

From: Don Cecil <don.cecil@mcbayarea.com>

Sent: Wednesday, February 25, 2026 7:18 AM

To: Andrew Fremier <AFremier@bayareametro.gov>; Alix Bockelman
<ABockelman@bayareametro.gov>

Cc: Rosanne Foust <rfoust@samceda.org>; mark@eblcmail.org <mark@eblcmail.org>

Subject: TOC Policy

Good morning Andy and Alix,

SAMCEDA is in support of the recommendations outlined in the attached and recently submitted comment letter by EBLC.

With all of the issues facing transit in 2026, let's settle on a policy framework that generates maximum consensus.,

Thank you,

Don

Don Cecil

don.cecil@mcbayarea.com

PUBLIC COMMENTS (52 - Combined)
Agenda Item 9a

From: Augie Marques [REDACTED]

Sent: Tuesday, February 24, 2026 12:25 PM

To: MTC-ABAG Info <info@bayareametro.gov>

Subject: Metropolitan Transportation Commission - Item 9.A.

Dear Chair Rabbitt and MTC Commissioners,

As a Bay Area property owner, I urge you to vote No on the Transit Oriented Communities (TOC) policy (Item 9.A.). Tying transportation funding to rigid rent control mandates, costly eviction rules, and restrictions on property sales will drive small housing providers out of the market, reduce housing supply, and make the affordability crisis worse. Transportation dollars should fund transit -- not be used as leverage to override local housing decisions. Please vote No.

Sincerely,

Agostinho Marques [REDACTED]

[REDACTED]

[REDACTED]

From: Andrew Lomano [REDACTED]
Sent: Tuesday, February 24, 2026 8:28 AM
To: MTC-ABAG Info <info@bayareametro.gov>
Subject: VOTE NO on Item 9a

Dear MTC Commissioners:

I am writing in opposition to the Metropolitan Transportation Commission's Transit Oriented Communities Policy (TOC).

- Local communities understand their housing needs best.
- Cities are already implementing state housing laws.
- Conditioning TOC funds on additional mandates overrides local planning efforts.
- Communities need flexibility and tools, not new funding restrictions.
- TOC should support local decision-making, not limit it.

I urge you to VOTE NO on Item 9a. Thank you.

Sincerely,

Andrew Lomano
[REDACTED]

From: Billy [REDACTED]
Sent: Tuesday, February 24, 2026 5:03 PM
To: MTC-ABAG Info <info@bayareametro.gov>
Subject: Opposition to the Metropolitan Transportation Commission's Transit Oriented Policy

You don't often get email from [REDACTED] [Learn why this is important](#)

External Email

Dear Honorable MTC Chair Noack and MTC Commissioners,

I'm a Mom & Pop landlord who is urging you NOT to link transportation funds in any way to requiring communities to pass rent control/rent stabilization laws, "Just Cause" eviction laws, tenant relocation payments or tenant opportunity to purchase requirements. By including these features even as a choice for communities to receive points for funding, encourages the communities to pass even more widespread restrictive housing laws. These types of rules take away a landlord's ability to cover the high costs of ownership of a building (insurance, mortgage, repairs, utilities, non-payment by tenants, etc.) as well as put the burden of subsidizing tenants housing on landlords rather than the government and should be repealed rather than spread to more communities.

The State of California has already passed rent cap laws and eviction rules with AB 1482. That is enough to protect the rights of the tenants. The State and Federal governments should expand more programs like Section 8 to help tenants deal with higher costs of living until more housing units are built to help lower costs. Requiring a City or County to fund help for tenants shifts that burden to the government rather than to private owners and will bring about lower costs to tenants than encouraging communities to put rent control or rent stabilization ordinances in place. We want builders to be encouraged to build new housing. Encouraging more cities and counties to put restrictions on landlords and builders is not the way to encourage more housing. Those types of laws inhibit housing.

Please do NOT link transportation funds to these things.

Thank you.

Billy Reed

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

From: Brian Boisson [REDACTED]
Sent: Monday, February 23, 2026 5:08 PM
To: MTC-ABAG Info <info@bayareametro.gov>
Subject: My opposition to MTC Agenda item 9A

Blanket rent control is not the answer. Selective rent control is.

Please vote no on item 9A, and propose selective rent control.

Thank you for your consideration.

Brian Boisson

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From: Cook, Bryce [REDACTED]

Sent: Tuesday, February 24, 2026 2:01 PM

To: info@bayareametro.gov <info@bayareametro.gov>

Subject: Please VOTE NO on Item # 9a of The Transit-Oriented Communities (TOC) Incentive Program.

Hello commissioners!

My name is Bryce Cook,

I oppose the Metropolitan Transportation Commission's Transit Oriented Communities Policy (TOC).

Many of the region's affordable rentals exist because our region's small owners choose steady, long-term management over maximum returns.

When policy introduces new uncertainty or liability exposure, those owners are often forced to exit the market.

The result is consolidation and higher rents. Please do not force out our mom & pop housing providers – please oppose this proposal.

I urge you to VOTE NO on Item 9a.

Thank you,

Bryce

Bryce Cook



[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From: C.Vallee [REDACTED]

Sent: Tuesday, February 24, 2026 8:59 AM

To: MTC-ABAG Info <info@bayareametro.gov>

Subject: My vote

Vote NO on item #9a, the transit oriented communities Incentive Programs

because it is should not be tied to a rent control policy.

Your Resource in Real Estate,

Catherine Vallee, M.B.A.

[REDACTED]

[REDACTED]

[REDACTED]

From: Christina Roma Leffmann [REDACTED]
Sent: Monday, February 23, 2026 2:28 PM
To: MTC-ABAG Info <info@bayareametro.gov>
Subject: Metropolitan Transportation Commission Agenda Item 9

Hello!

I wanted to emphasize the importance of Transit-oriented communities (TOCs) that "feature housing and business development that is near to transportation, putting public transit in reach for more people and improving the quality of life in the Bay Area." This is not extra. As a person navigating their own disability limits, the location of where I am going (or coming from) can and has been a deal breaker for me. Thank you for this space.

Best,

Christina Roma Leffmann

Life is not fair, it's what it is. What you do with it is what matters.

February 24, 2026

Metropolitan Transportation Commission
Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105-2066

RE: Feb 25 Agenda Item #9a: Transit Oriented Communities (TOC) Incentive Program

Dear Chair Noack and Commissioners:

The City of San José appreciates the opportunity to provide feedback on the proposed Commission action on February 25 regarding the MTC Transit-Oriented Communities (TOC) Incentive Program. We are grateful for MTC staff's robust engagement and continued partnership as San José advances TOC policy goals with support from the TOC grant program.

As cities like San José continue to make meaningful progress toward TOC goals, it is important that this progress remains recognized and supported. While we appreciate MTC staff's proposal to extend the incentive program deadline to June 2027, we are concerned that the current proposal does not allow for "work in progress" credit. Many jurisdictions have advanced substantial components of their TOC commitments but may not meet every requirement within the revised timeframe.

Local jurisdictions are working diligently to comply with a full suite of state land use and transportation mandates, including Senate Bill 79, which requires significant staff time and coordination. Without a partial credit mechanism for work underway and flexibility for significant good-faith efforts, the proposal risks overlooking efforts in development and measurable outcomes already achieved.

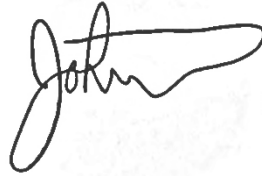
The TOC Incentive Program is intended to encourage, not inadvertently penalize, jurisdictions that are earnestly moving toward full implementation. Providing MTC staff with discretion to award partial credit would better align the program with its incentive-based purpose and recognize jurisdictions demonstrating measurable progress.

Accordingly, the City respectfully requests that the Commission allow partial credit for work in progress and flexibility to acknowledge jurisdictions that have made demonstrable progress toward their TOC goals. Doing so would better align the incentive program with its purpose of encouraging continued advancement and partnership across the region.

In Partnership,



Chris Burton
Director
Planning, Building & Code
Enforcement



John Ristow
Director
Department of Transportation



Erik L. Soliván
Director
Housing Department

February 24, 2026



Metropolitan Transportation Commission

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

200 H Street
Antioch CA, 94509
(925) 779-7000
AntiochCA.gov

Dear Chair Noack, Members of the Metropolitan Transportation Commission, and Executive Director Fremier:

We are reaching out to you from the City of Antioch, concerned about the proposal, as part of item 9a at tomorrow's MTC meeting, to set a TOC compliance deadline of July 2027, without allowing for cities to obtain credit for TOC-related planning works in progress.

Ron Bernal, Mayor

We are asking that you please revise the proposed policy to either extend the compliance deadline by an additional year, or else award work-in-progress points for jurisdictions that received MTC TOC technical assistance grants and are working with MTC and their consultants to complete those planning efforts.

Donald P. Freitas, Mayor Pro Tem

Tamisha Torres-Walker, Council Member

District 1

In November 2024, Antioch applied for, and was ultimately awarded, MTC TOC technical assistance grants to assist us in updating our station area specific plan to meet TOC density requirements. Due to the amount of time it took to award the grants and for MTC to procure technical assistance consultants, we have only just been able to begin engaging with MTC's consultants earlier this month. Our project timeline, which was included as part of our grant application, envisioned 2 years for the specific plan updates and associated CEQA environmental review. This was intended to be a realistic estimate given the scope of the updates and environmental review required, while allowing time for community outreach, interagency coordination, and thoughtful planning efforts. As a relatively small planning team, we have relied on the technical assistance that MTC has offered to achieve TOC compliance, but now with this new proposed deadline, that no longer feels possible for OBAG 4.

Louie Rocha, Council Member District 2

Monica E. Wilson, Council Member

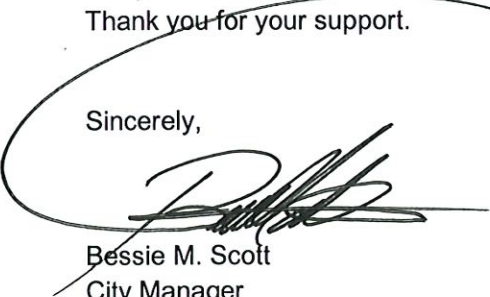
District 4

Michael Mandy, City Clerk

Bessie M. Scott, City Manager

Please ensure that cities that worked in good faith with MTC to obtain the TOC Technical Assistance grants, can utilize those grants on a realistic timeframe to achieve TOC compliance in time for OBAG 4 funding. Please extend the compliance deadline or amend the policy to include credit for works-in-progress. Thank you for your support.

Sincerely,



Bessie M. Scott
City Manager

From: Debbie Wong [REDACTED]
Sent: Monday, February 23, 2026 6:41 PM
To: MTC-ABAG Info <info@bayareametro.gov>
Subject: RE: OPPOSE MTC Agenda Item 9a., Wednesday, February 25, 2026

RE: OPPOSE MTC Agenda Item 9a., Wednesday, February 25, 2026

Dear MTC Commissioners:

I am writing in opposition to the Metropolitan Transportation Commission's Transit Oriented Communities Policy (TOC).

- ***Local communities understand their housing needs best.***
- ***Cities are already implementing state housing laws.***
- ***Conditioning TOC funds on additional mandates overrides local planning efforts.***
- ***Communities need flexibility and tools, not new funding restrictions.***
- ***TOC should support local decision-making, not limit it.***

I urge you to VOTE NO on Item 9a. Thank you.

Sincerely,

Debbie Wong

From: diana chin [REDACTED]
Sent: Tuesday, February 24, 2026 2:13 PM
To: MTC-ABAG Info <info@bayareametro.gov>

Subject: Metropolitan Transportation Commission - Item 9.A

Dear Chair Rabbitt and MTC Commissioners,

As a Bay Area property owner, I urge you to vote No on the Transit Oriented Communities (TOC) policy (Item 9.A.). Tying transportation funding to rigid rent control mandates, costly eviction rules, and restrictions on property sales will drive small housing providers out of the market, reduce housing supply, and make the affordability crisis worse. Transportation dollars should fund transit -- not be used as leverage to override local housing decisions. Please vote No.

Sincerely,

Diana Tjin

[REDACTED]

From: Diane LoVerde [REDACTED]
Sent: Tuesday, February 24, 2026 6:37 AM
To: MTC-ABAG Info <info@bayareametro.gov>
Subject: Metropolitan Transportation Commission - Item 9.A" in

MTC Commissioners,

We are in a housing emergency, and every new mandate we add makes housing harder and more expensive to build. This TOC proposal piles on costly conditions that will slow projects,

reduce supply, and ultimately raise rents for the very families we are trying to protect.

If we create policies that only large developers can navigate, we will drive out the small, local housing providers who supply much of the Bay Area's affordable rentals.

Families cannot live in policy experiments. Please vote No on the TOC.

Diane LoVerde

From: Dino Martins [REDACTED]
Sent: Monday, February 23, 2026 5:13 PM
To: MTC-ABAG Info <info@bayareametro.gov>
Subject: OPPOSE MTC Agenda Item 9A., Wednesday, February 25, 2026

Dear MTC Commissioners:

I am writing in opposition to the Metropolitan Transportation Commission's Transit Oriented Communities Policy (TOC).

- Local communities understand their housing needs best.*
- Cities are already implementing state housing laws.*
- Conditioning TOC funds on additional mandates overrides local planning efforts.*
- Communities need flexibility and tools, not new funding restrictions.*
- TOC should support local decision-making, not limit it.*

I urge you to VOTE NO on Item 9a. Thank you.

Sincerely,

Gualdino "Dino" Martins

[REDACTED]

[REDACTED]

[REDACTED]



February 24, 2026

MTC Chair Sue Noack & MTC Commissioners
Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105

RE: Recommended Adjustments to the Metropolitan Transportation Commission's Transit-Oriented Communities Policy

MTC Chair Noack & Commissioners:

Thank you for your continued work to refine the TOC Policy and Administrative Guidance document. We appreciate the Commission's efforts to incorporate feedback and address several concerns around alignment with state law, promotion of problematic policies, and language consistency and clarity. These changes reflect a thoughtful approach to improving transparency and ensuring regional policy does not create further barriers to housing development.

To fully realize that objective, we recommend you consider implementing the following revisions to the TOC Policy itself and MTC's communication approach regarding TOC.

POLICY RECOMMENDATIONS

Housing Protection Policies Framework

While we continue to believe that state Housing Element certification would serve as a strong alternative for satisfying the protection policies requirement, given that certified Housing Elements must already incorporate the 3-Ps framework, we recognize that the Commission may want to give jurisdictions the option to layer additional protections beyond state law. In that context, establishing a genuinely flexible menu structure represents a compromise that would tangibly advance tenant protections while also minimizing regulatory complexity and allowing cities to be responsive to local housing markets.

Based on the options outlined in Attachment 1 of the February 25 Agenda, we support expanding Option 2 to allow jurisdictions to choose to fulfill one of the two required protection policies through alignment with state law. This framework would empower cities that wish to go further to do so, without imposing requirements that may not fit local conditions. This flexibility is particularly important if work-in-progress through the TOC Pilot will not be recognized and given that there is significant variation in the scope and capacity of tenant protection programs county to county. Allowing alignment with state law to fulfill one protection policy would ensure jurisdictions with fewer resources could fully participate without being compelled to adopt duplicative or impractical measures.

We understand and respect the Commission's interest in ensuring that TOC leads to meaningful tenant safeguards. At the same time, a rigid policy structure risks pushing jurisdictions toward solutions that may not account for differences in geography, administrative capacity, and local housing conditions,



potentially undermining the very housing accessibility goals MTC seeks to advance. We therefore call on the Commission to prioritize flexibility in determining the final housing protection policies component of the TOC framework.

Consistency with State Law

We appreciate the proposed revisions throughout the TOC Policy that would bring it into closer alignment with state law, including the reduced emphasis on parking maximums given their potential market impacts, removal of the no net loss and right of return policy in response to recent state law, and incorporation of new SB 79 considerations into TOC density requirements.

We also welcome the clarification that inclusionary zoning policies may depart from the standard income mix where supported by a prior financial feasibility analysis. However, we strongly urge the Commission to further align the inclusionary zoning policy requirement with the state's Density Bonus Law by requiring corresponding offset incentives as a condition of qualification. Inclusionary zoning works when affordability requirements are paired with incentives (i.e. density bonuses, reduced setback requirements, lowered fees, etc.) that maintain project feasibility. Without those incentives, projects often fail to pencil, leading to fewer units overall.

COMMUNICATIONS RECOMMENDATIONS

TOC Communication Plan

Once the final TOC structure is adopted, we recommend MTC create a robust communication plan to provide unambiguous guidance to Bay Area jurisdictions on TOC implementation and next steps. When the Administrative Guidance document was first released in early 2025, cities did not receive clear communication on the true requirements and implications of the TOC Policy, causing them to dedicate significant staff time and financial resources toward compliance efforts that ultimately proved unnecessary. Transparent, proactive communication around updated scoring guidelines, timelines, reporting expectations, and the amount of funding tied to TOC participation will be essential. Jurisdictions are far more likely to adopt thoughtful, locally appropriate policies when there are clearly defined guidelines and expectations.

Administrative Guidance Document

We strongly support the proposed removal of references to TOC Policy compliance requirements throughout the Administrative Guidance document to clarify to jurisdictions that TOC is not a mandate. Building on this adjustment, we also recommend including an explicit qualifier before the 3-Ps section stating that MTC is not endorsing or prioritizing any one policy over another and that all listed policies are equal options for jurisdictions to consider. This will further limit the potential for cities to misunderstand the policy menu as a directive. Additionally, if MTC intends to provide sample ordinances,



they must be released simultaneously and cover the full range of options to avoid implicitly favoring certain policies over others.

NEXT STEPS

We appreciate the Commission's continued engagement with regional partners to refine the TOC Policy. As you work toward a final decision, it is important to recognize that if consensus cannot be reached, returning funds to the regional pot remains a viable option. These funds would still be deployed effectively to advance critical transportation investments across the region.

While we support the development of a workable TOC framework, the program must be feasible and grounded in local capacity. A flexible and transparent approach will best position TOC to support housing production, protect tenants, and ensure the equitable distribution of transportation dollars. We urge you to use this week's vote to advance a policy that empowers jurisdictions to succeed and positions MTC as a proactive partner in solving the housing crisis.

Sincerely,

A handwritten signature in dark ink, appearing to read "Mark Orcutt", with a long horizontal flourish extending to the right.

Mark Orcutt
President & CEO
East Bay Leadership Council

From: Ed Kantz [REDACTED]
Sent: Sunday, February 22, 2026 8:32 PM
To: Plan BayArea Info <info@planbayarea.org>; MTC-ABAG Info
<info@bayareametro.gov>
Subject: Comment: Use the One Bay Area Grant program to support TOC

Allowing increased density of residential and commercial developments near transit such as that encouraged by the Transit-Oriented Communities (TOC) Policy is critical to enabling more people to shift from car dependency to heavy utilization of more sustainable modes of transportation. I'm writing to state my support for the use of the One Bay Area Grant program to incentivize jurisdictions to allow this increased density development.

Thank you,

Edward Kantz

[REDACTED]

[REDACTED]

From: Ed Stoneham [REDACTED]
Sent: Tuesday, February 24, 2026 11:46 AM
To: MTC-ABAG Info <info@bayareametro.gov>
Subject: Please Vote Against a Counterproductive Measure

Dear Chair Rabbitt and MTC Commissioners,

As a small Bay Area property owner, I urge you to vote No on the Transit Oriented Communities (TOC) policy (Item 9.A.). Tying transportation funding to rigid rent control mandates, costly eviction rules, and restrictions on property sales will drive small housing providers out of the market, reduce housing supply, and make the affordability crisis worse. Transportation dollars should fund transit -- not be used as leverage to override local housing decisions. Please vote No.

Let me add that the proposed policy will result in FEWER DOLLARS AVAILABLE for transportation. A number of productive people, both in my family and among my friends, have already moved out of California because of such policies or the threats thereof. Add more, and California will soon have more welfare recipients than welfare contributors. Transportation funding will dwindle.

Sincerely,
Edward B. Stoneham, Ph.D.

[REDACTED]

From: [REDACTED]

Sent: Tuesday, February 24, 2026 11:54 AM

To: MTC-ABAG Info <info@bayareametro.gov>

Subject: Metropolitan Transportation Commission - Item 9.A

Dear Chair Rabbitt and MTC Commissioners,

As a Bay Area property owner, I urge you to vote No on the Transit Oriented Communities (TOC) policy (Item 9.A.). Tying transportation funding to rigid rent control mandates, costly eviction rules, and restrictions on property sales will drive small housing providers out of the market, reduce housing supply, and make the affordability crisis worse. Transportation dollars should fund transit -- not be used as leverage to override local housing decisions. Please vote No.

Sincerely,

Felix Schuda

[REDACTED]

From: Frank Vella <Frank.Vella@starboardcre.com>

Sent: Tuesday, February 24, 2026 4:13 PM

To: MTC-ABAG Info <info@bayareametro.gov>

Subject: Vote No on the Transit-Oriented Communities (TOC) Incentive Program

To the MTC;

Our local leaders are accountable to the residents who live with the consequences of housing policy every day. They need flexibility to meet state goals in ways that reflect local realities. The TOC adds funding conditions that override that flexibility. MTC should empower cities to build housing near transit, not restrict them with new mandates. Please vote No on the TOC.

The Bay Area does not have a housing policy shortage. It has a housing supply shortage. When we attach additional requirements to funding programs, we introduce delay, risk, and higher costs. That translates directly into fewer homes. If the goal is production, this proposal moves us in the opposite direction.

We cannot fix affordability if we reduce output. Every added mandate complicates approvals, financing, and timelines. Developers respond to uncertainty by pausing or cancelling projects. If TOC increases that uncertainty, it will reduce housing delivery at the worst possible time. Please support supply and vote No on the TOC.

We all want vibrant and safe communities and recognize the desperate need for housing that is affordable for our young families, service employees, teachers, first responders, and critical workers. But those goals cannot be achieved if we stifle housing production. In a supply constrained market like the Bay Area, slowing construction makes affordability worse, not better. The TOC proposal is a bad policy that will interfere with our ability to create the housing necessary for all residents. Please oppose this policy.

This region cannot afford another well-intentioned policy that produces fewer homes. Good intentions do not house families. Only actual units do. The TOC makes those units less likely to be created, it should not move forward.



STARBOARD CRE

Frank Vella
Senior Sales & Leasing
Associate

Direct 650.464.8062

Email frank@starboardcre.com

CA DRE# 01104977

Starboard
CRE
49 Powell Street, 4th Floor
San Francisco, CA 94102

starboardcre.com



SF HomeLife, Inc
1005 Terra Nova Blvd, Suite A
Pacifica CA 94044
SFHomelife.com

From: Grace Alicea <gracea.properties@gmail.com>

Sent: Tuesday, February 24, 2026 9:50 AM

To: MTC-ABAG Info <info@bayareametro.gov>

Subject: I oppose the Metropolitan Transportation Commission's Transit Oriented Communities Policy (TOC).

Dear MTC Commissioners:

I am writing in opposition to the Metropolitan Transportation Commission's Transit Oriented Communities Policy (TOC).

- *Local communities understand their housing needs best.*
- *Cities are already implementing state housing laws.*
- *Conditioning TOC funds on additional mandates overrides local planning efforts.*
- *Communities need flexibility and tools, not new funding restrictions.*
- *TOC should support local decision-making, not limit it.*

Kind regards,



From: Dino Martins [REDACTED]
Sent: Monday, February 23, 2026 5:08 PM
To: MTC-ABAG Info <info@bayareametro.gov>
Subject: VOTE "NO" on the TOC Policy

Hello,

I am encouraging you to VOTE "NO" on the TOC policy proposal.

Thank you very much.

Gualdino "Dino" Martins

[REDACTED]

From: Frank Vento <fvento@interorealestate.com>

Sent: Tuesday, February 24, 2026 12:24 PM

To: MTC-ABAG Info <info@bayareametro.gov>

Subject: OPPOSE MTC Agenda Item 9a., Wednesday, February 25, 2026

Dear MTC Commissioners:

I am writing in opposition to the Metropolitan Transportation Commission's Transit Oriented Communities Policy (TOC).

- *Local communities understand their housing needs best.*
- *Cities are already implementing state housing laws.*
- *Conditioning TOC funds on additional mandates overrides local planning efforts.*
- *Communities need flexibility and tools, not new funding restrictions.*
- *TOC should support local decision-making, not limit it.*

I urge you to VOTE NO on Item 9a. Thank you.

Sincerely,

Frank Vento

Intero Real Estate Services, Inc.

A Berkshire Hathaway Affiliate

DRE# 01321362

650.888.9900

www.frankshomesearch.com

INTERO
A Berkshire Hathaway Affiliate

From: jaideep gambhir [REDACTED]

Sent: Tuesday, February 24, 2026 11:24 AM

To: MTC-ABAG Info <info@bayareametro.gov>

Subject: Metropolitan Transportation Commission - Item 9.A.

Dear Chair Rabbitt and MTC Commissioners,

As a Bay Area property owner, I urge you to vote No on the Transit Oriented Communities (TOC) policy (Item 9.A.). Tying transportation funding to rigid rent control mandates, costly eviction rules, and restrictions on property sales will drive small housing providers out of the market, reduce housing supply, and make the affordability crisis worse. Transportation dollars should fund transit -- not be used as leverage to override local housing decisions. Please vote No.

Sincerely,

Jaideep Gambhir

[REDACTED]

From: John DeBell [REDACTED]
Sent: Monday, February 23, 2026 8:56 PM
To: MTC-ABAG Info <info@bayareametro.gov>
Subject: Vote on TOC

**As the 45 year owner of one house the proposed rules are unreasonable. This drastic of a change would negate my life time of ownership rights. Please vote no at this time.
Sent from my iPhone**

From: karim jkgrec.com <karim@jkgrec.com>

Sent: Tuesday, February 24, 2026 12:56 PM

To: info@bayareametro.gov <info@bayareametro.gov>

Subject: Vote NO On Item 9a Tomorrow, 2/25/2026, @ The MTC TOC Meeting

Greetings,

My name is Karim Sarraf and I oppose the Metropolitan Transportation Commission's Transit Oriented Communities Policy (TOC).

Many of the region's affordable rentals exist because our region's small owners choose steady, long-term management over maximum returns. When policy introduces new uncertainty or liability exposure, those owners are often forced to exit the market. The result is consolidation and higher rents. Please do not force out our mom & pop housing providers – please oppose this proposal.

I urge you to VOTE NO tomorrow on Item 9a. Thank you.

Sincerely,

Karim Sarraf

JK Global Real Estate Consultants, Inc., Managing Broker

ADUNOW.HOUSE, PRESIDENT & OWNER

Dwellings For All, Founder



Cell: (650) 888-9237

eFax: (650) 403-1985

karim@jkgrec.com

CalBRE#01795093

CSLB#1114186

P. O. Box 81

Belmont, CA 94002

<http://www.jkgrec.com>

ADUNOW.HOUSE

www.dwellingsforall.org

[LinkedIn](#)

From: Crose-Andersen, Linda [REDACTED]
Sent: Tuesday, February 24, 2026 6:03 AM
To: MTC-ABAG Info <info@bayareametro.gov>
Cc: Crose-Andersen, Linda [REDACTED]
Subject: RE: OPPOSE MTC Agenda Item 9a., Wednesday, February 25, 2026

Dear MTC Commissioners:

As an income property owner, I am writing in opposition to the Metropolitan Transportation Commission's Transit Oriented Communities Policy (TOC).

- **Local communities understand their housing needs best.**
- **Cities are already implementing state housing laws.**
- **Conditioning TOC funds on additional mandates overrides local planning efforts.**
- **Communities need flexibility and tools, not new funding restrictions.**
- **TOC should support local decision-making, not limit it.**

I urge you to VOTE NO on Item 9a. Thank you.

Sincerely,

Linda Crose-Andersen

From: Liza Vernazza <liza@lizavernazza.com>

Sent: Tuesday, February 24, 2026 7:37 AM

To: MTC-ABAG Info <info@bayareametro.gov>

Subject: OPPOSE MTC Agenda Item 9a., Wednesday, February 25, 2026

Dear MTC Commissioners:

I am writing in opposition to the Metropolitan Transportation Commission's Transit Oriented Communities Policy (TOC).

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- *Cities are already implementing state housing laws.*
- *Conditioning TOC funds on additional mandates overrides local planning efforts.*
- *Communities need flexibility and tools, not new funding restrictions.*
- *TOC should support local decision-making, not limit it.*

I urge you to VOTE NO on Item 9a. Thank you.

Sincerely,

Liza Vernazza

Realtor, Life long Peninsula Resident & Housing Provider for hard working families

Liza Vernazza

International President's Elite

Coldwell Banker Realty

580 El Camino Real

San Carlos, CA 94070

Dre#00993753

Liza@LizaVernazza.com

www.LizaVernazza.com

650-218-8040

From: Maggie Chen [REDACTED]

Sent: Monday, February 23, 2026 8:05 PM

To: MTC-ABAG Info <info@bayareametro.gov>

Subject: RE: OPPOSE MTC Agenda Item 9a., Wednesday, February 25, 2026

Dear MTC Commissioners:

I am writing in opposition to the Metropolitan Transportation Commission's Transit Oriented Communities Policy (TOC).

- ***Local communities understand their housing needs best.***
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- ***Conditioning TOC funds on additional mandates overrides local planning efforts.***
- ***Communities need flexibility and tools, not new funding restrictions.***
- ***TOC should support local decision-making, not limit it.***

I urge you to VOTE NO on Item 9a. Thank you.

Sincerely,

Maggie Chen

From: Marcus Teixeira [REDACTED]
Sent: Tuesday, February 24, 2026 10:50 AM
To: MTC-ABAG Info <info@bayareametro.gov>
Subject: Metropolitan Transportation Commission - Item 9.A.

Dear Chair Rabbitt and MTC Commissioners,

I am writing to urge you to vote No on the Transit Oriented Communities (TOC) policy at tomorrow's meeting.

As a property manager and broker operating in the South Bay area, I have serious concerns about tying regional transportation funding to prescriptive housing mandates that will ultimately harm the communities they claim to help.

The TOC policy would require cities across the 9-county Bay Area to adopt rigid rent control provisions, attorney's fee requirements for evictions, and COPA/TOPA rules that interfere with property owners' ability to manage and sell their properties -- all as preconditions for receiving transportation dollars their residents have already paid for.

These mandates will disproportionately burden small, local housing providers like myself who supply a significant share of the Bay Area's affordable rental housing. Piling on compliance costs and legal exposure will drive small owners out of the market, reduce housing supply, and make the affordability crisis worse -- not better.

Transportation funding should support transit infrastructure, not serve as leverage to impose one-size-fits-all housing policies on diverse local communities. Cities should retain the flexibility to craft housing policies that reflect their own needs.

I respectfully ask that you decouple transportation funding from these housing mandates and vote No on Item 9.A.

Thank you for your consideration.

Best regards,

Marcus Teixeira

[REDACTED]

(408) 475-5145

South Bay Home Rental | (408) 409-4440

www.southbayrental.com

Confidential Notice: This email and any attachments are confidential and intended solely for the recipient. If you are not the intended recipient, please do not forward, copy, or distribute this communication. If you received this email in error, please notify the sender and delete it immediately.

From: Marcy Lauck [REDACTED]
Sent: Tuesday, February 24, 2026 11:07 AM
To: MTC-ABAG Info <info@bayareametro.gov>
Subject: Metropolitan Transportation Commission - Item 9.A

Dear Chair Rabbitt and MTC Commissioners,

As a Bay Area property owner, I urge you to vote No on the Transit Oriented Communities (TOC) policy (Item 9.A.). Tying transportation funding to rigid rent control mandates, costly eviction rules, and restrictions on property sales will drive small housing providers out of the market, reduce housing supply, and make the affordability crisis worse. Transportation dollars should fund transit -- not be used as leverage to override local housing decisions. Please vote No.

Sincerely,
Marcy and Tom Lauck

[REDACTED]

From: Silvestri, Maria [REDACTED]
Sent: Tuesday, February 24, 2026 6:45 AM
To: MTC-ABAG Info <info@bayareametro.gov>
Subject: OPPOSE MTC Agenda Item 9a., Wednesday, February 25, 2026

RE: OPPOSE MTC Agenda Item 9a., Wednesday, February 25, 2026

Dear MTC Commissioners:

I am writing in opposition to the Metropolitan Transportation Commission's Transit Oriented Communities Policy (TOC).

- ***Local communities understand their housing needs best.***
- ***Cities are already implementing state housing laws.***
- ***Conditioning TOC funds on additional mandates overrides local planning efforts.***
- ***Communities need flexibility and tools, not new funding restrictions.***
- ***TOC should support local decision-making, not limit it.***

I urge you to VOTE NO on Item 9a. Thank you.

Sincerely,

Maria Silvestri



Maria Silvestri



From: mary nobriga [REDACTED]
Sent: Tuesday, February 24, 2026 12:13 PM
To: MTC-ABAG Info <info@bayareametro.gov>
Subject: MTC Commissioners

I urge you to Vote NO on TOC

Thank you,

Mary Nobriga

From: Marylene Notarianni [REDACTED]
Sent: Monday, February 23, 2026 5:38 PM
To: MTC-ABAG Info <info@bayareametro.gov>
Subject: VOTE NO on Item 9a

Good Afternoon Commissioners,

My name is Marylene Notarianni, and I am writing to express my opposition to the Metropolitan Transportation Commission's Transit Oriented Communities (TOC) Policy.

A significant portion of our region's affordable rental housing exists because small, independent property owners choose stable, long-term management over maximizing short-term returns. When new policies introduce additional uncertainty, regulatory burden, or liability exposure, many of these small "mom and pop" housing providers are pushed to exit the market. The result is consolidation into the hands of larger investors and ultimately, higher rents.

Increasing taxes and financial pressure on property owners further weakens the already fragile rental market in the Bay Area. This approach risks discouraging housing providers at a time when we should be supporting sustainable rental supply. It is also important to recognize that cities rely heavily on property taxes and homeowner contributions to fund essential public services.

For these reasons, I respectfully urge you to vote NO on Item 9a.

Thank you for your time and consideration.

**Sincerely,
Marylene Notarianni**

From: Melanie Hildebrand [REDACTED]
Sent: Monday, February 23, 2026 5:06 PM
To: MTC-ABAG Info <info@bayareametro.gov>
Subject: NO VOTE ON TOC Policy

It doesn't help housing!!!

Thank you for your consideration.

Melanie

Melanie M Brayton

[REDACTED]

[REDACTED]

From: Mike Z [REDACTED]
Sent: Tuesday, February 24, 2026 1:47 PM
To: MTC-ABAG Info <info@bayareametro.gov>

Subject: Oppose Linking Transit Funding to Local Rent Regulation (Agenda Item 9A – TOC Program); 9:35 a.m. Wednesday, February 25

Dear Chair Noack and Commissioners,

I am writing to respectfully urge you to vote NO on Agenda Item 9A, the proposed Transit-Oriented Communities (TOC) policy that would condition regional transportation funding on the adoption of expanded local rent and housing regulations.

Tying access to transportation dollars to local housing policy represents a significant shift in MTC's mission. Regional transportation funds are intended to support mobility, infrastructure reliability, economic vitality, and climate goals. Conditioning these funds on local rent control, just-cause standards beyond state law, relocation mandates, and related housing regulations risks entangling transportation planning with highly contested local housing policy choices that are not directly related to transportation performance or infrastructure outcomes.

California already has a robust and evolving framework of state housing and tenant protection laws, including AB 1482, SB 567, SB 330, SB 35, SB 423, Density Bonus Law, and recent CEQA and streamlining reforms. Cities are also subject to the Housing Element and RHNA process, overseen and certified by the California Department of Housing and Community Development. Layering additional regional mandates on top of this state framework creates regulatory overlap, complexity, and uncertainty that can discourage housing production and reinvestment—particularly near transit, where development feasibility is already sensitive to regulatory burden and financing risk.

I share MTC's stated goals of supporting transit-oriented development, increasing housing supply, and protecting tenants. However, the TOC structure risks pushing jurisdictions toward adopting one-size-fits-all regulatory measures to preserve eligibility for transportation funds, regardless of local conditions or state-certified Housing Elements. This approach may inadvertently reduce housing supply, slow infill development near transit, and undermine the very transit ridership and sustainability goals the program seeks to advance.

Instead of conditioning transportation funding on new local housing regulations, MTC should:

- Recognize and credit compliance with state housing laws and state-certified Housing Elements.

- Align TOC requirements with existing state standards to avoid duplicative or conflicting mandates.
- Keep transportation funding focused on transportation outcomes, system performance, and infrastructure delivery.

Transportation dollars should not be used as leverage to compel local policy choices that exceed state requirements and may have unintended consequences for housing production, affordability, and regional economic health. I respectfully ask that you reject the TOC proposal in its current form and ensure that regional transportation funding remains focused on mobility and infrastructure outcomes.

Thank you for considering this comment as part of the public record.

Sincerely,

Mike Zojaji



From: Kara Vernor <kvernor@napabike.org>

Sent: Tuesday, February 24, 2026 8:54 AM

To: MTC-ABAG Info <info@bayareametro.gov>

Subject: Comment on 2/25 MTC Commission Meeting, Agenda Item 8c

Greetings,

Please find attached and distribute the attached comment on Agenda Item 8c, which we are submitting in partnership with several organizations.

Thank you,

Kara

--

Kara Vernor (she/her)

Executive Director

[Napa County Bicycle Coalition](#)

(707) 258-6318

League Cycling Instructor #6818

From: Neema Hekmat [REDACTED]
Sent: Tuesday, February 24, 2026 11:05 AM
To: MTC-ABAG Info <info@bayareametro.gov>
Subject: Urge voting No

Dear Chair Rabbitt and MTC Commissioners,

As a Bay Area property owner, I urge you to vote No on the Transit Oriented Communities (TOC) policy (Item 9.A.). Tying transportation funding to rigid rent control mandates, costly eviction rules, and restrictions on property sales will drive small housing providers out of the market, reduce housing supply, and make the affordability crisis worse. Transportation dollars should fund transit -- not be used as leverage to override local housing decisions. Please vote No.

**Sincerely,
Neema Hekmat**

--

NEEMA HEKMAT

[REDACTED]

From: Nicole Hosemann [REDACTED]
Sent: Tuesday, February 24, 2026 12:07 PM
To: MTC-ABAG Info <info@bayareametro.gov>
Subject: Metropolitan Transportation Commission - Item 9.A.

Dear Chair Rabbitt and MTC Commissioners,

As a Bay Area property owner, I urge you to vote No on the Transit Oriented Communities (TOC) policy (Item 9.A.). Tying transportation funding to rigid rent control mandates, costly eviction rules, and restrictions on property sales will drive small housing providers out of the market, reduce housing supply, and make the affordability crisis worse. Transportation dollars should fund transit -- not be used as leverage to override local housing decisions. Please vote No.

**Sincerely,
Nicole Hosemann**

[REDACTED]

From: Remi Tan [REDACTED]
Sent: Tuesday, February 24, 2026 10:05 AM
To: MTC-ABAG Info <info@bayareametro.gov>
Subject: Item 9a. 2-25-2026 MTC Meeting

Dear commissioners.

My name is Remi Tan. I oppose the Metropolitan Transportation Commission's Transit Oriented Communities Policy (TOC).

Many of the region's affordable rentals exist because our region's small owners choose steady, long-term management over maximum returns.

When policy introduces new uncertainty or liability exposure, those owners are often forced to exit the market. The result is consolidation and higher rents.

Please do not force out our mom & pop housing providers – please oppose this proposal.

Additionally, the uncertainty will likely discourage builders and developers of new rental housing from moving forward with their projects, thus further reducing future amount of rental units which will result in rise and overall rent prices as demand exceeds supply and making our region, even less affordable.

Thank you and Best Regards,

Remi Tan, [REDACTED]

[REDACTED]
[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
Sent: Tuesday, February 24, 2026 11:29 AM
To: MTC-ABAG Info <info@bayareametro.gov>
Subject: MTC Agenda Item 9A – Transit Oriented Communities Policy

Dear Chair Rabbitt and Commissioners,

I am a Bay Area property owner with rental housing in San Jose and Union City. I appreciate the Commission’s effort to align transportation funding with broader regional housing goals. Strong transit and increased housing supply are both essential to the long-term health of our region.

At the same time, I encourage the Commission to carefully consider how the Transit Oriented Communities policy may affect small and mid-sized housing providers. Many of us operate within already complex local regulatory frameworks, including rent stabilization and just-cause eviction rules. Additional layers of requirements, especially if tied to transportation funding, should be implemented with clarity and predictability to avoid unintended consequences.

Housing providers play a critical role in maintaining and investing in the region’s rental stock. Policies that significantly increase compliance costs, legal exposure, or operational uncertainty can reduce reinvestment and limit future housing supply. A balanced approach that protects tenants while preserving a stable environment for responsible property owners will ultimately better serve the region’s affordability goals.

I respectfully ask that the Commission ensure the final policy is clearly defined, proportionate, and mindful of impacts on smaller property owners who are already navigating substantial regulatory obligations.

Thank you for your consideration.

**Sincerely,
Salil Shetye**

[REDACTED]



SAN MATEO COUNTY
ASSOCIATION *of*
REALTORS®

February 24, 2026

MTC Commissioner Sue Noack and MTC Commissioners
Metropolitan Transportation Commission
375 Beale Street, Suite 800
San Francisco, CA 94105-2066

RE: VOTE NO on the Transit Oriented Communities Policy (TOC), Item 9a

On behalf of the 3,000 members of the San Mateo County Association of REALTORS®, a trade association organized to ensure professionalism, protect property rights, and promote the ownership of real property, I am writing in opposition to MTC's Transit Oriented Communities Policy (TOC).

This policy to require every city in the nine Bay Area counties to tie activist rent control policies to transportation grants and force cities to comply is wrong.

These policies include strict rent control, tenant protections, and mandating Tenant and Community Opportunity to Purchase (TOPA/COPA) among others, policies that will impact renters, and housing providers alike negatively.

Working families are paying the price for housing delays. Nurses, teachers, young tech workers, and essential workers need homes near their jobs. When projects stall, people are forced into longer commutes and higher rents. We cannot solve a housing shortage by adding more barriers. Housing policy should prioritize people, supply, and cutting of red tape, not activist rent control regulations.

I am respectfully urging the commission to VOTE NO on Item 9a. Thank you.

Sincerely,

A handwritten signature in blue ink, appearing to read "Fernando Peña".

Fernando Peña
Government Affairs Director



February 24, 2026

Re: MTC Commission Meeting February 25 Agenda 10A, Next-Generation Clipper

Dear Commissioners and Clipper Executive Board

We are writing in response to the serious problems with the launch of Clipper 2.0.

The [staff report for the 2/23 Clipper Executive Board meeting](#) notes that more than two months after the initial launch date, customer migration remains on hold due to ongoing issues. These issues and the associated delay in migration are inconveniencing transit customers, undermining public trust in our transit agencies, and risk delaying the rollout of one of the region's long-promised customer improvements, the introduction of free and reduced priced transfers.

While we understand that MTC staff and contractors are working to resolve these issues, **we believe the seriousness of these problems also compels an after-action review of the design, testing and launch process.** Such a review is necessary not just to identify what went wrong, but also to rebuild public trust and improve MTC's future capacity to effectively procure and manage projects that impact the operations of the transit system.

The US public sector - including in the Bay Area, the global hotbed of technology development - has well-known challenges in procuring and developing technology systems. These challenges range from lack of sufficient in-house expertise to manage technology projects, including lack of expertise with product management and system architecture as disciplines; excessively waterfall-oriented development practices; suboptimal allocation of risk; and complicated business rules. All of these issues have been evident throughout the Clipper 2.0 development and launch process - and it is imperative that they be understood and addressed.

In asking for this review we are in no way suggesting that MTC or Bay Area transit operators give up on the goal of common fare media and programs. The ease of use for customers is critical to achieve a high ridership system that prevents peak congestion, supports housing, social equity and climate goals, and supports travel and tourism. Rather we want to see MTC build the capacity, competence and confidence to successfully manage and deliver the kinds of

systems and technology improvements that transit customers expect. An after-action review of the Clipper 2.0 launch provides a necessary first step in this process.

Sebastian Petty
Senior Transportation Policy Advisor
SPUR
415-320-7784

Adina Levin
Executive Director
Seamless Bay Area
650-646-4344

From: Shannon Siart [REDACTED]

Sent: Tuesday, February 24, 2026 11:07 AM

To: MTC-ABAG Info <info@bayareametro.gov>

Subject: Metropolitan Transportation Commission - Item 9.A.

Dear Chair Rabbitt and MTC Commissioners,

As a Bay Area property owner, I urge you to vote No on the Transit Oriented Communities (TOC) policy (Item 9.A.). Tying transportation funding to rigid rent control mandates, costly eviction rules, and restrictions on property sales will drive small housing providers out of the market, reduce housing supply, and make the affordability crisis worse. Transportation dollars should fund transit -- not be used as leverage to override local housing decisions. Please vote No.

Sincerely,

Shannon Bergman

From: Stephanie Sills [REDACTED]
Sent: Monday, February 23, 2026 7:12 PM
To: MTC-ABAG Info <info@bayareametro.gov>
Subject: RE: Agenda Item 9a – Transit Oriented Communities (TOC) Incentive Program

Dear MTC Commissioners,

I am writing to respectfully urge you to vote NO on Agenda Item 9a, the proposed Transit Oriented Communities (TOC) Incentive Program.

While I support thoughtful housing and transit coordination, conditioning transportation funding on the adoption of additional local housing mandates raises significant concerns. Local governments are already working diligently to comply with state housing laws and RHNA requirements. Adding further policy conditions tied to critical transportation dollars risks overriding local planning processes and limiting flexibility.

Communities differ widely in housing stock, tenant composition, and economic conditions. Policies such as expanded rent stabilization measures or TOPA/COPA-style requirements may warrant local discussion and deliberation, but they should not be indirectly mandated through funding leverage.

Transportation funding should remain focused on improving mobility, safety, and infrastructure. Housing policy decisions are best made at the local level, where leaders are accountable to their residents and can tailor solutions to community-specific needs.

I respectfully urge the Commission to reconsider tying transportation grants to additional housing mandates and to vote NO on Item 9a.

Thank you for your consideration.

Sincerely,

Stephanie Sills

[REDACTED]

From: Steve Kelly [REDACTED]
Sent: Saturday, February 21, 2026 12:42 PM
To: MTC-ABAG Info <info@bayareametro.gov>
Subject: RE: Transit-Oriented Communities (TOC) Policy

Metropolitan Transportation Commission (MTC)

375 Beale Street

San Francisco, CA 94105

RE: Transit-Oriented Communities (TOC) Policy

Dear Commissioners,

I urge you to vote no on the proposed Transit-Oriented Communities regulations. Having served eight years on the Santa Clara Planning Commission, I understand that solving the housing shortage requires reducing barriers, not increasing them. Your current proposal will increase development costs and reduce the overall housing supply.

Adding further mandates is not the solution. It is critical to avoid additional regulatory delays that drive up total development costs, as such mandates often serve as "project killers."

Instead, I recommend focusing on regional standards for housing near transit and advocating for increased affordable housing funding in those areas. To address the severe housing shortage, the MTC should focus on making it easier to build and addressing the rising costs of construction.

Sincerely,

Steve Kelly

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From: Susan Liedstrand [REDACTED]
Sent: Tuesday, February 24, 2026 12:09 PM
To: MTC-ABAG Info <info@bayareametro.gov>
Subject: TOC Policy (Item 9.A.)

Dear Chair Rabbitt and MTC Commissioners,

As a Bay Area property owner, I urge you to vote No on the Transit Oriented Communities (TOC) policy (Item 9.A.). Tying transportation funding to rigid rent control mandates, costly eviction rules, and restrictions on property sales will drive small housing providers out of the market, reduce housing supply, and make the affordability crisis worse. Transportation dollars should fund transit -- not be used as leverage to override local housing decisions. Please vote No.

Sincerely,
Susan Liedstrand

[REDACTED]
[REDACTED]

From: Tam [REDACTED]
Sent: Monday, February 23, 2026 6:08 PM
To: MTC-ABAG Info <info@bayareametro.gov>
Subject: Metropolitan Transportation Commission - Item 9.A

Dear MTC Commissioners,

We are in a housing emergency. This TOC proposal piles on extra mandates that will slow projects down and drive up costs. That makes a shortage in housing. Families cannot live in policy experiments. Please vote No on the TOC.

Sincerely,

-Tam Le

From: Timothy OHara [REDACTED]
Sent: Tuesday, February 24, 2026 8:47 AM
To: MTC-ABAG Info <info@bayareametro.gov>
Subject: RE: OPPOSE MTC Agenda Item 9a., Wednesday, February 25, 2026

Dear MTC Commissioners:

I am an attorney representing several rental housing providers in San Mateo and Alameda Counties. On their behalf I object to a transportation agency such as yours "getting out of its lane" and regulating rental housing.

I am writing in opposition to the Metropolitan Transportation Commission's Transit Oriented Communities Policy (TOC).

- ***Local communities understand their housing needs best.***
- ***Cities are already implementing state housing laws.***
- ***Conditioning TOC funds on additional mandates overrides local planning efforts.***
- ***Communities need flexibility and tools, not new funding restrictions.***
- ***TOC should support local decision-making, not limit it.***

I urge you to VOTE NO on Item 9a. Thank you.

Sincerely,

Timothy S. O'Hara

[REDACTED]

From: Tori Rizzo [REDACTED]

Sent: Tuesday, February 24, 2026 5:02 PM

To: MTC-ABAG Info <info@bayareametro.gov>

Subject: Opposition to the Metropolitan Transportation Commission's Transit Oriented Policy

Dear Honorable MTC Chair Noack and MTC Commissioners,

I'm a Mom & Pop landlord who is urging you NOT to link transportation funds in any way to requiring communities to pass rent control/rent stabilization laws, "Just Cause" eviction laws, tenant relocation payments or tenant opportunity to purchase requirements. By including these features even as a choice for communities to receive points for funding, encourages the communities to pass even more widespread restrictive housing laws. These types of rules take away a landlord's ability to cover the high costs of ownership of a building (insurance, mortgage, repairs, utilities, non-payment by tenants, etc.) as well as put the burden of subsidizing tenants housing on landlords rather than the government and should be repealed rather than spread to more communities.

The State of California has already passed rent cap laws and eviction rules with AB 1482. That is enough to protect the rights of the tenants. The State and Federal governments should expand more programs like Section 8 to help tenants deal with higher costs of living until more housing units are built to help lower costs. Requiring a City or County to fund help for tenants shifts that burden to the government rather than to private owners and will bring about lower costs to tenants than encouraging communities to put rent control or rent stabilization ordinances in place. We want builders to be encouraged to build new housing. Encouraging more cities and counties to put restrictions on landlords and builders is not the way to encourage more housing. Those types of laws inhibit housing.

Please do NOT link transportation funds to these things.

Thank you.

Toryn Rizzo

City of Cotati

Sonoma County, California



February 24, 2026

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

SUBJECT: PUBLIC COMMENT (ITEM 9A), METROPOLITAN TRANSPORTATION COMMISSION (MTC) MEETING, FEBRUARY 25, 2026

ABAG/MTC Commissioners,

On behalf of the City Council of the City of Cotati (Cotati), I am writing to provide our perspective on the proposed delay in Transit-Oriented Communities (TOC) compliance to July 1, 2027, and the housing protection policy options being considered by the MTC.

Delayed Compliance Deadline

Regarding the proposed delay for compliance, our main concern is the potential for reduced funding allocations with TOC compliance. Generally, federal funding isn't worth the administrative overhead for amounts under \$1M. Since at least 2022, MTC has been clearly communicating that Bay Area cities need to be TOC compliant by 2026 to access OBAG 4 funds (MTC resolution 4530, September 2022). Therefore, we (and other Bay Area jurisdictions) have been diligently working towards TOC compliance, including doing the heavy lifting to incorporate these standards into our updated station area plans, new Housing Elements and municipal code. With the additional 18-month extension for compliance being considered by the Commission, jurisdictions that did not prioritize meeting the original 2026 deadline may now qualify for the TOC incentive funds. As a jurisdiction that allocated significant resources to meeting the direction of the MTC, we ask that some consideration be given to jurisdictions that reach TOC compliance on the original MTC deadline. This is particularly critical if many jurisdictions eventually qualify with the extended deadline, such that it dilutes the incentive program to below \$1M per jurisdiction.

City of Cotati

Sonoma County, California



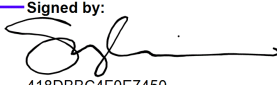
Housing Protection Policies

Of the two Housing Protection policy options being discussed, we prefer Option 2. As a small (non-entitlement) jurisdiction, Cotati does not receive direct federal and state funding for housing programs. Rather, small jurisdictions in Sonoma County pool our populations and funding as part of the "Urban County". Due to limited scale and resources, many non-entitlement jurisdictions are unable to run housing programs locally, so being able to work with the County (or another larger jurisdiction) on shared programs would accomplish the goal of providing the housing protections for their residents while more efficiently pooling and delivering services.

We also understand that tenant protections can be a contentious issue, and like TOC compliance, not every policy tool will fit every community. However, the flexibility provided in the TOC policy compliance methodology has allowed us to tailor TOC implementation to fit our community, while still achieving what we anticipate to be a "fully compliant" score. For example, in response to community concerns, we chose not to implement certain elements (such as unbundled parking) and excluded one of our mixed-use parcels from our TOC area, knowing that we'd lose some compliance points but still be "fully compliant". Jurisdictions like Cotati have prioritized our limited resources to implement the direction provided by the MTC and to do our part in meeting the goals of Plan Bay Area 2050+. We ask that you recognize this significant effort by supporting further implementation of these goals with the incentive funding needed to take the next steps to improve transit access, improve infrastructure to encourage more housing, and reduce our dependence on automobile transportation in the Bay Area.

Thank you for your consideration of this very important matter.

Sincerely,

Signed by:

418DBBC4F0E7450...

Sylvia Lemus
Mayor
City of Cotati

Certificate Of Completion

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Document Pages: 2	Signatures: 1
Certificate Pages: 4	Initials: 0
AutoNav: Enabled	Envelope Originator:
Envelopeld Stamping: Enabled	Kevin Patterson
Time Zone: (UTC-08:00) Pacific Time (US & Canada)	kepatterson@cotaticity.gov
	IP Address: 71.6.94.254


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Sylvia Lemus
slemus@cotaticity.gov
Security Level: Email, Account Authentication (None)

Signature

Signed by:

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 2601:645:e7d:2de0:8e8:710e:9cae:d487
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Kevin Patterson
 kepatterson@cotaticity.gov
 City Clerk
 City of Cotati
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TRANSFORM

February 24, 2026

Re: February 25, 2026 MTC Full Commission Meeting
Item 9a: Transit-Oriented Communities (TOC) Incentive Program

Dear Commissioners:

We appreciate the Commission and staff for the ongoing work on the Transit-Oriented Communities (TOC) Policy. The core vision of the TOC Policy is about opportunity and quality of life for Bay Area residents. It is making real the promise that all 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. Each neighborhood is different, but with a shared level of accessibility and quality of life. This is the vision we've been working towards together.

While we support the proposal moving forward today, this proposal is a significant step backward from what the Commission agreed to in 2022. As a regional leader and a steward of significant public resources, the Commission has a responsibility to advance our collective regional goals – goals that have become imperatives as affordability, supercommutes, and the impacts of climate change create immense hardship for our communities. The agency and its Commission's role is to serve the region, and being strategic with the resources that MTC stewards is one of the primary ways that the Commission can fulfil this role. The TOC Policy, specifically conditioning discretionary funds like OBAG upon compliance with this policy, is how the Commission maximizes its impact. It is how the Commission can uphold its commitment to regional leadership and be accountable to Bay Area residents.

While we support this compromise today, we strongly urge the Commission to make it clear that if the proposal is adopted, it will be contained to a time-bound transitional period. Full compliance conditioned on a significant share of OBAG funding must remain the goal of the Commission.

We are pleased to see the staff proposal includes several provisions that maintain the integrity of the TOC Policy, such as:

1. Not awarding credit for work in-progress
2. Allowing credit for one county program as laid out in *Option 1* in recognition of the economies of scale required for certain programs and the often collaborative nature of service delivery, especially in the context of smaller cities.

We also welcome the provisions that seek better alignment between the TOC Policy standards and state law, such as:

1. Recognizing the 2030 sunset date of AB 1482 and, as a result, keeping *“Just Cause” Eviction* and *Rent Stabilization* as policy options under the Affordable Housing Policy Requirements.
2. The removal of *No Net Loss and Right to Return* as a policy option given that AB 130 removed the SB 330 sunset date.
3. Providing credit for maximum density standards for TOC areas subject to SB 79, while still applying the minimum residential density and commercial density standards of the TOC Policy.

Inasmuch as the Commission has already reduced the scope of the TOC from the entire OBAG 4 program to a set-aside of less than ten percent of the total OBAG funding, we strongly urge the Commission to take action to require full compliance with the TOC Policy as a threshold requirement for the One Bay Area Grant (OBAG) 4 TOC set-aside. While we appreciate the goal of providing jurisdictions flexibility in order to support the phase-in of the TOC Policy with the extended submission deadline, we believe the staff proposal goes too far in offering so many layers of flexibility that the goals of the policy would be undermined, especially without establishing any timeline for when full compliance must be achieved. We are particularly concerned about the following provisions in the proposed scoring criteria:

- Granting partial credit for partial policy compliance; and
- No commitment to a timeline for when it will transition from a score-based system to a system that provides both “carrots and sticks” to incentivize full compliance.

Years of hard work and compromises have gone into developing a robust policy that works for a region as diverse as the Bay Area. The flexibility embedded in all four components of the policy -and particularly the housing section- ensures that jurisdictions have several ways to achieve TOC Policy compliance in a way that works for their local contexts while advancing regional goals contained in Plan Bay Area. For example, jurisdictions should not be able to achieve full compliance while only meeting a fraction of the housing and density standards nor partial compliance without meeting any of the density or parking standards.

If the Commission is going to proceed without full compliance, we suggest the following changes:

1. **Points for parking requirements should be based on additional action with prescribed standards.** The proposed scoring criteria grants 4 points simply for compliance with state law AB 2097. By rewarding existing compliance, these points water down other scoring criteria. Furthermore, we are concerned about proposed scoring that awards 1 point to cities that implement *“Any parking maximum ratio”* and *“Any minimum bike parking requirement”* for new residential or commercial office development. Granting points for policies that do not have prescribed standards and fall below the minimal threshold will not lead to intended outcomes. Each of the requirements of the TOC Policy were carefully included to maximize the policy’s impact and steer the region toward public transit. We recommend that no points be granted for these categories since they fall well below the TOC’s standards.
2. **Require jurisdictions to take at least one action in each of the “3 P’s” housing categories.** Given that the 3 P’s policies already have a significant amount of flexibility built in, we hope that, at minimum, jurisdictions should have to meet the housing policy requirements in order to be in compliance with the TOC. Currently, a jurisdiction could get 25 points in density, parking, and

station access, totaling to 75 points. The additional 10 points needed to reach compliance could be met by adopting 2 production policies and 1 preservation policy, ignoring protections completely. If we want to preserve the integrity of an integrated 3 P's framework that requires some action in all 3 areas, there should be a requirement in the scoring criteria that cities must adopt at least one policy from each of the 3 P's. Requiring at least 1 from each area is more consistent with the original intent of the TOC Policy than allowing a city to qualify with policies from only 2 of the 3 P's areas.

3. **Commit to a specific sunset date after which OBAG 5 funding will be contingent upon full TOC compliance, rather than a point system.** Right now, there is no defined end point for the scoring system. We hope that the Commission can make clear that this scoring system will sunset prior to the implementation of OBAG 5 and that future assessment of the TOC will require jurisdictions to reach 100% compliance.

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 uphold and implement the TOC Policy Standards as passed in 2022.

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

Respectfully,

Heather Hood
Vice President - Northern California
Enterprise Community Partners

Amy Thomson
Policy Director
Silicon Valley Bicycle Coalition

Jack Lucero Fleck
Board President
350 Bay Area

Jordan Grimes
Legislative Director
Greenbelt Alliance

Ken Chan
Senior Organizer
Housing Leadership Council of San Mateo
County

Tano Trachtenberg
Senior Policy Manager
Non-Profit Housing Association of Northern
California

Zack Deutsch-Gross
Executive Director
Transform



February 24

RE: Metropolitan Transportation Commission Agenda Item 9a. Transit-Oriented Communities (TOC) Incentive Program

Dear Commissioners:

We are a coalition of community organizations writing in support of maintaining and improving strong and enforceable Affordable Housing and Commercial Stabilization Policies as a part of the previously-adopted Transit-Oriented Communities Policy (TOC). Specifically, we hope MTC will do the following:

- Leave the affordable housing policies unchanged.
- Ensure that TOC compliance includes implementing policies for each of the 3 P's (production, preservation and protection).
- Increase the TOC set-aside to cover all applicable local OBAG funding.

Why the TOC Matters

The Transit Oriented Communities Policy came directly out of Plan Bay Area 2050, which itself is the Sustainable Communities Strategy (SCS) **mandated** by SB 375. Moreover, the TOC was adopted by MTC in 2022 as one of Plan Bay Area's implementation actions. Substantially altering the TOC's affordable housing strategies would put MTC out of compliance with Plan Bay Area.

Why Affordable Housing and Tenant Protections Matter

The TOC's affordable housing policies are rooted in the **3 P's strategy**, which was launched in 2018 with the adoption of the [CASA Compact](#). The MTC- and ABAG-convened CASA (Committee to House the Bay Area) produced the Compact as a plan to address the region's housing affordability and displacement challenges. The CASA Compact was the result of 18 months of intense dialogue, negotiation, and debate

among a broad and diverse range of stakeholders, including developers, housing advocates, the business community, labor, city staff, and elected officials from across the region. The 3 P's are a package of housing solutions grouped in three categories: production of affordable housing, preservation of existing affordable housing, and tenant protections. They are the cornerstone of MTC's TOC strategy to address the housing crisis.

The TOC's main goal is to reduce greenhouse gas emissions in the Bay Area per SB 375's mandate to integrate transportation, land use, and housing planning to reduce emissions from passenger vehicles. Tenant protections and affordable housing production and preservation (as a holistic anti-displacement strategy) are critical to that effort. Per a study by UCLA researchers, public transit use declines as area median income rises.¹ Thus, it is critical for our greenhouse gas emission reduction strategy to ensure that people who are most likely to use public transit can afford to live in TOC areas.

We also know that rising rents drive extreme commuting. According to the Bay Area Equity Atlas, growth in extreme commuting has risen with our affordable housing crisis, with the percentage of people traveling more than 90 minutes to work growing from 3.4% in 2000 to 4.6% in 2020. The Equity Atlas also recommends protecting tenants and preserving and producing affordable housing as a strategy to reduce extreme commuting.²

The TOC is Not a Requirement

Despite assertions to the contrary, the TOC is not a requirement. The TOC has always been an incentive. There is no punishment for a jurisdiction not complying with the TOC, rather there is a reward for those that do comply. MTC does not have the authority to force jurisdictions to do anything. However, MTC can condition the allocation of funds on local alignment with regional plans, including Plan Bay Area and the TOC. In adopting the TOC policy in 2022, MTC Resolution No. 4530 also specified that the Commission would "consider funding revisions that prioritize investments in transit station areas that are subject to and compliant with the TOC Policy", including but not limited to OBAG 4. Since adopting the TOC, MTC has provided substantial assistance to jurisdictions to help them come into compliance, from grants to extensive [technical assistance](#).

The Affordable Housing Policies Are Already Flexible

The Commission should not make any changes to the Affordable Housing Policy menu to allow for cities to take credit for county programs other than what is already specified in the TOC's Administrative Guidance.

The purported intent of allowing cities to take credit for county programs is to account for the county resources and to build in more flexibility to the 3 P's policy menu. However, the Administrative Guidance already establishes how cities can use county resources to reach TOC compliance, stating that "[j]urisdictions may include county or regional bond funds expended with the jurisdiction's participation on affordable housing projects within its boundaries."³ Allowing jurisdictions to be rewarded for programs or policies it did not adopt goes against the intention of the TOC Policy.

¹ Christopher, Ben. 2025. "How gentrification is killing the bus." *CalMatters*, May 29, 2025. <https://calmatters.org/housing/2025/05/la-gentrification-public-transit/>.

² PolicyLink/USC Equity Research Institute. Bay Area Equity Atlas, bayareaequityatlas.org.

³ MTC Administrative Guidance: Transit Oriented Communities, 2024, p. 29.

In addition, the TOC's affordable housing policies already include built-in flexibility that is not present anywhere else in the TOC. These policies are presented as a menu, with jurisdictions only needing to adopt two policies from each of the 3 P's (and of course existing policies count towards the requirements). The tenant protections menu alone has *eleven* possible policies that a jurisdiction could choose from, only one of which is rent stabilization. This of course directly contradicts the false assertion that the TOC mandates rent control, as the TOC is not only not a mandate, but our entire region could be compliant without a single jurisdiction adopting rent stabilization.

Compliance with the Affordable Housing Policies Should Not Be Optional

The Commission should require jurisdictions to meet full compliance with the Affordable Housing Policies in order to qualify for the TOC set-aside.

The Affordable Housing Policies already contain substantial flexibility and the current staff proposal includes a delay in implementation until 2027, giving all jurisdictions plenty of time to achieve full compliance. The TOC as currently written only requires the implementation of at least two policies from each of the 3P's categories (production, preservation and protection).

However, the proposed scoring system permits jurisdictions to access TOC funds if they receive 85 out of 100 points in the scoring system, awarding up to 25 points for each of the four policy areas — density, parking, housing, and station access. This lower threshold allows jurisdictions to allot their points in such a way that would make it possible to ignore one of the 3 P's. Jurisdictions that get full credit for density, parking, and station access policies (75 points total) would only need ten points from the housing area to meet the 85-point threshold, which could be achieved by getting eight points in one category, four points in a second, but no points in the third. Full compliance should and must be the goal. But if the Commission decides to move forward with a scoring system, there should be a minimum requirement for four points in each of the three categories. Requiring at least one policy from each category is more consistent with the original intent of the TOC Policy than allowing a city to qualify with policies from only two of the 3 P's categories.

The anti-displacement provisions of the TOC (tenant protections and production and preservation of affordable housing) are deeply necessary to embed equity in our region's growth and keep existing communities whole. Displacing lower-income tenants out of transit hubs will cause those people to have to drive long distances, while the new residents will likely drive their own cars or take TNCs (Ubers/Lyfts) before taking public transportation. Thus, we are very concerned about any scoring system that would allow jurisdictions to ignore the affordable housing policies. As stated above, the TOC is already wholly optional *and* its affordable housing policies already have flexibility built into them — the result of existing compromises from when the TOC was originally passed in 2022. Weakening the affordable housing policies any further will fully undermine the TOC and our emission reduction goals.

All Applicable OBAG Funding Should Be Conditioned

At the January meeting, commissioners left the door open to increase the amount of funding tied to TOC compliance. We urge you to acknowledge the importance of strong local housing actions, including anti-displacement measures, as a key component of Plan Bay Area, and implemented by maximizing funding for TOC-compliant jurisdictions.

February 24

MTC Agenda Item 9a. Transit-Oriented Communities (TOC) Incentive Program

Instead of a small set-aside, all OBAG funding to individual jurisdictions, whether it comes from the regional or county/local pot, should be conditioned on compliance with TOC's Affordable Housing and Commercial Stabilization Policies, similar to existing OBAG requirements that jurisdictions comply with MTC's Pavement Management Program and Complete Streets policies. The very concept of a small "TOC Set-Aside" substantially weakens the ability of the TOC policy to meaningfully incentivize communities to align with regional policy. OBAG funds are scarce regional resources. Conditioning funding on TOC compliance is not a penalty for jurisdictions, it is an incentive and a means to implement Plan Bay Area. As a region, it is critical that we work together to advance our climate and housing equity goals, and those goals can only be reached if every Bay Area resident, regardless of income, has access to safe, stable, and affordable housing near their work and community. The TOC's Affordable Housing and Commercial Stabilization Policies are an important tool for incentivizing jurisdictions to take meaningful actions to advance Plan Bay Area 2050.

Thank you for your consideration.

Sincerely,

Amanda Chang
Urban Habitat

Emily Wheeler
Public Advocates

Shanti Singh
Tenants Together

Marti Roach
350 Contra Costa Action

Regina Celestin Williams
SV@Home

Jeff Levin
East Bay Housing Organizations

Ofelia Bello
PAHALI Community Land Trust

Laura Neish
350 Bay Area

Carter Lavin
Transbay Coalition

Jesús Guzmán
Community Action Marin

February 24

MTC Agenda Item 9a. Transit-Oriented Communities (TOC) Incentive Program

Todd Benson
Faith in Action East Bay

Jenny Silva
Call Marin Home

Quintin Mecke
Council of Community Housing Organizations

Poncho Guevara
Sacred Heart Community Service

Anastasia Yovanopoulos
San Francisco Tenants Union

Maria Zamudio
The Housing Rights Committee of San Francisco

Leah Simon-Weisberg
California Center for Movement Legal Services

Omar Carrera
Canal Alliance

Zack Deutsch-Gross
Transform

Meg Heisler
San Francisco Anti-Displacement Coalition

Violet Wulf-Saena
Climate Resilient Communities

Karyl Eldridge
One San Mateo

Gia Pham
Housing Choices

Mariana Moore
Ensuring Opportunity Campaign

Emma Ishii
Asian Pacific Environmental Network

Benjamin McMullan
Center For Independence of Individuals with Disabilities

February 24

MTC Agenda Item 9a. Transit-Oriented Communities (TOC) Incentive Program

Kristen Hackett
Eden Renters United

From: Jay Gertridge [REDACTED]
Sent: Monday, February 23, 2026 7:24 PM
To: MTC-ABAG Info <info@bayareametro.gov>
Subject: Oppose MTC Agenda Item 9a

RE: OPPOSE MTC Agenda Item 9a., Wednesday, February 25, 2026

Dear MTC Commissioners:

I am writing in opposition to the Metropolitan Transportation Commission's Transit Oriented Communities Policy (TOC).

- ***Local communities understand their housing needs best.***
- ***Cities are already implementing state housing laws.***
- ***Conditioning TOC funds on additional mandates overrides local planning efforts.***
- ***Communities need flexibility and tools, not new funding restrictions.***
- ***TOC should support local decision-making, not limit it.***

I urge you to VOTE NO on Item 9a. Thank you.

Sincerely,

Jay and Trish Gertridge

[REDACTED]

[REDACTED]