

Click on the subway route to see step by step directions with maps, line arrival times and updated time schedules.

[From Kaiser Permanente West Los Angeles Medical Center, Mid-City • 54 min](#) >

[From Ezx \(E Z X Co Mobile Tax Service\), Westchester • 86 min](#) >

Bus stops near 4th St & Pico Blvd stop in Santa Monica

- Pico Blvd & 4th St, 2 min walk, [view](#)
- 4th St & Pico Blvd, 2 min walk, [view](#)
- Main St & Pico Blvd, 5 min walk, [view](#)
- Main SB & Pico Ns, 5 min walk, [view](#)

Subway stations near 4th St & Pico Blvd station in Santa Monica

- Downtown Santa Monica, 22 min walk, [view](#)

Bus lines to 4th St & Pico Blvd stop in Santa Monica

- 3, Lax/Metro Transit Center, [view](#)
- 7, Wilshire/Western Station D Line, [view](#)

[110th St & Budlong Ave](#),

[Orange Grove Blvd & Marengo Ave](#),

[Lakewood / Firestone](#), [Vineland / Sherman Way](#),

[Snow Valley Mountain Resort - Hwy 18](#),

[Vanowen / De Soto](#), [1st / Magnolia](#),

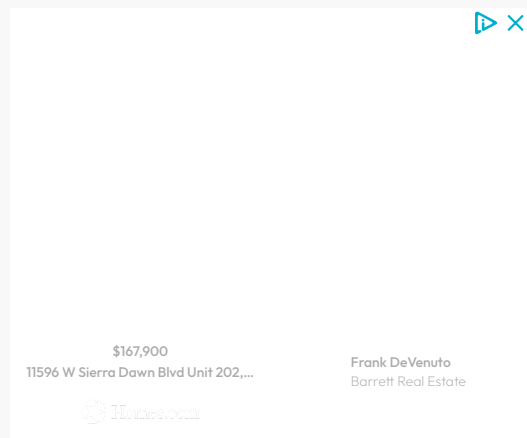
[5th / Colorado](#), [Foothill / Sayre](#),

[Pico / Vermont](#), [Valley / San Gabriel](#),

[Atlantic / Imperial](#), [Beverly / Larchmont](#),

[Sepulveda / G Line](#), [Universal Redline Station](#),

[San Gabriel / California](#)



Get around Santa Monica by public transit!

Traveling around Santa Monica has never been so easy. See step by step directions as you travel to any attraction, street or major public transit station. View bus and train schedules, arrival times, service alerts and detailed routes on a map, so you know exactly how to get to anywhere in Santa Monica.

When traveling to any destination around Santa Monica use Moovit's Live Directions with Get Off Notifications to know exactly where and how far to walk, how long to wait for your line, and how many stops are left. Moovit will alert you when it's time to get off — no need to constantly re-check whether yours is the next stop.

- 1, Main Street & Santa Monica Boulevard... [view](#)
- 2, Wilshire Boulevard/UCLA, [view](#)
- 9, Pacific Palisades, [view](#)
- 43, 26th Street, [view](#)
- 18, Marina Del Rey, [view](#)
- 8, UCLA, [view](#)
- 33, Downtown La - Union Station, [view](#)

Questions & Answers

What are the closest stations to 4th St & Pico Blvd?

The closest stations to 4th St & Pico Blvd are:

Pico Blvd & 4th St is 93 yards away, 2 min walk.

4th St & Pico Blvd is 117 yards away, 2 min walk.

Main St & Pico Blvd is 384 yards away, 5 min walk.

Main SB & Pico Ns is 396 yards away, 5 min walk.

Downtown Santa Monica is 1816 yards away, 22 min walk.

Which bus lines stop near 4th St & Pico Blvd?

These bus lines stop near 4th St & Pico Blvd: 1, 2, 3, 33.

Which subway line stops near 4th St & Pico Blvd?

E LINE (Westbound to Santa Monica)

What's the nearest subway station to 4th St & Pico Blvd in Santa Monica?

The nearest subway station to 4th St & Pico Blvd in Santa Monica is Downtown Santa Monica. It's a 22 min walk away.

What's the nearest bus station to 4th St & Pico Blvd in Santa Monica?

The nearest bus stations to 4th St & Pico Blvd in Santa Monica are Pico Blvd & 4th St and 4th St & Pico Blvd. The closest one is a 2 min walk away.

What time is the first subway to 4th St & Pico Blvd in Santa Monica?

The E LINE is the first subway that goes to 4th St & Pico Blvd in Santa Monica. It stops nearby at 3:46

Wondering how to use public transit in Santa Monica or how to pay for public transit in Santa Monica? Moovit public transit app can help you navigate your way with public transit easily, and at minimum cost. It includes public transit fees, ticket prices, and costs. Looking for a map of Santa Monica public transit lines? Moovit public transit app shows all public transit maps in Santa Monica with all Bus, Train, Subway, Ferry and Funicular routes and stops on an interactive map.

Los Angeles has 5 transit type(s), including: Bus, Train, Subway, Ferry and Funicular, operated by several transit agencies, including Metro, Metro Event Service, Alhambra Community Transit, Arcadia Transit, Artesia Transit, AVTA, Baldwin Park Transit, Beach Cities Transit, Beaumont Transit, Bell Gardens Town Trolley, Bellflower Bus, Big Blue Bus, Burbank Bus, Calabasas Trolley and Camarillo Area Transit

Public transit lines with stations closest to 4th St & Pico Blvd in Santa Monica

Subway lines with stations closest to 4th St & Pico Blvd in Santa Monica



Downtown Santa Monica

22 min walk



E LINE - East Los Angeles - Santa Monica



Bus lines with stations closest to 4th St & Pico Blvd in Santa Monica



Pico Blvd & 4th St

2 min walk



3

Lincoln Boulevard/LAX



AM.

What time is the last subway to 4th St & Pico Blvd in Santa Monica?


The E LINE is the last subway that goes to 4th St & Pico Blvd in Santa Monica. It stops nearby at 1:25 AM.


What time is the first bus to 4th St & Pico Blvd in Santa Monica?

The 33 is the first bus that goes to 4th St & Pico Blvd in Santa Monica. It stops nearby at 3:14 AM.

What time is the last bus to 4th St & Pico Blvd in Santa Monica?


The 33 is the last bus that goes to 4th St & Pico Blvd in Santa Monica. It stops nearby at 4:14 AM.

▶ 





Health Habits

The 'Brain Nut' That Neuroscientists Eat Every Day




 7 Pico Boulevard >



Pico Blvd & 4th St
2 min walk

 1 Main Street & Santa
Monica Boulevard/UCLA >


 2 Wilshire
Boulevard/UCLA >


 9 Pacific Palisades >

 43 26th Street >


4th St & Pico Blvd
2 min walk

 18 UCLA - Marina del Rey >


Main St & Pico Blvd
5 min walk

 8 Ocean Park Boulevard &
Westwood
Boulevard/UCLA >


Main SB & Pico Ns
5 min walk

 33 Downtown LA - Santa
Monica >

Last updated on May 30, 2026



Moovit, a Mobileye company, is the world's leading Mobility as a Service (Maas) solutions company and maker of the #1 urban mobility app.



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[Streets](#)

[Stops](#)

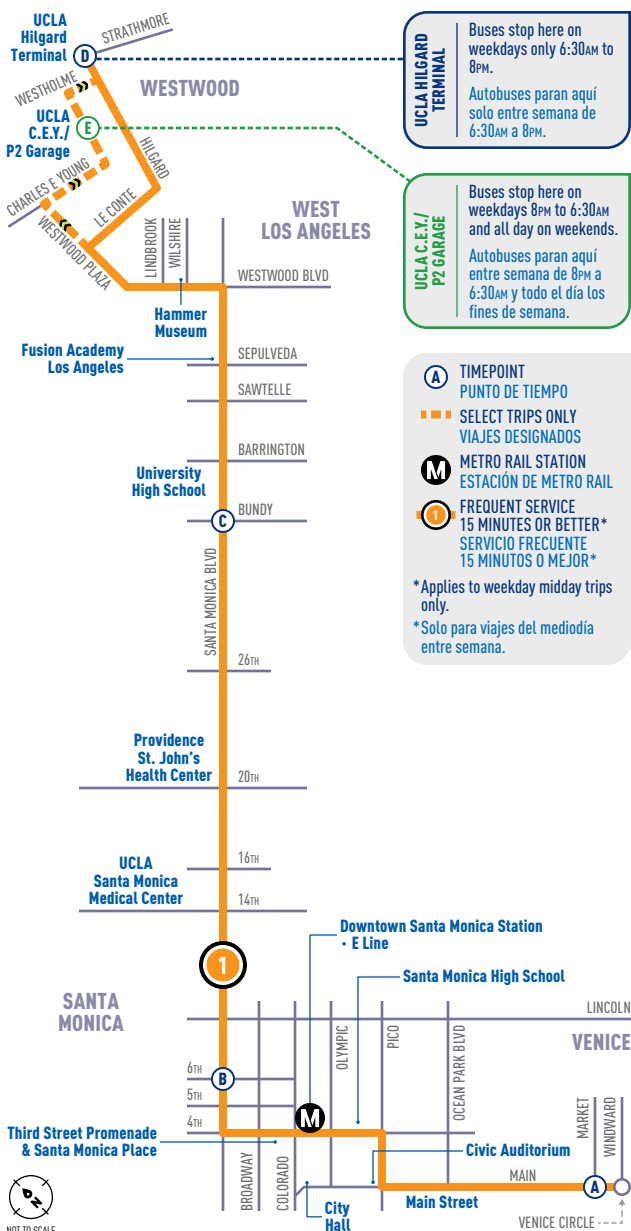
[Cities](#)

[Directions](#)

1

MAIN ST & SANTA MONICA BLVD

FREQUENT SERVICE 15 MINUTES OR BETTER
SERVICIO FRECUENTE 15 MINUTOS O MEJOR



MAIN & MARKET A	SANTA MONICA BLVD & 6 TH B	SANTA MONICA BLVD & BUNDY C	UCLA HILGARD TERMINAL D
-	5:22	5:31	5:46
5:41	5:49	5:58	6:15
-	6:07	6:16	6:33
6:10	6:18	6:26	6:45
6:25	6:33	6:41	7:00
6:40	6:49	6:58	7:18
6:50	7:00	7:09	7:31
7:00	7:10	7:19	7:41
7:10	7:21	7:31	7:56
THEN SERVICE EVERY 10-11 MINUTES UNTIL:			
5:20	5:34	5:46	6:12
5:33	5:47	5:58	6:21
5:46	6:00	6:11	6:34
6:00	6:13	6:24	6:47
6:14	6:27	6:36	6:59
6:28	6:41	6:50	7:13
6:43	6:56	7:05	7:28
6:59	7:12	7:21	7:44
7:13	7:25	7:35	7:56
7:28	7:40	7:50	8:11
7:44	7:56	8:06	8:27
8:00	8:12	8:22	8:41
8:16	8:27	8:36	8:55
8:32	8:43	8:52	9:11
8:49	9:00	9:09	9:28
9:06	9:17	9:26	9:45
9:26	9:37	9:46	10:05
9:46	9:57	10:06	10:25
10:06	10:16	10:25	10:42
10:26	10:36	10:45	11:02
10:46	10:56	11:05	11:22

00:00 SERVES UCLA C.E.Y./P2 GARAGE - NOT HILGARD TERMINAL.
VIAJA AL UCLA C.E.Y./P2 GARAGE - NO VIAJA AL TERMINAL HILGARD.

WEEKDAY | DURANTE LA SEMANA

UCLA TO VENICE

UCLA HILGARD TERMINAL D	SANTA MONICA BLVD & BUNDY C	SANTA MONICA BLVD & 6 TH B	MAIN & MARKET A
-	-	6:01	6:12
5:52	6:07	6:16	6:27
-	6:29	6:38	6:49
6:30	6:46	6:55	7:09
6:45	7:01	7:10	7:24
7:00	7:16	7:28	7:39
7:10	7:26	7:38	7:49
7:20	7:40	7:52	8:06
7:29	7:49	8:01	8:15
7:39	7:59	8:11	8:25
7:50	8:10	8:25	8:40
8:00	8:20	8:35	8:50
8:10	8:30	8:45	9:00
8:20	8:40	8:55	9:10
8:30	8:50	9:04	9:20
8:40	9:00	9:14	9:30
8:50	9:10	9:24	9:40
9:00	9:20	9:34	9:50
9:10	9:30	9:44	10:00
9:20	9:40	9:54	10:10
9:30	9:50	10:04	10:20
9:40	10:01	10:15	10:32
THEN SERVICE EVERY 10-12 MINUTES UNTIL:			
6:43	7:04	7:15	7:29
6:56	7:17	7:28	7:42
7:10	7:31	7:42	7:56
7:25	7:46	7:57	8:11
7:40	8:01	8:12	8:26
7:55	8:15	8:26	8:40
8:10	8:29	8:40	8:54
8:25	8:44	8:55	9:08
8:40	8:59	9:08	9:21
9:00	9:19	9:28	9:41
9:20	9:37	9:46	9:59
9:40	9:57	10:06	10:19
10:03	10:18	10:27	10:39
10:23	10:38	10:47	10:59
10:44	10:59	11:08	11:20

00:00 SERVES UCLA C.E.Y./P2 GARAGE - NOT HILGARD TERMINAL.
VIAJA AL UCLA C.E.Y./P2 GARAGE - NO VIAJA AL TERMINAL HILGARD.

MAIN & MARKET A	SANTA MONICA BLVD & 6 TH B	SANTA MONICA BLVD & BUNDEY C	UCLA C.E.Y./ P2 GARAGE E
6:01	6:13	6:23	6:45
6:31	6:43	6:53	7:15
7:01	7:13	7:23	7:45
7:31	7:43	7:53	8:15
8:01	8:13	8:23	8:45
8:21	8:33	8:43	9:05
8:41	8:53	9:03	9:25
9:01	9:13	9:23	9:45
9:16	9:28	9:38	10:00
9:31	9:47	9:58	10:20
THEN SERVICE EVERY 15 MINUTES UNTIL:			
12:46	1:02	1:15	1:43
1:01	1:18	1:31	2:02
1:17	1:34	1:47	2:18
1:33	1:50	2:03	2:34
1:49	2:06	2:19	2:50
2:05	2:22	2:35	3:06
2:21	2:38	2:51	3:22
2:37	2:54	3:07	3:38
2:53	3:10	3:23	3:54
3:09	3:26	3:39	4:10
3:25	3:42	3:55	4:26
3:41	3:58	4:11	4:42
3:57	4:14	4:27	4:58
4:13	4:30	4:43	5:10
4:29	4:46	4:59	5:26
4:45	5:02	5:15	5:42
5:01	5:18	5:31	5:58
5:16	5:33	5:46	6:13
5:31	5:48	6:01	6:28
5:46	6:03	6:16	6:43
6:01	6:18	6:31	6:58
6:21	6:38	6:51	7:18
6:41	6:58	7:11	7:38
7:01	7:17	7:28	7:49
7:21	7:37	7:48	8:09
7:46	8:02	8:13	8:34
8:11	8:27	8:38	8:59
8:31	8:47	8:58	9:19
8:51	9:07	9:18	9:39
9:11	9:24	9:33	9:54
9:31	9:44	9:53	10:14
9:51	10:04	10:13	10:34
10:11	10:24	10:33	10:54
10:31	10:44	10:53	11:14
10:51	11:04	11:13	11:34

WEEKEND | LOS FINES DE SEMANA

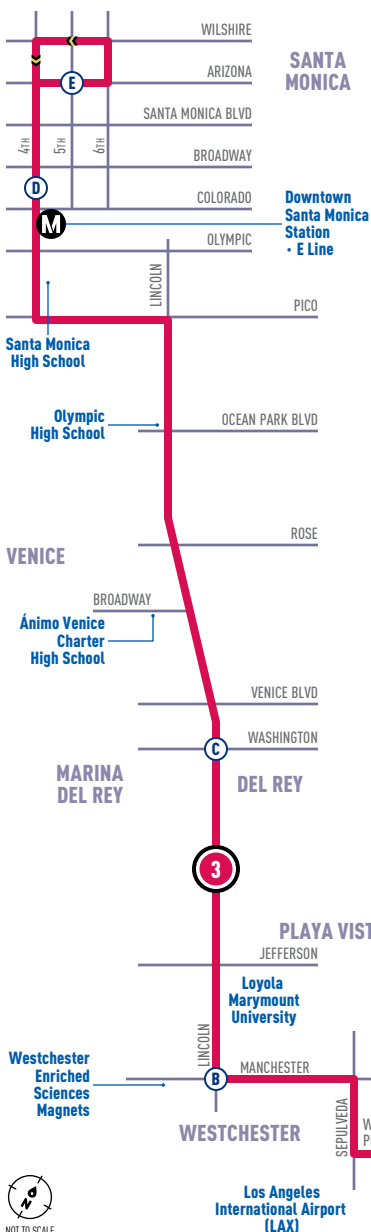
UCLA TO VENICE

UCLA C.E.Y./ P2 GARAGE (E)	SANTA MONICA BLVD & BUNDY (C)	SANTA MONICA BLVD & 6 TH (B)	MAIN & MARKET (A)
5:30	5:48	6:00	6:15
6:00	6:18	6:30	6:45
6:30	6:48	7:00	7:15
7:00	7:18	7:30	7:45
7:30	7:48	8:00	8:15
8:00	8:18	8:30	8:45
8:20	8:38	8:50	9:05
8:35	8:53	9:05	9:20
8:50	9:08	9:20	9:35
9:10	9:28	9:40	9:55
THEN SERVICE EVERY 15 MINUTES UNTIL:			
12:37	12:58	1:12	1:35
12:52	1:13	1:27	1:50
1:08	1:29	1:43	2:10
1:24	1:45	1:59	2:26
1:40	2:01	2:15	2:42
1:56	2:17	2:31	2:58
2:12	2:33	2:47	3:14
2:28	2:49	3:03	3:30
2:44	3:05	3:19	3:46
3:00	3:21	3:35	4:02
3:16	3:37	3:51	4:18
3:32	3:53	4:07	4:34
3:48	4:09	4:23	4:50
4:04	4:25	4:37	5:02
4:20	4:41	4:53	5:18
4:36	4:57	5:09	5:34
4:52	5:13	5:25	5:50
5:08	5:29	5:41	6:06
5:20	5:41	5:53	6:18
5:35	5:56	6:08	6:33
5:50	6:11	6:23	6:48
6:10	6:31	6:43	7:08
6:30	6:51	7:03	7:28
6:50	7:11	7:23	7:48
7:10	7:29	7:39	7:59
7:30	7:49	7:59	8:19
7:50	8:09	8:19	8:39
8:05	8:24	8:34	8:54
8:25	8:44	8:54	9:14
8:50	9:09	9:19	9:39
9:10	9:26	9:35	9:54
9:30	9:46	9:55	10:14
9:55	10:11	10:20	10:39
10:20	10:36	10:45	11:04
10:45	11:01	11:10	11:29

3

LINCOLN BLVD

FREQUENT SERVICE 15 MINUTES OR BETTER
SERVICIO FRECUENTE 15 MINUTOS O MEJOR



- A** TIMEPOINT
PUNTO DE TIEMPO
- M** METRO RAIL STATION
ESTACIÓN DE METRO RAIL
- 3** FREQUENT SERVICE
15 MINUTES OR BETTER*
SERVICIO FRECUENTE
15 MINUTOS O MEJOR*

*Applies to weekday midday trips only.

*Solo para viajes del mediodía entre semana.

THE FASTEST WAY TO/FROM LAX LA FORMA MÁS RÁPIDA A/DESDE LAX

Route 3 drops you off at the LAX/Metro Transit Center, where you can catch the free LAX Shuttle directly to your terminal. The LAX Shuttle runs every 10 minutes.

La Ruta 3 te deja en la LAX/Metro Transit Center, donde puedes tomar el LAX Shuttle gratuito directamente a tu terminal. El LAX Shuttle pasa cada 10 minutos.

- LAX/Metro Transit Center Station
- C Line
- K Line
- Beach Cities Transit
- Culver CityBus
- Gardena Bus
- LAX Shuttle
- Metro Bus
- SoFi Express Shuttle
- Torrance Transit



LAX/METRO TRANSIT CENTER
TO DOWNTOWN SANTA MONICA

LAX/METRO TRANSIT CENTER (BAYS 4 & 5)	LINCOLN & MANCHESTER	LINCOLN & WASHINGTON	ARIZONA & 5 TH
A	B	C	E
4:45	4:55	5:02	5:20
5:00	5:10	5:17	5:35
5:15	5:25	5:32	5:50
5:30	5:40	5:47	6:05
5:45	5:55	6:02	6:20
6:00	6:12	6:22	6:45
6:10	6:22	6:32	6:55
6:20	6:32	6:42	7:05
6:30	6:42	6:57	7:25
6:40	6:52	7:07	7:35
6:50	7:02	7:17	7:45
7:00	7:12	7:28	7:56
7:10	7:22	7:38	8:06
7:20	7:32	7:48	8:16
7:30	7:42	7:58	8:26
7:40	7:52	8:08	8:36
7:50	8:02	8:18	8:46
8:00	8:12	8:28	8:56
8:10	8:22	8:38	9:06
8:20	8:32	8:48	9:16
THEN SERVICE EVERY 10 MINUTES UNTIL:			
4:50	5:03	5:16	5:42
5:00	5:13	5:26	5:52
5:10	5:23	5:36	6:02
5:20	5:33	5:46	6:12
5:30	5:43	5:56	6:22
5:40	5:53	6:06	6:32
5:50	6:03	6:16	6:42
6:00	6:11	6:23	6:47
6:15	6:26	6:38	7:02
6:30	6:41	6:53	7:17
6:45	6:56	7:08	7:32
7:00	7:11	7:23	7:47
7:15	7:26	7:38	8:02
7:30	7:41	7:51	8:12
7:50	8:01	8:11	8:32
8:10	8:21	8:31	8:52
8:30	8:41	8:51	9:12
8:52	9:03	9:13	9:34
9:12	9:23	9:32	9:52
9:32	9:43	9:52	10:12
9:52	10:03	10:12	10:32
10:12	10:23	10:32	10:52
10:32	10:43	10:52	11:12
10:50	11:01	11:10	11:30
11:10	11:21	11:30	11:50

DOWNTOWN SANTA MONICA
TO LAX/METRO TRANSIT CENTER

ARIZONA & 5 TH	4 TH & SANTA MONICA PLACE (DOWNTOWN SANTA MONICA STATION)	LINCOLN & WASHINGTON	LINCOLN & MANCHESTER	LAX/METRO TRANSIT CENTER (BAYS 4 & 5)
(E)	(D)	(C)	(B)	(A)
4:50	4:54	5:04	5:11	5:25
5:10	5:14	5:24	5:31	5:45
5:25	5:29	5:39	5:46	6:00
5:40	5:44	5:54	6:01	6:15
5:55	5:59	6:09	6:16	6:30
6:12	6:17	6:29	6:37	6:52
6:22	6:27	6:39	6:47	7:02
6:32	6:37	6:49	6:57	7:12
6:42	6:47	6:59	7:07	7:22
6:52	6:57	7:09	7:17	7:32
7:02	7:09	7:25	7:34	7:52
7:12	7:19	7:35	7:44	8:02
7:22	7:29	7:45	7:54	8:12
7:32	7:39	7:55	8:04	8:22
7:42	7:49	8:05	8:14	8:32
7:52	7:59	8:15	8:24	8:42
8:03	8:10	8:26	8:35	8:53
8:13	8:20	8:36	8:45	9:03
8:23	8:30	8:46	8:55	9:13
8:33	8:40	8:56	9:05	9:23
THEN SERVICE EVERY 10 MINUTES UNTIL:				
4:50	4:58	5:26	5:38	5:58
5:00	5:08	5:36	5:48	6:08
5:10	5:18	5:46	5:58	6:18
5:20	5:28	5:56	6:08	6:28
5:30	5:38	6:06	6:18	6:38
5:40	5:48	6:16	6:28	6:48
5:50	5:58	6:26	6:38	6:58
6:00	6:08	6:29	6:39	6:58
6:10	6:18	6:39	6:49	7:08
6:25	6:33	6:54	7:04	7:23
6:40	6:48	7:09	7:19	7:38
6:55	7:03	7:24	7:34	7:53
7:10	7:18	7:39	7:49	8:08
7:25	7:33	7:54	8:04	8:23
7:40	7:47	8:04	8:12	8:30
8:00	8:07	8:22	8:29	8:45
8:20	8:27	8:42	8:49	9:05
8:40	8:47	9:02	9:09	9:25
9:00	9:07	9:22	9:29	9:45
9:20	9:27	9:42	9:49	10:05
9:40	9:47	10:02	10:09	10:25
10:00	10:05	10:17	10:24	10:40
10:20	10:25	10:37	10:44	11:00
10:40	10:45	10:57	11:04	11:20
11:00	11:05	11:17	11:24	11:40

LAX/METRO TRANSIT CENTER
TO DOWNTOWN SANTA MONICA

LAX/METRO TRANSIT CENTER (BAYS 4 & 5)	LINCOLN & MANCHESTER	LINCOLN & WASHINGTON	ARIZONA & 5 TH
A	B	C	E
5:30	5:39	5:49	6:08
5:50	5:59	6:09	6:28
6:05	6:14	6:24	6:43
6:20	6:29	6:39	6:58
6:35	6:44	6:54	7:13
6:50	6:59	7:09	7:28
7:05	7:14	7:24	7:43
7:20	7:29	7:39	7:58
7:35	7:44	7:54	8:13
7:50	7:59	8:09	8:28
8:05	8:15	8:26	8:50
8:20	8:30	8:41	9:05
8:35	8:45	8:56	9:20
8:50	9:00	9:11	9:35
9:05	9:15	9:26	9:50
9:20	9:30	9:41	10:05
9:35	9:45	9:56	10:20
9:50	10:00	10:11	10:35
10:05	10:15	10:28	10:55
10:20	10:30	10:43	11:10
THEN SERVICE EVERY 15 MINUTES UNTIL:			
4:01	4:11	4:24	4:52
4:16	4:26	4:39	5:07
4:31	4:41	4:54	5:22
4:46	4:56	5:09	5:37
5:01	5:11	5:23	5:49
5:16	5:26	5:38	6:04
5:31	5:41	5:53	6:19
5:45	5:55	6:07	6:33
6:03	6:13	6:25	6:51
6:23	6:33	6:45	7:11
6:43	6:53	7:05	7:31
7:03	7:13	7:25	7:51
7:23	7:33	7:45	8:11
7:43	7:53	8:05	8:31
8:03	8:13	8:23	8:45
8:23	8:33	8:43	9:05
8:43	8:53	9:03	9:25
8:52	9:02	9:12	9:34
9:12	9:22	9:32	9:54
9:32	9:42	9:52	10:14
9:52	10:02	10:12	10:34
10:12	10:21	10:30	10:52
10:32	10:41	10:50	11:12
10:52	11:01	11:10	11:32
11:10	11:19	11:28	11:50

ALL PM TIMES IN BOLD

EFFECTIVE APRIL 5, 2026

ROUTE 3

25

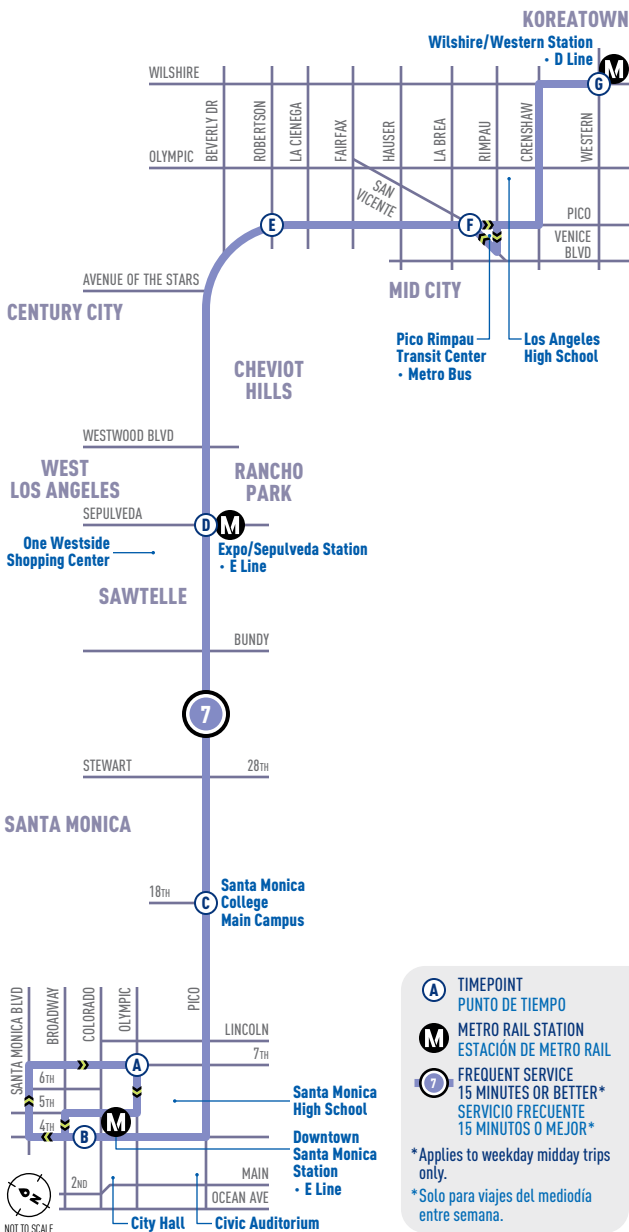
DOWNTOWN SANTA MONICA
TO LAX/METRO TRANSIT CENTER

ARIZONA & 5 TH	4 TH & SANTA MONICA PLACE (DOWNTOWN SANTA MONICA STATION)	LINCOLN & WASHINGTON	LINCOLN & MANCHESTER	LAX/METRO TRANSIT CENTER (BAYS 4 & 5)
(E)	(D)	(C)	(B)	(A)
5:35	5:41	5:53	6:01	6:13
5:55	6:01	6:13	6:21	6:33
6:15	6:21	6:33	6:41	6:53
6:35	6:41	6:53	7:01	7:13
6:50	6:56	7:08	7:16	7:28
7:05	7:11	7:23	7:31	7:43
7:20	7:26	7:38	7:46	7:58
7:35	7:41	7:53	8:01	8:13
7:50	7:56	8:08	8:16	8:28
8:00	8:07	8:22	8:31	8:45
8:12	8:19	8:34	8:43	8:57
8:27	8:34	8:49	8:58	9:12
8:42	8:49	9:04	9:13	9:27
8:57	9:04	9:19	9:28	9:42
9:12	9:19	9:34	9:43	9:57
9:27	9:34	9:49	9:58	10:12
9:42	9:49	10:04	10:13	10:27
9:57	10:04	10:19	10:28	10:42
10:03	10:10	10:30	10:39	10:55
10:18	10:25	10:45	10:54	11:10
THEN SERVICE EVERY 15 MINUTES UNTIL:				
3:45	3:52	4:13	4:22	4:38
4:00	4:07	4:28	4:37	4:53
4:15	4:22	4:43	4:52	5:08
4:30	4:37	4:58	5:07	5:23
4:45	4:52	5:13	5:22	5:38
5:00	5:07	5:28	5:37	5:53
5:15	5:22	5:43	5:52	6:08
5:30	5:37	5:58	6:07	6:23
5:45	5:52	6:13	6:22	6:38
6:00	6:07	6:28	6:37	6:53
6:20	6:27	6:48	6:57	7:13
6:40	6:47	7:08	7:17	7:33
7:00	7:07	7:28	7:37	7:53
7:20	7:27	7:48	7:57	8:13
7:40	7:47	8:08	8:17	8:33
8:00	8:07	8:23	8:30	8:45
8:20	8:27	8:43	8:50	9:05
8:40	8:47	9:03	9:10	9:25
9:00	9:07	9:23	9:30	9:45
9:20	9:27	9:43	9:50	10:05
9:40	9:47	10:03	10:10	10:25
10:00	10:06	10:19	10:26	10:40
10:20	10:26	10:39	10:46	11:00
10:40	10:46	10:59	11:06	11:20
11:00	11:06	11:19	11:26	11:40

7

PICO BLVD

FREQUENT SERVICE 15 MINUTES OR BETTER
SERVICIO FRECUENTE 15 MINUTOS O MEJOR



NOT TO SCALE

- A** TIMEPOINT
PUNTO DE TIEMPO
 - M** METRO RAIL STATION
ESTACIÓN DE METRO RAIL
 - 7** FREQUENT SERVICE
15 MINUTES OR BETTER*
SERVICIO FRECUENTE
15 MINUTOS O MEJOR*
- *Applies to weekday midday trips only.
 *Solo para viajes del mediodía entre semana.

DOWNTOWN SANTA MONICA TO WILSHIRE/WESTERN STATION D LINE

7 TH & OLYMPIC (A)	4 TH & SANTA MONICA PLACE (DOWNTOWN SANTA MONICA STATION) (B)	PICO & 18 TH (SANTA MONICA COLLEGE) (C)	PICO & SEPULVEDA (EXPO/SEPULVEDA STATION) (D)	PICO & ROBERTSON (E)	WESTERN & WILSHIRE (WILSHIRE/WESTERN STATION) (G)
5:00	5:04	5:09	5:17	5:27	5:49
5:15	5:19	5:24	5:32	5:42	6:04
5:30	5:34	5:39	5:47	5:57	6:19
5:45	5:49	5:54	6:02	6:12	6:34
5:58	6:02	6:07	6:15	6:25	6:47
6:10	6:14	6:20	6:30	6:42	7:10
6:22	6:26	6:32	6:42	6:54	7:22
6:28	6:32	6:38	6:48	7:00	7:28
6:34	6:38	6:44	6:54	7:06	7:34
6:40	6:44	6:50	7:00	7:12	7:40
6:48	6:52	6:58	7:08	7:20	7:48
6:56	7:00	7:06	7:16	7:28	7:56
7:04	7:08	7:14	7:24	7:36	8:04
7:12	7:16	7:22	7:32	7:44	8:12
7:17	7:21	7:29	7:41	7:54	8:22
7:23	7:27	7:35	7:47	8:00	8:28
7:31	7:35	7:43	7:55	8:08	8:36
7:39	7:43	7:51	8:03	8:16	8:44
7:47	7:51	7:59	8:11	8:24	8:52
7:55	7:59	8:07	8:19	8:32	9:00
THEN SERVICE EVERY 8 MINUTES UNTIL:					
5:25	5:31	5:42	6:06	6:27	7:00
5:33	5:39	5:48	6:10	6:29	7:01
5:41	5:47	5:56	6:18	6:37	7:09
5:50	5:56	6:05	6:27	6:46	7:18
6:00	6:06	6:15	6:33	6:50	7:22
6:10	6:16	6:25	6:43	7:00	7:32
6:20	6:26	6:35	6:53	7:10	7:42
6:30	6:36	6:45	6:59	7:15	7:45
6:45	6:51	7:00	7:14	7:30	8:00
7:00	7:05	7:13	7:25	7:40	8:05
7:15	7:20	7:28	7:40	7:55	8:20
7:30	7:35	7:43	7:55	8:10	8:35
7:45	7:50	7:58	8:10	8:25	8:50
8:00	8:04	8:11	8:21	8:34	9:00
8:15	8:19	8:26	8:36	8:49	9:15
8:25	8:29	8:36	8:46	8:59	9:25
8:40	8:44	8:51	9:01	9:14	9:40
8:55	8:59	9:06	9:16	9:29	9:55
9:10	9:14	9:20	9:30	9:43	10:05
9:25	9:29	9:35	9:45	9:58	10:20
9:40	9:44	9:50	10:00	10:13	10:35
9:55	9:59	10:05	10:15	10:28	10:50
10:10	10:14	10:20	10:29	10:41	11:00
10:30	10:34	10:40	10:49	11:01	11:20
11:00	11:04	11:10	11:19	11:31	11:50

WEEKDAY | DURANTE LA SEMANA

WILSHIRE/WESTERN STATION D LINE
TO DOWNTOWN SANTA MONICA

WILSHIRE & WESTERN (WILSHIRE/WESTERN STATION)	PICO RIMPAU TRANSIT CENTER	PICO & ROBERTSON	PICO & SEPULVEDA (EXPO/SEPULVEDA STATION)	PICO & 18 TH (SANTA MONICA COLLEGE)	7 TH & OLYMPIC
G	F	E	D	C	A
5:00	5:08	5:20	5:31	5:39	5:48
5:15	5:23	5:35	5:46	5:54	6:03
5:30	5:39	5:51	6:03	6:12	6:24
5:45	5:55	6:08	6:21	6:31	6:44
6:00	6:10	6:23	6:36	6:46	6:59
6:08	6:18	6:31	6:44	6:54	7:07
6:15	6:25	6:38	6:51	7:01	7:14
6:22	6:33	6:48	7:02	7:15	7:31
6:30	6:41	6:56	7:10	7:23	7:39
6:36	6:47	7:02	7:16	7:29	7:45
THEN SERVICE EVERY 6 MINUTES UNTIL:					
8:02	8:14	8:34	8:52	9:06	9:26
8:10	8:22	8:42	9:00	9:14	9:34
8:18	8:30	8:50	9:08	9:22	9:42
8:26	8:38	8:58	9:16	9:30	9:50
8:34	8:46	9:06	9:24	9:38	9:58
8:42	8:54	9:14	9:32	9:46	10:06
8:50	9:02	9:22	9:40	9:54	10:14
8:58	9:10	9:30	9:48	10:02	10:22
9:06	9:17	9:35	9:52	10:05	10:25
9:14	9:25	9:43	10:00	10:13	10:33
THEN SERVICE EVERY 8-10 MINUTES UNTIL:					
5:12	5:24	5:40	5:58	6:11	6:29
5:22	5:34	5:50	6:08	6:21	6:39
5:32	5:44	6:00	6:16	6:28	6:43
5:42	5:54	6:10	6:26	6:38	6:53
5:52	6:04	6:20	6:36	6:48	7:03
6:02	6:14	6:28	6:42	6:52	7:06
6:10	6:22	6:36	6:50	7:00	7:14
6:25	6:37	6:51	7:05	7:15	7:29
6:40	6:52	7:06	7:20	7:30	7:44
6:55	7:07	7:21	7:35	7:45	7:59
7:10	7:20	7:33	7:46	7:55	8:09
7:25	7:35	7:48	8:01	8:10	8:24
7:40	7:50	8:03	8:16	8:25	8:39
7:55	8:05	8:18	8:31	8:40	8:54
8:10	8:20	8:32	8:44	8:52	9:04
8:20	8:30	8:42	8:54	9:02	9:14
8:35	8:45	8:57	9:09	9:17	9:29
8:50	9:00	9:12	9:24	9:32	9:44
9:05	9:13	9:24	9:35	9:43	9:54
9:20	9:28	9:39	9:50	9:58	10:09
9:40	9:48	9:59	10:10	10:18	10:29
10:00	10:08	10:19	10:30	10:38	10:49
10:20	10:28	10:39	10:50	10:58	11:09
10:35	10:43	10:54	11:05	11:13	11:24
11:00	11:08	11:19	11:30	11:38	11:49

DOWNTOWN SANTA MONICA TO WILSHIRE/WESTERN STATION D LINE

7 TH & OLYMPIC (A)	4 TH & SANTA MONICA PLACE (DOWNTOWN SANTA MONICA STATION) (B)	PICO & 18 TH (SANTA MONICA COLLEGE) (C)	PICO & SEPULVEDA (EXPO/SEPULVEDA STATION) (D)	PICO & ROBERTSON (E)	WESTERN & WILSHIRE (WILSHIRE/WESTERN STATION) (G)
6:00	6:04	6:08	6:16	6:25	6:50
6:15	6:19	6:23	6:31	6:40	7:05
6:30	6:34	6:38	6:46	6:55	7:20
6:45	6:49	6:53	7:01	7:10	7:35
7:00	7:04	7:08	7:16	7:25	7:50
7:15	7:19	7:23	7:31	7:40	8:05
7:30	7:34	7:38	7:46	7:55	8:20
7:45	7:49	7:53	8:01	8:10	8:35
7:55	7:59	8:03	8:11	8:20	8:45
8:05	8:09	8:17	8:29	8:39	9:07
8:15	8:19	8:27	8:39	8:49	9:17
8:30	8:34	8:42	8:54	9:04	9:32
8:45	8:49	8:57	9:09	9:19	9:47
9:00	9:04	9:12	9:24	9:34	10:02
9:15	9:19	9:27	9:39	9:49	10:17
9:30	9:34	9:42	9:54	10:04	10:32
9:45	9:49	9:57	10:09	10:19	10:47
10:05	10:09	10:17	10:29	10:41	11:15
10:15	10:19	10:27	10:39	10:51	11:25
10:30	10:34	10:42	10:54	11:06	11:40
10:45	10:49	10:57	11:09	11:21	11:55
11:00	11:04	11:12	11:24	11:36	12:10
11:15	11:19	11:27	11:39	11:51	12:25
11:30	11:34	11:42	11:54	12:06	12:40
11:45	11:49	11:57	12:09	12:21	12:55
11:55	11:59	12:07	12:19	12:31	1:05
12:10	12:16	12:25	12:37	12:52	1:30
12:25	12:31	12:40	12:52	1:07	1:45
12:40	12:46	12:55	1:07	1:22	2:00
12:55	1:01	1:10	1:22	1:37	2:15
THEN SERVICE EVERY 15 MINUTES UNTIL:					
6:25	6:31	6:39	6:51	7:03	7:30
6:40	6:46	6:54	7:06	7:18	7:45
6:55	7:01	7:09	7:21	7:33	8:00
7:10	7:16	7:24	7:36	7:48	8:15
7:30	7:36	7:44	7:56	8:08	8:35
7:50	7:56	8:04	8:16	8:28	8:55
8:10	8:14	8:22	8:32	8:44	9:10
8:30	8:34	8:42	8:52	9:04	9:30
8:50	8:54	9:02	9:12	9:24	9:50
9:10	9:14	9:22	9:32	9:44	10:10
9:30	9:34	9:42	9:52	10:04	10:30
9:50	9:54	10:02	10:12	10:24	10:50
10:10	10:14	10:22	10:32	10:42	11:05
10:30	10:34	10:42	10:52	11:02	11:25
11:00	11:04	11:12	11:22	11:32	11:55

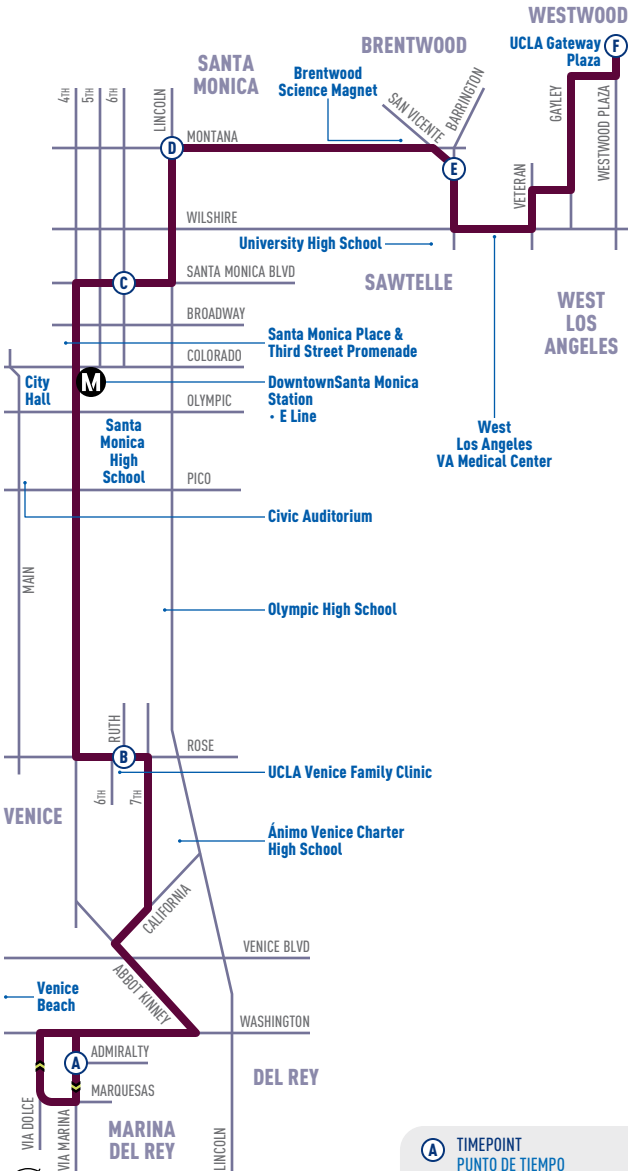
WEEKEND | LOS FINES DE SEMANA

WILSHIRE/WESTERN STATION D LINE TO DOWNTOWN SANTA MONICA

WILSHIRE & WESTERN (WILSHIRE/WESTERN STATION)	PICO RIMPAU TRANSIT CENTER	PICO & ROBERTSON	PICO & SEPULVEDA (EXPO/SEPULVEDA STATION)	PICO & 18 TH (SANTA MONICA COLLEGE)	7 TH & OLYMPIC
G	F	E	D	C	A
5:31	5:37	5:47	5:57	6:05	6:19
5:46	5:52	6:02	6:12	6:20	6:34
6:01	6:07	6:17	6:27	6:35	6:49
6:16	6:22	6:32	6:42	6:50	7:04
6:31	6:37	6:47	6:57	7:05	7:19
6:46	6:52	7:02	7:12	7:20	7:34
7:02	7:08	7:18	7:28	7:36	7:50
7:17	7:23	7:33	7:43	7:51	8:05
7:32	7:38	7:48	7:58	8:06	8:20
7:47	7:53	8:03	8:13	8:21	8:35
8:02	8:09	8:23	8:35	8:43	9:03
8:17	8:24	8:38	8:50	8:58	9:18
8:32	8:39	8:53	9:05	9:13	9:33
8:47	8:54	9:08	9:20	9:28	9:48
9:02	9:09	9:23	9:35	9:43	10:03
9:17	9:24	9:38	9:50	9:58	10:18
9:32	9:39	9:53	10:05	10:13	10:33
9:47	9:54	10:08	10:20	10:28	10:48
10:02	10:10	10:24	10:36	10:46	11:11
10:17	10:25	10:39	10:51	11:01	11:26
10:32	10:40	10:54	11:06	11:16	11:41
10:47	10:55	11:09	11:21	11:31	11:56
11:02	11:10	11:24	11:36	11:46	12:11
11:17	11:25	11:39	11:51	12:01	12:26
11:32	11:40	11:54	12:06	12:16	12:41
11:47	11:55	12:09	12:21	12:31	12:56
11:56	12:04	12:18	12:30	12:40	1:05
12:11	12:21	12:35	12:50	1:00	1:25
12:26	12:36	12:50	1:05	1:15	1:40
12:41	12:51	1:05	1:20	1:30	1:55
THEN SERVICE EVERY 15 MINUTES UNTIL:					
5:41	5:51	6:05	6:20	6:30	6:55
5:56	6:06	6:20	6:35	6:45	7:10
6:11	6:18	6:32	6:44	6:54	7:14
6:37	6:44	6:58	7:10	7:20	7:40
6:57	7:04	7:18	7:30	7:40	8:00
7:17	7:24	7:38	7:50	8:00	8:20
7:37	7:44	7:58	8:10	8:20	8:40
7:57	8:04	8:18	8:30	8:40	9:00
8:12	8:17	8:31	8:41	8:49	9:05
8:26	8:31	8:45	8:55	9:03	9:19
8:46	8:51	9:05	9:15	9:23	9:39
9:06	9:11	9:25	9:35	9:43	9:59
9:26	9:31	9:45	9:55	10:03	10:19
9:46	9:51	10:05	10:15	10:23	10:39
10:16	10:21	10:31	10:41	10:47	10:59

**MARINA DEL REY –
ABBOT KINNEY –
UCLA**

18



- A** TIMEPOINT
PUNTO DE TIEMPO
- M** METRO RAIL STATION
ESTACIÓN DE METRO RAIL

MARINA DEL REY
TO UCLA

VIA MARINA & ADMIRALTY	ROSE & RUTH	SANTA MONICA BLVD & 6 TH	LINCOLN & MONTANA	SAN VICENTE & BARRINGTON	UCLA GATEWAY PLAZA
A	B	C	D	E	F
6:44	6:58	7:10	7:16	7:29	7:44
7:14	7:29	7:42	7:48	8:02	8:20
7:44	7:59	8:12	8:18	8:32	8:50
8:15	8:30	8:43	8:49	9:03	9:21
8:46	9:01	9:14	9:20	9:34	9:48
9:17	9:32	9:45	9:51	10:05	10:19
9:41	9:56	10:09	10:15	10:29	10:43
10:06	10:21	10:34	10:40	10:54	11:08
10:31	10:46	10:59	11:05	11:19	11:33
11:01	11:16	11:29	11:35	11:49	12:03
11:31	11:46	11:59	12:05	12:20	12:34
12:01	12:16	12:29	12:35	12:50	1:04
12:31	12:46	12:59	1:05	1:20	1:34
1:01	1:16	1:29	1:35	1:50	2:04
1:29	1:44	1:58	2:04	2:21	2:36
1:59	2:14	2:28	2:34	2:51	3:06
2:29	2:44	2:58	3:06	3:23	3:41
2:59	3:14	3:28	3:36	3:53	4:11
3:29	3:44	3:58	4:06	4:23	4:41
4:00	4:15	4:29	4:37	4:54	5:12
4:29	4:45	4:59	5:08	5:25	5:43
4:59	5:15	5:29	5:38	5:55	6:13
5:29	5:45	5:59	6:08	6:25	6:43
5:59	6:15	6:29	6:38	6:55	7:13
6:30	6:45	6:58	7:06	7:20	7:36
7:00	7:15	7:27	7:33	7:46	7:59
7:30	7:45	7:57	8:03	8:16	8:29

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UCLA
TO MARINA DEL REY

UCLA GATEWAY PLAZA F	SAN VICENTE & BARRINGTON E	LINCOLN & MONTANA D	SANTA MONICA BLVD & 6TH C	ROSE & 6TH B	VIA MARINA & ADMIRALTY A
-	7:45	7:57	8:06	8:15	8:27
7:49	7:59	8:11	8:20	8:29	8:41
8:20	8:30	8:42	8:51	9:00	9:12
8:50	9:00	9:12	9:21	9:30	9:42
9:19	9:29	9:41	9:50	9:59	10:11
9:47	9:59	10:11	10:20	10:29	10:42
10:17	10:29	10:41	10:50	10:59	11:12
10:45	10:57	11:09	11:18	11:27	11:40
11:15	11:27	11:39	11:48	11:57	12:10
11:45	11:57	12:09	12:18	12:27	12:40
12:13	12:26	12:39	12:48	12:57	1:12
12:43	12:56	1:09	1:18	1:27	1:42
1:13	1:26	1:39	1:48	1:57	2:12
1:43	1:56	2:09	2:18	2:27	2:42
2:13	2:26	2:39	2:48	2:57	3:12
2:41	2:55	3:09	3:18	3:28	3:43
3:11	3:25	3:39	3:48	3:58	4:13
3:41	3:55	4:09	4:18	4:28	4:43
4:11	4:25	4:39	4:48	4:58	5:13
4:41	4:55	5:09	5:18	5:28	5:43
5:11	5:25	5:39	5:48	5:58	6:13
5:42	5:56	6:10	6:19	6:29	6:44
6:15	6:27	6:40	6:49	6:58	7:13
6:48	6:59	7:10	7:19	7:28	7:41
7:20	7:30	7:41	7:50	7:59	8:11
7:50	8:00	8:11	8:20	8:29	8:41

TRIP OPERATES ON REGULAR SCHOOL DAYS AT SANTA MONICA HIGH SCHOOL, EXCEPT DURING SUMMER.
VIAJE OPERA EN LOS DÍAS ESCOLARES REGULARES EN SANTA MONICA HIGH SCHOOL, EXCEPTO DURANTE
EL VERANO.

FARES ON TAP

Buy Big Blue Bus passes and
add stored value to your
TAP card at taptogo.net or
call **866.827.8646**.

MARINA DEL REY
TO UCLA

VIA MARINA & ADMIRALTY	ROSE & RUTH	SANTA MONICA BLVD & 6 TH	LINCOLN & MONTANA	SAN VICENTE & BARRINGTON	UCLA GATEWAY PLAZA
A	B	C	D	E	F
6:30	6:41	6:51	6:57	7:11	7:24
7:15	7:26	7:36	7:42	7:56	8:09
8:00	8:12	8:23	8:30	8:44	8:57
8:30	8:42	8:53	9:00	9:14	9:27
9:00	9:12	9:23	9:30	9:44	9:57
9:30	9:42	9:56	10:04	10:19	10:34
10:00	10:12	10:26	10:34	10:49	11:04
10:27	10:39	10:53	11:01	11:16	11:31
10:57	11:09	11:23	11:31	11:46	12:01
11:27	11:39	11:53	12:01	12:16	12:31
11:57	12:09	12:23	12:31	12:46	1:01
12:27	12:39	12:53	1:01	1:16	1:31
12:58	1:10	1:24	1:32	1:47	2:02
1:28	1:41	1:58	2:06	2:22	2:35
1:58	2:11	2:28	2:36	2:52	3:05
2:28	2:41	2:58	3:06	3:22	3:35
2:58	3:11	3:28	3:36	3:52	4:05
3:28	3:41	3:58	4:06	4:22	4:35
3:58	4:11	4:28	4:36	4:52	5:05
4:28	4:41	4:58	5:06	5:22	5:35
4:58	5:11	5:28	5:36	5:52	6:05
5:28	5:41	5:58	6:06	6:22	6:35
5:58	6:11	6:28	6:36	6:52	7:05
6:30	6:42	6:56	7:03	7:18	7:32
7:05	7:17	7:31	7:38	7:53	8:07
7:50	8:02	8:15	8:22	8:36	8:48
8:35	8:47	9:00	9:07	9:21	9:33

GOOD BUS KARMA

Go with the flow,
exit through the rear
to help with efficient boarding
and exiting.
Passengers using wheelchairs
should exit from
the front door.

UCLA
TO MARINA DEL REY

UCLA GATEWAY PLAZA	SAN VICENTE & BARRINGTON	LINCOLN & MONTANA	SANTA MONICA BLVD & 6 TH	ROSE & 6 TH	VIA MARINA & ADMIRALTY
F	E	D	C	B	A
7:00	7:10	7:21	7:31	7:41	7:53
7:40	7:50	8:01	8:11	8:21	8:33
8:15	8:27	8:39	8:50	9:01	9:13
8:45	8:57	9:09	9:20	9:31	9:43
9:15	9:27	9:39	9:50	10:01	10:13
9:45	9:58	10:12	10:24	10:36	10:48
10:15	10:28	10:42	10:54	11:06	11:18
10:45	10:58	11:12	11:24	11:36	11:48
11:15	11:28	11:42	11:54	12:06	12:18
11:45	11:58	12:12	12:24	12:36	12:48
12:15	12:28	12:42	12:54	1:06	1:18
12:45	12:58	1:12	1:24	1:36	1:48
1:15	1:28	1:42	1:54	2:06	2:18
1:45	1:58	2:12	2:24	2:36	2:48
2:15	2:28	2:42	2:54	3:06	3:18
2:45	2:58	3:12	3:24	3:36	3:48
3:15	3:28	3:42	3:54	4:06	4:18
3:45	3:58	4:12	4:24	4:36	4:48
4:15	4:28	4:42	4:54	5:06	5:18
4:45	4:58	5:12	5:24	5:36	5:48
5:15	5:28	5:42	5:54	6:06	6:18
5:45	5:56	6:09	6:21	6:33	6:45
6:15	6:26	6:39	6:51	7:03	7:15
6:45	6:56	7:08	7:19	7:30	7:43
7:30	7:41	7:53	8:04	8:15	8:28
8:15	8:25	8:36	8:46	8:57	9:10

GOOD BIKE KARMA

Always load your bike on the available slot closest to the windshield.

Remember, bikes cannot be locked on the rack.



Maggie Aguilar

From: Michael Green <michael212@gmail.com>
Sent: Tuesday, June 30, 2026 11:26 PM
To: ePublic Comment Group
Subject: Remove K line from SCAG Map

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Dear SCAG Regional Council Members,

As a West Hollywood resident I ask that SCAG remove the proposed K Line Northern Extension stations in West Hollywood from the SB 79 qualifying transit stop map.

The proposed stations don't yet meet the standard established by the California Department of Housing and Community Development (HCD) for inclusion on the map.

The San Vicente-Fairfax alignment approval came with the condition that West Hollywood and Los Angeles County must first establish a funding mechanism capable of providing approximately 25% of the project's estimated capital cost, or roughly \$2.25 billion. That condition has not been satisfied.

Until that requirement is met, the project remains uncertain. Including these stations on the SB 79 map now assumes a level of certainty that simply does not exist.

The project is hopefully projected to be completed in 23 years - but Metro project schedules historically slip by about 25-100% of the originally projected schedule. Why allow developers to disrupt our city based on public transport access that won't be a reality for between 23-30 years!

This is not about opposing housing or public transit. It is about following the law and ensuring that significant zoning changes are not triggered by infrastructure that has not yet cleared the required milestones. The proposed stations are not expected to open for many years, if they are ultimately built at all. Waiting until the project has secured the necessary approvals and funding will not delay housing production, but it will ensure that the SB 79 process is implemented as intended.

I also believe communities should have a meaningful opportunity to complete the Transit Oriented Development Alternative Plan (TODAP) process that SB 79 expressly preserves before being subjected to irreversible zoning changes based on infrastructure that remains uncertain.

For these reasons, I urge SCAG to remove the proposed K Line Northern Extension stations in West Hollywood from the current SB 79 qualifying transit stop map and reconsider their inclusion only after the project's funding requirements have been met and the project reaches a greater level of certainty.

Thank you.

Michael Green

9039 Vista Grande St

West Hollywood

Maggie Aguilar

From: JHILL INC <mjanethill@yahoo.com>
Sent: Wednesday, July 1, 2026 1:17 AM
To: ePublic Comment Group
Subject: REMOVE THE KNE FROM TRANSIT MAPS

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REQUEST OF REMOVAL OF K LINE NORTHERN EXTENSION STOPS IN WEST HOLLYWOOD FROM SCAG'S MAP

Dear SCAG Regional Council Members

I am writing as a concerned resident of West Hollywood to respectfully urge SCAG to remove the proposed K Line Northern Extension (KNE) subway stations in West Hollywood from the July 1 SB 79 qualifying transit stop map.

Last month in her presentation to the CEHD, SCAG's Deputy Director Carvajal gave clear and convincing arguments that the mapping methodology adhered to all previous guidance from HCD. But according to page 20 of the draft document in the full packet attached to the agenda for this meeting, some NEW guidance that only requires an LPA for stops to be included was just issued on June 22. This is a huge change that magically and suddenly will allow stops to be mapped that have no reasonable chance of being funded. Putting unfunded stops on a map because they have something called an LPA - which only means a few West Hollywood Council members formally said they wanted the K Line extension - will give developers the ability to build, build build. That is EXACTLY what Chelsea Byers is asking you to vote for.

Why is HCD so eager to help West Hollywood with this change? Allowing this kind of last-minute system-gaming doesn't benefit any jurisdiction. I urge you to consider the how and why of this unusual turn of events. Tell Sacramento they can't change the rules midstream to benefit politicians in one city, and please vote NO on putting un-funded, non CEQA - approved stops on the transit stop map.

Respectfully,

Janet Hill

West Hollywood

Maggie Aguilar

From: Debbie Bloy <dlabloy@icloud.com>
Sent: Wednesday, July 1, 2026 5:45 AM
To: ePublic Comment Group
Subject: K line

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Dear SCAG Regional Council Members:

I am writing as a concerned West Hollywood resident to respectfully request that SCAG remove the proposed K Line Northern Extension stations in West Hollywood from the July 1 SB 79 qualifying transit stop map.

My understanding is that HCD guidance provides that qualifying transit stops should be associated with projects that have reached the Locally Preferred Alternative stage. While Metro approved the San Vicente-Fairfax alignment, that approval was conditioned on the creation of a funding mechanism capable of contributing approximately 25% of the project's estimated capital cost. To date, that significant funding requirement has not been satisfied.

Because this major condition remains unresolved, there continues to be substantial uncertainty regarding the project's financing and ultimate construction. Including these proposed stations on the SB 79 map today would impose immediate zoning consequences based on infrastructure that may not be built for decades, if it is ultimately built at all.

West Hollywood is a small city, and raising the required local funding presents a significant challenge. Given these uncertainties, I believe it would be more appropriate to defer inclusion of the proposed stations until the project reaches a greater level of certainty.

Delaying inclusion would not meaningfully affect near-term housing production while allowing affected communities and local governments time to engage in thoughtful planning and fully utilize the processes contemplated under SB 79.

For these reasons, I respectfully request that SCAG remove the proposed K Line Northern Extension stations in West Hollywood from the July 1 qualifying transit stop map and reconsider inclusion when the project reaches a more advanced and certain stage.

Thank you for your consideration.

Debbie Bloy

Maggie Aguilar

From: Vanessa <vfung16@yahoo.com>
Sent: Wednesday, July 1, 2026 5:57 AM
To: ePublic Comment Group
Subject: Public Comment Against Item 1, SB79 Maps and Methodology - Conflict of Interest

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Dear SCAG Regional Council,

In addition to my previous email dated June 29, 2026, I am submitting this separate email against approval of the revised map for reason of a potential CONFLICT OF INTEREST by member Chelsea Byers of West Hollywood, California.

Chelsea Byers has been an employee of a pro-SB79 group "Welcoming Neighbors Network" since 2024 in a policy manager and campaign capacity. On Monday, June 29, 2026 at the West Hollywood City Council meeting, council members directed West Hollywood's City Attorney Lauren Langer to obtain a formal opinion from the Fair Political Practices Commission. Many residents who attended the meeting demanded that Ms. Byers recuse herself from housing-related voting items, and the City Council ended up postponing zoning items on the agenda until the FPPC has had an opportunity to weigh in.

SCAG's Community, Economic, and Human Development (CEHD) Committee voted overwhelmingly on June 4 and somehow, after the meeting, others reached out to ***HCD to get direction to get the SCAG decision reversed within three weeks and only for KNE! This decision in itself raises a very large red flag.***

I include a link to OccupiedWeHo's article on the topic; of key interest is the SCAG-related timeline:
<https://occupiedweho.com/chelsea-byers-is-paid-to-lobby-against-single-family-homes-and-parking/>

Regional Council Approving the SB79 Map with the KNE would make SCAG complicit in supporting potential conflict of interest. At a minimum, SCAG should put the SB79 decision on hold.

Respectfully yours,

Vanessa Fung

A Very Concerned West Hollywood Resident.

Maggie Aguilar

From: Lisa Sweeney <lisa.promos@yahoo.com>
Sent: Wednesday, July 1, 2026 8:25 AM
To: ePublic Comment Group
Subject: REQUEST OF REMOVAL OF K LINE NORTHERN EXTENSION STOPS IN WEST HOLLYWOOD FROM SCAG'S MAP

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Dear SCAG Regional Council Members

I am writing as an EXTREMELY concerned resident of West Hollywood to respectfully urge SCAG to remove the proposed K Line Northern Extension (KNE) subway stations in West Hollywood from the July 1 SB 79 qualifying transit stop map.

The legal basis for this request is very clear. HCD's March 20, 2026 clarifying memo defines a qualifying "transit-oriented development stop" as a stop on a route for which a Locally Preferred Alternative (LPA) has been adopted. That standard has not been fully met in West Hollywood. The Los Angeles County Metropolitan Transportation Authority approved the San Vicente-Fairfax Locally Preferred Alternative only with a major condition: the City of West Hollywood, working with Los Angeles County, must establish an Enhanced Infrastructure Financing District (EIFD) capable of providing local funding equal to at least 25% of the project's estimated capital cost—approximately \$2.25 billion. That condition has not been met.

Because this funding contingency remains unresolved, the project has not received final and unconditional approval. Until the Metro Board's funding requirement is satisfied, the proposed K Line stations should not be treated as qualifying transit stops under SB 79. This is not a minor technical issue—it is a major unresolved financial obstacle.

West Hollywood is a small city. Raising \$2.25 billion in local funding presents an extraordinary challenge. Even Metro Board member Ara J. Najarian publicly questioned whether West Hollywood could realistically help raise this amount. Including these proposed stations in the SB 79 map now would prematurely trigger major transit-oriented development provisions despite significant uncertainty about whether this subway alignment will ever be funded or built. This creates unnecessary legal and procedural risk.

These proposed stations are not expected to open for decades-IF THEY ARE BUILT AT ALL. Delaying their inclusion until the project reaches greater certainty would not delay housing production. In contrast, immediate inclusion imposes major zoning consequences today and effectively undermines the Transit Oriented Development Alternative Plan (TODAP) process that SB 79 expressly preserves for communities.

For these reasons, I respectfully urge SCAG to remove the proposed K Line Northern Extension stations in West Hollywood from the July 1 SB 79 qualifying transit stop map and defer any inclusion until the project reaches a sufficient level of certainty and affected communities have had a meaningful opportunity to utilize the TODAP planning process that SB 79 expressly preserves.

Sincerely,
Lisa Sweeney

West Hollywood West Resident

Maggie Aguilar

From: Lisa Sweeney <bevvyom@gmail.com>
Sent: Wednesday, July 1, 2026 8:26 AM
To: ePublic Comment Group
Subject: Archive Move Delete Spam REQUEST OF REMOVAL OF K LINE NORTHERN EXTENSION STOPS IN WEST HOLLYWOOD FROM SCAG'S MAP

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Dear SCAG Regional Council Members

I am writing as an EXTREMELY concerned resident of West Hollywood to respectfully urge SCAG to remove the proposed K Line Northern Extension (KNE) subway stations in West Hollywood from the July 1 SB 79 qualifying transit stop map.

The legal basis for this request is very clear. HCD's March 20, 2026 clarifying memo defines a qualifying "transit-oriented development stop" as a stop on a route for which a Locally Preferred Alternative (LPA) has been adopted. That standard has not been fully met in West Hollywood. The Los Angeles County Metropolitan Transportation Authority approved the San Vicente-Fairfax Locally Preferred Alternative only with a major condition: the City of West Hollywood, working with Los Angeles County, must establish an Enhanced Infrastructure Financing District (EIFD) capable of providing local funding equal to at least 25% of the project's estimated capital cost—approximately \$2.25 billion. That condition has not been met.

Because this funding contingency remains unresolved, the project has not received final and unconditional approval. Until the Metro Board's funding requirement is satisfied, the proposed K Line stations should not be treated as qualifying transit stops under SB 79. This is not a minor technical issue—it is a major unresolved financial obstacle.

West Hollywood is a small city. Raising \$2.25 billion in local funding presents an extraordinary challenge. Even Metro Board member Ara J. Najarian publicly questioned whether West Hollywood could realistically help raise this amount. Including these proposed stations in the SB 79 map now would prematurely trigger major transit-oriented development provisions despite significant uncertainty about whether this subway alignment will ever be funded or built. This creates unnecessary legal and procedural risk.

These proposed stations are not expected to open for decades-IF THEY ARE BUILT AT ALL. Delaying their inclusion until the project reaches greater certainty would not delay housing production. In contrast, immediate inclusion imposes major zoning consequences today and effectively undermines the Transit Oriented Development Alternative Plan (TODAP) process that SB 79 expressly preserves for communities.

For these reasons, I respectfully urge SCAG to remove the proposed K Line Northern Extension stations in West Hollywood from the July 1 SB 79 qualifying transit stop map and defer any inclusion until the project reaches a sufficient level of certainty and affected communities have had a meaningful opportunity to utilize the TODAP planning process that SB 79 expressly preserves.

Sincerely,
Drew Sweeney

West Hollywood West Resident

Maggie Aguilar

From: Ophir Klein <ophirdklein@gmail.com>
Sent: Wednesday, July 1, 2026 8:28 AM
To: ePublic Comment Group
Subject: Public Comment: Remove Future West Hollywood K Line Stations from SB 79 Map

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Dear SCAG Regional Council Members,

I am writing as a new West Hollywood resident to respectfully request that SCAG remove the proposed future K Line Northern Extension stations in West Hollywood from the SB 79 qualifying transit stop map at this time.

I moved to West Hollywood because it is a rare Los Angeles community that is already walkable, connected, and human-scaled. I support better transit and I support thoughtful housing production. But it is difficult to understand why an immediate zoning change should be triggered by stations that do not yet exist, are not funded for construction in the near term, and may not serve residents for many years.

Planning around actual transit is very different from planning around speculative transit. If major upzoning is applied now, the neighborhood will experience the consequences immediately: land speculation, pressure on existing housing, loss of smaller-scale buildings, years of construction impacts, added strain on parking, traffic, emergency access, trees, sidewalks, and basic city infrastructure. Those impacts would arrive long before any transit benefit.

As a new resident, I also worry about the message this sends. People make long-term decisions about where to live based on existing plans, zoning, and neighborhood character. Changing those rules abruptly, based on future stations that remain uncertain, undermines public trust and makes local planning feel reactive rather than thoughtful.

West Hollywood should have a fair opportunity to plan for growth through the tools preserved under SB 79, including a local TODAP process. That would allow the city to meet housing goals while directing growth to the right locations, protecting vulnerable renters, preserving neighborhood livability, and coordinating infrastructure with actual transit delivery.

For these reasons, I respectfully ask SCAG to defer inclusion of the proposed West Hollywood K Line stations until the project is more certain and the affected community has had a meaningful opportunity to plan for the change.

Thank you for your consideration.

Sincerely,
Ophir Klein
West Hollywood resident

Maggie Aguilar

From: Mac Sweeney <Macintyre.Sweeney@du.edu>
Sent: Wednesday, July 1, 2026 8:32 AM
To: ePublic Comment Group
Subject: remove the proposed K Line Northern Extension

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Dear SCAG Regional Council Members

I am writing as an EXTREMELY concerned resident of West Hollywood to respectfully urge SCAG to remove the proposed K Line Northern Extension (KNE) subway stations in West Hollywood from the July 1 SB 79 qualifying transit stop map.

The legal basis for this request is very clear. HCD's March 20, 2026 clarifying memo defines a qualifying "transit-oriented development stop" as a stop on a route for which a Locally Preferred Alternative (LPA) has been adopted. That standard has not been fully met in West Hollywood. The Los Angeles County Metropolitan Transportation Authority approved the San Vicente-Fairfax Locally Preferred Alternative only with a major condition: the City of West Hollywood, working with Los Angeles County, must establish an Enhanced Infrastructure Financing District (EIFD) capable of providing local funding equal to at least 25% of the project's estimated capital cost—approximately \$2.25 billion. That condition has not been met.

Because this funding contingency remains unresolved, the project has not received final and unconditional approval. Until the Metro Board's funding requirement is satisfied, the proposed K Line stations should not be treated as qualifying transit stops under SB 79. This is not a minor technical issue—it is a major unresolved financial obstacle.

West Hollywood is a small city. Raising \$2.25 billion in local funding presents an extraordinary challenge. Even Metro Board member Ara J. Najarian publicly questioned whether West Hollywood could realistically help raise this amount. Including these proposed stations in the SB 79 map now would prematurely trigger major transit-oriented development provisions despite significant uncertainty about whether this subway alignment will ever be funded or built. This creates unnecessary legal and procedural risk.

These proposed stations are not expected to open for decades-IF THEY ARE BUILT AT ALL. Delaying their inclusion until the project reaches greater certainty would not delay housing production. In contrast, immediate inclusion imposes major zoning consequences today and effectively undermines the Transit Oriented Development Alternative Plan (TODAP) process that SB 79 expressly preserves for communities. **For these reasons, I respectfully urge SCAG to remove the proposed K Line Northern Extension stations in West Hollywood from the July 1 SB 79 qualifying transit stop map and defer any inclusion until the project reaches a sufficient level of certainty and affected communities have had a meaningful opportunity to utilize the TODAP planning process that SB 79 expressly preserves.**

Sincerely,
Macintyre Sweeney

West Hollywood West Resident

Maggie Aguilar

From: Jeffrey Cohen <jeffreyxcohen@gmail.com>
Sent: Wednesday, July 1, 2026 8:37 AM
To: ePublic Comment Group
Subject: SCAG (the Southern California Association of Governments)

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Dear SCAG Regional Council Members,

I am a 34-year West Hollywood resident requesting that SCAG remove the proposed K Line Northern Extension stations in West Hollywood from the SB 79 qualifying transit stop map scheduled for approval this week.

My Reasons:

- The proposed stations do not meet HCD standards for inclusion.
- Metro's approval of the San Vicente–Fairfax alignment is conditional, not final.
- A key condition remains unmet:
 - Securing ~25% of project funding (~\$2.25B) from West Hollywood/LA County
- Without this funding, the project is uncertain.
- Inclusion now assumes certainty that does not exist.

The Impacts of premature inclusion:

- Could trigger **major zoning changes** based on unapproved infrastructure
- Proposed stations are:
 - Many years away, if built at all
- Waiting would:
 - Not delay housing production
 - Ensure SB 79 is applied properly and legally

Process concerns:

- SB 79 preserves the TODAP process
- Communities should have time to complete TODAP before:
 - Facing irreversible zoning changes
 - Based on uncertain projects

My Request of you:

- Remove West Hollywood K Line stations from the current map
- Reconsider only after:

- **Funding is secured**
- Project certainty is significantly higher

Thank you for your consideration.

Sincerely,
Jeff Cohen
34-year West Hollywood Resident

Maggie Aguilar

From: Nancy <nancy@logo-ad.com>
Sent: Wednesday, July 1, 2026 8:39 AM
To: ePublic Comment Group
Subject: REQUEST OF REMOVAL OF K LINE NORTHERN EXTENSION STOPS IN WEST HOLLYWOOD FROM SCAG'S MAP

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Dear SCAG Regional Council Members

I am writing as an EXTREMELY concerned parent of a resident of West Hollywood to respectfully urge SCAG to remove the proposed K Line Northern Extension (KNE) subway stations in West Hollywood from the July 1 SB 79 qualifying transit stop map.

The legal basis for this request is very clear. HCD's March 20, 2026 clarifying memo defines a qualifying "transit-oriented development stop" as a stop on a route for which a Locally Preferred Alternative (LPA) has been adopted. That standard has not been fully met in West Hollywood. The Los Angeles County Metropolitan Transportation Authority approved the San Vicente-Fairfax Locally Preferred Alternative only with a major condition: the City of West Hollywood, working with Los Angeles County, must establish an Enhanced Infrastructure Financing District (EIFD) capable of providing local funding equal to at least 25% of the project's estimated capital cost—approximately \$2.25 billion. That condition has not been met.

Because this funding contingency remains unresolved, the project has not received final and unconditional approval. Until the Metro Board's funding requirement is satisfied, the proposed K Line stations should not be treated as qualifying transit stops under SB 79. This is not a minor technical issue—it is a major unresolved financial obstacle.

West Hollywood is a small city. Raising \$2.25 billion in local funding presents an extraordinary challenge. Even Metro Board member Ara J. Najarian publicly questioned whether West Hollywood could realistically help raise this amount. Including these proposed stations in the SB 79 map now would prematurely trigger major transit-oriented development provisions despite significant uncertainty about whether this subway alignment will ever be funded or built. This creates unnecessary legal and procedural risk.

These proposed stations are not expected to open for decades—IF THEY ARE BUILT AT ALL. Delaying their inclusion until the project reaches greater certainty would not delay housing production. In contrast, immediate inclusion imposes major zoning consequences today and effectively undermines the Transit Oriented Development Alternative Plan (TODAP) process that SB 79 expressly preserves for communities.

For these reasons, I respectfully urge SCAG to remove the proposed K Line Northern Extension stations in West Hollywood from the July 1 SB 79 qualifying transit stop map and defer any inclusion until the project reaches a sufficient level of certainty and affected communities have had a meaningful opportunity to utilize the TODAP planning process that SB 79 expressly preserves.

Sincerely,
Nancy Koch

Maggie Aguilar

From: Tiffany Dyson <tdyson99@gmail.com>
Sent: Wednesday, July 1, 2026 8:51 AM
To: ePublic Comment Group
Subject: REQUEST OF REMOVAL OF K LINE NORTHERN EXTENSION STOPS IN WEST HOLLYWOOD FROM SCAG'S MAP

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Dear SCAG Regional Council Members,

I am writing as a concerned resident of West Hollywood to respectfully urge SCAG to remove the proposed K Line Northern Extension (KNE) subway stations in West Hollywood from the July 1 SB 79 qualifying transit stop map.

The legal basis for this request is very clear. HCD's March 20, 2026 clarifying memo defines a qualifying "transit-oriented development stop" as a stop on a route for which a Locally Preferred Alternative (LPA) has been adopted. That standard has not been fully met in West Hollywood. The Los Angeles County Metropolitan Transportation Authority approved the San Vicente-Fairfax Locally Preferred Alternative only with a major condition: the City of West Hollywood, working with Los Angeles County, must establish an Enhanced Infrastructure Financing District (EIFD) capable of providing local funding equal to at least 25% of the project's estimated capital cost—approximately \$2.25 billion. That condition has not been met.

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For these reasons, I respectfully urge SCAG to remove the proposed K Line Northern Extension stations in West Hollywood from the July 1 SB 79 qualifying transit stop map and defer any inclusion until the project reaches a sufficient level of certainty and affected communities have had a meaningful opportunity to utilize the TODAP planning process that SB 79 expressly preserves.

Sincerely,
Tiffany Dyson

Norma Triangle Resident

Maggie Aguilar

From: S L <sjhkla2014@gmail.com>
Sent: Wednesday, July 1, 2026 9:00 AM
To: ePublic Comment Group
Cc: ignacio darnaude; Jason Simpson
Subject: REQUEST OF REMOVAL OF K LINE NORTHERN EXTENSION STOPS IN WEST HOLLYWOOD FROM SCAG'S MAP

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Dear SCAG Regional Council Members,

I am writing as a concerned resident of West Hollywood to respectfully urge SCAG to remove the proposed K Line Northern Extension (KNE) subway stations in West Hollywood from the July 1 SB 79 qualifying transit stop map.

The legal basis for this request is very clear. HCD's March 20, 2026 clarifying memo defines a qualifying "transit-oriented development stop" as a stop on a route for which a Locally Preferred Alternative (LPA) has been adopted. That standard has not been fully met in West Hollywood. The Los Angeles County Metropolitan Transportation Authority approved the San Vicente-Fairfax Locally Preferred Alternative only with a major condition: the City of West Hollywood, working with Los Angeles County, must establish an Enhanced Infrastructure Financing District (EIFD) capable of providing local funding equal to at least 25% of the project's estimated capital cost—approximately \$2.25 billion. That condition has not been met.

Because this funding contingency remains unresolved, the project has not received final and unconditional approval. Until the Metro Board's funding requirement is satisfied, the proposed K Line stations should not be treated as qualifying transit stops under SB 79. This is not a minor technical issue—it is a major unresolved financial obstacle.

West Hollywood is a small city. Raising \$2.25 billion in local funding presents an extraordinary challenge. Even Metro Board member Ara J. Najarian publicly questioned whether West Hollywood could realistically help raise this amount. Including these proposed stations in the SB 79 map now would prematurely trigger major transit-oriented development provisions despite significant uncertainty about whether this subway alignment will ever be funded or built. This creates unnecessary legal and procedural risk.

These proposed stations are not expected to open for decades—if they are built at all. Delaying their inclusion until the project reaches greater certainty would not delay housing production. In contrast, immediate inclusion imposes major zoning consequences today and effectively undermines the Transit Oriented Development Alternative Plan (TODAP) process that SB 79 expressly preserves for communities.

For these reasons, I respectfully urge SCAG to remove the proposed K Line Northern Extension stations in West Hollywood from the July 1 SB 79 qualifying transit stop map and defer any inclusion until the project reaches a sufficient level of certainty and affected communities have had a meaningful opportunity to utilize the TODAP planning process that SB 79 expressly preserves.

Yours sincerely,

Sian Leong and Jason Simpson
435 Westmount Drive Property Owners

Maggie Aguilar

From: iandrewgrace@everyactioncustom.com on behalf of Andrew Inouye
<iandrewgrace@everyactioncustom.com>
Sent: Wednesday, July 1, 2026 9:13 AM
To: ePublic Comment Group
Subject: Faithfully Implement SB 79, Support with Amendments (Action Item 1)

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Dear SCAG Public Comment,

As a southern California resident, I write to you in support of faithfully implementing state law and allowing housing near high-quality rapid transit. That is why I applaud SCAG staff's work to update their methodology for SB 79 maps, which will have major implications for future transit-oriented homes, but the framework is frankly not yet done.

I urge you to SUPPORT WITH AMENDMENTS staff's recommendation that your Regional Council approve the updated Senate Bill 79 Approach and Methodology. The current methodology represents considerable improvement over an earlier draft, released May 22. The document, as currently drafted, mostly follows the intent of the law outlined by SB 79, the Abundant and Affordable Homes Near Transit Act, signed into law by Gov. Gavin Newsom last year. And generally, this direction will reduce legal exposure both to SCAG, as a metropolitan planning organization, and to the cities it represents. But unfortunately, in that same spirit several important omissions and inconsistencies remain that would present meaningful issues, unless addressed. In solidarity with Abundant Housing LA and other advocates, I ask that you direct staff to make the following amendments:

1. Clearly state that the station areas around the Burbank and Glendale train station areas qualify under SB 79. SCAG's map for these stations already highlights that SCAG's own findings contradict guidance from the Department of Housing and Community Development (HCD) and invites cities to make their own determinations. Introducing this level of uncertainty is as ridiculous as it is risky. The State has made it clear that SB 79 applies at commuter rail stations with a frequency of 48 trains or more. These particular stops meet this threshold.

2. Include the missing stations on Metrolink's San Bernardino Line. The updated methodology correctly adds stations for Covina and Cal State LA based on them meeting the 48-trains threshold for service within the last three years, but not El Monte and Baldwin Park, both of which meet that same criteria. Please resolve this discrepancy by clarifying that SB 79 applies uniformly across all four of these stations.

3. Include the missing Vermont/120th Station, which meets the criteria under SB 79, as do other rapid transit stops serving bus route 754, which are already correctly included in the map and methodology.

4. Include all stops along the J Line that have a dedicated lane of any length, contiguous to an HOV lane. The updated criteria in the methodology specifies that these stations qualify for SB 79, as the dedicated lane segments do not need to be “continuous between stops.”

To reiterate, I support staff recommendations with needed amendments. In order to comply with state housing law, SCAG must follow HCD guidance and make the above modifications. Thank you for your attention to these matters.

Sincerely,
Andrew Inouye
6006 Hayes Ave Los Angeles, CA 90042-4236
iandrewgrace@gmail.com

Maggie Aguilar

From: Richard Best <richardhbest@gmail.com>
Sent: Wednesday, July 1, 2026 9:15 AM
To: ePublic Comment Group
Subject: REQUEST OF REMOVAL OF K LINE NORTHERN EXTENSION STOPS IN WEST HOLLYWOOD FROM SCAG'S MAP

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Dear SCAG Regional Council Members,

I am writing to respectfully urge SCAG to remove the proposed K Line Northern Extension (KNE) subway stations in West Hollywood from the July 1 SB 79 qualifying transit stop map.

The legal basis for this request is very clear. HCD's March 20, 2026 clarifying memo defines a qualifying "transit-oriented development stop" as a stop on a route for which a Locally Preferred Alternative (LPA) has been adopted. That standard has not been fully met in West Hollywood. The Los Angeles County Metropolitan Transportation Authority approved the San Vicente-Fairfax Locally Preferred Alternative only with a major condition: the City of West Hollywood, working with Los Angeles County, must establish an Enhanced Infrastructure Financing District (EIFD) capable of providing local funding equal to at least 25% of the project's estimated capital cost—approximately \$2.25 billion. That condition has not been met.

Because this funding contingency remains unresolved, the project has not received final and unconditional approval. Until the Metro Board's funding requirement is satisfied, the proposed K Line stations should not be treated as qualifying transit stops under SB 79. This is not a minor technical issue—it is a major unresolved financial obstacle.

West Hollywood is a small city. Raising \$2.25 billion in local funding presents an extraordinary challenge. Even Metro Board member Ara J. Najarian publicly questioned whether West Hollywood could realistically help raise this amount. Including these proposed stations in the SB 79 map now would prematurely trigger major transit-oriented development provisions despite significant uncertainty about whether this subway alignment will ever be funded or built. This creates unnecessary legal and procedural risk.

These proposed stations are not expected to open for decades—if they are built at all. Delaying their inclusion until the project reaches greater certainty would not delay housing production. In contrast, immediate inclusion imposes major zoning consequences today and effectively undermines the Transit Oriented Development Alternative Plan (TODAP) process that SB 79 expressly preserves for communities.

For these reasons, I respectfully urge SCAG to remove the proposed K Line Northern Extension stations in West Hollywood from the July 1 SB 79 qualifying transit stop map and defer any inclusion until the project reaches a sufficient level of certainty and affected communities have had a meaningful opportunity to utilize the TODAP planning process that SB 79 expressly preserves.

Sincerely,

Richard Best

Maggie Aguilar

From: tom.lane47@everyactioncustom.com on behalf of Tom Lane <tom.lane47@everyactioncustom.com>
Sent: Wednesday, July 1, 2026 9:24 AM
To: ePublic Comment Group
Subject: Faithfully Implement SB 79, Support with Amendments (Action Item 1)

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Dear SCAG Public Comment,

As a southern California resident, I write to you in support of faithfully implementing state law and allowing housing near high-quality rapid transit. That is why I applaud SCAG staff's work to update their methodology for SB 79 maps, which will have major implications for future transit-oriented homes, but the framework is frankly not yet done.

I urge you to SUPPORT WITH AMENDMENTS staff's recommendation that your Regional Council approve the updated Senate Bill 79 Approach and Methodology. The current methodology represents considerable improvement over an earlier draft, released May 22. The document, as currently drafted, mostly follows the intent of the law outlined by SB 79, the Abundant and Affordable Homes Near Transit Act, signed into law by Gov. Gavin Newsom last year. And generally, this direction will reduce legal exposure both to SCAG, as a metropolitan planning organization, and to the cities it represents. But unfortunately, in that same spirit several important omissions and inconsistencies remain that would present meaningful issues, unless addressed. In solidarity with Abundant Housing LA and other advocates, I ask that you direct staff to make the following amendments:

1. Clearly state that the station areas around the Burbank and Glendale train station areas qualify under SB 79. SCAG's map for these stations already highlights that SCAG's own findings contradict guidance from the Department of Housing and Community Development (HCD) and invites cities to make their own determinations. Introducing this level of uncertainty is as ridiculous as it is risky. The State has made it clear that SB 79 applies at commuter rail stations with a frequency of 48 trains or more. These particular stops meet this threshold.

2. Include the missing stations on Metrolink's San Bernardino Line. The updated methodology correctly adds stations for Covina and Cal State LA based on them meeting the 48-trains threshold for service within the last three years, but not El Monte and Baldwin Park, both of which meet that same criteria. Please resolve this discrepancy by clarifying that SB 79 applies uniformly across all four of these stations.

3. Include the missing Vermont/120th Station, which meets the criteria under SB 79, as do other rapid transit stops serving bus route 754, which are already correctly included in the map and methodology.

4. Include all stops along the J Line that have a dedicated lane of any length, contiguous to an HOV lane. The updated criteria in the methodology specifies that these stations qualify for SB 79, as the dedicated lane segments do not need to be “continuous between stops.”

To reiterate, I support staff recommendations with needed amendments. In order to comply with state housing law, SCAG must follow HCD guidance and make the above modifications. Thank you for your attention to these matters.

Sincerely,
Tom Lane
2739 W 234th St Torrance, CA 90505-3117
tom.lane47@gmail.com

Maggie Aguilar

From: cc@carolyncampbell.me
Sent: Wednesday, July 1, 2026 9:27 AM
To: ePublic Comment Group
Subject: REQUEST OF REMOVAL OF K LINE NORTHERN EXTENSION STOPS IN WEST HOLLYWOOD FROM SCAG'S MAP

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Public Comment for July 2, 2026 Regional Council Meeting
Item 1, SB79 Maps and Methodology
Position: Against Approval of the Revised Maps

Dear SCAG Regional Council Members,

I respectfully request that SCAG remove the proposed K Line Northern Extension (KNE) subway stations in West Hollywood from the July 1 SB 79 qualifying transit stop map. I was alarmed to learn that the previous June 4 meeting with 32-3 in favor of leaving West Hollywood off the map based on solid reasoning* had been reversed by a suspicious directive of HCD.

If my understanding is correct, I believe at that June 4th SCAG CEHD Committee meeting, Chelsea Byers made a motion to waive environmental reports prior to approving the WeHo subway stops. No one seconded it. A wise move on the Committee's part, imo. However, it is worrisome that Byers who claims to be a staunch environmentalist ignored the catastrophic environmental impact of three Metro stations when West Hollywood is situated over a high-water table/aquifer.**

CONFLICT OF INTEREST CONCERN

At the Monday, June 29th meeting of the West Hollywood City Council, a major point of discussion was whether WeHo Council member Chelsea Byers should recuse herself from votes and deliberations involving SB 79, TODAP, and related housing matters due to her possible conflict of interest since she is the paid Policy Manager of Welcoming Neighbors Network, an organization that actively advocates for SB 79 and policies intended to eliminate single-family zoning restrictions throughout California.

Subsequently, at that meeting the WeHo City Attorney was directed to immediately seek a formal opinion from the California Fair Political Practices Commission (FPPC) regarding whether Council member Byers should recuse herself from the aforementioned matters. An additional point was made that recently in Santa Monica there was a similar concern involving Council member Jesse Zwick. Zwick recused himself from housing-production matters. The FPPC ruled that he must do so.

PROJECT DOES NOT MEET GUIDELINES

My understanding is that HCD's March 20, 2026 clarifying memo defines a qualifying "transit-oriented development stop" as a stop on a route for which a Locally Preferred Alternative (LPA) has been adopted. That standard has not been fully met in West Hollywood. The Los Angeles County Metropolitan Transportation Authority approved the San Vicente-Fairfax Locally Preferred Alternative only with a major condition: the City of West Hollywood, working with Los Angeles County, must establish an Enhanced Infrastructure Financing District (EIFD) capable of providing local funding equal to at least 25% of the project's estimated capital cost—approximately \$2.25 billion. That condition has not been met, so why did HCD reverse their own qualifications?

Because this funding contingency remains unresolved, the project has not received final and unconditional approval. Until the Metro Board's funding requirement is satisfied, the proposed K Line stations should not be treated as qualifying transit stops under SB 79. This is not a minor technical issue—it is a major unresolved financial obstacle.

*SCAG voted 32-3 to leave West Hollywood's planned stations off the SB 79 transit upzoning map because SCAG interpreted the law to apply only to built transit. Because the Metro K Line extension has no committed construction funding and had not yet cleared the full environmental review (CEQA/NEPA) process, SCAG excluded the stations. The exclusion was heavily driven by the following factors: Strict Mapping Methodology: SCAG's draft methodology required planned transit projects to have completed environmental clearance and committed construction funding before triggering automatic upzoning. The K Line project did not meet these criteria.

Renter advocates and community groups favored leaving the stations off the map to prevent automatic density and height overrides (by-right development) in West Hollywood decades before the subway line is actually funded and built.

ENVIRONMENTAL AND FINANCIAL RISKS

**The engineering challenges in West Hollywood should not be ignored. The alignment around La Cienega Boulevard would pass through an area historically known for its high-water table, or aquifer — so much so that the name "La Cienega" literally means "the swamp."

To clarify, an aquifer is a slow-forming underground lake of sorts, made of groundwater formed by centuries of snow and rain, which supports the land above it. When groundwater is removed (known as dewatering), the ground loses stability, compresses, and sinks (which is called land subsidence). Constructing deep subway tunnels and stations in areas with significant groundwater presents major technical complications and long-term maintenance risks. Nearby structures, including the Beverly Center's parking facilities, were designed above ground in part because of these conditions.

This brings up serious environmental and infrastructure concerns. With West Hollywood already having an excessive amount of dewatering sites, building a subway and multiple stations in an area with significant groundwater (like the West Hollywood portion of the K-Line) would require extensive, permanent dewatering. This can destabilize the ground, causing land subsidence, and pose serious long-term risks to structures and infrastructure throughout the city.

This is not theoretical. West Hollywood has already experienced land subsidence issues from groundwater extraction tied to basements, subterranean parking, and other developments, which has caused:

Cracks in buildings

Sticking doors and windows from shifting frames
Compromised foundations
Sinkholes and broken underground pipes

Expanding dewatering to accommodate a massive subway and stations would impact hundreds, if not thousands, of homes and businesses that sit above the aquifer. Metro must provide site-specific hydrological, geological, and land subsidence studies before any project moves forward.

Then there is the cost of the K-Line Extension. I crunched the numbers -- Measure M funding for the K Line expansion won't even be available until 2041. Where is West Hollywood going to get \$112,000 per resident to pay its 25% share of the \$15.9 billion construction bill?

LOSS OF AFFORDABLE HOUSING

Finally, West Hollywood is currently facing a "perfect storm" that threatens its 1984 founding principles *of housing equity for seniors, the disabled, low-income residents and the LGBTQ+ community*. Senate Bill 79 will override the city's laws so developers won't have to build parking for many new developments in this 1.9-square-mile city. This development fever is actively demolishing existing rent-stabilized properties and replacing them with multi-story luxury projects sometimes on single-family zoned parcels - all with no parking. City staff reported that 1,000 units are in peril.

By the time the train finally arrives (2047? 2050?), we will have irreparably destroyed our affordable housing to benefit developers. We are prioritizing transit-oriented density for a transit system that doesn't yet exist, leaving anyone but the wealthiest with nowhere to live and nowhere to park.

For these reasons, I respectfully urge SCAG to remove the proposed K Line Northern Extension stations in West Hollywood from the July 1 SB 79 qualifying transit stop map and defer any inclusion until the project reaches a sufficient level of certainty and affected communities have had a meaningful opportunity to utilize the TODAP planning process.

Thank you for your consideration of this important matter.

Sincerely,
Carolyn Campbell
40-year resident of West Hollywood

Maggie Aguilar

From: philip@everyactioncustom.com on behalf of Philip Rebentisch
<philip@everyactioncustom.com>
Sent: Wednesday, July 1, 2026 9:43 AM
To: ePublic Comment Group
Subject: Faithfully Implement SB 79, Support with Amendments (Action Item 1)

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Dear SCAG Public Comment,

As a southern California resident, I write to you in support of faithfully implementing state law and allowing housing near high-quality rapid transit. That is why I applaud SCAG staff's work to update their methodology for SB 79 maps, which will have major implications for future transit-oriented homes, but the framework is frankly not yet done.

I urge you to SUPPORT WITH AMENDMENTS staff's recommendation that your Regional Council approve the updated Senate Bill 79 Approach and Methodology. The current methodology represents considerable improvement over an earlier draft, released May 22. The document, as currently drafted, mostly follows the intent of the law outlined by SB 79, the Abundant and Affordable Homes Near Transit Act, signed into law by Gov. Gavin Newsom last year. And generally, this direction will reduce legal exposure both to SCAG, as a metropolitan planning organization, and to the cities it represents. But unfortunately, in that same spirit several important omissions and inconsistencies remain that would present meaningful issues, unless addressed. In solidarity with Abundant Housing LA and other advocates, I ask that you direct staff to make the following amendments:

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2. Include the missing stations on Metrolink's San Bernardino Line. The updated methodology correctly adds stations for Covina and Cal State LA based on them meeting the 48-trains threshold for service within the last three years, but not El Monte and Baldwin Park, both of which meet that same criteria. Please resolve this discrepancy by clarifying that SB 79 applies uniformly across all four of these stations.

3. Include the missing Vermont/120th Station, which meets the criteria under SB 79, as do other rapid transit stops serving bus route 754, which are already correctly included in the map and methodology.

4. Include all stops along the J Line that have a dedicated lane of any length, contiguous to an HOV lane. The updated criteria in the methodology specifies that these stations qualify for SB 79, as the dedicated lane segments do not need to be “continuous between stops.”

To reiterate, I support staff recommendations with needed amendments. In order to comply with state housing law, SCAG must follow HCD guidance and make the above modifications. Thank you for your attention to these matters.

Sincerely,
Philip Rebentisch
1683 Stanford Ave Redondo Beach, CA 90278-2739
philip@gottastory.com

Maggie Aguilar

From: Ciro Riccardi <riccardi.ciro@gmail.com>
Sent: Wednesday, July 1, 2026 10:14 AM
To: ePublic Comment Group
Subject: REQUEST OF REMOVAL OF K LINE NORTHERN EXTENSION STOPS IN WEST HOLLYWOOD FROM SCAG'S MAP

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Dear SCAG Regional Council Members,

I am writing as a concerned resident of West Hollywood to respectfully urge SCAG to remove the proposed K Line Northern Extension (KNE) subway stations in West Hollywood from the July 1 SB 79 qualifying transit stop map.

The legal basis for this request is very clear. HCD's March 20, 2026 clarifying memo defines a qualifying "transit-oriented development stop" as a stop on a route for which a Locally Preferred Alternative (LPA) has been adopted. That standard has not been fully met in West Hollywood. The Los Angeles County Metropolitan Transportation Authority approved the San Vicente-Fairfax Locally Preferred Alternative only with a major condition: the City of West Hollywood, working with Los Angeles County, must establish an Enhanced Infrastructure Financing District (EIFD) capable of providing local funding equal to at least 25% of the project's estimated capital cost—approximately \$2.25 billion. That condition has not been met.

Because this funding contingency remains unresolved, the project has not received final and unconditional approval. Until the Metro Board's funding requirement is satisfied, the proposed K Line stations should not be treated as qualifying transit stops under SB 79. This is not a minor technical issue—it is a major unresolved financial obstacle.

West Hollywood is a small city. Raising \$2.25 billion in local funding presents an extraordinary challenge. Even Metro Board member Ara J. Najarian publicly questioned whether West Hollywood could realistically help raise this amount. Including these proposed stations in the SB 79 map now would prematurely trigger major transit-oriented development provisions despite significant uncertainty about whether this subway alignment will ever be funded or built. This creates unnecessary legal and procedural risk.

These proposed stations are not expected to open for decades—if they are built at all. Delaying their inclusion until the project reaches greater certainty would not delay housing production. In contrast, immediate inclusion imposes major zoning consequences today and effectively undermines the Transit Oriented Development Alternative Plan (TODAP) process that SB 79 expressly preserves for communities.

For these reasons, I respectfully urge SCAG to remove the proposed K Line Northern Extension stations in West Hollywood from the July 1 SB 79 qualifying transit stop map and defer any inclusion until the

project reaches a sufficient level of certainty and affected communities have had a meaningful opportunity to utilize the TODAP planning process that SB 79 expressly preserves.

Sincerely,
Ciro Riccardi

Norma Triangle Resident

Maggie Aguilar

From: Doug <dougmorris1@gmail.com>
Sent: Wednesday, July 1, 2026 10:26 AM
To: ePublic Comment Group
Subject: West Hollywood - Metro K Line Northern Extension

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Dear SCAG Regional Council Members,

I am writing as a West Hollywood homeowner to respectfully ask that SCAG remove the proposed K Line Northern Extension stations in West Hollywood from the SB 79 qualifying transit stop map that is scheduled for approval this week.

My concern is straightforward. The proposed stations do not yet meet the standard established by the California Department of Housing and Community Development (HCD) for inclusion on the map.

While Metro selected the San Vicente-Fairfax alignment as its Locally Preferred Alternative, that approval came with a significant condition: West Hollywood and Los Angeles County must first establish a funding mechanism capable of providing approximately 25% of the project's estimated capital cost, or roughly \$2.25 billion. That condition has not been satisfied.

Until that requirement is met, the project remains uncertain. Including these stations on the SB 79 map now assumes a level of certainty that simply does not exist.

This is not about opposing housing or public transit. It is about following the law and ensuring that significant zoning changes are not triggered by infrastructure that has not yet cleared the required milestones. The proposed stations are not expected to open for many years, if they are ultimately built at all. Waiting until the project has secured the necessary approvals and funding will not delay housing production, but it will ensure that the SB 79 process is implemented as intended.

I also believe communities should have a meaningful opportunity to complete the Transit Oriented Development Alternative Plan (TODAP) process that SB 79 expressly preserves before being subjected to irreversible zoning changes based on infrastructure that remains uncertain.

For these reasons, I respectfully urge SCAG to remove the proposed K Line Northern Extension stations in West Hollywood from the current SB 79 qualifying transit stop map and reconsider their inclusion only after the project's funding requirements have been met and the project reaches a greater level of certainty.

Thank you for your consideration and for ensuring that SCAG's mapping decisions are both legally sound and fair to the communities they affect.

Regards,

Maggie Aguilar

From: Cathy Blaivas <photoop13@aol.com>
Sent: Wednesday, July 1, 2026 10:29 AM
To: ePublic Comment Group
Subject: SCAG 07/02/2026 meeting. Action Item #1 SB79

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Dear SCAG Regional Council Members,

I am writing to ask SCAG to remove the proposed West Hollywood K Line Northern Extension stations from the July 1 SB 79 qualifying transit stop map.

West Hollywood residents have been remarkably consistent on one point: we want the opportunity to prepare a Transit-Oriented Development Alternative Plan (TODAP). At City Council meetings, residents from across the community have repeatedly urged the city to use the planning option that SB 79 specifically preserves. This is not about opposing housing or public transit, nor against change. It is about ensuring that future growth is planned thoughtfully, with meaningful public input, before automatic state zoning provisions take effect. Including the proposed stations on the qualifying transit stop map now would effectively eliminate that opportunity. even though the project itself remains subject to significant unresolved issues:

- **Metro did not give the San Vicente-Fairfax alignment unconditional approval.** Its action was expressly tied to a future requirement that West Hollywood and Los Angeles County establish an Enhanced Infrastructure Financing District (EIFD) capable of contributing roughly **\$2.25 billion**, representing approximately 25% of the project's estimated capital cost.
- **That prerequisite has yet to be fulfilled.** Because the required local funding mechanism has not been established, an essential condition of Metro's approval remains outstanding, leaving the project's future uncertain.
- **The funding challenge is not theoretical.** Questions have been raised publicly about whether a city the size of West Hollywood can realistically generate a local contribution of this magnitude.
- **Adding these stations to the SB 79 map now would effectively short-circuit the TODAP process.** The Legislature specifically preserved the ability of cities to prepare Transit-Oriented Development Alternative Plans. That planning opportunity should remain available before state zoning provisions are triggered by stations that have not yet cleared major financial hurdles.

West Hollywood residents are asking for exactly what SB 79 allows: the opportunity to plan responsibly before irreversible land-use changes are imposed. Deferring these stations until the Metro Board's funding condition has been satisfied would honor both the intent of the law and the clear wishes of our community.

It is also important to distinguish the actions of individual elected officials from the views of the community. Councilmember Chelsea Byers' votes and motions may create the impression that they reflect the position of West Hollywood residents. Based on the extensive public testimony and repeated calls for a TODAP, that impression is inaccurate. The record demonstrates that many residents have consistently advocated for a community-driven planning process before SB 79's provisions are triggered, and SCAG should not assume that the position of one Councilmember represents the views of the community as a whole.

I respectfully urge SCAG to wait before including the proposed West Hollywood K Line Northern Extension stations on the SB 79 qualifying transit stop map. At a minimum, the stations should not be designated until the project's funding issues have been resolved and West Hollywood has had the opportunity to prepare a Transit-Oriented Development Area Plan (TODAP).

Thank you for your consideration.

Respectfully,
Cathy Blaivas, 34 year resident of West Hollywood

Maggie Aguilar

From: Jay Jacobson <jaysky501@gmail.com>
Sent: Wednesday, July 1, 2026 10:34 AM
To: ePublic Comment Group
Cc: SB79; Elizabeth Carvajal
Subject: Request for Recusal and Reconsideration of West Hollywood K Line Stations

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Dear SCAG Regional Council Members,

I previously wrote asking that the four proposed West Hollywood K Line Northern Extension stations be removed from the SB79 qualifying transit stop map until the project reaches a greater level of certainty.

I am writing again because recent events have raised additional concerns regarding the integrity of the process.

As you are likely aware, questions have been raised regarding potential conflicts of interest involving SCAG member and West Hollywood Councilmember Chelsea Byers due to her employment with the Welcoming Neighbors Network and her advocacy on housing and SB79-related issues. The City of West Hollywood has directed its City Attorney to seek guidance from the Fair Political Practices Commission regarding these concerns.

At the same time, many residents have found the sequence of events surrounding SCAG's reversal on the K Line stations troubling. After SCAG's Community, Economic and Human Development Committee voted overwhelmingly on June 4 not to include future stations prior to environmental review, guidance was sought and the decision was revisited within only a matter of weeks, and only with respect to the West Hollywood stations.

Given Councilmember Byers' public advocacy for policies that would be triggered immediately by inclusion of the stations on the SB79 map, this sequence of events creates, at minimum, the appearance of a conflict that deserves careful consideration.

Public confidence in regional planning decisions depends not only on fairness, but on the appearance of fairness.

For that reason, I respectfully ask SCAG to remove the proposed West Hollywood stations from the SB79 map until the project satisfies its outstanding conditions and to ensure that Councilmember Byers does not participate in votes related to these matters until the FPPC has had an opportunity to provide guidance regarding the conflict concerns that have been raised.

Waiting for clarity carries little cost. Acting prematurely could have irreversible consequences for West Hollywood neighborhoods, businesses, and residents.

Thank you for your consideration.

JayJacobson, West Hollywood resident

For background , please read the "OccupiedWeHo" article regarding Chelsea Byers and SB79 concerns:

<https://occupiedweho.com/chelsea-byers-is-paid-to-lobby-against-single-family-homes-and-parking/>

Maggie Aguilar

From: dcason@earthlink.net
Sent: Wednesday, July 1, 2026 10:46 AM
To: ePublic Comment Group
Subject: West Hollywood zoning issues

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Dear SCAG Regional Council Members,

I am writing as a 40 year-long West Hollywood resident to ask that SCAG remove the proposed K Line Northern Extension stations in West Hollywood from the SB 79 qualifying transit stop map that is scheduled for approval this week.

My concern is simple: The proposed stations do not yet meet the standard established by the California Department of Housing and Community Development (HCD) for inclusion on the map.

While Metro selected the San Vicente-Fairfax alignment as its Locally Preferred Alternative, that approval came with a significant condition: West Hollywood and Los Angeles County must first establish a funding mechanism capable of providing approximately 25% of the project's estimated capital cost, or roughly \$2.25 billion. That condition has not been satisfied.

Until that requirement is met, the project remains uncertain. Including these stations on the SB 79 map now assumes a level of certainty that simply does not exist.

This is **not** about opposing housing or public transit. It is about following the law and ensuring that significant zoning changes are not triggered by infrastructure that has not yet cleared the required milestones. The proposed stations are not expected to open for many years, if they are ultimately built at all. Waiting until the project has secured the necessary approvals and funding will not delay housing production, but it will ensure that the SB 79 process is implemented as intended.

I also believe communities should have the opportunity to complete the Transit Oriented Development Alternative Plan (TODAP) process that SB 79 expressly preserves before being subjected to irreversible zoning changes based on infrastructure that remains uncertain.

For these reasons, I respectfully urge SCAG to remove the proposed K Line Northern Extension stations in West Hollywood from the current SB 79 qualifying transit stop map and reconsider their inclusion only after the project's funding requirements have been met and the project reaches a greater level of certainty.

Thank you for your consideration and for ensuring that SCAG's mapping decisions are both legally sound and fair to the communities they affect.

Regards,

David Cason
9041 Elevado Ave ,
West Hollywood CA 90069



DAVID CASON

CELL310.261.8820

Maggie Aguilar

From: martha Koplin <mkoplin123@gmail.com>
Sent: Wednesday, July 1, 2026 10:48 AM
To: ePublic Comment Group
Subject: REQUEST OF REMOVAL OF K LINE NORTHERN EXTENSION STOPS IN WEST HOLLYWOOD FROM SCAG'S MAP

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Dear SCAG Regional Council Members

I am writing as a concerned resident of West Hollywood to respectfully urge SCAG to remove the proposed K Line Northern Extension (KNE) subway stations in West Hollywood from the July 1 SB 79 qualifying transit stop map.

Last month in her presentation to the CEHD, SCAG's Deputy Director Carvajal gave clear and convincing arguments that the mapping methodology adhered to all previous guidance from HCD. But according to page 20 of the draft document in the full packet attached to the agenda for this meeting, some NEW guidance that only requires an LPA for stops to be included was just issued on June 22. This is a huge change that magically and suddenly will allow stops to be mapped that have no reasonable chance of being funded. Putting unfunded stops on a map because they have something called an LPA - which only means a few West Hollywood Council members formally said they wanted the K Line extension - will give developers the ability to build, build build. That is EXACTLY what Chelsea Byers is asking you to vote for.

Why is HCD so eager to help West Hollywood with this change? Allowing this kind of last-minute system-gaming doesn't benefit any jurisdiction. I urge you to consider the how and why of this unusual turn of events. Tell Sacramento they can't change the rules midstream to benefit politicians in one city, and please vote NO on putting un-funded, non CEQA - approved stops on the transit stop map.

Respectfully, Martha Koplin
West Hollywood

Maggie Aguilar

From: Lee Brandon <rycushing8@hotmail.com>
Sent: Wednesday, July 1, 2026 11:28 AM
To: ePublic Comment Group
Subject: West Hollywood K Line subway stations on its SB 79 qualifying transit stop map.

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Hello...

Can't you people just leave the West Hollywood community alone when it comes to trying to change it's 'small town' character. All this business just makes people angry and defeats the original intention of making WEHO an incorporated city.

Maggie Aguilar

From: Mike Holtzman <mholtzman@yahoo.com>
Sent: Wednesday, July 1, 2026 11:30 AM
To: ePublic Comment Group
Subject: Public Comment on SB 79 Approach and Methodology

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Dear SCAG Regional Council Members:

I am a resident of West Hollywood and have lived in the City for 39 years. I am writing to express my concern regarding the revised SB 79 Mapping Methodology that will be considered by the Regional Council at its July 2, 2026 meeting. Specifically, I urge SCAG not to approve the proposed correction contained in the Addendum that would add the proposed Metro K Line Northern Extension stations to the SB 79 maps.

The Metro Board's approval of the San Vicente–Fairfax Locally Preferred Alternative (LPA) was expressly conditioned on the City of West Hollywood, in coordination with Los Angeles County, establishing an Enhanced Infrastructure Financing District (EIFD) to provide local funding equal to at least 25 percent of the project's estimated capital cost—requiring approximately \$2.25 billion in local funding.

The Metro Board's contingent approval also raises an important question of statutory interpretation under SB 79. Government Code section 65912.156(p) applies to "stops on a route for which a preferred alternative has been selected." Because the Metro Board approved the San Vicente–Fairfax LPA **expressly contingent** upon the formation of an EIFD providing at least 25 percent of the project's capital cost, there is a legitimate question whether the statutory standard has been satisfied. Until that contingency has been satisfied—or formally waived—**the Board's approval remains expressly conditional**, raising a reasonable question as to whether a "preferred alternative has been selected" within the meaning of Government Code section 65912.156(p). Accordingly, unless and until the Metro Board's funding contingency has been satisfied or formally waived, SCAG and HCD should not treat the proposed stations as qualifying stops under SB 79 because the statutory prerequisite remains subject to legitimate legal uncertainty, potentially exposing the mapping decision to an avoidable legal challenge.

That required local funding also presents an extraordinary financial hurdle. By comparison, the City's entire FY 2027 operating budget is \$236 million, while its adopted five-year Capital Improvement Program identifies \$187.5 million in capital projects for which no funding source has been identified, resulting in those projects being deferred. At the Metro Board's March 26 meeting, Board member Ara J. Najarian expressed concern about whether the small city of West Hollywood would be able to work with the County and other jurisdictions to muster the \$2.25 billion needed to finance the project.

Although EIFD bonds would be repaid from future tax increment rather than the City's General Fund, it remains highly uncertain whether an EIFD encompassing West Hollywood could generate sufficient tax increment to support a local funding commitment of this magnitude. Until there is a reasonable basis to conclude that the required local funding can realistically be secured, the ultimate implementation of the San Vicente–Fairfax alignment remains uncertain. If the required local financing cannot be secured, Metro could ultimately determine that a lower-cost alternative alignment, such as Fairfax or La Brea, would be more feasible.

Adding the proposed stations to the SB 79 maps before these uncertainties are resolved would prematurely trigger the statute's transit-oriented development provisions, despite substantial uncertainty regarding whether the proposed alignment will ultimately be financed and constructed. Deferring inclusion of these stations until there is greater certainty that the required local funding can be secured and the project is reasonably likely to proceed as currently proposed would better align the SB 79 mapping process with the project's actual level of certainty.

For these reasons, I respectfully urge SCAG to retain the current mapping methodology and defer inclusion of the proposed K Line Northern Extension stations until the Metro Board's funding contingency has been satisfied or formally waived, and there is greater certainty that the statutory requirements of Government Code section 65912.156 have been satisfied.

Best regards,

Michael J. Holtzman
West Hollywood Resident

Maggie Aguilar

From: Ellen Harrington <eharrington101@gmail.com>
Sent: Wednesday, July 1, 2026 11:36 AM
To: ePublic Comment Group
Subject: Fwd: URGENT ACTION AND NOTIFICATION

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Dear SCAG Regional Council Members

I am writing as a concerned resident of West Hollywood to respectfully urge SCAG to remove the proposed K Line Northern Extension (KNE) subway stations in West Hollywood from the July 1 SB 79 qualifying transit stop map.

The legal basis for this request is very clear. HCD's March 20, 2026 clarifying memo defines a qualifying "transit-oriented development stop" as a stop on a route for which a Locally Preferred Alternative (LPA) has been adopted. That standard has not been fully met in West Hollywood. The Los Angeles County Metropolitan Transportation Authority approved the San Vicente-Fairfax Locally Preferred Alternative *only with a major condition*: the City of West Hollywood, working with Los Angeles County, must establish an Enhanced Infrastructure Financing District (EIFD) capable of providing local funding equal to at least 25% of the project's estimated capital cost—approximately \$2.25 billion.

That condition has not been met.

Because this funding contingency remains unresolved, the project has not received final and unconditional approval. Until the Metro Board's funding requirement is satisfied, the proposed K Line stations should not be treated as qualifying transit stops under SB 79.

This is not a minor technical issue—it is a major unresolved financial obstacle.

West Hollywood is a very small city.

Raising \$2.25 billion in local funding presents an extraordinary challenge. Even Metro Board member Ara J. Najarian publicly questioned whether West Hollywood could realistically help raise this amount.

FOR SCAG to include these proposed stations in the SB 79 map now is premature. Should you continue to include them, it would prematurely trigger major transit-oriented development provisions despite *significant uncertainty* about whether this subway alignment will ever be funded or built.

This creates unnecessary legal and procedural risk and is unfavorable to the residents of the city.

These proposed stations are not expected to open for decades-if they are built at all. Delaying their inclusion until the project reaches greater certainty would not delay housing production. In contrast, immediate inclusion imposes major zoning consequences today and effectively undermines the Transit Oriented Development Alternative Plan (TODAP) process that SB 79 expressly preserves for communities.

For these reasons, I respectfully urge SCAG to remove the proposed K Line Northern Extension stations in West Hollywood from the July 1 SB 79 qualifying transit stop map and defer any inclusion until the project reaches a sufficient level of certainty and affected communities have had a meaningful opportunity to utilize the TODAP planning process that SB 79 expressly preserves.

Sincerely,

[Ellen M. Harrington](#)

Ellen Harrington

9018 Elevado Street

West Hollywood, CA 90069

Maggie Aguilar

From: christian kaplan <christiankaplan@icloud.com>
Sent: Wednesday, July 1, 2026 11:38 AM
To: ePublic Comment Group
Subject: Request to Remove Proposed West Hollywood K Line Northern Extension Stations from the July 1 SB 79 Qualifying Transit Stop Map

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Request to Remove Proposed West Hollywood K Line Northern Extension Stations from the July 1 SB 79 Qualifying Transit Stop Map

To Whom It May Concern:

I respectfully submit this comment requesting that SCAG remove the proposed West Hollywood K Line Northern Extension stations from the July 1 SB 79 qualifying transit stop map.

The California Department of Housing and Community Development's (HCD) March 20, 2026 guidance provides that a qualifying transit stop must be located on a route with an adopted Locally Preferred Alternative (LPA). Although the Metro Board selected the San Vicente–Fairfax alignment as the project's LPA, that action was expressly conditioned upon the City of West Hollywood and Los Angeles County establishing an Enhanced Infrastructure Financing District (EIFD) capable of funding at least 25 percent of the project's estimated capital cost—approximately \$2.25 billion.

That condition precedent has not been satisfied.

Accordingly, the Metro Board's action does not constitute an unconditional project approval. Rather, the project's advancement remains contingent upon fulfillment of a substantial funding requirement that is essential to its implementation. Until that condition is met, there remains significant uncertainty regarding whether the project will proceed as proposed. Indeed, during the Metro Board's consideration of the LPA, Board Member Ara J. Najarian publicly questioned whether the required local funding contribution could realistically be achieved, highlighting the unresolved nature of this issue.

Including the proposed West Hollywood stations on the SB 79 qualifying transit stop map before satisfaction of the Metro Board's express funding condition would effectively confer SB 79 status on stations associated with a project whose implementation remains materially uncertain. Such action appears inconsistent with HCD's guidance requiring an adopted LPA and would prematurely subject affected properties to the statutory consequences of SB 79 despite the absence of a fully authorized and financially supported project.

In addition, premature designation would substantially diminish the practical value of the Transit-Oriented Development Alternative Plan (TODAP) process that SB 79 expressly preserves for local jurisdictions. Deferring designation until the Metro Board's funding condition has been satisfied would better preserve the legislative balance between state housing objectives and local planning authority reflected in the statute.

For these reasons, I respectfully request that SCAG defer inclusion of the proposed West Hollywood K Line Northern Extension stations on the SB 79 qualifying transit stop map until the Metro Board's funding condition has been fulfilled, the project's financial feasibility has been established, and the project has achieved the level of certainty contemplated by HCD's March 20, 2026 guidance.

Thank you for your consideration of these comments.

Respectfully submitted,

Christian Kaplan

Resident, City of West Hollywood

8948 Vista Grande Street

West Hollywood, CA 90069

Maggie Aguilar

From: Larry Kase <larrykase@gmail.com>
Sent: Wednesday, July 1, 2026 11:38 AM
To: ePublic Comment Group
Subject: Please remove the K line as a qualifying stop

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Dear SCAG Regional Council Members,

I am writing as a West Hollywood resident to respectfully ask that SCAG remove the proposed K Line Northern Extension stations in West Hollywood from the SB 79 qualifying transit stop map that is scheduled for approval this week.

My concern is straightforward. The proposed stations do not yet meet the standard established by the California Department of Housing and Community Development (HCD) for inclusion on the map.

While Metro selected the San Vicente-Fairfax alignment as its Locally Preferred Alternative, that approval came with a significant condition: West Hollywood and Los Angeles County must first establish a funding mechanism capable of providing approximately 25% of the project's estimated capital cost, or roughly \$2.25 billion. That condition has not been satisfied.

Until that requirement is met, the project remains uncertain. Including these stations on the SB 79 map now assumes a level of certainty that simply does not exist.

This is not about opposing housing or public transit. It is about following the law and ensuring that significant zoning changes are not triggered by infrastructure that has not yet cleared the required milestones. The proposed stations are not expected to open for many years, if they are ultimately built at all. Waiting until the project has secured the necessary approvals and funding will not delay housing production, but it will ensure that the SB 79 process is implemented as intended.

I also believe communities should have a meaningful opportunity to complete the Transit Oriented Development Alternative Plan (TODAP) process that SB 79 expressly preserves before being subjected to irreversible zoning changes based on infrastructure that remains uncertain.

For these reasons, I respectfully urge SCAG to remove the proposed K Line Northern Extension stations in West Hollywood from the current SB 79 qualifying transit stop map and reconsider their inclusion only after the project's funding requirements have been met and the project reaches a greater level of certainty.

Thank you for your consideration and for ensuring that SCAG's mapping decisions are both legally sound and fair to the communities they affect.

Regards,

Lawrence Kase

37-year West Hollywood Resident.

Lawrence Kase

310-749-6035

larrykase@gmail.com

Maggie Aguilar

From: elyse.eisenberg@gmail.com
Sent: Wednesday, July 1, 2026 11:43 AM
To: ePublic Comment Group
Subject: SCAG 07/02/2026 meeting. Action Item #1 SB79

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Dear SCAG Regional Council Members,

I am writing as a concerned resident of West Hollywood and Chair of the WeHo Heights neighborhood which is nestled in the **Very High Risk Fire Hazard Severity Zone (FHSZ)** and which will be severely impacted by this decision to respectfully urge SCAG to remove the proposed K Line Northern Extension (KNE) subway stations in West Hollywood from the July 1 SB 79 qualifying transit stop map.

The legal basis for this request is very clear. HCD's March 20, 2026 clarifying memo defines a qualifying "transit-oriented development stop" as a stop on a route for which a Locally Preferred Alternative (LPA) has been adopted. That standard has not been fully met in West Hollywood.

- Metro did not give the San Vicente-Fairfax alignment unconditional approval. Its action was expressly tied to a future requirement that West Hollywood and Los Angeles County establish an Enhanced Infrastructure Financing District (EIFD) capable of contributing roughly \$2.25 billion, representing approximately 25% of the project's estimated capital cost. That condition has not been met.
- Because the required local funding mechanism has not been established, an essential condition of Metro's approval remains outstanding, leaving the project's future uncertain.
- The funding challenge is not theoretical. Questions have been raised publicly about whether a city the size of West Hollywood can realistically generate a local contribution of this magnitude.
- Adding these stations to the SB 79 map now would effectively short-circuit the TODAP process. The Legislature specifically preserved the ability of cities to prepare Transit-Oriented Development Alternative Plans. That planning opportunity should remain available before state zoning provisions are triggered by stations that have not yet cleared major financial hurdles.

West Hollywood is a small city. Raising \$2.25 billion in local funding presents an extraordinary challenge. Even Metro Board member Ara J. Najarian publicly questioned whether West Hollywood could realistically help raise this amount. Including these proposed stations in the SB 79 map now would prematurely trigger major transit-oriented development provisions despite significant uncertainty about whether this subway alignment will ever be funded or built. This creates unnecessary legal and procedural risk.

West Hollywood residents have been remarkably consistent on one point: we want the opportunity to prepare a Transit-Oriented Development Alternative Plan (TODAP). At City Council meetings, residents from across the community have repeatedly urged the city to use the planning option that SB 79 specifically preserves.

These proposed stations are not expected to open for decades - if they are built at all. Delaying their inclusion until the project reaches greater certainty would not delay housing production. In contrast, immediate inclusion imposes major

zoning consequences today and effectively undermines the Transit Oriented Development Alternative Plan (TODAP) process that SB 79 expressly preserves for communities.

Last month in her presentation to the CEHD, SCAG's Deputy Director Carvajal gave clear and convincing arguments that the mapping methodology adhered to all previous guidance from HCD. But according to page 20 of the draft document in the full packet attached to the agenda for this meeting, some NEW guidance that only requires an LPA for stops to be included was just issued on June 22. This is a huge change that magically and suddenly will allow stops to be mapped that have no reasonable chance of being funded. Putting unfunded stops on a map because they have something called an LPA - which only means a few West Hollywood Council members formally said they wanted the K Line extension - will give developers the uncontrolled ability to build.

It is also important to distinguish the actions of individual elected officials from the views of the community. WeHo Councilmember Chelsea Byers' votes and motions may create the impression that they reflect the position of West Hollywood residents. Based on the extensive public testimony and repeated calls for a TODAP, that impression is inaccurate. The record demonstrates that many residents have consistently advocated for a community-driven planning process before SB 79's provisions are triggered, and SCAG should not assume that the position of one Councilmember represents the views of a majority of this community. It should also be noted that Byers is being referred to the FPPC as her positions on housing and related SB 79 issues are potentially a criminal conflict of interest due to her employment for one of the entities behind SB 79. Her positions – and especially her influence - should not be considered until this is resolved.

Allowing this kind of last-minute system-gaming doesn't benefit any jurisdiction. I urge you to consider the how and why of this unusual turn of events. Tell Sacramento they can't change the rules midstream to benefit politicians in one city, and please vote NO on putting un-funded, non CEQA - approved stops on the transit stop map.

For these reasons, I respectfully urge SCAG to remove the proposed K Line Northern Extension stations in West Hollywood from the July 1 SB 79 qualifying transit stop map and defer any inclusion until the project reaches a sufficient level of certainty and affected communities have had a meaningful opportunity to utilize the TODAP planning process that SB 79 expressly preserves.

Thank you for your consideration.

Best,
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 Sanset Blvd — Clark, Horn, Larrabee, Sherbourne & Shoreham
Mailing list: WeHoHeights@gmail.com — Website: www.wehoheights.com

Maggie Aguilar

From: john paul davis <bonesjpd@gmail.com>
Sent: Wednesday, July 1, 2026 12:39 PM
To: ePublic Comment Group
Subject: West Hollywood

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JPD 🙄
Sent from my iPhone

Maggie Aguilar

From: joshua@everyactioncustom.com on behalf of Joshua Gonzales
<joshua@everyactioncustom.com>
Sent: Wednesday, July 1, 2026 1:34 PM
To: ePublic Comment Group
Subject: Faithfully Implement SB 79, Support with Amendments (Action Item 1)

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Dear SCAG Public Comment,

As a southern California resident, I write to you in support of faithfully implementing state law and allowing housing near high-quality rapid transit. That is why I applaud SCAG staff's work to update their methodology for SB 79 maps, which will have major implications for future transit-oriented homes, but the framework is frankly not yet done.

I urge you to SUPPORT WITH AMENDMENTS staff's recommendation that your Regional Council approve the updated Senate Bill 79 Approach and Methodology. The current methodology represents considerable improvement over an earlier draft, released May 22. The document, as currently drafted, mostly follows the intent of the law outlined by SB 79, the Abundant and Affordable Homes Near Transit Act, signed into law by Gov. Gavin Newsom last year. And generally, this direction will reduce legal exposure both to SCAG, as a metropolitan planning organization, and to the cities it represents. But unfortunately, in that same spirit several important omissions and inconsistencies remain that would present meaningful issues, unless addressed. In solidarity with Abundant Housing LA and other advocates, I ask that you direct staff to make the following amendments:

1. Clearly state that the station areas around the Burbank and Glendale train station areas qualify under SB 79. SCAG's map for these stations already highlights that SCAG's own findings contradict guidance from the Department of Housing and Community Development (HCD) and invites cities to make their own determinations. Introducing this level of uncertainty is as ridiculous as it is risky. The State has made it clear that SB 79 applies at commuter rail stations with a frequency of 48 trains or more. These particular stops meet this threshold.

2. Include the missing stations on Metrolink's San Bernardino Line. The updated methodology correctly adds stations for Covina and Cal State LA based on them meeting the 48-trains threshold for service within the last three years, but not El Monte and Baldwin Park, both of which meet that same criteria. Please resolve this discrepancy by clarifying that SB 79 applies uniformly across all four of these stations.

3. Include the missing Vermont/120th Station, which meets the criteria under SB 79, as do other rapid transit stops serving bus route 754, which are already correctly included in the map and methodology.

4. Include all stops along the J Line that have a dedicated lane of any length, contiguous to an HOV lane. The updated criteria in the methodology specifies that these stations qualify for SB 79, as the dedicated lane segments do not need to be “continuous between stops.”

To reiterate, I support staff recommendations with needed amendments. In order to comply with state housing law, SCAG must follow HCD guidance and make the above modifications. Thank you for your attention to these matters.

Sincerely,
Joshua Gonzales
1806 1/2 S Bonnie Brae St Los Angeles, CA 90006-5510
joshua@abundanthousingla.org

Maggie Aguilar

From: WHAnita <whanita48@gmail.com>
Sent: Wednesday, July 1, 2026 1:36 PM
To: ePublic Comment Group
Subject: Public Comment for July 2, 2026 RC Item 1, SB79 Approach and Methodology

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Public Comment for July 2, 2026 Regional Council Meeting
Item 1, SB79 Approach and Methodology
Position: Against Approval of the Revised Maps, Against KNE Inclusion

TO: SCAG Regional Council

I am a resident of West Hollywood and I am against approval of the revised maps. HCD's last minute direction received three days before release of the agenda packet is concerning as it apparently directed elimination of environmental review as a criteria and instead, inserted allowance for Locally Preferred Alternative. In the specific decision before the Regional Council, Item 25 on the correction sheet is to add the KNE stops to the SB79 maps.

However, the **KNE LPA is contingent on completed EIR and the EIFD financing is on quick sand, like the liquefaction zone of West Hollywood**. Other residents have communicated specifics about the financial risks in West Hollywood. I agree with them.

I think that SCAG should not be setting the precedent of enabling intense development when the transit stops are not definite, when the LPA approval is not complete, when financing is unclear especially in this economically challenging time.

The implications of SB79 approval are the destruction of cities as we know them, the disruption of many businesses and the displacement of renters. SCAG knows that housing is far more complex than just enabling additional development near transit stops and that the prices Southern Californians pay is in more than dollars. Removing Item 25, KNE, from the correction list for SCAG SB79 maps would improve the livability of the region and give Southern Californians a chance to establish more structured and effective mechanisms to improve housing.

In addition, significant ethical concerns were raised regarding SCAG Regional Council member Chelsea Byers and SB79 activities resulting in West Hollywood City Council requesting FPPC inquiry. I include link here to [Occupied WeHo June 28, 2026 article on Conflict of Interest and SB79](#) Several residents have submitted letters regarding this conflict – I agree and support their positions.

I urge SCAG Regional Council to

- 1) Remove Correction 25, KNE, from the SCAG Maps.
- 2) If this cannot be done, then postpone the item due to a member's conflict of interest, and include the actual HCD communications in the updated agenda packet.

Sincerely,

Anita Goswami, Highly Concerned Resident West Hollywood

Maggie Aguilar

From: John Beldzik <j.g.b@earthlink.net>
Sent: Wednesday, July 1, 2026 1:43 PM
To: ePublic Comment Group
Subject: scag: remove west hollywood K Line transit stops

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I am a decades-long resident of West Hollywood. I also am a business operator whose firm was formerly located in West Hollywood.

SCAG Members: Please remove the proposed K Line Northern Extension stations in West Hollywood from the July 1 SB 79 qualifying transit stop maps.

The West Hollywood community has made clear at multiple city council meetings over many months that it overwhelmingly rejects the locations of these transit stops.

There is absolutely no clarity regarding how these stops will be funded and, thereby, approval would subject the municipality to unknown financial hazard.

Proceeding with approval of these stops will immediately destroy the character of the community even though the stops would not be built for decades, if ever.

Approving them now is self-imposed and unnecessary rush to judgment that will harm increased affordable housing for decades, ironically, in the community that the transit stops are supposed to assist.

There is plenty of time for a TODAP to be considered instead of this power play by outside interests, and a TODAP is the favored approach to determining transit stops by those directly affected.

West Hollywood is already in the TOP 10 most congested cities in the United States with many times the per capita population per square mile than surrounding areas. The proposed K Line Extension stations as they are currently situated with not only make the city virtually unlivable for residents. It will also discourage thoroughfare transit as the stops will lead to permanent traffic gridlock within city borders everyone will avoid.

Please exercise your authority for responsible development. Reject inclusion of the West Hollywood K Line Northern Extension stops from the SB 79 map until fair assessment and due diligence can be applied to the analysis.

Thank you.

Maggie Aguilar

From: Pierre Follari <pfollari@outlook.com>
Sent: Wednesday, July 1, 2026 2:06 PM
To: ePublic Comment Group
Subject: SB70 Map Modifications

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Dear SCAG Members,

I am writing to you with utter dismay that there are to be modifications to your appropriate methodology to the original SB79 map you correctly applied to the County of Los Angeles. The K9 extension has not yet completed the environmental studies, and financing is far from certain.

Further, it was brought to the attention of the West Hollywood City Council at last Monday's public that one of the West Hollywood council members that may have inappropriately influenced the HCD in their decision to order the modification, and has, we understand from the City Attorney, now been referred to The Fair Political Practices Commission regarding a possible conflict of interest in her campaign to accelerate housing development in the City Of West Hollywood, using SB79 as a tool to achieve this.

Therefore, I urge you to consider delaying any decision to modify your original map.

Sincerely,
Pierre Follari
Lloyd Place,
West Hollywood.

Maggie Aguilar

From: Ingie Markovich <iam.supreme@aol.com>
Sent: Wednesday, July 1, 2026 2:33 PM
To: ePublic Comment Group
Subject: REQUEST OF REMOVAL OF K LINE NORTHERN EXTENSION STOPS IN WEST HOLLYWOOD FROM SCAG'S MAP

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Dear SCAG Regional Council Members

I am writing as a concerned resident of West Hollywood to respectfully urge SCAG to remove the proposed K Line Northern Extension (KNE) subway stations in West Hollywood from the July 1 SB 79 qualifying transit stop map.

The legal basis for this request is very clear. HCD's March 20, 2026 clarifying memo defines a qualifying "transit-oriented development stop" as a stop on a route for which a Locally Preferred Alternative (LPA) has been adopted. That standard has not been fully met in West Hollywood. The Los Angeles County Metropolitan Transportation Authority approved the San Vicente-Fairfax Locally Preferred Alternative only with a major condition: the City of West Hollywood, working with Los Angeles County, must establish an Enhanced Infrastructure Financing District (EIFD) capable of providing local funding equal to at least 25% of the project's estimated capital cost—approximately \$2.25 billion. That condition has not been met.

Because this funding contingency remains unresolved, the project has not received final and unconditional approval. Until the Metro Board's funding requirement is satisfied, the proposed K Line stations should not be treated as qualifying transit stops under SB 79. This is not a minor technical issue—it is a major unresolved financial obstacle.

West Hollywood is a small city. Raising \$2.25 billion in local funding presents an extraordinary challenge. Even Metro Board member Ara J. Najarian publicly questioned whether West Hollywood could realistically help raise this amount. Including these proposed stations in the SB 79 map now would prematurely trigger

major transit-oriented development provisions despite significant uncertainty about whether this subway alignment will ever be funded or built. This creates unnecessary legal and procedural risk.

These proposed stations are not expected to open for decades-if they are built at all. Delaying their inclusion until the project reaches greater certainty would not delay housing production. In contrast, immediate inclusion imposes major zoning consequences today and effectively undermines the Transit Oriented Development Alternative Plan (TODAP) process that SB 79 expressly preserves for communities.

For these reasons, I respectfully urge SCAG to remove the proposed K Line Northern Extension stations in West Hollywood from the July 1 SB 79 qualifying transit stop map and defer any inclusion until the project reaches a sufficient level of certainty and affected communities have had a meaningful opportunity to utilize the TODAP planning process that SB 79 expressly preserves.

Ingie Markovich

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

Maggie Aguilar

From: dan barbakow <drbarbakow@gmail.com>
Sent: Wednesday, July 1, 2026 2:46 PM
To: ePublic Comment Group
Subject: Remove proposed K Line Northern Extension

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Dear SCAG Regional Council Members

I am writing as a concerned resident of West Hollywood to respectfully urge SCAG to remove the proposed K Line Northern Extension (KNE) subway stations in West Hollywood from the July 1 SB 79 qualifying transit stop map.

The legal basis for this request is very clear. HCD's March 20, 2026 clarifying memo defines a qualifying "transit-oriented development stop" as a stop on a route for which a Locally Preferred Alternative (LPA) has been adopted. That standard has not been fully met in West Hollywood. The Los Angeles County Metropolitan Transportation Authority approved the San Vicente-Fairfax Locally Preferred Alternative only with a major condition: the City of West Hollywood, working with Los Angeles County, must establish an Enhanced Infrastructure Financing District (EIFD) capable of providing local funding equal to at least 25% of the project's estimated capital cost—approximately \$2.25 billion. That condition has not been met.

Because this funding contingency remains unresolved, the project has not received final and unconditional approval. Until the Metro Board's funding requirement is satisfied, the proposed K Line stations should not be treated as qualifying transit stops under SB 79. This is not a minor technical issue—it is a major unresolved financial obstacle.

West Hollywood is a small city. Raising \$2.25 billion in local funding presents an extraordinary challenge. Even Metro Board member Ara J. Najarian publicly questioned whether West Hollywood could

realistically help raise this amount. Including these proposed stations in the SB 79 map now would prematurely trigger major transit-oriented development provisions despite significant uncertainty about whether this subway alignment will ever be funded or built. This creates unnecessary legal and procedural risk.

These proposed stations are not expected to open for decades-if they are built at all. Delaying their inclusion until the project reaches greater certainty would not delay housing production. In contrast, immediate inclusion imposes major zoning consequences today and effectively undermines the Transit Oriented Development Alternative Plan (TODAP) process that SB 79 expressly preserves for communities.

For these reasons, I respectfully urge SCAG to remove the proposed K Line Northern Extension stations in West Hollywood from the July 1 SB 79 qualifying transit stop map and defer any inclusion until the project reaches a sufficient level of certainty and affected communities have had a meaningful opportunity to utilize the TODAP planning process that SB 79 expressly preserves.

Sincerely, Daniel Barbakow, 9016 Elevado Street, West Hollywood, Cal 90069

Maggie Aguilar

From: dan barbakow <drbarbakow@gmail.com>
Sent: Wednesday, July 1, 2026 3:03 PM
To: ePublic Comment Group
Subject: Fwd: Remove proposed K Line Northern Extension

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This is in case my last email was incorrectly addressed...Daniel Barbakow

Begin forwarded message:

From: dan barbakow <drbarbakow@gmail.com>
Subject: Remove proposed K Line Northern Extension
Date: July 1, 2026 at 2:46:10 PM PDT
To: ePublicComment@scag.ca.gov

Dear SCAG Regional Council Members

I am writing as a concerned resident of West Hollywood to respectfully urge SCAG to remove the proposed K Line Northern Extension (KNE) subway stations in West Hollywood from the July 1 SB 79 qualifying transit stop map.

The legal basis for this request is very clear. HCD's March 20, 2026 clarifying memo defines a qualifying "transit-oriented development stop" as a stop on a route for which a Locally Preferred Alternative (LPA) has been adopted. That standard has not been fully met in West Hollywood. The Los Angeles County Metropolitan Transportation Authority approved the San Vicente-Fairfax Locally Preferred Alternative only with a major condition: the City of West Hollywood, working with Los Angeles County, must establish an Enhanced Infrastructure Financing District (EIFD) capable of providing local funding equal to at least

25% of the project's estimated capital cost—approximately \$2.25 billion. That condition has not been met.

Because this funding contingency remains unresolved, the project has not received final and unconditional approval. Until the Metro Board's funding requirement is satisfied, the proposed K Line stations should not be treated as qualifying transit stops under SB 79. This is not a minor technical issue—it is a major unresolved financial obstacle.

West Hollywood is a small city. Raising \$2.25 billion in local funding presents an extraordinary challenge. Even Metro Board member Ara J. Najarian publicly questioned whether West Hollywood could realistically help raise this amount. Including these proposed stations in the SB 79 map now would prematurely trigger major transit-oriented development provisions despite significant uncertainty about whether this subway alignment will ever be funded or built. This creates unnecessary legal and procedural risk.

These proposed stations are not expected to open for decades—if they are built at all. Delaying their inclusion until the project reaches greater certainty would not delay housing production. In contrast, immediate inclusion imposes major zoning consequences today and effectively undermines the Transit Oriented Development Alternative Plan (TODAP) process that SB 79 expressly preserves for communities.

For these reasons, I respectfully urge SCAG to remove the proposed K Line Northern Extension stations in West Hollywood from the July 1 SB 79 qualifying transit stop map and defer any inclusion until the project reaches a sufficient level of certainty and affected communities have had a meaningful opportunity to utilize the TODAP planning process that SB 79 expressly preserves.

Sincerely, Daniel Barbakow, 9016 Elevado Street, West Hollywood, Cal 90069

Maggie Aguilar

From: David.Packer@hklaw.com
Sent: Wednesday, July 1, 2026 3:12 PM
To: ePublic Comment Group
Subject: West Hollywood

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We have a small house on a small street in the West Hollywood West area of West Hollywood. Someone building one 7 story apartment unit on our street will effectively destroy our home and its value. And to allow the destruction of our neighborhood because there might be a nearby subway stop in 30 years borders on insanity. Highly speculative subway stops that will not exist, if ever, for decades should not be the basis for developers to take over our neighborhoods and destroy our homes. Please stop this insanity. Please don't allow the destruction of our homes and neighborhoods.

David Packer

9039 Ashcroft Avenue
West Hollywood, CA 90048

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Maggie Aguilar

From: Kathy Fee <kathyfee17@gmail.com>
Sent: Wednesday, July 1, 2026 3:33 PM
To: ePublic Comment Group
Subject: Fwd: We need your help!

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>
> Dear SCAG,
> My neighbors and fellow West Hollywood residents need your help. We have been abandoned by the majority of our city council whose job it is to plan and oversee the development of the city under SB79 so we are turning to you as a last resort. Please remove West Hollywood from the map so we can have time to create a TODAP. I know that it should have been done already but our city is like a bus full of people with no driver and headed for a cliff. All we are asking is for someone in government to help our city plan the development of the subway in a rational and responsible manner that will not destroy our neighborhoods in the process. The stations are not financed yet and the actual potential completion is decades in the future as you know. I fear losing my rent controlled apartment as a result. As a senior citizen on a fixed income myself I don't even know where I could afford to go. There are many, many others just like me. Please help us maintain our tight knit communities that for many of us are the only family we have. We cannot get answers as to why we have to start redevelopment now when so much is still up in the air.

>
> The majority of the population here are working class renters. We are fighting to save our way of life and stand to loose so much if our buildings have a target on them for development that could easily be planned elsewhere on any of the main boulevards. We are already the most densely populated part of Los Angeles. How much more can our infrastructure realistically handle without proper planning? Randomly adding high rise buildings anywhere is not the answer. The negligence of these council members is truly staggering to witness.

>
> Then there is the existing fire danger. The Santa Monica Blvd/Fairfax station is less than 1/2 mile from the evacuation zone we had from last years January fires. My building is in the same area. Most of the tenants in my building and on my street evacuated anyway. The flames from the fire in Runyon Canyon were visible from here. It was pandemonium on the streets while people were fleeing the area. Official evacuation zone or not, this neighborhood was right in the path of the fire and it's sure to happen again in the future. I really don't see how adding more tenants on these narrow streets is a smart idea.

>
> We cannot count on the current city council for help anymore. Can we count on you?

>
> Sincerely,
> Kathy Fee
>
> Sent from my iPhone

Maggie Aguilar

From: Kate Bartolo <kate@katebartolo.com>
Sent: Wednesday, July 1, 2026 3:34 PM
To: ePublic Comment Group
Cc: Kate Bartolo
Subject: SCAG MEETING July 2, 2026 Agendas Item 1

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Dear SCAG, Regional Council Members,

Please see below. I took the time to confirm that the below stated position (prepped by a noted WeHo civic leader) is factually correct:

Namely, that SCAG needs to remove the proposed K Line Northern Extension (KNE) West Hollywood subway station because it does not meet LA County Metro's conditions for formal inclusion. Namely that West Hollywood, working with LA County, must establish an EIFD, before being eligible for inclusion under SB 79 qualifying transit stop map—which it has not done.

Please note that West Hollywood's lack of compliance in filing for/obtaining an EIFD does NOT hurt other cities served by the K Line for inclusion under the SB 79 law provisions.

Finally, I write this not as some NIMBY, but as a person who supports much of the legislative intent of SB 79. And as someone who has spent much of her career helping pass legislation and regulations to overcome obstacles to get LA Metro area housing projects approved and built. I have entitled multi-thousands of housing units and helped personally helped develop 2,500 housing units. I also write this as someone who has long accepted that my own home directly abuts an upzoned property.

Reasoning provided by the WeHo civic leader:

The legal basis for this request is very clear. HCD's March 20, 2026, clarifying memo defines a qualifying "transit-oriented development stop" as a stop on a route for which a Locally Preferred Alternative (LPA) has been adopted. That standard has not been fully met in West Hollywood. The Los Angeles County Metropolitan Transportation Authority approved the San Vicente-Fairfax Locally Preferred Alternative only with a major condition: the City of West Hollywood, working with Los Angeles County, must establish an Enhanced Infrastructure Financing District (EIFD) capable of providing local funding equal to at least 25% of the project's estimated capital cost—approximately \$2.25 billion. That condition has not been met.

Because this funding contingency remains unresolved, the project has not received final and unconditional approval. Until the Metro Board's funding requirement is satisfied, the proposed K Line stations should not be treated as qualifying transit stops under SB 79. This is not a minor technical issue—it is a major unresolved financial obstacle.

West Hollywood is a small city. Raising \$2.25 billion in local funding presents an extraordinary challenge. Even Metro Board member Ara J. Najarian publicly questioned whether West Hollywood could realistically help raise this amount. Including these proposed stations in the SB 79 map now would prematurely trigger major transit-oriented development provisions despite significant uncertainty about whether this subway alignment will ever be funded or built. This creates unnecessary legal and procedural risk.

These proposed stations are not expected to open for decades—if they are built at all. Delaying their inclusion until the project reaches greater certainty would not delay housing production. In contrast, immediate inclusion

imposes major zoning consequences today and effectively undermines the Transit Oriented Development Alternative Plan (TODAP) process that SB 79 expressly preserves for communities.

For these reasons, I respectfully urge SCAG to remove the proposed K Line Northern Extension stations in West Hollywood from the July 1 SB 79 qualifying transit stop map and defer any inclusion until the project reaches a sufficient level of certainty and affected communities have had a meaningful opportunity to utilize the TODAP planning process that SB 79 expressly preserves.

Sincerely,

Kate Bartolo

kate@katebartolo.com

Maggie Aguilar

From: Clay Crosby <clay@claycrosbymft.com>
Sent: Wednesday, July 1, 2026 4:23 PM
To: PublicComment@scag.ca.gov; ePublic Comment Group
Subject: FOR YOUR URGENT ATTENTION

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Dear SCAG Regional Council Members

I am writing as a concerned resident of West Hollywood to respectfully urge SCAG to remove the proposed K Line Northern Extension (KNE) subway stations in West Hollywood from the July 1 SB 79 qualifying transit stop map. **As a long-time resident of West Hollywood (since 1985) I am gravely concerned about the potential negative effects of including West Hollywood in the map at this time.**

The legal basis for this request is very clear. HCD's March 20, 2026 clarifying memo defines a qualifying "transit-oriented development stop" as a stop on a route for which a Locally Preferred Alternative (LPA) has been adopted. That standard has not been fully met in West Hollywood. The Los Angeles County Metropolitan Transportation Authority approved the San Vicente-Fairfax Locally Preferred Alternative **only with a major condition**: the City of West Hollywood, working with Los Angeles County, must establish an Enhanced Infrastructure Financing District (EIFD) capable of providing local funding equal to at least 25% of the project's estimated capital cost—approximately \$2.25 billion.

That condition has not been met.

Because this funding contingency remains unresolved, the project has not received final and unconditional approval. Until the Metro Board's funding requirement is satisfied, the proposed K Line stations should not be treated as qualifying transit stops under SB 79.

This is not a minor technical issue—it is a major unresolved financial obstacle.

West Hollywood is a very small city.

Raising \$2.25 billion in local funding presents an extraordinary challenge. Even Metro Board member Ara J. Najarian publicly questioned whether West Hollywood could realistically help raise this amount.

FOR SCAG to include these proposed stations in the SB 79 map now is premature. Should you continue to include them, it would prematurely trigger major transit-oriented development provisions despite ***significant uncertainty*** about whether this subway alignment will ever be funded or built.

This creates unnecessary legal and procedural risk and is unfavorable to the residents of the city.

These proposed stations are not expected to open for decades-if they are built at all. Delaying their inclusion until the project reaches greater certainty would not delay housing production. In contrast, immediate inclusion imposes major zoning consequences today and effectively undermines the Transit Oriented Development Alternative Plan (TODAP) process that SB 79 expressly preserves for communities.

For these reasons, I respectfully urge SCAG to remove the proposed K Line Northern Extension stations in West Hollywood from the July 1 SB 79 qualifying transit stop map and defer any inclusion until the project reaches a sufficient level of certainty and affected communities have had a meaningful opportunity to utilize the TODAP planning process that SB 79 expressly preserves.

Sincerely,

CLAY CROSBY

9018 Elevado Street

West Hollywood, CA 90069

Clay Crosby, MA, LMFT

www.claycrossbymft.com

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(310)704-8747

Licensed Marriage and Family Therapist,
California License # 40551

EMDR Certified Therapist
AAMFT Approved Supervisor

Maggie Aguilar

From: Theadora Trindle <theadora.trindle@lacity.org>
Sent: Wednesday, July 1, 2026 4:45 PM
To: ePublic Comment Group
Cc: Maggie Aguilar; Elizabeth Carvajal; Alexis Murillo Felix; Philip Law; SB79; Jenna Monterrosa; Blair Smith
Subject: 7/2 Regional Council - Item 1 Comment - City of Los Angeles
Attachments: 07.01.26 Comment Letter_7-2 RC_Item 1.pdf

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Good Evening,

Thank you for the opportunity to provide comment on the SB 79 methodology and mapping (item 1 on tomorrow's Regional Council agenda). Please find the City of Los Angeles Planning Department's comments attached.

Take care,
Thea



Theadora B. Trindle

Pronouns: she, her

City Planner

Los Angeles City Planning

201 N. Figueroa St., Room 1030

Los Angeles, CA 90012

T: (213) 564-7099 | Planning4LA.org



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July 1, 2026

Regional Council
Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700
Los Angeles, California 90017
Email: ePublicComment@scag.ca.gov, sb79@scag.ca.gov

**CITY OF LOS ANGELES PUBLIC COMMENTS ON SENATE BILL 79 (SB 79) APPROACH
AND METHODOLOGY (7/2 REGIONAL COUNCIL AGENDA ITEM NO. 1)**

On behalf of the City of Los Angeles (the City), Los Angeles City Planning (LACP) would like to thank the Southern California Association of Governments (SCAG) for the opportunity to provide additional comments on SCAG's work associated with the implementation of SB 79. The following comments are provided from LACP in response to the recently released agenda packet for the Regional Council meeting scheduled for July 2, 2026, which contains a report related to the SB 79 Approach and Methodology (Agenda Item 1) including revisions and corrections to previously released implementation materials.

Previously, LACP provided technical feedback on the "Draft SB 79 Mapping Approach and Methodology" document dated May 22, 2026, and draft "Senate Bill 79: Transit Oriented Development Map" published on June 1, 2026, in a letter dated June 3, 2026. LACP thanks SCAG staff for taking the City's comments into consideration and incorporating feedback where possible. Furthermore, LACP appreciates revisions in response to technical feedback received from the California Department of Housing and Community Development to include eligibility for stops along routes with adopted locally preferred alternatives as it will ensure certainty for both future projects and jurisdictions implementing provisions of this transformative bill. With the release of the Regional Council meeting agenda, LACP is appreciative of the opportunity to offer additional technical feedback on the revised regional map and its associated methodology to ensure that jurisdictions are able to implement the bill in a manner which adheres to the legislative intent and language of the statute.

Bus Service. SCAG's revised methodology clarifies that a stop served by bus service can still meet the definition of a TOD stop even if the adjacent full-time dedicated bus lane is not continuous. SB 79 and SCAG's methodology cite the definition of bus rapid transit (BRT) as contained in Section 21060.2(1)(a) of the Public Resource Code (PRC), however neither this section nor HCD's prior guidance explicitly state that an eligible bus lane can be non-continuous. PRC section 21060.2(1)(a) requires a separate full-time travel lane or operation in a separate right-of-way, which in implementation has been used to require a full-time continuous travel lane between stations. Specifically, the Metro J Line has not been considered an BRT per Section 21060.2(1)(a) as it does not have its own travel lane from station to station. LACP requests SCAG revise its methodology to clarify per Section 21060.2(1)(a) that eligible bus service must have full-time dedicated bus lanes or operation in a separate right-of-way dedicated for public transportation contiguous between eligible TOD zones.

Future Transit Oriented Development (TOD) Stops. LACP maintains the interpretation that SB 79's definition of "transit oriented development stop" enables eligibility for future transit stops meeting the criteria of a Tier 2 TOD stop once the stop becomes operational or, if the project is identified in the pre-2026 Regional Transportation Plan (RTP), when a locally preferred alternative is selected or the project is identified in a regional transportation improvement program. Tier 1 stops are eligible when in operation or during the planning process when a locally preferred alternative is selected or the project is identified in a regional transportation improvement program (regardless of inclusion in the RTP). This interpretation stems from language of the statute in Government Code Section 65912.156(p) which states, in part: "Transit-oriented development stop" means a major transit stop, as defined by Section 21064.3 of the Public Resources Code.... When a new transit route or extension is planned that was not identified in the applicable regional transportation plan on or before January 1, 2026, those stops shall not be eligible as transit-oriented development stops unless they would be eligible as Tier 1 transit-oriented development stops" (emphasis added). The bill does not explicitly state a limitation on new *operational* Tier 2 stops. It is important to note that bus service is not eligible in a county that becomes an urban transit county after July 1, 2026; however, this is not relevant for Los Angeles County. Based on this language, LACP understands that in Los Angeles County, a new Tier 2 stop that is not identified in the pre-2026 RTP would not be eligible during the planning and construction process, but should be included in future map updates once the stop becomes operational.

The City of Los Angeles appreciates this opportunity to provide additional input on SB 79 implementation ahead of its finalization by the Regional Council. Should there be any questions regarding the comments provided in this letter, please contact Blair Smith, Senior City Planner, at blair.smith@lacity.org.

Sincerely,

A handwritten signature in blue ink that reads "Vincent P. Bertoni". The signature is stylized and includes a circled "for" in the upper right portion.

VINCENT P. BERTONI, AICP
Director of Planning

Maggie Aguilar

From: sjh1212 <sjh1212@aol.com>
Sent: Wednesday, July 1, 2026 4:50 PM
To: ePublic Comment Group
Subject: Action Item #1 SB79

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Dear Members of the Regional SCAG Board:

I was deeply concerned to read that at the previous June 4 meeting with 32-3 in favor of leaving West Hollywood off the map, had been reversed by a “curious” directive of HCD.

I, and many residents of West Hollywood, disagree with this decision to reverse, for all the reasons you have likely read ad nauseam, in numerous emails recently submitted to you.

I respectfully urge the Regional SCAG to remove the proposed K Line Northern Extension stations in West Hollywood from the July 1 SB 79 qualifying transit stop map and defer any inclusion until the project reaches a sufficient level of certainty and the affected communities have had a meaningful opportunity to utilize the TODAP planning process.

Most sincerely,

Stephanie J. Harker
Resident, West Hollywood
Former Rent Stabilization Commissioner

Maggie Aguilar

From: garry bormet <garrybormet@gmail.com>
Sent: Wednesday, July 1, 2026 4:57 PM
To: ePublic Comment Group
Subject: K Line Northern Extension stations in West Hollywood

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Dear SCAG Regional Council Members,

I am writing as a West Hollywood resident to respectfully ask that SCAG remove the proposed from the SB 79 qualifying transit stop map that is scheduled for approval this week.

My concern is straightforward. The proposed stations do not yet meet the standard established by the California Department of Housing and Community Development (HCD) for inclusion on the map.

While Metro selected the San Vicente-Fairfax alignment as its Locally Preferred Alternative, that approval came with a significant condition: West Hollywood and Los Angeles County must first establish a funding mechanism capable of providing approximately 25% of the project's estimated capital cost, or roughly \$2.25 billion. That condition has not been satisfied.

Until that requirement is met, the project remains uncertain. Including these stations on the SB 79 map now assumes a level of certainty that simply does not exist.

This is not about opposing housing or public transit. It is about following the law and ensuring that significant zoning changes are not triggered by infrastructure that has not yet cleared the required milestones. The proposed stations are not expected to open for many years, if they are ultimately built at all. Waiting until the project has secured the necessary approvals and funding will not delay housing production, but it will ensure that the SB 79 process is implemented as intended.

I also believe communities should have a meaningful opportunity to complete the Transit Oriented Development Alternative Plan (TODAP) process that SB 79 expressly preserves before being subjected to irreversible zoning changes based on infrastructure that remains uncertain.

For these reasons, I respectfully urge SCAG to remove the proposed K Line Northern Extension stations in West Hollywood from the current SB 79 qualifying transit stop map and reconsider their inclusion only after the project's funding requirements have been met and the project reaches a greater level of certainty.

Thank you for your consideration and for ensuring that SCAG's mapping decisions are both legally sound and fair to the communities they affect.

Regards,

