



# Metropolitan Transportation Commission

Bay Area Metro Center  
375 Beale Street  
San Francisco, CA 94105

## Meeting Agenda

### Planning Committee

*Eddie Ahn, Chair*  
*Pat Burt, Vice Chair*

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Friday, May 8, 2026

9:40 AM

Board Room - 1st Floor

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#### Joint meeting with the ABAG Administrative Committee

This meeting shall consist of a simultaneous teleconference call at the following location(s):  
District Office of Supervisor Mashburn, 675 Texas Street, District 5 Office 6025,  
Fairfield, CA 94533

Meeting attendees may opt to attend in person for public comment and observation at 375 Beale Street, Board Room (1st Floor). In-person attendees must adhere to posted public health protocols while in the building. The meeting webcast will be available at <https://mtc.ca.gov/whats-happening/meetings/live-webcasts>. Members of the public are encouraged to participate remotely via Zoom at the following link or phone number. Members of the public participating by Zoom wishing to speak should use the "raise hand" feature or dial \*9. When called upon, unmute yourself or dial \*6. In order to get the full Zoom experience, please make sure your application is up to date.

Attendee Link: <https://bayareametro.zoom.us/j/84914805496>

iPhone One-Tap: US: +16699006833,,84914805496#

Join by Telephone (for higher quality, dial a number based on your current location) US:  
888 788 0099 (Toll Free) or 877 853 5247 (Toll Free)

Webinar ID: 849 1480 5496

International numbers available: <https://bayareametro.zoom.us/u/kxzg11P2x>

All standing committee meeting agendas may also be accessed on

- MTC's website here: <https://mtc.ca.gov/meetings-events>

- On Legistar here: <https://mtc.legistar.com/Calendar.aspx>

Detailed instructions on participating via Zoom are available at:

<https://bayareametro.zoom.us/u/kdR1hznEgA>

<https://mtc.ca.gov/how-provide-public-comment-board-meeting-zoom>

Members of the public may participate by phone or Zoom or may submit comments by email at [info@bayareametro.gov](mailto:info@bayareametro.gov) by 5:00 p.m. the business day before the scheduled meeting date. Please include the committee or board meeting name and agenda item number in the subject line. All comments received will be submitted into the record.

Clerk: Martha Silver

**Roster**

Eddie Ahn (Chair), Candace Andersen, Pat Burt (Vice Chair), Noelia Corzo,  
Marilyn Ezzy Ashcraft, Dorene M. Giacomini\*+, Alicia John-Baptiste, Matt Mahan,  
and Mitch Mashburn

\*Non-Voting Member

+Remote per Government Code s. 54953(c)

**1. Call MTC Planning Committee to Order****2. MTC Planning Committee Roll Call / Confirm Quorum**

*Quorum: A quorum of this committee shall be a majority of its regular non-ex-officio voting members (5).*

**3. MTC Planning Committee Consent Calendar**

- 3a. [26-0423](#) Approval of MTC Planning Committee Minutes of the April 10, 2026 Meeting

**Action:** MTC Planning Committee Approval

**Attachments:** [3a 26-0423 2026-04-10 MTC Planning Committee Meeting Minutes Draft.p](#)

**4. Call ABAG Administrative Committee to Order****5. ABAG Administrative Committee Roll Call / Confirm Quorum**

*Quorum: A quorum of this committee shall be a majority of its regular non-ex-officio voting members (5).*

**6. ABAG Compensation Announcement – ABAG Administrative Committee Clerk****7. ABAG Administrative Committee Consent Calendar**

- 7a. [26-0424](#) Approval of ABAG Administrative Committee Summary Minutes of the April 10, 2026 Meeting

**Action:** ABAG Administrative Committee Approval

**Attachments:** [7a 26-0424 2026-04-10 ABAG Administrative Committee Meeting Minutes](#)

- 7b. [26-0451](#) Pre-Qualified Panel of Consultants Bench - ABAG Energy Programs Grant Application and Funding Support Services - Cycle 1 (Accenture Infrastructure & Capital Projects, LLC; Acterra: Action for a Healthy Planet; A.M. Crawford, Inc.; Build Momentum; California Consulting, Inc.; Community Sustainability Partners, Inc.; Drago Vantage, LLC.; Electris Consulting, LLC; Energy Resources Integration, LLC; Evan Brooks Associates, Inc.; GTC 360° Advisors; Guidehouse Inc.; ICF Incorporated, LLC; and TRC Companies)

**Action:** ABAG Administrative Committee Approval

**Presenter:** Jane Elias

**Attachments:** [7b 26-0451 Summary Sheet Consultants Bench ABAG Energy Programs.r](#)

- 7c. [26-0618](#) Committee Appointments

Ratification of Appointments to ABAG Committees.

**Action:** ABAG Administrative Committee Approval

**Presenter:** Kathleen Kane

**Attachments:** [7ci 26-0618 Summary Sheet Committee Appointments.pdf](#)

[7cii 26-0618 Attachment A ABAG Committee Rosters.pdf](#)

## 8. Approval

- 8a. [26-0324](#) MTC Resolution No. 4530, Revised. Transit-Oriented Communities (TOC) Policy

Minor amendments to the TOC Policy (MTC Resolution No. 4530) to provide greater flexibility to transit extension projects seeking non-One Bay Area Grant (OBAG) discretionary funding, to clarify the Commission will further consider the evolving role of the TOC Policy at the start of the next OBAG cycle, and to align nomenclature with the approved TOC Policy Evaluation Framework.

**Action:** Commission Approval

**Presenter:** Gillian Adams

**Attachments:** [8ai 26-0324 Summary Sheet MTC Reso 4530 Revised.pdf](#)

[8aii 26-0324 Attachment A MTC Reso 4530 Revised.pdf](#)

[8aiii 26-0324 Presentation Attachment B MTC Res 4530 Revised.pdf](#)

[8aiv 26-0325 Correspondence Received MTC Res 4530.pdf](#)

## 9. Information

### 9a. [26-0432](#) Senate Bill 79: Draft Maps

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.

**Action:** Information

**Presenter:** Mark Shorett

**Attachments:** [9ai 26-0432 Summary Sheet SB 79 Maps.pdf](#)  
[9aii 26-0432 Powerpoint SB 79 Maps.pdf](#)  
[9aiii 26-0432 Attachment B HCD SB79 Advisory Clarifications on Definition](#)  
[9aiv 26-0432 Attachment C SB79 Summary.pdf](#)  
[9av 26-0432 Attachment D SB 79 Map.pdf](#)

## 10. Public Comment / Other Business

*Members of the public participating by Zoom wishing to speak should use the “raise hand” feature or dial \*9. When called upon, unmute yourself or dial \*6.*

## 11. Adjournment / Next Meetings

**The next meeting of the MTC Planning Committee will be held on Friday, June 12, 2026 at 9:40 a.m. at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA. Any changes to the schedule will be duly noticed to the public.**

**Public Comment:** The public is encouraged to comment on agenda items at Committee meetings by completing a request-to-speak card (available from staff) and passing it to the Committee secretary. Public comment may be limited by any of the procedures set forth in Section 3.09 of MTC's Procedures Manual (Resolution No. 1058, Revised) if, in the chair's judgment, it is necessary to maintain the orderly flow of business.

**Meeting Conduct:** If this meeting is willfully interrupted or disrupted by one or more persons rendering orderly conduct of the meeting unfeasible, the Chair may order the removal of individuals who are willfully disrupting the meeting. Such individuals may be arrested. If order cannot be restored by such removal, the members of the Committee may direct that the meeting room be cleared (except for representatives of the press or other news media not participating in the disturbance), and the session may continue.

**Record of Meeting:** Committee meetings are recorded. Copies of recordings are available at a nominal charge, or recordings may be listened to at MTC offices by appointment. Audiocasts are maintained on MTC's Web site ([mtc.ca.gov](http://mtc.ca.gov)) for public review for at least one year.

**Accessibility and Title VI:** MTC provides services/accommodations upon request to persons with disabilities and individuals who are limited-English proficient who wish to address Commission matters. For accommodations or translations assistance, please call 415.778.6757 or 415.778.6769 for TDD/TTY. We require three working days' notice to accommodate your request.

**可及性和法令第六章:** MTC 根據要求向希望來委員會討論有關事宜的殘疾人士及英語有限者提供服務/方便。需要便利設施或翻譯協助者，請致電 415.778.6757 或 415.778.6769 TDD / TTY。我們要求您在三個工作日前告知，以滿足您的要求。

**Acceso y el Título VI:** La MTC puede proveer asistencia/facilitar la comunicación a las personas discapacitadas y los individuos con conocimiento limitado del inglés quienes quieran dirigirse a la Comisión. Para solicitar asistencia, por favor llame al número 415.778.6757 o al 415.778.6769 para TDD/TTY. Requerimos que solicite asistencia con tres días hábiles de anticipación para poderle proveer asistencia.

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Attachments are sent to Committee members, key staff and others as appropriate. Copies will be available at the meeting.

MTC's Chair and Vice-Chair are ex-officio voting members of all standing Committees.



# Metropolitan Transportation Commission

## Legislation Text

375 Beale Street, Suite 800  
San Francisco, CA 94105

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**File #:** 26-0423, **Version:** 1

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**Subject:**

Approval of MTC Planning Committee Minutes of the April 10, 2026 Meeting

**Recommended Action:**

MTC Planning Committee Approval

**Attachments:**



# Metropolitan Transportation Commission Meeting Minutes

Agenda Item 3a

Bay Area Metro Center  
375 Beale Street  
San Francisco, CA 94105

## Planning Committee

*Eddie Ahn, Chair*  
*Pat Burt, Vice Chair*

---

Friday, April 10, 2026

9:40 AM

Board Room - 1st Floor

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### Joint meeting with the ABAG Administrative Committee

#### Roster

**Eddie Ahn (Chair), Candace Andersen, Pat Burt (Vice Chair), Noelia Corzo,  
Marilyn Ezzy Ashcraft, Dorene M. Giacomini\*+, Alicia John-Baptiste, Matt Mahan,  
and Mitch Mashburn  
\*Non-Voting Member**

**+Remote per Government Code s. 54953(c)**

Chair Eddie Ahn called the MTC Planning Committee meeting to order at 9:43 a.m.

### 1. Call MTC Planning Committee to Order

### 2. MTC Planning Committee Roll Call / Confirm Quorum

**Present:** 6 - Chair Ahn, Vice Chair Burt, Commissioner Andersen, Commissioner Corzo,  
Commissioner Ashcraft and Commissioner John-Baptiste

**Absent:** 2 - Commissioner Mahan and Commissioner Mashburn

Non-Voting Member Absent: Dorene M. Giacomini, MTC

Ex Officio Voting Member Present: Commission Chair Noack

Ad Hoc Non-Voting Members Present: Commissioner Papan and Commissioner Ramos.

The following MTC noticed remote location was open to the public: 1516 Kamole Street, Honolulu, Hawaii 96821 – Andersen

The following MTC Planning Committee members participated from a noticed remote location:

Commissioner Andersen

ABAG Administrative Committee Members Present: Carlson, Eklund, Fife, Rabbitt, Chair Ramos, Vice Chair Romero, and Williams.

The following ABAG noticed remote locations were open to the public: Solano County Administration Building, 675 Texas Street, 6th Floor, Conference Room 6001, Fairfield, CA 94533 (Williams);

County of Santa Clara, 70 W. Hedding Street, East Wing, 10th Floor, Supervisor's Conference Room, San Jose, CA 95110 (Duong)

The following ABAG Administrative Committee member participated from a noticed remote location: Member Williams.

ABAG Member Duong was absent. The remote location remained open until the meeting concluded.

### 3. MTC Planning Committee Consent Calendar

Upon the motion by Vice Chair Burt and seconded by Commissioner Corzo, the MTC Planning Committee Consent Calendar was unanimously. The motion carried by the following vote:

**Aye:** 6 - Chair Ahn, Vice Chair Burt, Commissioner Andersen, Commissioner Corzo, Commissioner Ashcraft and Commissioner John-Baptiste

**Absent:** 2 - Commissioner Mahan and Commissioner Mashburn

- 3a. [26-0305](#) Approval of MTC Planning Committee Minutes of the March 13, 2026 Meeting

**Action:** MTC Planning Committee Approval

### 4. Call ABAG Administrative Committee to Order

The ABAG Administrative Committee meeting was called to order.

### 5. ABAG Administrative Committee Roll Call / Confirm Quorum

### 6. ABAG Compensation Announcement – ABAG Administrative Committee Clerk

The ABAG Clerk of the Board gave the compensation announcement.

### 7. ABAG Administrative Committee Consent Calendar

The ABAG Administrative Committee took action on this item.

- 7a. [26-0306](#) Approval of ABAG Administrative Committee Summary Minutes of the March 13, 2026 Meeting

**Action:** ABAG Administrative Committee Approval

## 8. Information

### 8a. [26-0354](#) Vital Signs Website and Data Updates

Overview of recent updates to MTC-ABAG's Vital Signs performance monitoring initiative and preview of key findings from the latest data refreshes. These updates enhance the accuracy and timeliness of the region's performance monitoring system and provide insights that directly support planning and policy initiatives underway in 2026.

**Action:** Information

**Presenter:** Elliot Huang

### 8b. [26-0414](#) CalEnviroScreen Update

Information on CalEPA's CalEnviroScreen 5.0 update, including pollution and population factors, changes from the previous version, and how the update affects the Bay Area.

**Action:** Information

**Presenter:** Kearey Smith

## 9. Public Comment / Other Business

## 10. Adjournment / Next Meetings

**The next meeting of the Planning Committee will be held on Friday, May 8, 2026 at 9:40 a.m. at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA. Any changes to the schedule will be duly noticed to the public.**

Chair Eddie Ahn adjourned the MTC Planning Committee meeting at 11:00 a.m.



Metropolitan Transportation  
Commission  
Legislation Text

375 Beale Street, Suite 800  
San Francisco, CA 94105

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**File #:** 26-0424, **Version:** 1

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**Subject:**

Approval of ABAG Administrative Committee Summary Minutes of the April 10, 2026 Meeting

**Recommended Action:**

ABAG Administrative Committee Approval

**Attachments:**



## Meeting Minutes - Draft

### ABAG Administrative Committee

*Chair, Belia Ramos, Supervisor, County of Napa*  
*Vice Chair, Carlos Romero, Councilmember, City of*  
*East Palo Alto*

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Friday, April 10, 2026

9:40 AM

Board Room - 1st Floor

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#### Association of Bay Area Governments Administrative Committee

#### Joint meeting with the MTC Planning Committee

This meeting shall consist of a simultaneous teleconference call at the following location(s):  
Solano County Administration Building, 675 Texas Street, 6th Floor, Conference Room 6001,  
Fairfield, CA 94533 (Williams)

County of Santa Clara, 70 W. Hedding Street, East Wing, 10th Floor, Supervisor's Conference  
Room, San Jose, CA 95110 (Duong)

Clerk: Fred Castro

#### Roster

Ken Carlson, Betty Duong, Pat Eklund, Carroll Fife, David Rabbitt, Belia Ramos,  
Carlos Romero, Cindy Silva, Wanda Williams

1. MTC Planning Committee Call to Order
2. MTC Planning Committee Roll Call / Confirm Quorum
3. MTC Planning Committee Consent Calendar
- 3a. [26-0305](#) Approval of MTC Planning Committee Minutes of the March 13, 2026 Meeting
4. Call ABAG Administrative Committee to Order

Chair Ramos called the ABAG Administrative Committee meeting to order at about 9:46 a.m. Quorum was present.

**Present:** 6 - Carlson, Eklund, Fife, Ramos, Romero, and Williams

**Absent:** 3 - Duong, Rabbitt, and Silva

5. ABAG Administrative Committee Roll Call / Confirm Quorum

**6. ABAG Compensation Announcement – ABAG Clerk of the Board**

**7. ABAG Administrative Committee Consent Calendar**

Upon the motion by Romero and second by Eklund, the ABAG Administrative Committee approved the Consent Calendar. The motion passed unanimously by the following vote:

**Aye:** 5 - Carlson, Eklund, Ramos, Romero, and Williams

**Absent:** 4 - Duong, Fife, Rabbitt, and Silva

7a [26-0497](#) Approval of ABAG Administrative Committee Summary Minutes of the March 13, 2026 Meeting

**8. Information**

8a. [26-0354](#) Vital Signs Website and Data Updates

Overview of recent updates to MTC-ABAG’s Vital Signs performance monitoring initiative and preview of key findings from the latest data refreshes. These updates enhance the accuracy and timeliness of the region’s performance monitoring system and provide insights that directly support planning and policy initiatives underway in 2026.

Elliot Huang gave the report.

8b. [26-0414](#) CalEnviroScreen Update

Information on CalEPA’s CalEnviroScreen 5.0 update, including pollution and population factors, changes from the previous version, and how the update affects the Bay Area.

Kearey Smith gave the report.

**9. Public Comment / Other Business**

**10. Adjournment / Next Meetings**

Chair Ramos adjourned the meeting at about 11:00 a.m. The next regular meeting of the ABAG Administrative Committee is on May 8, 2026.



# Metropolitan Transportation Commission

## Legislation Text

375 Beale Street, Suite 800  
San Francisco, CA 94105

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**File #:** 26-0451, **Version:** 1

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**Subject:**

Pre-Qualified Panel of Consultants Bench - ABAG Energy Programs Grant Application and Funding Support Services - Cycle 1 (Accenture Infrastructure & Capital Projects, LLC; Acterra: Action for a Healthy Planet; A.M. Crawford, Inc.; Build Momentum; California Consulting, Inc.; Community Sustainability Partners, Inc.; Drago Vantage, LLC.; Electris Consulting, LLC; Energy Resources Integration, LLC; Evan Brooks Associates, Inc.; GTC 360° Advisors; Guidehouse Inc.; ICF Incorporated, LLC; and TRC Companies)

**Presenter:**

Jane Elias

**Recommended Action:**

ABAG Administrative Committee Approval

**Attachments:**

**Association of Bay Area Governments**  
**ABAG Administrative Committee**

May 8, 2026

Agenda Item 7b – 26-0451

**Pre-Qualified Panel of Consultants Bench – ABAG Energy Programs Grant Application and Funding Support Services – Cycle 1 (Accenture Infrastructure & Capital Projects, LLC; Acterra: Action for a Healthy Planet; A.M. Crawford, Inc.; Build Momentum; California Consulting, Inc.; Community Sustainability Partners, Inc.; Drago Vantage, LLC; Electris Consulting, LLC; Energy Resources Integration, LLC; Evan Brooks Associates, Inc.; GTC 360° Advisors; Guidehouse Inc.; ICF Incorporated, LLC; and TRC Companies)**

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**Subject:**

Request for approval of a pre-qualified bench of consultants to provide as-needed grant application and funding support services for ABAG Energy Programs through December 31, 2027, with an option to extend for up to an additional two years through December 31, 2029.

**Background:**

The Association of Bay Area Governments (ABAG) administers various energy programs through ABAG Publicly Owned Energy Resources (POWER) and the Bay Area Regional Energy Network (BayREN).

ABAG POWER is a separate joint powers authority created to act as an energy service provider for municipal facilities, which currently purchases natural gas on agencies' behalf and arranges for its delivery to members, including 52 cities, counties, and special districts. BayREN is a 10-member unincorporated association of local government entities that has been implementing a portfolio of energy efficiency programs funded by the California Public Utilities Commission (CPUC) across the region since 2013. To expand its impact and respond to growing needs related to building decarbonization, health, and resilience, BayREN is seeking to diversify its funding sources beyond CPUC ratepayer funding.

Significant new state, federal, and philanthropic funding opportunities have emerged in recent years, particularly through climate and infrastructure initiatives. Accessing these opportunities requires specialized expertise in grant identification, technical writing, and budget preparation – capacity that exceeds ABAG’s current staffing resources, which are dedicated to ongoing program implementation.

On February 4, 2026, ABAG, on behalf of ABAG POWER and BayREN, issued a Request for Qualifications (RFQ) for the 2026 ABAG Energy Programs Grant Application and Funding Support Services – Cycle 1 Consultant Bench (“Bench”), inviting firms to submit Statements of Qualifications (“SOQ”). The Bench would establish a pre-qualified list of consultants to support ABAG Energy Programs with identifying and applying for grants related to energy sources, building energy and decarbonization, including impacts on health and resilience. Email notification of the opportunity was sent to over 6,454 individuals and firms. Staff hosted a virtual Proposer’s Conference on February 11, 2026, which was attended by 19 individuals. Written responses to questions received during and immediately after the conference were posted on February 17, 2026. The RFQ was downloaded 111 times, and ABAG received qualified submittals from 14 firms by the deadline on March 11, 2026. All firms meet the minimum qualifications.

An evaluation panel composed of ABAG staff reviewed the applicants based upon the following evaluation criteria, with relative weights indicated in percentages: 1) Experience and Qualifications of the Firm (35%); 2) Work Plan and Approach (20%); 3) Expertise of the Firm and Personnel (20%); 4) Reasonableness of Rates (15%); and Presentation (10%). The table below shows the final scores for each firm in each category. The evaluation panel recommends that proposals scoring over 70 be selected for the bench, and those scores are indicated in bold. This results in fourteen qualified firms for the bench.

*Table 1: Final Scores for Each Firm*

<b>Firm</b>	<b>Score</b>
Accenture Infrastructure & Capital Projects, LLC	<b>87</b>
Aceterra: Action for a Healthy Planet	<b>81</b>
A.M. Crawford, Inc.	<b>79</b>
Build Momentum	<b>77</b>
California Consulting, Inc.	<b>82</b>
Community Sustainability Partners, Inc.	<b>83</b>
Drago Vantage, LLC	<b>79</b>
Electris Consulting, LLC	<b>80</b>
Energy Resources Integration, LLC	<b>79</b>
Evan Brooks Associates, Inc.	<b>89</b>
GTC 360° Advisors	<b>77</b>
Guidehouse Inc.	<b>83</b>
ICF Incorporated, LLC	<b>92</b>
TRC Companies	<b>87</b>

***Bold text indicates that the evaluation panel recommends the firm for placement on the Bench.***

Approved firms will be eligible for work throughout the approved term of the bench, which is from the date of Administrative Committee approval through December 31, 2027, with an option to extend for an additional two years. Selection for entry into a contract with one of the pre-qualified consultants will be undertaken in compliance with ABAG’s policies and may take place by direct selection or via a mini-procurement from the bench. Additional firms may be added to the Bench in response to a re-issuance of the RFQ in future cycles.

Contract periods of performance and amounts will be determined on a per-contract basis. Staff will return to the Executive Board for authorization of any contracts that exceed the Executive Director’s signature authority. Cooperative use language included in the RFQ allows other public entities to utilize firms on the Bench for their own projects and programs.

**Issues:**

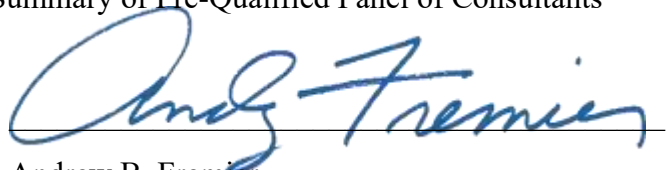
None identified.

**Recommendations:**

The ABAG Administrative Committee, acting for the Executive Board, is requested to authorize the Executive Director of the Metropolitan Transportation Commission on behalf of the Association of Bay Area Governments, to approve the pre-qualified consultant panel to provide grant application and funding support services for ABAG Energy Programs on an as-needed basis, for a period through December 31, 2027, with an option to extend for up to an additional two years through December 31, 2029.

**Attachments:**

- Attachment A: List of Pre-Qualified Consultants for the 2026 ABAG Energy Programs Grant Application and Funding Support Services Bench
- Attachment B: Small Business Enterprise Status
- Request for Committee Approval – Summary of Pre-Qualified Panel of Consultants Bench



Andrew B. Fremier

**Pre-Qualified Panel of Consultants for the 2026 ABAG Energy Programs Grant Application and Funding Support Services Bench**

	<b>Firm Name</b>	<b>Placed on Bench</b>
Prime Contractor	Accenture Infrastructure & Capital Projects, LLC	1
Prime Contractor	Acterra: Action for a Healthy Planet	1
Prime Contractor	A.M. Crawford, Inc.	1
Prime Contractor	Build Momentum	1
Prime Contractor	California Consulting, Inc	1
Prime Contractor	Community Sustainability Partners, Inc.	1
Prime Contractor	Drago Vantage, LLC	1
Prime Contractor	Electris Consulting LLC	1
Prime Contractor	Energy Resources Integration, LLC	1
Prime Contractor	Evan Brooks Associates, Inc.	1
Prime Contractor	GTC 360° Advisors	1
Prime Contractor	Guidehouse Inc	1
Prime Contractor	ICF Incorporated, L.L.C.	1
Prime Contractor	TRC Companies	1

Small Business Enterprise Status

	Firm Name	SBE**, Yes / No	If SBE Yes, List #
Prime Contractor	Accenture Infrastructure & Capital Projects, LLC	No	N/A
Subcontractor	IMPACTS USA, Inc	Yes	2045417 - DGS
Prime Contractor	Acterra: Action for a Healthy Planet	No	N/A
Prime Contractor	A.M. Crawford, Inc.	Yes	FP0002678 (City of SF)
Prime Contractor	Build Momentum	No	N/A
Prime Contractor	California Consulting, Inc	No	N/A
Subcontractor	JMDiaz, Inc	No	N/A
Prime Contractor	Community Sustainability Partners, Inc.	No	N/A
Prime Contractor	Drago Vantage, LLC	Yes	2030805 - DGS
Prime Contractor	Electris Consulting LLC	Yes	2049484 - DGS
Prime Contractor	Energy Resources Integration, LLC	Yes	2023506 - DGS
Prime Contractor	Evan Brooks Associates, Inc.	Yes	1745536 - DGS
Prime Contractor	GTC 360° Advisors	No	N/A
Prime Contractor	Guidehouse Inc	No	N/A
Prime Contractor	ICF Incorporated, L.L.C.	No	N/A
Prime Contractor	TRC Companies	No	N/A

Footnote:

\*\*Denotes certification by the State of California

**Request for Committee Approval**

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**Summary of Proposed Consultant Bench**

Work Item No.: To be determined on a per-contract basis

Consultant: See Attachment A to the Administrative Committee Summary Sheet dated May 8, 2026

Work Project Title: 2026 ABAG Energy Programs Grant Application and Funding Support Services Bench – Cycle 1

Purpose of Project: Provide as-needed grant application and funding support services to support ABAG Energy Programs

Brief Scope of Work: Provide as-needed grant application and funding support services to support ABAG Energy Programs on various projects

Project Cost Not to Exceed: To be determined on a per-contract basis

Funding Source: To be determined on a per-contract basis

Fiscal Impact: No immediate fiscal impact until contracts are awarded. Funds for future fiscal years are subject to agency budgetary approval.

Motion by Committee: That the consultants listed in Attachment A to the Administrative Committee Summary Sheet dated May 8, 2026 be pre-qualified to enter into contracts with ABAG to provide as-needed grant application and funding support services through December 31, 2027, with an option to extend for an additional two years to December 31, 2029, as described above and in the Administrative Committee Summary Sheet dated May 8, 2026, subject to applicable contract approval procedures and necessary budget approvals.

ABAG Administrative  
Committee:

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Belia Ramos, President

Approved: May 8, 2026



Metropolitan Transportation  
Commission  
Legislation Text

375 Beale Street, Suite 800  
San Francisco, CA 94105

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**File #:** 26-0618, **Version:** 1

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**Subject:**  
Committee Appointments

Ratification of Appointments to ABAG Committees.

**Presenter:**  
Kathleen Kane

**Recommended Action:**  
ABAG Administrative Committee Approval

**Attachments:**

**Association of Bay Area Governments  
ABAG Administrative Committee**

May 8, 2026

Agenda Item 7c – 26-0618

**Committee Appointments**

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**Subject:**

Ratification of Appointments to ABAG Committees.

**Background:**

According to the ABAG Bylaws, the ABAG President and Vice President, in the President's absence, make committee appointments with the advice and consent of the Executive Board.

At its meeting on May 8, 2026, ABAG President Belia Ramos will report to the ABAG Administrative Committee, acting for the Executive Board, on appointments to committees, as follows:

**ABAG Housing Committee**

- Susan Hollingsworth Adams, Councilmember, City of Rohnert Park

**Issues:**

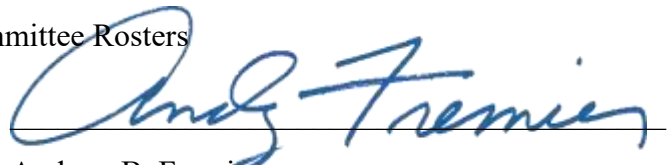
None identified.

**Recommendations:**

Staff recommends that the ABAG Administrative Committee Board ratify the committee appointments, as reported.

**Attachments:**

- Attachment A: Updated ABAG Committee Rosters



Andrew B. Fremier

## ABAG COMMITTEE ASSIGNMENTS

<b>Meeting Body</b>	<b>Housing Committee</b>	<b>Finance Committee</b>	<b>Administrative Committee</b>	<b>Joint MTC ABAG Legislative Committee</b>
<b>Chair</b>	ROMERO, CARLOS (EX OFFICIO)	EKLUND, PAT	RAMOS, BELIA	CARLSON, KEN
<b>Vice Chair</b>	MOTOYAMA, LISA	MOTOYAMA, LISA	ROMERO, CARLOS	JOHN-BAPTISTE, ALICIA (MTC)
<b>All Members</b>	ADAMS, SUSAN	DUONG, BETTY	CARLSON, KEN (LEGIS. COMMITTEE)	CAMPOS, PAMELA
	CAMPOS, PAMELA	EKLUND, PAT	DUONG, BETTY (EXECUTIVE BOARD 3)	CARLSON, KEN
	CARLSON, KEN	HOLLINGSWORTH-ADAMS, SUSAN	EKLUND, PAT (FINANCE COMMITTEE)	DUONG, BETTY
	EKLUND, PAT	MOTOYAMA, LISA	FIFE, CARROLL (EXECUTIVE BOARD 4)	EKLUND, PAT
	FIFE, CARROLL	RABBITT, DAVID (EX OFFICIO)	RABBITT, DAVID (EX OFFICIO)	RABBITT, DAVID (EX OFFICIO)
	FORTUNATO BAS, NIKKI	RAMOS, BELIA (EX OFFICIO)	RAMOS, BELIA	RAMOS, BELIA (EX OFFICIO)
	GAUTHIER, LISA	ROMERO, CARLOS (EX OFFICIO)	ROMERO, CARLOS	ROMERO, CARLOS (EX OFFICIO)
	MARTINEZ BELTRAN, YVONNE		SILVA, CINDY (EXECUTIVE BOARD 1)	WILLIAMS, WANDA
	MOTOYAMA, LISA (VC)		WILLIAMS, WANDA (EXECUTIVE BOARD 2)	VACANT
	RABBITT, DAVID (EX OFFICIO)		ADAMS, SUSAN (HOUSING COMMITTEE)	
	RAMOS, BELIA (EX OFFICIO)			
	ROMERO, CARLOS (EX OFFICIO)			
<b>Meeting Body</b>	<b>Advancing California Financing Authority (ACFA) Governing Board</b>	<b>Bay Area Regional Collaborative (BARC)</b>	<b>California Association of Councils of Governments (CALCOG)</b>	<b>Metropolitan Transportation Commission</b>
<b>Chair</b>	EKLUND, PAT	--	--	--
<b>Vice Chair</b>	RAMOS, BELIA	--	--	--
<b>All Members</b>	EKLUND, PAT	EKLUND, PAT	RAMOS, BELIA	RAMOS, BELIA
	HOLLINGSWORTH-ADAMS, SUSAN	RABBITT, DAVID (PAST PRESIDENT)		
	MOTOYAMA, LISA	RAMOS, BELIA (PRESIDENT)		
	RAMOS, BELIA	VACANT		
	ROMERO, CARLOS			



# Metropolitan Transportation Commission

## Legislation Text

375 Beale Street, Suite 800  
San Francisco, CA 94105

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**File #:** 26-0324, **Version:** 1

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**Subject:**

MTC Resolution No. 4530, Revised. Transit-Oriented Communities (TOC) Policy

Minor amendments to the TOC Policy (MTC Resolution No. 4530) to provide greater flexibility to transit extension projects seeking non-One Bay Area Grant (OBAG) discretionary funding, to clarify the Commission will further consider the evolving role of the TOC Policy at the start of the next OBAG cycle, and to align nomenclature with the approved TOC Policy Evaluation Framework.

**Presenter:**

Gillian Adams

**Recommended Action:**

Commission Approval

**Attachments:**

**Metropolitan Transportation Commission**  
**MTC Planning Committee**

**May 8, 2026**

**Agenda Item 8a – 26-0324**

**MTC Resolution No. 4530, Revised. Transit-Oriented Communities (TOC) Policy**

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**Subject:**

Minor amendments to the TOC Policy (MTC Resolution No. 4530) to provide greater flexibility to transit extension projects seeking non-One Bay Area Grant (OBAG) discretionary funding, to clarify the Commission will further consider the evolving role of the TOC Policy at the start of the next OBAG cycle, and to align nomenclature with the approved TOC Policy Evaluation Framework.

**Background:**

MTC adopted the Transit-Oriented Communities (TOC) Policy in September 2022 to better link the region’s transit investments with land-use planning and local decision-making. The policy seeks to ensure that areas around transit stations and corridors are well-connected, mixed-use places where residents can live, work, and access daily needs. The TOC Policy establishes standards for jurisdictions with existing or planned fixed-guideway transit station areas across four policy components: residential and commercial office density; affordable housing production, preservation, and protection policies; parking management; and transit station access and circulation. MTC Resolution No. 4530 also specified that the Commission would consider prioritizing investments in station areas that are consistent with the TOC Policy, starting with OBAG Cycle 4.

In February 2026, the Commission adopted MTC Resolution No. 4754, formalizing the TOC Evaluation Framework and the guidelines for the \$45 million TOC Incentive Program. Jurisdictions that reach 85 points on the evaluation framework receive TOC Incentive Program funding using a formula based on a jurisdiction’s number of TOCs and population. At the February meeting, the Commission directed staff to return this spring with proposed amendments to MTC Resolution No. 4530 to address application of the TOC Policy to transit extension projects seeking non-OBAG discretionary funding and to clarify the Commission’s intent regarding the TOC Policy’s role in future OBAG cycles.

**Transit Extensions and Regional Land Use Policy – History and Rationale:**

Linking regional capital investment in transit to local land use policy is a longstanding feature of MTC’s regional planning approach. In 2001, MTC Resolution No. 3434 established the Regional Transit Expansion Program of Projects and conditioned regional discretionary capital funding on project-specific delivery requirements. In 2005, MTC added a Transit-Oriented Development (TOD) Policy that required transit extension projects to meet corridor-specific minimum housing unit capacity thresholds before receiving regional discretionary capital funding. The TOC Policy expands on the TOD Policy by applying to existing stations as well as planned stations and focusing on complementary density, housing, parking, and station access policies that comprehensively support transit ridership, housing affordability, and multimodal access. The Bay Area is expected to invest approximately \$28 billion in fixed-guideway transit extensions through 2050, according to Plan Bay Area 2050+; each new station represents a significant land use opportunity. Accelerating local adoption of policies to achieve TOC Policy consistency can help ensure these investments produce lasting benefits to the immediate community, our transit systems, and the entire region.

**Existing TOC Policy Requirements for Transit Extensions:**

The original TOC Policy approved in 2022 required jurisdictions with transit extension projects seeking regional discretionary capital funding to comply with TOC Policy standards as a condition of those allocations. In October 2023, the Commission amended MTC Resolution No. 4530 to add Appendix 1, which structured these requirements across three project delivery phases to balance policy goals with the practicalities of long project timelines:

- Phase 1 – Project Development/Environmental Review: Project sponsors and applicable jurisdictions must provide a letter acknowledging that future allocation requests will be subject to TOC Policy requirements at later stages.
- Phase 2 – Project Design and Early Right-of-Way Acquisition: Jurisdictions must commit in writing to take steps toward achieving TOC Policy compliance by 2026.
- Phase 3 – Project Construction: No formal commitment letter is required; jurisdictions are encouraged to work with MTC staff to achieve TOC Policy compliance by 2026.

Appendix 1 also established that beginning in 2026, these requirements would extend to projects seeking MTC endorsement for federal or state discretionary capital funding.

As implementation has moved forward, several limitations in the existing framework warrant amendment:

- *Policy tied to 2026 and OBAG 4.* Existing language is not forward-looking and assumes all transit extensions would be consistent with the TOC Policy by the start of OBAG 4.
- *No defined consistency standard.* The TOC Policy references compliance but does not define a measurable threshold for TOCs associated with extension projects.
- *Multi-jurisdictional complexity.* Some projects cross multiple jurisdictions with varying levels of TOC progress, necessitating a clear methodology for assessing consistency.

**Proposed TOC Policy Amendment for Transit Extensions:**

Staff propose amending Appendix 1 of MTC Resolution No. 4530 to replace the fixed 2026 deadline with a structured but flexible, project milestone-based path forward that is consistent with the Commission’s approach under the OBAG 4 TOC Incentive Program. The proposed amendment would:

- Remove references to the 2026 compliance deadline and instead require that project sponsors, in coordination with applicable jurisdictions, submit a work plan at the next funding allocation request for Phase 2 or Phase 3
- Work plans would document the steps each jurisdiction intends to take to reach 85-point TOC consistency prior to construction or within 5 years, whichever is later.
- Require progress reports to the Commission on an annual basis or within six months after a new allocation or endorsement request, whichever is sooner.
- Clarify that TOC reporting requirements under the transit extensions provisions cease once the 85-point consistency threshold is met.
- Make explicit that continued lack of demonstrated progress toward TOC Policy consistency may be considered in future MTC funding and/or endorsement decisions.

This approach is consistent with the Commission’s February 2026 action extending flexibility to jurisdictions under the TOC Incentive Program, while preserving the core expectation that TOC

progress will be made before new transit investments are fully delivered and change in communities around new stations begins to take shape. Following the Commission’s action, staff would revise the TOC Policy Administrative Guidance to clarify that TOC consistency for transit extension projects with multiple stations would be assessed as an average score across project station areas.

**Additional Amendments**

In addition to the transit extensions amendment, the proposed revision to MTC Resolution No. 4530 includes two minor updates directed by the Commission in February 2026. First, the proposed amendment adds language to clarify that the Commission will further consider the evolving role of the TOC Policy at the start of the next OBAG cycle. Second, the proposed amendment includes technical updates to align terminology in MTC Resolution No. 4530 with the language of the TOC Evaluation Framework adopted under MTC Resolution No. 4754 (e.g., updating references to TOC “compliance” to reflect the 85-point consistency standard). These changes do not alter any substantive policy requirements.

**Issues:**

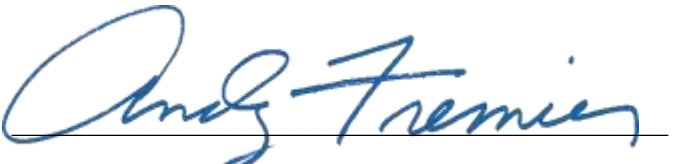
None identified.

**Recommendations:**

Staff request that the Commission adopt MTC Resolution No. 4530, Revised, amending the Transit-Oriented Communities Policy to: (1) provide greater flexibility to transit extension projects seeking non-OBAG regional discretionary funding or MTC endorsements for federal or state discretionary capital funding; (2) clarify that the Commission will further consider the evolving role of the TOC Policy at the start of the next OBAG cycle; and (3) align nomenclature with the TOC Evaluation Framework approved under MTC Resolution No. 4754.

**Attachments:**

- MTC Resolution 4530, Revised
  - Attachment A
- Attachment A: Presentation



Andrew B. Fremier

Date: September 28, 2022  
W.I.: 1611  
Referred by: PLNG  
Revised: 10/25/23 05/27/26

## ABSTRACT

### MTC Resolution No. 4530, Revised

This Resolution sets forth MTC’s regional Transit-Oriented Communities (TOC) Policy, which seeks to support the region’s transit investments by creating communities around transit stations and along transit corridors that not only support transit ridership, but that are places where Bay Area residents of all abilities, income levels, and racial and ethnic backgrounds can live, work and access services, such as education, childcare, and healthcare. The TOC Policy is rooted in Plan Bay Area 2050 (PBA2050) as well as Plan Bay Area 2050+, the region’s Long Range Plan, which serves as the Regional Transportation Plan/Sustainable Communities Strategy for the San Francisco Bay Area. The TOC Policy applies to areas within one half-mile of the following types of existing and planned fixed-guideway transit stops and stations: regional rail, commuter rail, light-rail transit, bus rapid transit, and ferries. The policy requirements consist of the following four elements: 1) minimum required and allowed residential and/or commercial office densities for new development; 2) policies focused on housing production, preservation and protection, and commercial anti-displacement and stabilization policies; 3) parking management; and 4) transit station access and circulation. Further discussion of the Transit-Oriented Communities Policy is contained in the Joint MTC Planning with the ABAG Administration Committee summary sheet dated September 9, 2022.

On October 25, 2023, Appendix 1 was added and related changes were made to Attachment A to clarify the scope of the TOC Policy’s application to transit extensions. Further discussion of the amendment to the Resolution is contained in the Joint MTC Planning with the ABAG Administrative Committee summary sheet dated October 13, 2023.

On May 27, 2026, Attachment A related to transit extensions was revised to replace the previous 2026 deadline for TOC compliance with a requirement based on project milestones. MTC Resolution No. 4530 was also revised to clarify the Metropolitan Transportation Commission’s

commitment to continue to consider leveraging regional discretionary funds to incentivize local jurisdiction progress on TOC Policy standards. Terminology throughout MTC Resolution No. 4530 was also updated to align with the language of the TOC Evaluation Framework adopted under MTC Resolution No. 4754 (e.g., updating references to TOC “compliance” to reflect the 85-point consistency standard). These terminology changes do not alter any substantive policy requirements. Further discussion of the amendment to the Resolution is contained in the Joint MTC Planning with the ABAG Administrative Committee summary sheet dated May 8, 2026.

Date: September 28, 2022  
W.I.: 1611  
Referred by: PLNG

Re: Adoption of a Transit-Oriented Communities (TOC) Policy.

METROPOLITAN TRANSPORTATION COMMISSION

RESOLUTION NO. 4530

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code Section 66500 et seq; and

WHEREAS, MTC adopted Resolution No. 3434 which set forth MTC's Regional Transit Expansion Program of Projects in 2001, which was amended to add the Transit-Oriented Development Policy in 2005; and

WHEREAS, the TOD Policy successfully increased zoned capacity for residential development in key transit expansion corridors and initiated the regional Station Area Planning Program by requiring major transit expansion projects to meet minimum housing density thresholds around stations in new transit corridors before programming regional discretionary funds for project construction; and

WHEREAS, the TOD Policy applied to a specific set of transit expansion projects listed in Resolution No. 3434, the majority of which have been completed or are under construction; and

WHEREAS, the Station Area Planning program was expanded to become the Priority Development Area Program in 2008 which has resulted in over 61 completed plans with zoning for more than 100,000 housing units and more than 75 million square feet of commercial development near transit to date; and

WHEREAS, California law (California Government Code Section 65080) requires development of a regional Sustainable Communities Strategy to achieve a specified greenhouse gas (GHG) reduction target; and

WHEREAS, in 2021, MTC unanimously adopted Plan Bay Area 2050, the region's Long Range Transportation Plan/Sustainable Communities Strategy, which includes designated Growth Geographies, including Priority Development Areas and Transit-Rich Areas, where future growth in housing and jobs would be focused over the next 30 years, as well as strategies to allow a greater mix of housing densities and types and greater commercial densities in Growth Geographies, both of which are high-impact strategies for achieving the Plan's GHG reduction target; and

WHEREAS, incentivizing local jurisdictions to plan and zone for higher residential and commercial densities in areas within one half-mile of existing and planned fixed-guideway transit stops and stations supports the region's transit investments and implements key GHG reduction strategies from Plan Bay Area 2050; and

WHEREAS, incentivizing local jurisdictions to also adopt policies focused on increasing housing production of all types, particularly affordable housing production, preservation and protection, commercial anti-displacement and stabilization, parking management, and transit station access and circulation further supports regional transit investments and Plan Bay Area 2050 implementation, now, therefore, be it

RESOLVED, that MTC adopts the 2022 Transit-Oriented Communities Policy, developed, as detailed in Attachment A, and attached hereto and incorporated herein as though set forth at length.

METROPOLITAN TRANSPORTATION COMMISSION

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Alfredo Pedroza, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a duly called and noticed meeting held in San Francisco, California and at other remote locations, on September 28, 2022.

Date: September 28, 2022  
W.I.: 1611  
Referred by: PLNG  
Revised: 10/25/23 05/27/26

Attachment A  
MTC Resolution No. 4530, Revised

## TRANSIT-ORIENTED COMMUNITIES POLICY

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MTC Resolution No. 4530, Revised

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## GOALS

MTC's Transit-Oriented Communities (TOC) Policy seeks to support the region's transit investments by creating communities around transit stations and along transit corridors that not only support transit ridership, but that are places where Bay Area residents of all abilities, income levels, and racial and ethnic backgrounds can live, work, and access services, such as education, childcare, and healthcare. The TOC Policy is rooted in Plan Bay Area 2050 (PBA2050) as well as Plan Bay Area 2050+ (PBA2050+), the region's Long Range Transportation which serves as the Regional Transportation Plan/Sustainable Communities Strategy for the San Francisco Bay Area, and addresses components in all four elements of the Plan, including transportation, housing, the economy, and the environment. Four goals guide the TOC Policy and advance PBA 2050 implementation:

- Increase the overall housing supply and residential densities for new development and prioritize affordable housing in transit-rich areas.
- Increase commercial densities for new development in transit-rich areas near regional transit hubs served by multiple transit providers.
- Prioritize bus transit, active transportation, and shared mobility within and to/from transit-rich areas, particularly to Equity Priority Communities located more than one half-mile from transit stops or stations.
- Support and facilitate partnerships to create equitable transit-oriented communities within the San Francisco Bay Area Region.

## DEFINITIONS

**Transit-oriented communities (TOCs)** are locations within one half-mile from transit stops and stations that are designed to enable people to access and use transit more often for more types of trips. TOCs accomplish this through greater land use density and diversity of uses, implementation of Complete Streets<sup>1</sup>, effective parking management, and robust multimodal access that maximizes the geographic area accessible from a stop or station via space-efficient

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<sup>1</sup> See [MTC Resolution No. 4493](https://mtc.legistar.com/LegislationDetail.aspx?ID=5518024&GUID=F0D771EA-EEBF-4080-A9FE-303DF0DF3100&Options=ID|Text|&Search=4493) (https://mtc.legistar.com/LegislationDetail.aspx?ID=5518024&GUID=F0D771EA-EEBF-4080-A9FE-303DF0DF3100&Options=ID|Text|&Search=4493)

forms of mobility (walking, cycling, shared mobility, and public transit) over space-intensive modes (single-occupancy vehicle travel). **Equitable TOCs** seek to ensure opportunity for people of all abilities, income levels, and racial and ethnic backgrounds to live and work in transit-accessible locations by prioritizing the production, preservation, and protection of affordable housing and community-serving businesses from potential displacement that may result from new development and increasing land values or rents. Equitable TOCs also prioritize access to transit for people with disabilities and/or mobility impairments by ensuring that all state and federal accessibility laws, codes, and guidelines are followed and that universal design principles, which enable access not only for people with disabilities but also for people with a wide range of ages, sizes, and abilities, are employed to the greatest extent possible.

TOCs directly support implementation of PBA2050 *Strategies H3: Allow a greater mix of housing densities and types in Growth Geographies* and *EC4: Allow greater commercial densities in Growth Geographies*. More specifically, the TOC Policy applies to areas within one half-mile of the following types of existing and planned **fixed-guideway transit<sup>2</sup> stops and stations**: regional rail (e.g., Bay Area Rapid Transit, Caltrain), commuter rail (e.g., Capitol Corridor, Altamont Corridor Express, Sonoma-Marín Area Rail Transit, Valley Link), light-rail transit (LRT), bus rapid transit (BRT), and ferries.

### **Existing Transit and Transit Enhancements or Improvements**

As noted, the TOC Policy will apply to jurisdictions with fixed-guideway transit service stops and stations, as defined above, as well as any enhancements and improvements to these services, including infill stops and stations. ~~Future One Bay Area Grant (OBAG) funding cycles (i.e., OBAG 4 and subsequent funding cycles) will consider funding revisions that prioritize investments in transit station areas that are subject to and compliant with the TOC Policy. (Please see FUNDING section for further detail.)~~ **Implementation of the TOC Policy by local governments is critical for achieving Plan Bay Area's vision for a future Bay Area that is**

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<sup>2</sup> “Fixed guideway means a public transportation facility that uses and occupies a separate right-of-way or rail line for the exclusive use of public transportation and other high occupancy vehicles, or uses a fixed catenary system and a right of way usable by other forms of transportation. This includes, but is not limited to, rapid rail, light rail, commuter rail, automated guideway transit, people movers, ferry boat service, and fixed-guideway facilities for buses (such as bus rapid transit) and other high occupancy vehicles.” (49 CFR § 611.105)

affordable, connected, diverse, healthy, and vibrant for all, and is critical for achieving the State's GHG emission reduction targets. The Commission will consider leveraging regional discretionary funds, including future cycles of the One Bay Area Grant (OBAG) program or its successor, to incentivize jurisdictions to make further progress toward TOC Policy standards.

### **Transit Extensions**

In the case of fixed-guideway transit extensions, jurisdictions and project sponsors must ~~comply~~ be consistent with TOC Policy requirements standards as set forth in Appendix 1 to receive allocation(s) of regional discretionary capital funding or endorsement(s) for the transit project extension.

### **Opt-In for Jurisdictions Not Served by Fixed-Guideway Transit Service**

Jurisdictions with transit stops and stations that are not served by fixed-guideway service (e.g., areas that are only served by regular fixed-route bus transit) may choose to “opt in” and voluntarily meet TOC Policy requirements standards.<sup>3</sup>

### **TOC POLICY REQUIREMENTS STANDARDS**

The TOC Policy ~~requirements consist~~ consists of the following four elements: 1) minimum and allowable residential and/or commercial office densities for new development; 2) policies focused on affordable housing production, preservation and protection, and commercial anti-displacement and stabilization polices; 3) parking management; and 4) transit station access and circulation. These requirements standards, described further below, apply to areas within one half-mile of existing and planned fixed-guideway transit stops and stations: regional rail, commuter rail, light-rail transit (LRT), and bus rapid transit (BRT), and ferries.

#### **1. Density Requirements Standards for New Development**

The TOC Policy seeks to ensure that local planning and zoning will enable new development built within one half-mile of existing or planned fixed-guideway transit stops or stations to be built at sufficiently high densities to support transit ridership and increase the proportion of trips taken by transit. The density requirements standards do not ~~require specify~~ that local jurisdictions

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<sup>3</sup> For locations with no fixed-guideway transit service, the Tier 4 density and parking management requirements standards will apply in addition to all other TOC Policy requirements standards.

plan or zone for a particular type of land use, nor do they apply to parcels occupied by existing dwelling units to minimize the risk of displacement.

### **1A. Calculation of Minimum and Allowable Maximum Residential and Commercial Office Density**

On *average*, minimum and allowable maximum densities should be at or above the ranges specified in the TOC Policy (see Tables 1 and 2) within the half-mile station area. This includes parcels where it may not be physically possible to construct new residential, commercial office, or mixed-use buildings within the specified density ranges due to small parcel sizes, environmental factors, or conflicts with Airport Land Use Compatibility Plans, etc.

### **1B. Minimum and Allowable Maximum Density for New Residential Development**

The TOC Policy seeks to ensure that local jurisdiction planning and zoning will enable new residential development built within one half-mile of existing or planned fixed-guideway transit stops or stations to be built at sufficiently high densities to support transit ridership and increase the proportion of trips taken by transit. The TOC Policy does not **require specify** that areas within a station area be zoned for residential uses. It also does not specify any zoning standards for parcels that are currently occupied by existing single- or multi-family dwelling units to minimize the risk of potential displacement.

As shown in Table 1 below, the TOC Policy establishes the following zoning standards for parcels where residential uses are allowed but that are not occupied by existing single- or multi-family residential units:

- **Minimum Density:** Land use plans and zoning must require that new residential development be built at or above the minimum densities specified in Table 1, on average. In other words, a local jurisdiction's plans/zoning could require minimum densities that are higher than those specified in Table 1, but plans/zoning could not allow new development to be built at densities that are lower than those specified in Table 1, on average.
- **Allowable Maximum Density:** If a local jurisdiction's land use plans and zoning set an allowable maximum density for new residential development, then the allowable maximum density must be the same as or higher than the specified allowable maximum density in Table 1, on average. In other words, a local jurisdiction's plans/zoning could

allow higher densities than those specified in Table 1, but plans/zoning could not set a density limit (or maximum allowable density) that is *lower* than that specified in Table 1, on average. The allowable maximum densities are consistent with PBA2050 modeling for Strategy H3 (see [Forecasting and Modeling Report](https://www.planbayarea.org/sites/default/files/documents/Plan_Bay_Area_2050_Forecasting_Modeling_Report_October_2021.pdf) ([https://www.planbayarea.org/sites/default/files/documents/Plan\\_Bay\\_Area\\_2050\\_Forecasting\\_Modeling\\_Report\\_October\\_2021.pdf](https://www.planbayarea.org/sites/default/files/documents/Plan_Bay_Area_2050_Forecasting_Modeling_Report_October_2021.pdf), pp.44-45) and apply to base zoning (i.e., any density bonuses would be in addition to or on top of the allowable maximum densities specified in Table 1).

- While the TOC Policy does not specify **requirements standards** for building heights, local jurisdictions should not limit building heights such that new residential development at the densities specified by the TOC Policy becomes infeasible.

**Table 1: Minimum and Allowable Maximum Density for New Residential Development**

<i>Level of Transit Service</i>	<i>Minimum Density<sup>1</sup></i>	<i>Allowable Maximum Density<sup>1,2</sup></i>
Tier 1: Rail stations serving regional centers (i.e., Downtown San Francisco, Downtown Oakland, and Downtown San José)	100 units/net acre or higher	150 units/net acre or higher
Tier 2: Stop/station served by two or more BART lines or BART and Caltrain	75 units/net acre or higher	100 units/net acre or higher
Tier 3: Stop/station served by one BART line, Caltrain, light rail transit, or bus rapid transit	50 units/net acre or higher <sup>3</sup>	75 units/net acre or higher <sup>3</sup>
Tier 4: Commuter rail (SMART, ACE, Capitol Corridor, Valley Link) stations, Caltrain stations south of Tamien, or ferry terminals	25 units/net acre or higher	35 units/net acre or higher
Notes:		
<ol style="list-style-type: none"> <li>1. Or equivalent in Floor Area Ratio, or Form-Based development standards; excludes parcels currently occupied by homes.</li> <li>2. The allowable densities are consistent with PBA2050 modeling for Strategy H3 (see <a href="https://www.planbayarea.org/sites/default/files/documents/Plan_Bay_Area_2050_Forecasting_Modeling_Report_October_2021.pdf">Forecasting and Modeling Report</a> (<a href="https://www.planbayarea.org/sites/default/files/documents/Plan_Bay_Area_2050_Forecasting_Modeling_Report_October_2021.pdf">https://www.planbayarea.org/sites/default/files/documents/Plan_Bay_Area_2050_Forecasting_Modeling_Report_October_2021.pdf</a>, pp.44-45).</li> <li>3. Tier 3 jurisdictions with a population of 30,000 or less may <b>comply with use</b> Tier 4 residential density <b>requirements standards</b>.</li> </ol>		

### **1C. Minimum and Allowable Maximum Density for New Commercial Office Development**

The TOC Policy seeks to ensure that any new commercial office development built within one half-mile of existing or planned fixed-guideway transit stops or stations is built at sufficiently high densities to support transit ridership, increase the proportion of work trips taken by transit, and increase the number of jobs that are accessible via transit. While the TOC Policy does not specify density **requirements standards** for other types of commercial uses, jurisdictions are strongly encouraged to plan and zone for a diverse mix of land uses within transit station areas to support the service and recreational needs of residents, workers, and/or visitors.

The TOC Policy does not **require specify** that areas within a station area be zoned for commercial office uses. It also does not specify any zoning standards for parcels that are currently occupied by existing single- or multi-family dwelling units to minimize the risk of potential displacement.

As shown in Table 2 below, the TOC Policy establishes the following zoning standards for parcels where commercial office uses are allowed but that are not occupied by existing single- or multi-family residential units:

- **Minimum Density:** Land use plans and zoning must require that new commercial office development be built at or above the minimum densities specified in Table 2, on average. In other words, a local jurisdiction's zoning could require minimum densities that are higher than those specified in Table 2, but zoning could not allow densities that are lower than those specified in Table 2, on average.
- **Allowable Maximum Density:** If a local jurisdiction's land use plans and zoning set an allowable maximum density for new commercial office development, then the allowable maximum density must be the same as or higher than the specified allowable maximum density in Table 2, on average. In other words, a local jurisdiction's zoning could allow higher densities than those specified in Table 2, but zoning could not set a density limit that is lower than that specified in Table 2, on average. The allowable maximum densities are consistent with PBA 2050 modeling for Strategy EC4 (see [Forecasting and Modeling Report](#))

([https://www.planbayarea.org/sites/default/files/documents/Plan\\_Bay\\_Area\\_2050\\_Forecasting\\_Modeling\\_Report\\_October\\_2021.pdf](https://www.planbayarea.org/sites/default/files/documents/Plan_Bay_Area_2050_Forecasting_Modeling_Report_October_2021.pdf), pp. 57-58).

- While the TOC Policy does not specify **requirements standards** for building heights, local jurisdictions should not limit building heights such that new commercial office development at the densities specified by the TOC Policy becomes infeasible.

**Table 2: Minimum and Allowable Maximum Density for New Commercial Office Development**

<i>Level of Transit Service</i>	<i>Minimum Density<sup>1</sup></i>	<i>Allowable Maximum Density<sup>1,2</sup></i>
Tier 1: Rail stations serving regional centers (i.e., Downtown San Francisco, Downtown Oakland, and Downtown San José)	4 Floor Area Ratio (FAR) or higher	8 FAR or higher
Tier 2: Stop/station served by two or more BART lines or BART and Caltrain	3 FAR or higher	6 FAR or higher
Tier 3: Stop/station served by one BART line, Caltrain, light rail transit, or bus rapid transit	2 FAR or higher	4 FAR or higher
Tier 4: Commuter rail (SMART, ACE, Capitol Corridor, Valley Link) stations, Caltrain stations south of Tamien, or ferry terminals	1 FAR or higher	3 FAR or higher
<p>Note:</p> <ol style="list-style-type: none"> <li>1. For mixed-use projects that include a commercial office component, this figure shall not be less than the equivalent of the applicable allowed or permitted FAR standard.</li> <li>2. The allowable densities are consistent with PBA 20505 modeling for Strategy EC4 (see <a href="https://www.planbayarea.org/sites/default/files/documents/Plan_Bay_Area_2050_Forecasting_Modeling_Report_October_2021.pdf">Forecasting and Modeling Report</a> (<a href="https://www.planbayarea.org/sites/default/files/documents/Plan_Bay_Area_2050_Forecasting_Modeling_Report_October_2021.pdf">https://www.planbayarea.org/sites/default/files/documents/Plan_Bay_Area_2050_Forecasting_Modeling_Report_October_2021.pdf</a>, pp. 57-58)).</li> </ol>		

## **2. Affordable Housing Production, Preservation, and Protection Policies and Commercial Protection and Stabilization Policies**

While the production of all housing is a key goal of the TOC Policy, the provision of more affordable housing as well as the protection and preservation of existing affordable housing, particularly in locations that provide good access to transit, is an important means of advancing equity in the region. The affordable housing and anti-displacement policy options included in **this requirement the TOC Policy** are based upon the most comprehensive review to date of the efficacy of policies in this arena, the 2021 “White Paper on Anti-Displacement Strategy Effectiveness” commissioned by the California Air Resources Board to support evidence-based state and local policy.<sup>4</sup> Furthermore, the experience of Bay Area and California communities points to the need for a comprehensive approach that includes a mix of production, preservation, and protection policies.

Given the region’s diverse needs and housing and land use contexts, a “menu” of policy options is provided such that local jurisdictions can **fulfill meet** TOC Policy **requirements standards** by implementing the affordable housing production, preservation, and protection policies that best meet local needs. Policies may be implemented jurisdiction wide, or as an overlay in transit station areas, and should address a jurisdiction’s Regional Housing Needs Allocation and other housing needs as identified in the Housing Element. In some cases, state housing laws already require some of the policy options that are included here. However, many of these laws have sunset dates or more limited provisions. Jurisdictions that opt to enact local ordinances that either eliminate the sunset date or provide more significant legal protections can use such actions to satisfy this TOC Policy **requirement standard**.

### **2A. Affordable Housing Production**

**Two To be consistent with the TOC Policy, two** (2) or more of the policies listed in Table 3 below should apply in transit station areas that are subject to the TOC Policy. The adopted policies should address a documented local housing need. MTC/ABAG will issue subsequent

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<sup>4</sup> Karen Chapple and Anastasia Loukaitou-Sideris, “White Paper on Anti-Displacement Strategy Effectiveness”, February 28, 2021, available at <https://ww2.arb.ca.gov/sites/default/files/2021-04/19RD018%20-%20Anti-Displacement%20Strategy%20Effectiveness.pdf>.

guidance that provides further detail as to what should be included in affordable housing production policies for them to be considered **compliant consistent** with the TOC Policy **requirement standards**.

***Table 3: Affordable Housing Production Policies that **Fulfill Meet** TOC Policy **Requirement Standards*****

<b><i>Affordable Housing Production Policy</i></b>	<b><i>Description</i></b>
Inclusionary Zoning	Requires that 15% of units in new residential development projects above a certain number of units be deed-restricted affordable to low-income households. A lower percentage may be adopted if it can be demonstrated by a satisfactory financial feasibility analysis that a 15% requirement is not feasible.
Affordable Housing Funding	Dedicated local funding for production of deed-restricted affordable housing.
Affordable Housing Overlay Zones	Area-specific incentives, such as density bonuses and streamlined environmental review, for development projects that include at least 15% of units as deed-restricted affordable housing; exceeds any jurisdiction-wide inclusionary requirements or benefits from state density bonus.
Public Land for Affordable Housing	Policies to prioritize the reuse of publicly owned land for affordable and mixed-income housing that go beyond existing state law, typically accompanied by prioritization of available funding for projects on these sites.
Ministerial Approval	Grant ministerial approval of residential developments that include, at a minimum 15% affordable units if projects have 11 or more units, or that exceed inclusionary or

<i><b>Affordable Housing Production Policy</b></i>	<i><b>Description</b></i>
	density bonus affordability requirements and do not exceed 0.5 parking spaces per unit.
Public/Community Land Trusts (This policy may be used to fulfill either the housing production or preservation <b>requirement standards</b> , but not both.)	Investments or policies to expand the amount of land held by public- and non-profit entities such as co-operatives, community land trusts, and land banks with permanent affordability protections.
Development Certainty and Streamlined Entitlement Process	Include the vested rights and five hearing limit provisions currently outlined in SB330 (2019, Skinner) without a sunset date.

**2B. Affordable Housing Preservation**

**Two To be consistent with the TOC Policy, two** (2) or more of the policies listed in Table 4 below should apply in transit station areas that are subject to the TOC Policy. The adopted policies should address a documented local housing need. MTC/ABAG will issue subsequent guidance that provides further detail as to what should be included in affordable housing preservation policies for them to be considered **compliant consistent** with the TOC Policy **requirement standards**.

**Table 4: Affordable Housing Preservation Policies that **Fulfill Meet** TOC Policy **Requirement Standards****

<i><b>Affordable Housing Preservation Policy</b></i>	<i><b>Description</b></i>
Funding to Preserve Unsubsidized Affordable Housing	Public investments to preserve unsubsidized housing affordable to lower- or moderate-income residents (sometimes referred to as “naturally occurring affordable housing”) as permanently affordable.

<b><i>Affordable Housing Preservation Policy</i></b>	<b><i>Description</i></b>
Tenant/Community Opportunity to Purchase	Policies or programs that provide tenants or mission-driven nonprofits the right of first refusal to purchase a property at the market price when it is offered for sale, retaining existing residents and ensuring long-term affordability of the units by requiring resale restrictions to maintain affordability.
Single-Room Occupancy (SRO) Preservation	Limits the conversion of occupied SRO rental units to condominiums or other uses that could result in displacement of existing residents.
Condominium Conversion Restrictions	Require that units converted to condos be replaced 1:1 with comparable rental units, unless purchased by current long-term tenants or converted to permanently affordable housing with protections for existing tenants.
Public/Community Land Trusts (This policy may be used to fulfill either the housing production or preservation <b>requirement standards</b> , but not both.)	Investments or policies to expand the amount of land held by public- and non-profit entities such as co-operatives, community land trusts, and land banks with permanent affordability protections.
Funding to Support Preservation Capacity	Dedicated local funding for capacity building or other material support for community land trusts or other community-based organizations engaged in affordable housing preservation.
Mobile Home Preservation	Policy or program to preserve mobile homes from conversion to other uses that may result in displacement of existing residents.

<b><i>Affordable Housing Preservation Policy</i></b>	<b><i>Description</i></b>
Preventing Displacement from Substandard Conditions and Associated Code Enforcement Activities (This policy may be used to fulfill either the housing preservation or protection <b>requirement standards</b> , but not both.)	Policies, programs, or procedures designed to minimize the risk of displacement caused by substandard conditions, including through local code enforcement activities.

## 2C. Affordable Housing Protection and Anti-Displacement

~~Two~~ **To be consistent with the TOC Policy, two** (2) or more of the policies listed in Table 5 below should apply in transit station areas that are subject to the TOC Policy. The adopted policies should address a documented local housing need. MTC/ABAG will issue subsequent guidance that provides further detail as to what should be included in affordable housing protection and anti-displacement policies for them to be considered **compliant consistent** with the TOC Policy **requirement standards**.

**Table 5: Affordable Housing Protection and Anti-Displacement Policies that ~~Fulfill Meet~~ TOC Policy **Requirement Standards****

<b><i>Affordable Housing Protection and Anti-Displacement Policy</i></b>	<b><i>Description</i></b>
“Just Cause” Eviction <sup>5</sup>	Defines the circumstances for evictions, such as nonpayment of rent, violation of lease terms, or permanent removal of a dwelling from the rental market, with provisions that are more protective of tenants than those

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<sup>5</sup> Just Cause protections have been found to have a high impact on preventing displacement soon after its implementation ([Chapple, 2021](https://www.urbandisplacement.org/wp-content/uploads/2021/08/19RD018-Anti-Displacement-Strategy-Effectiveness.pdf)) (<https://www.urbandisplacement.org/wp-content/uploads/2021/08/19RD018-Anti-Displacement-Strategy-Effectiveness.pdf>). A 2019 study found that cities with just cause eviction laws had much lower eviction and eviction filing rates than those who did not ([Cuellar, 2019](https://jpia.princeton.edu/news/effect-just-cause-eviction-ordinances-eviction-four-california-cities)) (<https://jpia.princeton.edu/news/effect-just-cause-eviction-ordinances-eviction-four-california-cities>).

<b><i>Affordable Housing Protection and Anti-Displacement Policy</i></b>	<b><i>Description</i></b>
	established by <a href="#">AB 1482 (2019, Chiu)</a> ( <a href="https://leginfo.ca.gov/faces/billTextClient.xhtml?bill_id=201920200AB1482">https://leginfo.ca.gov/faces/billTextClient.xhtml?bill_id=201920200AB1482</a> ). <sup>6</sup>
No Net Loss and Right to Return to Demolished Homes	Include the no net loss provisions currently outlined in <a href="#">SB 330 (2019, Skinner)</a> ( <a href="https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=201920200SB330">https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=201920200SB330</a> ) <i>without a sunset date</i> . Require one-to-one replacement of units that applies the same or a deeper level of affordability, the same number of bedrooms and bathrooms, and comparable square footage to the units demolished. Provide displaced tenants with right of first refusal to rent new comparable units at the same rent as demolished units.
Legal Assistance for Tenants <sup>7</sup>	Investments or programs that expand access to legal assistance for tenants threatened with displacement. This could range from a “right to counsel” <sup>8</sup> to dedicated public funding for tenant legal assistance.
Foreclosure Assistance	Provide a dedicated funding source to support owner-occupied homeowners (up to 120% AMI) at-risk of foreclosure, including direct financial assistance (e.g., mortgage assistance, property tax delinquency, HOA dues,

<sup>6</sup> This could include, for example, greater limitations on no fault evictions such as “substantial remodels” and/or permanently implementing just cause protections (the protections provided by AB 1482 expire on January 1, 2030).

<sup>7</sup> Tenant right to counsel has been shown to decrease the rate of evictions and eviction filings. In New York City, where it was first implemented, 84% of tenants facing eviction were able to remain in their homes. In the first six months of San Francisco’s program, two-thirds of tenants who received full scope representation avoided eviction and eviction filings decreased by 10% ([Chapple, 2021](#)) (<https://www.urbandisplacement.org/wp-content/uploads/2021/08/19RD018-Anti-Displacement-Strategy-Effectiveness.pdf>).

<sup>8</sup> “Right to counsel” extends the right to an attorney, required in criminal procedures, to tenants in eviction trials, which are civil procedures.

<b><i>Affordable Housing Protection and Anti-Displacement Policy</i></b>	<b><i>Description</i></b>
	etc.), foreclosure prevention counseling, legal assistance, and/or outreach.
Rental Assistance Program	Provide a dedicated funding source and program for rental assistance to low-income households.
Rent Stabilization	Restricts annual rent increases based upon a measure of inflation or other metric, with provisions exceeding those established by <a href="#">AB 1482 (2019, Chiu)</a> ( <a href="https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=201920200AB1482">https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=201920200AB1482</a> ). <sup>9</sup>
Preventing Displacement from Substandard Conditions and Associated Code Enforcement Activities (This policy may be used to fulfill either the housing preservation or protection <b>requirement standards</b> , but not both.)	Policies, programs, or procedures designed to minimize the risk of displacement caused by substandard conditions, including through local code enforcement activities. This may include, but not be limited to, proactive rental inspection programs, assistance to landlords for property improvements in exchange for anti-displacement commitments, and enhanced relocation assistance requirements for temporary displacement due to substandard conditions that pose an immediate threat to health and safety.
Tenant Relocation Assistance	Policy or program that provides relocation assistance (financial and/or other services) to tenants displaced through no fault of their own, with assistance exceeding that required under state law.
Mobile Home Rent Stabilization	Restricts annual rent increases on mobile home residents based upon a measure of inflation or another metric.

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<sup>9</sup> For example, restricting maximum annual rent increases to the percent change in the Consumer Price Index, or permanently implementing rent stabilization protections.

<b><i>Affordable Housing Protection and Anti-Displacement Policy</i></b>	<b><i>Description</i></b>
Fair Housing Enforcement	Policy, program, or investments that support fair housing testing, compliance monitoring, and enforcement.
Tenant Anti-Harassment Protections	Policy or program that grants tenants legal protection from unreasonable, abusive, or coercive landlord behavior.

**2D. Commercial Protection and Stabilization**

~~One~~ To be consistent with the TOC Policy, one (1) or more of the policies in Table 6 should apply in transit station areas that are subject to the TOC Policy unless the jurisdiction can document that there are no potential impacts to small businesses and/or community non-profits. MTC/ABAG will issue subsequent guidance that provides further detail as to what should be included in commercial protection and stabilization policies for them to be considered compliant consistent with the TOC Policy requirement standards.

**Table 6: Commercial Protection and Stabilization Policies that Fulfill Meet TOC Policy Requirements Standards**

<b><i>Commercial Protection and Stabilization Policy</i></b>	<b><i>Description</i></b>
Small Business and Non-Profit Overlay Zone	Establish boundaries designated for an overlay, triggering a set of protections and benefits should development impact small businesses (including public markets) or community-serving non-profits.
Small Business and Non-Profit Preference Policy	Give priority and a right of first offer to local small businesses and/or community-serving non-profits when selecting a tenant for new market-rate commercial space.
Small Business and Non-Profit Financial Assistance Program	Dedicated funding program for any impacted small business and community-serving non-profits.
Small Business Advocate Office	Provide a single point of contact for small business owners and/or a small business alliance.

### 3. **Parking Management**

Reducing automobile trips and prioritizing the limited land area near transit for other shared transportation modes and active transportation is a key complement to residential and commercial density increases that support higher transit ridership on the region’s existing and planned fixed-guideway transit investments.

Off-street vehicle parking standards for new residential or general and neighborhood-serving commercial<sup>10</sup> development should meet the standards listed in Table 7. These standards do not supersede other applicable requirements for parking for people with disabilities that is required by the California Building Code, or other state or federal laws, or off-street parking for deliveries. Standards may apply to individual projects or may be met through creation of a parking district that provides shared vehicle parking for multiple land uses within an area.

In addition to the **requirements standards** listed in Table 7, all new residential or general and neighborhood-serving commercial development must provide the following:

- A minimum of one secure bicycle parking space per dwelling unit.
- A minimum of one secure bicycle parking space per 5,000 occupied square feet for office commercial.
- Allow unbundled parking.
- Allow shared parking between different land uses.

Jurisdictions should also adopt policies or programs included in [MTC/ABAG’s Parking Policy Playbook](https://abag.ca.gov/technical-assistance/parking-policy-playbook) (https://abag.ca.gov/technical-assistance/parking-policy-playbook) to address transportation demand management (TDM) and curb management in these locations.

**Table 7: Parking Management **Requirements Standards****

<i>Level of Transit Service</i>	<i>New Residential Development</i>	<i>New Commercial Development</i>
Tier 1: Rail stations serving regional centers (i.e., Downtown San Francisco,	No minimum parking requirement allowed.	No minimum parking requirement allowed.

<sup>10</sup> This generally includes retail and service businesses.

<i>Level of Transit Service</i>	<i>New Residential Development</i>	<i>New Commercial Development</i>
Downtown Oakland, and Downtown San José)	Parking maximum of 0.375 spaces per unit or lower.	Parking maximum equivalent to 0.25 spaces per 1,000 square feet or lower.
Tier 2: Stop/station served by two or more BART lines or BART and Caltrain	No minimum parking requirement allowed. Parking maximum of 0.5 spaces per unit or lower.	No minimum parking requirement allowed. Parking maximum of 1.6 per 1,000 square feet or lower.
Tier 3: Stop/station served by one BART line, Caltrain, light rail transit, or bus rapid transit	No minimum parking requirement allowed. Parking maximum of 1.0 spaces per unit or lower.	No minimum parking requirement allowed. Parking maximum of 2.5 spaces per 1,000 square feet or lower.
Tier 4: Commuter rail (SMART, ACE, Capitol Corridor, Valley Link) stations, Caltrain stations south of Tamien, or ferry terminals	Parking maximum of 1.5 spaces per unit or lower.	Parking maximum of 4.0 spaces per 1,000 square feet or lower.

#### **4. Transit Station Access and Circulation**

This **requirement standard** seeks to facilitate robust multimodal access to transit stations that maximizes the geographic area accessible from a stop or station via space-efficient forms of mobility (walking, cycling, shared mobility, and public transit) over space-intensive modes (single-occupancy vehicle travel). This helps enable increased residential and commercial density within transit station areas, but also enables those living, working, or accessing destinations beyond the half-mile station area to utilize the region’s transit network for more of their trips without having to rely on private automobiles.

Transit station access and circulation should prioritize access to transit for people with disabilities and/or mobility impairments by ensuring that all state and federal accessibility laws,

codes, and guidelines are followed and that universal design principles, which enable access not only for people with disabilities but also for people with a wide range of ages, sizes, and abilities, are employed to the greatest extent possible.

Local jurisdictions, in coordination with transit agencies, community members, and other stakeholders, should complete the following in all transit station areas subject to the TOC Policy:

1. Adopt policies and design guidelines that comply with MTC's Complete Streets Policy<sup>11</sup> and prioritize implementation of the regional Active Transportation Network and any relevant [Community Based Transportation Plans](#) (<https://mtc.ca.gov/planning/transportation/access-equity-mobility/community-based-transportation-plans-cbtps>).
2. Complete an access gap analysis and accompanying capital and/or service improvement program for station access via a 10-minute walk (including for people who use wheelchairs or other mobility aids), and 15-minute bicycle or bus/shuttle trip either as a separate study or analysis or as part of a specific or area plan, active transportation plan, or other transportation plan or study that, at a minimum, includes the following:
  - a. The geographic area that can currently be accessed via a 10- or 15-minute trip by these modes, with particular focus on access to Equity Priority Communities and other significant origins and/or destinations;
  - b. Infrastructure and/or service improvements that would expand the geographic area that can be accessed via a 10- or 15-minute trip by these modes; and
  - c. Incorporation of recommended improvements into a capital improvement or service plan for the local jurisdiction and/or transit agency (if applicable).
3. In coordination with transit operators, other mobility service providers, and the community, identify opportunities for [Mobility Hub](#) (<https://mtc.ca.gov/planning/transportation/mobility-hubs>) planning and implementation using [MTC Mobility Hub locations](#) (<https://mtc.ca.gov/planning/transportation/mobility->

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<sup>11</sup> See [MTC Resolution No. 4493](#) (<https://mtc.legistar.com/LegislationDetail.aspx?ID=5518024&GUID=F0D771EA-EEBF-4080-A9FE-303DF0DF3100&Options=ID|Text|&Search=4493>).

hubs/universe-bay-area-mobility-hubs) and MTC's [Mobility Hub Implementation Playbook](https://mtc.ca.gov/sites/default/files/MTC_Mobility_Hub_Implementation_Playbook_4-30-21.pdf) ([https://mtc.ca.gov/sites/default/files/MTC\\_Mobility\\_Hub\\_Implementation Playbook\\_4-30-21.pdf](https://mtc.ca.gov/sites/default/files/MTC_Mobility_Hub_Implementation_Playbook_4-30-21.pdf)).

## FUNDING

To assist jurisdictions with TOC Policy **compliance consistency**, MTC's One Bay Area Grant (OBAG-3) program and the Regional Early Access Planning Grants of 2021 (REAP 2.0) will offer planning support to jurisdictions subject to the Policy. **Future OBAG funding cycles (starting with OBAG4) will consider funding revisions that prioritize investments in transit station areas that are subject to and compliant with the TOC Policy.**

## IMPLEMENTATION

The TOC Policy shall be implemented by requiring local jurisdictions with transit station areas subject to the policy to provide documentation to MTC demonstrating that the policy **requirements standards** have been satisfied. Within six months of policy adoption, MTC will provide guidance regarding documentation that local jurisdictions should provide to demonstrate **consistency with the** TOC Policy **compliance**.

The TOC Policy complements the regional PDA Planning and Technical Assistance Program, which provides funding and technical guidance for comprehensive community planning in PDAs. MTC/ABAG will update PDA planning guidelines to include TOC Policy **requirements standards**, as well as guidance on how to achieve TOC Policy **compliance consistency**, and will use the PDA Planning and Technical Assistance Program to assist local jurisdictions with TOC Policy implementation.

## EVALUATION AND POLICY UPDATES

In conjunction with Plan Bay Area updates, MTC will evaluate the TOC Policy and its outcomes every four (4) years. Staff will recommend any revisions or modifications to the TOC Policy based on these evaluations.

## **TECHNICAL ASSISTANCE**

In addition to the guidance referenced in the Policy, MTC will provide further guidance on TOC Policy ~~requirements~~ standards to local jurisdictions with transit station areas subject to the Policy, including assistance with determining appropriate housing policies, transportation demand management, parking and curb management policies and programs, and transit station access and circulation.

Date: September 28, 2022  
W.I.: 1611  
Referred by: PLNG  
Revised: 10/25/23 05/27/26

Attachment A  
MTC Resolution No. 4530, Revised

## APPENDIX 1 – TRANSIT EXTENSIONS

This Appendix 1 details the application of the TOC Policy compliance requirements for to fixed-guideway transit extension projects seeking allocations of regional discretionary capital funding or endorsements for federal or state discretionary capital funding. The requirements in this attachment are intended The Appendix intends to:

- Honor the purpose and goals of the TOC Policy including the aim to be comprehensive and not focused solely on transit investments.
- Avoid delaying delivery timelines for projects moving into construction phases, which could hamper or disadvantage transit investments.
- Allow appropriate time for local jurisdictions to comply demonstrate consistency with the TOC Policy.

Accordingly, this Appendix details the applicability of the TOC Policy during stages phases of project delivery in which a project may be seeking funding, with a focus on implementation for projects with sufficiently defined station areas that are not yet entering construction. Given the many nuances involved in project delivery, MTC staff will work with project sponsors and exercise discretion in terms of placing projects in their appropriate phase at the time of allocation for the purposes of determining TOC Policy compliance requirements consistency.

This Appendix is limited to defining the TOC Policy's application to transit extensions and does not alter other portions of the Resolution that expect local governments to demonstrate compliance consistency with the TOC Policy requirements by the OBAG 4 cycle, anticipated in 2026 for OBAG cycles.

Additionally, beginning in 2026, the requirements contained herein TOC Policy will also apply to fixed guideway transit extension projects seeking MTC endorsement for federal or state discretionary capital funding.

## **Transit Extension TOC Applicability by Project Phase**

### **1. Project Development/Environmental Review**

*Allocations **and endorsements** can proceed so long as project sponsors, and local jurisdictions as applicable, provide a letter acknowledging that future allocation **or endorsement** requests to MTC will be subject to the TOC policy **pursuant to standards for** later phases. These commitments can take the form of a City Council resolution or a letter signed by the Mayor or City Manager.<sup>12</sup> For any project funding falling in this category, MTC staff will work with the project sponsor and applicable jurisdictions to ensure successful TOC Policy implementation as the project is further developed.*

Generally, projects in this category are in the earliest stages of development (planning/pre-environmental) and lacking defined station areas. Funding sought under this category would seek to further define the project, determine station location(s), assess environmental compliance, etc. Funding for environmental documents on proposed transit extensions with pre-determined station locations, but which have not been adopted for further advancement by the project sponsor, will fall into this category.

### **2. Project Design and Early Right-of-Way Acquisition**

*Jurisdictions shall commit in writing **at the time of the allocation/endorsement** to take steps toward **achieving compliance by 2026 achieving a TOC consistency threshold of 85 points**<sup>13</sup> **based on the TOC Evaluation Framework for the OBAG 4 TOC Incentive Program** for the station area(s) attached to the transit extension project(s) that seek **regional discretionary funding/endorsement before project construction begins or within five years of the funding allocation/endorsement, whichever is later**. The written commitment must **state specific steps being taken for each of the four TOC Policy areas (density, affordability, parking, and access/circulation)** include a work plan and timeline of specific steps for achieving the 85-*

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<sup>12</sup> For projects requesting allocations between now and December 2023, jurisdictions must submit the letter by Dec. 31, 2023. For projects seeking allocations thereafter, jurisdictions must submit the letter with their allocation request.

<sup>13</sup> Defining the stations attached to the transit extension project seeking funding/endorsement is the discretion of MTC. MTC will issue subsequent guidance that provides further detail as to how the TOC consistency score is calculated for transit extension projects with multiple station areas.

***point threshold by the specified deadline. These commitments can take the form of a City Council resolution or a letter signed by the Mayor or City Manager.<sup>44</sup>***

Generally, these projects will have approved environmental documents, be adopted for advancement by a project sponsor, have defined station areas, and be in a pre-construction phase. This project category also applies to funding for early right of way purchases, which suggest reasonable certainty on station area location. Funding for various project phases could apply to this category, including supplemental environmental studies for an adopted project which do not re-assess station location, preliminary and final design, and advanced right of way acquisition.

### **3. Project Construction**

***Jurisdictions do not need to submit a letter of commitment, but they should work with MTC staff to achieve compliance by 2026.***

***For projects that have advanced to the construction phase, funding allocations can proceed without TOC compliance or commitments.***

***For projects that did not previously submit a work plan during Phase 2 above, at the time of allocation/endorsement jurisdictions must submit a written work plan and timeline of specific steps for achieving the 85-point threshold for the station area(s) attached to the transit extension project(s) that seek funding/endorsement within five years of the funding allocation or endorsement.***

***These commitments can take the form of a City Council resolution or a letter signed by the Mayor or City Manager.***

This category generally applies to projects that are imminently issuing bid documents, contracts, or notices to proceed on major construction packages, or which have already begun final construction.

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<sup>44</sup> Commitment letters for projects in Stage 2 have the same timing requirements as commitment letters for projects in Stage 1.

**TOC Consistency Progress Reports**

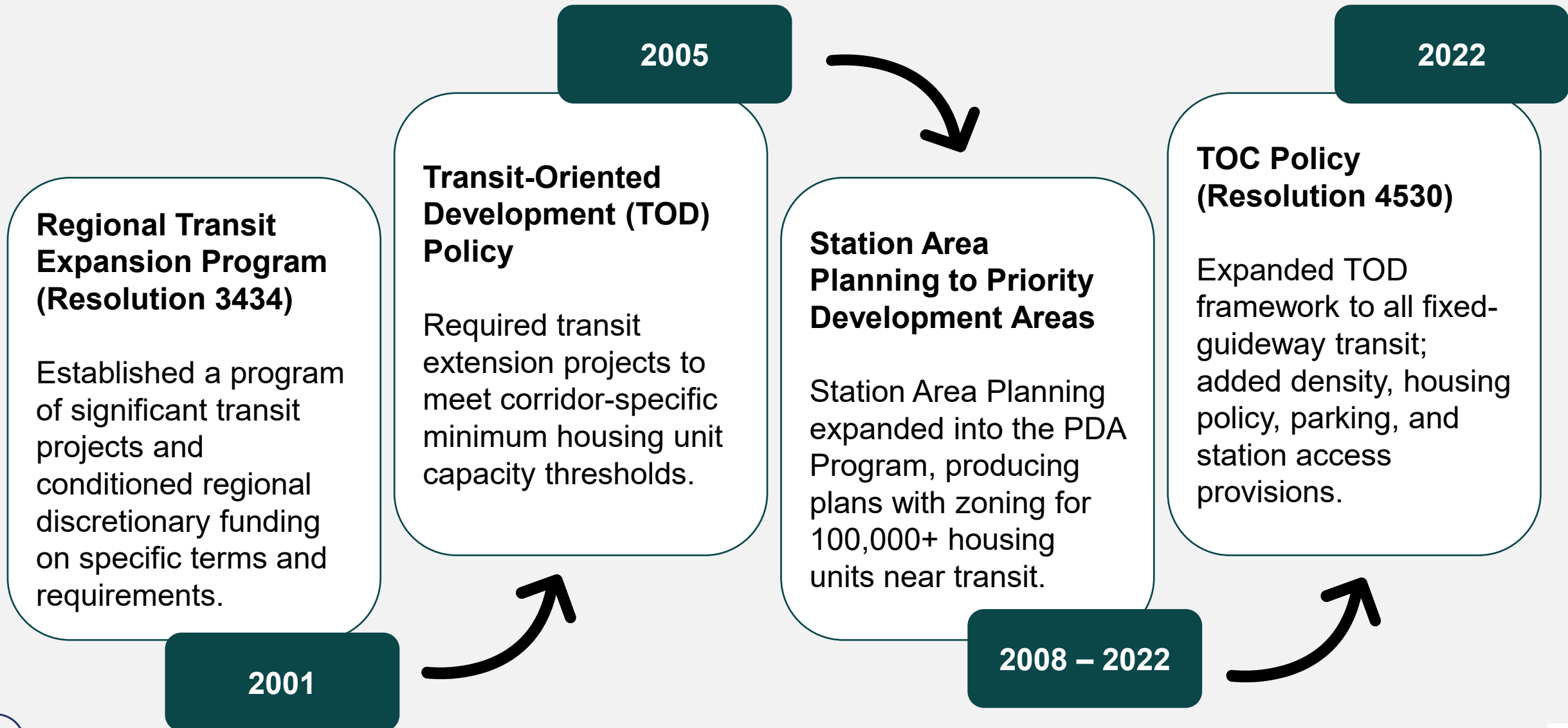
Project sponsors, in coordination with applicable jurisdictions, must submit reports on progress in achieving the 85-point TOC consistency threshold on an annual basis or within six months after a new allocation or endorsement request, whichever is sooner. The requirement for TOC progress reports ceases once a jurisdiction achieves 85-point consistency. Continued lack of demonstrated progress toward TOC Policy consistency may be considered in future MTC funding and/or endorsement decisions.

# Transit-Oriented Communities (TOC) Policy & Transit Extensions



Planning Committee  
May 8, 2026

# From TOD to TOC: MTC's Policy History

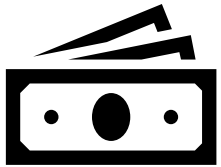


# TOC Policy vs. TOC Incentive Program



## TOC Policy (September 2022)

- Adopted the TOC Policy via **MTC Resolution No. 4530**, including four key components of density, housing, parking, and station access
- Signaled that future OBAG cycles would prioritize TOC-consistent station areas



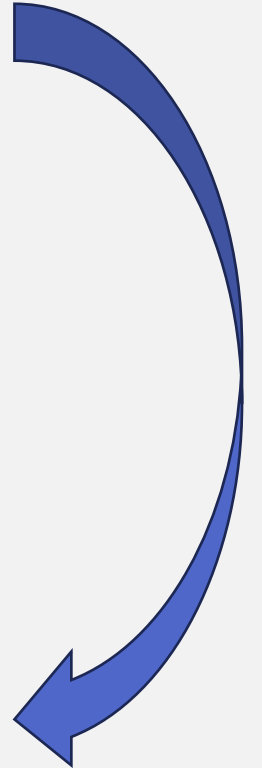
## TOC Incentive Program (February 2026)

- Adopted the TOC Policy Evaluation Framework via **MTC Resolution No. 4754**, with a 100-point scoring system and 85-point threshold for incentives
- Set July 2027 deadline for jurisdictions to qualify for OBAG4 formula-based awards

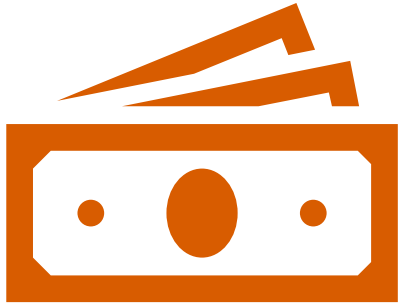


## TOC Policy Amendment (*Today's Item*)

- Proposed revisions to original TOC Policy via **MTC Resolution No. 4530, Revised**, primarily related to handling of transit extension projects in Appendix 1



# Transit Extensions: Scale, Timing, and Regional Impact



The Bay Area will invest \$28 billion in transit extensions through 2050. RM3 alone *allocates more than \$2.75 billion across 20 capital projects*, augmented with billions more in federal & state dollars.



New stations are once-in-a-generation opportunities. Station construction triggers real estate activity; *supportive policies beforehand maximize the investment* and reduce displacement pressure.



The transit network depends on **supportive policies** across density, housing, parking, and station access in station areas. The TOC Policy is an **essential tool to implement the strategies and vision** of Plan Bay Area 2050+.

# Transit Extensions: TOC Policy Applicability

*Applies to projects in Plan Bay Area 2050+ seeking funding allocation or endorsement, including:*

- BART to Silicon Valley Phase 2
- Capitol Corridor South Bay Connect
- Capitol Corridor Hercules Station
- Irvington BART
- SMART to Healdsburg
- SMART to Cloverdale
- The Portal (*Caltrain Downtown Extension*)
- Valley Link
- *New WETA Ferry Terminals*
- *New Bus Rapid Transit (BRT) Lines*



Source: Caltrans District 4



Source: Jim Maurer



Source: Noah Berger

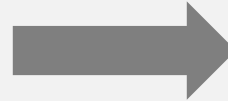


Source: Caltrans District 4

# Transit Extensions & TOC: From Fixed Deadline to Flexible Path

## Current Policy

All transit extension TOCs must achieve consistency by 2026 — a **fixed deadline** with limited flexibility or connection to project delivery realities.



## Proposed Change

A structured path forward: sponsors and jurisdictions commit to a work plan and demonstrate progress — with **more time** and **more flexibility** in how consistency is achieved.

*Extending flexibility to transit extension areas that need more time to meet TOC requirements is consistent with the Commission's action under OBAG 4.*

# Upcoming Projects and TOC Consistency

The work plan must demonstrate **the steps jurisdiction(s) will take to achieve 85 points** on the TOC Evaluation Framework.

## TOC Consistency Gap

Many station areas are far below the 85-point TOC Incentive Program threshold as of spring 2026.

## Grants Awarded to Accelerate Progress

Several transit extension projects have active grants to complete TOC-consistent policies in the next few years.

MTC's monitoring of local actions to achieve TOC consistency is **critical in maximizing the success of major new transit investments.**

# Proposed Amendments to TOC Policy

## Transit Extensions: Transparency & Reporting

- Remove 2026 deadline
- Sponsor/jurisdiction work plan documenting actions needed to reach 85 points\* prior to construction, or within 5 years after an allocation/endorsement (*whichever is later*)
- Progress reports to the Commission annually or within 6 months after an allocation/endorsement (*whichever is sooner*)
- Reporting requirements cease once 85-point consistency is achieved
- Continued lack of progress toward TOC Policy consistency could impact future MTC funding and/or endorsement decisions

## Other Minor Amendments

- Clarify that the Commission will further consider the evolving role of the TOC Policy at the start of the next OBAG cycle
- Align nomenclature with the TOC Evaluation Framework approved under MTC Resolution No. 4754

# Staff Recommendation

Staff requests that the Commission adopt MTC Resolution No. 4530, Revised, amending the Transit-Oriented Communities Policy to:

- **Provide greater flexibility to transit extension projects** seeking non-OBAG regional discretionary funding or MTC endorsements for federal or state discretionary capital funding
- **Clarify that the Commission will further consider the evolving role of the TOC Policy** at the start of the next OBAG cycle
- **Align nomenclature with the TOC Evaluation Framework** approved under MTC Resolution No. 4754



*Credit: Karl Nielsen*

**From:** [Leano Atanacio, Amiel](#)  
**To:** [MTC-ABAG Info](#)  
**Cc:** [Marcus, Justine](#)  
**Subject:** MTC Planning Committee Meeting - Item 8a  
**Date:** Thursday, May 7, 2026 4:32:59 PM  
**Attachments:** [image.png](#)  
[May 8 MTC Planning Meeting Comment Letter - Item 8a.pdf](#)

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**\*External Email\***

Hello,

Please find our coalition comment letter for the MTC Planning Committee Meeting, Agenda Item 8a: MTC Resolution No. 4530, Revised. Transit-Oriented Communities (TOC) Policy, attached.

Thanks!

Best,  
Amiel

**Amiel Leño Atanacio** (he/him)  
Program Manager, State & Local Policy  
Northern California

[enterprisecommunity.org](http://enterprisecommunity.org)





May 7, 2026

**Re: May 8, 2026 MTC Planning Committee Meeting  
Item 8a: MTC Resolution No. 4530, Revised. Transit-Oriented Communities (TOC) Policy**

Dear Commissioners:

We appreciate the Commission and staff for the ongoing work on the Transit-Oriented Communities (TOC) Policy, including this current discussion of transit extensions. As the Bay Area grapples with a transit fiscal cliff, it is imperative that MTC ensures its future investments in transit extensions are sound and financially sustainable. With ridership being the primary driver of transit revenue, the TOC Policy presents a strong path for transit recovery and long-term financial sustainability.

The TOC Policy reimagines the region where Bay Area individuals and families have the opportunity to live in beautiful neighborhoods where they can walk, bike, or take transit to go to school or work, spend the afternoon at the park with their children, or pick up groceries or medications at a pharmacy. Therefore, TOC Policy compliance is integral to the success of any future transit project in the Bay area.

We supported the passage of the TOC Incentive Program in March 2026 as a regional compromise to move the TOC Policy forward and encourage jurisdictions to make progress towards our climate, housing, and transportation goals. However, it has been our consistent position that the partial compliance approach - the current TOC Evaluation Framework's 85-point compliance threshold - is a transitional approach to give jurisdictions time to come into compliance; it should be short-term and time-bound. **Full compliance must remain as the long-term goal of the TOC Policy.**

**For these reasons, we support staff's proposal to extend the timeline for TOC Policy Compliance for transit extension projects to before construction or at least 5 years (whichever is longer), given the timeline of actually building these projects, but this extended timeline must then require full compliance at the end of the period.** While we support aligning transit extension requirements with the TOC Incentive Program, the compliance threshold in the proposed amendments would undermine the long-term goals of the TOC Policy and Plan Bay Area 2050+.

- 1. A longer timeline for compliance should be accompanied with a requirement for compliance.** While we agree with removing the 2026 deadline for transit extensions due to the updated 2027 timeline in the TOC Incentive Program, applying the same 85-point threshold that jurisdictions must meet to receive OBAG 4 funding undermines the TOC Policy in the long-term. Setting a compliance timeline of the later date between "prior to construction" or within 5 years after an allocation/endorsement is reasonable. This also provides jurisdictions more than adequate time to work towards full compliance to the TOC Policy.
- 2. Maintaining the 85-point threshold beyond the 2027 compliance timeline under the TOC Incentive Program sets a precedent of partial compliance to the TOC Policy in the long-term.** Without detailed or certain timelines for when listed transit extensions will seek a funding

allocation or endorsement, the proposed threshold would create more uncertainty and stymie progress.

The success of transit extensions across the region are intertwined with the success of the TOC Policy. The four components of the TOC policy –i.e. density, parking, housing, and station access– work in a coordinated manner to deliver equitable transit-oriented communities. Given the twin imperatives of making the Bay Area more affordable for people of all incomes and growing transit ridership, we strongly encourage you to continue to uphold the goals of the TOC Policy through transit extensions.

Thank you again for your time, engagement, and consideration.

Respectfully,

Heather Hood  
Vice President - Northern California  
Enterprise Community Partners

Sophia DeWitt  
Chief Program Officer  
East Bay Housing Organizations

Zack Deutsch-Gross  
Executive Director  
Transform



# Metropolitan Transportation Commission

## Legislation Text

375 Beale Street, Suite 800  
San Francisco, CA 94105

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**File #:** 26-0432, **Version:** 1

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**Subject:**  
Senate Bill 79: Draft Maps

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.

**Presenter:**  
Mark Shorett

**Recommended Action:**  
Information

**Attachments:**

**Metropolitan Transportation Commission**  
**MTC Planning Committee**

**May 8, 2026**

**Agenda Item 9a – 26-0432**

**Senate Bill 79: Draft Map**

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**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:**

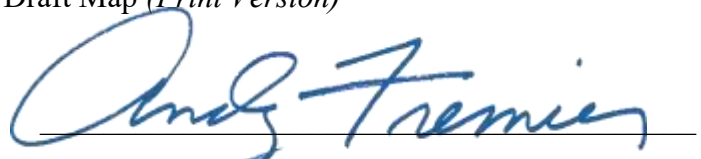
None identified.

**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*)



Andrew B. Fremier

# Senate Bill 79: Draft Maps

Planning Committee

May 8, 2026



# Background: Senate Bill 79 (Wiener, 2025)

- **Authorizes qualified transit-oriented housing development as an allowed use** on sites zoned for residential, mixed-use, or commercial near specified transit stops
- **Applies to “urban transit counties”** that are served by 15 or more passenger rail stations.
  - In the Bay Area: Alameda, San Francisco, San Mateo, Santa Clara Counties
- **Applies in TOD zones**, as specified in law
- **Multiple compliance pathways for local governments**, including TOD alternative plans
- **Takes effect on July 1, 2026**, with limited exceptions (e.g., unincorporated areas)



For detailed information on SB 79, refer to the ABAG Regional Housing Technical Assistance (RHTA) webpage: <https://abag.ca.gov/our-work/housing/regional-housing-technical-assistance/senate-bill-79-2025>

# What is MTC Required to Do?

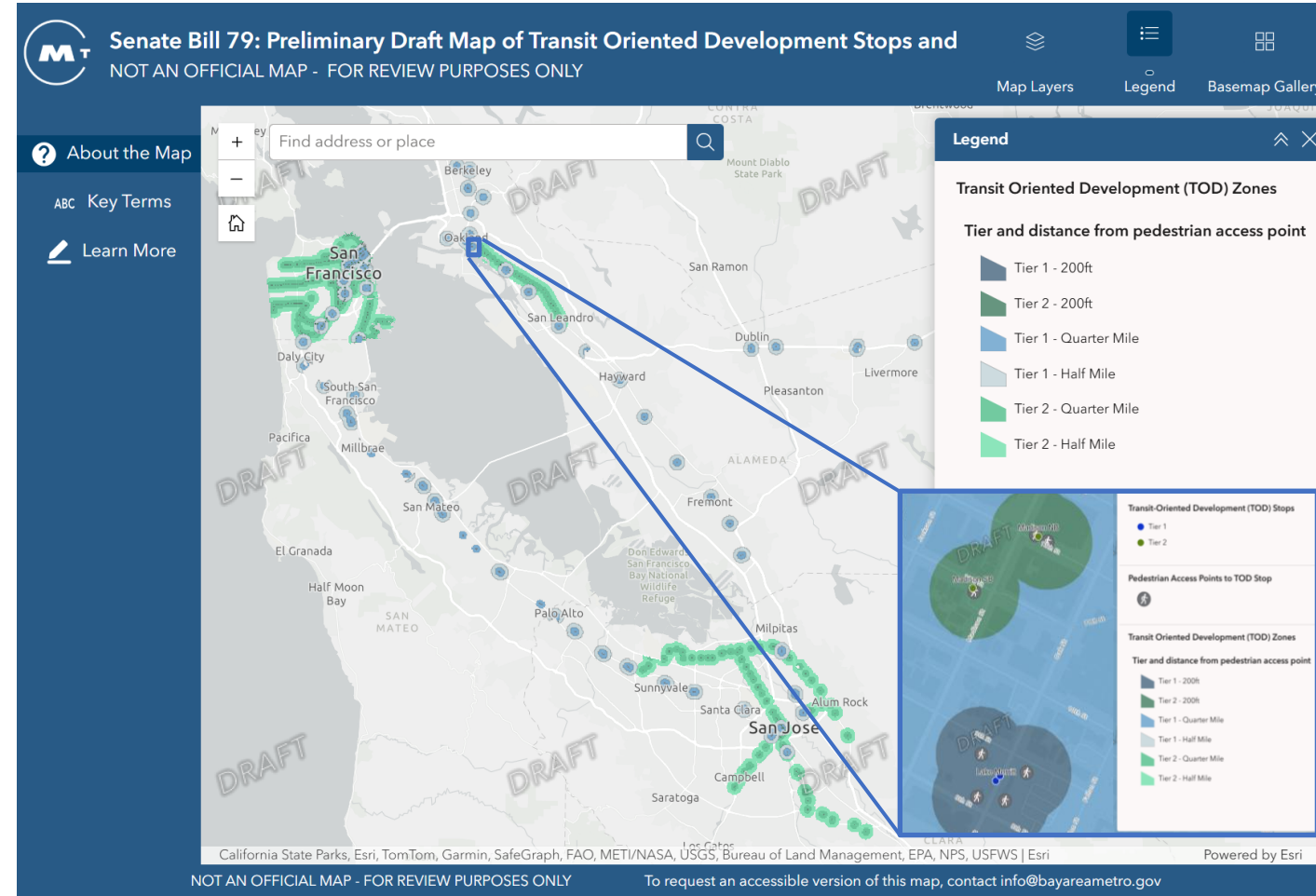
- **SB 79 requires MPOs to produce a map** of the geographic areas where the law applies, drawing on HCD's Advisory Clarification on Definitions, released March 23, 2026
- Together, **the bill's text and HCD's advisory clearly define MPO mapping requirements**, limiting agency discretion
- **The law requires MPOs to determine eligible stops**, identify pedestrian access points to these stops, and map quarter and half mile circles around these access points

# Coordination with State & Local Partners

- **Statewide Coordination**
  - Participation in MPO/HCD process to inform HCD Advisory document
  - Ongoing coordination with other MPOs on mapping approach
- **Local Coordination**
  - Early engagement with affected local jurisdictions to discuss mapping approaches and provide information & updates
  - Ongoing data coordination with transit agencies, county transportation authorities, and local jurisdictions
  - Additional local engagement in April, including office hours and one-on-one meetings to discuss preliminary draft map posted on MTC website on April 8

# Draft SB 79 Map

- **Draft SB 79 map available on the MTC website**
- **Forthcoming updates to respond to local input during April review period:**
  - Additional qualifying bus stops
  - Minor modifications to several rail station access points
  - Clarification on applicability to unincorporated areas
- **Map will be accompanied by an updated, user-friendly website on or before the law takes effect on July 1, 2026**



**Draft SB 79 Map available here:**

<https://experience.arcgis.com/experience/934f95609d6b45c5be0f8f00c01436>

# Next Steps

- **Continue to coordinate** with local jurisdictions, transit agencies, CTAs, and HCD as effective date approaches
- Pending revisions to correct factual errors, **map posted to MTC website will become official by July 1, 2026**
- Staff will continue to **keep committee apprised of any developments related to SB 79**



California Department of Housing and Community Development

# **SB 79 Advisory Clarifications on Definitions for Metropolitan Planning Organizations**

On the Implementation of Senate Bill 79 (Chapter 512, Statutes of 2025)



Housing Policy Development Division  
March 20, 2026

## Introduction

The Association of Bay Area Governments (ABAG), Sacramento Area Council of Governments (SACOG), San Diego Association of Governments (SANDAG), and Southern California Association of Governments (SCAG) requested early consultation with the California Department of Housing and Community Development (HCD) on the implementation of SB 79, including clarification of certain definitions to facilitate the metropolitan planning organizations' (MPO) ability to complete their statutory mapping role in a consistent manner across the state. In response, HCD facilitated several meetings with MPOs, in consultation with Caltrans, with the goal of arriving on definitions of key terms in the statute.

MPOs also requested that HCD issue a memo in advance of the statute's July 1, 2026 operative date to assist MPOs with consistent implementation of SB 79 mapping across the regions. This memo is advisory and consolidates definitions discussed with MPOs, in consultation with Caltrans, which HCD has compiled at the MPOs' request to support carrying out their duties under Government Code section 65912.160, subdivision (f).

## Executive Summary of SB 79

SB 79 makes qualified transit-oriented housing developments an allowed use on sites zoned for residential, mixed-use, or commercial development that are located near specified transit stops in urban transit counties with more than 15 passenger rail stations. Governor Newsom signed SB 79 into law on October 10, 2025, and the law is codified in Government Code Chapter 4.1.5 (Transit-Oriented Development), which includes sections 65912.155 through 65912.162.

HCD is tasked with overseeing compliance with SB 79,<sup>1</sup> including reviewing enacted SB 79 ordinances<sup>2</sup> and Transit-Oriented Development (TOD) Alternative Plans<sup>3</sup> and determining their compliance with state law. HCD is also required to promulgate standards for inclusion of SB 79 sites in the housing element sites inventory.<sup>4</sup> In addition, SB 79 requires that each MPO must create a map of TOD stops and zones within its region by tier, and the maps carry a rebuttable presumption of validity for use by project applicants and local governments.<sup>5</sup>

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<sup>1</sup> Gov. Code, § 65912.160, subd. (a).

<sup>2</sup> Gov. Code, § 65912.160, subd. (d).

<sup>3</sup> Gov. Code, § 65912.161, subd. (d).

<sup>4</sup> Gov. Code, § 65912.160, subd. (b).

<sup>5</sup> Gov. Code, § 65912.160, subd. (f).

## Clarifications on Definitions

Based on discussions with ABAG/MTC, SACOG, SANDAG, and SCAG, and in consultation with Caltrans, the following key definitions are intended to facilitate consistent implementation of SB 79. The left-hand column is the definition or reference in the statute, while the right-hand column provides advisory clarifications informed by input from MPOs and Caltrans.

### Adjacent

*“Adjacent” means within 200 feet of any pedestrian access point to a transit-oriented development stop.*

*Gov. Code, § 65912.156, subd. (a)*

The edge of the parcel(s) associated with the proposed housing development project is within 200 feet of any pedestrian access point to a TOD stop.

### Bus Service

*...[B]us service meeting the standards of paragraph (1) of subdivision (a) of Section 21060.2 of the Public Resources Code.*

*Gov. Code, § 65912.156, subd. (o)*

*Full-time dedicated bus lanes or operation in a separate right-of-way dedicated for public transportation with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.*

*Public Resources Code, § 21060.2, subd. (a)(1)*

A public mass transit service that includes full-time dedicated bus lanes or operation in a separate right-of-way dedicated for public transportation with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.

A qualifying bus service TOD stop is a location where the bus stop is adjacent to a full-time dedicated transit lane and the average bus service intervals across the combined morning and afternoon peak periods is 15 minutes or less.

### Commuter Rail

*“Commuter rail” means a public rail transit service not meeting the standards for heavy rail or light rail, excluding California High-Speed Rail and Amtrak Long Distance Service.*

*Gov. Code, § 65912.156, subd. (b)*

A public rail transit service that is not any of the following: heavy or light rail, California High-Speed Rail, Amtrak Long Distance Service, or privately operated passenger rail service. A commuter rail can include planned high or very high frequency commuter rail public rail transit service, including those managed by state-supported Joint Powers Authorities (e.g., Gold Runner, Capitol Corridor, Pacific Surfliner).

## Clarifications on Definitions

### Commuter Rail, High-Frequency

*“High-frequency commuter rail” means a commuter rail service 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, and not meeting the standard for very high frequency commuter rail, at any point in the past three years.*

*Gov. Code, § 65912.156, subd. (e)*

A commuter rail service operating an average of at least 48 trains per weekday across all directions at any point in the past three years, not including temporary service changes of less than one month or unplanned disruptions, and not meeting the standard for very high frequency commuter rail. The average is the sum of the number of scheduled stops at a station for a commuter rail service for all weekdays, divided by five weekdays.

In assessing whether a station meets this threshold, frequency is based on the total number of trains serving the station, including trains operated by multiple commuter rail services where applicable. This approach reflects the overall level of transit access and frequency experienced by riders at a given stop.

### Commuter Rail, Very High Frequency

*“Very high frequency commuter rail” means a commuter rail service with a total of at least 72 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.*

*Gov. Code, § 65912.156, subd. (r)*

A commuter rail service operating an average of at least 72 trains per weekday across all directions at any point in the past three years, not including temporary service changes of less than one month or unplanned disruptions. The average is the sum of the number of scheduled stops at a station for a commuter rail service for all weekdays, divided by five weekdays.

In assessing whether a station meets this threshold, frequency is based on the total number of trains serving the station, including trains operated by multiple commuter rail services where applicable. This approach reflects the overall level of transit access and frequency experienced by riders at a given stop.

## Clarifications on Definitions

### Heavy Rail Transit

*“Heavy rail transit” means a public electric railway line with the capacity for a heavy volume of traffic using high-speed and rapid acceleration passenger rail cars operating singly or in multicar trains on fixed rails, separate rights-of-way from which all other vehicular and foot traffic are excluded, and high platform loading. “Heavy rail transit” does not include California High-Speed Rail.*

*Gov. Code, § 65912.156, subd. (d)*

A public electric railway line that includes all the following:

- Has capacity for a heavy volume of traffic,
- Uses high-speed and rapid acceleration passenger rail cars,
- Operates singly or in multicar trains on fixed rails,
- Operates in a separate right-of-way from which all other vehicular and foot traffic are excluded, and
- Stops at stations with high platform loading (i.e., where the platforms are built at the same height as the train floor).

Heavy rail transit lines typically use a third rail power source. Heavy rail transit does not include California High-Speed Rail.

### Light Rail Transit

*“Light rail transit” includes streetcar, trolley, and tramway service. “Light rail transit” does not include airport people movers.*

*Gov. Code, § 65912.156, subd. (h)*

An electric railway line that is not a “heavy rail transit” line which typically draws power from overhead wires. Includes, but is not limited to, streetcar, trolley, and tramway service. Does not include airport people movers or cable cars.

### Passenger Rail Station

*[Undefined]*

*“Urban transit county” means a county with more than 15 passenger rail stations.*

*Gov. Code, § 65912.156, subd. (q)*

A passenger rail station includes all forms of public heavy rail, light rail, or commuter rail stations that are in active operation and provide regular service. A passenger rail station does not include planned rail stations that are not yet in service. A passenger rail station occupying one physical location counts as a single station, even if multiple rail services utilize the station.

## Clarifications on Definitions

### Pedestrian Access Point

[Undefined]

*“Adjacent” means within 200 feet of any pedestrian access point to a transit-oriented development stop.*

*Gov. Code, § 65912.156, subd. (a)*

*For purposes of this chapter, the distance of a transit-oriented housing development project from a transit-oriented development stop shall be measured in a straight line from the nearest edge of the parcel containing the proposed project to a pedestrian access point for the transit-oriented development stop.*

*Gov. Code, § 65912.157, subd. (b)*

A pedestrian access point is any applicable station entrance, boarding platform access point, or location of a transit stop as defined and depicted on the applicable MPO SB 79 map. MPOs may rely on General Transit Feed Specification (GTFS) data, if provided by individual transit providers within each region, and may add additional pedestrian access points for TOD stops with multiple entrances.

### Project Site

[Undefined]

*A housing development project shall be an allowed use as a transit-oriented housing development on any site zoned for residential, mixed, or commercial development within one-half or one-quarter mile of a transit-oriented development stop, if the development complies with the applicable of all of the following requirements:*

*Gov. Code, § 65912.157, subd. (a)*

*For purposes of this chapter, the distance of a transit-oriented housing development project from a transit-oriented development stop shall be measured in a straight line from the nearest edge of the parcel containing the proposed project to a pedestrian access point for the transit-oriented development stop.*

*Gov. Code, § 65912.157, subd. (b)*

Parcel(s) containing the proposed housing development project.

## Clarifications on Definitions

### Rail Transit

*“Rail transit” has the same meaning as defined in Section 99602 of the Public Utilities Code.*

*Gov. Code, § 65912.156, subd. (k)*

[No clarification]

Same meaning as defined in Section 99602 of the Public Utilities Code, which is a rail mass transportation operation usually within an urban area, generally characterized by more frequent service over shorter distances than normally provided by commuter rail service or intercity rail service, and operating on a rail line without any or with very limited rail freight service.

### Transit-Oriented Development (TOD) Stop

*“Transit-oriented development stop” means a major transit stop, as defined by Section 21064.3 of the Public Resources Code, and also including stops on a route for which a preferred alternative has been selected or which are identified in a regional transportation improvement program, that is served by heavy rail transit, very high frequency commuter rail, high frequency commuter rail, light rail transit, or bus service within an urban transit county meeting the standards of paragraph (1) of subdivision (a) of Section 21060.2 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. If a county becomes an urban transit county subsequent to July 1, 2026, then bus service in that county shall remain ineligible for designation of a transit-oriented development stop.*

*Gov. Code, § 65912.156, subd. (p)*

A TOD stop is any of the following:

- An existing or planned transit station or stop identified in a region’s federally or state-mandated transportation improvement program (TIP) that is served by any of the following: light rail or heavy rail, high-frequency or very high-frequency commuter rail, or eligible bus service (see also “Bus Service”). Planned TOD stops in a region’s TIP may be limited to include only those with any amount of committed construction funding.
- Selected preferred alternative route stops from an adopted CEQA/NEPA document, an adopted locally preferred alternative (LPA), or other local implementing document as determined by the MPO, regardless of their status in a federally or state mandated TIP.

## Clarifications on Definitions

### TOD Stop, Tier 1

*“Tier 1 transit-oriented development stop” means a transit-oriented development stop within an urban transit county served by heavy rail transit or very high frequency commuter rail.*

*Gov. Code, § 65912.156, subd. (n)*

An existing or planned TOD stop within an urban transit county that is served by heavy rail transit or very high-frequency commuter rail.

### TOD Stop, Tier 2

*“Tier 2 transit-oriented development stop” means a transit-oriented development stop within an urban transit county, excluding a Tier 1 transit-oriented development stop, served by light rail transit, by high-frequency commuter rail, or by bus service meeting the standards of paragraph (1) of subdivision (a) of Section 21060.2 of the Public Resources Code.*

*Gov. Code, § 65912.156, subd. (o); Public Resources Code, § 21060.2, subd. (a)(1)*

An existing or planned TOD stop within an urban transit county (excluding a Tier 1 TOD Stop) that is served by light rail transit, high-frequency commuter rail, or qualifying bus service. See also “Bus Service.”

### TOD Zone

*“Transit-oriented development zone” means the area within one-half mile of a transit-oriented development stop.*

*Gov. Code, § 65912.156, subd. (m)*

[No clarification]

The area within one-half mile of a TOD stop.

### Unincorporated Area of a County

*[Undefined]*

*This section shall not apply to a local agency until July 1, 2026, unless the local agency adopts an ordinance or local transit-oriented development alternative plan deemed compliant by the department before July 1, 2026. It shall not apply within an unincorporated area of a county until the 7th regional housing needs allocation cycle.*

*Gov. Code, § 65912.157, subd. (n)*

An area that does not have its own local government and is governed as part of a larger administrative division, such as a county.

SB 79 does not apply to an unincorporated area of a county until the date that its 7th cycle housing element is due (i.e., at the beginning of the eight-year planning period), although the portion within the TOD Zone of a qualifying jurisdiction is eligible for provisions under SB 79,

## Existing Rail Typologies

even where the TOD Stop is located in an unincorporated jurisdiction.

### Urban Transit County

*“Urban transit county” means a county with more than 15 passenger rail stations. Gov. Code, § 65912.156, subd. (q)*

[No clarification]  
A county with more than 15 passenger rail stations.

## Existing Rail Typologies

Based on the advisory clarifications of statutory definitions, and in response to MPO requests, the following classifications for existing rail typologies for the purpose of SB 79 implementation are provided in the table below. This table does not reflect rail typologies for rail services that have yet to be constructed or enter into operation. Note: Not all commuter rail stops and stations are necessarily TOD stops; to be a TOD stop, it must meet the definitions in the statute as clarified above.

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

Pursuant to these classifications, SB 79’s upzoning provisions (Gov. Code, § 65912.157) will take effect on July 1, 2026, in Alameda, Los Angeles, Sacramento, San Francisco, San Mateo, Santa Clara, and San Diego Counties. Under the statute, applicability is tied to the presence of qualifying transit infrastructure within a county. Accordingly, the geographic scope of SB 79 is dynamic and will modify over time, including when additional qualifying rail or transit projects are completed and placed into service.



ASSOCIATION OF BAY AREA GOVERNMENTS  
METROPOLITAN TRANSPORTATION COMMISSION



Technical Assistance  
for Local Planning  
**HOUSING**

**DISCLAIMER:** This guide is intended solely as a high-level summary of Senate Bill (SB) 79 (2025). It is not legal advice regarding any jurisdiction’s specific policies or any proposed project. Local staff should consult with their city attorney or county counsel when determining how to implement this new piece of legislation.

## Senate Bill 79 (2025) Summary

Last updated: April 8, 2026.

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## Introduction

On October 10, 2025, Governor Gavin Newsom signed Senate Bill (SB) 79 (2025) into law. The law is codified in Government Code Sections 65912.155 through 65912.162.<sup>1</sup>

SB 79 makes qualified transit-oriented housing developments an allowed use on sites zoned for residential, mixed-use, or commercial development that are located near specified transit stops in counties with more than 15 passenger rail stations. In the Bay Area, eligible counties include San Francisco, Alameda, San Mateo and Santa Clara. SB 79 also sets statewide standards for height, density, and residential floor area ratios (FAR) for such housing developments, which vary based on how close a project is to the stop and how the stop is classified. This document summarizes the key provisions of SB 79 that are most relevant to local governments.

### Key takeaways include:

- SB 79 makes housing meeting specified standards an allowed use on residential, mixed-use, or commercial sites located within one-quarter or one-half mile (depending on city size) of a qualifying transit-oriented development (TOD) stop, and makes such housing eligible for state-set standards for building height, density and FAR.** These standards vary based on how close the project is to the stop (one-quarter mile versus one-half mile) and the level of transit service (Tier 1 versus Tier 2).
- SB 79 generally goes into effect on July 1, 2026, and in the Bay Area is currently only applicable in the counties of Alameda, San Francisco, San Mateo and Santa Clara.**

<sup>1</sup> All statutory citations in this document refer to the California Government Code unless otherwise specified.

- **SB 79 does not include a ministerial review process or amend the California Environmental Quality Act (CEQA) itself, although qualifying SB 79 projects may use the ministerial review process under SB 35/SB 423, if otherwise eligible.** SB 79 projects that are ineligible for streamlined approval are to be reviewed under the jurisdiction’s standard review process and the Housing Accountability Act (HAA).
- **SB 79 allows for some local flexibility.** Cities and counties may exempt certain areas from the law, exclude certain sites from the law until the 7th Housing Element Cycle, or adopt their own local TOD alternative plan that provides the same overall housing capacity. Any such local measures must be reviewed and approved by the Department of Housing and Community Development (HCD).

#### How to use this document:

- Green indicates an “**action item.**”
- Yellow indicates information that “**impacts your job.**”
- Blue indicates information that is “**good to know.**”
- Key terms are defined in the **Key Definitions** section.

Wherever colors are used, the text is labeled for accessibility.

## When and Where SB 79 Applies

The following provisions describe when and where SB 79 applies.

- **Effective Date.** SB 79 applies beginning on **July 1, 2026**, except for unincorporated areas, where it will not apply until the 7th Regional Housing Needs Allocation (RHNA) cycle. (Section 65912.157(n)). Cities may adopt an ordinance exempting certain sites until one year after adoption of the 7th Cycle Housing Element. (Section 65912.161(b).)
- **Urban Transit Counties.** SB 79 applies only in an “urban transit county,” which is defined as a county with more than 15 passenger rail stations. Although “passenger rail station” is not a defined term, legislative analysis suggests that eight California counties currently qualify as an urban transit county, including **the Bay Area counties of San Francisco, San Mateo, Santa Clara, and Alameda**, as well as the counties of Sacramento, Los Angeles, San Diego, and Orange. (Section 65912.156(q)).
- **Transit-Oriented Development (TOD) Zone.** SB 79’s requirements apply only to housing development located within a TOD zone, defined as the area within one-half mile of a TOD stop. A TOD stop means a transit-oriented development stop served by heavy rail, commuter rail, light rail, or bus rapid transit (all defined in Key Definitions section), as well as certain planned stops that meet specified criteria (see the definition of TOD Stop in the Key Definitions section for further information). (Section

65912.156(p)). SB 79 requires Metropolitan Planning Organizations (MPO) to create maps of TOD stops and zones. MTC, the Bay Area’s MPO, released a [preliminary draft map](#) on April 8, 2026 for local partner review. The map will remain in draft form until the law goes into effect on July 1, 2026.

## Project Eligibility under SB 79

All SB 79 projects must be located within a TOD zone (within one-half mile of a TOD stop) and comply with the following additional requirements.

- **Housing development project.** The project must be a “housing development project” (defined in Key Definitions section) under the HAA. No portion of the project may be designated for use as a hotel, motel, bed and breakfast inn, or other transient lodging. (Section 65912.156(g)).
- **Five or more housing units.** The project must include five or more housing units. (Section 65912.157(a)(1)).
- **Location.** The project must be located on a site that is zoned for residential, mixed-use, or commercial development (Section 65912.157(a)).
- **Minimum Density.** The project must meet the greater of (1) a density of at least 30 dwelling units per acre or (2) the minimum density required under local zoning, if applicable. (Section 65912.157(a)(1)).
- **Average Unit Size.** The average floor space of the proposed dwelling units may not exceed 1,750 “net habitable square feet” (defined in Key Definitions section). (Section 65912.157(a)(2)).
- **Affordable Housing.** The project, if it includes at least 11 units, must include housing for lower income households by dedicating at least 7% of total units to extremely low income households, 10% of total units to very low income households, or 13% of total units to lower income households. (Section 65912.157(i)(1)).<sup>2</sup> If a local inclusionary housing requirement mandates a higher percentage of affordable units or a deeper level of affordability, then that local inclusionary requirement mandate applies instead. (Section 65912.157(i)(2)).
- **Safety.** The project must be consistent with the height, noise, and safety standards of any adopted, applicable airport compatibility plan or Department of Defense Air Installation Compatible Use Zones,

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<sup>2</sup> All such affordable units must have an affordable housing cost or affordable housing rent, per Health & Safety Code Sections 50052.5 and 50053, respectively. In addition, the local agency must ensure the continued affordability of the units for a period of 55 years for rental units and 45 years for ownership units. (Section 65912.157(i)(1)(C)).

as well as with objective statewide fire safety standards established by the California Building Code, Fire Code, Wildland-Urban Interface Code, Health & Safety Code, Public Resources Code, and Government Code Sections 51175 – 51189. (Section 65912.157(j)).

- **Demolition and Anti-Displacement Protections.** Projects may not be located on a site containing more than two units where the development requires the demolition of housing that is subject to rent or price control and that has been occupied by tenants within the past seven years. Projects also may not be located on a site where more than two units of housing that were subject to price or rent control were demolished within the past seven years. (Section 65912.157(h)). Projects must comply with the replacement housing requirements in SB 330 (Section 66300.6)<sup>3</sup> as well as any local requirements or processes that implement these replacement housing requirements and any demolition and anti-displacement standards established through local ordinance. (Section 65912.157(f)-(h)).
- **Labor Standards.** Projects must meet prevailing wage and skilled and trained workforce requirements for any building over 85 feet in height. (Section 65912.157(k)).

**Action item:** Develop an SB 79 application form listing the requirements for SB 79 projects and how applicants can demonstrate eligibility. The Regional Housing Technical Assistance Program will be developing a template application form to assist in this effort.

## SB 79 Development Standards

SB 79 not only provides that eligible transit-oriented housing development “shall be an allowed use” on sites zoned for residential, mixed-use, and commercial development near qualifying TOD stops. It also establishes development standards for such eligible transit-oriented housing development near qualifying TOD stops, which vary by distance from the stop and how that stop is categorized.

Local agencies may not apply lower height, density, or residential FAR limits than those set by SB 79 unless they adopt a local transit-oriented development alternative plan that maintains the same residential capacity or adopt certain other local ordinances (discussed in the Local Government Options to Modify section below). In addition, projects that achieve specified densities are eligible for additional concessions under State Density Bonus Law (SDBL).

These standards are summarized below and are codified in Government Code Section 65912.157(a)(3)–(6) and (e).

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<sup>3</sup> See ABAG’s Regional Housing Technical Assistance’s [Guide to California State Replacement Housing Requirements](#) for further information.

## Development Standards Available to Transit-Oriented Housing Projects Under SB 79

The table below provides a breakdown of the allowed height, dwelling units per acre, and residential Floor Area Ratio (FAR) for eligible housing development projects specified by SB79 based on distance to a Tier 1 or Tier 2 TOD stop. **Local agencies may not require height, density, or residential FAR limits below these standards, unless they implement one or more of the options included in the Local Government Options to Modify section below.** Local agencies may still enforce local standards that do not, alone or in concert, prevent a project from achieving the applicable SB 79 development standards, unless one or more options to modify SB 79 has been implemented.

Key terms that determine whether a transit stop qualifies as Tier 1 or Tier 2 stop are included in Key Definitions section below. For example, BART and Caltrain stations are Tier 1 stops, and SF Muni Metro, V.T.A. light rail, and A.C. Transit Tempo stations are Tier 2 stops. Distance to a TOD stop must be measured in a straight line from the nearest edge of the parcel containing the project to a pedestrian access point for the TOD stop. (Section 65912.157(b).) “Pedestrian access point” is not a defined term.

**Table 1. Development Standards Available to TOD Housing Projects under SB 79**

Location	Permitted Development: Tier 1 Stop (served by heavy rail transit or very high frequency commuter rail)	Permitted Development: Tier 2 Stop (excluding Tier 1 stops, served by light rail transit, high-frequency commuter rail, or bus rapid transit)
Adjacent to TOD stop (within 200 feet of a pedestrian access point <sup>4</sup> to stop).	<ul style="list-style-type: none"> <li>• Height: 95 feet</li> <li>• Density: 160 du/ac<sup>5</sup></li> <li>• Residential FAR: 4.5</li> </ul>	<ul style="list-style-type: none"> <li>• Height: 85 feet</li> <li>• Density: 140 du/ac</li> <li>• Residential FAR: 4.0</li> </ul>
Within ¼-mile of TOD stop.	<ul style="list-style-type: none"> <li>• Height: 75 feet</li> <li>• Density: 120 du/ac</li> <li>• Residential FAR: 3.5</li> </ul>	<ul style="list-style-type: none"> <li>• Height: 65 feet</li> <li>• Density: 100 du/ac</li> <li>• Residential FAR: 3.0</li> </ul>
Between ¼ and ½ mile of TOD stop in a city with at least 35,000 residents.	<ul style="list-style-type: none"> <li>• Height: 65 feet</li> <li>• Density: 100 du/ac</li> <li>• Residential FAR: 3.0</li> </ul>	<ul style="list-style-type: none"> <li>• Height: 55 feet</li> <li>• Density: 80 du/ac</li> <li>• Residential FAR: 2.5</li> </ul>

Note that the FAR limits here apply only to residential FAR, defined to include only “net habitable square footage dedicated to residential use.” (Section 65912.156(l).) “Net habitable square footage” is included in the Key Definitions section below.

**Action items:** Conduct a zoning gap-analysis inside each TOD zone, by tier, to identify where local standards fall below SB 79 minimums (height, density, residential FAR) or preclude them, such as by maximum lot coverage standards. Consider drafting zoning code amendments to resolve any conflicts, which must be reviewed by HCD in accordance with Section 65912.160. Note that these standards do not need to apply to certain sites until one year after adoption of the 7th Cycle Housing Element if a city adopts an ordinance excluding them, and other areas may be excluded entirely (see Local Government Options to Modify section below).

<sup>4</sup> Note that “pedestrian access point” is not a defined term.

<sup>5</sup> Du/ac refers to dwelling units per acre.

**Good to know:** Jurisdictions are **not** required to amend their zoning ordinances to implement SB 79, resolve inconsistencies with SB 79, or implement an option to modify SB 79’s requirements. If a jurisdiction takes no action, SB 79’s standards apply directly and supersede any conflicting local zoning.

### **State Density Bonus Law (SDBL) (Section 65915)**

Projects developed under SB 79 are eligible for the full range of benefits provided under SDBL (Section 65915). This includes eligibility for density bonuses, incentives or concessions, waivers or reductions of development standards, and modified parking ratios, using the density permitted under SB 79 as the project’s base density. One major caveat is that local governments are not required to grant additional height increases through SDBL beyond those already authorized under SB 79, except as specifically provided in Section 65915(d)(2)(D) for 100% affordable projects.

Projects that meet both certain density thresholds under SB 79 and the affordability requirements of the SDBL are eligible for up to three additional concessions. These thresholds and benefits vary by the project’s proximity to a TOD stop, the tier of the stop, and the depth of affordability provided, as outlined in the table below.

**Table 2. Additional SDBL Concessions Available to SB 79 Projects**

Tier and Distance from TOD Stop	Minimum Density to Qualify for Additional Concessions	Additional Concessions Available
Tier 1 and within ¼ mile of stop.	90 du/ac	<ul style="list-style-type: none"> <li>• Three additional concessions for projects providing housing for extremely low income households.</li> <li>• Two for projects providing housing for very low income households.</li> <li>• One for projects providing housing for low-income households.</li> </ul>
Tier 1 and between ¼ and ½ mile of stop in a city with at least 35,000 residents.	75 du/ac	Same as above.
Tier 2 and within ¼ mile of stop.	75 du/ac	Same as above.
Tier 2 and between ¼ and ½ mile of stop in a city with at least 35,000 residents.	60 du/ac	Same as above.

## Local Government Options to Modify

SB 79 gives jurisdictions three main ways to adjust implementation of SB 79. For any of these options, HCD review is required per Section 65912.160, as discussed in the Review and Enforcement section below.

**Action Item:** Jurisdictions pursuing any of these options should coordinate early with HCD on timing, data, and documentation requirements. Given HCD’s permitted review times, if jurisdictions intend to adopt a plan or ordinances that will be in effect when SB 79 becomes effective on July 1, 2026, they should aim to submit adopted ordinances to HCD by March 2026.

### Exempting Certain Areas

A jurisdiction may adopt an ordinance, subject to HCD review under Section 65912.160 (as discussed in the Review and Enforcement section below), to exempt limited areas within one-half mile of a TOD stop from SB 79 eligibility. These exemptions are limited to (1) sites that lack a pedestrian access path of less than one mile to the TOD stop, or (2) in jurisdictions with at least 15 TOD stops, areas that are designated in the

jurisdiction's general plan on or before January 1, 2025 as industrial employment hubs of at least 250 acres. (Section 65912.160(e)).

### **Excluding Certain Sites Until One Year After Adoption of the 7<sup>th</sup> Cycle Housing Element**

Jurisdictions may adopt an ordinance, subject to HCD review under Section 65912.160 (as discussed in the Review and Enforcement section below), specifying sites to exclude from SB 79's TOD development standards until one year after adoption of the jurisdiction's 7<sup>th</sup> Cycle Housing Element. In general, such sites must already allow at least half the density and FAR as allowed by SB 79, be subject to a local TOD alternative plan, or fall within sensitive areas such as very high fire hazard zones, areas vulnerable to sea level rise, or sites designated on a local historic register as of January 1, 2025. (Section 65912.161(b)). Local governments adopting such an ordinance must clearly identify excluded sites or TOD zones on the jurisdiction's public zoning map.

### **Adopting a Local TOD Alternative Plan**

A local government may satisfy SB 79 by adopting a local TOD alternative plan instead of applying the state standards directly. (Section 65912.161(a)). The plan must generally maintain equivalent total housing capacity across all TOD zones within the jurisdiction (see the definition of TOD Zone in the Key Definitions section) and receive HCD approval. The capacity of any site cannot be reduced more than 50%, with the exception of sites within a very high fire hazard zone, sites vulnerable to one foot of sea level rise, and sites with a historic resource on a local register, and the capacity of any one TOD zone cannot be reduced more than 50%. The capacity of any site cannot be increased by more than 200% from the maximum densities in SB 79. In the 7<sup>th</sup> Cycle, a Local TOD Alternative Plan may be included in the Housing Element itself or adopted separately by ordinance. To become effective, an alternative plan must be reviewed and approved by HCD, as discussed in the Review and Enforcement section below. Once approved, the local plan replaces SB 79's development standards within the area included in the alternative plan.

## **Review and Enforcement**

The following provisions govern the process for project review, as well as the enforcement and oversight of local compliance with SB 79.

- **SB 79 and Project Streamlining Options.** SB 79 does **not** create a ministerial approval process or exempt projects from CEQA review. However, qualifying projects may choose to use the streamlined ministerial approval process under SB 35/SB 423 if they meet that law's other requirements. Under SB 79, all sites eligible for SB 79 standards are potentially eligible for SB 35/SB 423 streamlining regardless of whether the jurisdiction is otherwise subject to SB 35/SB 423 based on its Housing Element or RHNA progress. In addition, projects need only meet the minimum affordability standard established under

SB 35/SB 423, which requires at least 10% very-low-income units for rental projects or 10% low-income units for ownership projects (although they must also meet the affordability standards in SB 79).

- Impacts your job—Effect of SB 79 Compliance on Local Review.** Projects that comply with the TOD development standards of SB 79; any applicable local objective general plan and zoning standards (to the extent those standards do not prevent achieving SB 79’s TOD development standards); and any approved incentives, concessions, or waivers granted under SDBL are deemed consistent and in conformity with all applicable local plans, policies, and standards for purposes of the HAA (Section 65589.5). (Section 65912.157(l)). If a housing development complies with all objective standards existing at the time the project is deemed complete, under the HAA, it cannot be denied, have its density reduced, or have an infeasible condition imposed unless the local government makes a finding supported by the preponderance of the evidence that the project would cause a “specific, adverse impact” that cannot be mitigated. (Section 65589.5(j)(1).) Beginning January 1, 2027, denials of projects that meet SB 79’s requirements and that are located in high-resource areas are rebuttably presumed to be unlawful and are subject to penalties of \$10,000 per unit. (Section 65912.157(m)).
- Impacts your job—HCD review of local ordinances.** Local governments may – but are not required to – enact a local ordinance to make their zoning code consistent with SB 79’s development standards or to implement one or more of the local options to modify SB 79’s standards.<sup>6</sup> Local governments adopting an ordinance to implement or modify SB 79 standards must submit a draft to HCD at least 14 days before adoption and a final version within 60 days after enactment. HCD then has up to 90 days (with one optional 30-day extension) to determine whether the ordinance substantially complies with SB 79. If HCD finds noncompliance, the local government must consider HCD’s findings and either amend the ordinance or, if it chooses to adopt the ordinance without changes, include findings in its adopting resolution explaining why it believes the ordinance complies with SB 79. If the local government does not take either step, HCD may notify the Attorney General. (Section 65912.160(d)). However, other provisions in SB 79 appear to require that alternative plans and other implementing ordinances be approved or found compliant by HCD to become effective. (Sections 65912.157(n) & 65912.161(d)). Ordinances adopted to make zoning consistent with SB 79 are not considered a project under the California Environmental Quality Act. (Section 65912.160(c)).

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<sup>6</sup> Note that SB 79’s standards are effective and applicable in instances in which a local government does not enact a local ordinance.

## Transit Agency TOD Zoning Standards

SB 79 grants transit agencies new authority to adopt TOD zoning standards for land they own within one-half mile of qualifying transit stops. (Section 65912.158). These TOD zoning standards will establish minimum local zoning requirements—such as height, density, FAR, and allowed uses—that apply to agency-owned parcels.

Although this authority rests with the transit agency’s board of directors, local governments have opportunities to participate and influence the process.

- Notice and consultation requirements.** Before adopting or amending TOD zoning standards, the transit agency must hold a public hearing and consult directly with affected local governments and relevant infrastructure agencies. This consultation must include a review of the local jurisdiction’s housing needs, recently approved or proposed TOD projects, and any barriers to development. (Section 65912.158(c)(1)).
- Public review period.** Agencies must provide at least 30 days’ public notice before the board meeting where TOD standards are considered and must make draft standards available to the public during that time. (Section 65912.158(c)(2)–(3)).
- Updating and applying local zoning.** Where local zoning is inconsistent with the agency’s TOD zoning standards for a station, the local jurisdiction may adopt a local zoning ordinance that conforms to the agency’s TOD zoning standards. (Section 65912.158(e)). The transit agency is required to make a finding as to whether the local zoning ordinance conforms to the agency’s TOD zoning standards. (Section 65912.158(f)(2)). If, after two years of the date the agency’s TOD zoning standards are adopted, the local zoning still does not conform, the agency’s TOD zoning standards automatically take effect for the affected agency-owned parcels, except for height limits that exceed the standards in Section 65912.157, which are described in the above section on SB 79 Development Standards. (Section 65912.158(f)). Jurisdictions may continue to apply objective, written development standards so long as they are consistent with the agency’s adopted TOD zoning standards; where inconsistencies arise, the agency’s standards govern. (Section 65912.158(h)).
- Good to know:** AB 2923, effective January 1, 2019, granted the San Francisco Bay Area Rapid Transit District (BART) authority to set minimum TOD zoning standards for BART-owned parcels within one-half mile of its stations. (Public Utilities Code Sections 29010.1 *et seq.*) SB 79 is silent on its interaction with these provisions. AB 2923 remains in effect until it expires on January 1, 2029, unless it is extended by the Legislature.

## Key Definitions

### Bus Rapid Transit (bus service meeting the standards of Public Resources Code Section 21060.2(a)(1))

Per Public Resources Code Section 21060.2(a)(1), “bus rapid transit” means a public mass transit service provided by a public agency or by a public-private partnership that includes full-time dedicated bus lanes or operation in a separate right-of-way dedicated for public transportation with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.<sup>7</sup>

### Heavy Rail Transit

“Heavy rail transit” means a public electric railway line with the capacity for a heavy volume of traffic using high-speed and rapid acceleration passenger rail cars operating singly or in multicar trains on fixed rails, separate rights-of-way from which all other vehicular and foot traffic are excluded, and high platform loading. “Heavy rail transit” does not include California High-Speed Rail. (Section 65912.156(d)).

### High-Frequency Commuter Rail

“High-frequency commuter rail” means a commuter rail service 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, and not meeting the standard for very high frequency commuter rail, at any point in the past three years. (Section 65912.156(e)).

### Housing Development Project

“Housing development project” means a use consisting of any of the following:

- (A) Residential units only.
- (B) Mixed-use developments consisting of residential and nonresidential uses that meet any of the following conditions:
  - (i) At least two-thirds of the new or converted square footage is designated for residential use.
  - (ii) At least 50% of the new or converted square footage is designated for residential use and the project meets both of the following:

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<sup>7</sup> Note that Public Resources Code Section 21060.2(a) includes additional features of bus rapid transit, but those features are not relevant for SB 79 purposes.

(I) The project includes at least 500 net new residential units.

(II) No portion of the project is designated for use as a hotel, motel, bed and breakfast inn, or other transient lodging, except a portion of the project may be designated for use as a residential hotel, as defined in Section 50519 of the Health and Safety Code.

(iii) At least 50% of the net new or converted square footage is designated for residential use and the project meets all of the following:

(I) The project includes at least 500 net new residential units.

(II) The project involves the demolition or conversion of at least 100,000 square feet of nonresidential use.

(III) The project demolishes at least 50% of the existing nonresidential uses on the site.

(IV) No portion of the project is designated for use as a hotel, motel, bed and breakfast inn, or other transient lodging, except a portion of the project may be designated for use as a residential hotel, as defined in Section 50519 of the Health and Safety Code.

(C) Transitional housing or supportive housing.

(D) Farmworker housing, as defined in subdivision (h) of Section 50199.7 of the Health and Safety Code.

(Section 65589.5(h)(2)).

Note that for SB 79 purposes, a “housing development project” does not include a project where any portion is designated for use as transient lodging, except that a residential hotel, as defined in Health & Safety Code Section 50519, and use of the lodging as short-term rental after issuance of a certificate of occupancy may be permitted. (Section 65912.156(g).)

## Light Rail Transit

“Light rail transit” includes streetcar, trolley, and tramway service. “Light rail transit” does not include airport people movers. (Section 65912.156(h)).

## Net Habitable Square Footage

“Net habitable square footage” means the finished and heated floor area fully enclosed by the inside surface of walls, windows, doors, and partitions, and having a headroom of at least six and one-half feet, including working, living, eating, cooking, sleeping, stair, hall, service, and storage areas, but excluding garages, carports, parking spaces, cellars, half-stories, and unfinished attics and basements. (Section 65912.156(i)).

## Tier 1 TOD Stop

“Tier 1 TOD stop” means a TOD stop within an urban transit county that is served by heavy rail transit or very high-frequency commuter rail. (Section 65912.156(n)).

## Tier 2 TOD Stop

“Tier 2 TOD stop” means a TOD stop within an urban transit county (excluding a Tier 1 TOD stop) served by light rail transit, by high-frequency commuter rail, or by bus rapid transit (as defined in Public Resources Code Section 21060.2(a)(1)).<sup>8</sup> (Section 65912.156(o)).

## TOD Stop

“Transit-oriented development stop” (TOD stop) means a major transit stop, as defined by Section 21064.3 of the Public Resources Code, and also including stops on a route for which a preferred alternative has been selected or which are identified in a regional transportation improvement program, that is served by heavy rail transit, very high frequency commuter rail, high frequency commuter rail, light rail transit, or bus service within an urban transit county meeting the standards of paragraph (1) of subdivision (a) of Section 21060.2 of the Public Resources Code.<sup>9</sup> 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. If a county becomes an urban transit county subsequent to July 1, 2026, then bus service in that county shall remain ineligible for designation of a transit-oriented development stop. (Section 65912.156(p)).

## TOD Zone

“Transit-oriented development zone” means the area within one-half mile of a TOD stop. (Section 65912.156(m)).

## Urban Transit County

“Urban transit county” means a county with more than 15 passenger rail stations. (Section 65912.156(q)).

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<sup>8</sup> For information on what Public Resources Code Section 21060.2(a)(1) provides, review the definition of Bus Rapid Transit above.

<sup>9</sup> For information on what Public Resources Code Section 21060.2(a)(1) provides, review the definition of Bus Rapid Transit above.

## Very High Frequency Commuter Rail

“Very high frequency commuter rail” means a commuter rail service with a total of at least 72 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. (Section 65912.156(r)).

To zoom into specific areas, visit  
MTC's SB79 Preliminary Draft  
Webmap:

<https://experience.arcgis.com/experience/934f95609d6b45c5be0f8f0030c01436?draft=true>

**Preliminary Draft Map: Senate Bill 79  
Stops and Zones**

**Transit-Oriented Development (TOD) Stops**

- Tier 1
- Tier 2

**Tier and distance from pedestrian access point**

- Tier 1 - 200ft
- Tier 2 - 200ft
- Tier 1 - Quarter Mile
- Tier 1 - Half Mile
- Tier 2 - Quarter Mile
- Tier 2 - Half Mile

For more information and detailed definitions, see  
the ABAG SB 79 summary: <https://abag.ca.gov/tools-resources/digital-library/sb79-summary-040826pdf>



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