



MTC Transit Priority Update

Definition of Transit Priority

Transit-supportive infrastructure, design, and policies that can decrease transit vehicle travel times and enable them to move more reliably by avoiding traffic congestion and minimizing delays.

Some examples include:

- Bus bulbs and boarding islands to so buses do not need to pull out of traffic
- Transit Signal Priority (TSP) and transit queue jumps to reduce delays at red lights
- Relocating bus stops to optimize stop placement

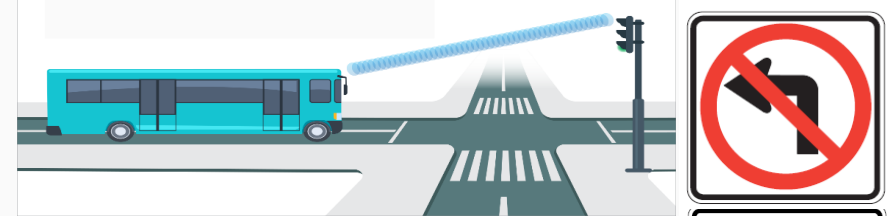
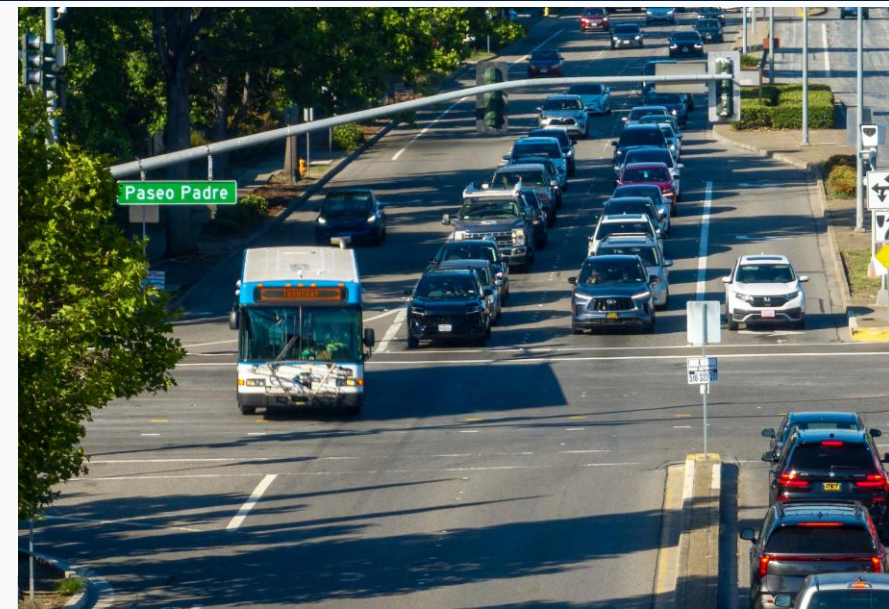


Photo credit: Karl Nielsen/MTC; Jeremy Menzies/SFMTA; Sinwaves, Inc; FHWA MUTCD

MTC's Regional Transit Priority Efforts

Policy



Transit Priority Policy for Roadways

*Adopted January 2026
(MTC Resolution No. 4739)*

Planning



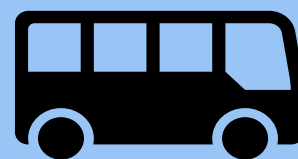
Transit Priority Roadway Assessment

**Plan Bay Area 2050+
(and Transit 2050+)**

Caltrans Coordination

- District 4 Transit Plan
- Director's Policy on Transit
- Transit Implementation Plan

Funding & Technical Assistance

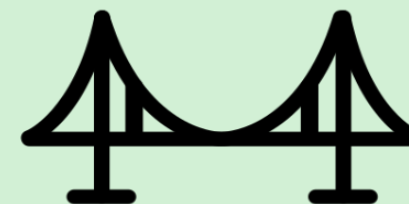


Transit Performance Initiative (TPI)

**Bus Accelerated
Infrastructure Delivery
(BusAID)**

**Innovative Deployments
to Enhance Arterials
(IDEA)**

Project Delivery



Forward Initiatives

- Bay Bridge Forward
- Richmond-San Rafael Bridge Forward
- Dumbarton Bridge Forward

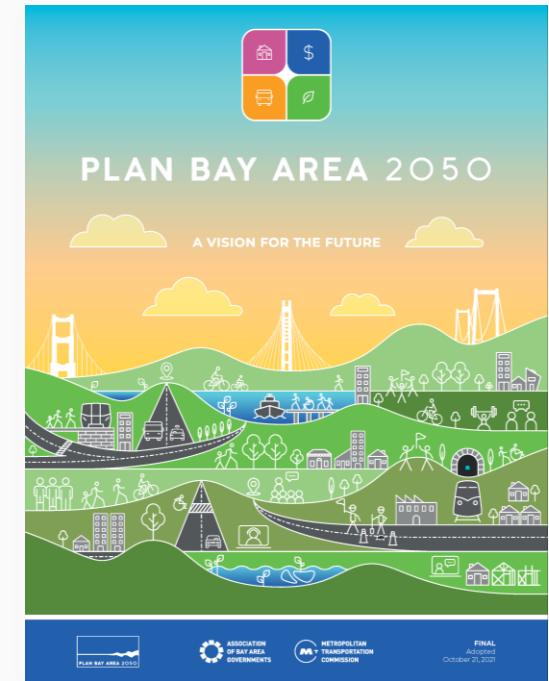
Transit Priority Policy for Roadways (TPPR)

What:

- New MTC Policy approved January 2026 to emphasize transit priority
- Implemented via existing Complete Streets Checklist

Goals:

1. Establish a common definition of transit priority
2. Strengthen interjurisdictional coordination and guide agencies to consider transit in roadway projects.
3. Inform prioritization of funding for transit priority projects



Implements Plan Bay Area 2050+ Strategy

Optional: Local Resolution on Transit Priority

- **Purpose: Promote broader local support of transit priority**
- MTC provides several templates for a local policy or resolution:
 - Local resolution supporting the regional Policy
 - Local transit priority policy
 - Update to local complete streets resolution
- ***Funding incentives to be applied on a program-by-program basis***
- See [Policy Webpage](#) for various resources

Examples

- City of San Francisco Transit First Policy (*City Charter*)
- City of Berkeley Transit First Policy (*General Plan*)
- City of El Cerrito Transit First Policy (*General Plan*)
- City of San José Transit First Policy (*City Council Policy, Move San José*)

TPPR Requirements added to Complete Streets Checklist

- Transit Priority Policy for Roadways requires that projects receiving MTC discretionary funding must coordinate with transit agencies.
 - **Projects on any street with regular scheduled transit service:**
must consider the needs of transit and work to mitigate project impacts to transit, where feasible
 - **Projects on the regional Transit Priority Network (forthcoming):**
should consider best-practice transit-supportive design elements (i.e., not only mitigate project impacts to transit, but also strive to improve transit) and should be prioritized for transit priority investments

Transit Priority Roadway Assessment

The Transit Priority Roadway Assessment will develop the regional Transit Priority Network and help MTC and its partners better understand roadway transit existing conditions in the Bay Area.

Deliverable	Timeframe
Existing Conditions Transit Baseline Analysis including "Hotspot" locations with notable delay/reliability issues	Summer 2026
Regional Transit Priority Network (TPN) key transit corridors throughout the Bay Area	Draft: Summer 2026 Final: Winter 2027
Near-Term Implementation Strategy	Spring 2027
Transit-Supportive Roadway Design Toolkit technical resource	Spring 2027

Check out the [Transit Priority Roadway Assessment webpage](#) for updates.

Transit Priority Network (TPN)

Defines a regional network of key transit roadways:

- Where projects should consider best-practice transit-supportive design elements
- Where transit-supportive investments should be prioritized for funding

Transit Agencies Included:

- | | | |
|----------------------------|-------------------------|----------------------------|
| ■ AC Transit | ■ Muni (SFMTA) | ■ Union City Transit |
| ■ County Connection | ■ Petaluma Transit | ■ Vacaville City Coach |
| ■ Dumbarton Express | ■ SamTrans | ■ Vine Transit (NVTA) |
| ■ FAST (City of Fairfield) | ■ Santa Rosa CityBus | ■ VTA (Santa Clara Valley) |
| ■ Golden Gate Transit | ■ SolTrans | ■ WestCAT |
| ■ Marin Transit | ■ Sonoma County Transit | ■ Wheels (LAVTA) |
| | ■ Tri-Delta Transit | |

TPN Development Approach Principles



Coherent and cohesive regional network



Based on ridership, service frequency, local plans/policies, regional growth geographies (e.g., equity priority communities)



Informed by stakeholders



Focuses on transit use, not performance (travel time, delay)



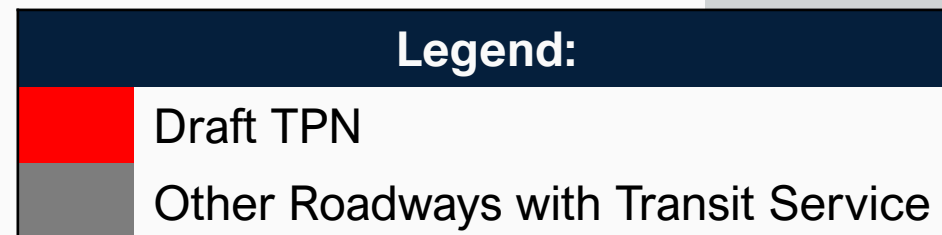
Considers varied local contexts to guide regional investment

Draft TPN

Regionwide Summary Statistics*

- **4% of roadway miles** on Draft TPN
 - 9% of roadway miles have transit
 - 41% of transit roadway miles on Draft TPN
- **74% of ridership** on Draft TPN
- **79% of routes serving EPCs** on Draft TPN
- **79 of 101 local jurisdictions** on Draft TPN

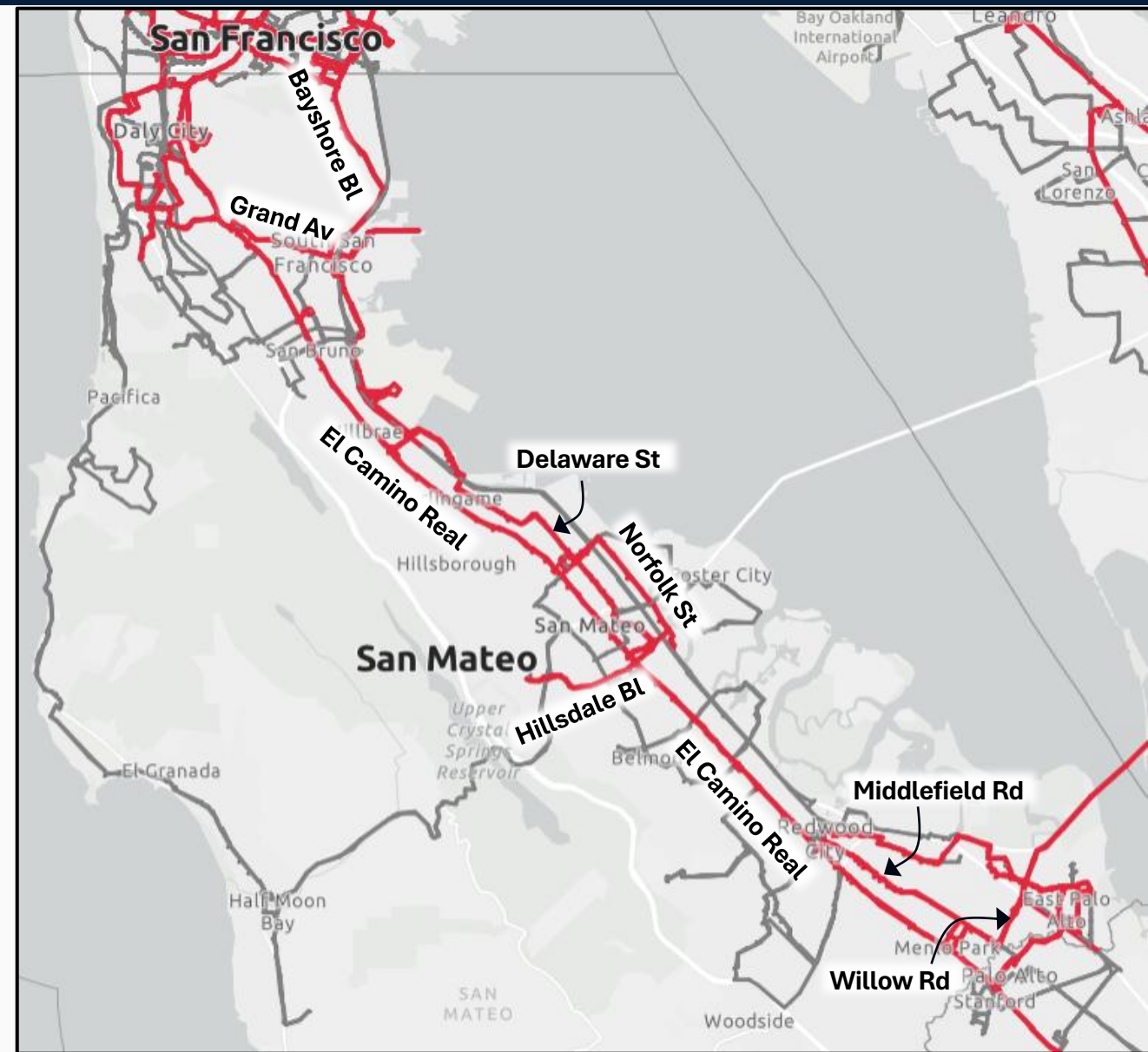
**preliminary values –
for discussion purposes only*



San Mateo County Summary Statistics*

- **3% of roadway miles** on Draft TPN
 - 9% of roadway miles have transit
 - 37% of transit roadway miles on Draft TPN
- **78% of ridership** on Draft TPN
- **81% of routes serving EPCs** on Draft TPN
- **15 of 20 local jurisdictions** on Draft TPN

***Please provide feedback
[in this form](#)***



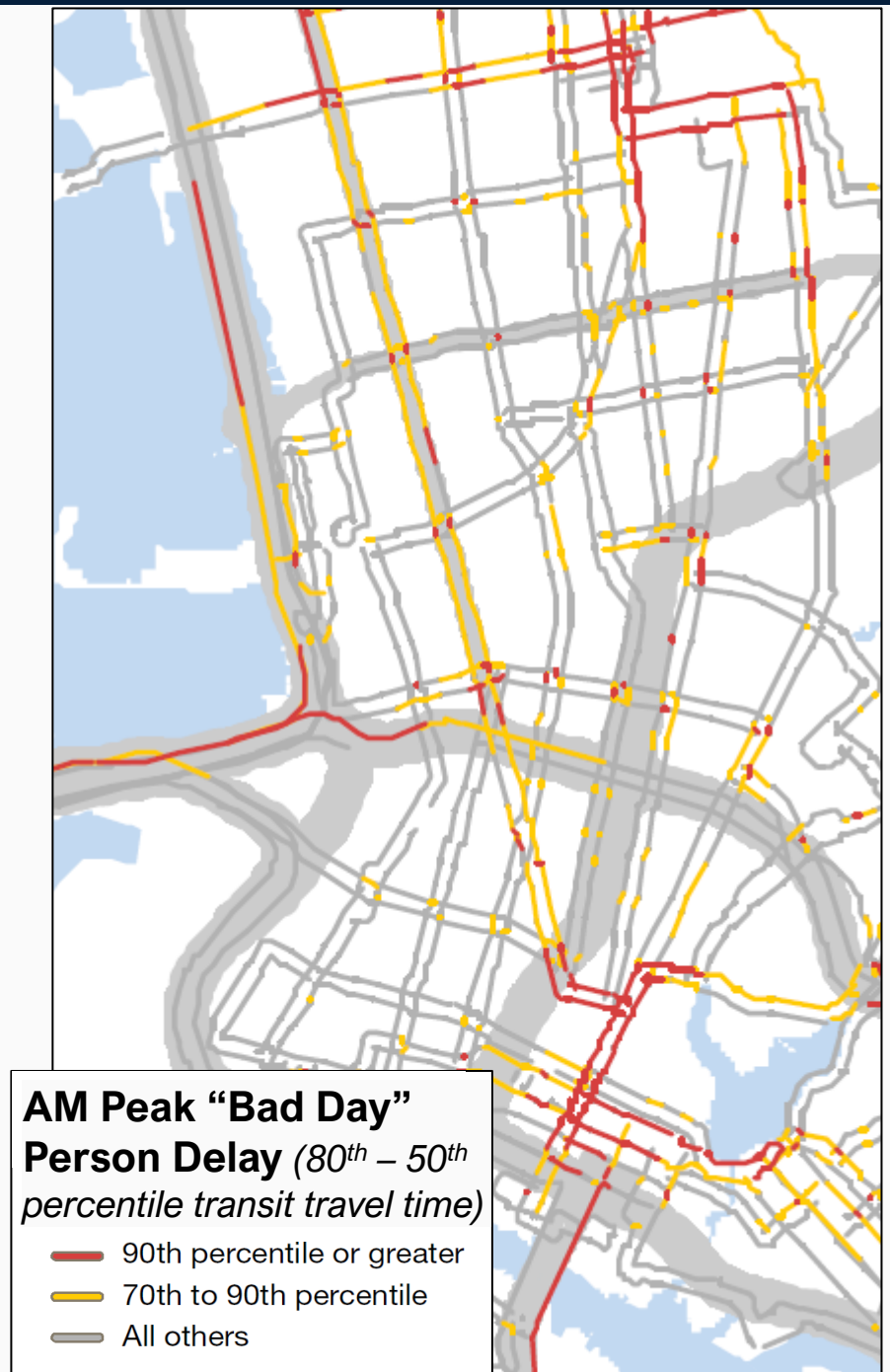
****preliminary values – for discussion purposes only***

Integrating the Transit Priority Network into the 2027 BusAID Program

- **Preparing for next Call for Projects mid-2027 (after adopting Transit Priority Network)**
 - ~\$25 million anticipated, state and federal funds
- Revised guidelines will provide **bonus points for transit projects located along the Transit Priority Network** (subject to Commission approval)

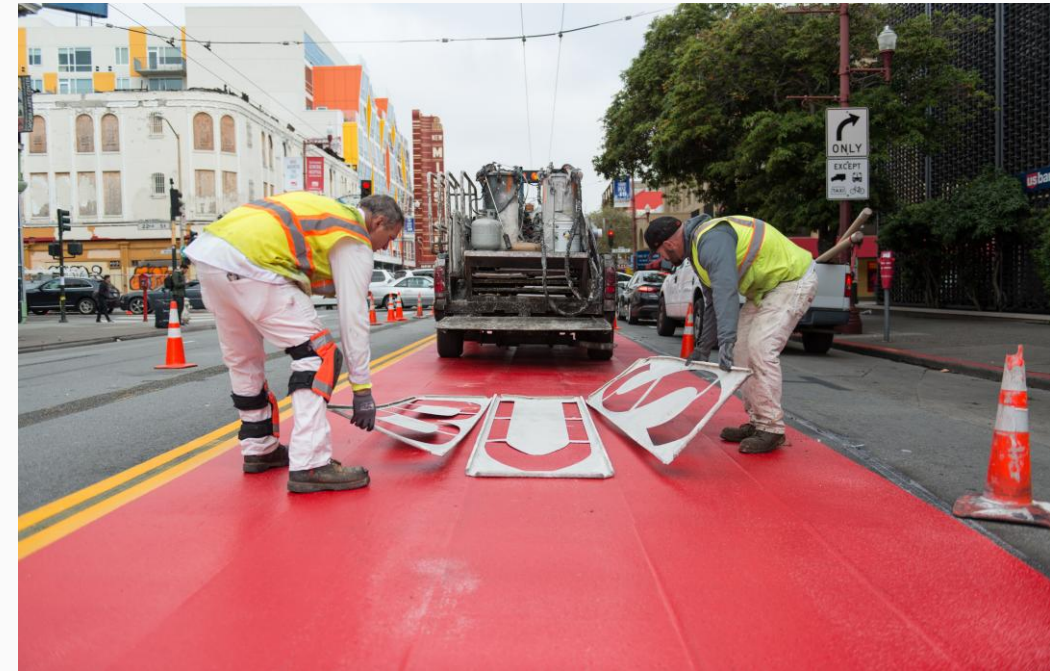
Existing Conditions Baseline Analysis

- **Service Levels**
 - Route-miles & service-hours
 - Peak frequencies
 - Upcoming major service changes
- **Ridership**
 - Boardings per mile
 - Vehicle passenger loads
- **Delay & Reliability (including “hotspots”)**
 - Vehicle median speeds
 - Transit vs. auto speeds
 - Vehicle-minutes & person-minutes of delay/mile
 - Span of delay
- **Transit Priority Infrastructure**
 - Segment treatments (e.g., transit lanes)
 - Intersection treatments (e.g., transit signal priority)



Near-Term Implementation Strategy

- **Support near-term action and enhance local capacity to deliver transit priority:**
 - Determine needs for potential MTC technical assistance programs
 - Define agency roles and responsibilities
 - Inform future transit priority funding allocations
 - Identify challenges in delivering transit priority projects and action plans for faster implementation
 - Determine frequency of updates to Transit Priority Policy for Roadways, Transit Priority Roadway Assessment, and regional Transit Priority Network



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Transit-Supportive Roadway Design Toolkit

- Toolkit will provide context-specific guidance for different Bay Area roadway types, including benefits and tradeoffs
- Toolkit will address:
 - Existing state and local standards, design guidance, and local & national best practices
 - Design and cost considerations for transit-supportive treatments

We are seeking subject matter experts at local jurisdictions and transit agencies to guide Toolkit development.

If interested, please email us at:
transitpriority@bayareametro.gov



Short Bus Lane

Short bus lanes—also called transit approach lanes, queue bypass lanes, or queue jump lanes—are segments of traffic lanes dedicated to buses approaching an intersection. Often paired with TSP (see TSP in a Queue Jump Lane), short bus lanes reduce transit delay at intersections by allowing buses to bypass queues and travel through the intersection more quickly.

Benefits

- Improves speed and reliability by allowing buses to bypass general traffic queues. Can use existing stops (if not creating bus stop curb extensions).
- Can implement in areas without space for a longer dedicated lane
- Can lengthen or reconfigure in any lane to meet the needs of a given corridor

Challenges

- Must be long enough to allow buses to bypass queues of through lane and turn lane general purpose traffic
- Enforcement is difficult, as the lane is not typically physically separated, and vehicles are only in the lane for a short time
- Intersections where right turns on red are prohibited may result in longer queues and reduce the benefit of the short bus lane

Complementary Treatments

- Bus Bulbs (p. 90)
- TSP in Queue Jump Plan (p. 40)

- 1 Painting Treatment:** Short bus lanes should be painted red with "BUS ONLY" or "BUS BIKE ONLY" markings.
- 2 Queuing:** Ensure short bus lane is long enough for buses to bypass general purpose traffic queues and reach the short bus lane. If queues span multiple intersections along a corridor, consider implementing a dedicated bus lane instead.
- 3 Bus-bike Interactions:** If the street cannot accommodate a separated bike lane, allow bicycles in the short bus lane with a bike box at the head of the bus lane, if possible.
- 4 Enforcement:** Ensure there is a strategy in place to prevent illegal driving in short bus lane.
- 5 Roadway Type:** Short bus lanes are most impactful at approaches to TSP-enabled intersections, intersections where transit vehicles operate in a curbside lane, or at crossings where a right-turn queue jump lane is not viable.



Assessment & Transit Priority Network Outreach Plan*

Content	Date	Group
Introduction to Assessment	Spring 2026	Staff Working Groups
	Spring/Summer 2026	MTC Regional Network Management (RNM) Bodies
Draft Transit Priority Network	Summer/Fall 2026	Outreach to cities through County Transportation Agency committees
		<i>San Mateo:</i> <i>C/CAG Congestion Management Technical Advisory Committee (8/20)</i> <i>C/CAG Congestion Management & Env't'l Quality Committee (8/31)</i>
		For full list of meetings see the Assessment webpage
	Fall 2026	MTC RNM Bodies
Final Transit Priority Network	Winter/Spring 2027	MTC RNM Bodies

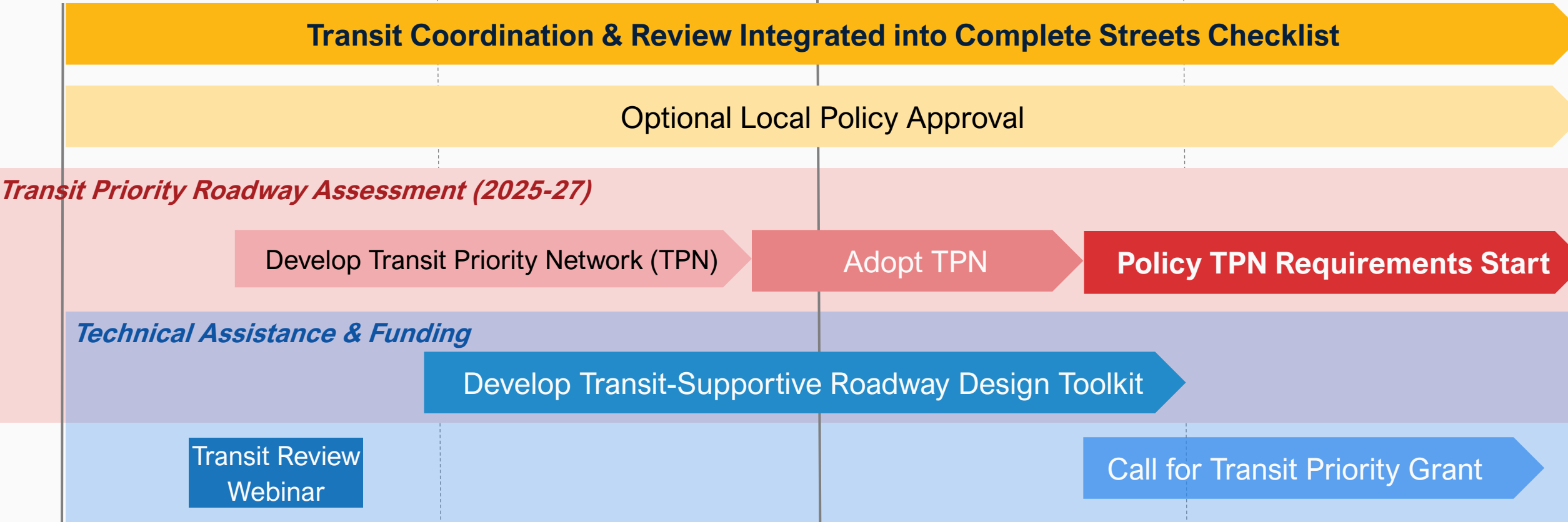
*schedule subject to change

Overall Transit Priority Timeline*

*Policy Adopted
January 2026*

2026

2027



**schedule subject to change*

Thank You

Email: transitpriority@bayareametro.gov

For more information: [Transit Priority webpage](#)

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