

Date: January 28, 2026
W.I.: 1512
Referred By: Commission
Revised: 02/25/26-C

ABSTRACT

Resolution No. 4740, Revised

Adoption of the project selection and programming policies for the fourth round of the One Bay Area Grant program (OBAG 4). This resolution supersedes MTC Resolution No. 4678.

The OBAG 4 project selection and programming policies outline the project categories that are to be funded with various fund sources, including federal funding assigned to MTC for programming, to implement the Regional Transportation Plan (*Plan Bay Area 2050+*) and to be included in the federal Transportation Improvement Program (TIP) for the OBAG 4 funding delivery period.

The resolution includes the following attachments:

- Attachment A – OBAG 4 Project Selection and Programming Policies
- Attachment B – OBAG 4 Project Lists

With the adoption of the project selection and programming policies, Attachments B-1 and B-3 program \$101,164,422 in Transit Operations Program funds to various projects as previously programmed under MTC Resolution No. 4678, \$45,000,000 in Regional Program funds for a Transit-Oriented Communities (TOC) Set-Aside program, and \$5,000,000 in Regional Program funds for a North Bay Augmentation.

On February 25, 2026, Attachments A, B-1, and B-2 were revised to incorporate additional policies, program \$41,000,000 in County Program funds to MTC for base planning and implementation activities by various County Transportation Agencies (CTAs), and program \$40,000,000 in Regional Program funds to MTC for planning and implementation activities.

Further discussion of the project selection and programming policy is contained in memorandums to the Metropolitan Transportation Commission dated January 28, 2026 and the Programming and Allocations Committee dated February 11, 2026.

Date: January 28, 2026
W.I.: 1512
Referred by: Commission

RE: One Bay Area Grant Program (OBAG 4) Project Selection and Programming Policies

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4740

WHEREAS, the Metropolitan Transportation Commission (MTC) is the Regional Transportation Planning Agency (RTPA) for the San Francisco Bay Area pursuant to Government Code Section 66500 *et seq.*; and

WHEREAS, MTC is the designated Metropolitan Planning Organization (MPO) for the nine-county San Francisco Bay Area region and is required to prepare and endorse a Transportation Improvement Program (TIP) which includes federal funds; and

WHEREAS, MTC, as the RTPA and MPO for the San Francisco Bay Area, is assigned programming and project selection responsibilities for certain state and federal funds; and

WHEREAS, state and federal funds assigned for RTPA/MPO programming discretion are subject to availability and must be used within prescribed funding deadlines; and

WHEREAS, the California Department of Transportation (Caltrans) Obligation Authority (OA) Management Policy allows RTPAs and MPOs to exchange regional Surface Transportation Block Grant Program (STP), Congestion Mitigation and Air Quality Improvement Program (CMAQ), and other federal funds assigned to the RTPA or MPO with Caltrans and other regions, when a region or Caltrans-managed local program has excess or insufficient apportionment available to deliver its annual federal program; and

WHEREAS, Title 23 CFR § 630, Subpart G, allows the advancement of federal-aid projects and expenditure of eligible costs prior to the obligation of funds (referred to as “Advance Construction” or “AC”) with reimbursement of eligible expenditures permitted following conversion of the AC to a regular obligation; and

WHEREAS, MTC, in cooperation with transit operators, Caltrans, the Bay Area Air Quality Management District (BAAQMD), Bay Area County Transportation Agencies (CTAs), counties, cities, and interested stakeholders, has developed policies and procedures to be used in the selection of projects to be funded with various funding including regional federal funds as set

forth in Attachments A and B of this Resolution, incorporated herein as though set forth at length; and

WHEREAS, using the policies set forth in Attachment A of this Resolution, MTC, in cooperation with the Bay Area Partnership and interested stakeholders, will develop a program of projects to be funded with these funds for inclusion in the federal TIP, as set forth in Attachment B of this Resolution, incorporated herein as though set forth at length; and

WHEREAS the federal TIP and subsequent TIP revisions and updates are subject to public review and comment; now therefore be it

RESOLVED that MTC approves the “Project Selection and Programming Policies” for projects to be funded in the OBAG 4 program as set forth in Attachments A and B of this Resolution; and be it further

RESOLVED that the funds assigned to MTC as the RTPA and MPO for programming and project selection shall be pooled and distributed on a regional basis for implementation of project selection criteria, policies, procedures, and programming, consistent with implementation of the Regional Transportation Plan (RTP); and be it further

RESOLVED that the projects will be included in the federal TIP subject to final federal approval and requirements; and be it further

RESOLVED that the Executive Director or designee may make technical adjustments and other non-substantial revisions, including changes to project sponsor, updates to fund sources and distributions to reflect final funding criteria and availability; and be it further

RESOLVED that the Executive Director or designee is authorized to revise Attachment B as necessary to reflect the programming of projects as the projects are selected, revised, and included in the federal TIP; and be it further

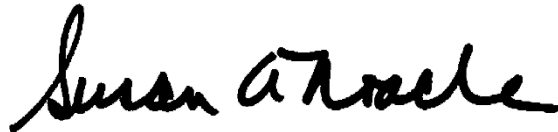
RESOLVED that the Executive Director or designee is authorized to execute Advance Construction (AC) Authorizations with Caltrans and/or the Federal Highway Administration (FHWA) for federal projects sponsored or implemented by the Metropolitan Transportation Commission; and be it further

RESOLVED that the Executive Director or designee is authorized to execute agreements and Letters/Memorandums of Understanding with Caltrans and other MPOs and RTPAs for the exchange of regional Surface Transportation Block Grant Program (STP), Congestion Mitigation and Air Quality Improvement Program (CMAQ) and other federal funds assigned to MTC for programming discretion, consistent with Caltrans' Obligation Authority (OA) Management Policy; and be it further

RESOLVED that the Executive Director or designee shall make available a copy of this resolution, and attachments as may be required and appropriate.

RESOLVED that MTC Resolution No. 4678 is superseded by this resolution.

METROPOLITAN TRANSPORTATION COMMISSION

A handwritten signature in black ink, appearing to read "Sue Noack". The signature is written in a cursive, flowing style.

Sue Noack, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at the regular meeting of the Commission held in San Francisco, California and at other remote locations on January 28, 2026

Date: January 28, 2022
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Attachment A
Resolution No. 4740

One Bay Area Grant (OBAG 4) Program

Project Selection and Programming Policies

One Bay Area Grant (OBAG 4) Program

Project Selection and Programming Policies

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Overview

Summary

The One Bay Area Grant Program (OBAG 4) establishes the policy framework and commitments for investing federal Surface Transportation Block Grant Program (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds for a four-year period covering federal fiscal year (FY) 2026-27 through FY 2029-30. Attachment A outlines the OBAG 4 program principles and objectives, revenue estimates, program architecture, and programming policies. Attachment B details the projects, funding amounts, and project sponsors, as they are approved by the Commission.

Purpose and Background

The purpose of the OBAG program is to collaboratively implement *Plan Bay Area* priorities for transportation, housing, and the environment through complementary local and regional investments that improve connectivity, equity, and sustainability. The inaugural OBAG 1 program was designed to support the first *Plan Bay Area* (adopted by the Commission in 2012 and 2013, respectively). Pursuant to Senate Bill 375 (Steinberg 2008), the initial Plan and subsequent editions align long-range regional transportation planning with housing and land use, in part to achieve state greenhouse gas reduction targets. The OBAG framework leverages discretionary federal highway funding to advance these interrelated *Plan Bay Area* goal areas.

Previous OBAG cycles included:

- OBAG 1: FY 2012-13 through FY 2016-27 (MTC Resolution No. 4035)
- OBAG 2: FY 2017-18 through FY 2021-22 (MTC Resolution No. 4202)
- OBAG 3: FY 2022-23 through FY 2025-26 (MTC Resolution No. 4505)

The OBAG 4 cycle will continue to support *Plan Bay Area* implementation through complementary and mutually reinforcing county and regional program components, applying the principles listed below.

Principles

The OBAG 4 County Program is designed to:

- Provide a flexible funding source to deliver local priority projects that support shared objectives, with an emphasis on local road safety, complete streets, and state of good repair.
- Encourage local partner agencies to advance *Plan Bay Area* policies and goals through effective incentives.

The OBAG 4 Regional Program is designed to:

- Implement effective regional initiatives and services, with an emphasis on housing access, reduced emissions, and an optimized experience for all travelers.
- Advance local agency progress towards regional goals through coordinated planning, technical assistance, and targeted capital investment.
- Address interjurisdictional challenges and improve key multimodal corridors with regional leadership and strategic support.

Capacity

Initial Estimate

Initial OBAG 4 programming capacity is \$820 million, based on anticipated federal transportation program apportionments from the regional STP and CMAQ programs for the four-year cycle period covering FY 2026-27 through FY 2029-30. Actual apportionments will be subject to federal reauthorization and/or extension(s) of the surface transportation program, and the Commission may adjust OBAG 4 programming capacity accordingly. Such adjustments include increasing or decreasing funding amounts to one or more programs, postponement of projects, expansion of existing programs, development of new programs, or adjustments to subsequent program cycles.

As federal programs are subject to change with each federal surface transportation authorization, any reference to specific fund sources in the OBAG 4 programming resolution (i.e. STP/CMAQ) serve as a proxy for replacement or new federal fund sources for which MTC has project selection and programming authority. However, MTC may elect to program replacement or new federal fund sources outside of the OBAG 4 program resolution.

OBAG 4 programming capacity is based upon apportionment rather than obligation authority. As the amount of obligation authority available to the region is less than the region's annual apportionments, there is typically a carryover balance of apportionment each year. MTC's successful project delivery in recent years has allowed the region to capture additional, unused obligation authority from other states, enabling the region to advance the delivery of additional projects each year. MTC staff will continue to monitor apportionment and obligation authority balances throughout the OBAG 4 period to support the accelerated delivery of programmed projects.

SB 125 Transit Operations Commitment

In December 2024, the Commission committed approximately \$100 million in future STP/CMAQ capacity (MTC Resolution No. 4678) as part of the region's contribution to sustaining near-term transit operations through the Senate Bill 125 (Skinner 2023) framework.

In recognition of both the regional importance and the local benefits of an effective transit system, the SB 125 commitment is deducted off the top of the OBAG 4 program. As in OBAG 3, the remaining \$720 million in available OBAG 4 capacity is divided evenly between the regional and county components (\$360 million each).

The OBAG 4 program supersedes MTC Resolution No. 4678, and the transit operating projects previously programmed by the Commission are incorporated herein.

Structure

As in previous cycles, the OBAG 4 program is divided into regional and county components as detailed below.

Regional Program

The OBAG 4 regional program is organized into six categories by project type and goal area:

- **Planning and Implementation:** Provide dedicated resources and staff support to carry out OBAG 4 programs and other performance-based planning and programming activities.
- **Growth Framework:** Assist local efforts to create a range of housing options that align with *Plan Bay Area* growth geographies.
- **Environment:** Reduce transportation emissions and protect and enhance open space.
- **Complete Streets:** Maintain and improve local streets and roads for all users, with a focus on safety and equity.
- **Multimodal Network:** Improve mobility options and services across the Bay Area's multimodal transportation system, with an emphasis on transit transformation.
- **Set-Asides:** Incentivize and reward TOC Policy implementation progress, address the unique transportation and land use needs of rural communities.

County Program

The OBAG 4 county program is organized by Bay Area county (Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, and Sonoma Counties). The program supports local priority projects that advance shared objectives, with an emphasis on local road safety, complete streets, and state of good repair. Sponsors are also required to meet planning and reporting standards related to housing, safety, and asset management. MTC partners with each County Transportation Agency (CTA) to identify local priorities and administer the program within each county.

Project Lists

Attachments B-1, B-2, and B-3 to this resolution list projects selected by the Commission through the OBAG 4 regional program, county program, and SB 125 transit operating programs, respectively.

General Policies

Project Delivery

Regional Project Delivery Policy

OBAG 4 projects are subject to MTC's Regional Project Delivery Policy (MTC Resolution No. 3606 or its successor). This policy is intended to promote timely project delivery, ensure adherence to federal and state deadlines, and facilitate regional apportionment and obligation management.

Associated processes and requirements as implemented in OBAG 4 include:

- **Single Point of Contact (SPOC):** Project sponsors must identify and maintain a staff position that serves as a Single Point of Contact (SPOC) for delivery of all Federal Highway Administration (FHWA) funds by the sponsor, including OBAG 4 awards. The person in this position must have sufficient knowledge and expertise in the federal-aid delivery process to

coordinate issues and questions that may arise from project inception to project close-out. Sponsors must provide SPOC contact information when programming funds in the Transportation Improvement Program (TIP) and must notify MTC immediately if the SPOC contact has changed. The SPOC will be expected to work closely with FHWA, Caltrans, MTC, and their respective CTA on all issues related to federal funding for all FHWA-funded projects implemented by the sponsor.

- **Resolution of Local Support:** Project sponsors must provide a Resolution of Local Support, approved by the sponsor's governing body, which commits the sponsor to compliance with applicable requirements for OBAG 4 awards. Sponsors must use the latest resolution template provided by MTC and must upload a signed and/or certified copy in MTC's Fund Management System (FMS), or its successor, in order to add OBAG 4 funds to the Transportation Improvement Program (TIP).
- **Transportation Improvement Program (TIP):** Project sponsors must work with their respective CTA and MTC to amend OBAG 4 awards into the federal Transportation Improvement Program (TIP). The TIP is a comprehensive listing of transportation projects that receive federal funds, are subject to a federally required action, or are regionally significant for air quality conformity or modeling purposes. OBAG 4 awards must be included in the TIP in order for sponsors to obligate the funds through the California Department of Transportation (Caltrans) Division of Local Assistance (DLA). Sponsors must submit complete project information in MTC's Fund Management System (FMS), or its successor TIP management platform, by the applicable deadline provided by MTC for timely inclusion in the TIP.
- **Annual Obligation Plan (AOP):** Project sponsors must work with their respective CTA and MTC to include OBAG 4 funds in each applicable Annual Obligation Plan (AOP). MTC and Caltrans DLA use the AOP to prioritize FHWA funds, including OBAG 4 awards, for projects that are ready for delivery each federal fiscal year. Sponsors must meet applicable project requirements and milestones established by MTC prior to including a project in the AOP.

Obligation Deadline

Project sponsors are responsible for ensuring that OBAG 4 awards are obligated by FHWA or transferred to the Federal Transit Administration (FTA) within the federal fiscal year the funds are programmed in the TIP. The obligation deadline for OBAG 4 awards is September 30, 2031.

In the event of unforeseen and extraordinary circumstances outside of the sponsor's control, MTC staff may approve one-time extensions up to 24 months beyond the OBAG 4 obligation deadline. To be considered for an extension, sponsors must submit a request to MTC staff that includes the following elements:

- **Schedule:** Requests must include a current project schedule with the original and requested extension dates for obligation of each outstanding project phase and key prerequisite milestones.
- **Delays:** Requests must describe the unforeseen and extraordinary circumstances outside of the sponsor's control that contributed to the requested extension, directly relating the number of months of the requested extension to the delay(s).

- **Approval:** Requests must be written on the sponsor agency letterhead and signed by the sponsor City Manager, County Administrator, General Manager, equivalent agency executive, or their designee.

Obligation extensions are not guaranteed, and requests are subject to review and approval by MTC staff.

Delivery Issues

OBAG 4 awards are predicated on the sponsor's ability to deliver the project as awarded within established deadlines. Sponsors that are unable to deliver awarded projects on time may have their OBAG 4 funds rescinded and reprogrammed to other projects. Any OBAG 4 funds remaining after project completion will be returned to MTC for future programming (savings are not retained by the project sponsor, nor within the county).

Project sponsors that continue to miss delivery milestones and funding deadlines for any federal funds are required to prepare and update a delivery status report on all projects with FHWA-administered funds they manage, and participate, if requested, in a consultation meeting with the CTA, MTC, and Caltrans prior to MTC approving future programming or including any funding revisions for the agency in the TIP. The purpose of the status report and consultation is to ensure the local public agency has the resources and technical capacity to deliver FHWA federal-aid projects, is fully aware of the required delivery deadlines, and has developed a delivery timeline that takes into consideration the requirements and lead-time of the federal-aid process within available resources.

Project Requirements

Federal and State Requirements

OBAG 4 projects must comply with applicable federal and state requirements, including:

- **Federal Fund Source Eligibility:** Projects must be eligible for STP or CMAQ funds in order to be selected for OBAG 4 programming of those fund sources. However, eligibility for STP or CMAQ alone does not guarantee eligibility for funding through the OBAG 4 program. Projects must meet all program requirements and project selection criteria to be eligible for OBAG 4 funds.
 - STP is a flexible source of federal funding, with a wide range of projects that may be considered eligible. Eligible projects include roadway and bridge improvements (construction, reconstruction, rehabilitation, resurfacing, restoration), public transit capital improvements, pedestrian and bicycle facilities and programs, highway and transit safety projects, transportation demand management, and transportation planning activities. STP funded projects generally must be located on the federal-aid highway system, with some exceptions including bicycle and pedestrian projects. The STP program, including federal eligibility, is detailed in 23 U.S.C. § 133.
 - CMAQ is a more targeted federal funding source for transportation projects that generate emissions reductions that benefit a nonattainment or maintenance area for ozone, carbon monoxide, or particulate matter. Eligible project categories that meet this basic criteria include: Transportation Control Measures (TCMS) in an approved

State Implementation Plan (SIP), transit expansion projects, transit vehicles and equipment, bicycle and pedestrian facilities and programs, travel demand management, public education and outreach activities, congestion reduction and traffic flow improvements, carpool, vanpool, and carshare programs, travel demand management, outreach and rideshare activities, telecommuting programs, and intermodal freight projects. The CMAQ program, including federal eligibility, is detailed in 23 U.S.C. § 149.

- **Plan Bay Area Consistency:** Projects funded through OBAG 4 must be consistent with the latest adopted Regional Transportation Plan (RTP), anticipated to be *Plan Bay Area 2050+* during the OBAG 4 period. As part of the project selection and TIP programming processes, project sponsors must identify each project's relationship with meeting the goals and objectives of the RTP, including the specific RTP ID number or reference. RTP consistency will be verified by MTC staff for all OBAG 4 projects as part of the project selection and TIP programming processes.
- **Civil Rights Compliance:** OBAG 4 investments must be consistent with federal civil rights requirements, including Title VI of the Civil Rights Act, the Americans with Disabilities Act (ADA), and public participation. Title VI prohibits discrimination on the basis of race, color, and national origin in programs and activities receiving federal financial assistance. The ADA prohibits discrimination on the basis of disability in all programs, services, or activities of public entities. MTC's 2023 *Public Participation Plan* (MTC Resolution No. 4174), or its successor, establishes standards for public involvement in MTC's planning and programming processes consistent with federal requirements (23 C.F.R. § 450.316). MTC is committed to effective public engagement and equitable investments, including specific consideration for the needs of those traditionally underserved by existing transportation systems, such as low-income and minority communities.
- **Minimum Match:** Project sponsors are responsible for contributing at least the minimum non-federal matching funds for OBAG 4 awards, currently 11.47% of the total cost for projects in California. Sponsors are also responsible for securing any additional funds to cover cost increases for the OBAG 4 project as awarded. Per MTC's Regional Toll Credit Policy (MTC Resolution No. 4008 or its successor), sponsors may request to expend the required local matching funds in earlier project phase(s) and use toll credits to eliminate the match requirement for the construction phase. For programs and projects of regional significance, MTC may elect to use toll credits to waive the local match requirement entirely.
- **Air Quality Conformity:** The TIP, including OBAG 4 projects, must conform with federal Clean Air Act (CAA) requirements and Environmental Protection Agency (EPA) regulations. In the Bay Area, MTC is responsible for making a regional air quality conformity determination for the TIP. Projects that are considered air quality neutral are generally exempt from the requirement to determine project-level conformity (40 C.F.R. § 93.126). New non-exempt projects will not be considered for funding in the OBAG 4 program if they are inconsistent with the adopted long-range plan and TIP. Additionally, the EPA has designated the Bay Area as a non-attainment area for fine particulate matter (PM_{2.5}). Therefore, based on consultation with the MTC Air Quality Conformity Task Force, projects deemed Projects of Air Quality Concern (POAQC) for PM_{2.5} must complete hot-spot analyses

as required by the Transportation Conformity Rule. Generally, POAQC are those projects that result in significant increases in, or concentrations of, emissions from diesel vehicles.

- **Environmental Clearance:** Project sponsors are responsible for compliance with the requirements of the California Environmental Quality Act (Public Resources Code § 21000 et seq.), the State Environmental Impact Report Guidelines (14 California Code of Regulations Section § 15000 et seq.), and the National Environmental Policy Act (42 U.S.C. § 4321 et seq.) standards and procedures for all projects with federal funds.
- **CMAQ Benefit Calculations:** For projects that are eligible for CMAQ funds, sponsors must provide the project information necessary for MTC to calculate the expected emission reductions associated with project implementation, using the template provided by MTC. In accordance with federal requirements, MTC will consider the cost-effectiveness of air quality improvements when assigning CMAQ funds and report on air quality benefits from CMAQ-funded projects.

Regional Policies

In addition, OBAG 4 projects must comply with applicable regional policies, including:

- **Complete Streets:** Project sponsors must satisfy applicable project requirements from MTC's Complete Streets Policy (MTC Resolution No. 4493) or its successor.
- **Transit Priority:** Project sponsors must satisfy applicable project requirements from MTC's Transit Priority Policy for Roadways (MTC Resolution No. 4739) or its successor.

MTC Complete Streets and Transit Priority Policies will be implemented through the Complete Streets Checklist. Sponsors must complete a checklist for each relevant OBAG 4 project application, which may require review by a county or local Bicycle and Pedestrian Advisory Committee (PBAC) and/or transit operator.

To simplify and streamline OBAG 4 administration, all programming amounts must be rounded to the nearest thousand.

Fund Exchanges

For select OBAG 4 regional programs, federal STP and CMAQ funding may be exchanged with non-federal funds for projects that are consistent with program objectives but are ineligible for, or poorly suited to, federal funding. Projects involved in a local fund exchange that receive federal funds (recipient projects) must comply with all OBAG 4 requirements, while those receiving local funds (target projects) need only comply with applicable requirements, including regional policies. Exchanges must also be consistent with MTC's Exchange Policy for Regional Discretionary Funds (MTC Resolution No. 3331), which requires target projects to be included in the TIP for tracking purposes.

Regional Fund Management

Programming Years

OBAG 4 funding is available in federal fiscal years (FY) 2026-27 through FY 2029-30. Funds may be programmed in any of these years, conditioned upon the availability of federal apportionment and obligation authority (OA) and subject to TIP financial constraint requirements. In addition, in order

to provide uninterrupted funding to ongoing efforts and to provide more time to prepare for the effective delivery of capital projects, priority of funding for the first year of programming apportionment (FY 2026-27) will be provided to ongoing programs, such as regional and CTA planning activities, non-infrastructure projects and programs, and the preliminary engineering phase of capital projects. Specific programming timelines will be determined through the development of the Annual Obligation Plan (AOP) as detailed above.

Fund Source Assignment

OBAG 4 program funding is expected to comprise of approximately 60% STP and 40% CMAQ funding. MTC will select projects throughout the nine-county Bay Area based on the established project selection criteria and programming policies. STP and CMAQ funds will be assigned to specific projects as part of the project selection process. Following the initial project selection and fund assignment process, MTC may re-assign fund sources to reflect available apportionment or obligation authority, or to otherwise effectively manage regional STP and CMAQ funds.

Apportionment Exchanges

State and federal timely use funds provisions, such as Sections 182.6 and 182.7 of the California Streets and Highways Code, require federal apportionment to be obligated within three years of federal eligibility. If a region of the state is unable to fully obligate their lapsing STP or CMAQ balances in a given year, another region in the state can enter into temporary exchange agreements to obligate the older, unused STP or CMAQ balances in exchange for an equal amount of future year STP or CMAQ funds. Such exchanges benefit both regions by avoiding the loss of funds in one region, while another region can advance projects that may be stalled due to a lack of eligible funding.

To facilitate such apportionment exchanges, the MTC Executive Director or designee is authorized to sign letters of understanding with Caltrans and other regions for the exchange of STP or CMAQ funds with the following conditions and limitations:

- The exchange does not negatively impact the delivery of Bay Area STP/CMAQ projects.
- The exchange is a dollar for dollar exchange.
- The exchange is allowed under Caltrans' obligation authority management policy.
- Exchanges over \$2 million are reported to a standing Committee of the Commission for information.
- The Letter of Understanding can be executed in time for the MTC to secure the funds prior to any lapse or rescission.
- If any timely use of funds deadlines or Caltrans processes are not met in time and therefore result in the loss of apportionment balance, MTC's apportionment shall not be negatively affected and the Letter of Understanding is null and void.

Apportionment exchanges beyond these conditions and limitations may be approved by a standing Committee of the Commission.

Advance Construction

When certain federal funds are not available for obligation due to an insufficient balance of apportionment or obligation authority in a given fiscal year, project sponsors may request authorization from FHWA and Caltrans to proceed with the project under advance construction (AC) procedures. AC procedures allow FHWA to authorize work to begin on a project without obligating federal funds. Project sponsors given the federal authorization to proceed with a project under AC procedures use local funds to perform work eligible for future federal reimbursement. Once federal apportionment or obligation authority becomes available, the sponsor may then seek to convert the amount authorized through AC into a real obligation of federal funds.

AC procedures streamline the delivery of federal projects and programs by allowing projects to proceed when current year apportionments or obligation authority has run out, and enables the region and the state to better manage the use of obligation authority for large projects.

To facilitate AC procedures on regional projects, the MTC Executive Director or designee, in consultation with the Chief Financial Officer, is authorized to execute AC authorizations with Caltrans and/or FHWA for federal projects sponsored or implemented by MTC, with the following conditions and limitations:

- The agency must have sufficient local funds to pay for all project costs until the federal funds become available.
- The project must comply with all federal requirements including programming in the TIP.
- The federal authorization date establishes the start date for performance federally-reimbursable work.

Regional Program Policies

Calls for Projects

MTC will apply the following guidelines when developing and implementing local grant opportunities with regional OBAG 4 funds:

- **Outreach:** To encourage stakeholder input and applicant participation, MTC staff should provide notice of upcoming and/or active calls for projects at standing meetings of Partnership Working Groups and on the MTC and/or ABAG website.
- **Coordination:** To streamline the application process and maximize participation, calls for projects for OBAG 4 regional programs should be consolidated with one another and/or coordinated with similar grant opportunities outside of the OBAG 4 program, with a standard of one call for projects per year. MTC will coordinate with CTAs and prospective applicants when developing call for projects schedules.
- **Timeliness:** To avoid conflicting with the OBAG 4 county call for projects while still providing sufficient time for project delivery, OBAG 4 regional calls for projects should generally be conducted between federal fiscal year (FY) 2026-27 and FY 2028-29.

Regional Program Set-Asides

MTC's Transit-Oriented Communities (TOC) Policy (MTC Resolution No. 4530) was adopted in 2022 as a mechanism to advance the *Plan Bay Area* goal of walkable, mixed-use neighborhoods near

transit that support ridership, reduce greenhouse gas emissions, and expand access to opportunity. The policy sets standards for density, affordable housing policies, parking management, and multimodal access in the half-mile areas surrounding rail, ferry, and bus rapid transit stops and stations. In recognition that local jurisdictions need sufficient time to fully implement these standards, the OBAG 4 program incorporates a balanced, incentive-based approach to reward TOC Policy progress.

TOC Set-Aside

To incentivize jurisdiction progress on TOC Policy standards, MTC has set aside \$45 million in regional OBAG 4 funds for top performers. The methodology for TOC compliance incentive score calculations is subject to Commission approval and associated administrative guidance.

North Bay Augmentation

To support the unique land use and transportation needs of rural communities, particularly among North Bay counties with limited transit service and few or no TOC areas, the OBAG 4 regional program also includes an additional \$5 million North Bay augmentation. MTC will target to distribute these funds approximately evenly between the four North Bay Counties of Marin, Napa, Solano, and Sonoma. North Bay augmentation funds will be distributed through the county call for projects and are subject to the county program policies (below). ~~The call for projects for North Bay augmentation funds will be coordinated with the TOC set-aside.~~

County Program Policies

Roles

The OBAG 4 county program is a partnership between MTC and each of the County Transportation Agencies (CTAs) representing the Bay Area. CTAs administer the call for projects within their respective counties and are responsible for public outreach, initial project screening and evaluation, project nominations to MTC, and sponsor support and coordination throughout project delivery, consistent with regional requirements. MTC is responsible for administering the overall call for projects, final project evaluation and selection, and implementation of regional requirements throughout project delivery, with support from the CTAs.

Eligible Activities

County program projects must meet general OBAG 4 project requirements as detailed above, including eligibility for federal STP or CMAQ funds. Subject to these limitations, eligible project types include:

- CTA planning and program implementation activities (see below).
- Local planning grants for *Plan Bay Area 2050+* Growth Geographies or Transit Oriented Communities (TOCs).
- Transportation demand management programs.
- Mobility Hub planning and implementation.
- Parking reduction and curb management programs.
- Shared micromobility capital projects.
- Bicycle and pedestrian access to open space and parklands.

- Bicycle and pedestrian improvements and programs.
- Safe Routes to Schools (SRTS) projects and programs.
- Safety projects, local roadway safety plans (LRSP), and Vision Zero planning activities
- Complete streets and sustainable streets improvements
- Streetscape projects to encourage biking, walking, and transit use
- Example project elements include bulb outs, sidewalk widening, crosswalk enhancements, audible signal modification, mid-block crossing and signals, new striping for bicycle lanes and road diets, pedestrian street lighting, medians, pedestrian refuges, wayfinding signage, tree grates, bollards, permanent bicycle racks, signal modification for bicycle detection, street trees, raised planters, planters, costs associated with on-site storm water management, permeable paving, and pedestrian-scaled street furniture including bus shelters, benches, magazine racks, and garbage and recycling bins.
- Local streets and roads preservation projects on the federal-aid system. Projects should be based on a needs analysis from the jurisdiction's Pavement Management Program:
 - Pavement rehabilitation projects must be consistent with segments recommended for treatment within the programming cycle by the jurisdiction's PMP. Preventive maintenance projects with a PCI rating of 70 or above are eligible only if the jurisdiction's PMP demonstrates that the preventive maintenance strategy is a cost-effective method of extending the service life of the pavement.
 - Eligible non-pavement activities include rehabilitation or replacement of existing features on the roadway facility, such as bridge structures, storm drains, National Pollutant Discharge Elimination System (NPDES), curbs, gutters, culverts, medians, guardrails, safety features, signals, signage, sidewalks, ramps, complete streets elements, and features that bring the facility to current standards.
- Rural road improvements on the federal aid system.
- Community-Based Transportation Plans (CBTPs) or participatory budgeting (PB) processes in Equity Priority Communities (in addition to CBTP and PB processes administered through the Regional Programs).
- Implementation of projects identified through CBTPs or PB processes.
- Americans with Disabilities Act (ADA) Transition Plan implementation.
- Transit capital improvements, including vehicles for new or expanded service.
- Transit station improvements such as plazas, station access improvements, bicycle parking, or parking management for Transit Oriented Development (TOD).
- Local actions to advance implementation of the Transit Transformation Action Plan, including local transit priority projects and mapping and wayfinding elements consistent with MTC standards.
- Cost-effective, technology-driven active operational management strategies for local arterials and highways (for highways, when used to augment state or federal funds and developed/implemented in coordination with MTC).
- Mobility management and coordination projects that meet the specific needs of seniors and individuals with disabilities and enhance transportation access for populations beyond those served by one agency or organization within a community. Examples include the integration and coordination of services for individuals with disabilities, seniors, and low-

income individuals; individualized travel training and trip planning activities; development and operation of one-stop transportation traveler call centers to coordinate transportation information on all travel modes and to manage eligibility requirements and arrangements for customers among supporting programs; and the operation of transportation brokerages to coordinate providers, funding agencies, and passengers.

Activities *not* eligible for funding include: air quality non-exempt projects, new roadways, roadway extensions, right of way acquisition for future expansion, operations, and routine maintenance.

CTA Planning

Similar to prior cycles, the OBAG 4 county program includes dedicated funding to support planning and programming activities throughout the nine Bay Area counties. Administered by MTC through funding agreements with each CTA, these funds are used to cooperatively implement *Plan Bay Area 2050+* and associated regional policies, development of countywide transportation plans, outreach activities, and the advancement of additional plans and projects as determined by MTC.

Base CTA planning awards are programmed to each CTA in Attachment B-2 and are based on:

- 5% of the initial OBAG 4 program capacity.
- \$3.85 million minimum funding amount for each county, reflecting the fixed costs associated with planning and program implementation.
- distribution of remaining funds over the \$3.85 million minimum amounts proportionate to the county nomination target factors (detailed below).

CTAs may request additional funding to augment these base funding levels for countywide planning and programming through the call for projects process (requires CTA governing body approval).

Nomination Targets

County nomination targets establish the maximum funding request that each CTA may make through OBAG 4 county project nominations. Similar to prior OBAG cycles, these targets are based on population, recent housing production and planned growth, and housing affordability. However, the OBAG 4 nomination targets do not commit or imply a guaranteed share of funding to any individual county or jurisdiction.

To ensure a sufficient pool of projects for regional selection, MTC is soliciting nominations for 120% of the available funding capacity for the county program. Each CTA's nomination target is calculated as a percent share of this overall nomination total, using the following factors:

- **Population:** 50% of the nomination target is based on a county's share of the regional population, using 2024 population estimates from the California Department of Finance.
- **Housing Production:** 30% of the nomination target is based on a county's share of regional housing production during the current and previous Regional Housing Needs Allocation (RHNA) cycles (2007 to 2023), using building permit data compiled by the Association of Bay Area Governments (ABAG).

- **Planned Growth:** 20% of the nomination target is based on a county’s share of regional housing allocations through the 2023-31 RHNA cycle.
- **Housing Affordability:** For housing production and RHNA factors, 60% of each factor is calculated based on the production or planned growth in affordable housing alone, while the remaining 40% considers all housing types. Affordable housing is defined as housing for very low-, low-, or moderate-income households, categories established by the California Department of Housing and Community Development (HCD) based on housing cost as a proportion of local area median income (AMI). For the purposes of calculating nomination targets, county-specific AMI values are used.

The county, regional North Bay augmentation, and total nomination targets are detailed by county in Table 2 below. CTAs may only nominate projects for the OBAG 4 county and regional North Bay augmentation programs up to the target nomination amounts listed below.

Table 2: County Nomination Targets

County	County Target Share	County Target*	North Bay Augmentation Target*	Total Nomination Target**
Alameda	20.3%	\$64,770,000	-	\$77,724,000
Contra Costa	13.6%	\$43,418,000	-	\$52,102,000
Marin	2.9%	\$9,275,000	\$1,250,000	\$12,630,000
Napa	1.5%	\$4,823,000	\$1,250,000	\$7,288,000
San Francisco	14.8%	\$47,213,000	-	\$56,656,000
San Mateo	9.5%	\$30,208,000	-	\$36,249,000
Santa Clara	26.7%	\$85,271,000	-	\$102,325,000
Solano	4.8%	\$15,275,000	\$1,250,000	\$19,830,000
Sonoma	5.9%	\$18,747,000	\$1,250,000	\$23,996,000
Total	100%	\$319,000,000	\$5,000,000	\$388,800,000

*Targets for reference only, actual awards subject to competitive project evaluation and selection

**Nomination targets based on 120% of available funds

Outreach

MTC partners with CTAs to conduct public engagement and local agency outreach for the county program call for projects, consistent with Title VI of the Civil Rights Act and associated federal requirements. The existing relationships CTAs have with local jurisdictions, elected officials, transit agencies, federally-recognized Tribal governments, community organizations and stakeholders, and members of the public within their respective counties make them well suited to assist MTC in this role.

CTAs should develop outreach plans consistent with this section, and each CTA must have their plan approved by MTC staff prior to initiating the call for projects activities in their respective

county. In addition, CTAs are required to submit documentation to MTC demonstrating compliance with this section during the project nomination process as detailed below.

Public Engagement

As part of their call for projects process, CTAs are required to conduct countywide outreach and engagement with stakeholders and the public to solicit project ideas. CTAs are expected to implement their public outreach and engagement efforts in a manner consistent with MTC's *Public Participation Plan* (MTC Resolution No. 4174), which can be found at mtc.ca.gov/about-mtc/public-participation/public-participation-plan. CTAs should make every effort to follow current best practices related to virtual and in-person public participation, outreach, and engagement. CTAs should also make meaningful efforts to lower participation barriers for hard-to-reach populations, Limited English Proficient (LEP) speakers, people with disabilities, and those who are historically challenged from engaging in public decision-making processes.

At a minimum, MTC and CTAs are required to:

- Execute effective and meaningful local outreach and engagement efforts during the call for projects by working closely with local jurisdictions, elected officials, transit agencies, community-based organizations, other relevant stakeholders, and the public through the project solicitation process.
- Explain the local call for projects process, informing stakeholders and the public about methods for public engagement; relevant key milestones; the timing and opportunities for public comments on project ideas, including all standing public meetings and any County & Local Program call for projects-specific events and/or meetings; and when decisions are to be made on the list of projects to be submitted to MTC.
- Hold public meetings and/or workshops at times that are conducive to public participation to solicit public input on project ideas to submit.
- When possible, schedule meetings/events at times and locations that prioritize participation from Equity Priority Communities and other communities that have historically been systematically left out of the decision-making process.
- Post notices of public meetings and hearing(s) on their agency website; include information on how to request language assistance for individuals with limited English proficiency, as well as reasonable accommodations for persons with disabilities. If agency protocol has not been established, CTAs should refer to MTC's Plan for Assisting Limited English Proficient Populations at mtc.ca.gov/about-mtc/public-participation/get-language-assistance or the Americans with Disabilities Act.
- Offer language assistance and accommodations for people with disabilities on all collateral materials and meeting notices. Establish a reasonable amount of time to request assistance in advance and include this information in materials and meeting notices. CTAs may refer to ABAG's Regional Housing Technical Assistance program best practice guidance for offering language translation services: abag.ca.gov/sites/default/files/documents/2021-11/Best Practices Multilingual Engagement 10-2021.pdf.

- Hold in-person public meetings, when health protocols allow for in-person meetings to be safely held, in central locations that are accessible via multiple transportation modes, especially public transit, and ensure all locations are accessible to persons with disabilities.
- Respond to written public comments, and whenever possible, post all written comments to the agency's website and summarize how public feedback impacted the decision-making process.

CTAs with recent public engagement efforts relevant to the county program call for projects are encouraged to incorporate the results of these efforts into their project prioritization process, provided that such efforts are:

- Completed recently or concurrently (up to 12 months prior to the county program call for projects, with older but relevant outreach considered by MTC staff on a case-by-case basis).
- Sufficiently comprehensive to determine public support and priorities for transportation project types eligible for funding under OBAG 4 (for example, development of a Countywide Transportation Plan or Countywide Capital Improvement Program).
- Conducted in an accessible, equitable manner consistent with federal Title VI nondiscrimination requirements.
- Supplemental to other, dedicated opportunities for public input on OBAG 4 county program funding specifically that meet the minimum outreach requirements detailed in the paragraph above.

Agency Coordination

CTAs are expected to work closely with regional stakeholders during the call for project process, including MTC, Caltrans, and potential project sponsors. At a minimum, MTC and CTAs are required to communicate the call for projects and solicit applications from all local jurisdictions, transit agencies, and federally recognized Tribal governments within their county boundaries. For counties with federally recognized Tribal governments within their jurisdictions, MTC and CTAs are required to offer opportunities for government-to-government consultation to the Tribes.

Title VI Responsibilities

Call for projects processes must be consistent with Title VI of the Civil Rights Act and associated metropolitan public participation requirements, which require specific consideration for low-income and minority populations. Effective engagement with low-income and minority communities is critical for both local and regional decisions. MTC and CTAs are required to ensure that underserved communities are provided opportunities for access and input to the project submittal process. This may include, but is not limited to, the following:

- Assisting community-based organizations, Equity Priority Communities, and any other underserved community interested in having projects submitted for funding.
- Removing barriers for persons with limited-English proficiency and other communities that have historically been systematically left out of the decision-making process to provide input on the project solicitation and evaluation processes.

Resources

CTAs may refer to MTC's Public Participation Plan for further guidance on Title VI outreach strategies, found at mtc.ca.gov/about-mtc/public-participation/public-participation-plan. Additional resources related to Title VI, civil rights compliance, and virtual participation are available from these agencies:

- FHWA at highways.dot.gov/civil-rights/title-vi-civil-rights-act-1964-and-additional-nondiscrimination-requirements.
- ADA at <https://www.ada.gov/resources/title-ii-primer/>.
- Caltrans at dot.ca.gov/programs/local-assistance/local-civil-compliance/title-vi.
- MTC at mtc.ca.gov/about-mtc/public-participation/title-vi-civil-rights-act and mtc.ca.gov/about-mtc/public-participation/language-assistance.
- ABAG at abag.ca.gov/our-work/housing/regional-housing-technical-assistance/support-local-engagement and abag.ca.gov/tools-resources/digital-library/bestpracticesmultilingualengagement10-2021.pdf.

Additionally, CTAs are encouraged to use the following resources to source MTC pre-approved consultant services for their outreach efforts:

- **Public Engagement Bench:** for public engagement, digital engagement, and promotion, available at mtc.legistar.com/View.ashx?M=F&ID=10319899&GUID=1A85853F-2602-40DC-BB10-D2E9D02D0A5B.
- **Equity Consultant Bench:** for general support with outreach activities, available at mtc.ca.gov/digital-library/5026631-equity-bench-consultant-catalog-2024.
- **Translation and Interpreter Services Consultant Bench:** for translation, interpretation, and American Sign Language (ASL) services to ensure meaningful access by Limited English Proficiency (LEP) populations (as required under Title VI) and provide accessibility accommodations (as required by the Americans with Disabilities Act), available at mtc.legistar.com/gateway.aspx?M=F&ID=5b527bad-4840-4614-8ce8-72d94770e4e6.pdf.

Consultant benches include consultant firms pre-qualified by MTC through Request for Qualifications (RFQ) processes which included "Cooperative Use" language, allowing other agencies to use MTC's processes to satisfy their own contracting and procurement guidelines.

Documentation

To demonstrate compliance with outreach requirements, CTAs are required to submit the following documentation to MTC staff by October 31, 2026:

- A copy of the CTA's public outreach and engagement plan, developed in coordination with MTC.
- Copies or text of public notice(s) of opportunities for members of the public to provide input on County & Local Program criteria and/or project nominations, which must include information on how to request language assistance and accessibility accommodations.
- A list of CBOs or other organizations representing potentially impacted groups that the CTA contacted for input on the county program.
- Dates, times, and locations of public meetings, hearings, and/or workshops where opportunity for public input on the county program was afforded.

- A summary of public input received during the call for projects process, and how such feedback, and the results of any relevant prior outreach, was used in the CTA evaluation and decision-making process.
- A description of correspondence and/or meetings with all applicable local jurisdictions, transit agencies, and federally-recognized tribal governments informing each of the call for projects opportunity.
- If information from prior or concurrent outreach efforts was incorporated into the CTA's call for projects process, a narrative description of these efforts, how the results informed project prioritization, and how the CTA met the minimum public involvement requirements for the OBAG 3 call for projects described above.

Sponsor Requirements

Bay Area cities, counties, transit agencies, federally-recognized Tribal governments, and CTAs are eligible to apply for OBAG 4 county program funds. All sponsors must comply with the general OBAG 4 project requirements detailed above. In addition, jurisdiction sponsors are subject to the following county program requirements:

- **State Housing Law Compliance:** Jurisdiction sponsors must have a general plan housing element adopted and certified by the California Department of Housing and Community Development (HCD) for the 2023-31 Regional Housing Needs Allocation (RHNA) cycle and maintain certification throughout the OBAG 4 program period. Jurisdictions must also submit Housing Element Annual Reports to HCD each year by the April 1 deadline throughout the OBAG 4 program period. Finally, jurisdictions must comply with the Housing Accountability Act and other state housing laws related to surplus lands, accessory dwelling units, and density bonuses throughout the OBAG 4 program period.
- **Safety Planning:** Jurisdiction sponsors must complete and maintain a Local Roadway Safety Plan (LRSP) or equivalent safety plan, as defined by the California Highway Safety Improvement Program (HSIP) guidelines, including the requirement that plans be updated within five years.
- **Pavement Management:** Jurisdiction sponsors must maintain a certified Pavement Management Program (StreetSaver® or equivalent), updated as prescribed by MTC staff. In addition, jurisdictions must fully participate in statewide local streets and road needs assessment surveys (including any assigned funding contribution).
- **Performance Reporting:** Jurisdiction sponsors must provide traffic count data to MTC to support FHWA's Highway Performance Monitoring System (HPMS) on an annual basis, or as directed by MTC staff.

MTC will monitor and regularly report on sponsor jurisdiction compliance with these requirements. Sponsors that fail to comply with requirements will be subject to the following enforcement actions by MTC:

- **Delay Funds:** MTC will deprioritize county awards for inclusion in the Annual Obligation Plan (AOP) from sponsors with minor or initial compliance issues.
- **Withhold Funds:** MTC will withhold or reverse TIP programming for county awards from sponsors with substantial and/or sustained compliance issues.

- **Rescind Funds:** MTC will rescind and reprogram county awards from noncompliant sponsors that do not, or are unable to, develop a reasonable plan to comply and deliver funds within the OBAG 4 period.

Compliance determinations and enforcement steps are subject to MTC staff determination and, in the case of award rescissions, Commission action.

Project Requirements

County program projects are subject to the general OBAG 4 requirements and project delivery processes detailed above. Applicants must provide the following for each project:

- **Application Form:** completed application, using the form provided by MTC.
- **Complete Streets Checklist:** due at the time of application for applicable projects.
- **Air Quality Inputs:** due at the time of application for CMAQ-eligible projects requesting \$1 million or more, or prior to TIP programming for smaller projects if requested by MTC staff.
- **Resolution of Local Support:** due prior to TIP programming.
- **TIP Revision Request:** due in MTC's Fund Management System (FMS) or successor TIP management platform by the deadline provided by MTC.

OBAG 4 county project applications must meet the following minimum grant request thresholds:

- \$500,000 or more for projects in counties with a population over one million (Alameda, Contra Costa, and Santa Clara Counties).
- \$250,000 or more for projects in counties with a population under one million (Marin, Napa, San Francisco, San Mateo, Solano, and Sonoma Counties).

On a case-by-case basis, MTC may accept a grant application below the county minimum, but no less than \$150,000. Such exceptions are subject to MTC staff discretion and Commission programming approval, and may be limited to non-infrastructure projects, safety projects, and/or projects that are already federalized.

Consistent with general OBAG 4 project requirements, all county program awards will be rounded to the nearest \$1,000.

Geographic Minimums

Similar to previous cycles, a minimum share of OBAG 4 county program funds must be invested in projects that support growth areas within each county. In OBAG 4, eligible geographies include both Priority Development Areas (PDAs) designated in *Plan Bay Area 2050+* and Transit-Oriented Communities (TOCs). To qualify towards a county's geographic minimum, projects need to be located partially or entirely within a mile or less of a PDA or TOC. Countywide projects, such as CTA planning, are excluded from the geographic minimum calculation.

On a case-by-case basis and at the request of a CTA, MTC may consider additional projects as PDA- or TOC-supportive which are not located within a mile or less of either geography but otherwise have a clear and direct connection to PDA(s) and/or TOC(s), such as transit facility improvements. Such determinations are subject to MTC staff discretion.

CTA nominations must meet the following thresholds for PDA- and/or TOC-supportive projects as defined above:

- 50% or more of the nomination request for North Bay counties (Marin, Napa, Solano, and Sonoma).
- 80% or more of the nomination request for remaining counties (Alameda, Contra Costa, San Francisco, San Mateo, and Santa Clara).

CTA Evaluation

CTAs are responsible for developing the schedule, process, and any supplemental materials for the call for projects in their respective counties, in coordination with MTC and consistent with regional requirements. CTAs will solicit and collect application materials, screen applicants and projects for eligibility, evaluate applications, and approve and submit county program nominations to MTC.

Screening and Criteria

CTA eligibility screening must confirm consistency with the OBAG 4 general and county program requirements as detailed above, including eligibility for STP or CMAQ funds and consistency with *Plan Bay Area 2050+*.

At a minimum, CTAs must consider the following criteria in their county program evaluations:

- **Need and Benefits:** CTAs must prioritize projects that effectively address transportation needs and provide clear benefits, with consideration for safety, multi-modal accessibility, emissions reduction, resilience, stormwater management, and state of good repair improvements.
- **Local Priorities:** CTAs must prioritize projects with community support, as demonstrated through Community-Based Transportation Plans, PDA plans, other local planning or project prioritization processes, letters of support, and/or other means identified by the CTA.
- **Equity Impacts:** CTAs must prioritize projects that provide demonstrated benefits to historically marginalized or underserved groups, including benefits to Equity Priority Communities or similar local designations, alignment with agency Americans with Disabilities Act (ADA) Transition Plans, and/or other means identified by the CTA.

CTAs may consider additional factors beyond these minimum criteria, including regional criteria considered by MTC as detailed below and/or other local priorities. CTA project evaluation criteria must be approved by MTC staff prior to the CTA initiating a call for projects.

Nominations

After completing initial project screening and evaluations, CTAs will submit project nominations and associated documentation to MTC for regional evaluation and project selection. Nomination lists must be approved by the CTA's governing board prior to submission to MTC. CTA project nomination packets are due to MTC by October 31, 2026, and must include the following elements:

- **Nomination List:** A single list of eligible candidate projects for the OBAG 4 county program, scored out of 75 points according to the evaluation criteria developed by the CTA and approved by MTC staff. Nomination lists must comply with all OBAG 4 programming

policies, including sponsor and project requirements, geographic minimums, and CTA nomination targets.

- **Board Approval:** Signed/certified documentation of CTA governing body action approving the project nomination list.
- **Outreach Documentation:** Materials verifying CTA compliance with outreach requirements as described above.
- **Application Materials:** For each nominated project, the regional application form, Complete Streets Checklist, and CMAQ air quality input form, and any other supplemental materials or attachments provided by the applicant, when applicable.

MTC Evaluation

MTC is responsible for evaluation of CTA nominations, air quality benefit calculations, final project scoring, program balancing, and project selection via Commission action.

Criteria and Scoring

MTC will consider the following criteria when evaluating OBAG 4 county program nominations:

- **CTA Priorities (75 points):** CTA scores normalized across counties.
- **Regional Alignment (10 points):** Support for *Plan Bay Area 2050+* strategies, the Regional Safety/Vision Zero Policy (MTC Resolution No. 4400), the Complete Streets Policy (MTC Resolution No. 4493), the Bay Area Transit Transformation Action Plan, and the regional Transit Priority Policy for Roadways (anticipated).
- **Federal Performance Goals (5 points):** Improvements to safety, infrastructure condition, system reliability, freight movement and economic vitality, congestion reduction, and environmental sustainability (23 U.S.C. § 105(b)).
- **Deliverability and Risk (10 points):** Sponsor capacity and expertise, recent delivery of regional funds, and risks to the project schedule or delivery plan.
- **Air Quality Benefits (10 points):** The relative cost-effectiveness in reducing criteria air pollutants, for CMAQ-eligible projects for the purpose of assigning CMAQ funding consistent with federal requirements.

Program Balancing

Nominated projects will be initially prioritized based on total project score as detailed above. However, to achieve investment thresholds and ensure a balanced program of projects, MTC staff may adjust project prioritization based on the following factors:

- County geographic minimums (PDA- and TOC-supportive investments).
- Relative STP and CMAQ availability and project eligibility.
- Overall program balance, including variety of project types, equitable investments, and geographic spread.

MTC staff will coordinate with CTA staff to solicit comments and feedback on the draft OBAG 4 county program of projects, and may refine the recommended awards accordingly.

Project Selection

The Commission will consider the recommended OBAG 4 county program of projects in early 2027. Eligible projects nominated by CTAs but not initially awarded by the Commission will be considered if additional county program capacity becomes available. Approved projects and any subsequent revisions by the Commission will be detailed in Attachment B-2.

Attachment B-1
MTC Resolution No. 4740
OBAG 4 Regional Programs
FY 2026-27 through FY 2029-30
February 2026

MTC Res. No. 4740 Attachment B-1
Adopted: 01/28/26-C
Revised: 02/25/26-C

OBAG 4 Regional Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Total Other
OBAG 4 REGIONAL PROGRAMS		\$360,000,000	\$0
1. PLANNING AND IMPLEMENTATION			
<u>Regional Planning and Program Implementation (Added)</u>	<u>MTC</u>	<u>\$40,000,000</u>	
1. PLANNING AND IMPLEMENTATION		\$40,000,000	\$0
2. GROWTH FRAMEWORK			
<u>Growth Framework Balance (Added)</u>	<u>TBD</u>	<u>\$35,000,000</u>	
2. GROWTH FRAMEWORK		\$35,000,000	\$0
3. ENVIRONMENT			
<u>Environment Balance (Added)</u>	<u>TBD</u>	<u>\$90,000,000</u>	
3. ENVIRONMENT		\$90,000,000	\$0
4. COMPLETE STREETS			
<u>Complete Streets Balance (Added)</u>	<u>TBD</u>	<u>\$30,000,000</u>	
Pavement Management (PTAP/PMP)	MTC	\$12,000,000	
Community Action Resource and Empowerment (CARE)	MTC	\$10,000,000	
Active Transportation and Regional Trails	MTC	\$5,000,000	
Regional Safety/Vision Zero Program	MTC	\$3,000,000	
4. COMPLETE STREETS		\$30,000,000	\$0
5. MULTIMODAL NETWORKS			
<u>Multimodal Networks Balance (Added)</u>	<u>TBD</u>	<u>\$115,000,000</u>	
5. MULTIMODAL NETWORKS		\$115,000,000	\$0
6. SET-ASIDES			
TOC Set-Aside	TBD	\$45,000,000	
North Bay Augmentation	TBD	\$5,000,000	
6. SET-ASIDES		\$50,000,000	\$0
OBAG 4 REGIONAL PROGRAMS	TOTAL:	\$360,000,000	\$0

**Attachment B-2
MTC Resolution No. 4740
OBAG 4 County Programs
FY 2026-27 through FY 2029-30
February 2026**

MTC Res. No. 4740 Attachment B-2
Adopted: 01/28/26-C
Revised: 02/25/26-C

OBAG 4 County Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ
OBAG 4 COUNTY PROGRAMS		\$360,000,000
ALAMEDA COUNTY		
CTA Planning		
ACTC: Planning and Implementation Base (Added)	MTC	\$5,368,000
ALAMEDA COUNTY		\$5,368,000
CONTRA COSTA COUNTY		
CTA Planning		
CCTA: Planning and Implementation Base (Added)	MTC	\$4,868,000
CONTRA COSTA COUNTY		\$4,868,000
MARIN COUNTY		
CTA Planning		
TAM: Planning and Implementation Base (Added)	MTC	\$3,850,000
MARIN COUNTY		\$3,850,000
NAPA COUNTY		
CTA Planning		
NVTA: Planning and Implementation Base (Added)	MTC	\$3,850,000
NAPA COUNTY		\$3,850,000
SAN FRANCISCO COUNTY		
CTA Planning		
SFCTA: Planning and Implementation Base (Added)	MTC	\$4,957,000
SAN FRANCISCO COUNTY		\$4,957,000
SAN MATEO COUNTY		
CTA Planning		
C/CAG: Planning and Implementation Base (Added)	MTC	\$4,558,000
SAN MATEO COUNTY		\$4,558,000
SANTA CLARA COUNTY		
CTA Planning		
VTA: Planning and Implementation Base (Added)	MTC	\$5,849,000
SANTA CLARA COUNTY		\$5,849,000
SOLANO COUNTY		
CTA Planning		
STA: Planning and Implementation Base (Added)	MTC	\$3,850,000
SOLANO COUNTY		\$3,850,000
SONOMA COUNTY		
CTA Planning		
SCTCA: Planning and Implementation Base (Added)	MTC	\$3,850,000
SONOMA COUNTY		\$3,850,000
UNPROGRAMMED BALANCE		\$319,000,000
OBAG 4 COUNTY PROGRAMS	TOTAL:	\$360,000,000

Attachment B-3
MTC Resolution No. 4740
OBAG 4 Transit Operations Program
FY 2026-27 through FY 2029-30
January 2026

MTC Res. No. 4740 Attachment B-3
Supersedes MTC Res. No. 4678 Attachment B
 Adopted: 1/28/26-C

OBAG 4 Transit Operations Program Project List

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Other
OBAG 4 TRANSIT OPERATIONS PROGRAM			
40' and 60' Motor Coach Replacement Procurement (for Transit Operations)	SFMTA	\$12,300,496	
Light Rail Vehicle Procurement (for Transit Operations)	SFMTA	\$6,901,617	
Preventive Maintenance	SFMTA	\$14,098,258	
Regional Vanpool Program (for SFMTA Preventive Maintenance)	MTC	\$7,864,051	
Transbay Core Capacity (for Transit Operations)	BART	\$60,000,000	
OBAG 4 TRANSIT OPERATIONS PROGRAM		\$101,164,422	

OBAG 4 County Program Base Application

Instructions

Agencies applying for One Bay Area Grant (OBAG 4) County Program funds from the Metropolitan Transportation Commission (MTC) must complete and submit the following grant application to the appropriate County Transportation Agency (CTA), along with any required attachments, by the deadline established by the CTA. Applications should be completed and submitted as a fillable PDF form, separate from any attachments, and should not be scanned, signed, or otherwise modified to remove form fields.

Additional information on the OBAG 4 program is available on [MTC's website](#).

General Information

Agency Name	
Contact Name/Title	
Contact Email	
Contact Phone	

Project Name	TIP ID if applicable

Project Location
<i>Specify street names where applicable, including the closest cross streets (e.g. Main St from 2nd Ave to 7th Ave). Provide a project overview map as an attachment, if available.</i>

Project Scope
<i>Provide a brief description of activities to be funded (limited to 250 characters for consistency with TIP listing if awarded).</i>

Project Mode(s):	Pedestrian	Bicycle	Transit	Auto	Other
Percent Share <i>Portion of total project cost</i>					

Project Eligibility

Project Eligibility

Specify applicable federal fund source(s) and confirm regional eligibility requirements

Project is eligible for the following OBAG 4 federal fund sources:

- Surface Transportation Block Grant Program (STP) ([23 U.S.C. § 133](#))
- Congestion Mitigation and Air Quality Improvement Program (CMAQ) ([23 U.S.C. § 149](#))

Note: applications for \$1 million or more in OBAG 4 funds for CMAQ-eligible projects must include a completed [Air Quality Input Form](#) as an attachment.

Project meets regional eligibility requirements:

- Project is consistent with *Plan Bay Area 2050+* (included as a named project or consistent with a programmatic listing in the Transportation Project List, see link on MTC's [OBAG 4 webpage](#)).
- Project consists of eligible activities for OBAG 4 county funds as listed in MTC Resolution No. 4740, Attachment A (available on MTC's [OBAG 4 webpage](#)), which excludes air quality non-exempt projects, new roadways, roadway extensions, right of way acquisition for future expansion, operations, and routine maintenance.

Need and Benefits

Need and Benefits

Describe how the project will address transportation and related needs and provide clear benefits, with specific consideration for safety, multi-modal accessibility, emissions reduction, resilience, stormwater management, and state of good repair as applicable.

Local Priority
Community Support

Describe community support for the project, including any letters of support and/or applicable local plans that prioritize the project, such as Community-Based Transportation Plans (CBTPs), Priority Development Area (PDA) Plans (e.g. Specific Plan, PDA Investment and Growth Strategy), Countywide Transportation Plans (CTPs), or other local plans/project prioritization processes. Include descriptions of public outreach responses specific to this project, including comments received at public meetings or hearings, feedback from community workshops, or survey responses.

Letters of Support

List any individuals (with affiliations) and/or organizations providing letters of support for this project (attach copies if applicable).

Plan Name <i>List any local plans that identify or prioritize the application project</i>	Plan Year <i>Completed or last updated</i>	Plan Type <i>CBTP, PDA, CTP, or other</i>	Plan Link <i>Attach copy if not available</i>	Reference <i>Page(s) with named project</i>

Equity Impacts

Equity Impacts

If applicable, describe how the project will provide demonstrated benefits to historically marginalized or underserved groups, including benefits to [Equity Priority Communities \(EPCs\)](#) or similar local designations, and/or align with applicant [Americans with Disabilities Act \(ADA\) Transition Plans](#).

Draft

EPC Relationship

Indicate the project's relationship to MTC-designated EPCs or similar local designations. Projects located outside of these areas remain eligible for funding.

- Project is located within an MTC-designated EPC and is designed to benefit this population as described above
- Project is located within a similar local designation and is designed to benefit this population as described above
- Project is not located within an EPC or similar local designation but is designed to specifically benefit historically marginalized or underserved groups as described above
- Project is not located within an EPC or similar local designation and is not designed to specifically benefit historically marginalized or underserved groups (not disqualifying)

Applicant ADA Transition Plan Link <i>Required for all applications, attach copy if not available</i>	Reference <i>Page reference(s) if applicable</i>

Regional Alignment

Plan Strategies

Briefly describe how the project supports Plan Bay Area 2050+ strategies, linked on [OBAG 4 webpage](#).

Safety/Vision Zero

Briefly describe how the project supports MTC's [Regional Safety/Vision Zero Policy](#), if applicable.

Complete Streets

Briefly describe how the project supports MTC's [Complete Streets Policy](#), if applicable.

Transit Transformation

Briefly describe how the project supports MTC's [Transit Transformation Action Plan](#), if applicable.

Transit Priority

Briefly describe how the project supports MTC's [Transit Priority Policy for Roadways](#), if applicable.

Federal Performance

Federal Performance Measures

Select the [federal performance measures \(23 U.S.C. § 150\)](#) that are supported by the project.

- Safety:** significantly reduce traffic fatalities and serious injuries on public roads and improve safety of public transportation systems.
- Infrastructure Condition:** maintain the condition of Interstate and National Highway System (NHS) assets and public transit assets in a state of good repair.
- Congestion Reduction:** significantly reduce congestion on the NHS in urbanized areas.
- System Reliability:** improve the reliability of the Interstate system and NHS.
- Freight Movement and Economic Vitality:** improve the reliability of the Interstate system for truck travel.
- Environmental Sustainability:** improve emission reductions from the transportation system, specifically from CMAQ-funded projects.

Deliverability and Risk

Delivery Risks

Identify any known risks to project delivery and briefly describe planned mitigation efforts, as applicable, including the status and timeline for any environmental and/or right-of-way approvals.

Draft

Environmental Approval and Right-of-Way

Specify applicable fund source(s) and confirm other eligibility requirements.

Select the anticipated NEPA class of action for the project:

- Categorical Exclusion (CE)
- Environmental Assessment (EA)
- Environmental Impact Statement (EIS)

Select applicable right-of-way and utility challenges for the project:

- Project area is not located entirely on applicant right-of-way
- Project may require temporary use of areas outside of the applicant right-of-way
- Project is adjacent to or may impact the operations of a railroad, light rail, or Caltrans facility
- Project may require utility relocation

Schedule and Funding Plan

Phase	Fiscal Year <i>Phase start</i>	OBAG 4 Request	Other Amount	Other Description <i>Fund source name(s), secured/unsecured</i>
Preliminary Engineering (PE)				
Right-of-Way (ROW)				
Construction (CON)				
Non Infrastructure (NI)				
Total	<i>Latest 2031</i>			<i>Non-federal share must be ≥11.47%</i>

Funding and Schedule Requirements

Confirm that the project schedule and funding plan meet the following requirements.

- Total requested award amount meets the minimum applicable threshold:
 - \$500,000 or more for projects in Alameda, Contra Costa, and Santa Clara Counties
 - \$250,000 or more for projects Marin, Napa, San Francisco, San Mateo, Solano, and Sonoma Counties
 - \$150,000 or more with a request for an exception to the standard minimum
- Non-federal share of the project total meets or exceeds the federal 11.47% minimum local match
- Applicant will obligate any awarded OBAG 4 funds by the September 30, 2031 obligation deadline
- Requested award amount is rounded to the nearest \$1,000

Contribution to Geographic Minimum

PDA and TOC Relationship

A minimum share of each county's projects must support a Priority Development Area (PDA) and/or Transit Oriented Community (TOC), generally defined as projects within a mile or less of a PDA and/or TOC (see [reference map](#)). Projects located outside of these areas remain eligible for funding. Indicate the location of the project relative to PDAs/TOCs.

- Project is located within a mile or less of a PDA and/or TOC
- Project is countywide or otherwise not confined to a fixed location
- Project is not located within a mile or less of a PDA or TOC (not disqualifying)

Applicant Acknowledgements

Applicant Acknowledgements

Affirm understanding of, and intent to comply with, OBAG 4 requirements as summarized below and detailed in MTC Resolution No. 4740, Revised (available on MTC's [OBAG 4 webpage](#)).

- Complete Streets Checklist:** applicant has submitted a checklist for this project in MTC's [Complete Streets Portal](#) to demonstrate consistency with MTC's [Complete Streets Policy](#) and [Transit Priority Policy for Roadways](#), including project review by a local Bicycle and Pedestrian Advisory Committee (BPAC) and/or transit agency/ies as applicable.
- Project Delivery Policy:** if awarded OBAG 4 county funds, applicant will comply with MTC's [Regional Project Delivery Policy](#), including designation of a staff Single Point of Contact (SPOC), adoption of a [Resolution of Local Support](#), project inclusion in the federal Transportation Improvement Program (TIP) and MTC's associated TIP management platform, and participation in the Annual Obligation Plan (AOP) process.
- Jurisdiction Requirements:** jurisdiction applicants, or applicants requesting OBAG 4 funds on behalf of one or more jurisdiction(s), acknowledge the following ongoing requirements for jurisdiction recipients:
 - State Housing Element certification, Annual Progress Report (APR) submission, and compliance with select state housing laws
 - Updated Local Roadway Safety Plan (LRSP) or equivalent plan as defined by California Highway Safety Improvement Program (HSIP) guidelines
 - Pavement Management Program (PMP) certification and participation in statewide local streets and roads needs assessment surveys
 - Federal Highway Performance Monitoring System (HPMS) traffic count reporting
- Attachments:** applicant will provide the following attachments with this application, as applicable:
 - Project overview map (if available)
 - CMAQ [Air Quality Input Form](#) (for eligible applications requesting over \$1 million)
 - Letter(s) of support (if referenced above)
 - Local plan(s) (if referenced above but no link is provided)
 - Applicant ADA Transition Plan (required, attach if no link is provided above)

Solano County OBAG 4 Screening Criteria Eligibility

Proposed projects and programs will need to be identified in the Solano County Comprehensive Transportation Plan Project List to be eligible for OBAG 4 funding.

Proposed OBAG 4 Evaluation Criteria and Scoring

Criteria	Description	Max Score		
1. MTC Growth Geographies	Similar to previous OBAG cycles, MTC prioritizes awarding OBAG 4 funds to projects that support growth areas such as a Priority Development Area (PDA) or Transit Oriented Community (TOC) within each County. Projects that are located within a mile of or support a PDA/TOC will receive the maximum points for this criterion. Reduced points will be awarded to those projects that are located within or support a Priority Production Area or Priority Conservation Area <u>and</u> located in a jurisdiction without a PDA/TOC.	15		
2. Statement of Project Need	Applications that (1) clearly demonstrate the project need in the project area/regionally significant networks or facilities/jurisdiction and (2) how the proposed project will address the need will receive the maximum points.	10		
3. Specific Project Benefits	Environment	Multimodal Accessibility: Does the project/program have the potential for mode shift (including to rail, transit, or active transportation)?	4	
		Reduce Vehicle Miles Traveled (VMT): What is the potential for the project/program to impact VMT?	6	
		Natural and Working Lands: Describe how the project/program plans to protect and preserve natural and working lands.	2	
	Safety	Improve Safety: Describe any safety improvements associated with the proposed project/program and potential for these improvements to reduce serious/fatal injury collisions or increase safety for motorists, transit riders, and vulnerable roadway users.	8	
	Infrastructure/Capital Projects	Asset Management	State of Good Repair: Describe how the project plans to improve or preserve the condition of existing transportation assets within the project area or jurisdiction.	4
			Resilience: Describe elements of the project that will make it more resilient to climate change stressors or will increase the resilience of other transportation assets within the project area/jurisdiction.	4
			Stormwater Management: Application identifies project's stormwater runoff impact(s), if any, and addresses how to minimize any impact(s) including incorporating any green stormwater infrastructure project elements.	2
			State of Good Repair/Resilience: Describe how the program supports preserving the existing conditions and increasing the resiliency to climate change of the County's overall transportation assets.	5
	Non-Infrastructure/Programs (Risk Two)	Economy	Transportation Affordability: Describe how the program will make transportation options more affordable in the community/County.	5
		Welfare	Health: How does the program support the <i>Plan Bay Area 2050+</i> vision of a healthy Solano County/Bay Area?	5
4. Equity Impacts (Following designations will be used: (1) MTC Equity Priority Community, (2) Area Median Income ≤ 80% State, (3) CalEnviroScreen 4.0, or (4) Solano County Equity Community Designation (communities w/low income + 2 or more additional indicators))	Project Location	The OBAG 4 framework guidelines prioritize projects that provide benefits to historically marginalized or underserved groups. Projects that are located within an Equity Priority Community or other similar local and state designations will receive the maximum score.	5	
	Equity Impacts	Applications that clearly describe how the project/program will benefit the population within the Equity Priority Community or similar other local and state designations will receive the maximum points.	5	
5. Local Priority Project/Community Support	Describe any community support for the project including any letters of support and additional applicable local plans that prioritize the project including the Solano Countywide Active Transportation Plan, Local Road Safety Plan, Community-Based Transportation Plan, as well as Safe Routes to School Plan.	7		
6. Schedule and Funding Plan	Does the project/program provide sufficient local match, request CON funding only, and allow the schedule to meet timely obligation of funding by September 30, 2031.	3		
Base CTA Evaluation Scoring Total		75		

Complete Streets Checklist User Guide

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Background/Purpose

In March 2022, MTC adopted [Resolution 4493](#) updating the Bay Area’s regional Complete Streets (CS) Policy, first adopted in 2006. The goal of MTC’s Complete Streets Policy is to ensure people biking, walking, rolling, and taking transit are safely accommodated within the transportation network. This policy works to advance Plan Bay Area 2050+ objectives of achieving mode shift, safety, equity, and vehicle miles traveled and greenhouse gas emission reductions, as well as state and local

compliance with applicable CS-related laws, policies, and standards, specifically the California Complete Street Act of 2008 (Gov. Code Sections 65040.2 and 65302) and locally-adopted CS resolutions.

Definitions

Complete Streets

Complete Streets are planned, designed, constructed, reconstructed, operated, and maintained to be safe and comfortable for everyone, regardless of age, ability, ethnicity, race, sex, income, disability or chosen transportation mode. Complete Streets provide safe mobility and improved connectivity to community destinations for all users, and especially for people walking, rolling, biking, and riding transit, while maximizing the use of the existing public right-of-way by prioritizing space-efficient forms of mobility (walking, cycling, shared mobility, and public transit) over space-intensive modes (single occupancy auto travel).

Right-of-Way

Public Right-of-Way, for complete streets policy purposes, is any land owned or controlled by a governmental entity, dedicated for public use such as streets, highways, freeways, sidewalks, and other roadways.

Project Sponsor

The Project Sponsor is the public agency leading and primarily responsible for delivering the proposed project and fulfilling the Complete Streets Policy requirements.

Plan Bay Area 2050+

Plan Bay Area 2050+ is the latest long-range plan to guide growth and investment across the region's nine counties and 101 cities. The plan seeks to advance an integrated vision for a Bay Area that is affordable, connected, diverse, healthy and vibrant for all. Plan Bay Area 2050+ Strategy T9 calls for enhanced streets, paths, and trails to promote walking, biking, and rolling through sidewalk improvements, car-free slow streets, and All Ages and Abilities Active Transportation Network. MTC's Active Transportation Plan (AT Plan) defines a regional Active Transportation Network (AT Network), made up of regionally significant segments of local active transportation

networks and regional trails, based on traffic safety, user comfort, equity, and connectivity to transit.

Policy

All projects subject to MTC's CS Policy shall adhere to two main requirements:

1. All projects must implement CS as recommended in adopted local and countywide plans, such as bicycle, pedestrian, active transportation, Vision Zero or other systemic safety plan, transit plans, and MTC-funded Community-Based Transportation Plans.
2. Projects on the AT Network shall incorporate design principles based on designing for "All Ages and Abilities," [contextual guidance](#) provided by the National Association of City Transportation Officials (NACTO), and consistent with state and national best practices. A facility that serves "all ages and abilities" is one that effectively serves the mobility needs of children, older adults, and people with disabilities and in doing so, works well for everyone else. Design best practices for safe street crossings, pedestrian, and Americans with Disabilities (ADA) accessibility at transit tops, and bicycle/micromobility facilities on the AT Network should be incorporated throughout the entire project. [The Public Rights-of-Way Accessibility Guidelines \(PROWAG\)](#) by the U.S. Access Board should also be referenced during design.

Applicability

How to Determine if a Project is Subject to the MTC Complete Streets Policy and Required to Submit a Complete Streets Checklist.

A project is subject to the MTC Complete Streets Policy and must submit a Complete Streets Checklist if they respond **YES** to all of the conditions below:

- ✓ Project is within the public right-of-way; **AND**
- ✓ Project is requesting \$250,000 or more in regional discretionary funding (e.g., OBAG, RM3, TDA3, etc.); **AND**
- ✓ Project is requesting funding from MTC **OR** MTC endorsement for a grant managed by another agency (e.g., FHWA, Caltrans, etc.).

Projects that meet some of the above conditions, but not all, are not subject to MTC's Complete Streets Policy, and therefore are not required to fill out or submit a Complete Streets Checklist.

Examples of Projects Not Subject to Complete Streets Policy & Not Required to Submit a Checklist:

- Project funding request for regional discretionary funding is less than \$250,000; or
- Project is not requesting regional discretionary funding from MTC; or
- Project is not requesting MTC endorsement; or
- Project is not within the public right-of-way; or
- Bus Purchases (or other equipment purchases); or
- Project is for education and outreach only; or
- Dredging or dock construction (for ferry or other water transportation needs).

Complete Streets Policy Exceptions

The CS policy shall apply to all phases of project development except under one or more of these four exception conditions:

1. The affected roadway is legally prohibited for use by bicyclists and/or pedestrians.
2. The costs of providing Complete Streets improvements are excessively disproportionate to the need or probable use (defined as more than 20 percent for Complete Streets elements of the total project cost).
3. There is a documented alternative plan to implement Complete Streets and/or on a nearby parallel route.
4. Conditions exist in which Complete Streets policy requirements cannot be met, such as fire and safety specifications, spatial conflicts on the roadway with transit, or environmental concerns such as abutting conservation land or severe topological constraints.

To claim an exception under one of more of these conditions, the project sponsor shall follow the procedures below and provide the required documents indicated:

1. Fill out a draft Complete Streets Checklist responding to all applicable questions utilizing the MTC Complete Streets Portal and download a copy of the checklist.
2. The project sponsor must provide documentation in the Complete Streets Checklist detailing how the project meets one or more of the exception conditions above. Documentation for claiming exception should be in the form of a letter or email and must be signed by the agency's Public Works Director, Transportation Department Director (or equivalent), or their designee, and not the Project Manager. The signed documentation for the exception(s) should be uploaded utilizing the document upload function in the Exceptions section of the checklist form on the MTC Complete Streets Portal.
3. Schedule a review of the Complete Streets Checklist, including the claim for policy exception, by the local or county BPAC.

4. Once BPAC review of the Complete Streets Checklist has been completed, utilize the MTC Complete Streets Portal to update the project's checklist to include a summary of the BPAC notes under the appropriate question.
5. Submit the fully completed, final Complete Streets Checklist for the project using the MTC Complete Streets Portal.

Transit Priority Policy Exceptions

Please follow the guidance from the Regional Network Management (RNM) team at MTC. <https://mtc.ca.gov/operations/transit-regional-network-management/transit-priority/transit-priority-policy-roadways>

Checklist Submittal Process

Recommended Timeline

At project initiation:

- Begin coordination with any transit agencies with transit stops and/or transit lines within the project area.
- Document the coordination in writing along with any comments from the applicable transit agencies for use in the required checklist submittals.

4 months prior to submittal of request to MTC for regional discretionary funding or a letter of support:

- Use the MTC Complete Streets Portal to create and download a draft checklist for use in BPAC review.
- Schedule BPAC review of the draft checklist.

3 months prior to submittal of request to MTC for regional discretionary funding or a letter of support:

- Complete BPAC review of the checklist.
- Utilizing the MTC Complete Streets Portal, update the draft checklist based on the BPAC review including adding a summary of the notes from the BPAC review.
- Submit the updated final checklist via the [MTC Complete Streets Portal](#).

Within 3 weeks after project sponsor submits the final checklist to MTC:

- MTC reviews checklist and issues a determination. (Please check the Portal periodically for updates on determinations)

Determinations

The following is a list of the possible determinations and follow-up processes (if any) resulting from the checklist reviews:

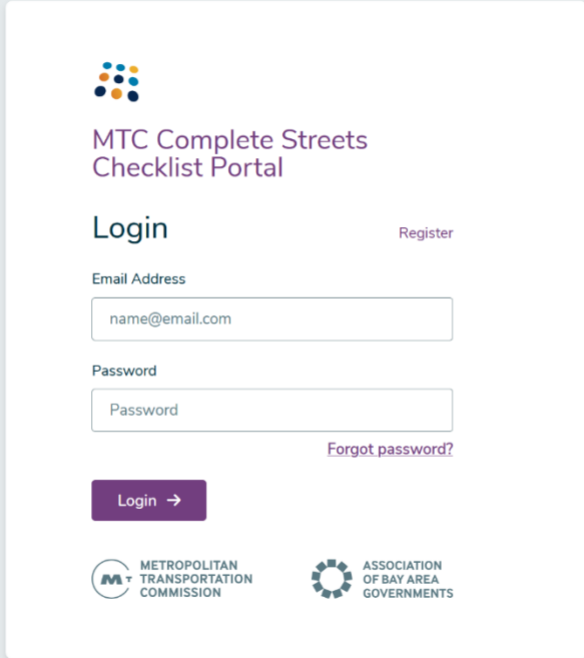
- **Project Compliant:** The project is determined to be compliant, and no further documentation or review is necessary to move forward with the funding request or letter of support.
- **Exception Verified:** The exception requested under the checklist is verified, and no further documentation or review is necessary to move forward with the funding request or letter of support.
- **Incomplete:** The checklist is determined to be incomplete, and additional documentation and/or information will be required to be submitted. The most common reasons for an “Incomplete” determination are:
 - Missing BPAC Documentation – Upload summary of BPAC comments from the Complete Streets Checklist review.
 - Missing Transit Agency Review Documentation – Upload documentation required by TPRR Policy.
 - Missing Exception Documentation – Upload document claiming exception signed by appropriate director.

Materials submitted by the project sponsor in response to an “Incomplete” determination will be reviewed by MTC within one week of the submittal date for an updated determination.

- **Project Not Compliant:** The project is determined to be not compliant with MTC’s Complete Streets Policies. For non-compliant projects, MTC staff will work with the project sponsors to schedule a meeting to discuss options and provide guidance for bringing the project into compliance with the Complete Street Policies.

How to Fill Out the Checklist in MTC's Complete Streets Policy Data Portal

Registration and Login



The screenshot shows the login and registration interface for the MTC Complete Streets Checklist Portal. At the top left is a logo consisting of several colored dots. Below it, the text reads "MTC Complete Streets Checklist Portal". There are two main sections: "Login" and "Register". The "Login" section includes an "Email Address" field with the placeholder "name@email.com", a "Password" field with the placeholder "Password", and a "Forgot password?" link. A purple "Login →" button is positioned below the password field. The "Register" link is located to the right of the "Login" heading. At the bottom of the page, there are two logos: the Metropolitan Transportation Commission (MTC) logo and the Association of Bay Area Governments (ABAG) logo.

1. Go to webpage: <https://complete-streets.mtcanalytics.org>
2. Click on “Register” to create a new account if you are a new user.
 - i) Enter email address and project sponsor information and create a password.
 - ii) Verification of your account may take 1-3 days.
3. Once your account has been verified, you may use the account to login the Portal.
4. Click on “Login.”
5. Log into the Complete Streets Policy Data Portal.
 - i) Use the email address and password that you registered.
6. Click on “New Checklist” in the left column to initiate a new checklist.
7. Affirm that the Complete Streets Policy applies to your project by reviewing the criteria in the prompt window and click on the button to acknowledge applicability based on your review.
8. Proceed to Section 1: Contact and Project Information to begin filling out the questions of the Complete Streets Checklist in the data portal as prompted.

Section 1: Contact and Project Information

The screenshot displays the MTC Complete Streets Checklist Portal interface. On the left is a navigation sidebar with the following items: Home, MANAGE (Dashboard, Submissions), EXPLORE (Catalog, New Checklist, Resources), and FAQ. The main content area is titled 'Section 1: Contact and Project Information'. It features a 'Checklist Sections' sidebar with four items: I. Contact & Project Information (highlighted), II. Pedestrian, Bicycle, and Transit Planning, III. Compliance and Exception Review, and IV. Review & Submit. Below this sidebar is an 'Export Draft PDF' button. The main form contains the following fields: 'Contact Name' and 'Email Address' (both with 'Enter response' input boxes), 'Contact Phone Number' (with '(555) 555-5555' as an example), 'Project Sponsor' (with a search/select input), 'County' (with a dropdown menu), and a question 'Is your project seeking regional discretionary funds or an endorsement?' (with a dropdown menu).

1. Contact Information
2. Project Information (name, location, map, description, phase, modes)
 - i) Upload a project area map.
 - ii) If the project seeking funding or a letter of support is part of a larger project, please only provide project information for the specific project or phase that is currently seeking funding or a letter of support. (ie. Construction of one segment of a regional trail system/bicycle network or the first phase of a multi-phase road or freeway construction project)
3. Statement of Exception – Most projects will select "no" to this question in the portal. If you are seeking an exception to the Complete Streets Policy for your project, then you will select "yes" to this question. Refer to the Complete Streets Policy Exceptions Section above for the four allowable exceptions.
4. Save and move to next section. Depending on whether the project is claiming a Statement of Exception, the questionnaire will either proceed to Section 2: Pedestrian, Bicycle and Transit Planning or skip to Section 3: Compliance and Exception Review.

Section 2: Pedestrian, Bicycle and Transit Planning

MTC Complete Streets Checklist Portal
Dev Version 1.0.2

Home

MANAGE

- Dashboard
- Submissions

EXPLORE

- Catalog
- New Checklist
- Resources
- FAQ

Checklist Sections:

- I. Contact & Project Information
- II. Pedestrian, Bicycle, and Transit Planning
- III. Compliance and Exception Review
- IV. Review & Submit

Export Draft PDF

Section 2: Pedestrian, Bicycle, and Transit Planning

Topic: Pedestrian, Bicycle and Transit Planning

The Complete Streets Policy states that projects that are funded all or in part with regional discretionary funding or receiving MTC endorsements must implement Complete Streets as recommended in recently adopted local or countywide plans, such as bicycle, pedestrian, active transportation, Vision Zero, or other systemic safety plan, Community Based Transportation Plans, or transit plan.

Please check all of the relevant plans that this project helps to implement: *

- City/County General + Specific Area Plans
- Bicycle, Pedestrian and/or Active Transportation Plan(s)
- Community-Based Transportation Plan
- ADA Transition Plan
- Station Access Plan
- Transit Plan
- Vision Zero/Local Roadway Safety Plan/Systemic Safety Analysis Report/Comprehensive Safety Action Plan
- Safe Routes to School Plan
- Other

1. Pedestrian, Bicycle and Transit Planning – Identify only plans that promote implementing Complete Streets.
 - i) In the open field question for plan details, please provide the names of the relevant plans identified and a brief description of the recommendation related to CS (ie. Policy, goal, facility type, etc.)
2. Active Transportation Network
 - i) If any part of the project area includes a segment of MTC’s Regional Active Transportation Network, respond “Yes”. Use link provided in the Portal for map of Regional Active Transportation Network.
 - ii) MTC Mobility Hub – If a MTC Mobility Hub is located in the project area, respond “Yes”. Use link provided in the Portal for map of Mobility Hubs.
3. Safety and Comfort
 - i) If the project is on a known High Injury Network (HIN) or a local traffic safety analysis has found a high incidence of bicyclist/pedestrian-involved crashes within the project area, respond “Yes”.
 - ii) Provide a brief summary of the traffic safety conditions within the project area, and describe the project’s traffic safety countermeasures.
4. Bicycle and Pedestrian Facility Design – Identify all of the infrastructure elements that are included in this phase of the Project. Please do not include any infrastructure elements that are a part of other phases of the project or part of a larger project concept that will not be implemented under the current project phase.
5. Equity

- i) If the project improves active transportation or transit in an MTC Equity Priority Community (EPC), respond “Yes”. Use link provided in the Portal for map of EPCs.
 - ii) Please identify all census tracts that are designated as EPCs and affected by this project.
6. Resilience – Identify if the project will integrate any green infrastructure.
 7. Save and proceed to Section 3: Compliance and Exception Review

Section 3: Compliance and Exception Review

MTC Complete Streets Checklist Portal
Dev Version 1.0.2

Home

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Section 3: Compliance and Exception Review

Topic: Statement of Compliance

Is this project in compliance with MTC Complete Streets Policy (Resolution 4493)? *

Choose a response...

Is this project in compliance with the MTC Transit Priority Policy for Roadways? *

Choose a response...

Topic: Transit Agency Review

Any project on a roadway with qualifying transit services must have a review signed by senior-level staff or authorized designee at the affected transit agencies to ensure the project considers the needs of transit and/or mitigates project elements that may adversely impact transit operations. Transit agencies must finish this review and provide comments to project sponsors within 20 business days of receipt of project information. For complex projects or extenuating circumstances, transit agencies may request an additional 10 days to complete the review.

Please contact transitpriority@bayareametro.gov for questions on transit coordination and the Transit Priority Policy for Roadways (TPPR).

1. Statement of Compliance
 - i) Review the Complete Streets Policy and confirm compliance.
 - ii) Review the Transit Priority Policy and confirm compliance.
2. Transit Agency Review
 - i) Identify agencies, routes, and facilities and provide transit coordination/review details.
 - ii) Upload signed transit agency review document.
3. Bicycle and Pedestrian Advisory Committee/Commission (BPAC) Review
 - i) Provide a summary of the BPAC meeting comments for the Complete Streets Checklist review.
4. Complete Streets Policy Exception (if applicable)
 - i) If the project is requesting an exception, provide the required responses, and upload documentation detailing how the project meets one or more of the exception conditions. The documentation for an exception must be signed by a Department Director--level agency representative, or their designee. Please

- include name, title and copy of their approval of this exception in email or letter format below.
- ii) The Complete Streets Checklists for projects requesting exceptions MUST still be reviewed by the local or county Bicycle and Pedestrian Advisory Committee (BPAC) prior to submittal of the checklist in the Portal.
5. Transit Priority Policy Exception (if applicable)
 - i) If the project is requesting an exception, provide the required responses, and upload documentation detailing how the project meets one or more of the exception conditions. The documentation for an exception must be signed by a Department Director--level agency representative, or their designee. Please include name, title and copy of their approval of this exception in email or letter format below.
 6. Save and proceed to Review & Submit Section.

Review & Submit

MTC Complete Streets Checklist Portal
Dev Version 1.0.2

Home

MANAGE

- Dashboard
- Submissions

EXPLORE

- Catalog
- New Checklist
- Resources
- FAQ

Checklist Sections:

- I. Contact & Project Information
- II. Pedestrian, Bicycle, and Transit Planning
- III. Compliance and Exception Review
- IV. Review & Submit

Export Draft PDF

Review & Submit

Please review your information below before submitting your Complete Streets Checklist.

Section 1: Contact and Project Information [Edit] [Expand]

Contact Name: _____ Contact Phone Number: _____
 Email Address: _____ Project Sponsor: _____

Section 2: Pedestrian, Bicycle and Transit Planning [Edit] [Expand]

Status: Section 2 responses recorded

Section 3: Compliance and Exception Review [Edit] [Expand]

Status: Section 3 responses recorded

Note: By submitting this checklist, you confirm that all information provided is accurate and complete.

Submit Complete Streets Checklist

1. Project Sponsor Review
 - i) Review and make any edits. (Do not submit the checklist until after BPAC review has been completed)
 - ii) Prior to BPAC review:
 - (1) Save and download a copy of the draft checklist for BPAC review using the “Export Draft PDF” button.
 - (2) Do not submit the checklist until after BPAC review has been completed.
 - iii) After BPAC review:
 - (1) Provide a summary of the BPAC meeting comments for the Complete Streets Checklist by completing the question under the Bicycle and

Pedestrian Advisory Committee/Commission Review Topic in Section 3: Compliance and Exception Review.

- (2) Review, make any other necessary edits, and submit the final checklist by clicking on the “Submit Complete Streets Checklist” button.
2. After the final checklist has been submitted, the status of the checklist can be viewed on the MTC Complete Streets Portal. Typically, MTC reviews checklists within 3-weeks from submission.
3. Project sponsors can review and edit the checklist at any time although the checklist should not be edited after it has been submitted for MTC review without first notifying MTC staff via completestreets@bayareametro.gov.
4. Project sponsors can view and edit any checklist that has been submitted by other staff in the same agency.

FAQs

Q: What is the Complete Streets Checklist?

A: The Complete Streets Checklist is the mechanism to ensure MTC Complete Streets Policy and MTC Transit Priority Policy for Roadways compliance. Projects in the public right-of-way that are receiving or requesting \$250,000 or more of regional discretionary funding need to fill out a Complete Streets Checklist, have it reviewed by a local or county Bicycle and Pedestrian Advisory Committee (BPAC), or the equivalent, have it reviewed by applicable transit agencies, and submit the checklist before the project can be considered for funding.

Q: Where can I find the MTC Complete Streets Policy?

A: Please find the Policy here: https://mtc.ca.gov/sites/default/files/documents/2022-05/Resolution-4493_approved.pdf

Q: Where can I find the MTC Transit Priority Policy for Roadways?

A: Please find the Policy here: <https://mtc.ca.gov/digital-library/5135300-transit-priority-policy-roadways-mtc-resolution-no-4739>

Q: When should the Complete Streets Checklist be submitted?

A: The Complete Streets Checklist should be submitted before you apply for funding through MTC. At a minimum, MTC requests that project sponsors submit the Complete Streets Checklist (including BPAC and transit coordination materials) 2 months prior to allocation.

Q: Does the Complete Streets Policy and Checklist apply to my project?

A: If your project is seeking at least \$250,000 of regional discretionary funding or an endorsement, and is in the public right-of-way, then the Complete Streets Policy applies and a Complete Streets Checklist is required.

Examples of projects and their applicability:

Purchase of new bus fleet – not applicable

Upgrading computer software – not applicable

Improvements to a bus yard – not applicable

Railway project with street crossings or station access – applicable

Q: Under what circumstances is a project required to conduct transit agency review as part of the Complete Streets Checklist?

A: Transit agency review is required for any project along a public roadway in the nine-county Bay Area, including both surface streets and access-controlled highways, with transit service. This includes published transit routes, non-revenue routes, detour routes, and planned budgeted routes. See this document for details:

<https://mtc.ca.gov/digital-library/5135342-bay-area-transit-priority-policy-roadways>

Q: When does the Complete Streets Checklist need to go to the Bicycle and Pedestrian Advisory Committee (BPAC)?

A: MTC recommends that the project's Complete Streets Checklist goes to the BPAC approximately 2-5 months prior to the project application submission or allocation. Due to varying BPAC schedules and potential cancellations, it is necessary to bring the project's Complete Streets Checklist to the BPAC several months in advance of funding application or allocation.

Q: If I already submitted a Complete Streets Checklist for a different funding program, do I need to need to submit a NEW Complete Streets Checklist for another funding program?

A: No. You can edit your existing Complete Streets Checklist and select any additional funding program(s) the project is receiving. However, if the project has undergone significant design changes that alter the safety, comfort, or access of pedestrians

and/or bicyclists or transit operations, then an UPDATED Complete Streets Checklist is required and must be reviewed by the BPAC and applicable transit agencies.

Q: How do I edit my Complete Streets Checklist?

A: After you log into the portal, you can edit your checklist, download a PDF, and check its status.

Q: Who do I contact if I have other questions about the Complete Streets Checklist?

A: Please email completestreets@bayareametro.gov

Q: How do I contact transit agency(ies)?

A: Transit agency contacts can be found on this form: <https://mtc.ca.gov/digital-library/5135367-transit-agency-contact-list>

If you need assistance contacting a transit agency, please email transitpriority@bayareametro.gov.

Q: When should I contact transit agency(ies) for review?

A: Coordination with transit agencies should occur as early as possible and with a project application or funding request, not after.

Date: January 28, 2026
W.I.: 1621
Referred by: RNM

ABSTRACT

Resolution No. 4739

This Resolution sets forth MTC's Bay Area Transit Priority Policy for Roadways (Policy). The Policy aims to enhance the transit rider experience by supporting the implementation of transit priority infrastructure and policies that improve transit travel times and reliability, and promote the active interagency engagement necessary to be successful.

The Policy applies to projects in the nine-county Bay Area seeking over \$250,000 of regional discretionary funding or MTC endorsement along any public roadway, including surface streets and access-controlled highways, with public transit service that operates in shared or semi-dedicated right-of-way (i.e., bus, light rail, and streetcar services).

Further discussion of this action is contained in the Regional Network Management Committee summary sheet dated January 9, 2026.

Date: January 28, 2026
W.I.: 1621
Referred by: RNM

RE: Adoption of Bay Area Transit Priority Policy on Roadways

METROPOLITAN TRANSPORTATION COMMISSION

RESOLUTION NO. 4739

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code Section 66500 et seq.; and

WHEREAS, MTC is the designated Metropolitan Planning Organization (MPO) for the nine-county San Francisco Bay Area region; and

WHEREAS, in 2025, MTC adopted Plan Bay Area 2050+ Final Blueprint, which includes Transportation Element Strategy T11 aiming to improve the vitality and viability of existing transit services throughout the Bay Area by providing increased frequency, improved reliability, and greater capacity to reduce wait time, decrease travel time, and encourage ridership growth; and

WHEREAS, in 2022, MTC approved Resolution No. 4493 Complete Streets (CS) Policy, which works to ensure people biking, walking, rolling and taking transit are safely accommodated within the transportation network; and

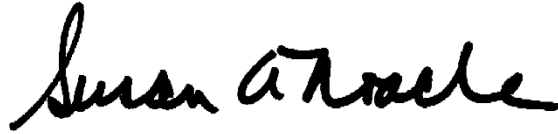
WHEREAS, MTC convened the Blue Ribbon Transit Recovery Task Force (Task Force) to respond to the COVID-19 pandemic, which developed and approved the Bay Area Transit Transformation Action Plan (Action Plan) in 2021 which identified actions needed to achieve a more connected, efficient, and user-focused mobility network across the Bay Area and beyond, including Action 12, “Fund, develop and adopt a Transit Priority Policy”; and

WHEREAS, a regional transit priority policy would promote active interagency engagement to minimize unintended impacts to transit; and enhance the transit rider experience by supporting transit priority infrastructure and policies that improve transit travel times and reliability; now, therefore, be it

Date: January 28, 2026
W.I.: 1621
Referred by: RNM

RESOLVED, that MTC adopts the Bay Area Transit Priority Policy for Roadways as set forth in Attachment A of this Resolution.

METROPOLITAN TRANSPORTATION COMMISSION

A handwritten signature in black ink, appearing to read "Susan A. Noack". The signature is written in a cursive, flowing style.

Sue Noack, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California and at other remote locations on January 28, 2026

MTC BAY AREA TRANSIT PRIORITY POLICY FOR ROADWAYS

PURPOSE AND GOALS

The purpose of the MTC Bay Area Transit Priority Policy for Roadways (Policy) is to:

- Promote active interagency engagement to minimize unintended impacts to transit; and
- Enhance the transit rider experience by supporting transit priority infrastructure and policies that improve transit travel times and reliability

The goals of the Policy include:

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

The Policy aligns with Plan Bay Area 2050+ Final Blueprint Transportation Element Strategy T11, which aims to improve the vitality and viability of existing transit services throughout the Bay Area by providing increased frequency, improved reliability, and greater capacity to reduce wait time, decrease travel time, and encourage ridership growth. Further, the Policy fulfills Action 12 identified in the Bay Area Transit Transformation Action Plan (2021), which calls for the development and adoption of a Transit Priority Policy for improving bus speed and reliability on high-transit corridors and arterials.

TRANSIT PRIORITY DEFINITION

For the purpose of this policy, “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. Transit-supportive infrastructure and design treatments include but are not limited to: transit lanes, high-occupancy vehicle lanes, bus-on-shoulder lanes, transit signal priority, queue-jump lanes, and transit stop design elements such as bus bulbs or boarding islands. Transit-supportive policies include but are not limited to strategic traffic/parking regulations, optimized transit stop placement and spacing, boarding/fare

payment practices such as off-board fare payment and all-door boarding, and application of the physical infrastructure and design treatments mentioned previously.

WHERE POLICY APPLIES

The Policy applies to public roadways in the nine-county Bay Area (Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, and Sonoma), including both surface streets and access-controlled highways, that have existing scheduled, fixed-route, publicly-accessible transit service (i.e., published transit routes) that operates in shared or semi-dedicated right-of-way (i.e., bus, light rail, and streetcar services). It also applies to public roadways with existing non-revenue scheduled routes¹, existing recurring detour routes², and planned budgeted routes³. Non-recurring special event services, demand-responsive services, and paratransit services are excluded from the Policy.

FUTURE TRANSIT PRIORITY NETWORK

MTC is conducting a Transit Priority Roadway Assessment, referenced in Action 12 of the Transit Transformation Action Plan, to define a regional Transit Priority Network (TPN) of key transit corridors. The TPN will be used to:

- Determine locations and corridors where transit supportive design would have the greatest impact on improving travel time and reliability for transit service and maximize person throughput; and
- Inform the distribution of regional discretionary funding by identifying roadways which should be prioritized for transit priority investments.

IMPLEMENTATION VIA COMPLETE STREETS POLICY CHECKLIST

MTC will incorporate the transit agency review requirements of the Transit Priority Policy for Roadways into the existing MTC Complete Streets Policy Checklist (CS Checklist). MTC

¹ “Non-revenue scheduled” routes include deadhead movements and pull-in routes where buses operate when they are not carrying passengers.

² “Recurring detour” routes include locations with regular special events and conditions that require transit service to detour to an alternate street.

³ “Planned budgeted” routes include transit service that is included budgeted service changes or an approved Comprehensive Operations Analysis (short-term service plan). It does not include long-range plans, unless they are budgeted.

Resolution No. 4493, Complete Streets Policy (CS Policy) (2022), aims to ensure that people biking, walking, rolling, and taking transit have safe, connected, and convenient trips within the Bay Area transportation network. While transit is included within MTC's CS Policy, transit is not a focus of the CS Policy. The CS Policy and the Transit Priority Policy for Roadways are complementary to each other, and both apply to transportation project planning, design, funding, construction, reconstruction, and maintenance activities.

All projects seeking MTC endorsement or regional discretionary funding⁴ over the threshold identified in MTC Resolution No. 4493 (or its future update), regardless of project type or sponsor, must complete a CS Checklist and comply with the most recent CS Policy.

Consolidating implementation of both the CS Policy and Transit Priority Policy for Roadways into the CS Checklist simplifies project adherence to these policies, ensures requirements of both policies are sufficiently incorporated into projects, and ensures that appropriate transit agency coordination has occurred.

POLICY REQUIREMENTS

The following Policy requirements will be added to the CS Checklist:

- A project on a roadway with qualifying transit services, as defined previously, must be reviewed by all affected transit agencies to ensure the project considers the needs of transit and/or mitigates project elements that may adversely impact transit operations. Transit agencies must finish this high-level review and provide comments to project sponsors within 20 business days of receipt of project information. For complex projects or extenuating circumstances, transit agencies may request an additional 10 days to complete the review.
- In addition to the previous requirement, projects along the regional TPN should incorporate reasonable transit-supportive design elements from best practice national, state, and local design guidance to improve transit travel time and reliability. *This requirement will not go*

⁴ As explained in the CS Policy, MTC regional discretionary funds include federal, state, and regional fund sources administered by MTC, including but not limited to: Surface Transportation Block Grant Program (STBGP) funding, Congestion Mitigation and Air Quality Improvement Program (CMAQ) funding, Carbon Reduction Program (CRP), Transportation Alternatives (TA) set-aside/Active Transportation Program (ATP) funding, regional bridge tolls, and Regional Transportation Improvement Program (RTIP) funding.

into effect until after the regional TPN is adopted, which is anticipated no sooner than late 2026.

- For projects requiring transit review, Project Sponsors should document design feedback / discussions with the transit agency, and:
 - update the project scope and/or design information on CS Checklist portal, based on project review by Transit Agencies, or
 - explain why project was not modified to incorporate transit agency feedback, and if applicable claim an exception to incorporating suggested transit mitigations (or the suggested transit-supportive design elements, if project is on the TPN) on the CS Checklist Portal (*see Exceptions sections below*).

Projects along roadways without applicable transit service, as defined previously, are not subject to these new requirements.

EXCEPTIONS

The Policy shall apply to all phases of project development. However, project sponsors may seek an exception to incorporating suggested transit-impact mitigations and/or transit-supportive design elements. Eligible exceptions include:

1. **Lack of Response.** Transit agency did not provide feedback within 20 business days and did not ask for a 10-business day extension, or asked for extension and did not review project within extension;
2. **Infeasibility.** The transit-impact mitigations that the transit agency suggested are infeasible along the roadway due to conflicts with fire code, designation as evacuation route or similar public safety code requirements, requiring additional right of way, conflicts with existing infrastructure, and/or environmental concerns defined as abutting conservation land or severe topological constraints, and alternative transit-supportive design elements cannot be identified;
3. **Disproportionate Cost (for projects on TPN).** The cost to add transit-supportive design elements that transit agency suggested to the non-transit project is excessively disproportionate to the base project cost. Generally, “disproportionate” is defined as greater

than 20 percent⁵. If the cost of preferred accommodation is considered excessively disproportionate, project sponsors shall consider alternatives that represent a feasible share of the total project cost but still provide transit supportive design to improve transit travel time and reliability; or

4. **Separate Transit Project (for projects on TPN).** Transit-supportive design elements to be addressed through a separate process or project.

To claim an exception, project sponsors must provide documentation in the CS Checklist detailing how the project meets one or more of the exception conditions above. Exceptions must be documented and signed by senior-level staff or an authorized delegate of the project sponsor.

COORDINATION & COLLABORATION ON PROJECT SCOPE

Agencies are encouraged to work collaboratively to develop a project that considers the needs of transit while meeting the project goals. If consensus cannot be reached by the project sponsor and transit agency regarding transit-impact mitigations or transit-supportive design elements, MTC may convene a stakeholder meeting with the affected agencies to aid in discussions, but MTC would not take a lead role or be a mediator. If a resolution cannot be reached, the project sponsor should document all efforts made to resolve the dispute in the CS Checklist submission.

OPTIONAL LOCAL TRANSIT PRIORITY RESOLUTION OR POLICY

A right-of-way owners, roadway operators or a county transit agency should consider adopting a local resolution or policy to reinforce local support to improve transit travel times and reliability , which enhances the overall transit rider experience. Such a commitment may be shown by

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

Templates are available as resources when taking one of the above actions. In the future, MTC may provide funding incentives to projects located in jurisdictions that have adopted a resolution

⁵ Per FHWA Bicycle and Pedestrian Accommodation Regulations and Recommendations: “A cost may be considered excessively disproportionate when the cost of providing the accommodation would be more than 20% of the cost of the larger transportation project.”

or policy. Any funding incentives would be implemented through MTC funding programs, not through the Policy.

PHASED IMPLEMENTATION

The Policy will be implemented in phases to give affected agencies the opportunity to gradually adapt to new Policy criteria when applying for discretionary funding or MTC endorsement:

- (1) Upon adoption of Policy (anticipated early 2026): project sponsors with projects along roadways with transit service will be required to review the project with affected transit agencies and consider potential mitigations, via the CS Checklist process.
- (2) After adoption of the regional TPN (anticipated late 2026 or early 2027): project sponsors with projects along the TPN will need to consider incorporating reasonable transit-supportive design elements into projects, via the CS Checklist process. The TPN will be developed through the Transit Priority Roadway Assessment in 2026.

EQUITY

Projects should improve the travel time and reliability of transit routes serving disadvantaged populations, including Equity Priority Communities (EPCs) or other similar designations. Some MTC discretionary funding programs prioritize projects with larger anticipated equity benefits; the exact prioritization methodology is subject to a particular funding program's equity priorities and approaches.

EVALUATION

Project sponsors that receive MTC discretionary funding, regardless of project type, should consider the transit rider experience and transit operations throughout project planning and design, proactively incorporating transit-supportive design treatments or mitigating project elements that may adversely impact transit operations. Some MTC funding programs require project sponsors to conduct a pre-/post-implementation evaluation of project impacts on transit travel time and reliability, to be conducted by the project sponsor or delivery agency. Periodic monitoring of transit priority investments is also encouraged to maintain project effectiveness. For network-level evaluation, MTC will develop an existing conditions baseline of transit operations in the region through the Transit Priority Roadway Assessment, and utilize Regional Network Management Performance Measures (MTC Resolution No. 4648, adopted May 2024)

to routinely track progress toward improving transit travel time and reliability along the TPN. MTC staff will produce reports regularly, in coordination with CS Policy reports, to summarize funded projects, report changes in transit performance, and update the Policy and TPN, if needed.

EARLY COORDINATION

Regardless of project type, project sponsors should proactively coordinate with transit agencies potentially affected by the project well in advance of the project seeking regional discretionary funding from MTC, to evaluate the potential of incorporating transit-supportive design elements into the project and/or mitigate any potential adverse impacts to transit operations. In addition to sponsoring or delivering projects, agencies or local jurisdictions introducing policies or other work that may potentially impact transit operations should similarly coordinate with transit agencies.

TECHNICAL ASSISTANCE

As resources allow, MTC will support project sponsors, transit agencies, and local jurisdictions to promote transit priority and implement the Policy through technical assistance programs. MTC will continue to advocate for and advance transit priority through leadership at the regional level.

Bay Area Transit Priority Policy for Roadways: Guidance for Implementing Agencies

Policy Overview

On January 28, 2026, MTC adopted the [Bay Area Transit Priority Policy for Roadways \(Policy\) \(MTC Resolution No. 4739\)](#), 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 Policy, first adopted in 2006. The Policy establishes requirements for roadway projects on public right-of-way requesting more than \$250,000 of MTC discretionary funding or MTC endorsement.

Policy Purpose	<ul style="list-style-type: none">• 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	<ul style="list-style-type: none">• 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

The Policy applies to projects along any public roadway (including surface streets and access-controlled highways) with public transit service that operates in shared or semi-dedicated right-of-way (such as bus, light rail and streetcar services) that seek over \$250,000 of regional discretionary funding or MTC endorsement.

Transit Coordination via Complete Streets Policy Checklist

The Policy is implemented via the existing [MTC Complete Streets \(CS\) 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 ensures 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.

The detailed transit agency review process can be found in the Appendix.

Optional Local Transit Priority Policy or Resolution

A roadway owner or operator should consider demonstrating their commitment to transit 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 in its [Guidance on Optional Local Transit Priority Resolution or Policy](#) 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.

In mid-2027 (approximately 18 months after Policy adoption), MTC may begin offering incentives for project sponsors applying for regional discretionary funds if they have adopted a local transit priority policy or resolution. To qualify for incentives, the policy or resolution must meet the minimum requirements outlined in the [Guidance on Optional Local Transit Priority Resolution or Policy](#).

Appendix: Transit Agency Review Process

This Appendix provides step-by-step instructions on the transit agency review process conducted via the Complete Streets (CS) Checklist [online portal](#). The process is also visually summarized in the flowchart at the end.

A separate process is underway to develop the regional Transit Priority Network (TPN). The requirements for review along TPN corridors are shown in blue text boxes, and will not go into effect until after the TPN is approved, anticipated no earlier than early 2027.

Which Agencies Must Complete the Transit Review Process?

The proposed transit review process is required for all 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 (Table 1).

Table 1: Transit Review Requirements

Project sponsored by...	Transit Review?
Transit agencies	Yes, if other transit agencies affected
Transit department or transit team within local or county agency	
Other departments or teams within local or county agency, Caltrans, or MTC	Yes

Step-by-Step Transit Review Process

The following coordination steps between project sponsors and transit agencies is documented via a [Transit Agency Review Form](#) uploaded to the CS Checklist portal.

1) Project Sponsor: Confirm if there is transit service, and the level of review required

Project sponsor checks if there is transit service by an agency listed in Table 2 in the broader community, and specifically within the project area. These agencies operate scheduled, fixed-route, publicly-accessible roadway transit service and are eligible for State Transit Assistance (STA) funds.

Contacts by transit agency can be found in the [Transit Agency Contact List](#). If you need assistance contacting a transit agency, please reach out to transitpriority@bayareametro.gov.

Table 2: List of Applicable Transit Agencies

Transit Agency
<ul style="list-style-type: none">• AC Transit (Alameda-Contra Costa Transit District)• County Connection (Central Contra Costa Transit Authority)• Dumbarton Express (Dumbarton Bridge Regional Operations Consortium)• FAST (City of Fairfield Transit)• Golden Gate Transit (Golden Gate Bridge, Highway and Transportation District)• Marin Transit (Marin County Transit District)• Muni (San Francisco Municipal Transportation Agency)• Petaluma Transit (City of Petaluma)• SamTrans (San Mateo County Transit District)• Santa Rosa CityBus (City of Santa Rosa)• SolTrans (Solano County Transit)• Sonoma County Transit (Sonoma County Department of Transportation & Public Works)• Tri-Delta Transit (Eastern Contra Costa Transit Authority)• Union City Transit (City of Union City)• Vacaville City Coach (City of Vacaville)• Vine Transit (Napa Valley Transportation Authority)• VTA (Santa Clara Valley Transportation Authority)• WestCAT (Western Contra Costa Transit Authority)• Wheels (Livermore Amador Valley Transit Authority)

The level of transit review depends on transit service in the project area (Table 3).

Table 3: Level of Transit Review Required

Transit service in project area?	Transit Review Required
No transit service in project area or surrounding community	No transit review required. Indicate lack of service on Transit Agency Review Form and upload to CS Checklist portal. <i>Transit review is complete.</i>
No published transit routes in project area, but transit service in surrounding community	<p>Contact transit agency to confirm if existing non-revenue scheduled¹ routes, existing recurring detour² routes, or planned budgeted³ routes.</p> <ul style="list-style-type: none"> • Transit agency confirms no transit service. Indicate lack of service on Transit Agency Review Form and upload to CS Checklist portal. <i>Transit review is complete.</i> • Transit agency confirms transit service. Transit agency reviews project for accommodation of basic bus movement through project area, via Transit Agency Review Form.
One or more published transit routes in project area	<p>Project sponsor identifies potential project impacts to transit and works to mitigate impacts. Transit agency reviews and potentially identifies suggestions to further mitigate project impacts, via Transit Agency Review Form.</p> <p><i>If Project is on Transit Priority Network (TPN) (once adopted): Project sponsor and transit agency coordinate to identify potential transit supportive design improvements to incorporate into project.</i></p>

2) Project Sponsor: Share project information with affected Transit Agencies

If there is transit service (confirmed in step 1), project sponsor shares a general description of the project, project information (i.e., goals, scope, schedule, funding,

¹ “Non-revenue scheduled” routes are pull-in/pull-out routes where buses operate without passengers.

² “Recurring detour” routes include locations where regular special events require transit service to detour to an alternate street. Non-recurring special event services, demand-responsive services, and paratransit services are excluded from the Policy and transit review process.

³ “Planned budgeted” routes include transit service that are included budgeted service changes or an approved Comprehensive Operations Analysis (short-term service plan).

designs), and measures to mitigate project impacts to transit and/or transit-supportive design elements included in the project with all applicable transit agencies via Transit Agency Review Form. To expedite transit review, project sponsor should provide information appropriate for the current stage of delivery (Table 4).

Table 4: Purpose of Transit Review/Coordination, by Stage of Project Delivery

Stage of Project Delivery	Purpose of Transit Review/Coordination
Planning, Conceptual Design, or Environmental	Identify opportunities to avoid or mitigate transit impacts.
	<i>Additional considerations if on TPN: Identify opportunities to improve transit travel time, reliability, or access at stops.</i>
Detailed Design (≥30% design)	Identify potential project impacts to transit delay, reliability, and stop access and discuss opportunities to mitigate impacts.
	<i>Additional considerations if on TPN: Identify opportunities to improve transit travel time, reliability, or access at stops.</i>
Construction	Identify potential permanent and temporary construction impacts to transit operations and stops and discuss opportunities to mitigate project impacts.

3) Transit Agencies: Review project and provide feedback to Project Sponsor

Transit agencies complete project review, via Transit Agency Review Form, within 20 business days, with feedback documented by senior-level staff or authorized delegates. Transit agencies may request a 10-business day extension for a complex project (i.e., requiring an expert review) or extenuating circumstances (i.e., staff shortage). Transit agencies should use the questions in Table 5, by stage of project delivery, as a guide when reviewing a project and providing comments.

Table 5: Questions to Guide Transit Review, by Stage of Project Delivery

Stage of Project Delivery	Questions to Guide Transit Review
Planning, Conceptual Design, or Environmental	<ul style="list-style-type: none"> • Does project impact the basic operations of transit? • Are there opportunities to improve transit travel time, reliability, or access at stops without a substantial scope change?
	<p><i>Additional considerations if on TPN:</i></p> <ul style="list-style-type: none"> • <i>Does project have goals to improve transit speed and reliability?</i> • <i>Does project identify opportunities to improve transit travel times or delay, or minimize impacts to transit?</i>
Detailed Design (≥30% design)	<ul style="list-style-type: none"> • Do project elements impact transit travel times or delay? <ul style="list-style-type: none"> ▪ If so, what are the anticipated impacts? ▪ Can mitigation measures reduce the impacts? If so, to what extent? • Are there opportunities to improve transit travel time, reliability, or access at stops without a substantial scope change? • Does project meet transit agencies’ stop guidelines, including accessibility?
	<p><i>Additional considerations if on TPN:</i></p> <ul style="list-style-type: none"> • <i>Does project include transit-supportive design elements? What transit-supportive design elements could be added?</i> • <i>How would transit-supportive elements be operated and maintained?</i>
Construction	<ul style="list-style-type: none"> • What is overall construction phasing/schedule? • Will construction require transit stops to be temporarily relocated? How will transit be maintained? <i>(Note, while not a part of the Transit Priority policy, consideration for paratransit needs is also recommended.)</i> • Will temporary traffic control plans modify transit movements or lane configurations? • What is anticipated construction impact to transit travel time and/or delay, and are there opportunities to mitigate construction impacts?

4) Project Sponsor: Review and react to feedback from Transit Agencies

Project sponsor reviews the feedback from transit agencies and incorporates any feedback into project (i.e., makes updates to project scope and/or design to mitigate impacts to transit), or claims an exception documenting reasons it cannot do so. A

collaborative meeting with affected agencies may be convened to discuss feedback from transit agencies and how project can be modified to address suggestions or concerns.

***If project is on TPN:** Project sponsor should work with transit agencies to develop consensus around reasonable transit-supportive design elements to incorporate into the project to improve transit travel time and reliability. The NACTO Transit Street Design Guide or other national, state, and local transit best practice guidance can be referenced during discussions with transit agencies. Potential improvements could include, but are not limited to, bus stop placement adjustments, stop access improvements, transit boarding islands or bulbs, ADA access improvements, transit signal priority, transit lanes, transit queue jumps, adding red curbs to improve access to stops, and other curb regulations.*

a) If feedback can be incorporated:

Enter updated project scope and/or design information on CS Checklist portal, including a description of changes made, based on project review by and discussions with transit agencies.

***If project is on TPN,** document the transit-supportive design elements considered, and detail the design elements proposed to be included in the project.*

b) If project is unable to meet the above requirements

Project sponsor documents discussions with transit agencies on CS Checklist portal, documenting why feedback from transit agencies was not incorporated. If applicable, project sponsor may claim an exception via a [Transit Review Exception Form](#).

1. **Lack of Response.** Transit agencies did not review project within 20 business days and did not ask for a 10-business day extension, or asked for extension and did not review project within extension.
2. **Infeasibility.** Requested transit-impact mitigations are infeasible along the roadway due to conflicts with fire code, designation as evacuation route or similar public safety code requirements, insufficient right of way, conflicts with existing infrastructure, and/or environmental concerns defined as abutting conservation land or severe topological constraints, and alternative transit-supportive design elements cannot be identified.

If project is on TPN and the transit-supportive design suggestions cannot be incorporated, these exceptions could also apply:

3. Disproportionate Cost. *The cost to add transit-supportive design elements to the non-transit project is excessively disproportionate to the base project cost. Generally, “disproportionate” is defined as greater than 20 percent⁴. If the cost of preferred accommodation is considered excessively disproportionate, project sponsor shall consider alternatives that represent a feasible share of the total project cost but still provide transit-supportive design to improve transit travel time and reliability.*

4. Separate Transit Project. *Transit-supportive design elements to be addressed through a separate process or project.*

To claim an exception from transit agency review, project sponsor must upload a Transit Review Exception Form on the CS Checklist portal detailing how the project meets one or more of the exception conditions above. Exceptions must be documented and signed by senior-level staff or an authorized delegate at the project sponsor.

5) Project Sponsor & Transit Agencies: Stakeholder meeting (if needed)

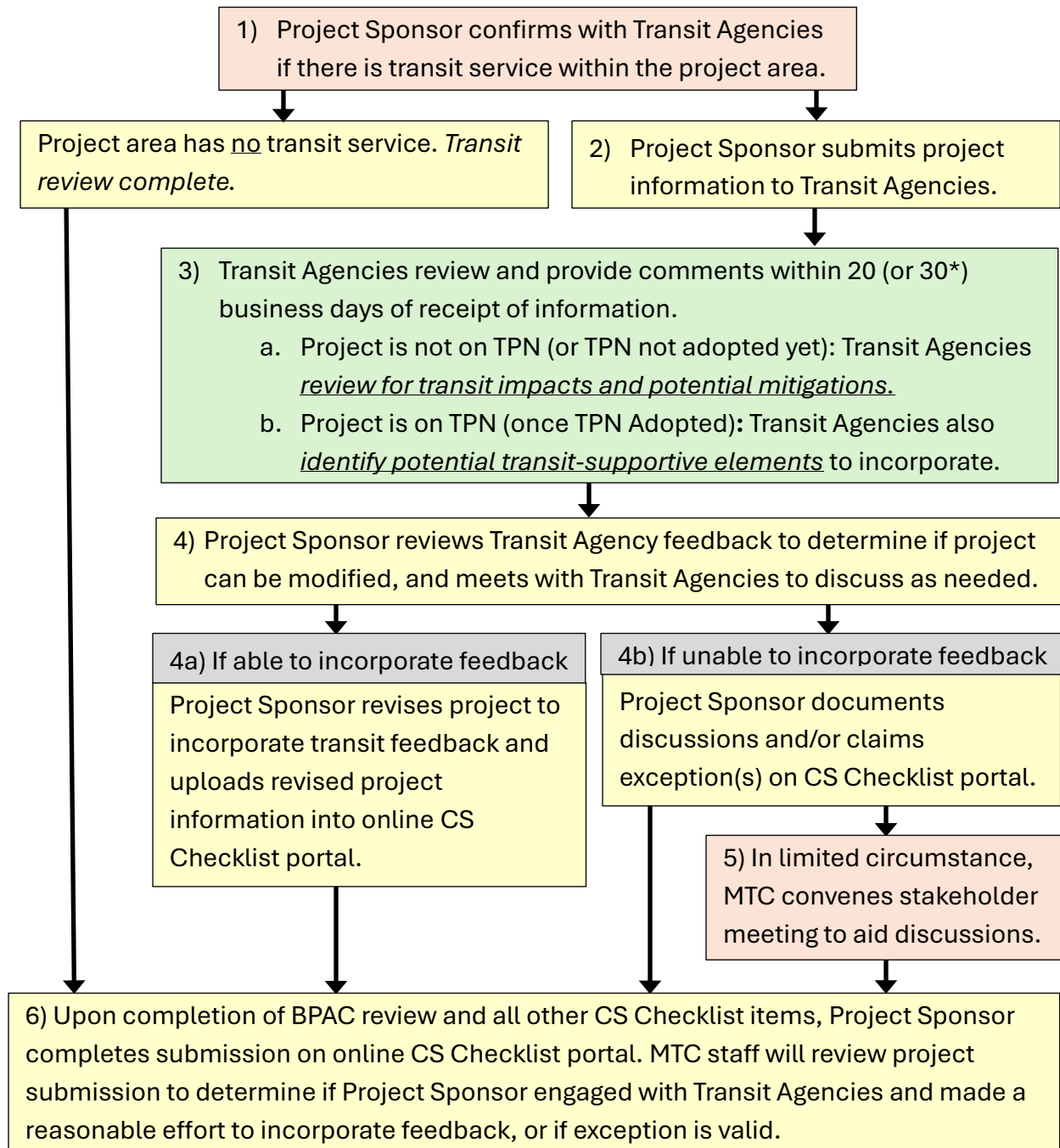
Agencies are encouraged to work collaboratively to develop a project that considers transit’s needs while meeting the project goals. If consensus cannot be reached by the project sponsor and transit agencies, MTC may convene a stakeholder meeting with the affected agencies to aid in discussions, working with the applicable County Transportation Authority as appropriate. MTC would not take a lead role or be mediator. If a resolution cannot be reached, project sponsor should describe the design dispute and document all efforts made to resolve the dispute in its CS Checklist submission.

6) Project Sponsor: Upload documentation onto CS Checklist portal

Upon completion of BPAC review and all other CS Checklist items, project sponsor completes submission on online portal, and MTC staff review project submission to ensure project sponsor had conversations with transit agencies and made a reasonable effort to incorporate transit agency feedback, or the claimed exception (if applicable) is valid.

⁴ Per FHWA Bicycle and Pedestrian Accommodation Regulations and Recommendations: “A cost may be considered excessively disproportionate when the cost of providing the accommodation would be more than 20% of the cost of the larger transportation project.”

Process Chart of Transit Agency Project Review



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

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

Complete Streets Checklist

Transit Agency Review Form

Project Sponsors and Transit Agencies use this form to document the transit review requirements of the Transit Priority Policy for Roadways. Transit Agency must finish this high-level review and provide comments to Project Sponsors within 20 business days of receipt of project information. For complex projects or extenuating circumstances, transit agencies may request an additional 10 business days to complete the review.

PROJECT SPONSOR COMPLETES TABLE PRIOR TO SUBMITTING TO TRANSIT AGENCY:

Project Name	
Project Sponsor Agency	
Project Location <i>(attach map)</i>	
Project Scope Summary <i>(attach details as appropriate)</i>	
Project Sponsor Contact	Name: Title: Email address:
Transit Agency Name	

TO BE COMPLETED BY TRANSIT AGENCY:

Transit Agency Project Reviewer	Name: Title: Email address:
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Transit Agency has reviewed the project and confirms that:

- Project is located on street without any transit service.**
(Policy does not apply, and no further Transit Agency review is required)

- Project is located on street with non-revenue scheduled route¹, recurring detour route², and/or planned budgeted route³.** *(Non-recurring special event services, demand-responsive services, and paratransit services are excluded from Policy.)*
 - Proposed project accommodates basic bus movements (e.g., turns) of non-revenue scheduled, recurring detour, and/or planned budgeted route.
 - Proposed project does not accommodate basic bus movements (see below).

Suggested changes to accommodate basic bus movements:

¹ “Non-revenue scheduled” routes include deadhead movements and pull-in routes where buses operate when they are not carrying passengers.

² “Recurring detour” routes include locations with regular special events and conditions that require transit service to detour to an alternate street.

³ “Planned budgeted” routes include transit service that is included budgeted service changes or an approved Comprehensive Operations Analysis (short-term service plan). It does not include long-range plans, unless they are budgeted.

- Project is located on street with published, scheduled transit route.**
 - Transit Agency is not suggesting any transit-impact mitigation measures.
 - Transit Agency suggests transit-impact mitigation measures (see below).

Suggested mitigation measures:

As the project advances, Transit Agency requests the following coordination:

- No additional involvement required.
- Provide Transit Agency opportunity to review and comment on draft designs prior to finalization. Transit Agency requests two-week review period. Prefer review at early design phase. Email *[insert email address]*.
- Closely coordinate with Transit Agency to develop designs and/or implement project (e.g., field visits, involvement in technical advisory committee or similar group).
- Notify Transit Agency *XX* business days in advance of road work at *[insert email address]*. Transit Agency will coordinate bus stop closures and/or re-routing as needed.
- California Public Utilities Commission (CPUC) General Order (GO) GO88b permit likely required.
- Construction Access Permit and/or 811USA Alert likely required.
- Other specific involvement (see below).

Additional comments:

Print Name

Title

Date

Signature

Complete Streets Checklist

Transit Review Exception Form

Project Sponsors may seek an exception to incorporating suggested transit-impact mitigations and/or transit-supportive design elements, called for in the Transit Priority Policy for Roadways. Exceptions must be documented and signed by senior-level staff or an authorized delegate of the Project Sponsor.

Project Name	
Project Sponsor	
Project Location	
Project Manager (name/email)	

Please mark exception(s) being claimed and provide appropriate documentation. If needed, please attach additional documentation.

<input type="checkbox"/> Lack of Response Transit agency did not provide feedback within 20 business days and did not ask for a 10-business day extension, or asked for extension and did not review project within extension.	Transit agency(ies) and contact(s):
<input type="checkbox"/> Infeasibility Suggested transit-impact mitigations are infeasible along the roadway due to conflicts with fire code, designation as evacuation route or similar public safety code requirements, requiring additional right-of-way, conflicts with existing infrastructure, and/or environmental concerns defined as abutting conservation land or severe topological constraints, and alternative transit-supportive design elements cannot be identified.	Description of requested transit-impact mitigations and/or transit-supportive design elements: Please cite specific code(s) and/or condition(s) that conflicts with the requested mitigations:

Print Name _____ Title _____ Date _____

Signature _____