Metropolitan Transportation Commission

MTC Planning Committee

May 8, 2026 **Agenda Item 9a – 26-0432**

Senate Bill 79: Draft Map

Subject:

Overview of draft map of Senate Bill 79 (Wiener, 2025) eligible transit stops in San Francisco, San Mateo, Santa Clara, and Alameda counties, consistent with the requirement for MTC to create this map in advance of the July 1, 2026 deadline.

Background:

Senate Bill (SB) 79 (Wiener, 2025) requires local jurisdictions in certain counties to allow residential development that meets density, affordability, and other standards in areas close to high-capacity transit stops. In the nine-county San Francisco Bay Area, the law generally applies to parcels that are zoned for residential, mixed-use, or commercial development in Alameda, San Francisco, San Mateo, and Santa Clara Counties and are located within a half mile of Bay Area Rapid Transit (BART), Caltrain, San Francisco Municipal Transportation Agency (SFMTA) and Valley Transportation Authority (VTA) light rail stops, and Alameda-Contra Costa Transit District (AC Transit) or SFMTA bus rapid transit stops. Exceptions include unincorporated areas, where the law does not immediately take effect, and in cities with populations below 35,000, where the law only applies to areas within a quarter mile of stops. In addition, parcels not zoned for commercial, mixed-use, or residential development are excluded.

The provisions of SB 79 take effect on July 1, 2026. The law provides several pathways for local governments to comply, including the adoption of TOD alternative plans that achieve the same total increase in development capacity as SB79. These TOD alternative plans enable local jurisdictions to tailor the distribution of increased development capacity to reflect local priorities.

MPO Requirements:

SB 79 requires Metropolitan Planning Organizations (MPOs) to produce a map of the geographic areas where the law applies; the application of the bill's provisions is mandatory. The definitions spelled out in law were further clarified by a subsequent SB 79 Advisory Clarifications on Definitions document, released by the California Department of Housing and Community Development (HCD) on March 23, 2026 and included as Attachment B. The text of SB 79 and

the advisory very clearly define the geospatial mapping task assigned to MPOs. To produce the map, MPO staff are required to determine eligible stops, identify pedestrian access points to these stops, and map quarter and half mile circles around these access points while taking into account exceptions and exclusions. To help support local implementation, MTC-ABAG released a SB 79 summary (https://abag.ca.gov/tools-resources/digital-library/sb-79-summary-11212025pdf) in November 2025 that local staff have utilized to brief city council and evaluate and pursue their options for implementing the law (included as Attachment C).

MTC Process to Develop Draft Map:

MTC conducted a robust data solicitation, review, and refinement process to ensure that the Bay Area's SB 79 map is accurate, going beyond baseline requirements specified in law. Staff worked closely with transit operators to develop a draft set of pedestrian access points for the transit stations to which the law applies. Once fully vetted with operators, these points were used to create a set of TOD zones, or buffers around each access point. Consistent with SB 79, these zones extend two hundred feet, one-quarter mile and one-half mile around each access point, with the notable exception of cities with populations below 35,000, where zones extend only one-quarter mile. Each zone corresponds with permitted densities and building heights specified in law for qualifying development projects, with higher densities and heights generally allowed in Tier 1 zones served by heavy rail (e.g., BART) and very high-frequency commuter rail (e.g., Caltrain). More information is available in ABAG SB 79 technical assistance (https://abag.ca.gov/tools-resources/digital-library/sb-79-summary-11212025pdf).

Based on this data, MTC staff created a draft map, which was posted to the MTC website (https://experience.arcgis.com/experience/934f95609d6b45c5be0f8f0030c01436) on April 8, 2026. Feedback was solicited from city managers, local planning directors, County Transportation Agencies (CTAs), and transit operators. In addition, staff hosted office hours and one-on-one meetings with affected local governments, transit operators, and CTAs throughout April 2026.

During the April review period, staff received comments from affected agencies in each county where SB 79 applies, as well as from stakeholders. The majority of local government comments confirmed the accuracy of the SB 79 map or sought clarification on technical issues. Comments from public agencies and other stakeholders included requests to reflect additional TOD stops that qualify under SB 79, as well as addition or modification of pedestrian access points. After reviewing the validity of each comment, staff have identified updates to the preliminary draft map. This includes adding qualifying Tier 2 bus stops in Berkeley and Alameda, creating pedestrian access points to elevators at four East Bay BART stations, and making minor modifications to the location of pedestrian access points at two VTA light rail stations in Campbell. In addition, minor changes will be made to the web application to improve the user experience based on feedback received.

Next Steps:

Staff will verbally share any notable additional feedback received after the close of the comment period at this month's Planning Committee meeting. Pending any further revisions to correct factual errors, the map will become formally available as a final deliverable on or before the law goes into effect on July 1, 2026.

Issues:

None identified.

Recommendations:

Information

Attachments:

- Attachment A: Presentation
- Attachment B: HCD SB 79 Advisory Clarifications on Definitions
- Attachment C: SB 79 Summary
- Attachment D: SB 79 Preliminary Draft Map *(Print Version)*

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