

SUPPLEMENTAL INFORMATION - RC AGENDA ITEM NO. 1

DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT DIVISION OF HOUSING POLICY DEVELOPMENT

651 Bannon Street Suite 400,
Sacramento, CA 95811
(916) 263-2911 / FAX (916) 263-7453
www.hcd.ca.gov



June 25, 2026

Kome Ajise, Executive Director
Southern California Association of Governments
900 Wilshire Blvd., Ste. 1700
Los Angeles, CA 90017

Dear Kome Ajise:

RE: SB 79 Advisory Clarification on Definitions of Transit-Oriented Development Stop and Locally Preferred Alternatives

The California Department of Housing and Community Development (HCD) received a request from the Southern California Association of Governments (SCAG) regarding further clarification on the definition of a Transit-Oriented Development (TOD) Stop under SB 79. Upon further consultation with Caltrans, this letter provides technical assistance to SCAG regarding the planned transit projects for which a locally preferred alternative (LPA) has been adopted.

Background

In response to requests from Metropolitan Planning Organizations (MPOs) regarding implementation of Senate Bill 79 (SB 79), HCD, in consultation with Caltrans, engaged with the Association of Bay Area Governments (ABAG), Sacramento Area Council of Governments (SACOG), San Diego Association of Governments (SANDAG), and SCAG to clarify certain definitions to facilitate the MPOs' ability to complete their statutory requirement to prepare and publish transit-oriented development (TOD) maps.

On March 20, 2026, HCD released its SB 79 Advisory Clarifications on Definitions¹ (Advisory) to assist MPOs in preparing SB 79 maps. The advisory addressed, among other clarifications, the definition of a "Transit-Oriented Development Stop" and the treatment of certain planned transit projects. Under SB 79, a TOD stop can also include "stops on a route for which a preferred alternative has been selected."² In the Advisory, HCD clarifies that a TOD stop can include "[s]elected preferred alternative route stops from any 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 [transportation improvement program]."

¹ Available at: <https://www.hcd.ca.gov/sites/default/files/docs/planning-and-community/sb-79-mpo-advisory.pdf>.

² Gov. Code, § 65912.156, subd. (p).

Should a planned transit stop in an adopted LPA be included in the MPO's SB 79 map?

Yes, an MPO's SB 79 map should include TOD stops associated with planned transit projects for which an LPA has been adopted, regardless of whether the project has completed full environmental clearance. Accordingly, MPOs should not exclude otherwise qualifying planned TOD stops solely because environmental review has not been completed, provided that an LPA has been adopted and the stop otherwise satisfies the applicable SB 79 criteria.

Conclusion

HCD recognizes that this clarification may require SCAG to adjust its mapping approach for planned transit projects. If you have questions or need additional information, please contact Grace Wu at grace.wu@hcd.ca.gov. HCD looks forward to continued collaboration with SCAG.

Sincerely,

A handwritten signature in black ink, appearing to read 'Melinda Coy', with a long horizontal stroke extending to the right.

Melinda Coy
Housing Accountability Unit Chief