

Appendix C
2018 MPO Best Practices for SCS Development and
Implementation

Appendix C: Best Practices

CARB collected and summarized qualitative information from MPOs and other stakeholders to help identify the successful practices to date. This appendix distills the feedback provided to CARB through interviews, online submittals, data requests, and research. In generating and summarizing this input, CARB sought to be as inclusive as possible. For example, CARB's approach to identifying best practices was intentionally broad. Instead of seeking to objectively identify the very best practices as might be assessed via a comprehensive, objective review of every MPOs' plans and policies, CARB has included positive examples of SCS planning and implementation practice that have received the acclaim of the practitioner and stakeholder community as going above and beyond the current practice.

This list is intended to facilitate an information exchange among MPOs and stakeholders for innovative SCS planning ideas and help identify practices that may be applicable across regions. Practices are categorized into four categories: housing/displacement, land use, new mobility, and transportation. In total, 68 practices were identified using the following criteria:

1. Must be a regional activity where the MPO serves a key role
2. Either was a new practice, or was enhanced / expanded upon after the passage of SB 375
3. Implementation has already substantially begun
4. Has a direct connection to SCS strategy development or implementation by advancing identified land use, housing, and transportation goals through activities that help to address access to affordable housing, integrate local land use planning and conservation with future transportation investments, encourage use of alternative transportation modes, etc.
5. Has an exemplary or innovative element that exceeds the standard practice

Summary of Selected Best Practices

By Category	Practices Identified
Housing/Displacement	8
Land Use	32
New Mobility	5
Social Equity Analysis	2
Transportation	21
<i>Total</i>	68

MPO	Category	Best Practice	Description/Notes	Resource Link
FCOG	Housing/ Displacement	Multi-Jurisdictional Housing Element	California Housing Element law requires every jurisdiction to prepare and adopt a housing element as part of general plans. Generally, each city or county prepares its own General Plan and Housing Element. Fresno County and 12 of the 15 cities in Fresno County, with the help of the Fresno COG, decided to prepare a Multi-Jurisdictional Housing Element to help identify regional needs while, also providing cost savings for jurisdictions. The Multi-Jurisdictional Housing Element identified current housing needs, goals and objectives regarding housing production, rehabilitation and conservation needs, and defined policies and programs to assist jurisdictions in achieving these goals. Affordable housing issues are key to the Multi-Jurisdictional Housing Element with options to preserve affordable units at risk for market rate conversion, permanent and temporary housing for farmworkers, gap financing for affordable housing builders, and streamlined permitting for affordable units. The Multi-Jurisdictional Housing Element will be in effect through December 31, 2023, and should inform scenario development and land use forecasts for Fresno COG's 2018 and 2022 SCSs.	https://www.fresnocog.org/multi-jurisdictional-housing-element/
KCOG	Housing/ Displacement	RHNA Housing Data Book Helps 100 percent Approval of Housing Elements at Reduced Cost	As part of the 2014 RHNA process Kern COG supported local agency development of housing elements through the creation of the California Department of Housing and Community Development (HCD) pre-approved Housing Data Book. The data book included available land zoned for low income housing to show each community that they had the ability to meet their housing need as well as statistics required to prepare the housing element. Agencies that used the data book received a streamlined review by HCD and avoided the cost of generating the required data for their community. One hundred percent of the housing elements for Kern are now in complete compliance and eligible for Active Transportation Plan funds and other important resources needed to implement the region's SCS.	http://www.kerncog.org/regional-housing-needs/
MTC	Housing/ Displacement	Regional Housing Needs Allocation Formula Tied to Smart Growth Criteria	ABAG/MTC has used the Regional Housing Needs Allocation (RHNA) process to promote planning and permitting of mixed-income housing in Priority Development Areas (PDA) or focused growth areas as identified in their SCS. For their 2015 RHNA allocations, the MPO used a formula that recognizes focused growth areas as identified in the SCS, past jurisdiction permitting performance, jobs-housing ratios, and transit resources. The RHNA formula assigned 70 percent of new housing between 2015 and 2023 to PDAs, and 30 percent to non-PDA areas. Each jurisdiction with a PDA/s was assigned a share of the 70 percent based on their PDA's share of the region's total PDA growth. In the non-PDA portions of each jurisdiction, the 30 percent of new housing was assigned using three factors: (1) Past RHNA Performance: cities that permitted a high number of housing units for very low- and low-income households during the 1999-2006 RHNA cycle received lower allocations; (2) 2010 Employment: jurisdictions with a higher number of existing jobs in non-PDA areas (based on 2010 data) received higher allocations; and (3) Transit: jurisdictions with higher transit frequency and coverage received higher allocations.	https://abag.ca.gov/planning/housingneeds/ https://abag.ca.gov/planning/housingneeds/methodology.html
MTC	Housing/ Displacement	Convening The Committee to House the Bay Area (CASA) to Address Regional Housing Production Concerns	ABAG/MTC convened the Committee to House the Bay Area (CASA) to help address concerns identified during development of its 2017 SCS that recent observed housing and job growth patterns, which are integral to the SCSs success, were not aligning with the region's long-term plan. Specifically, housing growth was falling far short of job growth in the region, and local General Plans were not anticipating the rate of job generation projected. CASA includes thought leaders and policy experts from local government, academia, industry, legal, construction, health care, labor, nonprofit, and community sectors who are supported by ABAG/MTC staff and a team of consultants. Their charge is to build actionable political consensus around (1) increasing housing production at all levels of affordability, (2) preserving existing affordable housing, and (3) protecting vulnerable populations from housing instability and displacement, and produce a Regional Housing Implementation Strategy. The strategy is expected to include innovative financing strategies, recommended State and local legislation, as well as recommendations to address the current regulatory environment. A final report is slated for release in late 2018.	https://mtc.ca.gov/our-work/plans-projects/casa-committee-house-bay-area
MTC	Housing/ Displacement	Transit-Oriented Affordable Housing Fund (TOAH)	ABAG/MTC created the Bay Area Transit-Oriented Affordable Housing (TOAH) Fund to provide financing for the development of affordable housing and other vital community services near transit lines throughout the Bay Area. Through an initial investment of \$10 million, the MPO was able to leverage an additional \$40 million in investments from a variety of lending institutions that has been used to create and/or preserve over 950 units of affordable housing in three urban centers of the region. In 2017, the MPO amended its management agreement with a local community development financial institution (CDFI) to enhance the program's nexus with transportation by prioritizing loans to projects in Transit Priority Areas and to streamline the program's lending process to create a one-stop project loan origination and credit underwriting path.	http://bayareatod.com/ http://mtc.legistar.com/gateway.aspx?M=F&ID=9d053ba5-4503-4fb2-806d-e93bf05aa44f.pdf
MTC	Housing/ Displacement	Low-Income Housing Preservation Loan Pilot Program	ABAG/MTC sponsors a Bay Area Preservation Loan Pilot Program, which is designed to quickly acquire and preserve low-income housing as these properties first come onto the market for sale. The program is administered by a local community development financial institution (CDFI). By pre-qualifying preservation partners, the program helps partners to acquire properties before speculators engage sellers and replace existing structures with high-end housing. The funding program allows partners up to 10 years to stabilize properties under preservation guidelines and offers lower-than-market loan rates to help projects achieve success. With an investment of \$10 million, the MPO's investment partners estimate that between 200 to 400 homes will be acquired and positioned to maintain permanent affordability.	http://mtc.legistar.com/gateway.aspx?M=F&ID=acb3de08-827a-49c7-9956-7552282910fb.pdf%20
MTC	Housing/ Displacement	80k by 2020 Housing Growth Challenge Grants	ABAG/MTC developed a program that uses federal funds to help kick-start and accelerate housing growth within the region. To keep the grant size large enough to serve as an incentive for housing production, the \$30 million dollar grant program is limited to no more than the top 15 producers of affordable housing units, or fewer, if the 80,000 unit target is reached by less than 15 jurisdictions. Additionally the affordable housing units need to be located in the Priority Development Areas or Transit Priority Areas, as defined in its SCS, with funds allocated over a 6-year period from 2015 through 2020. In addition, at least one jurisdiction from each of the nine Bay Area counties will be awarded a challenge grant. Details on the funding distribution formula remain under development.	https://mtc.ca.gov/our-work/fund-invest/federal-funding/obag-2 https://mtc.ca.gov/sites/default/files/RES-4202_approved.pdf
SJCOG	Housing/ Displacement	Joint Region Economic Modeling	Three MPO regions, SJCOG, MTC & SACOG, have partnered to coordinate planning assumptions and demographic forecasts over the last several years. Most recently, SJCOG has set aside funding from its SB 1 Sustainable Transportation Formula Planning Grants to help expand economic modeling and data collection capabilities to better coordinate population, housing, and employment projections across regional boundaries. This expansion will not only assist San Joaquin County in a more robust quantification of the economic benefits of its RTP/SCS, but also help all three MPO partners to test development policies and strategies against economic variables across the entire mega-region to better understand their impacts.	https://www.sjco.org/DocumentCenter/View/3731/Final-RTP-2018---Chapter-6-
AMBAG	Land Use	Local Government Toolkits for SCS Implementation	AMBAG created toolkits to assist local cities in implementing the region's MTP/SCS, these focus on (1) economic development, (2) infill housing, and (3) transportation strategies. These included guides to various policy tools and measures that could be implemented, and prototypes with real-world case studies. The toolkit development process occurred alongside a mapping effort that built upon the 2014 MTP/SCS to identify regional place types by identifying existing/planned and potential Opportunity Areas. The toolkits identified which strategies best fit various place types throughout the region.	http://www.ambag.org/programs-services/planning/metro-transport-plan/sustainable-communities-strategy-implementation
BCAG	Land Use	MPO Assistance for General Plan Updates	BCAG used Blueprint Planning Program resources to help four of six local jurisdictions update their general plans. The new plans were designed to be consistent with each other and with the Butte Regional Conservation Plan (BRCP). Based in part on these general plans, Butte's land use forecast directs most new growth into a network of Urban Permit Areas that avoid conflict with special-status species habitat and other resources identified in the BRCP. Thus, by working on a voluntary basis with local jurisdictions, BCAG was able to lay the groundwork for a land use forecast consistent with protecting its region's most important natural and working lands.	http://www.bcag.org/documents/planning/RTP%20SCS/2016%20RTP%20SCS/SCS/2016%20SCS%20Final%20110116.pdf
MTC	Land Use	Vital Signs Regional Monitoring Initiative	Led by the ABAG/MTC, Vital Signs is a monitoring initiative to track trends within the region related to transportation, land use, people, the economy, the environment and social equity. The initiative presents an interactive web interface with visualizations that allow residents and stakeholders to explore historical trends, examine differences between cities and counties, and even compare the Bay Area with other peer metropolitan areas. Indicators include quantifiable measures of regional progress on a specific topic, such as average commute time or median home price. These indicators illustrate where the region is succeeding or falling short of reaching regional and statewide goals.	http://www.vitalsigns.mtc.ca.gov/
MTC	Land Use	Identification of Regional Priority Development and Priority Conservation Areas	In 2007, four Bay Area regional agencies formed a collaborative to find solutions to residents' long commutes and very high housing costs. The Association of Bay Area Governments (ABAG), Metropolitan Transportation Commission (MTC), Bay Area Air Quality Management District, and Bay Area Conservation and Development Commission – in partnership with congestion management agencies, transit providers, and local governments - drafted a regional development and conservation strategy entitled Focusing Our Vision (FOCUS) that built upon regional policies established in 2002 to direct growth to transit corridors and existing communities. The cornerstones of the FOCUS program were the establishment of Priority Development Areas (PDA) and Priority Conservation Areas (PCA). PDA eligibility is limited to infill areas of 100 acres or more that could be developed into high density, mixed-use, pedestrian-friendly, and transit accessible enclaves with technical assistance from the regional agencies. In the first round of 100 submittals by local governments, PDAs with sufficient capacity to accommodate half of the Bay Area's projected growth by the year 2035 were approved by ABAG. A key part of the PDA strategy is to move away from an unplanned "project-by-project" approach to growth, toward the creation of complete communities that meet the needs of existing and new residents and workers. PCAs are areas of regional significance that have broad community support and an urgent need for protection. Nominated by property owners, land trusts, open space districts, and local jurisdictions, some 165 PCAs have been approved by ABAG. The matrix of PDAs and PCAs serves as the focus for a panoply of acquisition, planning, infrastructure, and development grant and assistance programs administered by MTC.	https://mtc.ca.gov/our-work/plans-projects/focused-growth-livable-communities/priority-development-areas https://abag.ca.gov/priority/development/ https://mtc.ca.gov/our-work/plans-projects/focused-growth-livable-communities/priority-conservation-areas https://abag.ca.gov/priority/conservation/

MPO	Category	Best Practice	Description/Notes	Resource Link
MTC	Land Use	Regional Advance Mitigation Program (RAMP)	ABAG/MTC administers the Regional Advance Mitigation Program (RAMP) is a program to identify and facilitate acquisition of high habitat-value open space lands for use in the mitigation of adverse impacts of new greenfield transportation projects. This program takes advantage of AB 2087 (Levine, 2016) that promotes the development of Regional Conservation Investment Strategies for streamlining the habitat mitigation process for endangered species. The RAMP program is a self-sustaining funding mechanism for the purchase of mitigation land or credits based on expected impacts from projects in the regional transportation plan. Once these projects complete the environmental process and identify mitigation values, each project would purchase the advance mitigation. Proceeds would then be re-deposited into the account to purchase further mitigation lands or credits.	https://mtc.legistar.com/LegislationDetail.aspx?ID=3063620&GUID=41F8D156-5083-4103-A835-5035C6E5E5BD&Options=&Search https://www.wildlife.ca.gov/Conservation/Planning/Regional-Conservation/Documents
SACOG	Land Use	SCS Land Use Allocation	SACOG publishes its MTP/SCS Land Use Scenario at a high resolution, showing forecast growth by sub-areas within all of its 28 member political jurisdictions. This approach is a transparent communication tool for stakeholders to understand how the region plans to accommodate its projected growth given a variety of inputs from local plans taken together with environmental and other constraints. SACOG's approach to its MTP/SCS Land Use Scenario is useful supporting evidence when making determinations about whether individual development projects are consistent with its MTP/SCS, which is particularly important for local projects that wish to utilize SB 375 CEQA streamlining provisions.	https://www.sacog.org/sites/main/files/file-attachments/8-2020_mtpscs_draft_land_use_pattern_propose_d_transpo_projects_plan_performance_analysis_approach.pdf?utm_campaign=Transportation%20Committee%20Agenda%20Packet&utm_medium=email&utm_source=bundle_and_blast
SACOG	Land Use	Community Revitalization & Community Design Program	SACOG's Community Design Funding Program provides funding to local governments to build placemaking projects in their communities. Placemaking projects improve or enhance the livability of a community and create places that people desire to spend time or live in. The projects must implement any of the SACOG Blueprint Principles: (1) housing options (2) transportation options; (3) infill development; (4) mixed land uses; (5) compact development; (6) preservation of natural resources, and (7) quality design. To select projects for funding, SACOG runs its Project Performance Assessment (PPA) tool on all projects and produces project-specific performance indicators that are then used by a Community Design working group along with narrative and analysis provided by the project sponsor in the application itself to determine its competitiveness for grant funding. Funded projects must be federal aid eligible and transportation-related projects that have some land use component, such as activities to engineer and/or construct street improvements along a corridor that has associated infill development or potential.	https://www.sacog.org/community-design
SACOG	Land Use	Rural Downtown/Main Street Planning in the SACOG Region	SACOG, in collaboration with its rural communities, will provide a 2 year planning assistance program focused on rural town centers. Through a partnership with Portland State University and the Local Government Commission, SACOG will help up to 12 jurisdictions plan for streetscape and active transportation improvements and infill/land uses to bolster the vitality of their rural Main Street, downtown core, or town center. Implementation of the resulting recommendations will benefit residents and businesses, address visitor traffic, support rural infill and economic development, reduce VMT and GHG emissions, and preserve and strengthen our region's unique rural communities.	https://www.sacog.org/sites/main/files/file-attachments/june_complete_packet_2.pdf
SANDAG	Land Use	Policy 33: Discretionary Funding Eligibility Criteria for Local Housing Element Compliance and Provision of Lower-Income Housing	SANDAG's Board Policy No. 33 sets forth specific provisions for local jurisdiction housing element compliance and factors related to lower income housing when SANDAG allocates discretionary competitive funding to local agency projects, e.g., their TransNet Smart Growth Incentive and Active Transportation Grant Programs. To be eligible to apply for discretionary funds, local jurisdictions must meet the following thresholds: have an adopted Housing Element with letter of compliance issued by HCD and an Annual Housing Element Progress Report (similar to the California Department of Housing and Community Development Progress Report requirements with additional information related to building permits). Funding allocation is also tied to lower income housing through incentive points via four criteria: 1) Greater RHNA Share Taken, (2) Regional Share of Cumulative Total of Lower Income Units Produced, (3) Total Number of Affordable Housing Units, and (4) Percent of Lower Income Households.	https://www.sandag.org/organization/about/pubs/policy_033.pdf
SCAG	Land Use	Neighborhood Mobility Areas	SCAG identified Neighborhood Mobility Areas as part of its 2016 RTP/SCS as focus areas for encouraging active and non-automobile modes of transportation. Neighborhood Mobility Areas are often characterized as suburban in nature with high intersection density, low to moderate traffic speeds, robust residential retail connections, and are not currently served by, nor candidates for, high-quality transit. For these areas, SCAG identifies strategies focused on encouraging connections within the neighborhood level for short trips, including land use strategies that shift retail growth from large centralized retail strip malls to smaller distributed centers; complete street design strategies to encourage active transportation, like bike lanes, roundabouts, wider sidewalks or better lighting; and planning for connected dedicated lanes and roadways with speed limits of 35 mph to encourage use of Neighborhood Electric Vehicles.	http://scagrtpscs.net/Documents/2016/final/f2016RTPSCS_05_RoadToGreaterMobilityAndSustainableGrowth.pdf (p 8, 11, 99) http://scagrtpscs.net/Documents/2016/final/f2016RTPSCS_ActiveTransportation.pdf (pg 57) http://scagrtpscs.net/Documents/2016/final/f2016RTPSCS_MobilityInnovations.pdf
SJCOG	Land Use	Joint Funding Call for Projects through Measure K Smart Growth Incentive Program & Bicycle/Pedestrian Funding	In the SJCOG region, the local Measure K renewal set aside \$65 million from the 1/2-cent local sales tax program for Smart Growth Incentive projects, as well as a percentage of all funding for active transportation project. During 2017, SJCOG advanced years of Measure K funding into a single "call for projects" across both programs in order to maximize efficiencies in the project selection process. This included grant writing assistance for Active Transportation project applicants.	http://www.sjocog.org/DocumentCenter/View/3733/Final-RTP-2018---Chapter-8-?bidId= (pages 8-3 & 8-6).
SJCOG	Land Use	Facilitating Local Grass Roots Efforts For Affordable Housing and Overcoming Barriers to SCS Implementation	SJCOG has partnered with the grass roots South Stockton Promise Zone (SSPZ) initiative as a Backbone Partner and by facilitating the Neighborhood Transformation group. This continues SJCOG's long history of close collaboration with public health and local non-profit partners. This work will be enhanced through an SCS Implementation Barriers & Opportunities study that will provide a countywide action plan, as well as a focused case study / transportation gap analysis for the existing SSPZ area.	http://www.sjocog.org/DocumentCenter/View/3729/Final-RTP-2018---Chapter-3-?bidId= (page 3-3).
SLOCOG	Land Use	Weighted Conservation Planning	SLOCOG's 2015 SCS discourages future rural development projects in agricultural and natural resource lands by giving Conservation Plans as much weight as General Plans in planning the region's transportation investments, and helps to support regional mitigation by identifying large undivided parcels for future mitigation sites.	http://www.southernsierrapartnership.org/uploads/2/3/7/6/23766303/sustainable_communities_strategies_and_conservation_2016_-_final.pdf
SRTA	Land Use	Regional Infill & Redevelopment Incentive Program	SRTA provides funding assistance to local infill and redevelopment projects in the region for conceptual project design, as well as assistance in finding grant opportunities. Eligible activities related to project design include pre development planning to address site specific challenges such as site layout, architectural schematics/design, structural engineering, traffic impact analysis, infrastructure needs analysis, and similar. For assistance in finding grant opportunities, SRTA offers technical services needed to demonstrate project readiness and compete for state grants and SRTA controlled funding, including: grant writing, cost estimating, coordination with local jurisdictions, community outreach, and other related tasks.	http://www.sрта.ca.gov/DocumentCenter/View/3420/2017_EOI_Form
TCAG	Land Use	State, Regional and Local Partnership to Implement SCS Neighborhood Mobility Strategies	TCAG has supported implementation of their SCS by partnering with Caltrans and one of their local jurisdictions, the City of Woodlake, to creatively utilize their funding sources to implement transportation projects and revitalize a Downtown area. Notable placemaking projects included pedestrian amenities, improved lighting, sidewalk widening, landscaping, bus shelters, a public plaza, construction of a roundabout, and a transit station. These Downtown improvements and partnerships resulted in attracting new retail partnerships to the area, which provide residents with closer options for getting everyday items in town, compared to making the next closest trip to Visalia, a 40-mile roundtrip.	http://www.tularecog.org/2017/07/26/reflecting-on-measure-r-success-stories-woodlake-roundabout/
TCAG	Land Use	Facilitating Local Partnerships That Connect Affordable Housing to Transportation Options	TCAG supports implementation of their SCS by facilitating local partnerships that help provide transportation options for affordable housing in their region. TCAG has facilitated productive partnerships between Self Help Enterprises, a community development organization, with the County of Tulare, Calvans, and local transit providers to connect alternative transportation modes like carpooling, vanpooling, transit, and active transportation options to affordable housing developments. One of these creative partnerships between the County and Self Help Enterprises, spurred an upgrade of the Active Transportation Plan in the entire community of Goshen, a rural community outside Visalia.	http://www.tularecounty.ca.gov/rma/assets/File/Goshen%20Complete%20Streets%20Policy%20Final.pdf

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TCAG/SBCAG	Land Use	Use of Greenprint Layers as a Development Constraint in RTP/SCS Development	When considering land conservation during the development of the RTP/SCS some MPOs have incorporated 'greenprints', a strategic conservation plan and/or tool that reveals the social and economic benefits that parks, open spaces, and working lands provide communities, as a constraint to development in their future planning. TCAG's 2014 RTP/SCS utilized GIS-based resource maps produced for the San Joaquin Valley Greenprint as constraints to land development in their SCS preferred scenario. Similarly, SBCAG adopted a land use pattern that incorporates a 'regional greenprint' cataloging open space, habitat, farmland, and other resource areas as constraints to development in their 2013 RTP/SCS.	http://www.southernpartnership.org/scs-policy-report.html https://www.conservationgateway.org/ConservationPractices/PeopleConservation/greenprints/Pages/default.aspx
TMPO	Land Use	Transfer of Development Rights	TMPO's RTP/SCS is the only SCS to endorse shrinking its region's current development footprint, which it proposes to do through a Transfer of Development Rights (TDR) program. The TDR program helps to shift existing development on sensitive land or outside communities toward more compact development within existing small town centers around the lake through incentives that include bonus units and enhanced transfer ratios. An online portal, TDR Marketplace was developed to help make transfers easier to find and implement.	http://www.southernpartnership.org/scs-policy-report.html ; http://www.trpa.org/permitting/transfer-development-rights/tdr-marketplace/
FCOG	Land Use	Measure C Transit-Oriented Development (TOD) Grant Program	Fresno COG administers the Transit-Oriented Infrastructure for In-Fill Development is a competitive grant program created in 2006 funded by Fresno County's half-cent sales tax dedicated to transportation (Measure C). Program goals include: community-based transit projects developed via an inclusive planning process with broad stakeholder outreach; improve the range of transportation choices; and support well-designed/high-density housing with mixed uses near transit. There are three types of projects/programs: transportation infrastructure, planning efforts, and housing in-fill incentive program. Based on the Strategic Implementation Plan (SIP) (released in 2015), there will be a total of \$16.9 million available over 20 years in the TOD program. Approximately \$850,000 is accrued annually. The funding level for each cycle will differ year from year depending upon revenue accrued. No local match is required.	https://www.fresnocog.org/measure-c-transit-oriented-development/
FCOG	Land Use	Regional Sustainable Infrastructure Planning Grant Program	Fresno COG administers the Regional Sustainable Infrastructure Planning Grant Program, a competitive program to encourage local and regional multimodal transportation and land use planning that furthers the region's RTP/SCS, as well as other statewide goals. The program has a strong social equity focus with up to 20 percent of the scoring criteria dedicated to health-burdened, low-income, and minority communities. The program is funded through Senate Bill 1.	https://www.fresnocog.org/project/fresno-cog-administered-grant-programs/
MTC	Land Use	One Bay Area Grant Programs	ABAG/MTC, in partnership with its nine County Congestion Management Agencies (CMAs) manage One Bay Area Grant (OBAG) programs, which use eligibility requirements and competitive score weighting factors to reward local jurisdictions for adopting aggressive housing anti displacement policies, committing to and achieving housing growth at all income levels, and investing in high-impact areas such as the region's SCS identified Priority Development Areas, Transit Priority Areas, Communities of Concern, and BAAQMD's Community Air Risk Evaluation (CARE) communities, among other priorities. Current OBAG programs are divided into a Regional Program (\$530 million), managed by MTC, and a County Program (\$386 million), managed by the CMAs, and are funded through monies from the Surface Transportation Block Grant Program (STP) and Congestion Mitigation and Air Quality Improvement (CMAQ) fund.	https://mtc.ca.gov/our-work/fund-invest/federal-funding/obag-2
MTC	Land Use	Priority Development Area Planning Grants	ABAG/MTC administers Priority Development Area (PDA) Planning, Staffing and Technical Assistance grants to provide the planning support needed to achieve higher density land uses in and around transit stations and along corridors in PDAs throughout the region. The grants fund Specific Plans that result in intensified land uses around public transit hubs and bus and rail corridors in the nine-county San Francisco Bay Area. The PDA Technical Assistance Program provides customized consultant assistance to complete discrete projects that allow a city to overcome specific policy or planning challenges to the adoption or implementation of PDA plans. Examples of eligible projects include: 1. Affordable housing and anti-displacement policies; 2. Design guidelines, form-based codes, and placemaking; 3. VMT-based transportation impact standards; and 4. Infrastructure and housing finance. The PDA Staffing Assistance Program addresses staff reductions that have limited the ability of cities to carry out work critical to implementing PDA Plans and the regional transportation plan with customized consultant assistance to jurisdictions to complete more complex planning efforts.	https://mtc.ca.gov/our-work/plans-projects/focused-growth-livable-communities/priority-development-areas/call
MTC	Land Use	Priority Conservation Areas (PCA) Program	ABAG/MTC has initiated the Priority Conservation Area (PCA) Grant Program as a pilot project initiated to preserve and enhance the natural, economic, and social value of rural lands for residents and businesses. For the 2018 grant cycle, MTC has authorized \$16.4 million for projects eligible for PCA funding. Eligible projects must meet program goals and be limited to the following activities: planning activities; pedestrian and bicycle facilities/infrastructure construction; visual enhancement construction; habitat/environmental enhancement; enhancement of natural resources, open space or agricultural lands; and/or land or easement acquisition. All projects must lie within or be adjacent to a designated PCA. Land acquisition projects must involve willing sellers. All projects require a 3:1 minimum funding match (\$1 of federal PCA program funds requires a \$3 match of other funds) from non-federal or other eligible federal funding sources.	https://abag.ca.gov/priority/conservation/ https://mtc.ca.gov/our-work/fund-invest/investment-strategies-commitments/focused-growth/priority-conservation-area
MTC	Land Use	Resolution 3434: Transit Investments Tied to Housing	ABAG/MTC's Resolution 3434 Regional Transit Expansion Program conditions transit expansion project funding on supportive transit-oriented development (TOD) land use policies. Three key elements of an acceptable TOD policy are: (a) corridor-level thresholds to quantify appropriate minimum levels of development around transit stations along new corridors; (b) local station area plans that address future land use changes, station access needs, circulation improvements, pedestrian-friendly design, and other key features in a transit-oriented development; and (c) corridor working groups that bring together CMAs, city and county planning staff, transit agencies, and other key stakeholders to define expectations, timelines, roles and responsibilities for key stages of the transit project development process.	https://mtc.ca.gov/our-work/plans-projects/other-plans/regional-transit-expansion-program https://mtc.ca.gov/sites/default/files/A-09_RES-3434_RTEP.pdf
MTC	Land Use	Health Impact Assessment (HIA)	In planning the scope of its 2017 regional transportation plan and SCS, ABAG/MTC adopted an expanded set of performance targets to achieve, and a corresponding set of metrics for use in assessing alternative scenarios. For the first time, the sets included a public health and safety metric measured in disability-adjusted life-years of impact of a per-capita basis, and a target of reducing adverse health impacts associated with air quality, road safety and physical activity by 10 percent. Although previous project levels impact analyses had separately evaluated impacts on air quality, road safety, and physical activity, this new metric combined the health-outcomes of changes in the three components into a single adverse health metric. To calculate the health impacts of a given scenario, MPO staff ran the Integrated Transportation and Health Impact Model (ITHIM), which was calibrated for the Bay Area by the California Department of Public Health. The health benefits of an active lifestyle were further evaluated at the major project level using the World Health Organization's Health Economic Assessment Tool.	http://2040.planbayarea.org/sites/default/files/2017-07/Performance%20Assessment%20Report_PBA2040_7-2017_0.pdf
SACOG	Land Use	CEQA Streamlining Support	SACOG assists projects within its region in utilizing the SB 375 CEQA streamlining provisions. SB 375 allows for streamlined review and analysis of residential or mixed-use projects consistent with an SCS; modified review and analysis, through an expedited Sustainable Communities Environmental Assessment (SCEA), for Transit Priority Projects (TPPs) that are consistent with an SCS; and a complete CEQA exemption for TPPs that are consistent with an SCS and meet a specific list of other requirements. In each of these cases, SACOG's MTP/SCS EIR serves as a first-tier environmental document under CEQA. SACOG provides lead agencies with a CEQA streamlining worksheet to determine if projects are consistent with their region's SCS, and to help determine the appropriate CEQA streamlining.	https://www.sacog.org/sb-375-ceqa-streamlining
SACOG	Land Use	Rural-Urban Connection Strategy	The Sacramento region is 85 percent rural, and the SACOG Rural Urban Connections Strategy project (RUCS) seeks to integrate rural planning into the region's land use and transportation decisions. RUCS offers a platform for proactive rural planning, enabling stakeholders to forecast and prepare for possible futures, and incorporate that work with similar planning conducted for urban areas. SACOG has created a parcel-level CROP MAP detailing the region's rural landscape, as well as a Toolkit that links the CROP MAP with a comprehensive profile of per acre cost and return metrics for each crop. These tools enable users to identify inputs and outputs of the agriculture system and run scenarios that imagine market shifts or cropping changes to identify trade-offs between land uses, forecasts potential outcomes, and proactively plan for the future with particular attention to food industries and general rural issues.	https://www.sacog.org/rural-urban-connections-strategy
SANDAG	Land Use	Smart Growth Opportunity Area Funding Using TransNet Sales Tax Revenues	Since 2009, SANDAG has administered a Smart Growth Incentive Program for funding to local jurisdictions for transportation-related improvements and planning efforts that support smart growth development in Smart Growth Opportunity Areas. Smart Growth Opportunity Areas are identified on the Smart Growth Concept Map, a tool developed by SANDAG to guide land use and transportation planning by identifying locations in the region that can support smart growth, transit, walking, and biking. This map includes more than 200 existing, planned, or potential smart growth locations in seven unique smart growth place types. The map also identifies the region's habitat preserve planning areas, providing a framework for	http://www.sandag.org/index.asp?classid=12&projectId=491&fuseaction=projects.detail
SANDAG	Land Use	Habitat Conservation Using TransNet Sales Tax Revenues	SANDAG administers an Environmental Mitigation Program to protect, preserve, and restore native habitats for disturbances caused by the construction of regional and local transportation projects. The program is funded through San Diego's local sales tax initiative, TransNet. Over the past decade, \$150 million dollars has been used to help acquire and/or restore more than 8,700 acres around the region, in part by leveraging \$27 million from conservation partners. Some of the recent acquisitions go above and beyond required environmental mitigation and are made possible through savings achieved by buying land early, at lower prices, and in larger parcels.	https://www.keepsandiegomoving.com/EMP/EMP-intro.aspx

MPO	Category	Best Practice	Description/Notes	Resource Link
SCAG	Land Use	Sustainability Planning Grants	SCAG's Sustainability Planning Grant Program provides direct technical assistance and grant funding to the region's local jurisdictions, county transportation commissions, and transit agencies for local planning work to implement the region's SCS. Grants are available in the following three categories: integrated land use, active transportation, and green region (e.g., Natural Resource Plans, Climate Action Plans, and Greenhouse Gas Reduction programs). Since the program's start in 2005, 133 projects have been completed through the program, with another 69 projects to be completed by the end of 2016. SCAG hosts an interactive map showing all related planned infrastructure projects within the region.	http://sustain.scag.ca.gov/Pages/Grants%20and%20Local%20Assistance/GrantsLocalAssistance.aspx
SCAG	Land Use	Local Input Survey	SCAG has designed and implemented a region-wide Local Input Survey to collect data and information related to local land use, transportation, natural lands, environmental planning, demographics, and current and future planning efforts. Data and information collected through the survey from the region's 6 counties and 191 cities will be used to assess how well the region has been implementing its RTP/SCS, as well as to prepare for two major initiatives: the Regional Housing Needs Assessment (RHNA) and development of the next RTP/SCS.	http://scagtrpssc.net/Documents/2020/2020RTP_SCS_LocalInputProcessFS.pdf http://www.scag.ca.gov/committees/CommitteeDocLibrary/CEHD_fullagn120717.pdf
SJCOG	Land Use	RTP/SCS Public Health Impact Analysis	SJCOG evaluated health impacts to inform development of their RTP/SCS. The MPO gathered information on current health disparities using the National Environmental Database, as well as used the National Public Health Assessment Model (N-PHAM) to analyze health outcomes of the alternative growth scenarios considered for its RTP/SCS. SJCOG was assisted in this pilot project by Urban Design for Health (Ud4h); SB1 planning funds have been set aside to evaluate and improve on study metrics and to translate metrics into actionable outcomes. The analysis measured specific indicators for the year 2035 that included, weekly total walking minutes per person, daily total biking minutes per person, daily total recreational physical activity minutes per person, average body mass index, and general health. Results were mapped and evaluated for overall regional direction and to understand disparate impacts on communities of low-income and/or high non-white populations.	http://www.sjco.org/242/Health
SACOG	New Mobility	Transportation Demand Management (TDM) Mini Grants	SACOG awards mini-grants of up to \$10,000 per project in support of small events and non-infrastructure programs or projects to reduce single-occupancy vehicle trips and miles by encouraging biking, walking, riding transit, carpooling, vanpooling and teleworking as options for reducing car trips. Projects that focus on testing a new strategy or tactic for changing travel behavior are prioritized. The first phase of the project opened in January 2018, with funds awarded on a rolling basis until exhausted. Eligible applicants include local governments, nonprofit organizations, colleges and universities, and K-12 public education institutions. Example projects include: pop-up events for street visualization, open streets events, and community informational kits. Upon completion of the grants, the applicant provides SACOG with a written description of the activities, challenges, successes, and participation rates.	https://www.sacog.org/post/tm-mini-grant-program
SACOG	New Mobility	Civic Lab Program	SACOG is administering a Civic Lab program that aims to address issues of regional importance through action at the local level. The MPO is working with partner agencies, local experts, national leaders, decision makers, and innovators to find and pilot creative solutions as potential case studies/best practices to some of the bigger issues facing the region today. Currently, SACOG's program is focused on creating vibrant commercial corridors throughout the region.	https://www.sacog.org/civic-lab-0
SANDAG	New Mobility	Regional Mobility Hub Strategy and Prototype Sites	SANDAG has developed a Regional Mobility Hubs Strategy with other regional and local partners to increase use of options like bikesharing, carsharing, and neighborhood electric vehicles for short trips within a neighborhood or to connect to transit for longer trips. Mobility Hub amenities can include bike and pedestrian infrastructure improvements, signs or apps for wayfinding, urban design enhancements, real-time traveler information, parking for shared mobility services, and a universal payment system. As part of this effort, SANDAG developed a <i>Mobility Hub Features Catalog</i> as a resource for regional agencies, local jurisdictions, transit operators, and private service providers as they collaborate to implement mobility hubs around the region. The catalog describes the kinds of services, amenities, and technologies that make up a mobility hub like enhanced transit waiting areas featuring WiFi and real-time travel information; safe walkways and bikeways; secure bike parking; mobile retail services; dedicated bus lanes and smart intersection improvements; shared cars, scooters, and bikes; smart parking technology; and more. SANDAG has also identified eight interactive prototype sites within the region to illustrate how mobility hub features should be tailored to different communities. The Strategy also includes two memos: Social Equity Considerations and Implementation Considerations which provides guidance on policies and partnerships that can advance mobility hubs.	http://www.sdfoward.com/mobility-planning/mobilityHubs http://www.sdfoward.com/mobility-planning/regionalmobilityhub http://www.sdfoward.com/docs/default-source/default-document-library/implementation-memo_12-13-17_final.pdf?sfvrsn=dad0f965_0
MTC	New Mobility	Ford Go Bike	ABAG/MTC has engaged a turn-key contractor to roll out a bicycle share program in the three urban centers of the region with unique provisions for reducing user costs to low income participants. The program is deploying 7,000 bicycles in a first phase, and is working in partnership with local jurisdictions to site docking stations. The low income component of the program – Bike Share For All – allows a one-time \$5 enrollment fee and the first 60 minutes of each use free to participants who qualify for CalFresh, SFMTA (Low Income) Lifeline Passes, or PG&E CARE utility discounts. The MPO also contracts with a local transportation advocacy nonprofit for outreach to disadvantaged communities using an ambassador or navigator model.	https://www.fordgobike.com/
SCAG	New Mobility	Future Communities Partnership Program	SCAG's Open Data/Big Data – Smart and Connected Region Committee prepared a Future Communities Framework and Partnership Program, which includes initiatives to develop a data clearinghouse, policy lab/tool builder, data science fellowship, pilot programs, forum, and ongoing advisory committee. To kickstart the pilot program effort, SCAG is currently funding research to identify new and innovative concepts for reducing VMT, including investigating how traditional transportation demand management strategies (e-services, fleet management, and parking management) could interface with new technologies in a more coordinated, cohesive manner, to yield a greater return on investment. The findings from this research will support development of program guidelines for a Future Communities Call for Projects, facilitated by SCAG. Pilot projects are expected to be divided among the four regions within the South Coast air basin and co-funding will include a 25 percent contribution, collectively, from the partnering city/counties selected through the call for proposals; 25 percent match directly from SCAG, with the remaining 50 percent provided by the region's motor vehicle registration fee discretionary funds (or MSRC Clean Transportation Funding) as administered through the local air district. Upon completion of the pilot projects, SCAG will conduct analysis of program effectiveness and use the results to promote replication of best practices and policy development to facilitate wide-scale adoption of the most promising strategies.	http://www.cleantransportationfunding.org/ http://www.cleantransportationfunding.org/sites/default/files/agendas/2017-11/Nov_2017_MSRC_Agenda_for_Web.pdf
MTC	Social Equity Analysis	Community-Based Transportation Planning and Project Funding Support for Improving Low-Income Community Mobility Options -- including Participatory Budgeting	ABAG/MTC encourages improvements to mobility options for low-income communities throughout the region through its Community-Based Transportation Planning Program and Lifeline Transportation Program. Through its Community-Based Transportation Planning Program, the MPO has helped over 30 lower-income communities throughout the nine-county region bring local residents, community organizations and transportation agencies together to identify their most important transportation challenges and develop strategies to overcome them. Plans have been developed containing: demographic analysis of the community area, list of community-prioritized transportation gaps and barriers, strategies or solutions to address these gaps, identification of possible funding sources, a list of stakeholders to implement the plan, and documented results of community outreach strategies. As a companion program, ABAG/MTC, in partnership with the region's County Congestion Management Agencies and other designated county-wide agencies, manages and administers a Lifeline Transportation Program, which funds projects that result in improved mobility options for low-income residents. So far, the Lifeline Transportation Program, has made over \$22 million available for these project types using funding from State Transit Assistance revenues and Federal Transit Assistance formula funds. Recently, ABAG/MTC committed \$1 million in State Transit Assistance implementation funds from its Lifeline funding pool to projects developed and selected by members of Communities of Concern through formal participatory budgeting processes. The Solano Transportation Authority and San Francisco Metropolitan Transportation Agency, whose process was funded via a Caltrans Sustainable Planning Grant, will be leading community members from Vallejo and the Bayview neighborhood, respectively, in identifying and prioritizing project needs for funding.	https://mtc.ca.gov/our-work/plans-projects/equity-accessibility/community-based-transportation-plans
SANDAG	Social Equity Analysis	Social Equity Analysis Tool and Methodology	SANDAG developed a Social Equity Analysis Tool (SEAT) and Social Equity Analysis Methodology (SEAM) that identifies analytic methods for assessing and forecasting future outcomes for social equity focus populations resulting from implementation of long-term regional transportation plans. It includes performance measures that address mobility, accessibility/benefits, health/environment/burdens, affordability, and health benefits. The analysis tool and methods were developed in collaboration with small and large MPOs in California with the goal of developing practices for RTP/SCS social equity analysis that could be applied statewide.	http://sdfoward.com/ContinuingActions/SocialEquityEnvJustice.aspx
AMBAG	Transportation	Mitigation for Transportation Projects that Increase Roadway Capacity	AMBAG's Final Environmental Impact Report (FEIR) for its 2040 MTP/SCS included a mitigation requirement for transportation projects that increase roadway capacity and vehicle travel. The mitigation measure requires transportation project sponsor agencies to evaluate transportation projects that involve increasing roadway capacity for their potential to increase VMT, and where project-level increases are found to be potentially significant, to identify and implement measures that reduce VMT. Examples of VMT-reduction measures provided in the FEIR include "tolling new lanes to encourage carpools and fund transit improvements; converting existing general purpose lanes to high-occupancy vehicle lanes; and implementing or funding off-site travel demand management" (page 34).	http://www.ambag.org/programs-services/planning/metro-transport-plan/2040-MTP-SCS

MPO	Category	Best Practice	Description/Notes	Resource Link
AMBAG	Transportation	Rural Needs Assessment	AMBAG's 2017 study, Transportation Alternatives for Rural Areas, identified strategies to better provide alternatives to driving to rural populations in the Monterey Bay region. After defining "rural" for the region and identifying clusters of rural communities with similar needs, the study outlined these as potential key strategies: expanded vanpools, mobility hubs, public-private partnerships with Transportation Network Companies, expanded express transit service, and workforce housing developments. Monterey-Salinas Transit (MST) is already working to implement key recommendations from the study. Funded via a Caltrans Sustainable Planning Grant, MST is undertaking a Salinas Valley Express Transit Corridor Planning Study to develop plans for express bus service with half-hour headways during peak hours and travel times similar to the automobile for people to travel between rural communities in south Monterey County to urban areas such as Salinas and beyond.	http://www.ambag.org/programs-services/planning/transportation-alternatives-rural-areas
FCSOG	Transportation	RTP/SCS Public Participation Process: Community Based Mini-Grants	Fresno COG conducts a mini-grant program, which receives proposals from community-based organizations, schools, etc. to solicit public input into key activities associated with the preparation of the 2014 and 2018 RTP/SCS Scenarios. The intent is to provide mini grants ranging from \$3,000 to \$5,000 each to organizations with existing community contacts to reach out to residents, include them in the RTP and SCS transportation planning process, and obtain defined input on the four SCS Scenarios that will be released for public review. This input assists Fresno COG staff in RTP project prioritization.	https://www.fresnocog.org/2018-regional-transportation-plan-public-outreach/
FCSOG	Transportation	RTP/SCS Project Prioritization	Fresno COG uses project evaluation criteria to score all projects submitted for consideration during their RTP development process. The MPO scores all projects by mode: streets and roads-capacity increasing, streets and roads-operations, streets and roads-maintenance, bike and pedestrian, and transit. Once scored the projects are placed in order by score (within each modal category) and then compared with the plan's revenue projections. Fresno COG then compares the total estimated cost for all projects with projected revenues to show whether or not there is enough estimated funding to complete all projects. Different revenue streams are then developed based on the "flexible" funding sources that can be used for all types of projects. These different revenue projections are compared to the entire project list to determine the best use of funds and number of projects to be funded within the region.	https://www.fresnocog.org/2018-regional-transportation-plan-public-outreach/ https://www.fresnocog.org/2018-regional-transportation-plan-public-outreach/
MTC	Transportation	Complete Streets and Bicycle/Pedestrian Policy and Programs	ABAG/MTC provides funding incentives for Bay Area jurisdictions to incorporate alternative modes as part of transportation planning and infrastructure investments. MTC Resolution 3765, sets forth the region's Complete Streets policy for the accommodation of bicycle and pedestrian facilities during transportation project planning, design, funding and construction. This policy led ABAG/MTC to develop a Complete Streets checklist that Bay Area jurisdictions must use when applying for regional discretionary funding. Additionally, as a requirement to receive ABAG/MTC's One Bay Area Grant (OBAG) funds, local jurisdictions must have an adopted Complete Streets resolution that includes ABAG/MTC-specified Complete Streets elements or an updated circulation element of their General Plan that complies with the California Complete Streets Act of 2008. All local jurisdictions have complied with this requirement.	https://mtc.ca.gov/our-work/plans-projects/bicycle-pedestrian-planning/complete-streets
MTC	Transportation	Means-Based Transit Fare Pricing Study	ABAG/MTC completed a study in 2017 to determine if a regional transit fare program based on household income would be feasible and effective, given that for most Bay Area households, transportation is the third-biggest monthly expense. The Regional Means-Based Transit Fare Pricing Study includes three main objectives: make transit more affordable for low-income residents, move toward a more consistent regional standard for fare discounts, and to develop implementation options that are financially viable and administratively feasible. ABAG/MTC is currently conducting program design for a regional Means-Based Transit Fare Pilot Program that would launch in Summer 2019 and has been working closely with social service and public health agencies, along with non-profit stakeholders and transit agencies, in the design of the program.	https://mtc.ca.gov/tags/means-based-transit-fare-pricing-study
SANDAG	Transportation	Regional Bike Plan Early Action Program	SANDAG has created a Regional Bike Plan Early Action Program (EAP) to expand the bike network countywide and finish high-priority projects by 2023. The initiative is funded with \$200 million from the region's 1/2 cent TransNet sales tax. The Regional Bike Plan EAP comprises 42 projects throughout the County, totaling about 77 miles of new bikeways that would make it much easier for people to ride their bike to school, work, transit stations, and other major destinations. The bike projects are prioritized based on several key criteria including: proximity to smart growth areas; whether projects would fill key gaps in regional bike networks; the feasibility and efficiency of grouping certain projects together geographically; and whether projects can capitalize on other regional efforts.	http://www.sandag.org/index.asp?newsid=815&fuseaction=news.detail https://www.sandag.org/uploads/meetingid/meetingid_3488_16569.pdf
SANDAG	Transportation	Regional Transportation Demand Management Tools - Carpool Incentive Pilot	SANDAG coordinates a number of programs through its iCommute program to increase the number of commuters who carpool, vanpool, take transit, bike, walk, and telework in the San Diego region. iCommute provides a regional vanpool program, transit and carpool incentives, bicycle encouragement programs, and a Guaranteed Ride Home Program. In addition to iCommute, SANDAG also prepared a reference guide for cities to help integrate TDM policies into local planning and development processes, as well as a telework demonstration project and a parking management toolbox. In 2018, SANDAG partnered with Waze carpool for a carpool incentive pilot program that targets commuters in the region's largest employment centers. Also, Waze Carpool and SANDAG partnered for the nation's first-ever, free-ride offer for anyone who works on a San Diego military base. Through this partnership, Waze Carpool offered free rides to carpools who commute to military bases and substations in San Diego County.	http://www.sandag.org/index.asp?projectid=19&fuseaction=projects.detail https://sandag.org/index.asp?newsid=1054&fuseaction=news.detail
SCAG	Transportation	100 Hours Public Engagement Campaign	The "100 Hours" campaign is a public engagement effort to start a conversation about addressing Los Angeles' traffic problems with innovative solutions. The name is derived from current data that shows Los Angeles-area drivers now spend 104 hours every year stuck in traffic. The campaign includes billboards throughout the Los Angeles area, quantifying the 100 hours in personal terms. Some billboards are in locations where surface street traffic is traveling at speeds as slow as four miles per hour, similar to walking speed. The campaign will seek to start a much-needed discussion about what this could include, such as ridesharing or transit and congestion pricing and combining solutions into a localized "Go Zone". There is also a website that profiles innovative solutions from outside the United States.	https://100hoursla.com/Pages/Home.aspx
SCAG	Transportation	Go Human Community Outreach Campaign	SCAG in collaboration with health departments and transportation commissions from 6 counties in the region launched a community outreach and advertising campaign with the goals of reducing traffic collisions in Southern California and encouraging people to walk and bike more. The campaign utilizes messaging on freeway billboards, buses and bus shelters, as well as digital and social media advertisement. It also included 11 demonstration projects implemented in 2016/2017 to gain community feedback and build support toward permanent infrastructure improvements. These projects, which were funded through a combination of Active Transportation Program and the Mobile Source Air Pollution Reduction Review Committee (MSRC) Clean Transportation Funding grants, were tailored to local jurisdictions' individual goals and included open streets events, pop-up bike lanes, and temporary traffic circles or curb extensions.	http://gohumansocal.org/Pages/Home.aspx
StanCOG	Transportation	Travel Training	StanCOG is reducing automobile dependence by facilitating the use of public transit as viable travel option through its Consolidated Transportation Services Agency for the Stanislaus region, known as MOVE. MOVE's travel training program teaches seniors, persons with disabilities, and low-income populations within the Stanislaus region how to safely and independently use fixed-route transit. With the mobility training provided through our travel training program, the region is reducing the reliance on personal automobiles, the more expensive dial-a-ride option, taxis, and private hire TNCs for citizens to reach their medical appointments, commute, or meet other critical needs. By improving access to jobs, services, education, and other key destinations, the travel training program supports the objectives of promoting equality of opportunity and independence, as some trainees would otherwise not be able to meet these needs. The program serves to reduce greenhouse gas emissions by promoting the use of public transportation, which produces significantly lower greenhouse gas emissions per passenger mile than the average single occupancy vehicle.	http://www.stancog.org/ctsa.shtm
KCOG	Transportation	RTP/SCS Public Engagement Online Survey & Educational Game	Kern COG developed and implemented an online survey that helps inform strategies within the RTP/SCS by providing residents an opportunity to answer questions related to satisfaction with quality of life, future housing choices, traffic flow, travel mode to work, as well as distance, time, and number of vehicles per household. In addition, Kern COG has an online game to "improve your community". Residents enter their name, zip code, and email address and then have an opportunity to select their top three priorities from a list and then allocate dollars accordingly. At the end, participants can see how their priority and spending compares to other participants in their community and the county as a whole. Through the RTP/SCS planning website, which includes both the survey and game, as well as other public outreach efforts, including workshops, roundtables, and phone surveys, Kern COG ultimately gathered input from over 8,000 participants.	http://directionsto2050.com/
KCOG	Transportation	SCS Community Progress Monitoring and Grant Incentive Program	At the request of its local cities and county, Kern COG provides VMT per sub-area to give local communities monitoring feedback on how effective their strategies are. The analysis uses the regional travel demand model. Communities that are showing increases in VMT per capita are considered for a regional technical assistance planning grant or other grant to help them improve their communities per capita emissions in subsequent cycles.	http://www.kerncog.org/wp-content/uploads/2018/10/2018_RTP.pdf
MTC	Transportation	Transportation Project Performance Assessment	ABAG/MTC conducted a project performance assessment to identify cost-effective transportation projects and programs that advance the region's long-term transportation and land use strategies and goals of its most recent RTP/SCS, Plan Bay Area 2040. Early in the planning process for the Plan Bay Area 2040 strategic update, ABAG/MTC solicited transportation projects from its counties and transit agencies through a Call for Projects. The submitted projects that most significantly increased transportation capacity (major capital investments and state of good repair investments) underwent a rigorous screening process, known as the project performance assessment. ABAG/MTC staff evaluated the projects against two criteria: cost-effectiveness of the transportation investment and how well it advanced Plan Bay Area's 13 adopted targets. The results helped inform the region's discussions of trade-offs between different investment strategies when selecting the set of transportation projects for inclusion in the financially constrained RTP/SCS.	https://mtc.ca.gov/whats-happening/news/plan-bay-area-2040-performance-assessment

MPO	Category	Best Practice	Description/Notes	Resource Link
MTC	Transportation	Bay Bridge Pricing	In July 2010 congestion pricing tolls were implemented at the San Francisco–Oakland Bay Bridge. The Bay Bridge congestion pricing scheme implements variable pricing for weekday commute, weekday non-commute, and weekend hours.	https://mtc.ca.gov/about-mtc/what-mtc/bay-area-toll-authority-bata
SACOG	Transportation	Connect Card Regional Electronic Transit Fare System	SACOG continues to work with seven of the region's transit operators to implement a regional electronic transit fare system that allows riders to use a single fare card across nine regional transit operators: El Dorado Transit, e-tran, Folsom State Line, Placer County Transit, Roseville Transit, SCT/Link, YoloBus, Yuba-Sutter Transit, and Sacramento Regional Transit. The system uses a plastic smart card called a "Connect Card" that has a computer chip which can store cash value, passes, and discount fares.	https://www.sacog.org/post/connect-card
SACOG	Transportation	Project Performance Assessment Online Tool	SACOG launched a Project Performance Assessment tool to analyze transportation investments at the project-level. The Project Performance Assessment tool compiles information about roads, trails, and transit systems, the form and function of neighborhoods and communities, people living in those communities, and current and future conditions in a project area. It is also used to identify and quantify disadvantage populations within project areas. The tool brings together the numerous data sets SACOG maintains to create performance indicators for individual transportation projects, and serves as the baseline data used in the performance assessment process. The tool is also a required component for both the 2018 Community Design and 2018 Regional Program grant programs and is intended to provide applicants with consistent data to better assess the alignment of projects and outcomes.	https://www.sacog.org/project-performance-assessment
SACOG	Transportation	Optimizing Transit/TOD	SACOG and Sacramento Regional Transit (SacRT) will undertake integrated transportation and land use planning to optimize transit and transit-oriented development (TOD) in SacRT's service area: Sacramento, Citrus Heights, Folsom, Rancho Cordova, and urbanized Sacramento County. The project will deliver a Route Optimization Study and TOD Strategy and Action Plan to create a robust, connected transit network, and support increased TOD to achieve regional GHG reductions. Running from January 2018 to February 2020, the project will position SacRT to reverse ridership declines through optimizing its transit network, increasing first mile/last mile connections, and enhancing opportunities to live and work near transit.	https://www.sacog.org/post/nearly-half-million-transportation-planning
SANDAG	Transportation	Partnership Program to Engage Community Based Organizations in RTP/SCS Development	SANDAG developed an innovative partnership program to engage community collaboratives, as well as community-based organizations (CBOs) in vulnerable areas around the region for development of its 2015 RTP/SCS. As part of this engagement strategy, SANDAG selected and awarded funding to fourteen partner CBOs (non-profit service providers who work with the target populations in their community and are part of the community fabric, advocating for their needs) and collaboratives (made up of a variety of social institutions, including social service providers, ethnic associations, schools, churches, chambers of commerce, and other community-based organizations within an identified low-income/minority community) through a formal request for proposal process. Partners were awarded contracts for \$20,000 each per Fiscal Year through the approval of the Plan to alleviate the financial burden of dedicating resources to participation in the RTP/SCS process, with the intent of ensuring that all communities were meaningfully involved in the development of the plan and utilizing the established relationships of selected partners in getting meaningful community member engagement at key points in the planning process. As part of this engagement strategy, SANDAG developed a Social Equity Peer Group. This group's task was to provide a social equity perspective on key elements of the RTP/SCS, as well as contribute to the plan's Social Equity Analysis.	http://www.sdfoward.com/pdfs/Final_PDFs/AppendixH.pdf
SANDAG	Transportation	Corridor Pricing	SANDAG operates and sets pricing rates for two regional corridor facilities to help address congestion management. One is a four lane, 20-mile Express Lane facility on Interstate 15 (I-15). These lanes are free to transit, carpools, vanpools, motorcycles, and permitted clean air vehicles. For a fee, single- occupant vehicles can also use the Express Lanes through the FasTrack® electronic tolling system. In 2014, Bus Rapid Transit (BRT) service, called Rapid, began providing high frequency bus transit service on the Express Lanes. The second is The South Bay Expressway (SBX) toll road, which is a 9.2-mile portion of State Route 125 (SR 125), extending from Otay Mesa Road/SR 905 near the International Border. SBX utilizes an optional electronic tolling system, FasTrak® and relieves congestion on I-805 and nearby surface streets.	https://www.keepsandiegomoving.com/I-15-Corridor/I-15-intro.aspx
TMPO	Transportation	Corridor Planning for Visitor-Based Travel	In 2017, TMPO in partnership with other regional agencies developed Linking Tahoe: Corridor Connection Plan to serve as a starting point for identifying baseline data, priority issues, and initial recommendations relating to the challenges 24 million visitors annually have on the transportation system surrounding Lake Tahoe. This plan used cell phone data to obtain visitor numbers and help identify issues and focuses on ways to include partner agreements regarding roadway operations, parking management, technology and marketing, land-use and housing, visitor use management, transit services and capital needs, ongoing maintenance and operations, and monitoring. This partnership-based planning process includes collaboration with multiple public agencies, advocacy partners, and public citizen input.	http://tahoetransportation.org/images/assets/Planning_Docs/2017-Sept-Linking_Tahoe_CCP-Adopted.pdf