

Bay Area Transit Priority Policy for Roadways

Overview - December 2025

MTC is proposing to adopt the **Bay Area Transit Priority Policy for Roadways (Policy)**, in alignment with the transit-related vision and goals of the Plan Bay Area 2050+ Final Blueprint (2025) and the Transit Transformation Action Plan (2021). It also aligns with MTC Resolution 4493 (2022), which updated the regional Complete Streets (CS) Policy, first adopted in 2006. The Policy will establish requirements for roadway projects on public right-of-way requesting more than \$250,000 of MTC discretionary funding or endorsement.

Policy Purpose	• Promote active interagency engagement to minimize unintended impacts to transit; and • Enhance the transit rider experience by supporting the implementation of transit priority infrastructure and policies that improve transit travel times and reliability
Policy Goals	• Establish a common definition of transit priority; • Strengthen interjurisdictional coordination and guide agencies to consider transit in roadway projects • Inform prioritization of funding for transit priority projects.

Definition of Transit Priority

Transit Priority refers to transit-supportive infrastructure, design, and policies that decrease transit vehicle travel times and enable them to move more reliably by avoiding traffic congestion and minimizing delays. Some examples include:

- Transit lanes
- High-occupancy vehicle lanes
- Transit signal priority
- Queue-jump lanes
- Bus bulbs or boarding islands
- Strategic traffic/parking regulations
- Optimized transit stop placement and spacing
- Off-board fare payment or all-door boarding

Implementation through the Complete Streets (CS) Policy & Checklist

The Policy will be implemented via the existing MTC Complete Streets¹ (CS) Checklist process, which is already required for projects requesting more than \$250,000 in MTC discretionary funding or MTC endorsement. The 2022 CS Checklist only required documentation of transit agency acknowledgement of the project; the Policy will ensure

¹ See details at <https://mtc.ca.gov/planning/transportation/complete-streets>

stronger coordination between agencies by requiring transit agency review for potential impacts on transit and that project sponsors consider transit priority treatments on high-priority transit corridors.

When is Transit Agency Review and Coordination Required?

The proposed transit review process would be required for **project sponsors seeking more than \$250,000 of regional discretionary funds from MTC or MTC endorsement**, unless the project is sponsored by a transit agency or a transit-specific team within a local or county agency and the project does not affect any other transit agencies. The level of transit review required will depend on the level of transit service in the project area. A high-level summary of the transit review process can be found in the Appendix.

Table 1. Transit Review & Coordination Required by Level of Transit Service

Transit Service in Project Area	Transit Review & Coordination Required
No transit service in project area or surrounding community	No transit review required
No published transit routes in project area, but transit service in surrounding community	Confirm if any non-revenue scheduled routes, recurring detour routes, or planned budgeted routes (not shown on transit maps) in project area; if so, accommodate basic bus movement
One or more published transit routes in project area	Identify if project impacts transit, and try to mitigate. • If Project is on Transit Priority Network (TPN)² (once adopted): Try to improve transit by incorporating transit-supportive design

Optional Local Transit Priority Policy or Resolution

A roadway owner or operator should consider demonstrating their commitment to Transit Priority by adopting a local resolution or policy that reinforces their commitment to coordinating with transit agencies during project development, and their support for improving transit travel times and reliability. MTC has templates available to assist local jurisdictions taking an action to:

- Adopt a resolution in support of the Bay Area Transit Priority Policy for Roadways;
- Adopt a standalone local transit priority policy; or
- Modify an existing local plan or policy to include language on transit priority.

² The Transit Priority Network (TPN) development is underway. Additional design review requirements for projects along the TPN would not go into effect until the TPN is adopted, anticipated in late 2026/early 2027.

Appendix: High-level Summary of Transit Agency Review Process

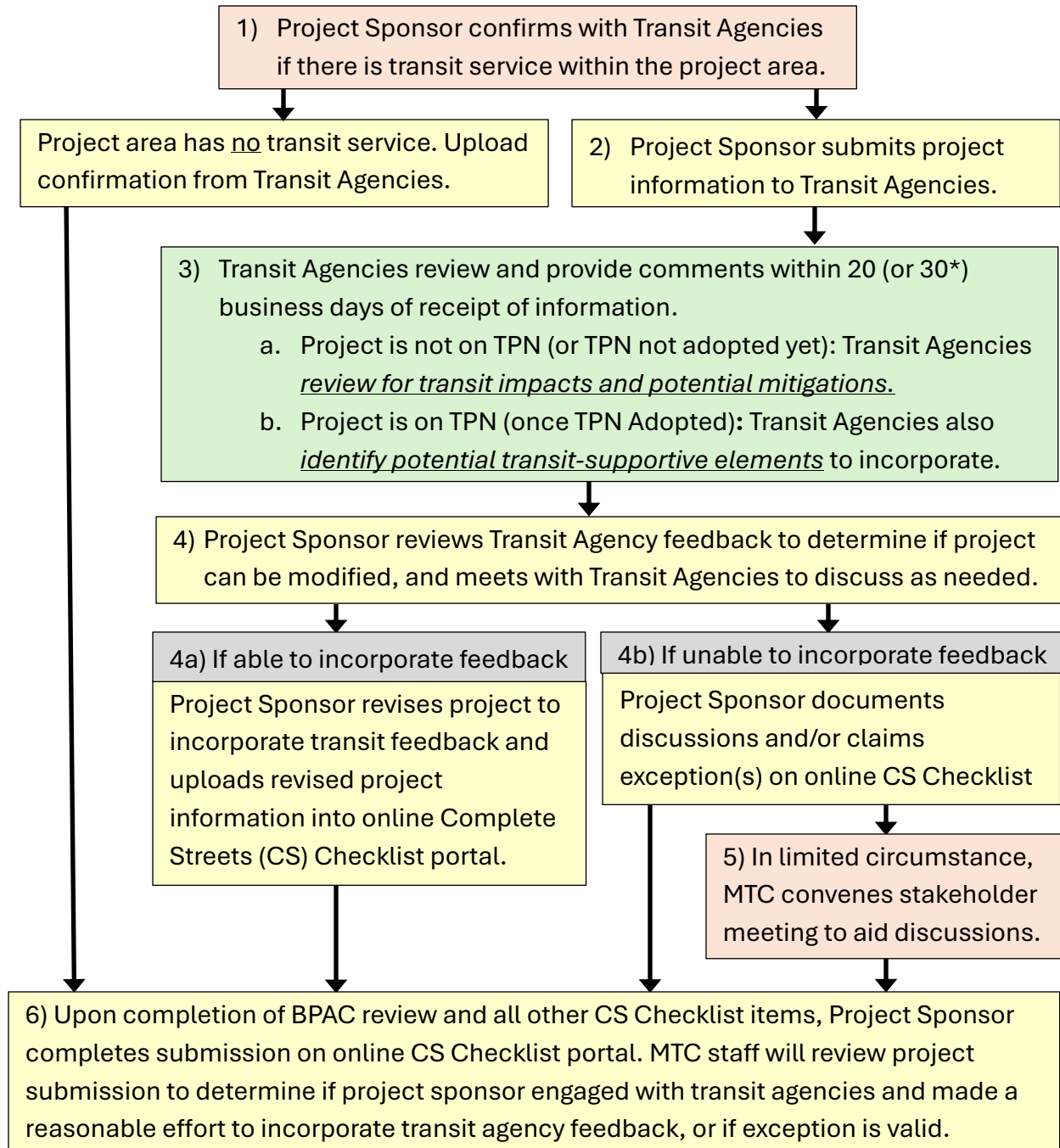
If a project sponsor is:

- Seeking more than \$250,000 of MTC regional discretionary funds or MTC endorsement
- Not a transit agency or a transit-specific team within a local or county agency, leading a project that does not affect any other transit agencies.

The proposed Transit Review Process is:

- 1) **Project Sponsor confirms if there is transit service** by checking published transit maps. If there are transit routes in the community but not the project area, consult transit agency to confirm any non-published routes in the project area or the surrounding community. This will determine the level of transit review required (see Table 1).
- 2) **If there is transit service, Project Sponsor provides general project information to Transit Agencies** (i.e., goals, scope, schedule, funding, designs).
- 3) **Transit Agencies review project and provide comments** within 20 business days, with review documented by senior-level staff or authorized delegates. In some situations, Transit Agencies may request a 10-business day extension.
- 4) **Project Sponsor reviews feedback from Transit Agencies to determine if project can be modified**, and meets with Transit Agencies to discuss as needed.
 - a) **If feedback can be incorporated:** Project Sponsor enters project updates on online Complete Streets Checklist portal; transit review is complete.
 - b) **If project is unable to incorporate feedback:** Project Sponsor documents discussions with Transit Agencies and reports what transit agency feedback is not incorporated, and if applicable, claims an exception for a **Lack of Response** from the transit agency or **Infeasibility**. In addition, projects on the TPN could request exceptions for **Disproportionate Cost to Incorporate Proposed Elements**, or if there is a **Separate Transit Project** that would address feedback.
- 5) Agencies are encouraged to work collaboratively to develop a project that considers transit's needs while meeting the project goals. **If consensus cannot be reached, MTC may convene a stakeholder meeting to aid in discussions.**
- 6) **Project Sponsor uploads documentation** onto the Complete Streets Checklist portal.

High-Level Process Chart of Transit Agency Project Review



**Transit Agencies may request an additional 10 business days for review of a complex project or extenuating*

Key: Responsible Agency	Project Sponsor
	Transit Agencies
	Project Sponsor & Transit Agencies