

November 18, 2025

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

Re: November, 19 2025 MTC Meeting  
Item 10a: Transit-Oriented Communities (TOC) Policy and One Bay Area Grant (OBAG 4)

Dear Commissioners:

Now more than ever, it is imperative that local governments step up their efforts to reduce climate pollution and create more affordable, accessible, and inclusive communities. The TOC Policy is a critical mechanism to do just that. We strongly encourage you to uphold and implement the TOC Policy Standards.

Based on the staff presentation and the discussion amongst Commissioners and staff at the MTC Workshop, we have concerns with several of the proposals to change the TOC Policy as well as its link to OBAG 4.

1. **We do not support amending or removing policies on the “3 P’s” housing menu.** The TOC Policy elevates affordable housing production, preservation, and tenant protections as key strategies to address housing affordability and displacement. The TOC Policy includes a menu of 12 different tenant protection policies, from which local jurisdictions must select only two in order to be in compliance, which avoids mandates and provides local jurisdictions with significant flexibility. The flexibility that is already built into the TOC’s Affordable Housing and Commercial Stabilization Policies to enforce existing laws provides an attainable way for jurisdictions to meet the needs of their communities consistent with the 3Ps framework without requiring new mandates.
2. **Full compliance with the TOC Policy should be a requirement for the 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, we believe the staff proposal goes too far in offering so many layers of flexibility as to undermine the goals of the policy. 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.

In particular:

- We do not support awarding partial credit for complying with state law, as many of these laws sunset in the near-future and doing so weakens the TOC policy's effectiveness.
- We do not support awarding partial credit for partial policy components;
- We do not support policy components being weighed unequally within each policy area (i.e., density, parking, housing, and station access);

3. **We are concerned that the staff recommendations lack adequate accountability and follow-through.** The TOC policy will be weakened if partial credit is awarded to jurisdictions for “policies in progress” without establishing a reasonable time period for compliance and without concrete measures to confirm that the policy was, in fact, passed. If a score-based system is put in place, we encourage MTC to commit 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 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.

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

Sincerely,

Laura Tolkoff, Transportation Policy Director  
Lori Droste, Housing and Planning Policy Director