



Senate Bill 79

Approach and Methodology

SCAG CEHD Policy Committee

June 4, 2026

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1

CEHD Action Language

Recommend that the Regional Council approve the Senate Bill 79 Approach and Methodology, substantially in the form presented, 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.

SB 79- Presentation Overview

1. SB 79 Overview
2. Roles/Responsibilities
3. Approach and Methodology
4. Stakeholder Engagement
5. Next Steps

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)
- 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
- Heavy and Light Rail Transit
- 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**—SCAG map includes:
 - Projects with full environmental clearance (CEQA and NEPA, as applicable) **OR**
 - Projects with construction funding committed in the Federal Transportation Improvement Program (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.
- Parcel-level eligibility and SB 79 applicability will be determined by local jurisdictions.

Bus Service

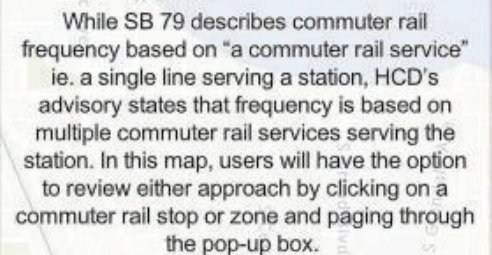
- Eligible bus service under SB 79 must first qualify as a Major Transit Stop.
 - Eligible bus service includes:
 - **Bus Rapid Transit (BRT) OR**
 - **the intersection of two or more major bus routes with a frequency of service interval of 20 minutes or less** during the morning and afternoon peak commute 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" i.e. 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

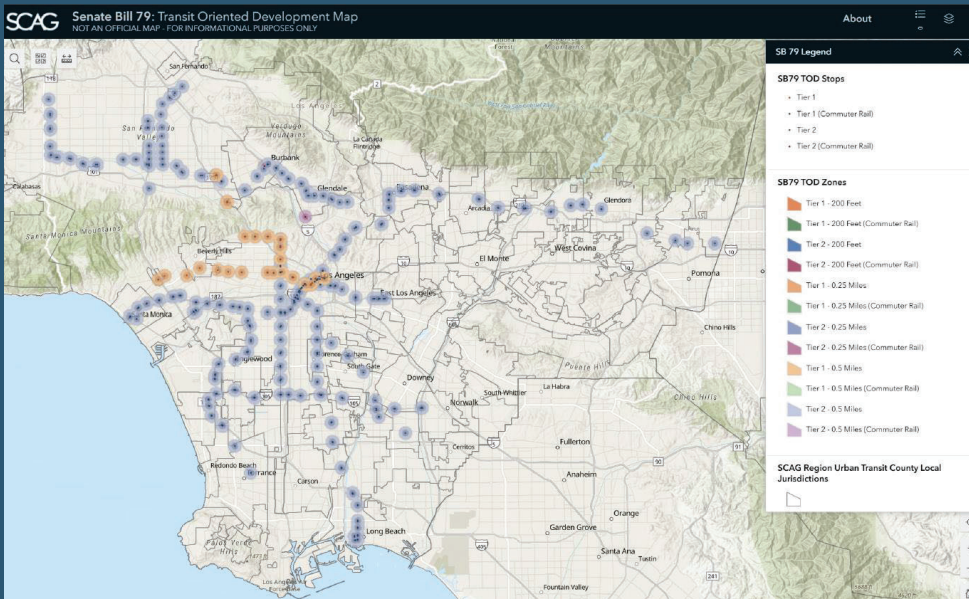
Heavy Rail	Light Rail	Commuter Rail
<ul style="list-style-type: none"> Bay Area Rapid Transit (BART): All except eBART Pittsburg Center, Antioch stations Los Angeles (LA) Metro Rail: B, D Lines 	<ul style="list-style-type: none"> LA Metro Rail (A, C, E, K Lines) Sacramento Regional Transit (SacRT) San 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

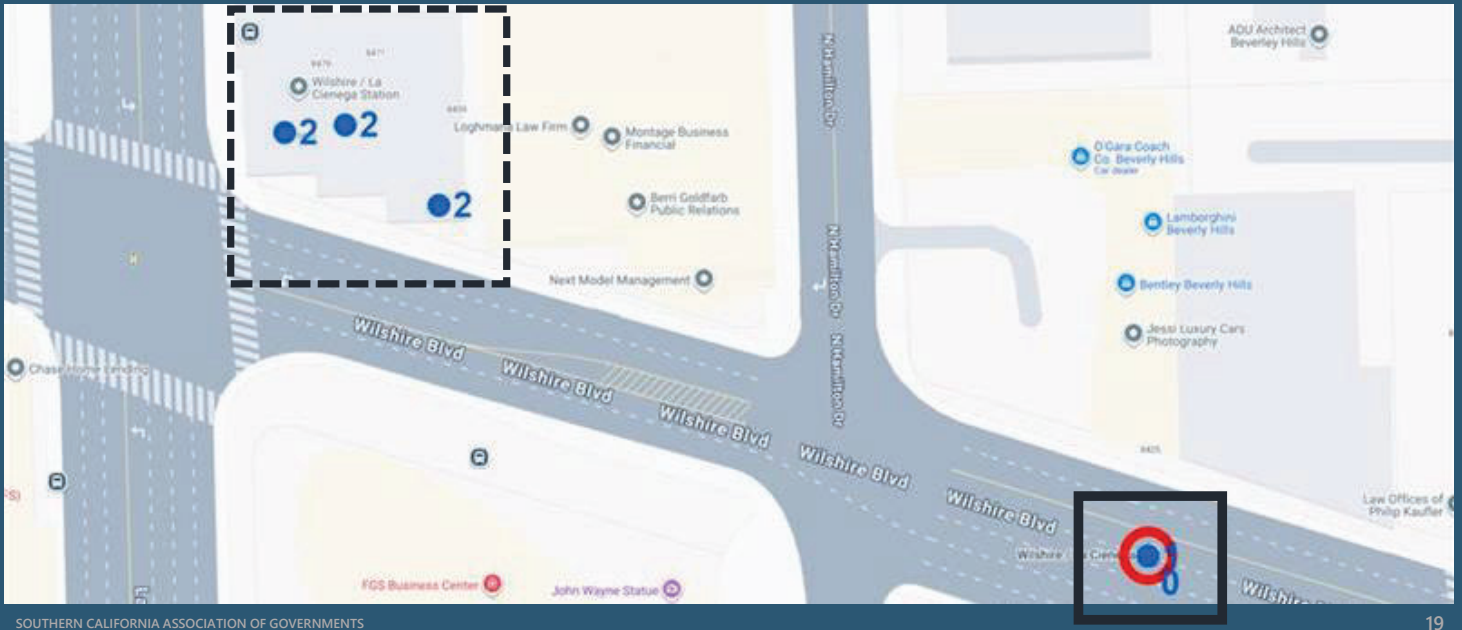


- Map released on June 1st
- **Deadline to receive corrections is June 12th, with documentation**
- Corrections to be reflected in Regional Council recommendation

Corrections: General Transit Feed Specification (GTFS) Points

- SCAG uses transit operators' GTFS data for the pedestrian access points.
 - Stations are represented in GTFS by points coded with '0' indicating the stop or platform.
 - Many stations, but not all, also have additional GTFS points coded with '2' indicating an entrance/exit.
 - SCAG has uniformly included all GTFS points ('0' and '2') in the current map.
- **CORRECTION**
 - When a station has **both** a '0' and '2', only the '2' will be mapped.
 - If a station only has a '0', the '0' will be mapped.
 - Will coordinate with LA Metro on feasibility of getting '2' points when a station is in construction or operational.

Example – LA Metro D Line, Wilshire/La Cienega Station

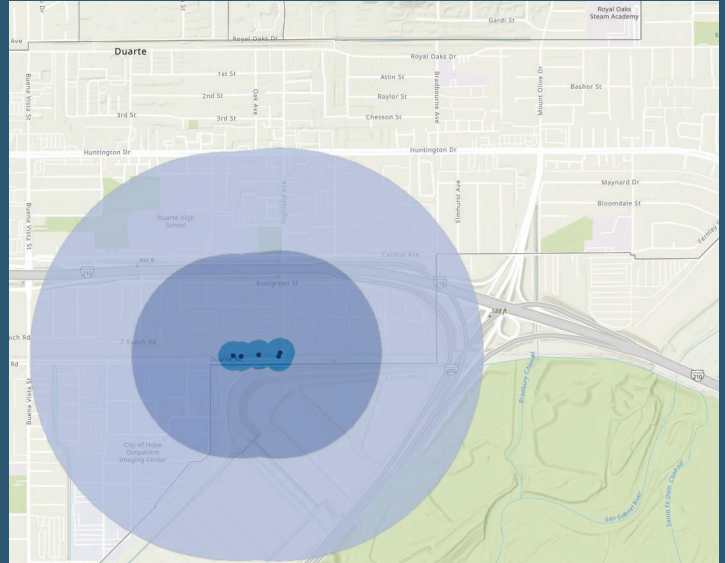
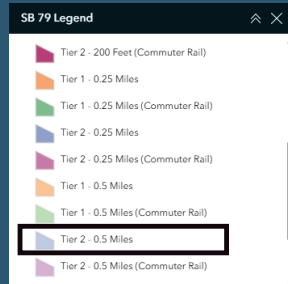


Corrections: Population under 35,000

- 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 will be removed from the map for TOD stops in these jurisdictions

Example: Metro A Line, Duarte / City of Hope Station

- Duarte has a population of 24,841
- Revisions will include removing the 1/2 mile radius in the city, to limit confusion
- 13 Los Angeles County jurisdictions will be updated accordingly



SB 79 TOD Stops and Zones Map Corrections

- **Due June 12th, with documentation**
- SCAG staff will review to confirm eligibility
- Incorporated into final map by July 1st
- As appropriate, SB 79 TOD Stops and Zones Approach and Methodology will be updated
- Revisions will be summarized at July 2026 Regional Council meeting

Annual Map Updates

SCAG will update the SB 79 map as follows:

- 1) When a county becomes an urban transit county, the stops and zones for that county will be added to the map.
- 2) On a regular annual basis, the stops and zones for all urban transit counties will be updated based on:
 - a) Updated GTFS data (pedestrian access points)
 - b) When an eligible transit project secures full environmental clearance (CEQA/NEPA, as applicable)
 - c) When an eligible transit project receives construction funding in FTIP.
 - d) Project conditions that effect SB 79 eligibility.

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

- June 9th--Info session for impacted Los Angeles County Jurisdictions and Transit Operators on map
- Office Hours for impacted Los Angeles Jurisdictions/Transit Operators
- **June 12th- Deadline for map corrections, with documentation**
- **July 2nd, Regional Council recommendation to approve the SB 79 Approach and Methodology**

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