



Senate Bill 79

Approach and Methodology

SCAG Regional Council

July 2, 2026

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Regional Council Action Language

Recommend that the Regional Council approves the Senate Bill 79 Approach and Methodology.

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SB 79- Presentation Overview

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Senate Bill 79 Overview

- Signed by Governor Newsom in October 2025
- Streamlines approval for housing projects at TOD stops and zones
- Establishes:
 - TOD Tiers depending on transit infrastructure
 - Development standards
 - Implementation options
 - Effective dates
 - **MPO mapping requirement**

Roles and Responsibilities

- **California Department of Housing and Community Development (HCD)**
 - Guidance on SB 79 implementation
 - Develop Standards and Guidance
- **Metropolitan Planning Organizations (MPOs)**
 - SB 79 TOD Stops and Zones Map Development
- **Jurisdictions**
 - Implement statute and make applicability determinations at the parcel level



APPROACH AND METHODOLOGY

Approach

SCAG SB 79 mapping approach was informed by:

- [SB 79 Statute](#)
- HCD [SB 79 Advisory Clarifications on Definitions](#) (HCD Clarifications)
 - 6/25 HCD Technical Assistance Letter
- Technical implementation steps necessary to apply the statute and HCD Clarifications

Terms

- Urban Transit County/Passenger Rail Station
- TOD Stops and TOD Tiers
- Commuter Rail Frequency
- Rail Categories
- Bus Service
- Pedestrian Access Point

Urban Transit County/Passenger Rail Station

- SB 79 only applies in urban transit counties.
 - Urban transit counties include more than 15 passenger rail stations that are in active operation and provide regular service.
- Within the SCAG region this applies to the following counties:
 - **Los Angeles County** is the only urban transit county at this time.
 - **Orange County** will become an urban transit county when the OC Streetcar is in active operation and provides regular service.

TOD Stops

- TOD Stops are Major Transit Stops (Section 21064.3 of the PRC)
 - That are served by heavy rail, very high or high frequency commuter rail, light rail, or bus service with full-time dedicated lanes and peak frequency of 15 minutes or less.
- **Including Planned Projects—**
 - HCD 6/25 letter clarifying mapping requirement of projects with an adopted Locally Preferred Alternative –map will be revised OR
 - Projects with construction funding in the FTIP
- Projects not in RTP after Jan 1, 2026, will not be mapped, unless Tier 1.
- Bus service ineligible as TOD stop for counties that become urban transit counties after July 1, 2026.

TOD Tiers

- Tier 1
 - A major transit stop must be served by **heavy rail or by very high-frequency commuter rail** (at least 72 daily trains across both directions).
- Tier 2
 - A major transit stop must be served by **light rail, high frequency commuter rail (at least 48 daily trains across both directions), or bus service** meeting the standards of paragraph (1) of subdivision (a) of Section 21060.2 of the Public Resources Code.
- SCAG map includes the 200-foot, 1/4-mile, and 1/2-mile buffers associated with qualifying transit stops and stations.
 - *Cities with less than 35,000 people only have 200 foot and 1/4 mile buffer*
- Parcel-level eligibility and SB 79 applicability will be determined by local jurisdictions.

Bus Service

- Eligible bus service under SB 79 must first qualify as a Major Transit Stop.
 - Eligible bus service includes:
 - **Bus Rapid Transit (BRT) OR**
 - **the intersection of two or more major bus routes with a frequency of service interval of 20 minutes or less** during the morning and afternoon peak commute periods
- However, SB 79 establishes more stringent criteria for eligible bus service beyond the baseline Major Transit Stop definition.
 - To qualify under SB 79, the bus service must also:
 - Operate in full-time dedicated lanes or within a separate right-of-way; and
 - Provide service frequencies of 15 minutes or less during the AM and PM peak commute periods.

Bus Service (continued)

- SCAG's approach is that dedicated bus lanes that allow bicycles and/or right-turn vehicular lanes are still considered dedicated lanes
- Adjacent: Directly next to or immediately across the intersection from a qualifying bus stop or station (not a lane located farther away or several blocks from the stop).

Commuter Rail Frequency

- Difference between statute and HCD Clarifications.
- **SCAG's SB 79 map includes stations that align with HCD Clarifications, i.e. cumulative commuter rail service.**
- Frequency is calculated at the station level, and SCAG must consider service within the last three years.
- Land use decisions are local determinations, impacted jurisdictions in the SCAG region will need to evaluate this distinction.

While SB 79 describes commuter rail frequency based on "a commuter rail service" ie. a single line serving a station, HCD's advisory states that frequency is based on multiple commuter rail services serving the station. In this map, users will have the option to review either approach by clicking on a commuter rail stop or zone and paging through the pop-up box.

Rail Categories

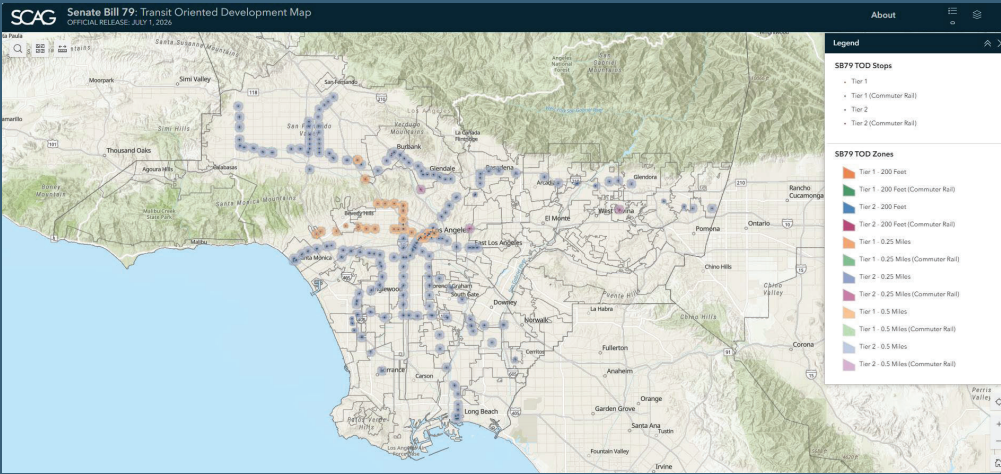
Heavy Rail	Light Rail	Commuter Rail
<ul style="list-style-type: none"> Bay Area Rapid Transit (BART): All except eBART Pittsburg Center, Antioch stations Los Angeles (LA) Metro Rail: B, D Lines 	<ul style="list-style-type: none"> LA Metro Rail (A, C, E, K Lines) Sacramento Regional Transit (SacRT) San Diego Metropolitan Transit System (MTS) Trolley San Francisco Municipal Railway (Muni) Metro and Streetcar Santa Clara Valley Transportation Authority (VTA) Light Rail 	<ul style="list-style-type: none"> Altamont Corridor Express (ACE) Arrow BART (eBART Pittsburg Center, Antioch stations only) Caltrain Capitol Corridor Coaster Metrolink Pacific Surfliner San Joaquins (Gold Runner) Sonoma-Marín Area Rail Transit (SMART) Sprinter

Applicable to SCAG Region

Pedestrian Access Point

- A pedestrian access point is the primary location where pedestrians enter a transit station or boarding platform and is used to determine the 200-foot, quarter-mile, and half-mile zones.
- SCAG utilizes the geocoded points contained in the shapefile or General Transit Feed Specification (GTFS) data to represent the official, agency-approved station locations and access points.
- When GTFS data is not available, center point of platform was mapped by SCAG based on shapefiles/plans provided by operator. This will be updated when map updates occur and shapefiles/GTFS are updated.

SCAG Region SB 79 TOD Stops & Zones Map



- Map released on June 1st
- **Deadline to receive corrections was June 12th, with documentation**
- Map has been updated as of July 1, the effective date of SB 79
- More updates are forthcoming



CORRECTIONS

1. Specific 'stop' corrections

- The SCAG region SB 79 map has been updated to reflect:
 - 15 additions
 - 11 deletions

2. Pedestrian Access Points

1. When General Transit Feed Specification points for platform AND access areas are available, SCAG has removed platform
2. When construction drawings with sufficient detail are available, SCAG will coordinate with transit operator to map 'access areas' and share coordinates with operator*
3. For projects with Locally Preferred Alternative, SCAG will work with operator to map either*:
 - Intersection
 - Center point of platform

**These points will be added in a future map update*

3. Disclaimer Language

SCAG has updated the disclaimer language to further clarify roles and responsibilities.

Given that SCAG is not the originator of the data points and the data reflects what was provided to SCAG at the time of map development/update, questions about transit level of service will need to be referred to transit agencies and land use determinations lie with local jurisdictions.

This is a map correction, not in Methodology.

4. Timing of Map Updates

- SCAG proposes map updates when:
 - New Urban Transit County
 - Annual Basis
- SCAG will develop a process and will share with stakeholders.
- SCAG is not the originator of data, will work with partners to collect data critical to map updates.

5. Projects With a Locally Preferred Alternative

- The California Department of Housing and Community Development (HCD) provided additional clarification to SCAG on June 25th indicating that projects with a Locally Preferred Alternative must be mapped.
- SCAG has revised the Methodology.
- The SB 79 map will be updated.

6. Commuter Rail Frequency

- The **SCAG SB 79 map does align with the HCD Clarifications** and maps stations based on cumulative service.
- Additional Metrolink stations (Covina and Cal State LA) have been added to the map as corrections. This is based on service level information from the transit operator.

7. Jurisdictions with population under 35,000

- The SCAG SB 79 TOD Stops and Zones Map includes all eligible Tier 1 and 2 TOD Stops and Zones
- Section **65912.157** (a) (4) of the statute includes provisions for jurisdictions with less than 35,000
 - SB 79 development provisions do not apply beyond ¼ mile radius
- To minimize confusion, the Tier 1 and Tier 2 half-mile radius has been removed from the map for TOD stops in these jurisdictions

8. CEQA and Environmental Review

- SCAG received a comment that preparation or approval of the SB 79 map requires environmental review under the California Environmental Quality Act (CEQA).
- SCAG does not agree that the SB 79 map requires CEQA review.
- SCAG's action is limited to carrying out the statutory mapping function required by SB 79 by applying the statutory criteria and HCD guidance to identify TOD stops, zones, and tiers.

Stakeholder Engagement

- Engaged transit agencies on data collection
- Engaging Los Angeles County jurisdictions and transit operators on map corrections
- Will conduct similar engagement with Orange County jurisdictions and transit operators on data collection and map review, pending OC Streetcar operational timeline

Next Steps

- Approach and timeline development to update pedestrian access points for stops that include:
 - Detailed construction drawings
 - Locally Preferred Alternative
- Approach for SB 79 Annual Map Updates
- Engage Orange County Stakeholders to inform SB 79 Map Update

Regional Council Action Language

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THANK YOU!
