



Credit: Karl Nielsen

Draft Transit-Oriented Communities (TOC) Evaluation Criteria

MTC Planning Committee and ABAG Administrative Committee

May 9, 2025



ASSOCIATION OF BAY AREA GOVERNMENTS
METROPOLITAN TRANSPORTATION COMMISSION



How Can Land Use Help Transit Thrive?

Increasing density near transit boosts ridership — and creates connected communities.



Credit: Martin Klimek



Credit: Martin Klimek



Credit: Karl Nielsen

Dense walkable station areas are essential to grow transit ridership

More people and jobs near transit create vibrant, easily-accessible places for all

Supporting affordable housing near transit ensures robust mobility options

TOC Policy – Background

- TOC Policy [[MTC Res. No 4530](#)] adopted in **September 2022.**
- Applies to areas **within half-mile** of existing and planned rail stations, bus rapid transit stops, and ferry terminals.
- Implements Plan Bay Area 2050 strategies by focusing on core elements of **land use density, affordable housing, parking management, and complete streets/multimodal access.**



Link to Resolution: <https://mtc.ca.gov/digital-library/5023449-mtc-resolution-number-4530-transit-oriented-communities-policy>

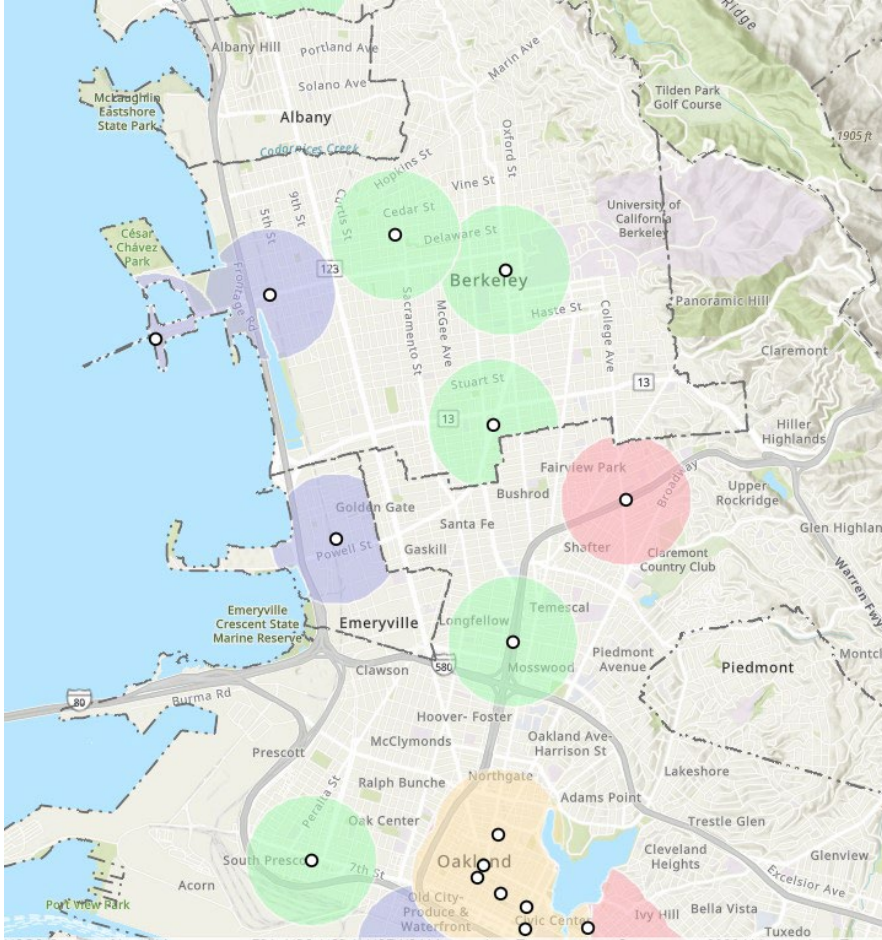


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TOC Policy – Flexible Elements

The TOC Policy is not one-size-fits-all



Map shows transit station tiers by color

Map Available: <https://experience.arcgis.com/experience/01311260043f4bd689907c9df577bfff>

Transit Station Tiers – Recognizes the diversity of station types and applies tailored policy expectations for density and parking requirements that vary by tier.

Housing Policy Menu – Offers jurisdictions a menu of strategies to meet housing policy goals, enabling local choice while maintaining regional consistency.

Context-Sensitive Station Access Strategies – Encourages locally appropriate solutions for walking, biking, rolling, and connecting to transit—rather than a one-size-fits-all checklist.

TOC Policy – Goals



Increase the overall housing supply in part by **increasing the density for new residential projects**. Prioritize affordable housing in transit-rich areas.



In areas near regional transit hubs, **increase density for businesses** and commercial development.

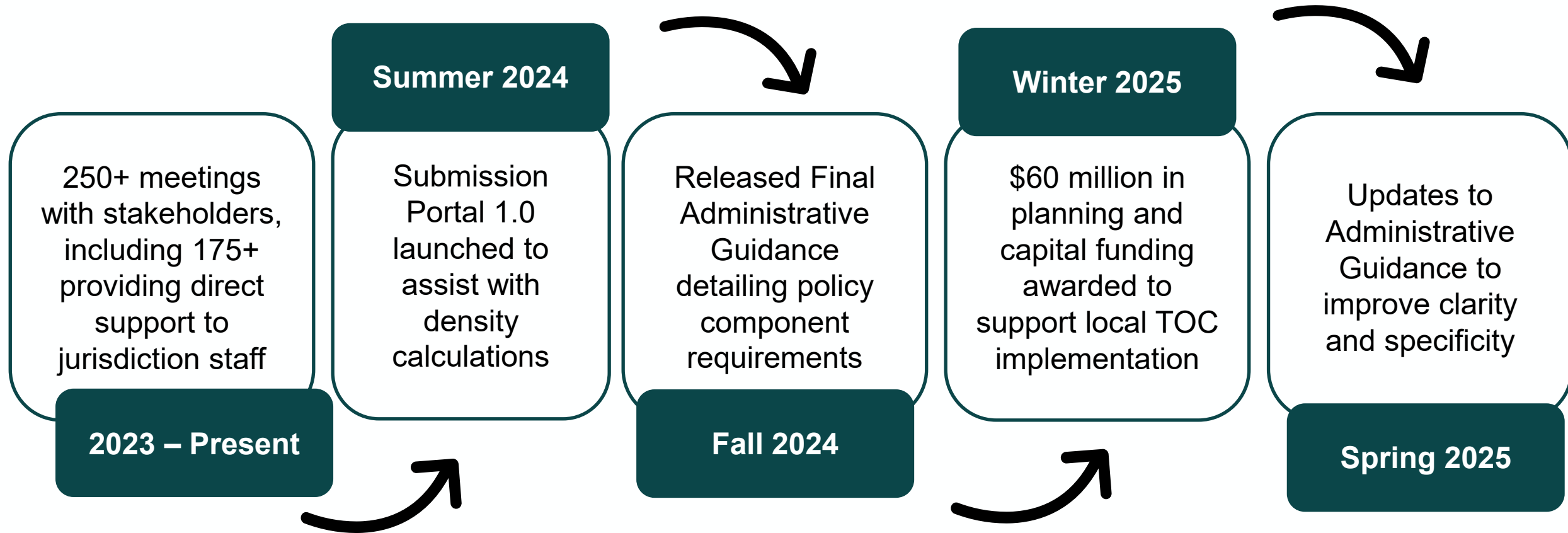


Prioritize **bus transit, active transportation, and shared mobility** within and to/from transit-rich areas, particularly to Equity Priority Communities.



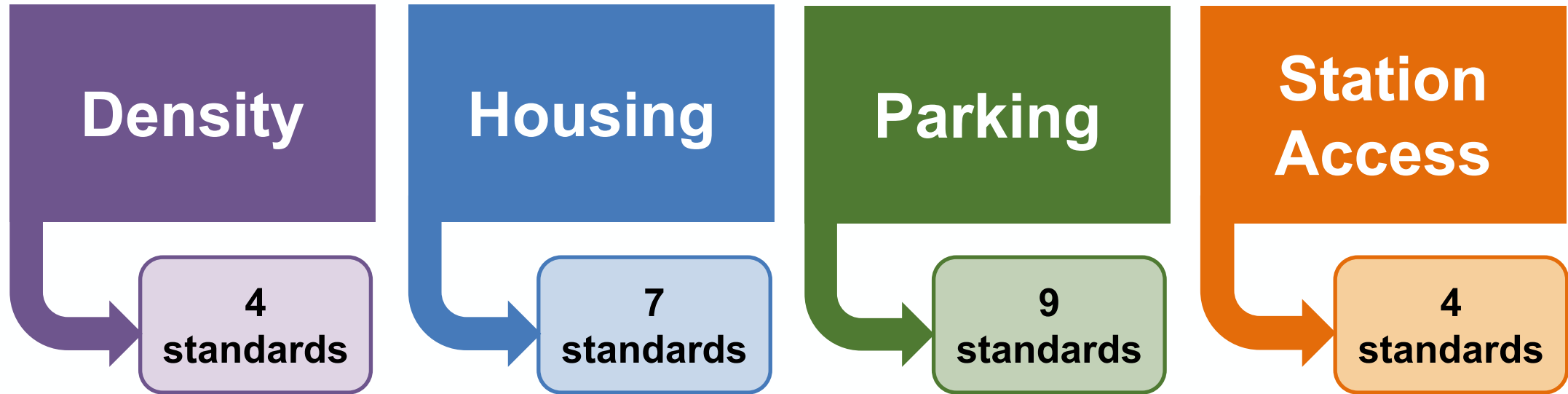
Support and build partnerships to create equitable transit-oriented communities within the San Francisco Bay Area.

TOC Policy – Implementation To Date



TOC Policy – Components

The TOC Policy has four primary *components*



Those components are further divided into specific *standards*

DRAFT Evaluation Criteria Framework - MTC Transit-Oriented Communities Policy

April 2025

This is a proposed framework for evaluating local jurisdiction compliance with the Metropolitan Transportation Commission's Transit-Oriented Communities (TOC) Policy. **Proposed weights, scores, and thresholds for substantial or partial compliance are conceptual at this stage and are subject to change.** This does not represent a final score and is not a determination of whether a jurisdiction complies with the TOC Policy. **An asterisk (*) indicates draft numbers subject to change.**

Density (25 points total)

Minimum Density – Residential (DU/A)	Weight: 8 points*	Tier 1	Tier 2	Tier 3	Tier 4	DRAFT* Score
Fully compliant: meets or exceeds the standard		100	75	50	25	8*
Substantial compliance: 85% of required standard		85*	64*	43*	21*	6*
Partial compliance: 75% of required standard		75*	56*	38*	19*	4*
Minimum Density – Commercial Office (FAR)	Weight: 4 points*	Tier 1	Tier 2	Tier 3	Tier 4	DRAFT* Score
Fully compliant: meets or exceeds the standard		4.0	3.0	2.0	1.0	4*
Substantial compliance: 85% of required standard		3.40*	2.55*	1.70*	0.85*	3*
Partial compliance: 75% of required standard		3.00*	2.25*	1.50*	0.75*	2*
Maximum Density – Residential (DU/A)	Weight: 8 points*	Tier 1	Tier 2	Tier 3	Tier 4	DRAFT* Score
Fully compliant: meets or exceeds the standard		150	100	75	35	8*
Substantial compliance: 85% of required standard		128*	85*	64*	30*	6*
Partial compliance: 75% of required standard		113*	75*	56*	26*	4*
Maximum Density – Commercial Office (FAR)	Weight: 5 points*	Tier 1	Tier 2	Tier 3	Tier 4	DRAFT* Score
Fully compliant: meets or exceeds the standard		8.0	6.0	4.0	3.0	5*
Substantial compliance: 85% of required standard		6.80*	5.10*	3.40*	2.55*	4*
Partial compliance: 75% of required standard		6.00*	4.50*	3.00*	2.25*	3*

Affordable Housing / Commercial Stabilization (25 points total)

Production Policies (2)	Weight: 8 points*	DRAFT* Score
Fully compliant: two adopted policies		8*
Partial compliance: one of the two required policies is adopted		4*
Preservation Policies (2)	Weight: 8 points*	DRAFT* Score
Fully compliant: two adopted policies		8*
Partial compliance: one of the two required policies is adopted		4*
Protection Policies (2)	Weight: 8 points*	DRAFT* Score
Fully compliant: two adopted policies		8*
Partial compliance: one of the two required policies is adopted		4*
Commercial Stabilization Policy (1)	Weight: 1 point*	DRAFT* Score
Fully compliant: meets or exceeds the standard		1 or 0*

Scoring Approach – Key Features



Flexible across diverse communities



Rewards meaningful progress toward compliance



Offers a transparent assessment on progress



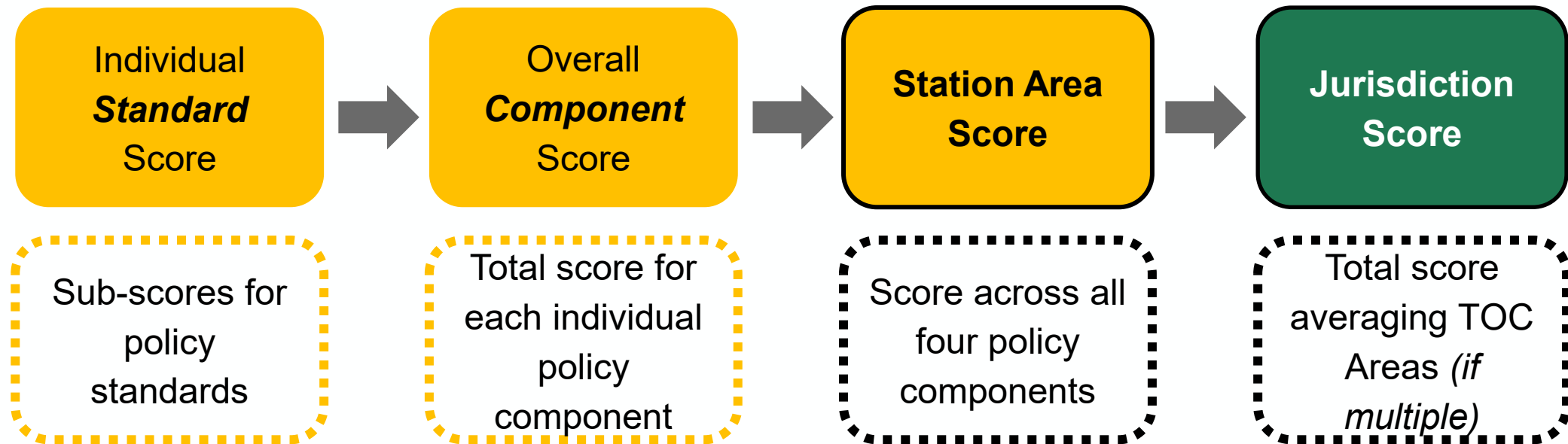
Weights standards based on real-world impact

Refer to **Attachment B** for the draft scorecard approach.



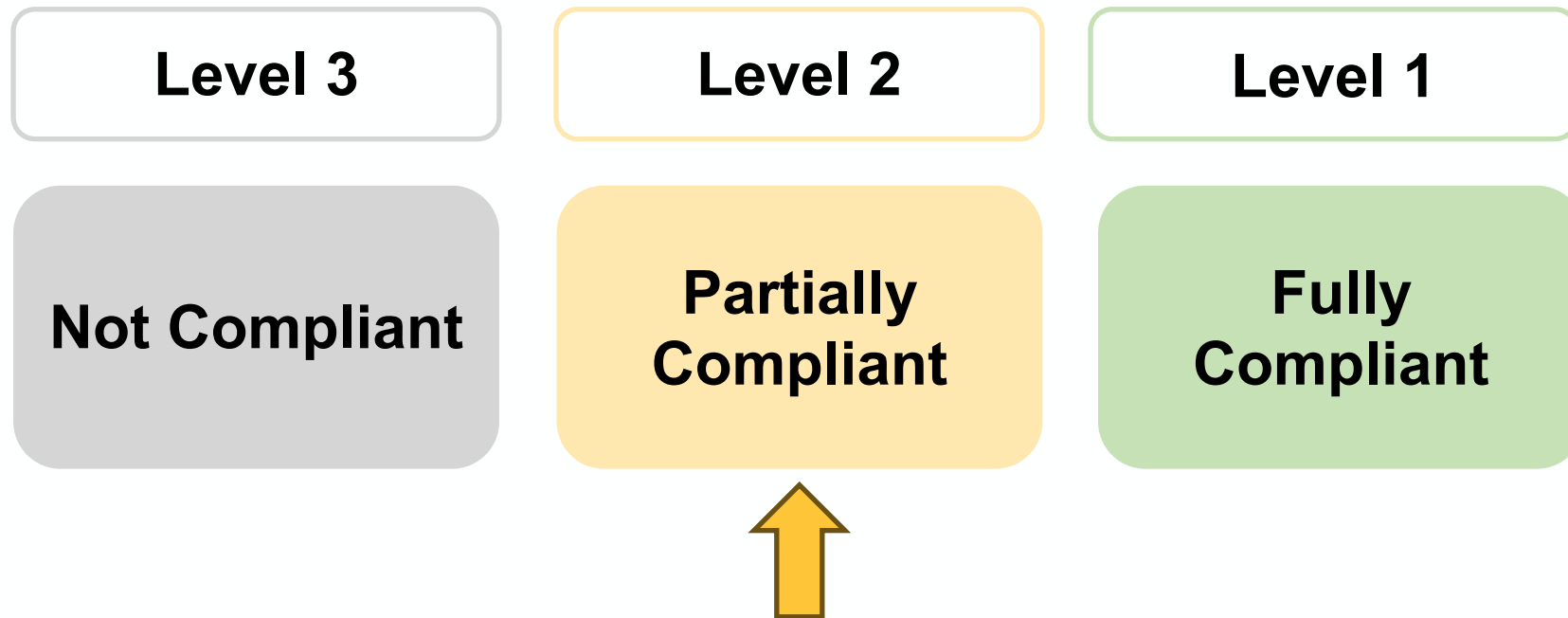
Scoring Approach – Overview

Staff envision assessing TOC compliance at both the **station area** and **jurisdiction** scales using a numeric approach



Scoring Approach – Overview (cont'd)

At the jurisdiction scale, this score will categorize jurisdictions by compliance **level**, which can be used by the Commission to inform future funding decisions:



*Staff anticipates that most Bay Area jurisdictions will be able to achieve **Partially Compliant** status, but further jurisdiction-level analysis will be necessary later this year*

What We've Heard – and How It's Guiding the Process

Challenge

Response

Commercial density minimums are difficult to meet in the current market.



We've adjusted by assigning the lowest point value for density to commercial minimums.

Parking and residential density requirements are challenging across different community contexts.



We've introduced Partial and Substantial credit options—rewarding progress, not perfection.

Housing policy funding requirements were unrealistic for some jurisdictions.



We've developed a tiered approach for funding requirements and allowed some flexibility in meeting the thresholds.



Feedback from Stakeholders on Scoring (April 2025)

Scoring-Specific Feedback

- **Flexibility is Valued.** Jurisdiction staff appreciated the point-based approach, noting it allows flexibility to address diverse local contexts and constraints.
- **Complexity Has Tradeoffs.** County Transportation Agency (CTA) staff and directors raised concerns about implementation challenges due to complexity, while others felt the detailed approach recognized the nuance of the policy requirements.
- **Need for More Flexibility in Key Areas.**
 - Mixed reactions to parking maximum standards – some view them as critical, others cite political or market limitations.
 - Jurisdictions asked for partial credit options for meeting the housing policy requirements.

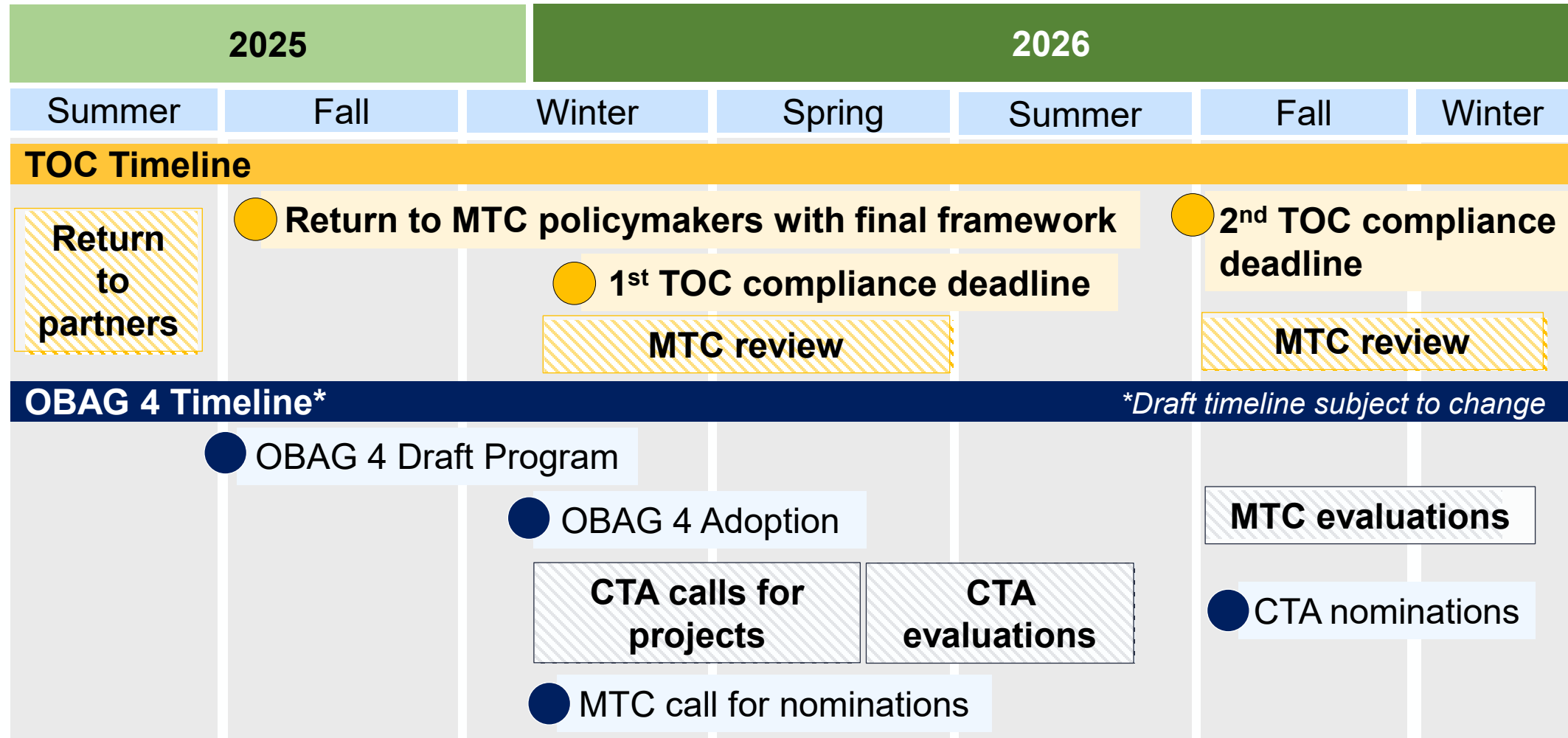
General Feedback

- **Capacity and Resource Constraints.** Smaller jurisdictions, in particular, flagged limited staff, technical capacity, and political feasibility as barriers to implementation.
- **Questions About Future Funding.** Jurisdictions want more clarity on how TOC scores will affect eligibility for OBAG 4 funding, whether TOC compliance will be required for other programs, and how often scores will be reassessed.



Next Steps and Timeline

Key  Ongoing effort
 Point-in-time event



MTC Reso 4530: “Future OBAG funding cycles (i.e., OBAG4) will consider funding revisions that prioritize investments in transit station areas that are subject to and compliant with the TOC Policy.”

