

Metropolitan Transportation Authority (MTC) Transit Oriented Communities (TOC) Policy Summary

MTC's 2022 TOC Policy builds on the Transit-Oriented Development Policy, adopted in 2005. The TOC Policy reflects changes in regional transportation and land use trends since 2005, as well as new information from Plan Bay Area 2050. MTC's TOC Policy is just one piece of Plan Bay Area 2050, the region's long-range plan for transportation, housing, the economy and the environment. The TOC Policy supports two high-impact Plan Bay Area 2050 strategies that are intended to help the region reach ambitious targets for reducing greenhouse gas emissions:

- Strategy H3: Allow a greater mix of housing densities and types in Growth Geographies
- Strategy EC4: Allow greater commercial densities in Growth Geographies

More information on the MTC Plan Bay Area 2050 can be found at <https://planbayarea.org/>

TOC Policy Goals

TOC Policy helps advance Plan Bay Area 2050. The four goals below are identified as intended to make it easier for people in the Bay Area to live a car-free or car-light lifestyle:

1. Increase the overall housing supply in part by increasing the density for new residential projects. Prioritize affordable housing in transit-rich areas.
2. In areas near regional transit hubs, increase density for businesses and commercial development.
3. Prioritize bus transit, active transportation and shared mobility (such as bike share and car share) within and to/from transit-rich areas, particularly to Equity Priority Communities located more than one half-mile from transit stops or stations.
4. Support and build partnerships to create equitable transit-oriented communities within the San Francisco Bay Area.

TOC Policy Applicability

The TOC Policy applies to locations within a half-mile of existing and planned stops and stations served by one of the following:

- BART, Caltrain, SMART, Capitol Corridor and ACE stations
- Muni and VTA light-rail stations

