



SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS
900 Wilshire Blvd., Ste. 1700
Los Angeles, CA 90017
T: (213) 236-1800
www.scag.ca.gov

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Ray Marquez, Chino Hills

MEETING NO. 651

HYBRID (IN-PERSON & REMOTE PARTICIPATION) *

REGIONAL COUNCIL

In-Person & Remote Participation*

Thursday, February 2, 2023

12:00 p.m. – 2:00 p.m.

Members of the Public are Welcome to Attend and Participate In-Person:

**SCAG Main Office - Regional Council Room
900 Wilshire Blvd., Ste. 1700
Los Angeles, CA 90017**

To Watch or View Only:

<http://scag.ca.gov/RCLiveStream>

To Attend and Participate on Your Computer:

<https://scag.zoom.us/j/249187052>

To Attend and Participate by Phone:

Call-in Number: 1-669-900-6833

Meeting ID: 249 187 052

PUBLIC ADVISORY

Given the declared state of emergency (pursuant to State of Emergency Proclamation dated March 4, 2020) and local public health directives imposing and recommending social distancing measures due to the threat of COVID-19, and pursuant to Government Code Section 54953(e)(1)(A), the meeting will be conducted in a hybrid manner (both in-person and remotely by telephonic and video conference).

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Maggie Aguilar at (213) 630-1420 or via email at aguilarm@scag.ca.gov. Agendas & Minutes are also available at: <https://scag.ca.gov/meetings-leadership>.

SCAG, in accordance with the Americans with Disabilities Act (ADA), will accommodate persons who require a modification of accommodation in order to participate in this meeting. SCAG is also committed to helping people with limited proficiency in the English language access the agency's essential public information and services. You can request such assistance by calling (213) 630-1420. We request at least 72 hours (three days) notice to provide reasonable accommodations and will make every effort to arrange for assistance as soon as possible.



Instructions for Attending the Meeting

SCAG is providing multiple options to attend the meeting:

To Attend In-Peron and Provide Verbal Comments: Go to the SCAG Main Office located at 900 Wilshire Blvd., Ste. 1700, Los Angeles, CA 90017. The meeting will take place in the Regional Council Room on the 17th floor starting at 12:00 p.m.

To Watch a “View-Only” Live Stream (for those who do not desire to offer public comments): Click the following link: <http://scag.ca.gov/RCLiveStream>

To Attend on Your Computer

1. Click the following link: <https://scag.zoom.us/j/249187052>
2. If Zoom is not already installed on your computer, click “Download & Run Zoom” on the launch page and press “Run” when prompted by your browser. If Zoom has previously been installed on your computer, please allow a few moments for the application to launch automatically.
3. Select “Join Audio via Computer.”
4. The virtual conference room will open. If you receive a message reading, “Please wait for the host to start this meeting,” simply remain in the room until the meeting begins.

To Attend by Phone

1. Call **(669) 900-6833** to access the conference room. Given high call volumes recently experienced by Zoom, please continue dialing until you connect successfully.
2. Enter the **Meeting ID: 249 187 052**, followed by #.
3. Indicate that you are a participant by pressing # to continue.
4. You will hear audio of the meeting in progress. Remain on the line if the meeting has not yet started.

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Instructions for Participating and Public Comments

You may participate and submit public comments in three (3) ways:

1. **In Writing**: Submit written comments via email to: ePublicComment@scag.ca.gov by 5pm on Wednesday, February 1, 2023. You are **not** required to submit public comments in writing or in advance of the meeting; this option is offered as a convenience should you desire not to provide comments in real time as described below. All written comments received after 5pm on Wednesday, February 1, 2023 will be announced and included as part of the official record of the meeting.
2. **Remotely**: If participating in real time via Zoom or phone, during the Public Comment Period (Matters Not on the Agenda) or at the time the item on the agenda for which you wish to speak is called, use the “raise hand” function on your computer or *9 by phone and wait for SCAG staff to announce your name/phone number. Limit oral comments to 3 minutes, or as otherwise directed by the presiding officer.
3. **In-Person**: If participating in-person, you are invited but not required, to fill out and present a Public Comment Card to the Clerk of the Board prior to speaking. It is helpful to indicate whether you wish to speak during the Public Comment Period (Matters Not on the Agenda) and/or on an item listed on the agenda. Limit oral comments to 3 minutes, or as otherwise directed by the presiding officer.

For purpose of providing public comment for items listed on the Consent Calendar, please indicate that you wish to speak when the Consent Calendar is called; items listed on the Consent Calendar will be acted on with one motion and there will be no separate discussion of these items unless a member of the legislative body so requests, in which event, the item will be considered separately.

In accordance with SCAG’s Regional Council Policy, Article VI, Section H and California Government Code Section 54957.9, if a SCAG meeting is “willfully interrupted” and the “orderly conduct of the meeting” becomes unfeasible, the presiding officer or the Chair of the legislative body may order the removal of the individuals who are disrupting the meeting.

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RC - Regional Council *Members – February 2023*

1. **Hon. Jan C. Harnik**
President, RCTC Representative
2. **Hon. Art Brown**
1st Vice President, Buena Park, RC District 21
3. **Sup. Curt Hagman**
2nd Vice President, San Bernardino County
4. **Hon. Clint Lorimore**
Imm. Past President, Eastvale, RC District 4
5. **Hon. Ashleigh Aitken**
Anaheim, RC District 19
6. **Hon. Cindy Allen**
Long Beach, RC District 30
7. **Hon. Adele Andrade-Stadler**
Alhambra, RC District 34
8. **Hon. Konstantine Anthony**
Burbank, RC District 42
9. **Hon. Kathryn Barger**
Los Angeles County
10. **Hon. Karen Bass**
Member-At-Large
11. **Hon. Elizabeth Becerra**
Victorville, RC District 65
12. **Hon. Bob Blumenfield**
Los Angeles, RC District 50
13. **Hon. Gary Boyer**
Glendora, RC District 33
14. **Hon. Drew Boyles**
El Segundo, RC District 40
15. **Hon. Wendy Bucknum**
Mission Viejo, RC District 13

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- 16. Hon. Letitia Clark**
Tustin, RC District 17
- 17. Hon. Margaret Clark**
Rosemead, RC District 32
- 18. Hon. Kevin de León**
Los Angeles, District 61
- 19. Hon. Steve DeRuse**
La Mirada, RC District 31
- 20. Ms. Lucy Dunn**
Business Representative, Non-Voting Member
- 21. Hon. Keith Eich**
La Cañada Flintridge, RC District 36
- 22. Hon. Margaret Finlay**
Duarte, RC District 35
- 23. Hon. James Gazeley**
Lomita, RC District 39
- 24. Hon. Brian Goodell**
OCTA Representative
- 25. Hon. Ray Hamada**
Bellflower, RC District 24
- 26. Hon. Marqueece Harris-Dawson**
Los Angeles, RC District 55
- 27. Hon. Mark Henderson**
Gardena, RC District 28
- 28. Hon. Eunisses Hernandez**
Los Angeles, RC District 48
- 29. Hon. Laura Hernandez**
Port Hueneme, RC District 45
- 30. Hon. Heather Hutt**
Los Angeles, RC District 57
- 31. Hon. Mike Judge**
VCTC Representative

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- 32. Hon. Joe Kalmick**
Seal Beach, RC District 20
- 33. Hon. Kathleen Kelly**
Palm Desert, RC District 2
- 34. Hon. Tammy Kim**
Irvine, RC District 14
- 35. Hon. Lauren Kleiman**
Newport Beach, RC District 15
- 36. Hon. Paul Krekorian**
Los Angeles, RC District 49/Public Transit Rep.
- 37. Hon. Linda Krupa**
Hemet, RC District 3
- 38. Hon. John Lee**
Los Angeles, RC District 59
- 39. Hon. Patricia Lock Dawson**
Riverside, RC District 68
- 40. Hon. Vianey Lopez**
Ventura County
- 41. Hon. Ken Mann**
Lancaster, RC District 43
- 42. Hon. Steve Manos**
Lake Elsinore, RC District 63
- 43. Hon. Ray Marquez**
Chino Hills, RC District 10
- 44. Hon. Andrew Masiel**
Tribal Govt Regl Planning Board Representative
- 45. Hon. Larry McCallon**
Highland, RC District 7/Air District Rep.
- 46. Hon. Casey McKeon**
Huntington Beach, RC District 64
- 47. Hon. Marsha McLean**
Santa Clarita, RC District 67

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- 48. Hon. Tim McOsker**
Los Angeles, RC District 62
- 49. Hon. L.Dennis Michael**
Rancho Cucamonga, RC District 9
- 50. Hon. Marisela Nava**
Perris, RC District 69
- 51. Hon. Maria Nava-Froelich**
ICTC Representative
- 52. Hon. Frank Navarro**
Colton, RC District 6
- 53. Hon. Kim Nguyen**
Garden Grove, RC District 18
- 54. Hon. Oscar Ortiz**
Indio, RC District 66
- 55. Hon. Traci Park**
Los Angeles, RC District 58
- 56. Sup. Luis Plancarte**
Imperial County
- 57. Hon. Curren Price**
Los Angeles, RC District 56
- 58. Hon. Randall Putz**
Big Bear Lake, RC District 11
- 59. Hon. Sandy Rains**
Laguna Niguel, RC District 12
- 60. Hon. Nithya Raman**
Los Angeles, RC District 51
- 61. Hon. Gil Rebollar**
Brawley, RC District 1
- 62. Hon. Rex Richardson**
Long Beach, RC District 29
- 63. Hon. Deborah Robertson**
Rialto, RC District 8

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- 64. Hon. Monica Rodriguez**
Los Angeles, RC District 54

- 65. Hon. Ali Saleh**
Bell, RC District 27

- 66. Hon. Tim Sandoval**
Pomona, RC District 38

- 67. Hon. Zak Schwank**
Temecula, RC District 5

- 68. Hon. David J. Shapiro**
Calabasas, RC District 44

- 69. Hon. Marty Simonoff**
Brea, RC District 22

- 70. Hon. Jose Luis Solache**
Lynwood, RC District 26

- 71. Sup. Hilda Solis**
Los Angeles County

- 72. Hon. Hugo Soto-Martinez**
Los Angeles, RC District 60

- 73. Sup. Karen Spiegel**
Riverside County

- 74. Hon. Steve Tye**
Diamond Bar, RC District 37

- 75. Hon. Benjamin Vazquez**
Santa Ana, RC District 16

- 76. Sup. Donald Wagner**
Orange County

- 77. Hon. Alan Wapner**
SBCTA Representative

- 78. Hon. Katy Yaroslavsky**
Los Angeles, RC District 52

- 79. Hon. Frank A. Yokoyama**
Cerritos, RC District 23

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REGIONAL COUNCIL AGENDA

Southern California Association of Governments
Hybrid (In-Person and Remote Participation)
900 Wilshire Boulevard, Suite 1700 – Regional Council Room
Los Angeles, CA 90017
Thursday, February 2, 2023
12:00 PM

The Regional Council may consider and act upon any of the items on the agenda regardless of whether they are listed as Information or Action items.

CALL TO ORDER AND PLEDGE OF ALLEGIANCE

(The Honorable Jan Harnik, President)

PUBLIC COMMENT PERIOD (Matters Not on the Agenda)

This is the time for persons to comment on any matter pertinent to SCAG's jurisdiction that is *not* listed on the agenda. Although the committee may briefly respond to statements or questions, under state law, matters presented under this item cannot be discussed or acted upon at this time. Public comment for items listed on the agenda will be taken separately as further described below.

General information for all public comments: Members of the public have the option to participate in the meeting via written or verbal comments. Members of the public are encouraged, but not required, to submit written comments by sending an email to: ePublicComment@scag.ca.gov by 5pm on Wednesday, February 1, 2023. Such comments will be transmitted to members of the legislative body and posted on SCAG's website prior to the meeting. Any writings or documents provided to a majority of the Regional Council regarding any item on this agenda (other than writings legally exempt from public disclosure) are available at the Office of the Clerk, located at 900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017 during normal business hours and/or by contacting the office by phone, (213) 630-1420, or email to aguilarm@scag.ca.gov. Written comments received after 5pm on Wednesday, February 1, 2023, will be announced and included as part of the official record of the meeting. Members of the public wishing to verbally address the Regional Council in real time during the meeting will be allowed up to a total of 3 minutes to speak on items on the agenda, with the presiding officer retaining discretion to adjust time limits as necessary to ensure efficient and orderly conduct of the meeting. The presiding officer has the discretion to equally reduce the time limit of all speakers based upon the number of comments received. Members of the public may verbally address the Regional Council during the meeting. If participating in-person, you are invited but not required, to fill out and present a Public Comment Card to the Clerk of the Board prior to speaking. It is helpful to indicate whether you wish to speak during the Public Comment Period (Matters Not on the Agenda) and/or on an item listed on the agenda. Limit oral comments to 3 minutes, or as otherwise directed by the presiding officer. If you are attending remotely and desire to speak on an item listed on the agenda, please wait for the chair to call the item and then indicate your interest in offering public comment by either using the "raise hand" function on your computer or pressing *9 on your telephone. For purpose of providing public comment for items listed on the Consent Calendar (if there is a Consent Calendar), please indicate that you wish to speak when the Consent Calendar is called; items listed on the Consent Calendar will be acted upon with one motion and there



will be no separate discussion of these items unless a member of the legislative body so requests, in which event, the item will be considered separately.

REVIEW AND PRIORITIZE AGENDA ITEMS

ACTION ITEM

- 1. Findings to Continue Holding Virtual Regional Council and Committee Meetings Under AB 361 PPG. 11
(Ruben, Duran, BB&K Board Counsel) 5 Mins.

RECOMMENDED ACTION:

That the Regional Council (RC): (1) ratify the prior actions of the Executive/Administration Committee taken at its February 1, 2023 meetings relating to findings made pursuant to Government Code Section 54953(e)(3); (2) make the following findings required by Government Code Section 54953(e)(3) on the basis of the staff report, which is incorporated by this reference, that (i) a proclaimed state of emergency remains active in connection with the COVID-19 public health crisis, (ii) the RC has reconsidered the circumstances of the state of emergency and (iii) state and local officials continue to impose or recommend measures to promote social distancing in relation to the COVID-19 public health crisis and, further, (3) authorize all legislative bodies of the Southern California Association of Government (SCAG), including the RC, EAC and all committees, subcommittees and task forces established by the RC or SCAG’s Bylaws, to utilize remote teleconference meetings pursuant to and in compliance with Brown Act provisions contained in Government Code Section 54953(e).

- 2. An Overview of Regional Transportation Safety Priorities and Recommendation to Adopt the 2023 Safety Targets PPG. 17
10 Mins.
(Kome Ajise, Executive Director, SCAG and Barbara Rooney, Director, California Office of Traffic Safety)

RECOMMENDED ACTION:

That the Regional Council adopt SCAG’s calendar year 2023 transportation safety targets, which are supportive of the adopted statewide safety targets.

- 3. Final Draft RAMP Policy Framework 30 Mins. PPG. 37
(Kim Clark, Planning Supervisor, SCAG)

RECOMMENDED ACTION:

That the Regional Council approve the RAMP Policy Framework and RAMP White Paper.

CONSENT CALENDAR

Approval Items

- 4. Minutes of the Regular Meeting – January 5, 2023 PPG.185



5. Contract Amendment Greater Than 30% of the Contract's Original Valuer: Contract No. 17-026-C1 Amendment 10, Professional Auditing Services PPG. 194
6. Contracts \$500,000 or Greater: Contract No. 23-003-C01, Videography Services PPG. 202
7. Contracts \$500,000 or Greater: Contract No. 23-018-C01, SCAG's Analytical Platform PPG.220
8. Contracts \$200,000 or Greater: Contract No. 23-027-C01, Go Human Safety Strategies PPG. 238
9. STBG/CMAQ Compliance Action Plan PPG. 253
10. SCAG Memberships and Sponsorships PPG. 262

Receive and File

11. February 2023 State and Federal Legislative Update PPG. 265
12. Status Update on Air Quality Planning and Transportation Conformity Challenges in SCAG Region PPG. 270
13. Connect SoCal 2024: Draft SCS Technical Methodology PPG. 285
14. Connect SoCal 2024 Program Environmental Impact Report (State Clearinghouse No.: 2022100337): Status Update on Notice of Preparation Comments PPG. 295
15. Purchase Orders, Contract and Amendments below Regional Council Approval Threshold PPG. 299
16. CFO Monthly Report PPG. 305

BUSINESS REPORT

(Lucy Dunn, Ex-Officio Member; Business Representative)

PRESIDENT'S REPORT

(The Honorable Jan Harnik, President)

EXECUTIVE DIRECTOR'S REPORT

(Kome Ajise, Executive Director)

FUTURE AGENDA ITEMS

ANNOUNCEMENTS

ADJOURNMENT



AGENDA ITEM 1
REPORT

Southern California Association of Governments
February 2, 2023

To: Executive/Administration Committee (EAC)
Regional Council (RC)

From: Michael Houston, Chief Counsel/Director of Legal Services
(213) 630-1467, houston@scag.ca.gov

Subject: Findings to Continue Holding Virtual Regional Council and Committee
Meetings Under AB 361

**EXECUTIVE DIRECTOR'S
APPROVAL**

Kome Ajise

RECOMMENDED ACTION FOR EAC:

That the Executive/Administration Committee (EAC): (1) make the following findings required by Government Code Section 54953(e)(3) on the basis of the staff report, which is incorporated by this reference, that (i) a proclaimed state of emergency remains active in connection with the COVID-19 public health crisis, (ii) the EAC has reconsidered the circumstances of the state of emergency and (iii) state and local officials continue to impose or recommend measures to promote social distancing in relation to the COVID-19 public health crisis and, further, (2) authorize all legislative bodies of the Southern California Association of Government (SCAG), including the EAC, RC and all committees, subcommittees and task forces established by the RC or SCAG's Bylaws, to utilize remote teleconference meetings pursuant to and in compliance with Brown Act provisions contained in Government Code Section 54953(e).

RECOMMENDED ACTION FOR RC:

That the Regional Council (RC): (1) ratify the prior actions of the Executive/Administration Committee taken at its February 1, 2023 meetings relating to findings made pursuant to Government Code Section 54953(e)(3); (2) make the following findings required by Government Code Section 54953(e)(3) on the basis of the staff report, which is incorporated by this reference, that (i) a proclaimed state of emergency remains active in connection with the COVID-19 public health crisis, (ii) the RC has reconsidered the circumstances of the state of emergency and (iii) state and local officials continue to impose or recommend measures to promote social distancing in relation to the COVID-19 public health crisis and, further, (3) authorize all legislative bodies of the Southern California Association of Government (SCAG), including the RC, EAC and all committees, subcommittees and task forces established by the RC or SCAG's Bylaws, to utilize remote teleconference meetings pursuant to and in compliance with Brown Act provisions contained in Government Code Section 54953(e).

STRATEGIC PLAN:

This item supports the following Strategic Plan Goal 1: Produce innovative solutions that improve the quality of life for Southern Californians.

EXECUTIVE SUMMARY:

On March 4, 2020, Governor Newsom issued a Proclamation of State of Emergency pursuant to Government Code Section 8625 in relation to the COVID-19 public health crisis. The State of Emergency is still in force, although the Governor indicated that he intends to end the state of emergency on February 28, 2023. Additionally, variants such as omicron (and subvariants such as BQ.1 and BQ.1.1.) have shown continued presence through test results in the region. Public health officials are urging residents to exhibit care as winter months proceed, when more indoor congregation occurs. Public health officials have advised to continue to be vigilant in practicing hygiene and wearing masks in public locations. To continue assisting in managing this ongoing public health situation, local public health officials still recommend social distancing and other measures, as further discussed below, as a means to control and prevent the spread of COVID-19. Amendments to the Brown Act in Government Code section 54953(e) (hereafter, "Section 54953(e)") allow legislative bodies to conduct remote/teleconferenced meetings without posting the location of teleconferenced meeting sites or making such sites available to the public (as is required by Section 54953(b)(3)), provided that certain conditions facilitating "real time" public participation and other requirements are satisfied. SCAG's Regional Council Policy Manual permits the holding of remote and teleconferenced meetings in the manner permitted by Section 54953(e). Teleconference meetings include meetings that are held in a "hybrid" manner (that is, with both remote and "in-person" participation, and where the public is not permitted to attend in-person).

This staff report includes findings so that SCAG's legislative bodies may continue meeting remotely. Action by the EAC and RC will facilitate and authorize all of SCAG's legislative bodies (the RC, EAC, Policy Committees, other committees, subcommittees and task forces) to continue utilizing teleconference/videoconference meetings for a thirty-day period.

BACKGROUND:

The United States Secretary of Health and Human Services declared a public health emergency based on the threat cause by COVID-19 on January 31, 2020. The President of the United States issued a Proclamation Declaring a National State of Emergency Concerning COVID-19 beginning March 1, 2020. Thereafter, the Governor of California issued a Proclamation of State of Emergency pursuant to Government Code Section 8625 in relation to the COVID-19 public health crisis on March 4, 2020. At this time, this proclamation is in force and the declared state of emergency presently continues with respect to COVID-19. On October 17, 2022, Governor Newsom indicated that he intends to end the state of emergency on February 28, 2023.¹

¹ <https://www.gov.ca.gov/2022/10/17/governor-newsom-to-end-the-covid-19-state-of-emergency/#:~:text=SACRAMENTO%20%E2%80%93%20Today%2C%20Governor%20Gavin%20Newsom,used%20t>

COVID-19 variants, including sub-variants derived from the omicron variant (such as variants BQ.1 and BQ.1.1), demonstrate that the virus continues to transmit in public places, as evidenced by test results. The Los Angeles County Public Health Officer has stated that Los Angeles County continues to monitor case numbers and the Public Health Officer has not ruled out mandatory masking or other prophylactic measures in the future, should circumstances warrant.² The public health officer also continues to advocate for social distancing as a prudent and reasonable means to assist in controlling COVID-19.³

Pursuant to Assembly Bill (AB) 361, which amended the Brown Act's teleconferencing provisions, Section 54953(e) allows legislative bodies to meet virtually without posting the remote meeting locations and without providing public access at such locations (as is generally required by section 54953(b)(3)), provided there is a state of emergency, and either (1) state or local officials have imposed or recommended measures to promote social distancing or (2) the legislative body determines by majority vote that meeting in person would present imminent risks to the health and safety of attendees. Additionally, Section 54953(e) imposes transparency requirements to the management of remote and teleconference public meetings held under this section. Specifically, Section 54953(e) imposes two requirements for remote public meetings:

1. Public agencies hosting teleconference meetings pursuant to Section 54953(e) in lieu of traditional in-person or teleconferenced meetings must permit direct "real time" public comment during the teleconference and must leave open the opportunity for public comment until the comment period is closed during the ordinary course of the meeting. The opportunity to make public comment must be of a sufficient duration to allow actual public participation.
2. Any action by the governing body during a public teleconference meeting held under Section 54953(e) must occur while the agency is actively and successfully broadcasting to members of the public through a call-in option or an internet-based service option. If a

[o%20combat%20COVID%2D19](#) (accessed December 8, 2022). The governor's statement indicated February 28, 2023 was selected to give "the health care system needed flexibility to handle any potential surge that may occur after the holidays in January and February, *in addition to providing state and local partners the time needed to prepare for this phaseout and set themselves up for success afterwards.*"

² http://publichealth.lacounty.gov/media/coronavirus/docs/HOO/HOO_SaferReturnWorkCommunity.pdf (visited December 8, 2022) (noting "Public Health will continue following the County's COVID-19 Response Plan to recommend or require future mitigation measures should the County's designation on the CDC's Community Level framework increase to Medium or High and the County's COVID-19 transmission level substantially increases in the future.")

³ <http://publichealth.lacounty.gov/acd/ncorona2019/BestPractices/> (visited December 8, 2022) (noting that in business locations it is recommended to "Limit indoor occupancy to increase the physical space between employees at the worksite, between employees and customers, and between customers.")

technical disruption within the agency's control prevents members of the public from either viewing the meeting of the public agency or prevents members of the public from offering public comment, the agency must cease all action on the meeting agenda until the disruption ends and the broadcast is restored.

SCAG has implemented the requirements for conducting public meetings in compliance with the prior executive orders and Section 54953(e). Teleconference accessibility via call-in option or an internet-based service option (via the Zoom Webinars platform) is listed on the published agenda for each meeting of SCAG legislative bodies, and on SCAG's website. Further, SCAG provides access for public comment opportunities in real time at the time noted on the agenda. The holding of remote meetings in compliance with Section 54953(e) promotes the public interests of facilitating robust public participation on a remote platform and, further, protecting the public, SCAG's members and its employees when congregating indoors and against recent variants that pose health risks. Providing remote meetings also allows for the fully participation of SCAG's governing board members and staff who otherwise have tested positive, are mildly ill, and would be unable to personally attend meetings at SCAG's offices but for the accommodations in Section 54953(e). In the spring and summer of 2022, SCAG meetings have included remote participation of either staff or committee members who have been ill with COVID-19 and, but for remote participation, would not have attended in person due to communicable illness.

Since the enactment of Section 54953(e), the EAC, SCAG's Policy Committees, its other committees and the RC have met pursuant to provisions in Government Code section 54953(e)(1)(A) because a declared state of emergency currently exists and County of Los Angeles Public Health Department and the City of Los Angeles currently recommends a variety of social distancing measures (including recommended, but not presently required, masking, recommending avoidance of crowded indoor spaces and social distancing, especially in cases where, as is the case here, the vaccination status of persons outside your household is unknown).⁴ The continued importance of social distancing measures is exemplified by current local health order recommendations to continue adhering to public health measures and recognition that local agencies and businesses may desire to adhere to more stringent health protocols than formally mandated.⁵

⁴ See <https://coronavirus.lacity.org/> (visited December 8, 2022) Los Angeles County Public Health Department notation that social distancing is still a recommended practice.

⁵ See <https://www.lamayor.org/sites/g/files/wph1781/files/page/file/20220304%20SAFER%20LA%20ORDER%202020.03.19%20%28REV%202022.03.04%29.pdf> (City of Los Angeles Mayoral Order), noting "All persons living and working within the City of Los Angeles should continue to always practice required and recommended COVID-19 infection control measures at all times and when among other persons when in community, work, social, or school settings, especially when multiple unvaccinated persons from different households may be present and in close contact with each other, especially when in indoor or crowded outdoor settings." Also, noting "Consistent and correct mask use (covering nose and mouth) is especially important indoors when in close contact with others (less than six feet from) who are not fully vaccinated against COVID-19 or whose vaccination status is unknown."

SCAG's legislative bodies may continue meeting pursuant to Section 54953(e) if certain findings are periodically made and provided, further, that such meetings continue to be held pursuant to the requirements of subdivision (e) of Section 54953. The required findings include: (1) the legislative body has reconsidered the circumstances of the state of emergency and (2) that either (i) state or local officials continue to recommend measures to promote social distancing or (ii) an in-person meeting would constitute an imminent risk to the safety of attendees.

SCAG's Regional Policy Manual permits holding teleconference/videoconference meetings and permits the President to waive certain requirements in the Policy Manual where state law permits such waiver. Likewise, SCAG's Bylaws authorize the EAC to make decisions and take actions binding on SCAG if such decisions or actions are necessary prior to the next regular meeting of the Regional Council. (Art. V.C(3)(a).) Given the RC's next regular meeting will not occur until February 2, 2023, SCAG's Bylaws authorize the EAC to make the findings contained in this staff report to permit legislative bodies to meet on February 2nd prior to the RC meeting.

If the findings below are made, all SCAG legislative bodies (i.e., the RC, EAC, Policy Committees and other SCAG committees, subcommittees and task forces) are authorized to meet pursuant to Section 54953(e) for thirty days. Further continuation beyond this period would require the EAC and/or RC to reconsider the then-current circumstances.

FINDINGS:

The recommendations in this staff report are based on the following facts and findings, made pursuant to Government Code Section 54953(e)(3), which are incorporated into the recommended action taken by the EAC and RC, as noted above:

1. The EAC and RC have reconsidered the circumstances of the state of emergency initially declared by the Governor on March 4, 2020, pursuant to section 8625 of the California Emergency Services Act, relating to the COVID-19 public health crisis and find that the declaration currently remains in effect. The continuation of virtual meetings will allow for full participation by members of the public, consistent with continued social distancing recommendations, and will facilitate the purposes of such social distancing recommendations by preventing large crowds from congregating at in indoor facilities for extended periods of time. Given that the vaccination status of meeting participants (including members of the public) is not known, it is prudent to use caution in protecting the health of the public, SCAG's employees and its membership where, as here, adequate virtual means exist to permit the meeting to occur by teleconference/videoconference with

the public being afforded the ability to comment in real time.⁶ Additionally, continuing virtual meetings allows for the full participation of SCAG's governing board members and staff who otherwise have tested positive, are mildly ill, and would be unable to personally attend meetings at SCAG's offices but for the accommodations in Section 54953(e). Allowing the continued participation of mildly ill persons by remote means while they isolate promotes the public interest and, in fact, has permitted staff and governing board members to fully participate in prior meetings.

2. The EAC and RC find that state and local officials continue to recommend measures to promote social distancing as exemplified by the discussion and footnoted provisions above. Further the Los Angeles County Department of Public Health and City of Los Angeles continue to recommend measures to promote social distancing, including recommendations to avoid crowded indoor spaces and to maintain social distancing, especially in cases where the vaccination status of persons outside a person's household is unknown. The continued importance of social distancing measures is exemplified by recent health order recommending the need to continued adherence to public health measures and recognition that local agencies and businesses may desire to adhere to more stringent health protocols than formally mandated.

CONCLUSION:

Staff recommends the actions described above be taken based on the findings contained in this staff report. Should further remote meetings pursuant to Section 54953(e) be warranted, the EAC and/or RC are required to reconsider the circumstances and make findings to continue holding meetings in this manner.

FISCAL IMPACT:

None.

⁶ See

<https://www.lamayor.org/sites/g/files/wph1781/files/page/file/20220304%20SAFER%20LA%20ORDER%202020.03.19%20%28REV%202022.03.04%29.pdf>, noting "People at risk for severe illness or death from COVID-19—such as unvaccinated older adults and unvaccinated individuals with underlying medical conditions associated with higher risk for severe COVID-19—and members of their household, should defer participating in activities with other people outside their household where taking protective measures, including wearing face masks and social distancing, may not occur or will be difficult, especially indoors or in crowded spaces. For those who are not yet fully vaccinated, staying home or choosing outdoor activities as much as possible with physical distancing from other households whose vaccination status is unknown is the best way to prevent the risk of COVID-19 transmission."



AGENDA ITEM 2
REPORT

Southern California Association of Governments
February 2, 2023

To: Regional Council (RC)

**EXECUTIVE DIRECTOR'S
APPROVAL**

From: Michael Gainor, Senior Regional Planner
(213) 236-1822, gainor@scag.ca.gov

Subject: An Overview of Regional Transportation Safety Priorities and
Recommendation to Adopt the 2023 Safety Targets

RECOMMENDED ACTION:

That the Regional Council adopt SCAG’s calendar year 2023 transportation safety targets, which are supportive of the adopted statewide safety targets.

STRATEGIC PLAN:

This item supports the following Strategic Plan Goal 2: Advance Southern California’s policy interests and planning priorities through regional, statewide, and national engagement and advocacy.

EXECUTIVE SUMMARY:

On average, each year in Southern California, 1,450 people are killed, 5,500 are seriously injured, and 124,000 are injured in traffic collisions. SCAG is committed to ensuring transportation safety for all people in our region through our work to shape and align federal, state, and local policies and plans to advance transportation safety; analyze and facilitate access to transportation safety data, and partner and offer resources to others to help motivate local change.

A critical foundation to SCAG’s safety work, and one of our primary safety planning responsibilities as a Metropolitan Planning Organization, is to develop annual transportation safety targets. The targets align with our goal of achieving Zero Deaths. For calendar year 2023, SCAG staff recommends adopting regionally specific targets as outlined in the report and consistent with SCAG’s existing transportation safety modeling capabilities which account for traffic, travel behavior, socioeconomic, and other emergent trends that impact regional safety performance.

To provide greater context and understanding of the challenges and partnership opportunities for achieving safety targets, SCAG staff has invited Barbara Rooney, Director of the California Office of Traffic Safety (OTS) and Chair of the Governors Highway Safety Association to share her perspective and priorities for addressing transportation safety. Ms. Rooney’s presentation will be

followed by a presentation by SCAG staff on the proposed calendar year 2023 safety targets for the SCAG region.

BACKGROUND:

Southern California is home to roughly 19 million people and 13 million licensed drivers. We rely on our cars, buses, rail lines, bicycles, assistive devices, and bodies to get around and in a typical year, we travel more than 430 million miles every day. With all that travelling, it is not surprising that mistakes are being made and consequences of these mistakes can last a lifetime. Collisions are happening in every community in our region; they are happening to people who drive and disproportionately to people who walk and bike. On average, each year in Southern California, 1,450 people are killed, 5,500 are seriously injured, and 124,000 are injured in traffic collisions.

SCAG is committed to ensuring transportation safety for all people in our region and our Transportation Safety Program aims to shape and align federal, state, and local policies and plans to advance transportation safety, analyze and facilitate access to transportation safety data to help make better-informed decisions, and partner with and offer resources to others to help motivate local change.

To provide greater context and understanding of the challenges and partnership opportunities for achieving safety targets, SCAG staff invited Barbara Rooney, Director of the California Office of Traffic Safety (OTS) and Chair of the Governors Highway Safety Association to share her perspective and priorities. Ms. Rooney was appointed OTS Director by Governor Gavin Newsom in August 2019 and most recently served as Deputy Director of Legislation at the California High-Speed Rail Authority (CHSRA), where she represented the CHSRA on all legislative matters before the California Legislature and Congress. Ms. Rooney was widely recognized as the DMV's expert in the body of law designed to discourage drivers from operating vehicles under the influence and played a vital role in the crafting of legislation for numerous other traffic safety areas of law. As the OTS Director, Ms. Rooney manages more than \$90 million in federal funding for traffic safety grants across the state and will set annual goals and priority areas for safety programs in the Highway Safety Plan and Strategic Highway Safety Plan aimed at reducing the number of victims killed and injured on California roads. She is also responsible for preparing an Annual Performance Report that highlights accomplishments in traffic safety efforts, as well as working with other agencies and partner organizations on new and innovative safety measures.

As a Metropolitan Planning Organization, SCAG is required, in partnership with Caltrans, to develop annual transportation safety targets that align with our goal of achieving Zero Deaths. An overview of the Safety Performance Management Measures Final Rule, description of the methodology, and the proposed 2023 safety targets for the SCAG region is detailed in the remainder of the staff report.

Safety Performance Management Measures Final Rule

The Federal Highway Administration (FHWA) issued a Final Rule, effective April 14, 2016, to establish performance measures for State Departments of Transportation (DOTs) to implement the Highway Safety Improvement Program (HSIP) as required by the Moving Ahead for Progress in the 21st Century (MAP-21) federal transportation authorization package. State DOTs and Metropolitan Planning Organizations (MPOs) are expected to use the information and data generated from the federally established performance management program to inform statewide and regional transportation planning and programming decision-making and to link investments to performance outcomes. The transportation safety performance measures and targets are intended to facilitate statewide and regional transportation investment decision-making that will provide the greatest possible reduction in fatalities and serious injuries resulting from collisions occurring on the multimodal transportation system.

The following five transportation safety performance measures were established through the federal rulemaking for which annual statewide and regional performance targets are required:

- **Number of fatalities**
- **Rate of fatalities per 100 million vehicle miles traveled (VMT)**
- **Number of serious injuries**
- **Rate of serious injuries per 100 million VMT**
- **Number of non-motorized fatalities and non-motorized serious injuries**

The development of annual performance targets for these five measures requires State DOTs to coordinate with MPOs to assess the number and rate of fatalities and serious injuries occurring on all public roads, regardless of ownership or functional classification. Caltrans established statewide safety targets in August 2022 for the calendar year 2023. SCAG therefore has until February 28, 2023 to establish regional safety targets.

The Final Rule also established the process for State DOTs and MPOs to develop and report safety targets, and the process used by FHWA to assess whether states have made significant progress toward meeting their safety targets.

Caltrans is required to update the annual statewide targets in August of each year. SCAG is then required to adopt regional targets for the same five safety performance measures within 180 days of Caltrans establishing the statewide targets. Calendar year 2023 is the sixth year for which annual transportation safety targets are being produced pursuant to the federal transportation performance management and reporting requirements established through MAP-21. As with each annual transportation safety reporting cycle, SCAG is provided the option to either support the statewide targets as established by Caltrans, develop a separate set of safety targets specific to the SCAG region, or use a combination of both approaches.

In previous years, SCAG opted to support the statewide targets by adopting a set of regionally specific transportation safety targets based on the existing Caltrans methodology. However, starting 2021, SCAG began developing regional targets based on a methodology that is specifically supportive of the national ‘Toward Zero Deaths’ strategy. With this approach, SCAG remains fully committed to working toward achieving annual reductions of 3.5 percent in fatalities and serious injuries until 2050, at which time the region would be anticipated to experience zero traffic-related fatalities. SCAG provides regular updates on progress toward achieving its regional transportation safety targets, including system performance reports included within the RTP/SCS (Connect SoCal), and in updates to the Federal Transportation Improvement Program (FTIP).

FHWA determines whether significant progress has been made toward achieving the statewide safety targets when at least four of the five transportation safety targets are either met or the reported outcomes indicate improvement over the observed baseline performance. The significant progress determination only applies to the statewide targets, not to the regional targets set by MPOs. If FHWA determines that the State has not made significant progress toward achieving its safety targets, a State Implementation Plan must be developed by Caltrans to identify a pathway for meeting the targets in subsequent years. Additionally, any flexibility in the use of HSIP funds will be suspended.

For example, in March 2021, FHWA notified Caltrans that California had not met or made significant progress towards its calendar year 2019 safety targets. In response to this determination, the State was required to obligate authority equal to its Fiscal Year 2018 HSIP apportionment for HSIP projects in Fiscal Year 2022 (Caltrans was already doing this). Caltrans was also required to submit an HSIP Implementation Plan to FHWA. The purpose of the HSIP Implementation Plan is to identify tangible actions the State would take in Federal Fiscal Year 2022 to make progress toward achieving the targets. SCAG was also unsuccessful in achieving its 2019 regional safety targets. However, this resulted in no federal or state repercussions. However, to improve future performance outcomes, SCAG will continue to seek opportunities to further improve coordination with Caltrans on statewide and regional transportation safety planning activities.

Target Setting Approaches

There are two primary types of transportation safety target setting, vision-based target setting and evidence-based target setting. When developing aspirational, vision-based targets, agencies use the term “target” to refer to a long-term vision for future performance. Many transportation agencies set vision-based targets for zero fatalities and equally ambitious metrics for assessing progress toward achieving that vision. The evidence-based approach is focused specifically on what may feasibly be achieved within the context of an identified set of investments, policies, and strategies defined within an implementation plan and subject to a shorter timeframe. While these two approaches are distinct, they are not necessarily conflicting. A vision-based target is useful for

galvanizing support around a planning effort and for ensuring that successful safety improvement strategies are considered or implemented while keeping the focus on a clear goal. Evidence-based targets promote accountability and emphasize feasibility. Being able to demonstrate the benefits of different levels of investment in transportation safety may serve to strengthen understanding of the implications of specific safety interventions and investment decisions.

Statewide Transportation Safety Targets

Starting in 2018, the statewide targets developed by Caltrans were supportive of Toward Zero Deaths, which represents a core objective of California's Strategic Highway Safety Plan (SHSP), the statewide transportation safety plan. The Toward Zero Deaths National Strategy provides a framework for reducing fatalities and serious injuries on all public roads based on the understanding that even one traffic-related fatality is unacceptable. Toward Zero Deaths was launched in 2014, adopting the zero-focused imperative along with a strong commitment to fostering an integrated national transportation safety culture. The guiding principles of the Toward Zero Deaths framework include:

- People make mistakes which may lead to collisions, but no one should die or be seriously injured on the road because of these mistakes.
- The human body has a limited physical ability to tolerate crash forces.
- Road safety is a shared responsibility of everyone, including those that design, build, operate and use the road system.
- All parts of the road system must be strengthened to multiply its collective protective effects so that if one part fails, the others will still protect people.

The current approach used by Caltrans for statewide target setting represents a departure from previous years in that forecasting achievement of zero fatalities in a future year is no longer the methodological approach used. Rather, Caltrans is now using a trend line approach that extrapolates existing trends in rates of fatalities and serious injuries into the future with the assumption that the impacts of external factors are realized and that planned safety improvements, including development and implementation of local safety plans and the allocation of transportation safety grant funding, are implemented as expected. Caltrans does not currently use a safety model for purposes of target setting and it is challenging to precisely forecast the full impact of transportation safety investments.

The 2023 statewide target for number of fatalities assumes an annual reduction of 0.3 percent. For the rate of fatalities per 100 million VMT, the statewide target assumes an annual reduction of 1.7 percent, and for serious injuries (both the number and rate), the statewide target assumes an

annual reduction of 2.3 percent. For number of non-motorized fatalities and severe injuries, Caltrans assumes an annual reduction of 0.3 percent for fatalities, and 2.3 percent for serious injuries.

The calendar year 2023 statewide targets, reflecting five-year rolling averages, are as follows:

- Number of fatalities: **3,808.2**
- Rate of fatalities per 100 million VMT: **1.216**
- Number of serious injuries: **15,156.2**
- Rate of serious injuries per 100 million VMT: **4.904**
- Number of non-motorized fatalities and non-motorized serious injuries: **4,131.7**

Regional Safety Target Assessment

To develop the annual regional transportation safety performance targets, SCAG follows three procedural steps: 1) Evaluation of existing safety data and trends to determine current regional conditions. 2) Identification of external factors that may impact regional safety performance over the upcoming calendar year. 3) Estimation of appropriate performance targets based on forecasted fatality and serious injury reductions due to the implementation of regional safety strategies and investments and local safety plans.

Collisions and collision severity are impacted by a variety of factors, some of which are not under the direct control of transportation planning agencies, including vehicle safety features, weather events, and the state of the economy. The two economic variables of unemployment rate and per capita Gross Domestic Product (GDP) growth may account for a significant share of annual variation in collision occurrence, as a more vigorous economy typical results in more vehicles on the road. Other external factors include regional population growth; demographic change (increasing share of older adults); changes in travel mode share; mobility trends and innovations; and the availability of funding for safety-related projects and programs.

While a multitude of external factors may impact regional transportation safety performance, there are still many actions local and regional agencies may take to influence the number and rate of transportation related fatalities and serious injuries, including implementation of safety improvement projects, roadway engineering adaptations, targeted educational and enforcement activities, and ongoing transportation safety performance evaluation.

The region is better situated to take effective safety improvement actions when existing safety conditions are fully understood. In late 2020, SCAG began coordinating with FHWA in the development of a series of predictive models for regional safety planning and target setting. This effort resulted in the development of safety target setting modeling capacity that serves to predict fatalities, serious injuries, and non-motorized fatalities and serious injuries in correspondence with

federal safety target requirements. This predictive safety modeling capability accounts for a variety of inputs including such spatially referenced variables as proposed transportation safety improvement projects, land use, population growth, VMT growth, roadway type, and intersection density.

A subset of these factors has been integrated into SCAG's new safety target setting model. The SCAG model accounts for the following factors:

Vehicle Miles Traveled (VMT)

- Total annual VMT
- Proportion of annual VMT by roadway type (Interstate System, principal arterials, major collectors, and local roadways)

Demographics

- Total population
- Proportion of population aged 65+
- Proportion of population aged 15-24
- Proportion of population aged 18-24

Mode Share

- Proportion of population that commutes via transit, bicycle, or walking

Socioeconomics

- Median household income
- Total employment
- Unemployment rate
- Gas prices

Miscellaneous

- Distilled spirit consumption per capita

Using the safety model, SCAG developed regional safety targets for calendar year 2023. The model forecasts trends through 2025, reflecting a small decrease in fatalities and a moderate increase in serious injuries. For 2023, SCAG forecasts a 1.7 percent decrease in fatalities, a 3.9 percent increase in serious injuries, and a 4.5 percent increase in non-motorized fatalities and serious injuries.

The proposed SCAG regional targets for calendar year 2023, reflecting five-year rolling averages, are as follows:

- Number of fatalities: **1,485.2**
- Rate of fatalities per 100 million VMT: **0.93**
- Number of serious injuries: **7,441.8**
- Rate of serious injuries per 100 million VMT: **4.68**
- Number of non-motorized fatalities & serious injuries: **2,235.5**

To motivate reductions in safety incidents and improvements in regional safety outcomes, SCAG has developed a High Injury Network (HIN) to help local jurisdictions focus improvements where they are most needed. In addition, SCAG offers local jurisdictions opportunities to secure regional safety planning grants and convenes a quarterly Safe and Active Streets Working Group meeting and periodic peer exchanges to facilitate information sharing among regional partners. Additionally, SCAG has implemented a community outreach and advertising campaign, Go Human, which is focused on regional safety, particularly for vulnerable road users. SCAG's current long-range plan, Connect SoCal, provides a framework to assist agencies in the development of local safety plans and strategies.

RECOMMENDATION

As previously indicated, SCAG has the option to support the statewide safety targets set by Caltrans, establish a separate set of targets specific to the region, or use a combination of both approaches. Because of the considerable influence of regionally specific factors on transportation safety performance, SCAG recommends adopting a set of regional targets based on recently developed safety modeling capability. This recommendation will allow SCAG to establish regional targets that are feasible for the region while still maintaining consistency with national transportation highway safety objectives and the statewide targets.

For calendar year 2023, SCAG recommends maintaining a long-term Zero Deaths aspirational focus toward regional transportation safety, while adopting evidence-based near-term targets. The modeled safety targets for the SCAG region forecast a 1.7 percent decrease in fatalities, a 3.9 percent increase in serious injuries, and a 4.5 percent increase in non-motorized fatalities and serious injuries. Because the targets are updated annually, SCAG will have the opportunity to revisit and update the targets each calendar year.

FISCAL IMPACT

Funding for staff work on this program is included in OWP Task #310.4883.01 (Complete Streets: Transportation Safety).

ATTACHMENT(S):

1. 2023 Statewide Safety Targets
2. PowerPoint Presentation - 2023 Safety Targets_RC_2-2-23

Safety Performance Management Targets for 2023

The California Department of Transportation (Caltrans), in cooperation with the Office of Traffic Safety (OTS), is required to set five annual Safety Performance Management Targets (SPMTs) for all public roads in the State of California by August 31 of each year. This is pursuant to the Moving Ahead for Progress in the 21st Century Act (MAP-21, P.L. 112-141). The Safety Performance Management Final Rule adds Part 490 to Title 23 of the Code of Federal Regulations to implement the performance management requirements in 23 U.S.C. 150.

Caltrans set SPMTs for the 2023 calendar year by August 31, 2022. Caltrans and OTS have adopted the following performance measures shown in Table 1.

Performance Measure	Data Source	5-Yr. Rolling Average Target for 2023	Annual Percentage Change for 2023
Number of Fatalities	FARS	3,808.2	-0.3%
Rate of Fatalities (per 100M VMT)	FARS & HPMS	1.216	-1.7%
Number of Serious Injuries	SWITRS	15,156.2	-2.3%
Rate of Serious Injuries (per 100M VMT)	SWITRS & HPMS	4.904	-2.3%
Number of Non-Motorized Fatalities and Non-Motorized Severe Injuries	FARS & SWITRS	4,131.7	-0.3% for Fatalities and -2.3% for Serious Injuries

Note: The targets highlighted in gray are set in coordination with OTS.

TABLE 1. PERFORMANCE MEASURE AND TARGET BASED ON 5-YEAR ROLLING AVERAGE

Federal Guidance and Requirements

The Highway Safety Improvement Program (HSIP) is a core Federal-aid program with the purpose to achieve a significant reduction in fatalities and serious injuries on all public roads. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads and focuses on performance. The HSIP regulation under 23 CFR 924 establishes the Federal Highway Administration’s (FHWA) HSIP policy, as well as program structure, planning, implementation, evaluation and reporting requirements for States to successfully administer the HSIP.

In support of a data-driven and strategic approach, the HSIP Final Rule contains major policy changes related to:

- (1) the state Strategic Highway Safety Plan (SHSP) update cycle,
- (2) the state annual HSIP report content and schedule, and
- (3) the subset of the Model Inventory of Roadway Elements (MIRE) fundamental data elements (FDE).

The Safety Performance Management (PM) Final Rule supports the data-driven performance focus of the HSIP. The Safety PM Final Rule establishes five performance measures as five-year rolling averages to carry out the HSIP. The performance measures include:

- (1) Number of Fatalities,
- (2) Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT),
- (3) Number of Serious Injuries,
- (4) Rate of Serious Injuries per 100 million VMT, and
- (5) Number of Non-motorized Fatalities and Non-motorized Serious Injuries.

These safety performance measures are applicable to all public roads regardless of ownership or functional classification. The Safety PM Final Rule also establishes a common national definition for serious injuries.

California Safety Planning and Target Setting

The overarching highway safety plan for the State of California is the Strategic Highway Safety Plan (SHSP). In January 2020, California updated its SHSP, which is a statewide, coordinated traffic safety plan that provides a comprehensive framework for reducing roadway fatalities and serious injuries on California’s public roads. The SHSP is a multi-disciplinary effort involving Federal, tribal, State, and local representatives from the 5Es who dedicate countless hours to improve safety and partnerships across disciplines where the 5Es represent education, enforcement, engineering, emergency response, and emerging technologies.

States must establish statewide targets for each of the federal safety performance measures. States also have the option to establish any number of urbanized area targets and one non-urbanized area target for any, or all, of the measures. Targets are established annually. For three performance measures (number of fatalities, rate of fatalities, and number of serious injuries), targets must be identical to the targets established for the National Highway Traffic Safety Administration (NHTSA) Highway Safety Grants program that is administered by OTS. The State Departments of Transportation (DOTs) must also coordinate with their Metropolitan Planning Organizations (MPOs) in their States on establishment of targets, to the maximum extent practicable. States will report targets to the FHWA in the HSIP report due in August of each year.

Each MPO will establish targets for the same five safety performance measures for all public roads in the MPO’s planning area within 180 days after the State establishes each target. The targets will be established in coordination with the State, to the maximum extent practicable. The MPO can either agree to support the State DOT target or establish a numerical target specific to the MPO planning area. MPOs’ targets are reported to the State DOT, which must be able to provide the targets to FHWA, upon request.

A State is considered to have met, or made significant progress toward meeting, its safety targets when at least four of the five targets are met or the outcome for the performance measure is better than the baseline performance the year prior to the target being set. Optional urbanized area or non-urbanized area targets will not be evaluated. Each year that FHWA determines a State has not met or made significant progress toward meeting its performance targets, the State will be required to use obligation authority equal to the baseline year HSIP apportionment for safety projects. States must also develop a HSIP Implementation Plan.

Target Selection Methodology

There are three steps to setting safety performance targets, which are:

- (1) estimating the existing trend to determine where the State is,
- (2) determining what external factors will impact the target in order to adjust the trend for demographic and socioeconomic changes, and
- (3) estimating targets based on forecasted fatality reductions from safety plans.

Since SPMTs are applicable to all public roads in California, regional and local jurisdictions should be notified of the safety target setting process. On July 20, 2022, a virtual outreach meeting was held to discuss the SPMTs with the MPOs and other vested stakeholders. During this meeting, the 2023 SPMTs were presented with the trend-based methodology, which extrapolates the existing changes in fatalities and serious injuries into the future.

Statewide Number of Fatalities

For 2023, the target for fatalities is the five-year rolling average of **3,808.2** with 3,814 fatalities projected for the same year. NHTSA Fatality Analysis Reporting System (FARS) data was used from 2011 through 2020. Traffic fatalities generally increased from 2011 to 2017 in California as shown in Figure 1, but there was a 2.20% reduction in fatalities from 3,884 in 2017 to 3,798 in 2018 and a 2% reduction from 2018 to 3,719 in 2019. The fatalities increased by 3% in 2020. The average reduction of 0.3% from 2017 to 2020 was used to forecast data for 2021 through 2023. In Figure 1, the green bars reflect the data that was available in FARS at the time of the target setting process and the gray bars reflect the projected annual decrease of 0.3%. The dark green line represents the 5-year rolling average of the annual fatality numbers.

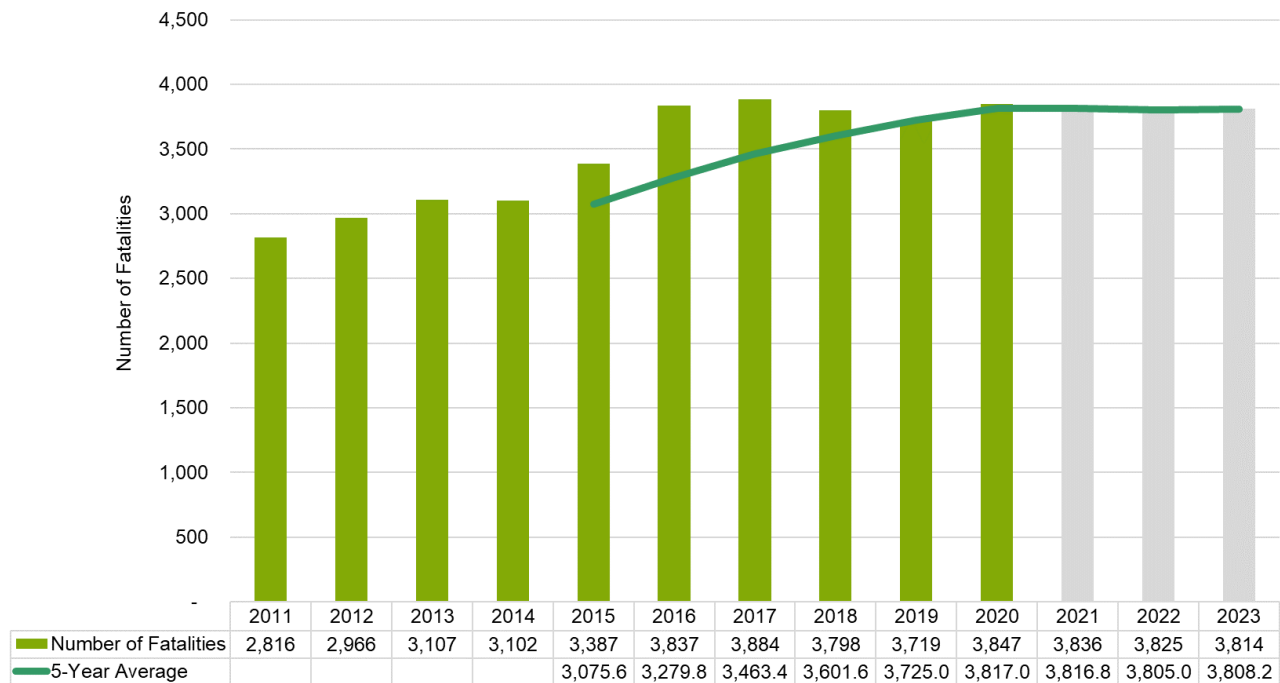


FIGURE 1 – STATEWIDE NUMBER OF FATALITIES

Through assistance with the HSIP, many California agencies have or are developing Local Roadway Safety Plans that put a focus on reducing fatal and serious injury collisions throughout their respective jurisdictions. This coupled along with an increase in the number of OTS grants from the prior year will assist California in continuing this downward trend in fatalities.

Statewide Number of Serious Injuries

For 2023, the target for serious injuries is the five-year rolling average of **15,156.2** with 14,305 serious injuries projected for the same year. Statewide Integrated Traffic Records System (SWITRS) data was available for serious injuries from 2011 through 2020. Preliminary data for 2020 was used since final data was not available at the time of 2023 target setting. The definition of serious injuries was changed to include suspected serious injuries and was implemented in mid-2017. The first full year of suspected serious injuries resulted in a significant increase from the last

Safety Performance Management Targets for 2023

full year using the old definition. The trend line for serious injuries was based on the data from 2018 to 2020 with an annual decrease of 2.3%, and the annual decrease was used to forecast data for 2021 through 2023 to determine the five-year average. In Figure 2, the green bars reflect the data from SWITRS and the gray bars reflect the projected annual decrease. The dark green line represents the 5-year rolling average of the annual serious injury numbers.

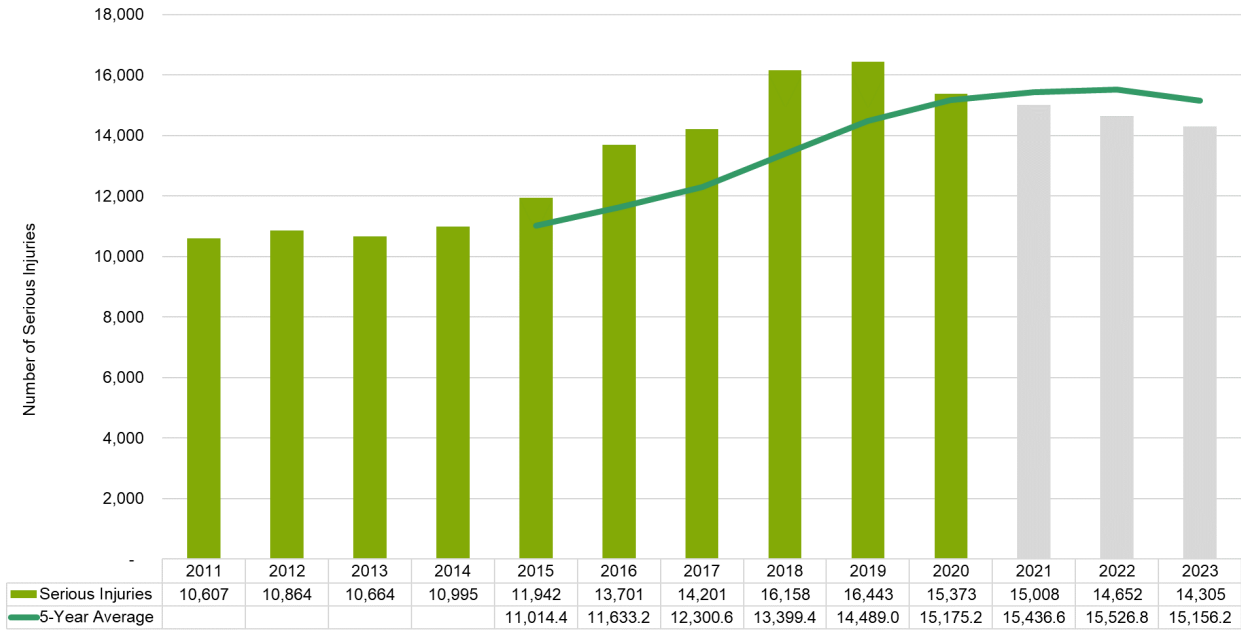


FIGURE 2 – STATEWIDE NUMBER OF SERIOUS INJURIES

Through assistance with the HSIP, many California agencies have or are developing Local Roadway Safety Plans that put a focus on reducing fatalities and serious injuries throughout their jurisdictions. This coupled with an increase in the number of OTS grants from the prior year will assist California in reversing the upward trend in serious injuries.

Statewide Fatality Rate

For 2023, the target for the fatality rate is the five-year rolling average of **1.216** with an annual rate of 1.21 projected for the same year. The trend line for the fatality rate is based on the average annual reduction from 2016 through 2019. The fatality rate did not change between 2016 and 2017, a 3.5% reduction occurred between 2017 and 2018, and the fatality rate did not change between 2018 and 2019, so the calculated average reduction for the fatality rate is 1.7%. The reduction was used to forecast data for 2021 through 2023. In Figure 4, the green bars reflect the available data for the annual fatality rates and the gray bars reflect the trend line reduction. The dark green line represents the 5-year rolling average of the annual fatality rates.

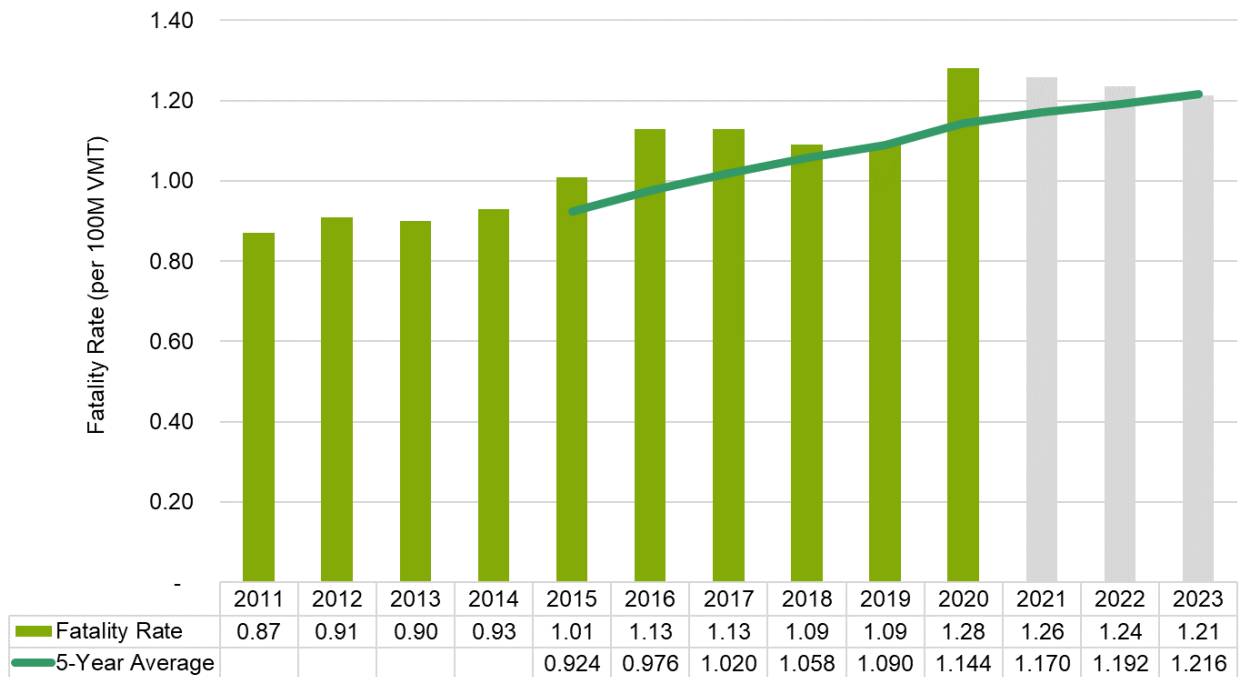


FIGURE 4 – STATEWIDE FATALITY RATE (PER 100M VMT)

Statewide Serious Injury Rate

For 2023, the target for the serious injury rate is the five-year rolling average of **4.904** with an annual rate of 4.78 projected for the same year. The annual decrease of 2.3% was used to forecast data for 2021 through 2023 to determine the five-year average. In Figure 5, the green bars reflect the available data for the annual serious injury rates and the gray bars reflect the trend line projection. The dark green line represents the 5-year rolling average of the annual serious injury rates.

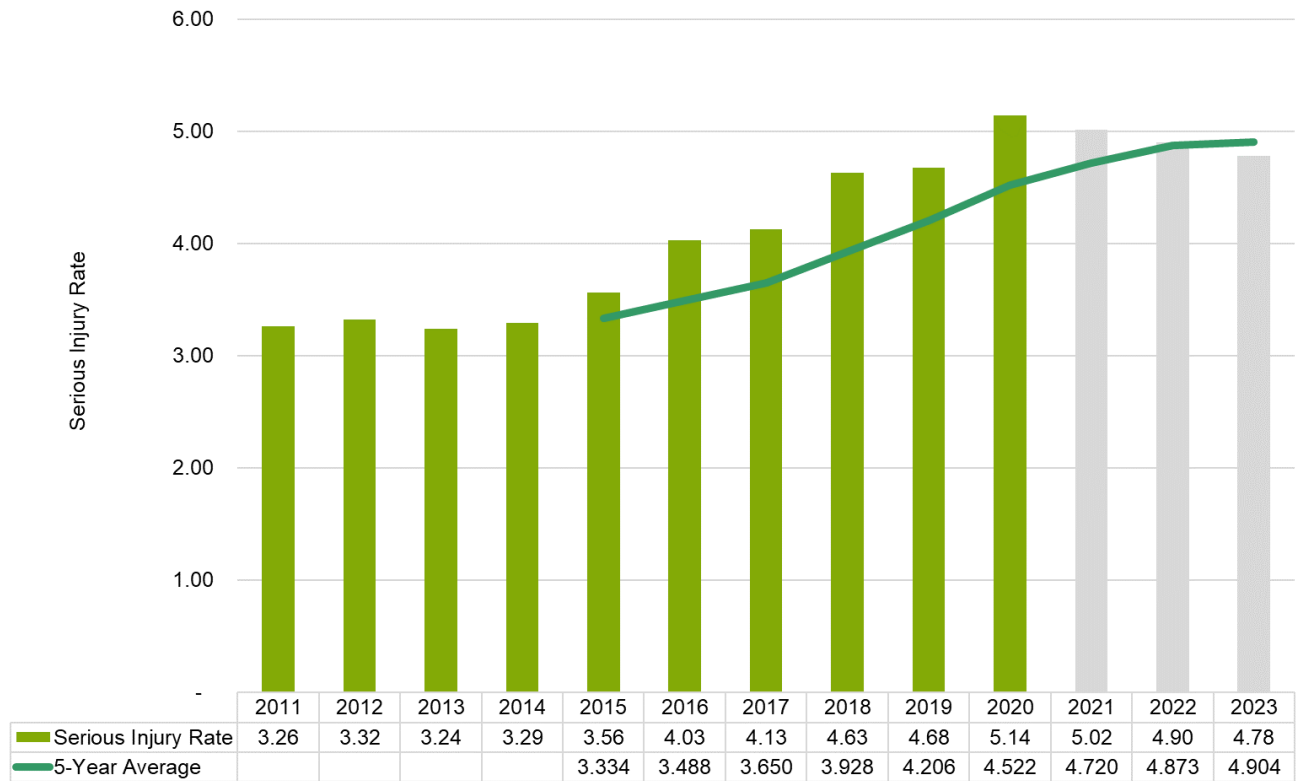


FIGURE 5 – STATEWIDE SERIOUS INJURY RATE (PER 100M VMT)

Statewide Non-Motorized Fatalities and Non-Motorized Serious Injuries (Pedestrians and Bicyclists)

For 2023, the target for non-motorized fatalities and serious injuries is the five-year average of **4,131.7** with an annual frequency of 3,895 for the same year. In Figure 6, the light green bars reflect the number of fatalities from FARS and the dark green bars reflect the number of serious injuries from SWITRS for pedestrians and bicyclists combined. The gray bars reflect the annual 0.3% decrease in fatalities and 2.3% decrease in serious injuries as previously discussed.

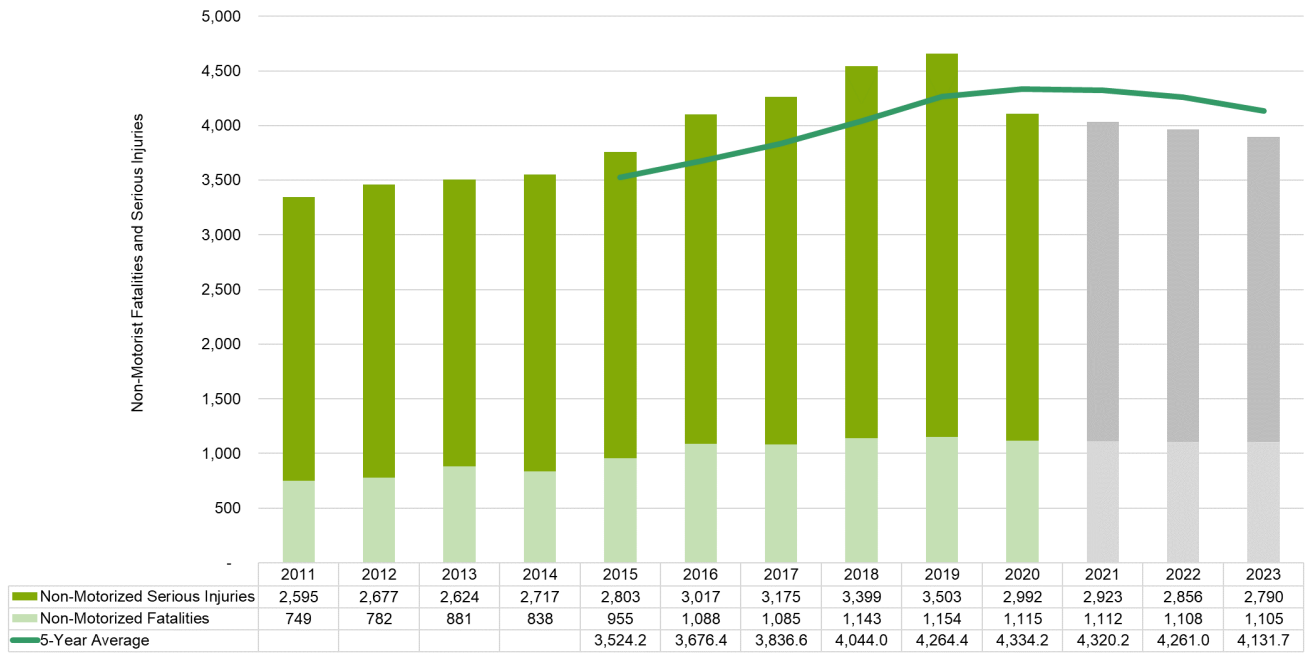


FIGURE 6 – STATEWIDE NON-MOTORIZED FATALITIES AND SERIOUS INJURIES (COMBINED)

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SCAG Regional Council

2023 Transportation Safety Targets

Mike Gainor, Senior Regional Planner, SCAG

February 2, 2023

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Federal Transportation Safety Targets

- **PM 1 established (5) specific transportation safety performance measures for which annual targets are required:**
 - Total number of fatalities
 - Rate of fatalities (per 100 million VMT)
 - Total number of serious injuries
 - Rate of serious injuries (per 100 million VMT)
 - Total (combined) number of non-motorized fatalities & serious injuries
- Data reported as 5-year rolling averages

Federal Transportation Safety Targets

- Once Caltrans adopts its annual safety targets, SCAG has 180 days to determine whether to adopt the statewide targets or to establish a set of regionally-specific targets.
- SCAG is required to report its updated regional safety targets to Caltrans by February 27th of each year.
- FHWA assesses whether 'significant progress' has been made toward achieving statewide safety targets.
- 'Significant progress' is determined if at least 4 of the 5 targets are met or the outcome is better than performance for the previous year.

Regional Transportation Safety Targets

The following (3) steps are used in setting regional safety performance targets:

- 1) Estimate existing safety trends to determine baseline conditions.
- 2) Identify any external factors that may impact future safety performance (demographic or socioeconomic changes).
- 3) SCAG Safety Model is used to generate targets based on forecasted fatality & serious injury trends & the impact of existing & planned regional safety plans, strategies, & investments.

2023 SCAG Regional Safety Targets

- **Number of Fatalities: 1,511.4**
- **Rate of Fatalities per 100 million VMT: 0.95**
- **Number of Serious Injuries: 7,164.7**
- **Rate of Serious Injuries per 100 million VMT: 4.5**
- **Number of Non-motorized Fatalities & Serious Injuries: 2,140**

5

Next Steps

- RC adoption of 2023 regional safety targets (Feb 2, 2023).
- Submit 2023 regional safety targets to Caltrans (by Feb 28, 2023).
- Continued development of regional transportation safety modeling enhancements.
- Coordinate with regional stakeholders to implement Connect SoCal safety programs, strategies, & actions.
- Monitor progress toward regional targets & set updated safety targets for next year.

6

Recommended Action

Staff recommends the Regional Council:

- Adopt the proposed regional transportation safety targets for calendar year 2023.



THANK YOU!

For more information, please visit:

<https://scag.ca.gov/transportation-safety>

Mike Gainor

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AGENDA ITEM 3
REPORT

Southern California Association of Governments
February 2, 2023

To: Regional Council (RC)
From: India Brookover, Senior Regional Planner
(213) 236-1919, brookover@scag.ca.gov
Subject: Final Draft RAMP Policy Framework

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION:

That the Regional Council approve the RAMP Policy Framework and RAMP White Paper.

STRATEGIC PLAN:

This item supports the following Strategic Plan Goal 3: Be the foremost data information hub for the region.

EXECUTIVE SUMMARY:

Connect SoCal includes establishing Regional Advance Mitigation Program initiative under its Core Vision for sustainable development. Regional Advanced Mitigation Planning (RAMP) is a proven process for expediting project delivery by planning for required mitigation to reduce environmental impacts earlier in the planning process and at a wider scale.

As directed by the Regional Council (RC) on October 7th, 2021, staff worked with the Regional Advance Mitigation Planning Advisory Task Group (RAMP-ATG) to establish a white paper ("White Paper") and policy framework for advance mitigation in the region, to ensure the future SoCal Greenprint tool is aligned with identified policy objectives.

The resulting RAMP Policy Framework (also sometimes called the "Policy Framework" in this report) provides background on Connect SoCal's goals and PEIR requirements related to RAMP, outlines goals for Regional Advanced Mitigation and SCAG's RAMP Initiative, and provides direction on establishing a Greenprint Technical Advisory Committee (TAC) to ensure that the SoCal Greenprint tool provides data that aligns with advance mitigation opportunities.

The corresponding White Paper identifies the benefits and challenges of RAMP as a regional strategy, ways to support existing programs, potential agencies' roles, key questions, and information gaps.

The final draft RAMP Policy Framework and White Paper were presented to and approved by the RAMP-ATG, at its meeting on November 16th, 2022. With the RAMP-ATG's approval of the RAMP Policy Framework and corresponding White Paper, the RAMP-ATG has completed the assignment required by the October 7, 2021 RC action, and this advisory body's obligations have now ended. The recommended RAMP Policy Framework was presented to the Energy & Environment Committee (EEC) on January 5th, where it was unanimously recommended for approval by the RC with two recommended changes: (1) clarifying that elected officials may serve as public agency representatives on the TAC and (2) adding a representative from the environmental community with experience in RAMP to the TAC. The EEC action also included recommending the release of the RAMP white paper.

As provided in the RAMP Policy Framework, SCAG's next steps will include forming the Greenprint Technical Advisory Committee (TAC). The Policy Framework provides that the TAC will advise staff on the development of data policies, governance standards, user guidelines, data selection criteria, and data parameters for the Greenprint tool; these policies and standards developed by the TAC will be presented to the EEC and the RC for their review and approval.

The full draft RAMP Policy Framework and White Paper are available for review online at <https://scag.ca.gov/sites/main/files/file-attachments/draft-ramp-policy-framework-111622.pdf>. The draft RAMP Policy Framework is included in this staff report as Attachment #2 and the White Paper as Attachment #3.

BACKGROUND:

Regional Council Direction

On October 7, 2021, the RC voted to continue the pause on implementation of the SoCal Greenprint to allow for further engagement with stakeholders. This decision was taken to ensure the future Greenprint tool will advance the policy direction and requirements of the mitigation measures in the Program Environmental Impact Report and related Addendum No. 1 for Connect SoCal, the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy. During this pause, direction was provided for SCAG staff to develop a white paper and work with a five-member advisory task group of the RC (the RAMP-ATG) on establishing a policy framework for advance mitigation in the SCAG region, to ensure the Greenprint is aligned with policy objectives.

RAMP-ATG Work Scope and Stakeholder Outreach

The RAMP-ATG has met six times since December 2021. At these meetings, the RAMP-ATG heard extensive public comments on the SoCal Greenprint and draft RAMP Policy Framework; heard presentations on existing regional advance mitigation programs in the SCAG region; reviewed feedback from interviews with county transportation commissions on regional advance mitigation planning; reviewed the Connect SoCal goals, strategies, and PEIR mitigation measures related to

development of a RAMP initiative and the SoCal Greenprint; and had robust discussion on the draft RAMP Policy Framework, including the draft RAMP White Paper.

At the second to last meeting on April 26th, 2022, RAMP-ATG members heard public comments in support of the RAMP Policy Framework as presented as well as concerns, including a request from the business and development community for more time to provide specific written feedback. The RAMP-ATG voted to continue the process for at least two weeks and reconvene after SCAG receives specific written feedback from the business and development community.

Between the April 26th meeting and final meeting on November 16th, SCAG staff engaged with numerous stakeholders in the business, environmental/conservation, and public sectors. A summary of feedback from meetings with each group is further described in Attachment #4. Since the November 16th, 2022 meeting of the RAMP-ATG, Tejon Ranch Company submitted a letter requesting exclusion of the Antelope Valley Regional Conservation Investment Strategy (AVRCIS) data from the SoCal Greenprint, or to preface the dataset with a May 3, 2022 letter from the California Department of Fish and Wildlife clarifying the role of the RCIS. This correspondence is included as Attachment #5 to this staff report.

The majority of feedback was focused on the SoCal Greenprint and its associated data. In response to this feedback, and as directed by the RAMP Policy Framework, SCAG will convene a Greenprint Technical Advisory Committee (TAC), the purpose of which will be to advise SCAG on data selection criteria and parameters for the tool. A more detailed description of the TAC is included later in this report and the attached Policy Framework.

RAMP Policy Framework and White Paper

The draft Policy Framework includes modifications by the RAMP-ATG based on public comment and stakeholder feedback from the April 26th RAMP-ATG meeting. The modifications are also consistent with Connect SoCal 2020 mitigation requirements and prior RC and RAMP-ATG direction. Note that the Policy Framework presented in this report has removed some discussion of and references to the Greenprint. This is a stylistic change that was made because of the now-proposed process to form a TAC, and because (as directed by the RC at the October 7, 2021 meeting) the Policy Framework is primarily focused on RAMP, consistent with prior discussion with the ATG. Notwithstanding this, SCAG will develop a Greenprint tool, as required by the 2020 Connect SoCal and mitigation measures in its associated PEIR.

January 5th EEC Meeting and Direction

On January 5th, the Policy Framework and White Paper were presented to the Energy and Environment Committee. The committee unanimously voted to recommend the Regional Council approve the Policy Framework with two changes that include (1) adding a representative from the environmental community with RAMP experience and (2) clarifying that elected officials may serve

as public agency representatives on the Greenprint TAC. Written and verbal public comment at the meeting consisted of support from both the environmental and business communities. Letters received in advance of the January 5th EEC meeting are included in Attachment #6.

SoCal Greenprint Technical Advisory Committee

The Policy Framework includes authorization and direction to create the TAC and provides direction regarding this component of the process. To ensure that data provided through the SoCal Greenprint tool aligns with advanced mitigation opportunities and fulfillment of 2020 Connect SoCal and its associated PEIR mitigation measures, the Policy Framework directs staff to develop data policies, governance standards, user guidelines, data selection criteria, and data parameters with input and consultation from the TAC and thereafter present these items to the Energy & Environment Committee (EEC) and the Regional Council (RC) for their review and approval.

As provided in the draft Policy Framework, which now include the input and recommendation from EEC at the January 5th meeting, the TAC will be comprised of at least one representative from: each county transportation commission in the SCAG region, Caltrans, each county government in the SCAG region, the City of Los Angeles, two city governments within each county in the SCAG region, and one member of the environmental community with RAMP experience. TAC meetings shall be open to the public and will seek feedback from the development community, non-governmental conservation groups, regional conservation agencies, researchers, and other stakeholders.

SoCal Greenprint Contract Update

SCAG's contract with The Nature Conservancy ended on September 30th, 2022. If the Regional Council approves the Policy Framework, SCAG will initiate a competitive procurement process to obtain a new consultant with experience preparing environmental impact reports within the SCAG region to facilitate the proposed TAC and create the SoCal Greenprint webtool to align with the forthcoming data policies and standards that are approved by the EEC and RC.

FISCAL IMPACT:

This project is funded in SCAG's Fiscal Year 2021-2022 Overall Work Program under 290-4919.01.

ATTACHMENT(S):

1. PowerPoint Presentation - Proposed Final Draft Regional Advance Mitigation Program Policy Framework
2. Final Draft RAMP Policy Framework
3. RAMP White Paper
4. Stakeholder Engagement Summary
5. Letter from Tejon Ranch Company
6. Public Comments received before 5pm on January 5, 2023, ahead of the January 6, 2023 Energy & Environment Committee Meeting



Proposed Final Draft Regional Advance Mitigation Program Policy Framework

February 2, 2023

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Timeline of this Effort

Regional Council
direction,
RAMP-ATG formation

Formation of the TAC,
Relaunch of Greenprint
tool development

2021

2022

2023



EARLY 2022
Policy Framework
development
and outreach

LATE 2022/EARLY 2023
RAMP-ATG final
direction, engagement
with Energy &
Environment Committee
and Regional Council

What is RAMP?

Regional Advance Mitigation Planning (**RAMP**) is a proven process for expediting project delivery by **planning for required mitigation to reduce environmental impacts earlier in the planning process and at a wider scale.**

3

RAMP **allows state and federal agencies to consider** the environmental impacts and mitigation needs of multiple planned infrastructure and development projects in the early stages.

RAMP **allows local project leads to identify and satisfy** those mitigation requirements early in the project planning and environmental review process.

4

Existing RAMP Initiatives in the SCAG Region

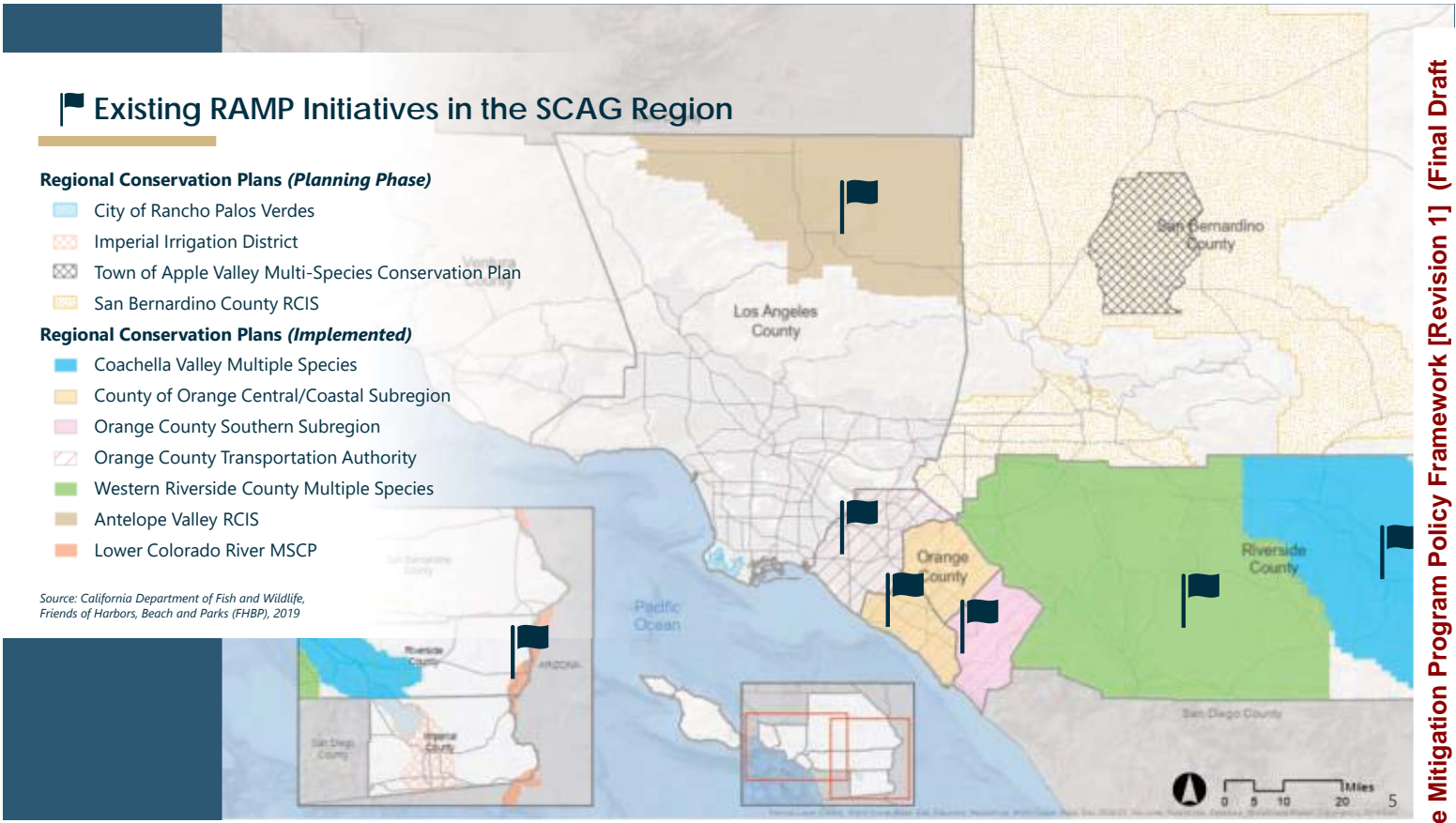
Regional Conservation Plans (Planning Phase)

-  City of Rancho Palos Verdes
-  Imperial Irrigation District
-  Town of Apple Valley Multi-Species Conservation Plan
-  San Bernardino County RCIS


Regional Conservation Plans (Implemented)

-  Coachella Valley Multiple Species
-  County of Orange Central/Coastal Subregion
-  Orange County Southern Subregion
-  Orange County Transportation Authority
-  Western Riverside County Multiple Species
-  Antelope Valley RCIS
-  Lower Colorado River MSCP

Source: California Department of Fish and Wildlife, Friends of Harbors, Beach and Parks (FHBP), 2019

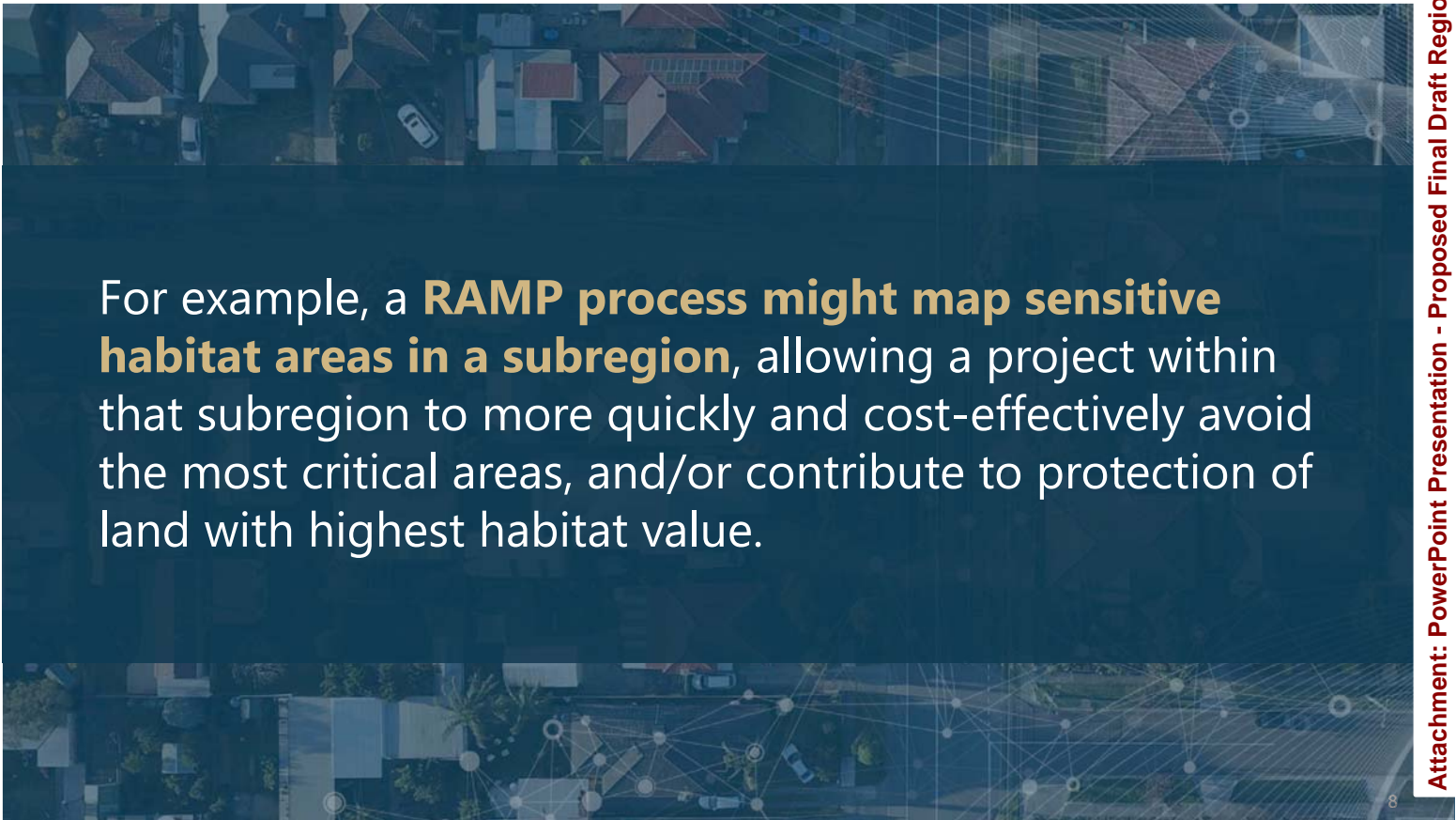


This can help **avoid costs and delays** associated with environmental mitigations **and more effectively avoid environmental harm.**



Traditional mitigation is usually identified late in the environmental review process and has tools limited to the specific project site.

RAMP can be pursued in a variety ways to mitigate environmental impacts within an environmentally significant geography.



For example, a **RAMP process might map sensitive habitat areas in a subregion**, allowing a project within that subregion to more quickly and cost-effectively avoid the most critical areas, and/or contribute to protection of land with highest habitat value.

SCAG's Draft RAMP Policy Framework

SCAG's Connect SoCal plan identifies **the need for billions of dollars of investment** in transportation, housing, energy and water projects **to support the region's communities and economy.**

California law requires most infrastructure projects, including those that become eligible for funding under Connect SoCal, to **identify environmental impacts and ways to reduce them.** However, this mitigation can be expensive and delay projects.

9

Mitigation requirements also apply to SCAG's plan. Connect SoCal's Program Environmental Impact Report (PEIR) requires the following mitigation measures related to RAMP:

- The SoCal Greenprint tool.
- SCAG will collaborate with stakeholders to establish a RAMP initiative to preserve habitat. The initiative would help establish or supplement regional conservation and mitigation banks, and other approaches to offset impacts of transportation and development projects.
- These are programmatic measures for SCAG to develop and implement; they do not mitigate any specific local project.

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A jurisdiction's **participation in a RAMP initiative** established by Connect SoCal and its PEIR **is entirely voluntary**.

Local agencies keep authority for decisions on future development and have no obligation to change land use policies or infrastructure priorities to be consistent with a future RAMP or consider the data included in a future Greenprint web tool. Project leads can opt for a project-by-project environmental review process to determine individual mitigation measures and a plan for complying with them, as appropriate.



SCAG's Draft RAMP Policy Framework

- Regional Goals
- SCAG's Role

Draft RAMP Policy Framework Regional Goals

1. **Facilitate infrastructure development** and associated co-benefits, such as job creation, maximizing taxpayer funds, supporting the building of housing;
2. **Expedite project delivery;**
3. **Improve predictability** for project funding;
4. **Examine potential environmental impacts** at the early stages of project development to help expedite the CEQA process;

Draft RAMP Policy Framework Regional Goals *(continued)*

5. **Reduce costs, risks and permitting time** for responsible development;
6. **Improve and reinforce** regulatory agency partnerships;
7. **Balance future growth and economic development** with conservation and resilience; and
8. **Achieve meaningful, regional-scale conservation outcomes and co-benefits**, including but not limited to landscape and community resilience, improved water and air quality, wildlife corridors and connectivity, and recreation opportunities.

SCAG's Role in Supporting RAMPs

1. **Be a resource for local partners** to consider actions in a regional context;
2. **Focus this policy on the transportation sector and** related infrastructure, and consider future policy opportunities to expedite and streamline mitigation needs for other sectors including housing, energy and utilities;
3. **Identify ways to support implementing agencies** to establish or supplement regional conservation and mitigation banks and other approaches to more effectively address impacts of projects that support reduction of per-capita vehicle miles traveled;

15

SCAG's Role in Supporting RAMPs *(continued)*


4. **Support implementing agencies with data sharing, information and other resources helpful to their long-term management and stewardship** of conserved properties;
5. Initiate **studies to assess gaps where programs do not exist, and ascertain best ways to collaborate** with partner agencies and permitting entities to address those gaps, including by supporting implementation agencies in developing new or partnership efforts;
6. Pursue **partnerships and collaborative resource development** with state agencies and other MPOs to leverage funding and align efforts beyond SCAG's jurisdictional boundaries;

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SCAG's Role in Supporting RAMPs *(continued)*

7. Be a **data resource with widely accessible data tools to help municipalities and transportation agencies** make better land use and transportation infrastructure decisions and conserve natural and farm lands, consistent with Connect SoCal's PEIR Mitigation Measure SMM AG-2 and SMM BIO-2;
8. **Use a science-based methodology** to support implementing agencies' development of various RAMP initiatives across the region; and
9. Develop a process for monitoring and measuring outcomes from RAMP efforts

17



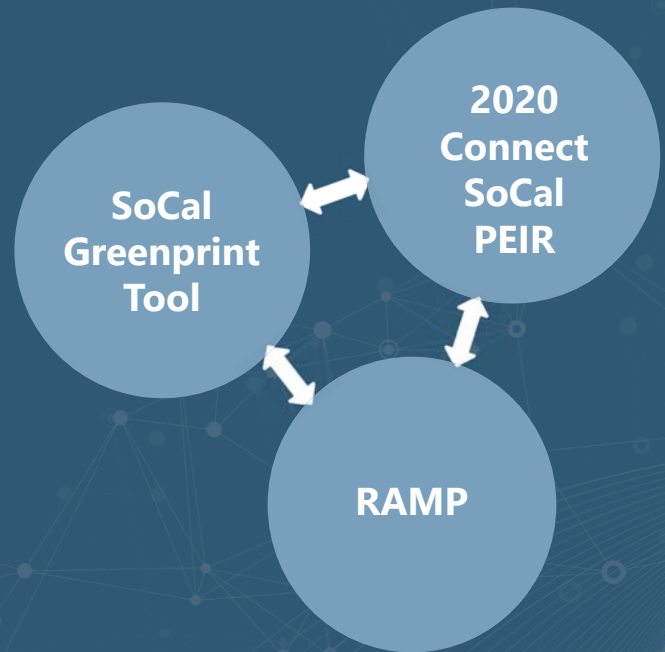
In forming the RAMP Advisory Task Group, **SCAG's Regional Council directed the planned Greenprint tool to be aligned with regional policy objectives.**

The last section of the **Draft Policy Framework** seeks to address this point.

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How are the SoCal Greenprint and RAMP related?

The SoCal Greenprint is a planned web-based tool, which will complement SCAG's RAMP Policy Framework, with data and scenario visualizations, **primarily intended to support project lead agencies** in pursuing RAMP or other environmental mitigations.

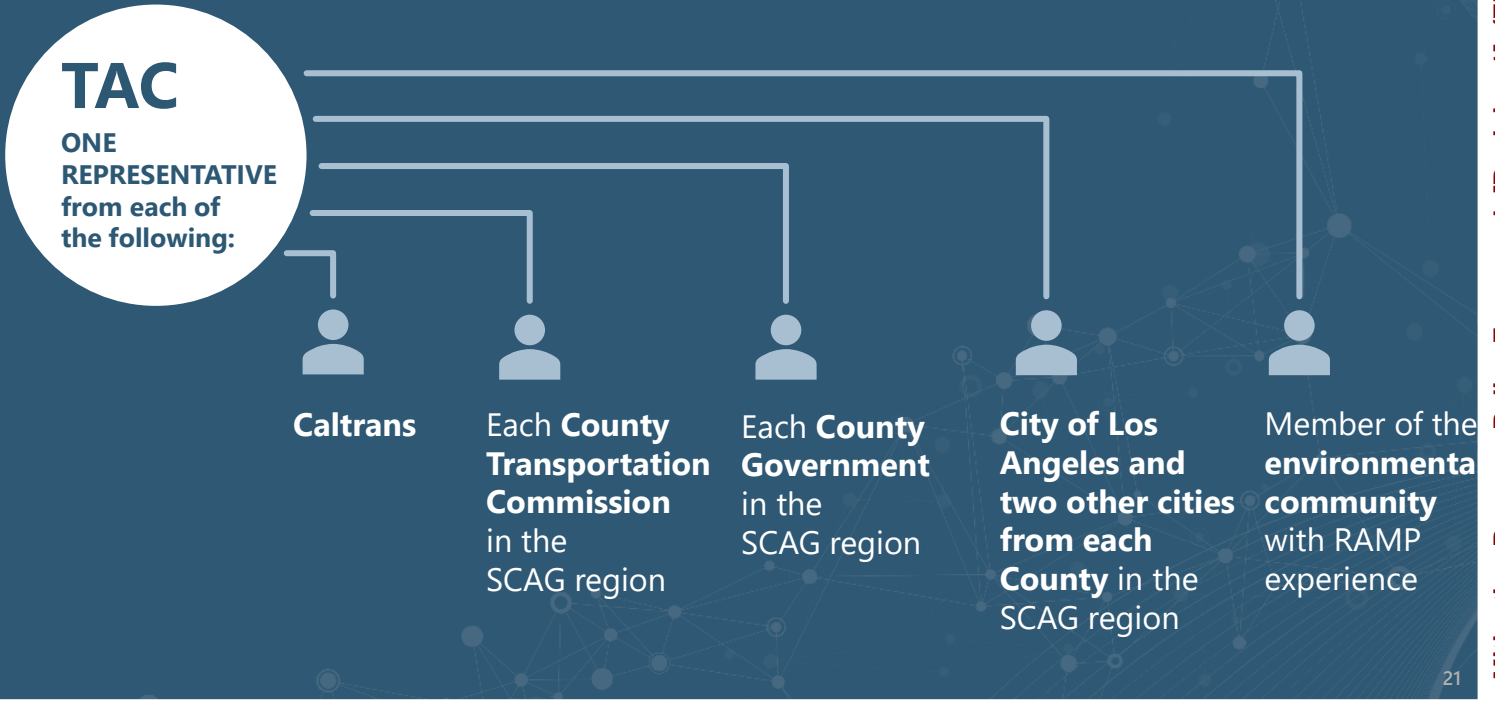


Establishment of a **Technical Advisory Committee**

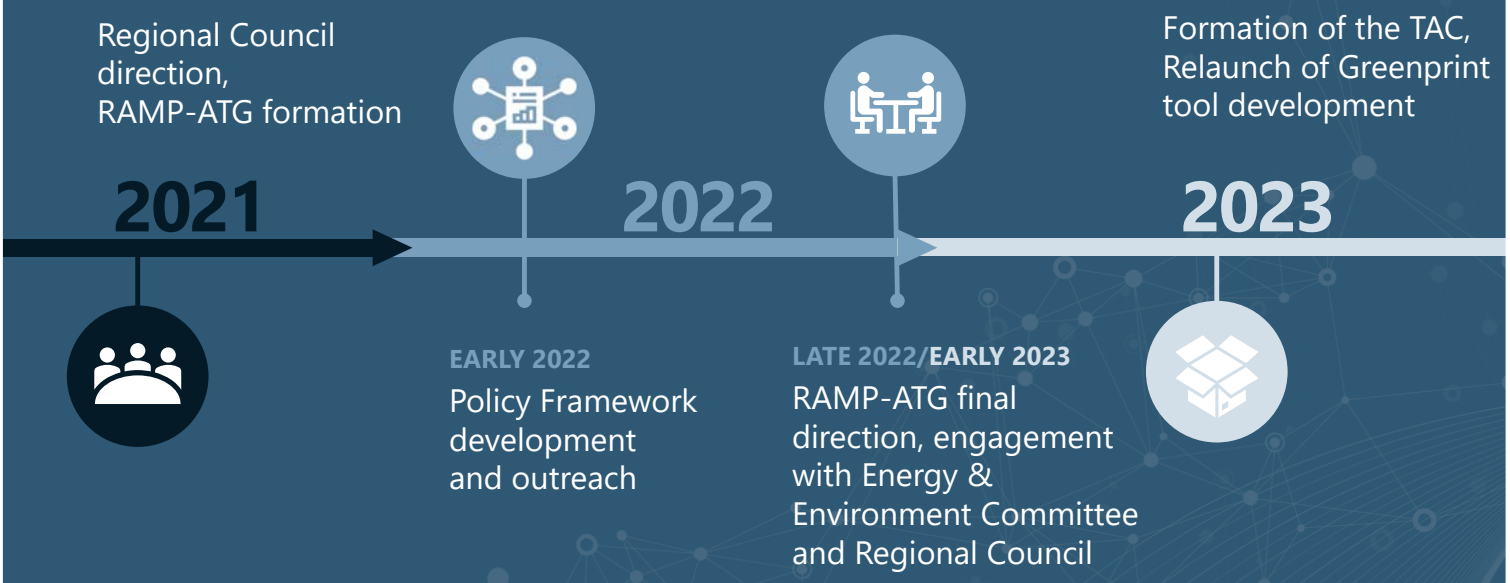
Following approval of the RAMP Policy Framework by the Regional Council, SCAG will establish a Technical Advisory Committee to advise on:



Proposed Structure of the Technical Advisory Committee



Timeline of this Effort





STAKEHOLDER ENGAGEMENT SUMMARY

Stakeholder engagement conducted between 4/26/2022 & 11/16/2022

Business and Development Stakeholders

Meetings and Written Feedback

- Remove references to SoCal Greenprint
- Remove references to "best available scientific data."
- Technical Advisory Committee to evaluate data
- Limit to lands planned for conservation
- Remove language regarding Connect SoCal's goal to support reduction of per capita vehicle miles travelled
- Remove AVRCIS data or include clarifying letter from CDFW

Environmental Stakeholders Feedback

8/17/2022 Workshop

- Include data on lands not currently conserved
- Include equity and environmental justice data
- Need accurate data to fulfill 30x30 Executive Order
- Use 500-year floodplain data instead of 100-year flood data, and metric for impervious surface cover reduction
- More engagement with tribal communities, AQMD, Coastal Commission, Municipal Water District and Caltrans.

25

Public Sector Stakeholder Feedback

10/12/2022 Workshop

- Show best practices and lessons learned from other RAMPS
- TAC should equitably represent the region
- Keep datasets updated and see if some should be replaced
- Evaluate datasets for redundancy or conflict with each other
- Evaluate if datasets are duplicative with state data

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THANK YOU!

For more information, please visit:

www.scag.ca.gov/greenprint

www.scag.ca.gov/ramp-atg

Final Draft Regional Advanced Mitigation Program Policy Framework

Regional Advanced Mitigation Program Advisory Technical Group (RAMP-ATG)

7 , 202

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Appendix A - Established RAMPs in SCAG Region 10

Appendix B – Map of Existing RAMP Boundaries in the SCAG Region 14

Attachment: Final Draft RAMP Policy Framework (Final Draft RAMP Policy Framework)

Background

As the SCAG region’s population and economy continue to grow, new housing units, employment facilities, water, energy, and transportation infrastructure are needed to accommodate the nearly two million residents that are forecasted to call Southern California home by 2050.¹ With an over 10 million additional jobs forecast in the region by 2050², strategies that expedite transportation infrastructure delivery are critical to keep people and goods moving.

Framing this regional growth are the diverse natural and agricultural landscapes of Southern California. These invaluable assets ensure a robust economy, clean drinking water, improved air quality, and essential recreation activities for all of the region’s residents. In addition to desert, mountain and coastal habitats, some of the highest concentrations of native plant and animal species on the planet are found within our region. Recognized as part of the California Floristic Province, Southern California is one of the planet’s top twenty-five biodiversity hot spots.³

Given the sensitive natural habitats of the Southern California region, many essential development projects will have environmental impacts that require compensatory mitigation due to federal mandates under the Clean Water Act, Endangered Species Act, Federal Wild and Scenic Rivers Act, as well as state requirements under the California Environmental Quality Act (CEQA), California Endangered Species Act, California Wild and Scenic Rivers Act, and the Habitat Restoration and Enhancement Act.

Addressing environmental impacts can be accomplished in a number of ways, as defined in Title 14, Section 15370 of the California Code of Regulations (commonly known as the “CEQA Guidelines”):

- (a) Avoiding the impact altogether by not taking a certain action or parts of an action;
- (b) Minimizing impacts by limiting the degree or magnitude of the action and its implementation;
- (c) Rectifying the impact by repairing, rehabilitating, or restoring the impacted environment;
- (d) Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action; and
- (e) Compensating for the impact by replacing or providing substitute resources or environment.

Mitigating environmental impacts can often be expensive and increase total project costs significantly. Alongside mitigation, uncertainty in timing can also contribute to significant project costs. For transportation investments broadly, “the permitting process under federal and state legislation constitutes a major component of the project development and delivery process for transportation

¹ *Connect SoCal 2024 Preliminary Regional and County Growth Projections* retrieved from <https://scag.ca.gov/sites/main/files/file-attachments/rc020322fullpacket.pdf?1643342099>.

² *Ibid.*

³ Myers, N., R.A. Mittermeier, C.G. Mittermeier, G.A.B. da Fonseca, J. Kent. (2000). Biodiversity Hotspots for Conservation Priorities.

projects. Over \$3.3 billion is spent annually on compensatory mitigation under the Clean Water Act (CWA) and Endangered Species Act programs.”⁴

Traditionally, environmental mitigation has been handled by lead agencies during the CEQA process on a project-by-project basis, “usually near the end of a project’s environmental review...where permitting delays can occur when appropriate mitigation measures cannot be easily identified and agreed upon, and the cost of mitigation often increases between the time the project is planned and funded and the time mitigation land is acquired. As a result, infrastructure agencies end up paying top dollar to satisfy mitigation requirements.”⁵ The practice of identifying mitigation measures at the end of a project’s environmental review often results in delays in project delivery and uncertainty in the development process. This is often due to the costs incurred to conduct biological studies after project plans have been created, especially in instances where impacts are discerned that were not foreseen and mitigation costs increase unexpectedly. A national study identified that nearly two thirds of departments of transportation (DOTs) surveyed had experienced delays from environmental issues, often of 12 months or more.⁶

In California, researchers estimate that mitigation costs for transportation projects initiated between 2014 and 2019 ranged from two percent to twelve percent of total project costs – to a sum of roughly four billion dollars.⁷ While the exact length and causes of delay from environmental review are varied, some reports suggest the current process may add 10 to 15 years to project delivery.⁸ Continued cost escalations over the past two decades have prompted Caltrans to consider strategic planning for consolidated advance mitigation opportunities.

Policy Framework for Advance Mitigation

Regional Advance Mitigation Program & Advisory Task Group

California state law allows agencies to establish voluntary advanced mitigation programs in selected areas, providing an opportunity for infrastructure project lead agencies to identify potential impacts early in the planning stages and work with regulatory agencies to reduce permitting costs, improve certainty, and expedite project delivery.⁹ Regional advance mitigation programs (RAMP) allow state and federal agencies to consider the environmental impacts and mitigation needs of multiple planned infrastructure projects and urban development all at once, and satisfy those mitigation requirements early in the project planning and environmental review process. In cases where compensatory mitigation is needed, advanced mitigation can help agencies purchase larger parcels for mitigation at a

⁴ Overman, J. H., Storey, B., Kraus, E., Miller, K., Walewski, J., Elgart, Z., & Atkinson, S. (2014). Maximizing mitigation benefits-making a difference with strategic inter-resource agency planning: year one technical report (No. FHWA/TX-13/0-6762-1). Texas. Dept. of Transportation. Research and Technology Implementation Office.

⁵ Ibid.

⁶ Ibid.

⁷ Sciarra, G. C., Bjorkman, J., Stryjewski, E., & Thorne, J. H. (2017). Mitigating environmental impacts in advance: Evidence of cost and time savings for transportation projects. Transportation Research Part D: Transport and Environment, 50, 316-326.

⁸ Sciarra, G. C., Bjorkman, J., Lederman, J., Thorne, J. H., Schlotterbeck, M., & Wachs, M. (2015). Task 2 Report: Setting the Stage for Statewide Advance Mitigation in California.

⁹ Cal. F&G Code sec. 1850 *et seq.*

lower unit cost to offset impacts¹⁰. Further, RAMP can result in better collaboration between regulatory and infrastructure agencies, better project delivery, and better mitigation outcomes.¹¹

Regional advance mitigation also presents opportunities to improve quality of life in the region, as it relies on a science-based approach to anticipate and identify mitigation needs for multiple development projects early in the planning process, facilitating the prioritization of sites for conservation and/or restoration with the highest ecological benefits and providing mitigation efficiencies to transportation, land use and other development projects. This approach contrasts with project-by-project mitigation, which “often overlooks regional conservation needs and ecosystem-scale impacts to sensitive species and habitat, thereby missing critical opportunities for efficient, reliable, and biologically relevant mitigation. Additionally, the opportunity for greater benefits to water and air quality and public health are lost.”¹²

There are many established advanced mitigation programs in various locales within the SCAG region, and project applicants in these areas can take advantage of advanced mitigation benefits if they choose. Appendix A of this outline includes a summary of some RAMP programs in the SCAG region. Areas without established programs do not have these efficiencies in the environmental review process. A large percentage of the SCAG region’s land area is not covered by an existing program. As a result, environmental impacts for discretionary projects in these areas would need to be mitigated on a project-by-project basis.

Recognizing the opportunities that a RAMP can present to reduce project costs and improve certainty for project delivery, Connect SoCal and its corresponding Program Environmental Impact Report (PEIR) direct SCAG to collaborate with stakeholders to establish a RAMP initiative to help preserve habitat and offset impacts of transportation and other development projects. Such a RAMP initiative is meant to recognize and, where appropriate, complement existing RAMP programs and related habitat conservation programs (such as habitat conservation plans) in the SCAG region, and not add new or expanded biological resource analytical methods, impacts or required mitigation for plans or projects that have already received initial or final approval by a lead agency. While SCAG is required by the PEIR to establish a RAMP initiative and facilitate regional interest in developing RAMPs, SCAG will not create its own RAMP, supersede existing RAMP programs, or require any local jurisdiction or agency to participate in any local or regional RAMP program, or make or support a determination that any RAMP criteria, component or content is the “best available scientific data” for any purpose inclusive of the California Environmental Quality Act (CEQA). The intended purpose of SCAG’s RAMP Policy Framework is to assist SCAG public agencies in the SCAG region in securing public funding, expedite the implementation of approved transportation infrastructure projects approved in the 2020 Connect SoCal Regional Transportation Improvement Plan/Sustainable Communities Strategy (Connect SoCal), and help public agencies in the SCAG region to secure public funding and/or streamline CEQA approvals for new

¹⁰ Sciarra, G. C., Bjorkman, J., Stryjewski, E., & Thorne, J. H. (2017). Mitigating environmental impacts in advance: Evidence of cost and time savings for transportation projects. *Transportation Research Part D: Transport and Environment*, 50, 316-326.

¹¹ Overman, J. H., Storey, B., Kraus, E., Miller, K., Walewski, J., Elgart, Z., & Atkinson, S. (2014). Maximizing mitigation benefits-making a difference with strategic inter-resource agency planning: year one technical report (No. FHWA/TX-13/0-6762-1). Texas. Dept. of Transportation. Research and Technology Implementation Office.

¹² Ibid.

housing, economic development and infrastructure projects. Thus, SCAG will continue to support local control over land use decisions. Any development and use of local, sub-regional or inter-jurisdictional RAMPs is entirely voluntary by the agency(ies) and stakeholder sponsors of such RAMPs.

To increase clarity and further guide this work, SCAG’s Regional Council voted on October 7, 2021 for staff to develop a white paper and work with a Regional Advance Mitigation Planning Advisory Task Group (RAMP-ATG) on establishing a policy framework for advanced mitigation in the SCAG region to ensure the SoCal Greenprint tool is aligned with policy objectives. The white paper (attached as Appendix E) provides background information and context that has contributed to the development of this policy framework. Early findings were shared at RAMP-ATG meetings alongside presentations from implementing agencies that were engaged in the white paper development. The white paper provides research and information related to advanced mitigation in the SCAG region.

Regional Policy Foundation: Connect SoCal Goals and PEIR Requirements

Connect SoCal Goals

As discussed, Connect SoCal and its PEIR provide for a RAMP planning initiative to support implementing agencies in establishing or supplement the region’s established advanced mitigation programs, mitigation banks, and other approaches to more effectively address impacts for projects that support reduction of per-capita vehicle miles traveled. The initiative would also support implementing agencies in the long-term management and stewardship of mitigated properties. SCAG can support partner implementing agencies to establish advanced mitigation programs that reflect local priorities, expand regional growth opportunities, and advance regional conservation goals.

Importantly, a jurisdiction’s participation in a RAMP initiative established by Connect SoCal and its PEIR is entirely and purely voluntary. Cities, counties, and transportation agencies retain their full authority for decisions on future development, and there is absolutely no obligation for a jurisdiction to change its land use policies or infrastructure priorities to be consistent with a future RAMP. Similarly, project lead agencies do not have to participate in a RAMP and can opt for a project-by-project environmental review process as appropriate.

The RAMP planning initiative is part of SCAG’s comprehensive effort to implement Connect SoCal, which includes goals of improving the region’s economic vitality, , improving the region’s mobility options, and allowing the region to grow in a sustainable way that builds healthy and vibrant communities. RAMP is intended to advance several of Connect SoCal’s specified goals, namely to:

- Enhance the preservation, security, and resilience of the regional transportation system;
- Reduce greenhouse gas emissions and improve air quality;
- Support healthy and equitable communities;
- Adapt to a changing climate and support an integrated regional development pattern and transportation network; and
- Promote conservation of natural and agricultural lands and restoration of habitats.¹³

Connect SoCal also includes specific strategies to support implementing the region’s adopted Sustainable Communities Strategy (SCS). Several strategies are directly tied to supporting related

¹³ Connect SoCal p. 9.

greenhouse gas (GHG) reductions while others support the broader Plan goals. The RAMP initiative can help implement several “Green Region” SCS strategies, including:

- Preserve, enhance and restore regional wildlife connectivity;
- Reduce consumption of resource areas, including agricultural land; and
- Support local policies for renewable energy production, reduction of urban heat islands and carbon sequestration;
- Promote more resource efficient development focused on conservation, recycling and reclamation;
- Identify ways to improve access to public park space.¹⁴

Natural and Farm Lands Conservation and Climate Resolution 21-628-1

Connect SoCal also includes a Natural and Farm Lands Conservation Technical Report, which includes strategies intended to:

- Promote best practices in advanced mitigation;
- Facilitate partnerships and collaboration;
- Provide incentives for jurisdictions to work across county lines;
- Expand data sharing amongst partner agencies;
- Align support for local actors with funding opportunities;
- Support innovative land use policies;
- Improve natural corridor connectivity;
- Encourage urban greening and green infrastructure; and
- Connect the benefits of natural lands to public health – including air quality, recreation, and carbon sequestration.¹⁵

Connect SoCal’s policy goals and next steps related to the RAMP initiative were reaffirmed by the Regional Council in Resolution 21-628-1, which was adopted unanimously on January 7, 2021 and recognized a climate emergency in the SCAG region. The Resolution committed SCAG to “develop a regional advanced mitigation program (RAMP) as envisioned in Connect SoCal for regionally significant transportation projects to mitigate environmental impacts.”¹⁶

PEIR Mitigation Measures

Establishing a RAMP planning initiative fulfills required mitigation measures of the PEIR, which state that SCAG will support advanced mitigation efforts in the region (SMM AG-2) and provide easily accessible resources to help municipalities, conservation groups, developers and researchers prioritize lands for conservation (SMM BIO-2) as further described in these two mitigation measures. As a result, the RAMP initiative is both a project feature (as described above) and part of SCAG’s mitigation measure obligations.

Importantly, these mitigation measures apply only to SCAG. Nothing in the PEIR supersedes or applies to existing regulations pertaining to land use and policies of individual local jurisdictions, who fully retain their local authority to approve, deny or condition projects. Indeed, SCAG has no authority to impose

¹⁴ Connect SoCal p. 50.

¹⁵ Connect SoCal Natural and Farm Lands Conservation Technical Report pp. 21-22.

¹⁶ [Resolution 21-628-1](#).

these mitigation measures on jurisdictions. As a result, mitigation measures implemented by local jurisdictions in their own processing of projects are fully subject to a lead agency's independent discretion. Lead agencies are under no obligation, legal or otherwise, to use the mitigation measures identified in the PEIR. The determination of significance and identification of appropriate mitigation under CEQA is solely the responsibility of the lead agency.

The specific PEIR mitigation measures referencing the need to establish a RAMP initiative are highlighted below (with emphasis supplied identifying the specific language pertaining to the RAMP initiative that is the subject of this policy framework):

- *SMM AG-2: SCAG shall develop a Regional Greenprint, which is a strategic web-based conservation tool that provides the best available scientific data and scenario visualizations to help cities, counties and transportation agencies make better land use and transportation infrastructure decisions and conserve natural and farm lands. SCAG shall use the Greenprint to identify priority conservation areas and work with [County Transportation Commissions] CTCs to develop advanced mitigation programs or include them in future transportation measures by **(1) funding pilot programs that encourage advance mitigation including data and replicable processes, (2) participating in state-level efforts that would support regional advanced mitigation planning in the SCAG region, and (3) supporting the inclusion of advance mitigation programs at county level transportation measures.***
- *SMM BIO-2: SCAG shall continue to develop a regional conservation strategy in coordination with local jurisdictions and other stakeholders, including the county transportation commissions. The conservation strategy will build upon existing efforts including those at the sub-regional and local levels to identify potential priority conservation areas. **SCAG will also collaborate with stakeholders to establish a new Regional Advanced Mitigation Program (RAMP) initiative to preserve habitat. The RAMP would establish and/or supplement regional conservation and mitigation banks and/or other approaches to offset impacts of transportation and other development projects.** To assist in defining the RAMP, SCAG shall lead a multi-year effort to...develop new regional tools, like the Regional Data Platform and Regional Greenprint that will provide an easily accessible resource to help municipalities, conservation groups, developers and researchers prioritize lands for conservation based on best available scientific data. The Regional Greenprint effort shall also produce a whitepaper on the RAMP initiative, which includes approaches for the RAMP in the SCAG region, needed science and analysis, models, challenges and opportunities and recommendations.*

SCAG continues to pursue the development of a regional conservation strategy through regular convenings of its Natural & Working Lands Regional Planning Working Group, and through interviews and other engagements with stakeholders. The RAMP planning initiative is an important element of this strategy and, as guided by the RAMP policy framework, supports the region in achieving Connect SoCal's goals.

RAMP Opportunity & Challenge Areas

To identify opportunities and challenges associated with developing and launching a RAMP planning initiative for the expansive SCAG region, interviews were conducted with local transportation agencies with project mitigation needs, as well as with other stakeholders involved in related programs. These

interviews were conducted from April through December 2021 to gather initial feedback on potential program needs and benefits, and continued through Spring 2022 to inform the RAMP white paper.

Interviewees conveyed that a RAMP planning initiative could help address data gaps and facilitate data sharing between land use authorities and transportation entities. A RAMP planning initiative could also enhance cross-jurisdictional and cross-county collaboration to address mitigation project-by-project and at a county scale. Further, SCAG could foster local action by identifying incentives to spur advanced mitigation, and also provide solutions for reducing project impacts. SCAG could also incorporate an analysis of future mitigation needs and provide a menu of mitigation options and approaches for each county, rather than a one-size-fits-all approach, as specific project needs differ across the region and within each county. Importantly, a RAMP initiative could foster engagement with the California Coastal Commission, US Army Corps of Engineers, and Water Board to incorporate a focus on water resources in addition to biological resources. Overall, transparent engagement with CTCs, partner agencies, utilities, and communities would be important for the program's success. Concerns included that a RAMP initiative could have potential duplication and/or conflicting mitigation efforts between regional, county, and local approaches, and that a RAMP initiative also may have gaps in direct application to local conditions.

In addition to interviewing CTCs across the SCAG region, SCAG staff engaged with other partners experienced in mitigation. These included Caltrans Districts #7 and #8, Brightline West, as well as Land Veritas – the largest mitigation bank in California. Feedback from these entities included that establishment of a RAMP planning initiative could bring private and public entities together towards a common goal and increase public awareness of environmental resources. These organizations also expressed support for a multi-county approach, especially when collaborating across Caltrans Districts for development of multi-species regional plans. They also encouraged development of a credit system that could provide consistency across management of multiple mitigation banks. Finally, they were interested in collaborating on advanced mitigation, specifically multi-agency advance mitigation projects.

Goals for Regional Advanced Mitigation

Considering the potential advantages and concerns for expanding regional advanced mitigation planning in Southern California, SCAG's RAMP initiative shall aim to foster collaboration between programs across the region and support local implementing agencies to:

1. Facilitate infrastructure development and associated co-benefits, including but not limited to creating jobs, maximizing taxpayer funds, and supporting the building of housing;
2. Expedite project delivery;
3. Improve predictability for project funding;
4. Examine potential environmental impacts at the early stages of project development to help expedite the CEQA process;
5. Reduce costs, risks, and permitting time for responsible development;
6. Improve and reinforce regulatory agency partnerships;
7. Balance future growth and economic development with conservation and resilience; and
8. Achieve meaningful, regional-scale conservation outcomes and co-benefits, including but not limited to landscape and community resilience, improved water and air quality, wildlife corridors and connectivity, and recreation opportunities.

To implement these goals, SCAG will seek to:

1. Be a resource for local partners to consider actions in a regional context;
2. Focus this policy on the transportation sector and related infrastructure, and consider future policy opportunities to expedite and streamline mitigation needs for other sectors including housing, energy and utilities;
3. Identify ways to support implementing agencies to establish or supplement regional conservation and mitigation banks and other approaches to more effectively address impacts for projects that support reduction of per-capita vehicle miles traveled;
4. Support implementing agencies with data sharing, information and other resources helpful to their long-term management and stewardship of conserved properties;
5. Initiate studies to assess gaps where programs do not exist, and ascertain best ways to collaborate with partner agencies and permitting entities to address those gaps, including by supporting implementation agencies in developing new or partnership efforts;
6. Pursue partnerships and collaborative resource development with state agencies and other MPOs to leverage funding and align efforts beyond SCAG's jurisdictional boundaries;
7. Be a data resource with widely accessible data tools to help municipalities and transportation agencies make better land use and transportation infrastructure decisions and conserve natural and farm lands, consistent with Connect SoCal's PEIR Mitigation Measure SMM AG-2 and SMM BIO-2;
8. Use a science-based methodology to support implementing agencies' development of various RAMP initiatives across the region; and
9. Develop a process for monitoring and measuring outcomes from RAMP efforts.

These goals and actions are intended to advance policies established in Connect SoCal, support proactive implementation of required mitigation measures in the PEIR and focus SCAG's role on serving as an "information provider" and "convener and coordinator" as described in the RAMP white paper. Any expansion of SCAG's role as a "mitigation planner," "marketplace," "funder" or "sponsor," also described in the white paper, would require additional consideration and action by the Regional Council.

Data Needs & Resources to Support RAMP

Science Based Approach

Utilizing a science-based approach to understand the comprehensive biological and resource needs of a given area to discern potential impacts from development projects at the early planning stages is an essential element of regional advanced mitigation. As shared through interviews with CTCs and other practitioners, data access and information sharing is a key benefit of a RAMP planning initiative. As noted by a Federal Highway Administration (FHWA) funded study looking at advanced mitigation nationwide, "improved environmental information is needed on the front end of the project delivery process. Under the current process, state DOTs retrieve environmental data from a variety of sources and then assess environmental impacts and constraints. A central data clearinghouse – similar to those that MPOs

developed in the [US Environmental Protection Agency’s] Eco-Logical grants – could improve assessment processes and mitigation outcomes.”¹⁷

Consistent with Connect SoCal’s PEIR Mitigation Measure AMM AG-2 and SMM BIO-2, SCAG is separately developing a web-based data tool, referred to as SoCal Greenprint.

To ensure that data provided through the tool aligns with advanced mitigation opportunities and fulfillment of the Connect SoCal PEIR mitigation measures, establishment of the SoCal Greenprint tool will adhere to data policies, governance standards, user guidelines, data selection criteria, and data parameters that will be developed by staff with input and consultation from a technical advisory committee (described below) and presented to the Energy & Environment Committee (EEC) and the Regional Council for their review and approval. The technical advisory committee will be comprised of at least one representative from: each county transportation commission in the SCAG region, Caltrans, each county government in the SCAG region, the City of Los Angeles, two city governments within each county in the SCAG region, as well as a representative from the environmental community with RAMP experience. This technical advisory committee shall be open to the public and seek input from the development community, non-governmental conservation groups, regional conservation agencies, researchers, and other stakeholders.

¹⁷ Overman, J. H., Storey, B., Kraus, E., Miller, K., Walewski, J., Elgart, Z., & Atkinson, S. (2014). Maximizing mitigation benefits-making a difference with strategic inter-resource agency planning: year one technical report (No. FHWA/TX-13/0-6762-1). Texas. Dept. of Transportation. Research and Technology Implementation Office.

Appendix A - Established RAMPs in SCAG Region

Mitigation Banks

A conservation or mitigation bank is privately or publicly owned land managed for its natural resource values. In exchange for permanently protecting, managing, and monitoring the land, the bank sponsor is allowed to sell or transfer habitat credits to permittees who need to satisfy legal requirements and compensate for the environmental impacts of developmental projects ([CDFW](#)). There are several mitigation banks in the SCAG region:

I. Soquel Canyon Mitigation Bank, City of Chino Hills

The Soquel Canyon Mitigation Bank, an over 300-acre property located predominantly within the City of Chino Hills, San Bernardino County and includes a few acres located in Orange County. The bank is owned by Land Veritas, a California-based mitigation bank owner. The southern boundary of the bank, the Chino Hills State Park, is an open space area that straddles the junction of San Bernardino, Orange, Riverside and Los Angeles Counties and is a critical link in the Puente-Chino Hills biological corridor.¹⁸

II. Peterson Ranch Mitigation Bank, Los Angeles County

The Petersen Ranch Mitigation Bank, covering over 4,000 acres within the boundaries of the proposed San Andreas Rift Zone Significant Ecological Area in Los Angeles County, is the largest bank in California and one of the largest banks in the United States. The bank is owned by Land Veritas and offers compensatory mitigation across a large part of Southern California.¹⁹

III. Santa Paula Creek Mitigation Bank, Ventura County

The Santa Paula Creek Mitigation Bank includes over 200 acres across Northern Ventura and Los Angeles counties and was the first mitigation bank of its kind in the area, established in 2011. The bank's service area covers the combined watersheds of the Santa Clara and Ventura Rivers. Property was previously owned by Santa Paula Water Works LTD and then purchased by SPC Environmental Holdings, Inc.²⁰

IV. Chiquita Canyon Conservation Bank, Orange County

The Chiquita Canyon Conservation Bank covers 1,182 acres in Orange County, just east of the City of Mission Viejo. The bank was established in 1996 with Foothill/Eastern Transportation Corridor Agency as its sponsor.²¹

V. Barry Jones Wetland Mitigation Bank, Riverside County

The Barry Jones Wetlands Mitigation Bank is located in western Riverside County and incorporates the 33-acre Skunk Hollow Vernal Pool Preserve, the second largest vernal pool in the state, along with 107

¹⁸ Land Veritas, <https://landveritasmitigationbanks.com/soquel.html>

¹⁹ Land Veritas, <https://landveritasmitigationbanks.com/petersen.html>

²⁰ California Department of Fish and Wildlife, <https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=180663>;
<https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=109831>

²¹ Federal Regulatory in-lieu Fee and Bank Information Tracking System,
https://ribits.ops.usace.army.mil/ords/f?p=107:10::NO::P10_BANK_ID:668

acres of the pool's upland watershed. The bank was established in 1997 and is managed by the Center for Natural Lands Management.²²

VI. Black Mountain Conservation Bank, San Bernardino

The Black Mountain Conservation Bank, located in the western Mojave Desert of San Bernardino County, spans over 1,940 acres. The bank was established in 2018 and is managed by Wildlands, a conservation and mitigation bank.²³

VII. Cajon Creek Habitat Conservation Management Area, San Bernardino

The Cajon Creek Conservation Bank was first established in 1996 and was expanded to cover over 1,300 acres in 2017. The bank, managed by Vulcan Materials Company, is located in Cajon Wash and Lytle Creek in San Bernardino County.²⁴

VIII. Mojave Desert Tortoise Conservation Bank, San Bernardino County

The Mojave Desert Tortoise Conservation Bank covers 4,658 acres or preserved habitat and includes 8 sites across San Bernardino County. The bank was authorized in May 2020 and is one of the largest tortoise conservation banks in the state.²⁵

IX. Riverpark Mitigation Bank, Riverside County

Riverpark Mitigation Bank serves western Riverside and portions of San Bernardino Counties and is located at the southern terminus of the California State Water Project that moves water to Southern California from the San Francisco Bay Delta. The bank is sited in one of the priority areas designated by the Western Riverside County Multi-Species Habitat Conservation Plan (MSHCP).²⁶

Regional Conservation Plans

Local agencies throughout the region have worked together to form Regional Conservation Plans (RCPs) that can span multiple jurisdictions, recognizing that important habitats do not routinely line up with jurisdictional borders. Additionally, RCPs efficiently address mitigation mandates pursuant to CEQA by anticipating transportation projects and “banking” potentially threatened endangered-species habitats. Multiple Species Habitat Plans (MSHCPs) allow the county, its cities and special districts to more effectively make local land use decisions regarding development, while adhering to state and federal endangered species acts regulations and environmental mandates. Under an MSHCP, wildlife agencies grant authorization for public and private development that is potentially detrimental to individual species, in return for assembling and managing a coordinated Conservation Area. Similar to the MSHCP, Natural Communities Conservation Plan/Habitat Conservation Plans (NCCP/HCP) acquire and manage large conservation areas that can be made up of several distinct jurisdictions. An NCCP/HCP takes a

²² California Department of Fish and Game, <https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=151451>; McCollum & Sweetwater, Mitigation and Conservation Banks, <https://mccollum.com/mitigation/>

²³ Wildlands, <https://www.wildlandsinc.com/banks/black-mountain-conservation-bank-2/>

²⁴ Vulcan Materials Company, <https://westerncsr.vulcanmaterials.com/2019/01/08/protecting-our-endangered-species/>

²⁵ The Mojave Desert Tortoise Conservation Bank, <https://deserttortoisebank.com/>

²⁶ McCollum & Sweetwater, <https://mccollum.com/mitigation/>; Ecosystem Investment Partners, <https://ecosystempartners.com/project/riverpark/>

broad-based ecosystem approach, focusing on the long-term protection of wildlife and plant species while also allowing for development. There are five established RCPs in the SCAG region:

I. Coachella Valley MSHCP

This plan aims to preserve 240,000 acres of natural habitat and 27 plant and animal species in the Coachella Valley region of Riverside County. Since receiving its state and federal permits in 2008, about 40% of the land (89,000 acres) has been acquired. A major amendment is that includes the entire City of Desert Hot Springs was approved in August 2016.

II. Lower Colorado River MSCP

Established in 2005, this program is a multi-state plan to balance use of the Colorado River's water resources and conservation of native species and their habitats along the lower Colorado River in compliance with the Endangered Species Act. The program area covers over 400 miles of the lower Colorado River across Arizona, Nevada, and California and aims to preserve over 8,100 acres of habitat, produce over 1.2 million native fish, and benefit at least 27 species, most of which are state or federally listed as endangered, threatened, or sensitive.

III. Orange County Central-Coastal NCCP/HCP

Approved in 1996, this plan was one of the first regional HCPs in the country. The planning area covers 208,000 acres, protecting habitats for 39 species, six of which are federally listed endangered species. Participating organizations include seven cities, the County of Orange, Irvine Company, Metropolitan Water District, the Transportation Corridor Agencies and UC Irvine.

IV. OCTA Measure 2 NCCP/HCP

Approved in 2017, this plan protects threatened plant and wildlife species and covers routine maintenance for preserve areas. It is funded by OCTA's Measure M2 Environmental Freeway Mitigation Program. An extension of Measure M (1990), Measure M2 is a voter-approved half-cent sales tax increase to fund transportation improvements. Over thirty years, the Environmental Mitigation Program will allocate about \$300 million to acquire natural lands and fund habitat restoration projects, while enabling a more streamlined approval process for freeway improvement projects. Since the initial funding round in 2010, 1,300 acres of natural lands have been acquired and twelve restoration projects have been funded. The total land in the planning area is 510,000 acres.

V. Western Riverside MSHCP

Half a million acres of land are designated for conservation under this plan, the largest habitat conservation plan in the United States. When the MSHCP was enacted in 2008, nearly 70 percent of the land already had public or quasi-public status. Since then, the Regional Conservation Authority (RCA), the plan's facilitating agency, has been active in acquiring the remaining 153,000 acres. To date, 42 percent of the total land has been acquired.

Regional Conservation Investment Strategies

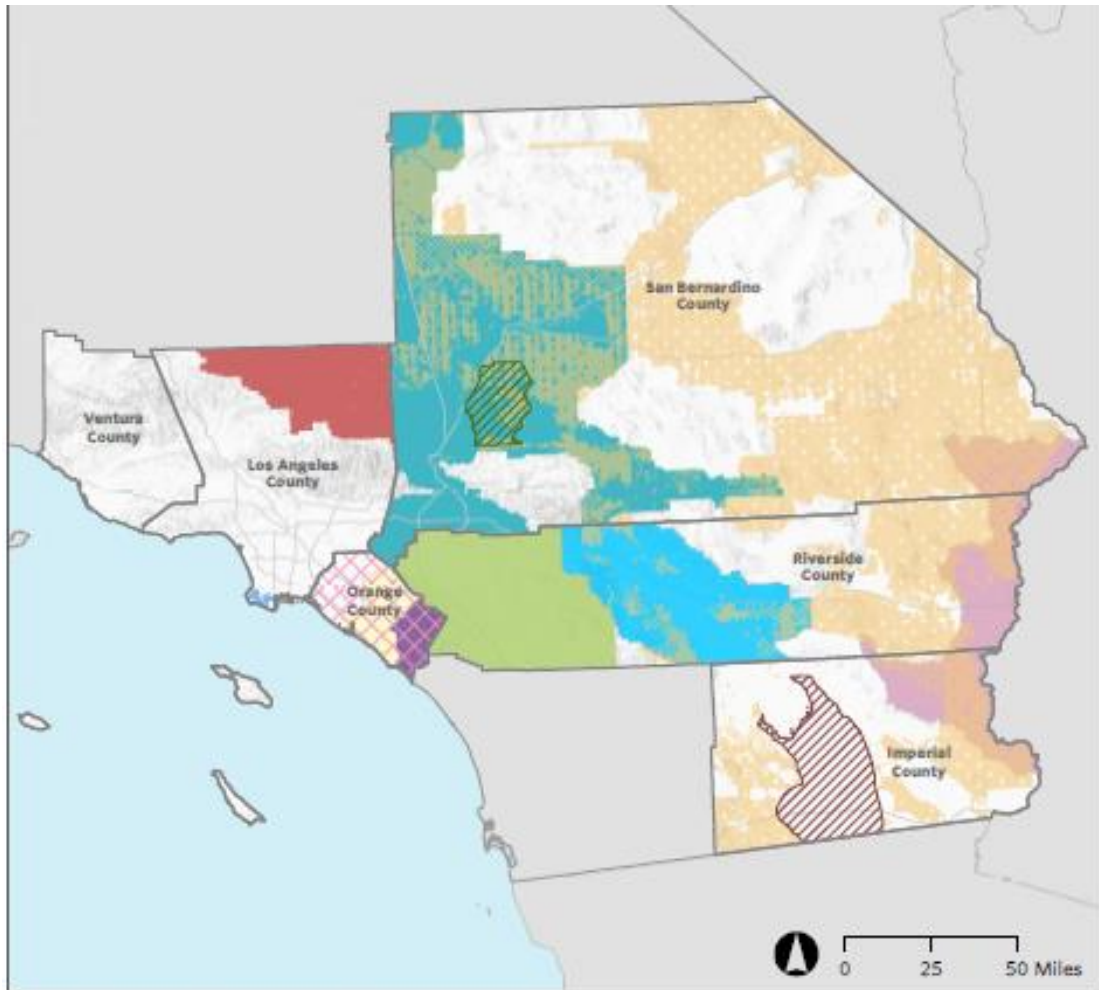
Established by Assembly Bill 2087, the California Department of Fish and Wildlife created the Regional Conservation Investment Strategy (RCIS) program in 2017 to encourage regional approaches for advance mitigation and conservation. The program is a voluntary, non-regulatory conservation assessment and

strategy to benefit species and habitats of concern and to provide a more efficient and effective approaches to mitigation and conservation. An RCIS can be used as the basis for advance mitigation and have the benefit of streamlining. There is one approved RCIS in the SCAG region:

VI. Antelope Valley Regional Conservation Investment Strategy

Approved in 2021 by the California Department of Fish and Wildlife, the Antelope Valley RCIS (AVRCIS) covers over 707,000 acres in northern Los Angeles County. The AVRCIS identifies conservation goals and objectives, conservation actions, habitat enhancement actions, and conservation priorities. It is a voluntary non-regulatory conservation strategy intended to guide conservation investments and advance mitigation, as well as help species and their habitats adapt to climate change and other pressures, in the AVRCIS area.

Appendix B – Map of Existing RAMP Boundaries in the SCAG Region



Created by: TNC California, January 26, 2022
 Sources: Regional Conservation Plans - CDFW; BCS - ICF, Dodel; Basemap - Esri

Regional Advance Mitigation Planning to Support Connect SoCal in the SCAG Region



Photo: San Bernardino County Transportation Agency



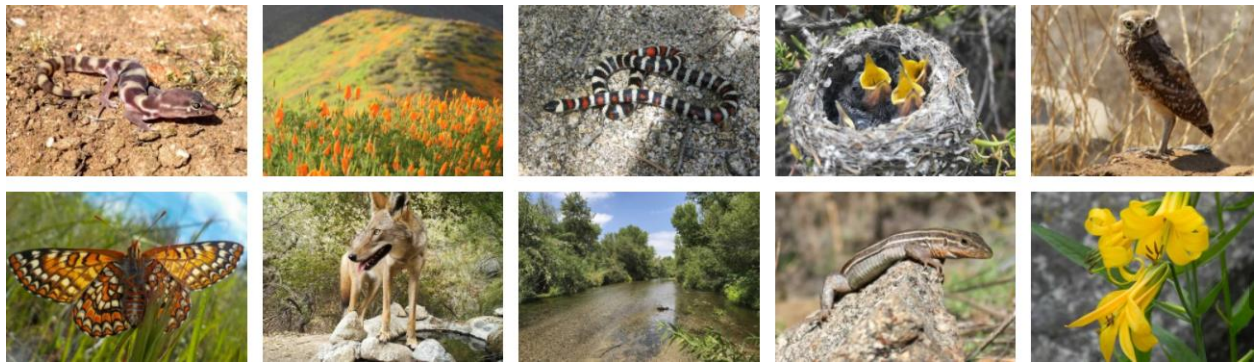
Photo: Lindsay P. Martin/TNC



Photo: Transportation Corridor Agencies



Photo: Orange County Transportation Authority



Photos: Western Riverside County Regional Conservation Authority

FINAL DRAFT White Paper Prepared for Southern California Association of Governments
 By Liz O'Donoghue, The Nature Conservancy
 April 26, 2022

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- Imperial County Transportation Commission: David Aguirre
- Transportation Corridor Authorities: David Matza, Valerie McFall
- Caltrans Districts 7 and 8: Francis Appiah, Tracey D'Aoust Roberts, Craig Wentworth
- WRA Inc.: Nathan Bello, Marlene Tyner-Valencourt
- Friends of Harbors, Beaches and Parks: Melanie Schlotterbeck
- Brightline West: Andrew Mack

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Executive Summary

The adopted regional plan, Connect SoCal, is a long-range plan that balances future mobility and housing needs with economic, environmental, and public health goals. Connect SoCal identifies over \$638 billion in transportation system investments through 2045 in the six-county Southern California region, and recognizes the need for the housing, energy projects and water investments to support the region's communities and economy. At the same time, Southern California's natural environment hosts an extraordinarily rich and diverse array of ecosystems that provide habitat for plants and wildlife, many of which exist nowhere else on earth, and are essential to maintaining the fragile balance of nature and support resident's health and quality of life. The region's natural and working lands provide clean water and clean air, local fresh food, opportunities for healthy recreation, protection from climate threats like flooding, wildfire, and urban heat, and mitigate climate change by sequestering greenhouse gas emissions.

To achieve the balance envisioned in Connect SoCal, SCAG is working on new initiatives at the intersection of land use, transportation, and technology to achieve its goal of a more mobile, sustainable, and prosperous region, and to reach the region's greenhouse gas reduction goals. Regional Advance Mitigation Planning (RAMP) is one example of a strategy that sits at that intersection of land use, transportation, and technology, and supports Connect SoCal's goals. RAMP seeks to balance the need for infrastructure and conservation in the region to maximize benefits to the environment, economy, and communities. Given the synergistic outcomes from RAMP, especially the benefits to the environment, a RAMP planning initiative was included as component of a mitigation measure in the Connect SoCal Programmatic Environmental Impact report (EIR).

RAMP is a science-based integrated planning framework that, when implemented, expedites infrastructure project delivery, and achieves meaningful conservation outcomes. By identifying and aligning future development and conservation planning, RAMP saves time, money and staff resources, results in permit efficiencies, accelerates conservation investments, and encourages agency communication and coordination. RAMP allows infrastructure agencies to get ahead and stay ahead, by planning and securing anticipated compensatory mitigation needs well in advance of project development, getting projects done sooner and cheaper through streamlined regulatory review and permitting. Simultaneously, conservation benefits are achieved from pooling required mitigation funding to enable protection, restoration or enhancement of larger-scale and higher priority habitat than the typical project-by-project mitigation approach.

Guided by the data-rich integrated planning framework, RAMP can be implemented through Natural Communities Conservation Plan/ Habitat Conservation Plans (NCCP/NCCPs), Regional Conservation Investment Strategies (RCIS) and associated Mitigation Credit Agreements (MCAs), and mitigation and conservation banks. Southern California has been a leader in developing highly successful RAMP programs, mostly at the sub-county level that are well established and achieving their desired outcomes. However, there are gaps in RAMP coverage and coordination in and throughout the SCAG region, and there may be opportunities to provide region-wide RAMP resources and support that can assist existing programs, potentially new programs and inter-jurisdictional collaboration.

This white paper was commissioned by SCAG to investigate the question of advancing RAMP in the six-county region as a regional strategy and is guided by research, and information from transportation agencies, conservation organizations, and others. The paper provides background on RAMP and identifies the benefits and challenges of instituting RAMP in the region. This white paper does not come to a conclusion; rather it explores opportunities to support existing and future programs, RAMP initiatives that could cross jurisdictions to serve inter-regional infrastructure and conservation needs, science and planning resources, agencies' roles, questions and information gaps.

That said, the white paper suggests that SCAG is well positioned to support RAMP in the region, given its regional scope, existing partnerships and relationships, robust data and infrastructure planning expertise, and commitment to project delivery and conservation outcomes. SCAG has no intention to assume responsibility for RAMP in the region; a program, should it be established consistent with Connect SoCal's PEIR mitigation measures, would be voluntary, promote flexibility in options and actions, address clear needs, and add value to existing partners and programs. As SCAG, partners and collaborators explore more deeply the possibility of a RAMP initiative in the region, specific tasks can be pursued that can help inform decisions as the conversation continues. Those next steps are: 1) Identify the potential demand for advance mitigation through integrating conservation and impacts assessments, potentially focusing on specific sectors or geographies; 2) Evaluate regional network and collaborative opportunities to study options for the structure and stakeholder engagement for a RAMP initiative; 3) Consider opportunities to close gaps in RAMP plans and mechanisms to enable RAMP throughout the region; 4) Explore options for funding and financing a RAMP initiative in the SCAG region; and 5) Consider a pilot project based on emerging mitigation needs.

The white paper is organized around the following chapters:

Regional Advance Mitigation Planning: an overview

This chapter identifies the problems with project-by-project mitigation and describes the RAMP approach, its benefits and challenges. It highlights the existing advance mitigation programs in the Region, gaps in coverage and cross-jurisdictional considerations.

RAMP Foundations and Tools

This chapter describes the regulatory context and foundations for RAMP and identifies advance mitigation tools and plans that can act as implementation opportunities. It also describes the regional and local planning context and other important considerations (like climate resilience, climate mitigation and general plans) at the various jurisdictional scales.

A Science-based Integrated Planning Framework

This chapter outlines the stepwise planning process to integrate and align infrastructure and conservation planning information that is the basis for RAMP. It provides the science and methods that underpin the RAMP approach enabling certainty and acceptance. It includes the principles behind conservation planning, the methods and data needed for assessing potential project impacts, and the data, tools and outreach needed for identifying advance mitigation opportunities.

Partners and Collaborators

This chapter describes the range of partners and collaborators in the RAMP process, identifies potential engagement opportunities and structures, and reports on feedback from interviews with partners and collaborators.

Scope, Scale and Models

This chapter identifies and considers different approaches to a regional RAMP program, given the existing advance mitigation programs, plans and other opportunities. It considers the inter-jurisdictional issues such as linear infrastructure, wildlife connectivity corridors, large sensitive habitats, and regulatory agency preferences such as ecoregional and watershed scales.

Funding and Financing

This chapter describes the importance of funding and financing to implementing a RAMP program. The chapter describes funding models, sources of funding for mitigation, costing models and timing.

Authorities, Potential Roles and Responsibilities

This chapter clarifies existing authorities and identifies potential roles for SCAG in a regional RAMP initiative and identifies the array of expertise and partners in the SCAG region.

Recommendations

This chapter provides recommendations for SCAG to consider based on the research and information gathered through the process, proposes areas of focus and incremental next steps, identifies information gaps and potential tools, and considerations for collaboration and roles.

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Regional Advance Mitigation Planning: An Overview

As the SCAG region’s population and economy continue to grow, new housing units, employment facilities, water, energy, and transportation infrastructure are needed to accommodate the nearly two million residents that are forecasted to call Southern California home by 2050¹. With an over 10 million additional jobs forecast in the region by 2050², strategies that expedite transportation infrastructure delivery are critical to keep people and goods moving.

Framing this regional growth are the diverse natural and agricultural landscapes of Southern California. These invaluable assets ensure a robust economy, clean drinking water, improved air quality, and essential recreation activities for all of the region’s residents. In addition to desert, mountain and coastal habitats, some of the highest concentrations of native plant and animal species on the planet are found within our region. Recognized as part of the California Floristic Province, Southern California is one of the planet’s top twenty-five biodiversity hot spots.³ Yet due to major stressors such as climate change, urbanization and fragmentation, California is experiencing rapid biodiversity loss, with the most imperiled biodiversity of any state in the contiguous United States.⁴

Given the sensitive natural habitats of the Southern California region, many essential development projects will have impacts on sensitive species and habitats that may result in degradation of existing habitats and species, and increased fragmentation further threatening the viability of habitats and species and may require environmental mitigation as prescribed in each project’s environmental document to avoid, or minimize the potential impact; if there are unavoidable impacts to species, habitats or resources, the project proponent is required to compensate for any impacts that do occur. This avoid-minimize-compensate sequence is called the mitigation hierarchy.⁵

The mitigation hierarchy guides project proponents to address environmental impacts in a number of ways, as defined in Title 14, Section 15370 of the California Code of Regulations (commonly known as the “CEQA Guidelines”):

- (a) Avoiding the impact altogether by not taking a certain action or parts of an action;
- (b) Minimizing impacts by limiting the degree or magnitude of the action and its implementation;
- (c) Rectifying the impact by repairing, rehabilitating, or restoring the impacted environment;

¹ *Connect SoCal 2024 Preliminary Regional and County Growth Projections* retrieved from <https://scag.ca.gov/sites/main/files/file-attachments/rc020322fullpacket.pdf?1643342099>

² Ibid

³ Myers, N., R.A. Mittermeier, C.G. Mittermeier, G.A.B. da Fonseca, J. Kent. (2000). Biodiversity Hotspots for Conservation Priorities

⁴ Hamilton, Healy, Regan L. Smyth, Bruce E. Young, Timothy G. Howard, Christopher Tracey, Sean Breyer, D. Richard Cameron, et al. 2022. “Increasing Taxonomic Diversity and Spatial Resolution Clarifies Opportunities for Protecting US Imperiled Species.” *Ecological Applications* e2534. <https://doi.org/10.1002/eap.2534>

⁵ See U.S. EPA website: <https://www.epa.gov/cwa-404/types-mitigation-under-cwa-section-404-avoidance-minimization-and-compensatory-mitigation>

- (d) Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action; and
- (e) Compensating for the impact by replacing or providing substitute resources or environment.

Compensatory mitigation measures may include purchasing, restoring or enhancing habitat for certain affected species or activities. Mitigation is often required under federal statutes such as the Clean Water Act, Endangered Species Act, Federal Wild and Scenic Rivers Act, as well as state requirements under the California Environmental Quality Act (CEQA), California Endangered Species Act, CA Fish and Game Code Sections 1600-1616 (Lake and Streambed Alteration Agreements), Porter-Cologne Water Quality Control Act, California Wild and Scenic Rivers Act, and the Habitat Restoration and Enhancement Act.

Mitigating environmental impacts can often be expensive and increase total project costs significantly. Alongside mitigation, uncertainty in timing can also contribute to significant project costs. For transportation investments broadly, “the permitting process under federal and state legislation constitutes a major component of the project development and delivery process for transportation projects. Over \$3.3 billion is spent annually on compensatory mitigation under the Clean Water Act (CWA) and Endangered Species Act programs.”⁶

Traditionally, environmental mitigation has been handled by lead agencies during the CEQA process on a project-by-project basis, “usually near the end of a project’s environmental review...where permitting delays can occur when appropriate mitigation measures cannot be easily identified and agreed upon, and the cost of mitigation often increases between the time the project is planned and funded and the time mitigation land is acquired. As a result, infrastructure agencies end up paying top dollar to satisfy mitigation requirements.”⁷ The practice of identifying mitigation measures at the end of a project’s environmental review often results in delays in project delivery and uncertainty in the development process. This is often due to the costs incurred to conduct biological studies after project plans have been created, especially in instances where impacts are discerned that were not foreseen and mitigation costs increase unexpectedly. Furthermore, the lack of early coordination with regulatory agencies to pro-actively incorporate conservation data and align mitigation with regional conservation priorities results in delays in securing accepted mitigation and small-scale ineffective mitigation.⁸ A national study identified that nearly two thirds of departments of transportation (DOTs) surveyed had experienced delays from environmental issues, often of 12 months or more.⁹

⁶ Overman, J. H., Storey, B., Kraus, E., Miller, K., Walewski, J., Elgart, Z., & Atkinson, S. (2014). Maximizing mitigation benefits-making a difference with strategic inter-resource agency planning: year one technical report (No. FHWA/TX-13/0-6762-1). Texas. Dept. of Transportation. Research and Technology Implementation Office.

⁷ Ibid

⁸ Ibid

⁹ Ibid

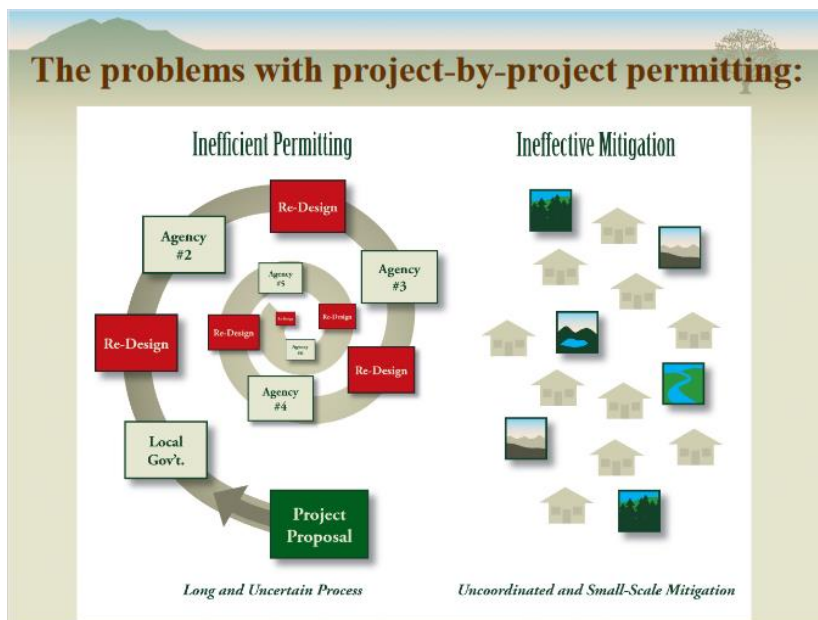


Figure 1. Courtesy - ICF for East Contra Costa County Habitat Conservancy

In California, researchers estimate that mitigation costs for transportation projects initiated between 2014 and 2019 ranged from two percent to twelve percent of total project costs – to a sum of roughly four billion dollars.¹⁰ While the exact length and causes of delay from environmental review are varied, some reports suggest the current process may add 10 to 15 years to project delivery.¹¹ Continued cost escalations over the past two decades have prompted Caltrans to consider strategic planning for consolidated advance mitigation opportunities.

The delays, costs, and lack of effective conservation outcomes from traditional project-by-project mitigation has led to the growing trend of identifying mitigation needs and opportunities in advance of project development, known as advance mitigation planning, both in California and nationally.¹²

Regional Advance Mitigation Planning (RAMP)

RAMP is a planning framework that represents an integrated and comprehensive approach to mitigating unavoidable biological resource impacts potentially caused by infrastructure or development projects. An alternative to project-by-project mitigation, RAMP aims to integrate regional-scale conservation into project proponents' efforts well in advance of detailed project-level planning. By focusing mitigation activities to areas that provide greater habitat and connectivity value, preserve highly functional

RAMP is a science-based approach to identify and implement advance mitigation actions to support regional conservation priorities and expedite project delivery.

¹⁰ Sciara, G. C., Bjorkman, J., Stryjewski, E., & Thorne, J. H. (2017). Mitigating environmental impacts in advance: Evidence of cost and time savings for transportation projects. *Transportation Research Part D: Transport and Environment*, 50, 316-326.

¹¹ Sciara, G. C., Bjorkman, J., Lederman, J., Thorne, J. H., Schlotterbeck, M., & Wachs, M. (2015). Task 2 Report: Setting the Stage for Statewide Advance Mitigation in California.

¹² Metro Regional Advance Mitigation Needs and Feasibility Assessment, June 2018, prepared by ICF.

ecosystems, and reflect the conservation priorities of the region, RAMP seeks to better optimize mitigation spending and align mitigation projects with regulatory agency priorities.

RAMP incorporates both a regional geographical component and an advance time frame. The regional geographical component allows agencies to consider potential impacts of multiple planned development projects and the landscape and watershed health needs in the region. The advance time frame allows agencies to identify and implement regional mitigation opportunities that will satisfy anticipated mitigation requirements early in the project planning and the environmental review process, before projects are constructed, often years in advance.

RAMP aims to be faster, less expensive, and more effective than traditional project-by-project mitigation. The goal is for natural resource agencies and infrastructure agencies or project proponents to work together to integrate conservation data and estimate mitigation needs early in the projects' timelines for mutual benefit. For infrastructure agencies or developers, RAMP helps to potentially reduce potential mitigation needs and costs, avoid permitting and regulatory delays, and allow public mitigation dollars to stretch further.¹³ For natural resource agencies and conservation organizations, RAMP requires a landscape-scale approach that better facilitates the early integration of mitigation considerations (such as avoidance and minimization) in project planning and design, that helps to ensure the durability and success of mitigation measures over time, transparency and consistency and facilitates investment in conservation priorities to create larger scale, connected and functional and resilient ecosystems. Further, RAMP catalyzes conservation actions such as protection, restoration or enhancement sooner, earlier in the development timeline, thereby avoiding conversion of valuable habitat to other uses.

RAMP itself is not a regulatory process and does not change CEQA in any way. By planning strategically on a larger scale and implementing mitigation in advance of project impacts or project delivery, RAMP allows both resource agencies and infrastructure agencies to work together to implement mitigation to be more cost effective, efficient, and successful.

RAMP Foundations and Tools

RAMP is a planning framework that integrates infrastructure and development plans and projects with conservation information to satisfy regulatory requirements and to support regional planning and sustainability goals. It is an important strategy to advance Connect SoCal, a long-range plan that balances future mobility and housing needs with economic, environmental, and public health goals.

“As a result of [the Western Riverside MSCHP], we are achieving key quality of life goals: protecting our environment and delivering needed transportation projects. The plan has proven that growth and conservation can co-exist.” Anne Mayer, Executive Director, Riverside County Transportation Commission.

¹³ Sciara, G. C., Bjorkman, J., Stryjewski, E., & Thorne, J. H. (2017). Mitigating environmental impacts in advance: Evidence of cost and time savings for transportation projects. Transportation Research Part D: Transport and Environment, 50, 316-326.

It is well aligned with strategic mitigation tools that have been developed over the past thirty years, such as Natural Communities Conservation Plans (NCCPs). The Federal Highway Administration’s Eco-Logical Approach and the Integrated Ecological Framework¹⁴, programmatic mitigation plans in federal transportation and water infrastructure authorization laws and the U.S. Fish and Wildlife Service mitigation policies¹⁵ encourage and authorize strategies to integrate conservation early into infrastructure development for better infrastructure and environmental outcomes. Agencies regulating wetlands and Waters of the U.S. emphasize the importance of a watershed approach¹⁶ to mitigation. Both state and federal policies support the use of advance mitigation to fulfill state and federal compensatory mitigation requirements. More recently, the California Natural Resources Agency identified “Institutionalize Advance Mitigation” as one of nine strategic actions to achieve the state’s goal of protecting 30 percent of California’s lands and waters by 2030.¹⁷

Applicable regulations

Development projects, whether advanced by public infrastructure agencies or private interests, are subject to federal, state, and local environmental regulations. As mentioned before, the RAMP process does not alter existing regulations. Since the RAMP process facilitates integrating conservation information with predicted impacts for future projects, the RAMP process aims to enable agencies to comply with the mitigation hierarchy more efficiently and mitigation requirements resulting from environmental regulations. The following is a list of the most relevant federal and state policies governing mitigation.¹⁸

Federal Laws and Regulations

- National Environmental Policy Act (42 U.S.C. 4321 et seq.).
- Endangered Species Act of 1973 (16 U.S.C. 1531-1543).
- Clean Water Act (33 U.S.C. 1251-1543).
- U.S. Army Corps of Engineers (USACE)/US Environmental Protection Agency’s (USEPA) 2008 Compensatory Mitigation for Losses of Aquatic Resources (Compensatory Mitigation Rule, USACE/USEPA 2008).
- Magnuson-Stevens Fishery Conservation and Management Act (U.S.C. Section 1801 et seq.).
- Coastal Zone Management Act (16 U.S.C. 1415, et seq.).

State Laws and Regulations

- California Environmental Quality Act (P.R.C. 21000 et seq.).
- California Endangered Species Act (Fish and Game Code 2050 et seq.).

¹⁴ https://www.environment.fhwa.dot.gov/env_initiatives/eco-logical.aspx

¹⁵ [USFWS mitigation policy, filed at OMB](#)

¹⁶ https://www.epa.gov/sites/default/files/2015-07/documents/watershed_approach_handout.pdf

¹⁷ <https://www.californianature.ca.gov/pages/30x30> p. 4 in draft Pathways to 30x30 in California document

¹⁸ Additional relevant statutes, regulations, policies, and guidelines are listed in the 2021 Statewide Advance Mitigation Initiative Memorandum of Understanding between Caltrans and regulatory agencies.

<https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/ser/2021-sami-mou-a11y.pdf>

- California Natural Community Conservation Plan Act (Fish and Game Code Section 2800 et seq.).
- California Coastal Act, as amended (P.R.C., Division 20, 3000, et seq.).
- Other California Fish and Game Codes
 - Sections 1601-1603: Lake and Streambed Alteration Agreement.
 - Sections 3503, 3503.5, and 3511(a)(1). These sections prevent unlawful take, possession, or needless destruction of the nest egg of any bird, including birds of prey and fully protected birds.
 - Sections 4150 and 4700(a)(1). These sections prevent the take or possession of non-game mammals and fully protected mammals.
 - Sections 1850-1861: Regional Conservation Assessments, RCISs and Mitigation Credit Agreements.
 - Sections 1797-1799.1: Conservation Bank and Mitigation Bank Applications and Fees.
- State Water Resources Control Board: State Policy for Water Quality Control--State Wetland Definition and Procedures for Discharges of Dredged or Fill Material to Waters of the State (Procedures).

Advance Mitigation Frameworks, Strategies and Plans

Advance mitigation planning is not a new idea. There are a host of frameworks, strategies and plans that enable advance mitigation through science-based integration of development and conservation data and planning strategies. The following strategies and plans are based on science, plan at a landscape scale and can be primary implementation mechanisms for RAMP mitigation actions.

SPOTLIGHT RIVERSIDE COUNTY: HABITAT CONSERVATION PLANS/ADVANCE MITIGATION

Multi-species habitat conservation plans were launched in Southern California in the late 1990s/early 2000s to facilitate economic development and the conservation of threatened and endangered species and their habitats. Two of the first NCCPs/HCPs are in Riverside County: The Western Riverside MSHCP, administered by the Regional Conservation Authority (a subsidiary of the Riverside County Transportation Commission), and the Coachella Valley MSHCP, administered by the Coachella Valley Conservation Commission. Both plans were in response to the need to build housing, transportation, and other economic projects in an area that is a global biodiversity hotspot hosting species that are found nowhere else on Earth yet are in decline due to habitat fragmentation and loss. Today, the plans are in the implementation phase, protecting essential habitat while streamlining permitting for development projects. The Western Riverside MSHCP is the largest plan in the nation, protecting 146 native animals and plants and 33 endangered or threatened species, permanently conserving 500,000 acres of nature, while saving taxpayers more than \$500 million and expediting environmental permits for freeway and road projects. The Coachella Valley MSCHP protects 240,000 acres of open space and 27 species and expedites permits for future road projects. Both plans offer certainty for infrastructure agencies and the business community. The conservation projects preserve native natural communities, habitat linkages and wildlife corridors, and create systems of open space parks, trails and reserves for residents and tourists to enjoy. The parks and reserves also support healthy recreation, clean air, clean water and climate resilience.

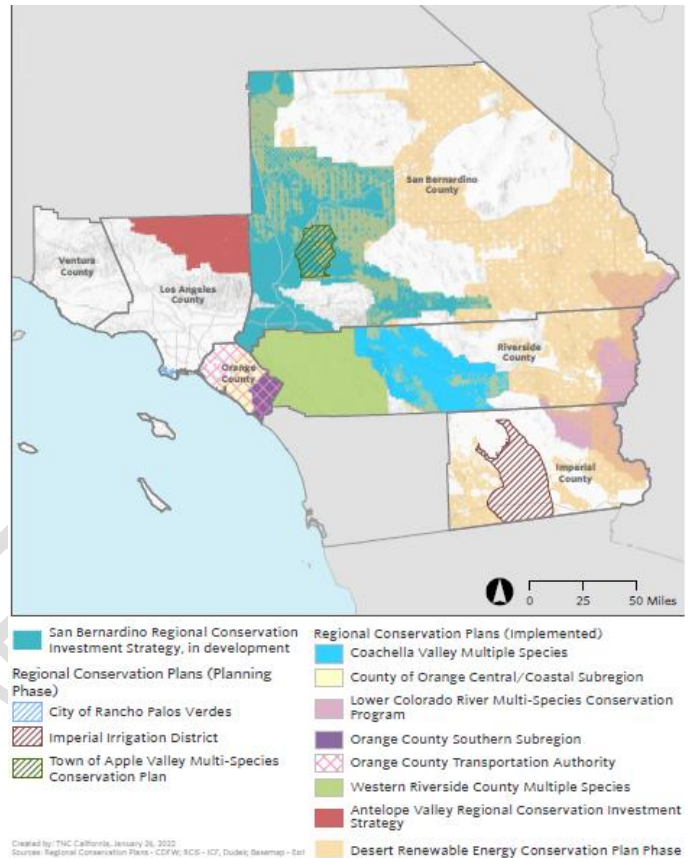
Habitat Conservation Plans/Natural Communities Conservation Plans

Habitat Conservation Plans (HCPs), authorized under the federal Endangered Species Act, are designed to reduce conflicts between listed species and economic development by authorizing the limited and unintentional take of listed species and requiring conservation measures to minimize or mitigate the impacts at a regional scale.¹⁹ Natural Communities Conservation Plans are authorized by California’s Natural Community Conservation Planning Act are similar to HCPs in that they provide for the regional protection of plants, animals and their habitats while allowing compatible and appropriate economic activity.²⁰ The NCCP Act is broader in its orientation and objectives than the California and federal Endangered Species Acts, as NCCPs take a broad-based ecosystem approach to planning for the protection and perpetuation of biological diversity for a suite of species, requiring that conservation actions contribute to the recovery of the covered species.

In Southern California, there are four highly successful multispecies habitat conservation plans, combined NCCP/HCPs that provide long-term coverage for federal and state covered species, involving both federal and state wildlife agencies, and streamlining environmental permitting for transportation and other projects.

- Orange County (Central/Coastal) NCCP/HCP (1996)²¹
- Western Riverside Multiple Species Habitat Conservation Plan (2004)²²
- Coachella Valley Multiple Species Habitat Conservation Plan (2008)²³
- Orange County Transportation Authority NCCP/HCP (2017)²⁴

NCCP/HCPs typically have plan boundaries that are county subregions, designed to cover areas of high biodiversity, threatened and endangered species and habitats, where anticipated infrastructure and development projects may have environmental conflicts. While NCCP/HCPs can take many years to



Regional Conservation Plans in the SCAG Region

¹⁹ <https://www.fws.gov/service/habitat-conservation-plans>

²⁰ <https://wildlife.ca.gov/Conservation/Planning/NCCP>

²¹ <https://occonservation.org/about-ncc/>

²² <https://www.wrc-rca.org/>

²³ <https://cvmshcp.org/>

²⁴ <https://www.octa.net/About-OC-Go/OC-Go-Environmental-Programs/Environmental-Mitigation-Program/>

develop and receive approval, once approved, the plans enable a turnkey permitting approval process and a funding structure that supports robust investments to implement science-based conservation reserve designs approved by wildlife agencies. Some NCCP/HCPs have agreements with agencies regulating wetlands and waters, allowing coverage for multiple resources and permits, a significant benefit for project proponents.

Regional Conservation Investment Strategies

Established by Assembly Bill 2087, a Regional Conservation Investment Strategy (RCIS) is a voluntary, non-regulatory regional planning process intended to result in higher-quality conservation outcomes and includes an advance mitigation tool, called Mitigation Credit Agreement (MCA). RCISs use a science-based approach to identify conservation and enhancement opportunities that, if implemented, will help California's declining and vulnerable species by protecting, creating, restoring and reconnecting habitat, and may contribute to species recovery and adaptation to climate change and resiliency. Any public agency can develop an RCIS and once approved, any entity can develop an MCA within the boundary of the RCIS to create advance mitigation credits by implementing the conservation or habitat enhancement actions identified in an RCIS. The credits may be used as compensatory mitigation for impacts under CEQA, CESA and the Lake and Streambed Alteration Program.²⁵ If other applicable natural resource agencies determine that an MCA meets relevant state or federal requirements under the federal ESA, the Clean Water Act, the Porter Cologne Act or other applicable regulations and policies, those agencies could elect to allow the MCA to create mitigation credits that can be used under those laws, regulations, and policies.

RCISs and associated MCAs differ from NCCP/HCPs in a number of ways; most significantly that MCAs are limited to generating advance mitigation investments for future use, helping to expedite project delivery. Project proponents must secure permits through the normal regulatory process.

SPOTLIGHT OCTA: M2 AND THE MITIGATION PROGRAM

In 2006, Orange County residents passed Measure M2 to extend the county's half-cent sales tax for transportation projects until 2041. The conservation community, OCTA and Caltrans collaborated to include an advance mitigation component, modeled after SANDAG's TransNet and Riverside County's Renewed Measure A. M2 pools impacts of the freeway improvement projects in the plan and allocates \$243.5 million (5 % of the cost of the projects) for larger scale mitigation with a focus on habitat protection, connectivity and resource preservation in exchange for streamlined project approvals. A greenprint developed by the Green Vision Coalition helped identify priority conservation lands to protect or restore. An Environmental Oversight Committee (EOC) oversees the Environmental Mitigation Program. In 2016, OCTA completed its NCCP/HCP for the mitigation lands. To date, OCTA has acquired 1,300 acres of open space lands, and restored about 350 acres of land. OCTA staff cite cost savings, strategic and meaningful conservation investments, wildlife agencies' expedited review of freeway projects, streamlined review of clean water act permits, productive partnerships and a legacy access program as key benefits of the program.

²⁵ Text adapted from CDFW's RCIS webpage: <https://wildlife.ca.gov/Conservation/Planning/Regional-Conservation>

In the SCAG region, the Antelope Valley RCIS is approved, and the San Bernardino County RCIS is in development, sponsored by the San Bernardino County Transportation Authority.

Mitigation and Conservation Banks

Mitigation or conservation banks are privately- or publicly owned lands managed for natural resource values. In exchange for permanently protecting and managing the land, the bank operator can sell habitat, species, or aquatic resource credits to project proponents who need to satisfy legal requirements for compensating environmental impacts of projects.

A conservation bank generally protects threatened and endangered species and/or habitat. Credits are established for the specific sensitive species or habitat that occurs on the site. Agencies that typically participate in the regulation and approval of conservation banks are CDFW, USFWS and NMFS.

Mitigation banking relies on the same concept as conservation banking, but it includes aquatic resource creation, restoration, and enhancement undertaken to compensate for unavoidable impacts to aquatic resources. Mitigation banks are generally approved by the wildlife agencies, USACE, EPA, and regional water quality control boards using a coordinated review process through the Interagency Review Team. Where approved conservation banks or mitigation banks are available and have appropriate mitigation credits, project proponents or entities may purchase the credits. Where approved conservation banks or mitigation banks are not available, a RAMP program or any entity may establish or fund the establishment of one or more such banks.

Programmatic Mitigation Plans

Programmatic mitigation plans are authorized in federal transportation²⁶ and water resources development²⁷ statutes to address the potential impacts of transportation and water resources development projects to ecological resources, habitat, fish, and wildlife. A programmatic mitigation plan includes an assessment of the conditions of environmental resources in the plan area and potential opportunities to improve the overall quality of the resources through strategic mitigation for impacts of infrastructure projects and can be used to help identify opportunities for advance mitigation.

²⁶ 23 U.S.C. Sec. 169 (a) (SHC 800.9)

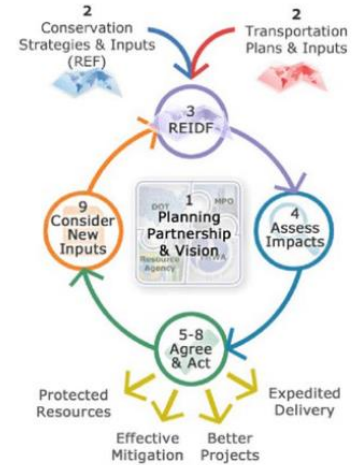
²⁷ 33 U.S.C. Sec. 2283 (h)

In Lieu Fee Programs

In-Lieu Fee programs, described in the U.S. Army Corps of Engineers/U.S. EPA 2008 mitigation rule, involve the restoration, establishment, enhancement and/or preservation of aquatic resources through funds paid to a governmental or non-profit natural resources management entity to satisfy compensatory mitigation requirements for Clean Water Act 404 permits. The U.S. Army Corps of Engineers' Los Angeles District²⁸ approves in-lieu fees for the district.

A Science-Based Integrated Planning Framework

RAMP integrates planned infrastructure or development projects and conservation planning to identify potential advance mitigation actions and sites that meet the regulatory requirements and achieve co-benefits. RAMP relies on science and methods to identify important conservation data and support the ecological health of landscapes and watersheds, and to determine estimated impacts of proposed transportation, water and energy infrastructure and other development projects. Conservation planning techniques are used to identify conservation values and direct advance mitigation investments to meet regulatory and broader conservation objectives that regulatory agencies support. Existing conservation plans developed locally can also help to direct mitigation investments to support implementation of those plans. Infrastructure assessments rely on the conservation planning to identify predicted impacts on sensitive species and habitats that help guide future mitigation assessments. Once integrated, further modeling and outreach can determine viable opportunities for advance mitigation that meet the regulatory requirements and generate support for projects that advance landscape scale and watershed health.



FHWA Integrated Ecological Framework

RAMP Planning Steps

The RAMP process can be simplified into six steps as follows. For illustrative purposes, we use transportation as a model, but the framework can apply to other infrastructure such as water, energy projects, housing plans and projects. The methodology, first developed and published by UC Davis²⁹ has informed the methodology that Caltrans is currently using for the Advance Mitigation Program.³⁰ The stepwise process outlined here is intended to be done in coordination with the regulatory agencies to ensure the data, methods and outcomes for the conservation assessment and impacts assessment reflect their input and priorities.

²⁸ <https://www.spl.usace.army.mil/Missions/Regulatory/Mitigation.aspx>

²⁹ Thorne, James H; Bjorkman, Jacquelyn; & Huber, Patrick R. (2015). A Reference Manual for Caltrans Staff on Regional Advance Mitigation Impact Assessment Methods. UC Davis: Information Center for the Environment. Retrieved from: <http://escholarship.org/uc/item/76n8793q>

³⁰ See Caltrans Statewide Advance Mitigation Needs Assessment report methods, retrieved from <https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/env/2020-q2-samna-report.pdf>

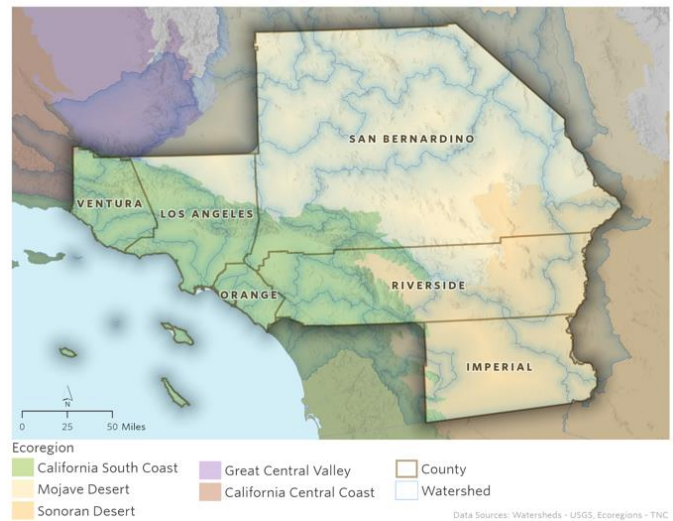
Determine the scope of the region for the analysis.

A critical feature of RAMP is the regional scope, allowing integrated analyses that helps identify and consider multiple infrastructure projects for advance mitigation, and incorporates the ecological health of ecoregions and watersheds to foster connected, diverse, and resilient lands and waters, and the benefits they provide to communities. The scale of a region can be ecological, such as ecoregions or watersheds, or jurisdictional, such as a sub-county, county or multiple counties.

Regulatory agencies emphasize the importance of planning at ecoregional, sub-ecoregional and/or watershed scales to incorporate broader conservation goals such as habitat and aquatic connectivity and climate resilience, and for ease of identifying suitable mitigation sites.³¹ Caltrans is developing the Regional Advance Mitigation Needs Assessments at ecoregional scales.

Assemble conservation information in the region. Assembling conservation information in the selected region into a conservation assessment will provide a picture of the ecological health of the region, stressors and opportunities for investment in advance mitigation strategies that support regional conservation goals. The conservation assessment serves two main purposes: it helps project proponents understand the existing environmental conditions and future conservation goals to develop projects' plans to avoid or minimize impacts, thereby reducing the need for compensatory mitigation, and it provides a foundation on which to estimate future projects' impacts. The information assembled typically includes information on:

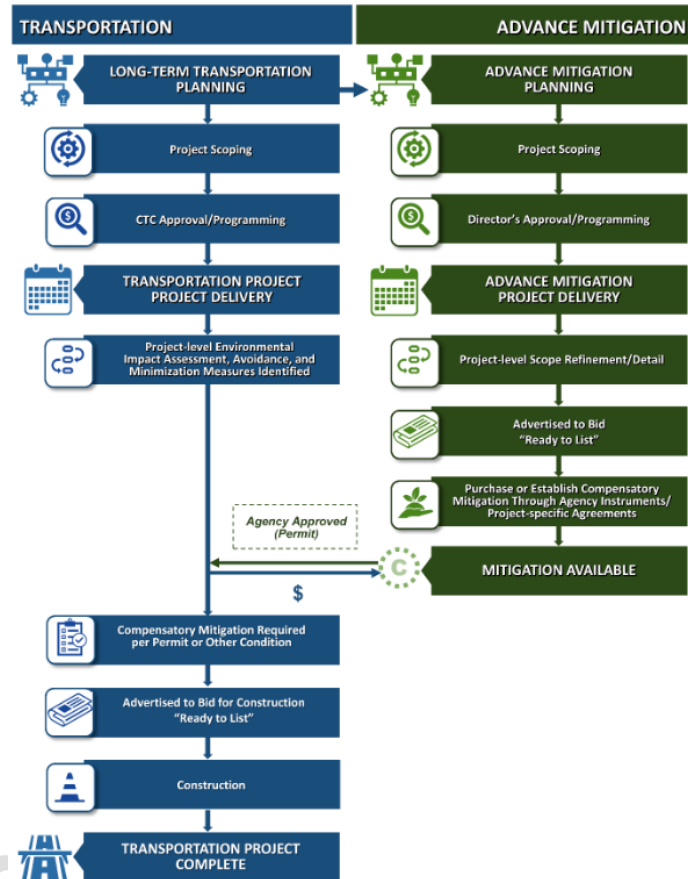
- Federal and/or state listed species and special-status species
- Habitat connectivity corridors and landscape permeability
- Ecologically sensitive natural communities, including as waters and wetlands
- Existing conservation plans
- Co – benefit information such as carbon sequestration, climate resilience, water, recreational access, environmental justice



³¹ Ibid.

Identify planned infrastructure and/or development projects in a region.

Potential infrastructure or development projects to be considered for RAMP include those that are planned sufficiently far enough in the future to be able to take advantage of *advance* mitigation (see chart to the right to see the timing of advance mitigation with transportation project delivery); and could possibly require mitigation measures. For example, projects in a Regional Transportation Plan that add transit capacity on existing infrastructure or planning projects would not be included as they would not likely have habitat impacts. The projects need to be digitized in order to run the analysis. For selected projects a footprint is estimated by applying buffers using existing models.



Timing of Advance Mitigation Process. Credit: Caltrans

Estimate potential impacts and mitigation need.

The next step is to integrate the conservation information and the list of infrastructure projects to estimate potential impacts of planned projects on covered species and sensitive habitats. This is done by overlaying project footprints on species and habitat models and identifying a range of impacts to account for estimates in the model, resulting in a range of high to low potential impacts. Once the range of impacts is identified for the relevant species and habitats, one can then apply a mitigation ratio to identify potential mitigation need. For example, if the analysis finds that the projects collectively may impact 20 acres of a species' habitat, applying a mitigation ratio of 2:1 for mitigation would result in a mitigation need of 40 acres of that habitat. Importantly, this information is for planning purposes only to give order-of-magnitude mitigation estimates and not for expected permitting actions.

Collaborate and identify existing options or suitable mitigation sites.

Once the estimated mitigation need for species and habitats is known, there are a number of ways that one can identify and consider strategic mitigation options that support the advance mitigation needs and conservation goals. These include mitigation strategies, mitigation mechanisms, mitigation sites and specific mitigation actions that meet conservation priorities and provide project proponents the more efficient project delivery outcomes. RAMP prioritizes opting-in with existing strategic advance mitigation programs that contribute to ecosystem-level and regional conservation goals such as existing NCCP/HCPs, conservation and mitigation banks, in-lieu fee programs and Mitigation Credit Agreements.

If no such strategic advance mitigation plans or mechanisms exist, mitigation credits can be created by working with partners to protect, restore or enhance habitat that meet the predicted compensatory mitigation needs for a suite of future projects. Outreach is critical to identify potential partners who could act as suppliers of mitigation, such as mitigation bankers, land trusts, conservancies, habitat agencies, open space districts and local governments. Further analysis may be helpful to identify a portfolio of potential advance mitigation sites using techniques such as Marxan³² reserve selection software to evaluate areas for potential biological suitability. See chart below for an illustration of the mitigation decision tree.

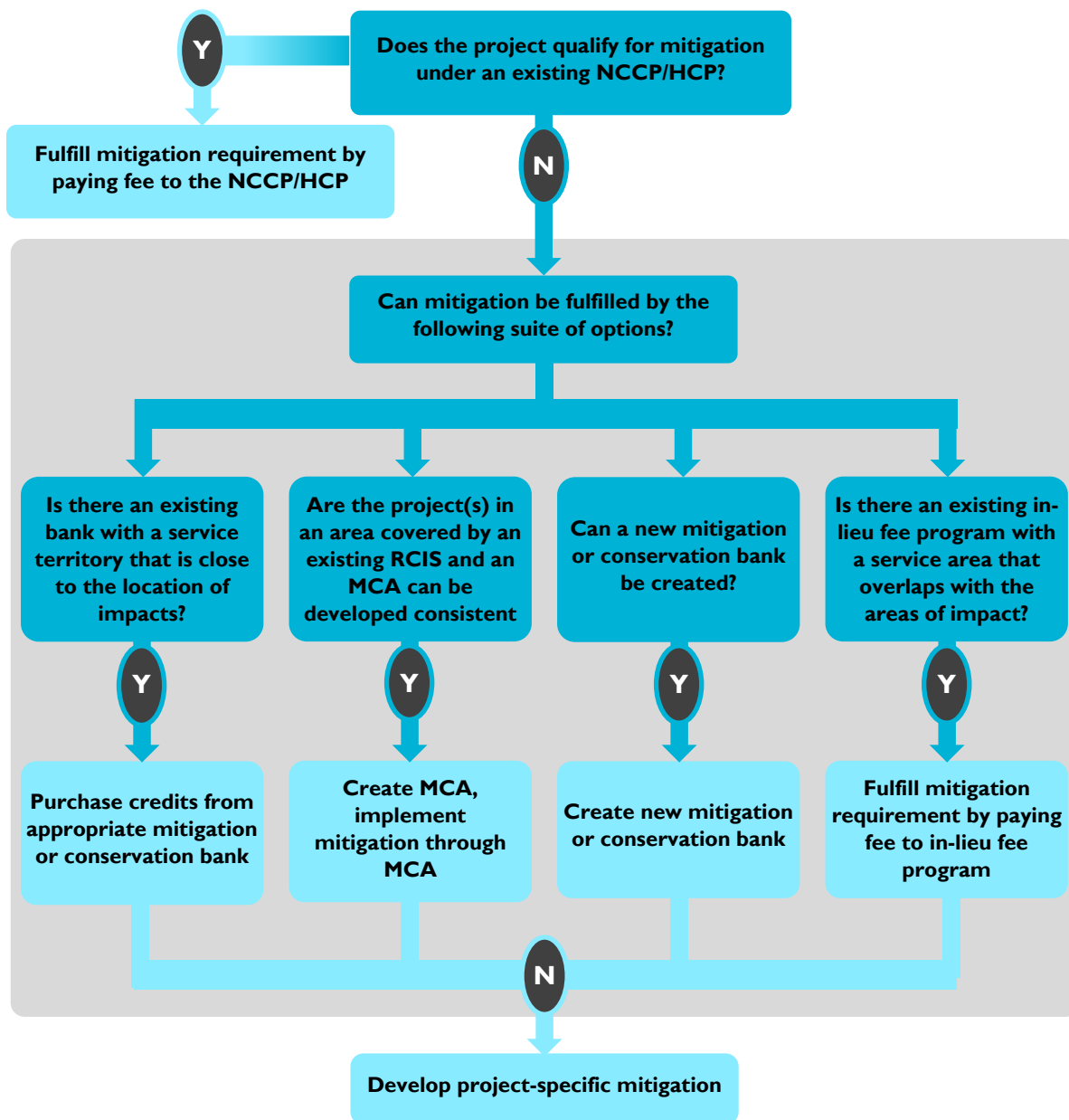
Implementation: Secure or generate mitigation credits for use in the future.

As mentioned, if a strategic advance mitigation option exists that enables project proponents to secure mitigation credits immediately, that is likely to be the most efficient option. Participating in an NCCP/HCP, purchasing credits from a bank, or purchasing/using available credits from an MCA will satisfy compensatory mitigation needs.

If no such option exists, project proponents can invest in advance mitigation actions consistent with regional conservation goals by using an approved RCIS to site mitigation actions in high priority conservation areas, thereby creating an MCA for a suite of advance mitigation actions, create mitigation or conservation banks, through mechanisms like a request for proposal.

To be considered RAMP investments, implementation strategies and mechanisms must be forms of advance mitigation, contribute to regional conservation priorities, implemented with the concurrence of applicable natural resource agencies, and will create mitigation credits or values before infrastructure or project impacts occur. In many cases, RAMP mitigation actions can be implemented by providing funding and support to appropriate partners, entering into agreements with the partners regarding how a mitigation action will be implemented, and enabling the partner to implement the mitigation. For example, RAMP managers or project proponents could issue “requests for proposals” that invite partner organizations and entities to submit proposals for habitat or aquatic resource conservation actions for future predicted mitigation needs that align with RAMP goals. RAMP managers or project proponents could create mitigation values or mitigation credits by contributing funding and support for large-scale conservation actions implemented by RAMP partners, including but not limited to habitat protection or wetland restoration actions, creating mitigation values or mitigation credits from only a portion or phase of the larger conservation action. This approach can both increase the efficiency of RAMP implementation and increase the ecological success of the large-scale conservation action and the RAMP mitigation action.

³² <https://marxansolutions.org/>



Mitigation Prioritization Decision Tree. Credit: East Bay RAMP Sub-Regional Assessment

Science and Methods

The following outlines the methods for developing conservation assessments and estimating potential impacts of infrastructure projects, focusing on transportation given that there are established methods in current use. The basic approach for identifying estimated impacts is the intersection of modeled infrastructure project footprints and natural resource spatial layers, with co-benefit information providing information on impacts to and benefits of potential RAMP investments to help with prioritization.

Conservation Assessments

Science-based conservation assessments include data and analysis that describes and maps the distribution of conservation values and co-benefits across a region. Once developed, a conservation assessment can provide an objective, science-based process, and suite of data on which to estimate future development projects' impacts and to provide a tool to assist RAMP stakeholders in prioritizing lands for restoration, protection and enhancement for advance mitigation purposes. Models exist for conservation assessments, such as conservation reserve designs in NCCP/HCPs, Caltrans' Regional Advance Mitigation Needs Assessments³³, the Conservation Assessment of Orange County³⁴ created to support OCTA's M2 Environmental Mitigation Program, and Biodiversity in Los Angeles (BAILA)³⁵.

Incorporated in conservation assessments are essential strategies to protect biodiversity. These strategies can guide development of conservation assessments and help identify priority mitigation actions. As described in the *Draft Pathways to 30x30 in California* report, those strategies include:

- Protect areas that are adjacent or linked to existing conserved areas to support large, interconnected landscapes and seascapes
- Ensure conservation of habitats that represent the full diversity of California's ecosystems, especially rare or remnant habitat types
- Restore degraded habitats, especially for rare ecosystems
- Target areas with high species richness, endemism (species only found in one place), and species rarity
- Prioritize places that support exceptional biocultural significance, which account for the interconnected nature of people and places.

OCTA's M2 Environmental Mitigation Program developed criteria to guide acquisition, restoration and management of mitigation properties³⁶. The criteria include information for biological assessments,

MITIGATION WIZARD

RAMP is a science-based process that relies on conservation and infrastructure data, models and approaches that align with regulatory agency policies and priorities. The methods require capacity, expertise and tools to conduct the analysis and process to determine mitigation demand, supply, opportunities and co-benefits. The [Mitigation Wizard](#) is a new, freely accessible tool embedded in the Bay Area Greenprint that was developed to enable RAMP opportunities in the San Francisco Bay Area. With regulatory and transportation agencies as advisors, the Mitigation Wizard is a web-based decision support tool that helps users identify the potential impacts of their projects on special-status species and sensitive habitats, and then evaluate potential conservation or restoration project areas to offset them. Users can then run the areas through the Bay Area Greenprint to understand projects' areas co-benefits, helping to make mitigation investments that support multiple benefits.

³³ <https://dot.ca.gov/programs/environmental-analysis/biology/advancemitigation>

³⁴ http://www.octa.net/pdf/CBIReport_final.pdf (2009)

³⁵ https://www.scienceforconservation.org/assets/downloads/BAILAreport_FINAL.pdf

³⁶ <https://www.fhbp.org/PDFs/Resources/Resources/M2/OCTA-M2-Evaluation-Criteria.pdf>

information to ensure alignment with land use and support from local governments, communities and regulatory agencies, information to help leverage co-benefits, and potential constraints.

At a basic level, data is assembled that represents biodiversity in the region, the conservation goals and objectives and existing conservation plans. Those data include: habitat, threatened and endangered species, special-status species, natural communities, habitat connectivity and climate resilience. Regulatory agencies should be consulted when identifying data for a conservation assessment to ensure the assessment incorporates the agencies' relevant data, policies and priorities. Examples of data to support RAMP conservation assessments include:

Biodiversity, habitats, species richness

- California Department of Fish and Wildlife Areas of Conservation Emphasis II
- Threatened and Endangered Species (CDFW)
- High and Very High Species Biodiversity Areas (CDFW)
- Very High and High Species Biodiversity Areas (CDFW)
- US Fish and Wildlife Service Critical Habitat
- National Marine Fishery Service Critical Habitat'
- Audubon Society Important Bird Areas
- Data from NCCP/HCPs
- Wetlands (NWI) and Vernal Pools (CDFW)
- Individual mitigation species models based on land on cover (CDFW VEGCAMP, CWRH), known occurrences (CNDDDB) and observations (eBird, iNaturalist, GBIF, HerpMapper)
- Species requiring mitigation (TNC)
- Species biodiversity rank (CDFW)

Habitat connectivity

- Habitat connectivity and critical linkages (SC Wildlands, TNC)
- Fish passage barriers (CDFW)
- Regional Habitat Connectivity (TNC)
- Resilient Connected Network (TNC)
- Wildlife movement Barrier Priorities (CDFW)

Plans and existing conditions

- Land cover data (CDFW VEGCAMP, CWHR)
- Protected Areas and conservation easements (GIN)
- Farmland Mapping and Monitoring Program (DOC)
- Conservation plan density (Huber)
- Watersheds (USGS)
- Ecoregions (US EPA)
- Native American Reservations (SCAG)

Co-benefits and Leveraged Opportunities

While RAMP focuses on actions to compensate for unavoidable impacts on special-status species, habitats, waters of the State, wetlands, and natural communities, RAMP investments to protect, restore or enhance resources can yield co-benefits that make RAMP investments attractive to communities and the regulated community. Examples of co-benefits include climate mitigation and resilience, water quality and supply, addressing past environmental harms to vulnerable populations such as Black, Indigenous and People of Color (BIPOC), access to parks and open space particularly for disadvantaged and underserved communities, public health benefits, and flood risk reduction. Multi-benefit conservation mapping tools, like greenprints, enable efficient and effective analysis for assessing the co-benefits of protecting, restoring or enhancing specific sites that have been identified as suitable for advance mitigation investments.

Water Resources: While RAMP incorporates compensatory mitigation for Waters of the State and U.S., wetlands and water quality, advance mitigation actions such as restoring riparian areas, protecting areas of high groundwater recharge and enhancing floodplains can yield co-benefits related to water availability, water quality, healthy freshwater habitats, and reduce climate risks to communities and ecosystems. Data that support water availability, conservation, quality and resilience goals include:

- Adjudicated groundwater basins (CA DWR)
- Hydrogeologically Vulnerable areas (CA State Water Board)
- Impaired waterways and waterbodies (U.S. EPA)
- Municipal drinking water supply watersheds (TNC)
- Critically Overdrafted Groundwater Basins (CA DWR)
- Priority Groundwater Basins (CA DWR)
- Water Stress (USGS)
- Water Quality Index (U.S EPA)
- Altered streams (USGS)
- Water quality monitoring sites (USGS)
- Groundwater recharge (USGS)
- Points of diversion (CA State Water Board)
- Runoff (USGS)

Climate mitigation and resilience: RAMP investments can reduce greenhouse gas emissions through carbon sequestration and avoided conversion, support community and ecological resilience and reduce climate risks. Data that support climate mitigation and resilience include:

Carbon sequestration

- Soil carbon (Hengl et al. 2017)
- Urban above-ground carbon (UC Davis)
- Wildland carbon (CARB)

Resilient ecosystems

- Refugia (UC Davis)

- Resilient Areas for Biodiversity (TNC)

Resilient communities

- Sea level rise (NOAA, TNC)
- 100 Year Floodplain (FEMA)
- Historic Wildfires (CAL FIRE)
- Fire Hazard Severity Zones (CAL FIRE)

Environmental Justice and Equity: Environmental Justice (EJ) is about equal and fair access to a healthy environment, with the goal of protecting underrepresented and poorer communities from incurring disproportionate negative environmental impacts. The SCAG region is demographically and economically diverse and displays the extremes in household income. The region includes heavily urban and entirely rural areas, as well as terrain that in some instances make achieving air quality goals challenging. A range of economic and social impacts such as health outcomes, education, employment, housing conditions, rates of incarceration and life expectancy vary vastly in this region based on race, income, and census tract. Institutional and system racism experienced by these communities continues to impact their access to more mobile, sustainable and prosperous futures in Southern California. The history of both the United States and California shows how race has played a role in the disparities and inequities that people of color experience today. Connect SoCal is designed to create region-wide benefits that are distributed equitably, while ensuring that any one group does not carry the burdens of development disproportionately. It is particularly important that Connect SoCal considers the consequences of transportation projects on low-income and minority communities, and avoids, minimizes or mitigates disproportionately high and adverse human health and environmental impacts on low-income and minority communities.³⁷

RAMP can play a role in supporting EJ and Equity goals to the extent feasible and supported by the applicable resource agencies. RAMP processes can meaningfully involve vulnerable and underrepresented communities in advance mitigation decisions and projects; incorporate environmental justice and equity information early in impacts assessments to better allow for avoidance and minimization of impacts on low-income and minority communities; align advance mitigation investments to address EJ and equity needs such as access to open space, clean water and climate risk reduction; and prioritize location of advance mitigation projects close to the expected areas of impacts.

Models exist to incorporate EJ and equity into compensatory mitigation plans and projects. OCTA's criteria includes proximity to underserved areas and cultural and historical sites. The San Francisco Bay Conservation and Development Commission adopted policies³⁸ to better incorporate EJ and equity into mitigation decisions.

³⁷ Adapted from SCAG's Environmental Justice Toolbox: https://scag.ca.gov/sites/main/files/file-attachments/toolbox_environmentaljustice_final.pdf?1621573326

³⁸ See <https://www.bcdc.ca.gov/cm/2019/1017BPA2-17SocialEquityEnvJusticeRec.pdf>

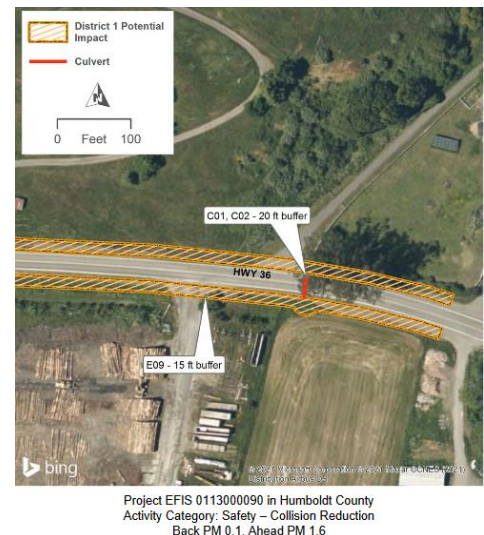
Data that support EJ and equity goals include:

- CalEnviroScreen Pollution Burden (CA EPA)
- Communities of Concern (SCAG)
- Disadvantaged Communities (CA OEHHA)
- Environmental Justice Areas (SCAG)
- Healthy Places Index (SCAG)
- Publicly accessible recreational lands (GIN)
- Water Quality Index (US EPA)
- Toxic Release Inventory Facilities (CA EPA)
- Trails (composite of county, state, national data)
- Park access equity (Trust for Public Land)
- Urban Heat Island (UC Davis)
- Sequestration of NO₂ and PM_{2.5} by vegetation (Gopalakrishnan et al. 2018)
- Priority Landscapes for Tree Planting (TNC)
- Urban Heat Island Gap (TNC)

Infrastructure Assessments to estimate potential impacts

An important element of RAMP to guide advance mitigation investments for future projects is to estimate impacts to species, habitats, waters, wetlands, and natural communities that require mitigation. Predictive impact models – called transportation assessments -- are in use by transportation agencies, notably Caltrans, to provide an order-of-magnitude range of estimates for impacts on regulated resources. Agencies can then work to avoid and minimize potential impacts, reducing their mitigation obligation; if the impacts are unavoidable, agencies then can identify opportunities for advance mitigation that would address their future mitigation obligations. While the predictive models are most in use by transportation agencies, the approach can be adapted for other infrastructure projects and private development projects. The methods in use by Caltrans as described in Statewide Advance Mitigation Needs Assessment Report for SHOPP projects³⁹, generally follow those described by Thorne, et. al (2015)⁴⁰.

Once the scope of the region is determined, GIS files are developed of potential future projects that could possibly require mitigation. For each selected project, a footprint is estimated by applying two buffers to the project centerlines (for linear features) and center points (for features such as freeway interchanges). Project footprints are then developed using information such as location,



³⁹ <https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/env/2020-q2-samna-report.pdf>

⁴⁰ Thorne, J. H, Bjorkman, J., Boynton, R. M, & Huber, P. R. (2015). 2015 Mitigation Needs Assessment for Transportation Projects for the Sacramento Valley Pilot Project for Regional Advance Mitigation Planning. UC Davis: Information Center for the Environment. Retrieved from <https://escholarship.org/uc/item/3cn8f3mz>

extent and type of project. The buffer widths are based on models developed by Thorne, et. al and adapted/ revised by Caltrans.⁴¹

The project footprints are overlaid with the conservation assessment/data including habitat and species models in GIS to estimate potential impacts from projects on habitats, species and natural communities. Results can be calculated for a range of potential impacts if more than one model is used as was done in the Bay Area Transportation Assessment.⁴² These methods include the assumption that all resources within the footprints would be impacted by project construction. Because avoidance and minimization efforts will be used to reduce the overall impacts but cannot be easily spatialized, it is assumed that there is some degree of overestimation associated with the impact estimations. As noted, results should be considered for planning purposes only and not for permitting purposes.

Once the potential impacts of projects on habitats and species are developed, projected mitigation demand is then calculated. Mitigation needs often include a multiplier to the actual measured impacts. These ratios are species- and context-specific and determined by natural resources agencies during the normal environmental review process. Because these are not typically known in advance of environmental assessments of proposed projects, a generalized mitigation ratio (for example, 2:1) can be applied as a placeholder to help identify mitigation demand and can be adjusted.

Once the mitigation demand is determined, software tools like Marxan can be used to identify a portfolio of mitigation sites that meet predicted mitigation needs and conservation goals. Outreach to natural resource agencies, stakeholders and potential collaborators is also important to consider potential advance mitigation opportunities that align with agencies' priorities and policies and support potential partners' goals.

SPOTLIGHT: TRANSPORTATION CORRIDOR AGENCIES

The Transportation Corridor Agencies (TCA) in Orange County has long been involved in mitigation to compensate for the impacts of the toll roads on habitats and species, and cites protecting open space areas, habitat connectivity and the wildlife within as one of the TCA's highest priorities. TCA was an early partner in and financial contributor the Orange County Central/Coastal NCCP/HCP that was approved in 1996 – one of the earliest NCCP/HCPs plans in the region. To date, TCA has conserved and restored over 2,000 acres of coastal sage scrub, wetlands, riparian and saltwater marsh at 17 different Orange County locations. It has also implemented wildlife-friendly undercrossings and fencing to protect mountain lions, deer and other species from being harmed on the roads. Today, the NCCP/HCP is managed by the [Natural Communities Coalition](#) which coordinates the land management, monitoring and research across the nearly 38,000-acre Reserve System. TCA continues to manage and restore open space and mitigation sites and monitors the use of the wildlife corridor projects.

See [TCA environment](#) for more information.

⁴¹ <https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/env/2020-q2-samna-report.pdf> see page 5-6

⁴² Huber, P.R., 2019. *Bay Area Regional Advance Mitigation (RAMP): Impacts and Mitigation Needs Assessment Update*. Prepared for: The Nature Conservancy.

Data needed to support infrastructure assessments for potential impacts and to guide advance mitigation locations and activities include:

- GIS data that represent relevant projects to be assessed
- Conservation information included in the Conservation Assessment, such as habitat models, land cover data, species information, waters and wetlands data (see above for list).

Partners and Collaborators

One of the benefits of RAMP is that it can broaden the opportunities for engagement with potential partners and collaborators who can help identify potential advance mitigation opportunities, reduce potential risks, and build broader support for potential advance mitigation projects. It can also increase transparency of actions. In many cases, the selection of RAMP implementation mechanisms and mitigation actions will be carried out under state or federal programs that require public review and comment. For example, the development of RCISs and MCAs includes requirement for public notice, review, and comment.

In addition to public engagement, RAMP can provide an opportunity for the public to learn about the program and its implementation. In fact, it is a best practice to pro-actively engage stakeholders and the public through committees or working groups. For example, OCTA has an Environmental Oversight Committee, the Western Riverside County Regional Conservation Agency has a Stakeholders Committee and a Board of Directors, and SANDAG has an Environmental Mitigation Program Working Group to help guide implementation of their respective advance mitigation programs.

In general, partners and collaborators can be organized around the functional workings of a RAMP initiative. Engagement would depend on the potential projects, natural resources, geographically based stakeholders and potential partners. They include:

- Those who need mitigation: Infrastructure agencies (transportation, energy and water), cities and counties (public works), housing developers
- Those who approve mitigation/the regulatory agencies: CDFW, USFWS, USACOE, USEPA, NMFS, Coastal Commission, Regional Water Boards.
- Those who supply and/or manage mitigation: habitat agencies, mitigation/conservation bankers, MCA sponsors, conservancies, land trusts, open space and park districts, cities and counties.
- Interested stakeholders: Local governments to ensure consistency with local land use, community members who care about local land use decisions

Outreach conducted and feedback from partners and collaborators

SCAG and The Nature Conservancy staff interviewed potential partners and collaborators, with a focus on county transportation commissions (CTCs) given the potential opportunities and history of RAMP in the SCAG region and state. The interviews included:

- Ventura County Transportation Commission
- Riverside County Transportation Commission/Regional Conservation Authority
- Orange County Transportation Authority
- LA Metro
- San Bernardino County Transportation Commission
- Imperial County Transportation Commission
- Caltrans Districts 7 and 8
- Brightline West
- WRA/Land Veritas Mitigation Banking
- Transportation Corridor Agencies
- Friends of Harbors, Beaches and Parks

Comments and feedback from CTCs and Caltrans were largely positive toward RAMP and highlighted the potential benefits of RAMP, including:

- Addresses data gaps on conservation and potential impacts, providing input on land use, sharing data that is often hard to access and understand.
- Enhances cross-jurisdictional and cross-county collaboration and can help establish common approaches to achieving shared goals.
- Encourages continued collaboration between SCAG and CTCs to address mitigation at all scales, including project-by-project, at a county and regional where appropriate.
- Could provide incentives and more robust funding for advance mitigation.
- Provides solutions for reducing the impacts of projects.
- Increases information sharing, transparency and communications among agencies, partners, agencies and the public.
- Support for a multi-county approach, especially when collaborating across Caltrans Districts for development of conservation plans incorporating multiple species.
- Encourages collaboration with the environmental community and helps build support for projects.

Concerns expressed by CTCs and Caltrans about establishing a RAMP initiative in the region include:

- Potential duplication and/or conflicting mitigation efforts between regional, county, and local approaches.
- May hold a gap in direct application to local conditions.
- Timing on implementation of advance mitigation could be delayed or slowed based on an organization's priorities. More organizations involved can increase complexities.

Suggestions from CTCs and Caltrans on establishing a RAMP initiative in the region include:

- RAMP can be valuable across multiple sectors, not just transportation, and can help achieve the goals of Connect SoCal.

- There should be a menu of mitigation options and flexibility in approaches for counties – one size does not fit all.
- Be sure to focus on water resources in addition to biological resources.
- There should be transparent engagement with CTCs, partner agencies, and other infrastructure agencies.
- Consider different structural models depending on the scope of a RAMP initiative, including a joint powers authority.
- Consider pilot program to address specific needs where there currently is a gap in advance mitigation plans. For example, an initiative to address declining and potential listing of species and large habitats, such as mountain lions and Joshua trees (both currently candidates for listing).

Feedback from other organizations include:

- RAMP can bring private and public entities together toward a common goal.
- RAMP increases public awareness of environmental resources.
- Support for a multi-county approach, especially to address gaps in RAMP plans and advance mitigation mechanisms.
- Support for development of a credit system that could provide consistency across management of multiple mitigation banks.
- Strong interest in collaborating on advance mitigation, specifically multi-agency advance mitigation projects.
- Support for conservation assessments and greenprints to provide easy access to environmental, climate, environmental justice, and other data.

Scope, Scale and Models

SCAG’s region is vast, covering six counties, 191 cities and spanning over 25 million acres. The region includes geographic diversity, with five ecoregions and dozens of watersheds. Established plans in the region are largely organized by jurisdictions and managed by local governments, with the exceptions of Caltrans’ Regional Advance Mitigation Needs Assessments and the Desert Renewable Energy Conservation Plan. While many plans have jurisdictional boundaries, conservation values and dynamics often transcend jurisdictional boundaries, such as habitat connectivity, wildlife corridors, ecological climate migration, large sensitive habitats, climate risks (wildfire, flooding, sea level rise). In addition, linear infrastructure such as roads, rail lines and transmission lines, travel through jurisdictions. Thus there may be a need to consider RAMP at a larger scale, to encourage collaboration among existing plans’ agencies, share information, consider partnerships, identify gaps in advance mitigation plans and provide other support.

That said, there are limitations with scope and scale of advance mitigation activities due to the regulatory nature of compensatory mitigation and established policies. Compensatory mitigation must be designed to offset unavoidable adverse impacts on habitats, species, and aquatic resources.

Regulatory agencies support equivalence, or the principle that offsets should provide habitat, functions, values, and other attributes that are similar in type (“in-kind”) and proportionate to those affected by the project. There may be some instances where “out-of-kind” offsets may be appropriate, such as when offsets can benefit a habitat type of conservation values that are of higher significance than those affected by a project, and offsets demonstrably provide a greater contribution to landscape-level conservation goals.

Given the complexity of compensatory mitigation, mitigation principles have been suggested by organizations as best practices, and many have been embedded in policies. Principles such as landscape-level approach and context, mitigation hierarchy, larger scale, equivalency, durability, assurance, additionality, scientific, location and advance mitigation are often cited as important to ensure successful mitigation.⁴³

Thus, the scope and scale of advance mitigation activities are guided by resource agency approvals and limitations but can also be flexible and designed to meet the goals of the needs.

Models

The following are models can be instructive when considering a how SCAG can support RAMP in the SCAG region.

OCTA Measure M2, SANDAG TransNet:

- Type: established RAMP programs for a defined set of transportation projects through sales tax initiatives
- Administration: managed by transportation agencies, guided by an oversight committee, or working group, final decisions on mitigation rest with regulatory and transportation agencies
- Planning: conservation assessments, conservation reserve designs for MSHCP (OCTA transitioned to an NCCP/HCP, SANDAG prioritizes investing in the MSHCP but is not bound by it)
- Funding: sales tax for transportation, set-aside for mitigation in the measures; draw-down model for defined projects in the measures

Both OCTA⁴⁴ and SANDAG⁴⁵'s advance mitigation programs were initiated by sales tax measures for the defined list of transportation projects. As mentioned earlier, OCTA set aside \$243.5 million representing 5% of the cost of the freeway improvement projects in the measure. SANDAG's TransNet measure identified \$850 million for mitigation: \$650 million for advance mitigation of regional and local transportation projects (determined by estimating the cost of mitigation for each project) and \$200 million for regional habitat acquisition, management and monitoring, based on expected cost savings (or economic benefit) from advance mitigation. Both programs and policies emphasized the benefits of buying land early at lower costs and in larger parcels and use it for future needs. Both programs achieved cost savings due to the flexibility advance funding provided them to time acquisitions for favorable real estate market conditions and avoid cost escalations, and to identify land acquisitions with

⁴³ See [NEBA Mitigation Principles](#), [TNC Mitigation Principles](#) and [USFWS ESA Compensatory Mitigation Policy 2016](#)

⁴⁴ <http://www.octa.net/About-OC-Go/OC-Go-Environmental-Programs/Environmental-Mitigation-Program/>

⁴⁵ <https://www.keepsandiegomoving.com/EMP-Group/EMP-intro.aspx>

high conservation values. Both programs take a comprehensive approach to compensatory mitigation and permitting, engaging regulatory agencies regulating species and terrestrial habitats and agencies regulating water, wetlands, and aquatic species – an important element for transportation agencies.

Western Riverside MCSHP and Coachella Valley MSHCP⁴⁶:

- Type: Natural Communities Conservation Plans/Habitat Conservation Plans
- Administration: public agencies (Western Riverside County Regional Conservation Authority and Coachella Valley Conservation Commission – joint powers agency)
- Planning: Detailed science and conservation planning to identify a conservation reserve design and priority
- Funding: state and federal planning grants for development of the MSHCPs, development fees for permitting provided by project proponents, federal and state habitat conservation funding for plan implementation (unrelated to mitigation).

As mentioned above, NCCP/HCPs are federal and state habitat conservation plans designed to achieve multi-species landscape scale conservation goals while providing streamlined environmental permitting for development projects that participate in the plan. The SCAG region includes four approved MSHCPs. In addition to the two highlighted here, the OCTA NCCP/HCP is the outgrowth of the M2 Environmental Mitigation Program, and the Orange County (Central/Coastal) NCCP/HCP was approved in 1996. Due to the decades-long regulatory coverage and scientific and management complexities, the planning and development of NCCP/HCPs is a difficult process and takes many years to complete. Once approved, though, NCCP/HCPs are the most successful, highly efficient, and effective regional advance mitigation planning tools available.

Caltrans AMP:

- Type: Ongoing program of advance mitigation for state (SHOPP) and regional transportation (STIP) projects supported by a self-sustaining revolving fund, established by SB 1 (2017) and guided by SB 103 budget trailer bill (2017).
- Administration: Caltrans Advance Mitigation Program.
- Planning: Caltrans developed its planning process by guidelines, includes a Statewide Advance Mitigation Needs Assessment and a Regional Advance Mitigation Needs Assessment that incorporates conservation information and future transportation projects.
- Funding: SB 1 established the Advance Mitigation Fund in Caltrans, funded by no less than \$30 million/year of SHOPP and STIP funding for four years.

SB 1 established an Advance Mitigation Program at Caltrans with the primary goal of “...address[ing] long-term future biological mitigation needs resulting in improved environmental, economic and project delivery outcomes.” The purpose of the legislation is to: 1) accelerate transportation project delivery; 2) enhance communications between Caltrans and stakeholders to protect natural resources through project mitigation, to meet or exceed applicable environmental requirements, and to mitigate, to the

⁴⁶ <https://www.cvmshcp.org/>

maximum extent required by law, environmental impacts from transportation infrastructure projects; ensure Caltrans consults with the CA DFW on all aspects of the program, and to enhance communications with the other natural resource agencies and other stakeholders; and to ensure that the Advance Mitigation Account is self-sustaining.⁴⁷ Caltrans and all relevant regulatory and resource agencies have signed a Statewide Advance Mitigation MOU⁴⁸ outlining processes. To date, Caltrans has developed RAMNAs for 6 districts and more are in development. The first advance mitigation project that was approved for funding is in District 8 (San Bernardino County) for 42 desert tortoise credits, 1 wetland credit and 27 desert ephemeral wash credits at a cost of \$8.1 million, expected to benefit four future transportation projects.

The legislation enables regional transportation agencies to benefit from the program, but their role is currently limited. Caltrans identifies the Geographic Areas of Interest based on potential SHOPP advance mitigation needs and does not assess regional transportation projects for potential impacts, given the sheer volume of projects and staff capacity. Caltrans is including potential STIP projects from regional transportation agencies to be included in RAMNAs. Caltrans indicates it would offer to sell advance mitigation credits to other transportation agencies only if Caltrans is unable to use them, limiting the opportunities for shared mitigation projects. Given the complexity of the program and the early nature of implementation, Caltrans continues to iterate to deliver on the goals of the program. That said, Caltrans staff note that they are already seeing benefits in achieving the goals of the program through the planning process, collaboration internally and externally with partners and stakeholders.⁴⁹

North Carolina Ecosystem Enhancement Program/Division of Mitigation for CWA 404:

- Type: State mitigation program for water resources mitigation.
- Administration: Division of Mitigation, NC Department of Environmental Quality
- Planning: Multi-scale watershed planning approach.
- Funding: State DOT funding established the initiative; today funding for mitigation actions are provided through In-Lieu Fee programs.

Prior to initiating advance mitigation, traditional project-by-project water resource mitigation obligations were shown to significantly delay projects undertaken by the North Carolina Department of Transportation (NCDOT). To address this issue, over 10 state and federal level resource agencies started to meet in 2001 to find a more programmatic approach to resolve mitigation requirements. The solution was an innovative 2003 partnership between the USACE, North Carolina Department of Environment and Natural Resources and NCDOT that established the Ecosystem Enhancement Program. Today, the Division of Mitigation Services (DMS) is a NC Department of Environmental Quality initiative that restores and protects streams, wetlands and riparian buffers while offsetting unavoidable environmental damage from economic development. DMS developed four In-Lieu Fee mitigation programs that private and public developers can use to meet state and federal compensatory mitigation requirements for water resources only: streams, wetlands, riparian buffers and nutrients. DMS uses

⁴⁷ [Caltrans AMP 2021 Report to the Legislature](#)

⁴⁸ [2021 Statewide Advance Mitigation MOU](#)

⁴⁹ Personal communication with Caltrans advance mitigation staff from Districts 7 and 8, 9/9/2021

receipts from the In-Lieu Fee programs to work with state and local partners and willing landowners to identify and concentrate mitigation resources in areas where they will have the greatest benefit to the watershed guided by a multi-scale watershed planning approach. NCDOT is a regular user of the DMS to advance their projects in a timely and cost-effective manner.⁵⁰

Colorado Department of Transportation Shortgrass Prairie Initiative (2002- 2022):

- Type: program limited to advance programmatic clearance for 20 years of highway projects in large scale shortgrass prairie habitat for three listed species and 20 species in decline, to aid in their recovery to help prevent listing.
- Administration: CDOT and Colorado Division of Wildlife.
- Planning: Ecoregional planning by The Nature Conservancy.
- Funding: CDOT provided funding for advance mitigation, established an Environmental Revolving Fund, repaid by assessing transportation projects that receive a benefit.

The FHWA, Colorado Department of Transportation, the US FWS, Colorado Division of Wildlife and The Nature Conservancy came together to design an impact assessment and advance mitigation process to aid in the recovery of declining species on Colorado’s Eastern Plains. The Initiative provided programmatic clearance for CDOT activities on the existing road network for twenty years, addressed 3 species and 20 species that were not listed as threatened or endangered, but were at threat of becoming listed in the future, and covered 90,000 acres of right-of-way in four of CDOT’s six regions. The agencies invested resources on a comprehensive and proactive conservation plan (rather than a project-by-project approach) to help alleviate the need for further listings and improve project delivery certainty. Conservation experts and the CO Division of Wildlife identified habitat conservation sites based on prior eco-regional planning. Implementation mechanisms identified in the Memorandum of Agreement included Biological Assessments, Biological Opinions, HCPs, Candidate Conservation Agreements, Conservation Banks or Safe Harbor Agreements. The project resulted in programmatic clearance with 1:1 mitigation ratio, regulatory streamlining, cost savings and more effective habitat and species preservation.⁵¹ CDOT provided funding for outside parties to acquire properties with the intent that the transportation projects would reimburse the state for mitigation credits as they were used. CDOT created an Environmental Revolving Fund which was repaid by assessing transportation projects that received a benefit from an advance mitigation project.

Regional Conservation Investment Strategies / Mitigation Credit Agreements

- Type: RCIS is a conservation investment strategy; an MCA is an advance mitigation instrument
- Administration: A public agency sponsors development of an RCIS; any entity (public or private) can develop an MCA.
- Planning: An RCIS is the planning context for conservation goals and objectives and integrates infrastructure and land use information.

⁵⁰ <https://deq.nc.gov/about/divisions/mitigation-services>

⁵¹ <https://trid.trb.org/view/726668>

- Funding: Funding is available to prepare an RCIS through the Wildlife Conservation Board; project proponents would likely fund Mitigation Credit Agreements.

As mentioned earlier, an RCIS is a voluntary, non-regulatory conservation planning tool that identifies habitat needs, conservation values, goals, and objectives in a defined region. Once an RCIS is approved by CDFW, an entity can develop a Mitigation Credit Agreement and create advance mitigation credits by implementing the conservation or habitat enhancement actions identified in the RCIS. The credits may be used as compensatory mitigation for impacts under CEQA, CESA, and the Lake and Streambed Alteration Programs. In the SCAG region, the Antelope Valley RCIS is approved, and the San Bernardino County RCIS is under development, led by the San Bernardino County Transportation Authority. There are currently three MCAs under development in California. CDFW is expected to issue draft guidelines in the coming year.

Funding and Financing

One of the benefits of RAMP is reduced costs of mitigation. Research from UC Davis summarizes the categories of potential cost savings which may be achieved through the RAMP approach, through: avoided mitigation costs (by acquiring land early avoiding escalating prices, or timing conservation actions with favorable real estate cycles); economies of scale (by bundling mitigation for larger conservation actions with fewer administrative actions); avoided procedural costs and delay.⁵² Interviewees for this White Paper also aligned RAMP’s role in enabling certainty of actions and reduced project risks with cost savings. Existing programs in Southern California have seen cost savings from RAMP approaches.

- OCTA anticipates specific transportation projects would have had to incur an additional \$700,000 to \$2.5 million (in 2018 dollars) in mitigation-related costs and unknown schedule risks had the environmental mitigation program not been in place.⁵³
- Efficiencies generated from the Western Riverside County Multi Species Habitat Conservation Plan has resulted in an estimated \$390 million in savings part through expediting freeway and road projects by as many as five years and through efficiency in conservation actions.⁵⁴
- In 2013, SANDAG reported that land acquisition costs per acre were roughly half the original estimates, and that mitigation requirements were fulfilled for all the high-priority projects included in the TRANSNET Ten Year Early Action Program in six years.⁵⁵

The complexity of mitigation processes, data limitations, the variability of real estate cycles and market costs make it difficult or impossible to estimate generalized cost savings. That said, available reports on

⁵² Task 3 Report: The Business Case for Advance Mitigation in California. (2015) Final Research Report UCD-ITS-RP-15-03. Sciara, Gian-Claudia; Stryjewski, Elizabeth; Bjorkman, Jacquelyn; Thorne, Jim; Schlotterbeck, Melanie. https://escholarship.org/content/qt1v80g85w/qt1v80g85w_noSplash_8487658cf7b79c3c63b3f22af987549c.pdf

⁵³ See page 36, OCTA Measure M2 Quarterly Progress Report, Q2 of FY2021-2022 <https://www.octa.net/pdf/M2FY21-22Q2Report.pdf>

⁵⁴ RCTC/RCA Workshop Presentation August 28, 2017.

⁵⁵ https://www.keepsandiegomoving.com/Libraries/Lossan-doc/2285-EMP_Brochure-Dec2013_4WEB_1.sflb.ashx

advance mitigation almost always cite cost savings (from elements such as avoided cost escalation, faster project delivery, economies of scale, reduced risk) as a major benefit of the approach.⁵⁶

Robust funding availability is an important part of RAMP given its regional and advance features. Mitigation is typically included in the cost of a project and disbursed after environmental review and mitigation requirements are identified. RAMP requires no new funding – projects’ costs include estimated mitigation funding. Funding RAMP requires a *shifting* of mitigation dollars – from funding embedded in each project to aggregated funding and available in advance. A typical (e.g., non-RAMP) mitigation funding approach is for one project (vs. aggregated projects) and at the end of a project’s development timeline (vs. in advance). In addition, infrastructure and development projects typically have several funding sources with their own rules and restrictions making funding projects a complicated art. Thus, initiating mitigation actions to support estimated impacts for a suite of projects in advance of environmental review is difficult to do, especially with existing funding streams and funding processes. This is particularly relevant for transportation projects. As such, current processes do not support RAMP effectively or efficiently. As a UC Davis research report on RAMP for Caltrans notes, “Finding the financial means to achieve successful implementation of advance mitigation is challenging and requires adapting and developing appropriate strategies and modifying organizational and legal barriers that block the capabilities of existing institutions.”⁵⁷ That said, advancements over the recent years have created opportunities and solutions to make it easier, though more work needs to be done.

Funding needs for RAMP include three cost categories: planning and administration, capital costs for mitigation actions and stewardship of mitigation lands.

Planning and administration are important activities to ensure a strong planning framework for RAMP investments, efficient and effective administration and management of the activities or program. Depending on the scope of RAMP activities and management structure, planning and administration activities may include planning documentation development or updates as necessary (such as the conservation and impacts assessments), stakeholder engagement, financial projections and budgeting, database management, template and necessary agreement creation and consultant oversight.

The costs associated with mitigation actions are typically capital costs, which include the associated activities that are required for mitigation projects. The specific needs will be determined by the type of mitigation action that is most appropriate. For example, the elements will differ if purchasing credits at an existing mitigation or conservation bank or participating in an NCCP, or agency sponsored mitigation or conservation bank, or developing and implementing a Mitigation Credit Agreement. For mitigation approaches involving an agency-sponsored, partial or full-delivery bank, costs could include (but not limited to): purchase of land or conservation easements, restoration and enhancement costs, legal and real estate documents and fees, technical memoranda/reports on the site(s), development of restoration/engineering plans and management and monitoring plans.

⁵⁶ Ibid.

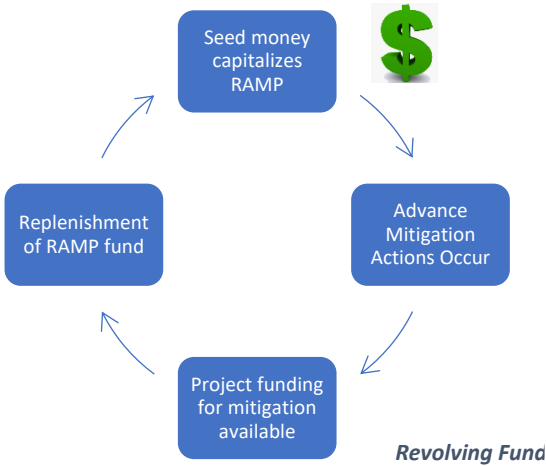
⁵⁷ Task 4 Report: Funding and Financial Mechanisms to Support Advance Mitigation. (2015) Final Research Report UCD-ITS-RP-15-04. Lederman, Jaimee; Wachs, Martin; Schlotterbeck, Melanie; Sciarra, Gian-Claudia. <https://escholarship.org/uc/item/9pg390n3>

Compensatory mitigation requires stewarding the mitigation lands in perpetuity, often funded by an endowment. Without a long-term management and stewardship commitment, mitigation lands may become degraded through inappropriate uses, invasion of exotic species, wildfires, or other unanticipated events. The biological features that the mitigation sites were designed to protect can be lost without active stewardship, monitoring, and the means to implement adaptive management if needed. Endowments are the typical mechanism used to support long-term management. Income generated by endowments cover the costs of management tasks such as invasive species control programs, fence maintenance, signage, fire management, monitoring and reporting, adaptive management, and administrative expenses such as personnel, accounting, legal, and insurance. RAMP facilitates improved efficiency and lower costs, due to such factors as better understanding of needs, economies of scale, time savings, and less frequent need to make critical mitigation purchases under duress⁵⁸.

Funding Frameworks

There are three primary approaches for funding RAMP that align with regional/multiple projects and advance features: revolving fund, one-time set aside for defined projects and programmed funds. It is important to note that advance mitigation investments must be for a suite of projects and cannot be tied to specific transportation projects because that would hinder multi-project planning and would preclude mitigation for anticipated impacts years before project implementation – in other words, an advance mitigation investment for one project would be considered pre-decisional.

The first funding approach, a self-sustaining revolving fund requires a capital investment into an account that is expended for future mitigation credits. Under this scenario, mitigation properties or credits are purchased initially using seed money, then, as project environmental documents are finalized and mitigation actions are agreed upon, the project funds would cover the cost of the mitigation. Those funds would be re-deposited in the fund to purchase more mitigation for future projects. This non-depleting fund allows a sustained approach to support advance planning for long-term mitigation and conservation work. Caltrans’ Advance Mitigation Program uses this approach with capital from SB 1 (from SHOPP and STIP) to infuse an Advance Mitigation Account with no less than \$30 million over four years.



The second funding approach, a one-time set aside for defined projects requires a source of funds that is available in advance for mitigation for a suite of projects. As the mitigation is implemented, that source is reduced until it is expended. OCTA’s Mitigation Program for M2 Freeway Projects and SANDAG’s TransNet Environmental Mitigation Program employ this framework. Both OCTA and SANDAG’s programs were established by voter approved sales tax measures, which included a set aside of roughly 5 percent of the cost of defined projects in the measures. The

⁵⁸ UC Davis Institute for Transportation Studies, 2014

funding was available early in the measures' program, allowing acquisition, restoration, and management actions to be implemented in advance of project development.

The third funding approach is programming funding from future projects and making it available well in advance of project development. This is similar to the one-time set aside in that there is a defined list of projects with estimated costs of mitigation identified for the suite of projects. Since mitigation funds typically are included as part of a project, this would not require more funding; it is essentially separating the mitigation cost from a suite of projects and programming those funds as a mitigation project to be expended in advance of transportation project delivery. Caltrans uses this technique of identifying advance mitigation as a project that follows the traditional project approval process.

Potential Sources of Funding

Funding to support RAMP could come from a number of sources. Generally, though, mitigation projects, including advance mitigation, is funded either upstream or downstream by the project that is responsible for the impacts. Thus, infrastructure and development projects are the source of funding for mitigation, including advance mitigation. That said, there are many sources of funds for transportation, infrastructure and development projects, and each source has its own advantages and limitations. What follows is a general list of potential sources of funding for RAMP.

Transportation funding at all levels (local, regional, state, federal, private) are eligible for mitigation activities. However, the nature of funding advance mitigation for multiple future projects does not fit the regular mode of transportation funding approvals, so there are complications that need to be addressed. While many of the current programs have resolved some of the issues, complications continue to exist.

- Federal transportation funds are generally eligible for mitigation on a per-project, reimbursable basis making implementation of RAMP difficult. While existing federal transportation policies and statutes support RAMP eligibility, the mechanics and accounting/bookkeeping of the federal-aid highway process (again, per-project, reimbursable) prevents a solution that avoids the complications. After productive discussions with FHWA, Caltrans opted to fund advance mitigation projects using the state's Advance Mitigation Fund (state only), and projects that use the credits from an advance mitigation investment can reimburse the Advance Mitigation Fund with federal transportation funds. This way, the federal funds reimburse past investments, and the use is on a per-project, reimbursable basis that is consistent with current FHWA practices.
- State transportation programs that can be used for advance mitigation include the Advance Mitigation Program funds managed by Caltrans, for SHOPP and STIP projects, established by SB 1 (Beall, 2017). Regional and county transportation agencies can partner with Caltrans on mitigation projects by planning together and purchasing mitigation credits that Caltrans creates. In the SCAG region, Caltrans district staff often help with environmental clearances of regional projects, so coordination may be easier. Since mitigation is an eligible project expense, other state transportation accounts, such as Local Streets and Roads, Active Transportation Program, accounts that provide funding for rail and transit and other projects in SB1, could be used to

subsequently purchase established advance mitigation credits, or participate in an existing NCCP/HCP for example, on a per-project basis, or along the lines of a RAMP approach through bundling mitigation funds for multiple projects.

- Local transportation funds have been used to initiate regional advance mitigation programs through sales-tax measures as was done in Orange, San Diego, and Riverside Counties.
- Regional transportation funds can support advance mitigation planning and projects, and support collaboration and coordination with partners, collaborators, and agencies.

Water infrastructure funding can also be used to participate in advance mitigation planning and projects, as mitigation is an eligible expense for water infrastructure projects. Water agencies have developed and implemented advance mitigation programs and projects to create habitat enhancement and mitigation sites. California Department of Water Resources (DWR) has funded advance mitigation projects to support the Central Valley Flood Protection Plan⁵⁹. Currently, DWR's Delta Ecosystem Enhancement Bulk Credit Program⁶⁰ enables Reclamation Districts to acquire mitigation bulk credits at Westervelt Ecological Services mitigation bank. In another example, Reclamation District 108 sponsored the Mid-Sacramento Valley RCIS to encourage the development of Mitigation Credit Agreements that provide high quality habitat for focal species, meet important mitigation needs for state and local flood infrastructure maintaining agencies, and support local farmers in a new restoration economy.⁶¹

While conservation funding is not allowed to be used for mitigation, there may be opportunities to jointly fund a project using mitigation and conservation funds. This would allow the purchase, restoration or enhancement action that alone may exceed mitigation needs but is considered a conservation priority. A diversity of funding sources could also help fund elements of projects using different funding sources that are aligned with those purposes. For example, certain funds can be used for endowments but others (e.g., bond funds) cannot. Having a diversity of funding sources can help address certain needs. That said, a diversity of funding sources requires transparent accounting to ensure that mitigation funds are spent on mitigation needs.

External Financing relies on non-governmental organizations or private-sector parties to provide initial funds for advance mitigation actions, either in direct coordination with governmental agencies or developers or on a speculative basis. It requires the financial participant to believe that there will be a ready market for the project or the mitigation credits arising from the project⁶². The visibility of mitigation demand is critical to provide information to understand the market for future credits. Private capital is most viable to create mitigation or conservation banks, in-lieu fee programs and Mitigation Credit Agreements, which involve selling credits (for banks and potentially MCAs) and paying fees (in-lieu fee and NCCP/HCP programs) based on a known or anticipated pipeline of projects. RAMP impact

⁵⁹ [Appendix B, Advance Mitigation, Central Valley Flood Protection Plan Conservation Strategy](#)

⁶⁰ [DWR Ecosystem Enhancement Advance Mitigation](#)

⁶¹ [Mid-Sacramento Valley RCIS](#)

⁶² "Alternative Procurement, Financing, and Delivery of Advance Mitigation for Public Infrastructure Projects" (2014). Lloyd, Barbara A. and Martling, James W., Caltrans' P3 Financial Advisory Team Members

assessments, RAMNAs, Sub-regional Assessments⁶³ (as have been conducted in the Bay Area) and RCISs help to provide that transparency.

Authorities, Potential Roles and Responsibilities

SCAG, a joint powers authority covering six counties in Southern California, is designated under state law as a Regional Transportation Planning Agency and a Council of Governments and under federal law, as a Metropolitan Planning Organization. SCAG develops long-range regional transportation plans including the sustainable communities strategy and growth forecast components, regional housing needs allocations and a portion of the South Coast Air Quality management plans. The 86-member Regional Council, the governing body, represents cities and counties in the region, and includes representation from Native American tribes and Air Districts. In addition, the six County Transportation Commissions hold the primary responsibility for programming and implementing transportation projects, programs and services in their respective counties.⁶⁴ While SCAG has expertise in land use and infrastructure planning, data and tool development and provision, funding, collaboration and convening, and alignment with state and federal statutes, SCAG does not implement infrastructure or development projects – those are implemented by the CTCs, cities, infrastructure agencies and developers.

Potential roles for SCAG in a RAMP Initiative

With the above in mind, it is important to consider potential roles and responsibilities for SCAG in a regional RAMP initiative that provides support, addresses existing gaps and needs, and adds value to existing partners and members (such as CTCs, Caltrans, cities and counties), as well as to habitat agencies, the mitigation community, environmental and EJ stakeholders, and others. Guided by feedback, the following are potential roles for SCAG in a RAMP initiative. SCAG could engage in one or more of the roles, depending on need, value to the effort and guidance and support from partners. In all of the roles listed below, SCAG would collaborate with the partners and collaborators to ensure the work helps deliver on the goals of RAMP.

Information provider: Consistent with SCAG’s robust and innovative data and tool development, availability and provisioning, SCAG could provide a central location (or “one stop shop” as one interviewee called it) to host and support data and information that is necessary and supportive of RAMP, including information for the conservation and impacts assessments, multi-benefit information such as a greenprint, and tracking existing and potential advance mitigation activity. It could also develop a tool similar to the mitigation wizard in the Bay Area to enable infrastructure planners to easily engage in mitigation planning. Other information such as funding opportunities and templates could be provided.

Mitigation Planner: Given SCAG’s expertise in long range and strategic planning, and support for infrastructure and conservation planning, SCAG could develop and maintain regional mitigation plans that include information on potential mitigation demand and supply that help to identify potential future mitigation needs and opportunities for the RAMP community.

⁶³ [East Bay RAMP Sub-Regional Assessment](#) and [Santa Clara County Sub-Regional Assessment](#)

⁶⁴ Adapted from the [About Us](#) page on SCAG’s website.

Convener and coordinator: As the regional MPO and a joint powers authority composed of Southern California county and cities, SCAG hosts many working groups and collaborations with specific focus areas. The likelihood of successful RAMP outcomes is improved if existing and potential partners are engaged throughout the process. This engagement is particularly important to leverage the deep expertise that exists in the region from the many NCCP/HCPs and RAMP programs to share information, mentor emerging programs, catalyze new partnerships and potential initiatives, and provide guidance from lessons learned in the region. Critical to this effort would be efficient engagement with natural resource agencies for their guidance on the RAMP processes, data, and acceptance. Discussions could involve developing shared tools and information, identifying opportunities, supporting specific needs, exploring potential initiative or projects that transcend jurisdictional boundaries, and advocating for policies at the state and federal levels.

Hub for a mitigation marketplace: SCAG could host a ‘mitigation marketplace’ that connects those who need future mitigation (infrastructure, development) with potential suppliers of mitigation (bankers, habitat agencies, MCA sponsors, land trusts). Supporting the mitigation marketplace could be the mitigation planning, information and tools, collaboration with regulatory agencies, guidance on mechanisms and templates and access to funding.

Funder: While SCAG could fund any of the needed activities, it would be important to clearly identify the goals and objectives of a potential SCAG investment, and the gaps that such investment would close. Experience has shown that early access to robust funding is critical to ensure RAMP goals are met -- reduced costs for mitigation, larger more effective conservation, flexibility to invest during ideal market conditions, and expedited project delivery. An analysis of funding needs, sources and mechanisms would help identify opportunities, limitations, and barriers. Mitigation accounting and bookkeeping practices are important to ensure that funding is transparent and tracked to success metrics. Following the Caltrans AMP model, SCAG could establish a self-supporting revolving fund and provide seed funding to enable an ongoing program.

Uses of SCAG funding could include planning and engagement activities, advance mitigation and conservation actions. For example, funding could support existing programs in the region (such as NCCP/HCPs), capitalize RAMP projects (through mechanisms such as an MCA, banks), and close a funding gap for valuable acquisitions or restoration projects that are not entirely funded by mitigation requirements.

Mitigation sponsor: There may be opportunities for SCAG to take a more active role in advance mitigation if it is determined that there are gaps in mitigation plans, initiatives, projects or RAMP functionality in the region that could be addressed given SCAG’s expertise, access to funding, and other benefits. For example, if provided with further direction from the Regional Council, SCAG could work with partners to:

- Sponsor an RCIS that would enable MCAs in regions that are not covered by RAMP plans.
- Develop/sponsor in-lieu fee programs, MCAs or banks in areas that are lacking RAMP mechanisms.

- Pilot RAMP for emerging conservation and mitigation challenges, such as habitat connectivity and potential listings of wide-ranging species (e.g., mountain lion and monarch butterfly), or large-scale habitat (e.g., Joshua Trees), that may not be adequately addressed in existing plans and programs.

Partner Roles

A RAMP initiative would serve to leverage existing expertise from around the region to provide value and uplift to existing programs and fill gaps where they exist in capacity, planning and implementation. Staff from habitat agencies (e.g., those who administer the NCCP/HCPs), Caltrans advance mitigation, environmental planning staff from other transportation agencies, utilities and water agencies, regulatory agencies, land managers, land use planners, the conservation community, developers – each has a valuable role and expertise to play. Involvement would depend on each partner and collaborator’s needs, expertise, and capacities to ensure efficient and effective engagement.

Recommendations

While a number of regional advance mitigation planning plans and programs exist in the SCAG region, opportunities exist to address current gaps in RAMP coverage, planning tools, collaboration and coordination, capacity and funding. Given SCAG’s regional scope, its existing partnerships and relationships, its robust data and infrastructure planning expertise, and its commitment to project delivery and conservation outcomes, SCAG is well positioned to support RAMP in the region. It is important to note that there is no intention for SCAG to assume total responsibility for RAMP in the region. All activities supported by SCAG would be voluntary, and promote flexibility in options and actions. As noted by many experts, given the size and diversity of the region, one size does not fit all. As SCAG, partners and collaborators explore more deeply the possibility of a RAMP initiative in the region, specific tasks can be pursued that can help inform decisions as the conversation continues. To that end, recommendations for SCAG to consider as potential next steps include:

Finalize the draft Regional Advance Mitigation Program Policy Framework

The research and outreach presented in this white paper provides background information to support broader policymaking around SCAG’s goals and potential role in supporting Regional Advance Mitigation in the SCAG region. Early findings from the white paper were shared at SCAG Regional Advance Mitigation—Advisory Taskforce Group meetings alongside presentations from implementing agencies that were engaged as part of the white paper development process. As SCAG finalizes the Policy Framework, the white paper should continue to serve as a resource for understanding the opportunities and challenges of pursuing RAMP, including the data needs and resources SCAG should consider in establishing a science-based approach and data policies to guide the development of the Greenprint tool. The Policy Framework can also guide staff in considering which of the following potential next steps are most valuable to pursue by providing clear policy direction on SCAG’s goals and role in supporting RAMP.

Identify the potential demand for advance mitigation

Initiate the planning process that will identify potential demand for advance mitigation in the region, including: 1) the resources (species, habitats, and natural communities) that may need compensatory mitigation in the future; 2) identified by county, ecoregion and watershed; and 3) advance mitigation plans and mechanisms that exist and current gaps. This would involve integrating a conservation assessment and an impacts assessment. In order to test this process, it may be prudent to limit the process by sector (e.g., transportation, or transportation and energy), by geography (e.g., a county not currently covered by a plan such as San Bernardino County to leverage its RCIS, an ecoregion or watershed) to test the approach and determine optimal scale. The result would give an order of magnitude mitigation demand and recommendations for potential RAMP projects.

Evaluate regional network and collaborative opportunities

Evaluate regional network and collaborative opportunities through a study that would identify recommendations for potential RAMP initiative partnerships, structures, models, stakeholder engagement options, and methods. There should be careful consideration for the role of regulatory agencies in the effort given their deep expertise in conservation challenges and priorities, mitigation policies and process, and their position as decision makers and approvers of mitigation.

Explore addressing gaps in RAMP plans and mechanisms

Identify gaps in RAMP plans and mechanisms and explore opportunities to close those gaps by supporting implementation agencies in developing new or partnership efforts. NCCP/HCPs, RCISs, RAMNAs (for Caltrans), in-lieu fee programs and mitigation/conservation banks currently exist in the region. Where there are gaps, consider supporting the development of plans such as RCISs to enable advance mitigation in the region.

Financial assessment and modeling

Develop a paper on options for funding and financing RAMP in the SCAG region. The scope of this white paper was limited to identifying funding approaches and potential sources of funding for RAMP in the region. Further exploration is needed to identify potential funding needs, financial modeling for the funding approaches and a potential cost model that reflects the wide-ranging real estate values in the region. The complexities associated with these assessments and modeling are significant; limiting the scope to areas of interest and promising needs may be prudent.

Consider supporting pilot project based on emerging needs

Research and conversations conducted to inform this white paper yielded many interesting ideas, one of which was to consider implementing a pilot project that may address a critical emerging need in the region that existing plans and programs are not currently equipped to handle: the possibility that wide ranging species – mountain lions and/or monarch butterflies, or Joshua Trees that exist on vast geographies in the region, may be listed as threatened or endangered. Early mitigation actions that protect such species could assist project proponents to get ahead of potential mitigation requirements and support conservation goals. A pilot project to support the health of such iconic species may also support public education goals on the benefits of RAMP. It would be important to assess interest from member agencies and transportation partners in leading a pilot supported by SCAG and to leverage

existing RAMP plans (such as San Bernardino RCIS) to test the processes and mechanisms, and secure early successes.

DRAFT

Draft RAMP Policy Framework Stakeholder Engagement Summary

Since the April 26th meeting of the RAMP-ATG and leading up to the November 16th meeting of the RAMP-ATG, SCAG staff have engaged with stakeholders in the business, environmental, and public sectors to receive feedback on the Draft RAMP Policy Framework

Business and Development Stakeholders

SCAG executive staff conducted several meetings virtually and in person with stakeholders from the business and development community. They also provided written feedback in the form of a red-lined version of the Draft RAMP Policy Framework, which is included in the attachments. Specific feedback included:

- Remove references to SoCal Greenprint.
- Include caveat that RAMP is not intended to be considered “best available scientific data,” and remove other references to “best available scientific data.”
- Include new process for continued or new Advisory Task Group
- Limit RAMP and Greenprint to lands planned for agricultural or open space and mitigation for agricultural and biological resource impacts
- Remove language describing connection to Connect SoCal’s goal to support reduction of per capita vehicle miles travelled.
- Change Goal #3 to limit RAMP to mitigation for transportation related infrastructure.
- Change Goal #5 to limit potential gap assessment studies to requests from local lead agencies and partner agencies.
- Strike Goal #6: *“Pursue partnerships and collaborative resource development with state agencies and other MPOs to leverage funding and align efforts beyond SCAG’s jurisdictional boundaries.”*

Additionally, The Tejon Ranch Company sent a comment letter (attached) requesting exclusion of Antelope Valley Regional Conservation Investment Strategy (AVRCIS) data from the SoCal Greenprint. Short of exclusion, they request that the dataset would be prefaced with a May 3, 2022 letter from the California Department of Fish and Wildlife clarifying the role of the RCIS.

Private Sector Meeting Attendees:

Name	Title	Agency
Adam Wood	Chief Administrator	Building Industry Legal Defense Foundation (BILD)
Carlos Rodriguez	Chief Executive Officer	Building Industry Association Baldy View Chapter
Chris Wilson	Senior Policy Manager	Los Angeles County Business Federation (BizFed)

Greg McWilliams	Chairman	California Business Properties Association
Jeff Montejano	Chief Executive Officer	Building Industry of Southern California
Jennifer Hernandez	Partner	Holland & Knight
Mike Roos	Founder and Chief Consultant	Mike Roos and Company
Richard Lambros	Managing Director	Southern California Leadership Council

Environmental Stakeholders

On August 17th, 2022, SCAG executive and planning staff met with stakeholders from the environmental field, representing conservation nonprofits, public agencies, and universities. Attendees provided the following feedback:

RAMP White Paper and Policy Framework

- Concerns about decision to create Policy Framework prior to the SoCal Greenprint. Data should be basis to build policy rather than let policy determine which data is relevant.
- Emphasized that housing and conservation are not competing interests, especially with infill development.
- RAMP would be a good option for LA Metro.
- RAMP and Greenprint allow for an alignment of efforts that leverages state and federal conservation dollars.

RAMP Data Needs

- Important to include data on lands not currently conserved, otherwise it would be redundant with existing maps and does not meet the requirements of the Connect SoCal Mitigation Measure.
- Inclusion of equity and environmental justice data is important because it is not currently easily available.
- Need accurate data to fulfill Executive Order N-82-20 to protect 30% of California's natural lands and coastal waters by 2030.
- The initial datasets that were posted were very promising, wide sweeping, and touched a lot of important topics.
- Recommendation to use 500-year floodplain data instead of 100-year flood data, and metric for impervious surface cover reduction.

Stakeholder Engagement

- Concerns that SCAG is prioritizing business community over other stakeholders.
- Encourage more engagement with tribal communities, AQMD, Coastal Commission, Municipal Water District and Caltrans.

SoCal Greenprint

- Concerns about the precedent that pausing or weakening the SoCal Greenprint could have on future sustainability initiatives, especially in the face of a climate emergency.
- SoCal Greenprint will help users integrate protection of habitat and open space into land use plans avoid potential litigation by addressing issues early in the process.

Meeting Attendees:

Name	Title	Organization
Aaron Echols	Restoration Ecologist	Inland Empire Resource Conservation District
Adrienne Calbreath	Public Programs Supervisor	LA Conservation Corps
Andy Shrader	Executive Director, Environmental Affairs, Health & Sustainability Policy	Office of LA Councilmember Paul Koretz
Arthur Levine	Applied Research Fellow	Robert Redford Conservancy at Pitzer College
Brad Jenkins	President	California Native Plant Society
Brenda Gallegos	Program Associate, Conservation	Hispanic Access
Brenda Rubio	Project Associate, Climate Initiative	Trust for Public Land
Chase Engelhardt	Housing and Transportation Specialist	Climate Resolve
Chris Chavez	Deputy Policy Director	Coalition for Clean Air
Claire Schlotterbeck	Executive Director	Hills for Everyone
Dan Silver	Chief Executive Officer	Endangered Habitats League
Daniel Rossman	Southern California Mountains Landscape Director	The Wilderness Society
Devon Provo	Policy Manager	Accelerate Resilience LA

Elizabeth Reid-Wainscoat	Urban Wildlands Campaigner	Center for Biological Diversity
Hugh Coxe	Project Manager	Trust for Public Land
Jack Eidt	Executive Director, Co-Founder	SoCal 350 Climate Action
John Howell	Chief Executive Officer	Arroyos & Foothills Conservancy
Julie Coffey	Staff Research Associate	UC Irvine Eco Preserve
Marcia Hanscom	Chapter Leader	Sierra Club Angeles Chapter
Marven Norman	Policy Coordinator	Center for Community Action and Environmental Justice
Melanie Schlotterbeck	Green Vision Coordinator	Friends of Harbors, Beaches and Parks
Melanie Winter	Director	The River Project
Patricia Martz	President	California Cultural Resources Preservation Alliance
Paul Waggoner	Community Engagement Coordinator	Banning Ranch Conservancy
Rebecca Crowe	Vice President	California Native Plant Society
Robin Smith	Chair	Sierra Club Angeles Chapter
Sarah Wright	Community Engagement Specialist	UC Riverside Center for Social Innovation
Susan Phillips	Professor of Environmental Analysis	Pitzer College
Susie Oate	Board Member	Newport Bay Conservancy
Travis Longcore	Professor	UCLA Institute of Environment and Sustainability
Victor Leipzig	Past President	Sea and Sage Audubon Society

Public Sector Stakeholders

On October 12, 2022, SCAG executive and planning staff met with public sector stakeholders from transportation agencies, COGs, city and county planning departments, and federal resource agencies. Some staff from private entities attended as well, however they did not contribute to the discussion.

After the meeting, SCAG received a letter from Orange County Transportation Authority (OCTA) requesting the opportunity to review and comment on the final RAMP Policy Framework before submittal to the ATG, Energy and Environment Committee and Regional Council for approval. The letter is included in the attachments.

Attendees to the workshop provided the following feedback:

RAMP White Paper and Policy Framework

- Expand White Paper and Policy Framework to include how RAMP could be used towards development projects other than transportation, such as housing and energy infrastructure
- Show best practices and lessons learned from other RAMPS
- There needs to be a full understanding of mitigation needs in the region and what the conservation would go towards

Proposed SoCal Greenprint Technical Advisory Committee

- More than one city from each county should be included in the TAC
- Include appropriate representation from different subregions. For example, City of Los Angeles has multiple subregions within one jurisdiction
- The previously proposed TAC makeup looks equitable for the region, however including TCA would give Orange County an additional seat, which is not equitable for the other counties. Instead, TCA can provide feedback to OCTA via their local Technical Advisory Committee.
- The TAC should evaluate including broad scale vs. parcel scale data

RAMP Data Needs

- Some datasets in the Greenprint Proposed Data Layer List are old. There should be a policy to keep data updated and to evaluate if some should be replaced by alternate datasets
- Datasets that don't apply to the SCAG region should be eliminated
- Evaluate if datasets that deal with similar topics are conflicting or overlapping
- Some of the current data focuses on areas of analysis explored by state agencies. Need to evaluate if datasets are duplicative, or can rely on state data.

Meeting Attendees

Name	Title	Agency
Aaron Hake	Deputy Executive Director	RCTC/RCA
Amanda Fagan	Director of Planning & Sustainability	VCTC
Amy Bodek	Director of Regional Planning	Los Angeles County Department of Regional Planning

Angel Garfio	Associate Transportation Analyst	OCTA
Brianne Logasa	Management Analyst	SGVCOG
Chris Wilson	Senior Policy Manager	BizFed
Francis Appiah	Senior Environmental Planner	Caltrans, District 7
Frank Yokoyama	Councilmember, CEHD Chair	City of Cerritos
Gail Shiomoto-Lohr	Regional Planning Consultant	City of Mission Viejo
Irene Takako Farr	Associate	Better World Group
Jennifer Savage	Assistant to the City Manager	City of San Clemente
John Taylor	Fish and Wildlife Biologist	US Fish and Wildlife
Josh Lee	Deputy Director of Planning	SBCTA/SBCOG
Jude Miranda	Transportation Planner	Caltrans
Justin Equina	Senior Planner	City of Irvine
Lesley Hill	Project Manager	OCTA
Lori Huddleston	Transportation Planning Manager	Metro
Marnie Primmer	Executive Director	OCCOG
Mike Howard	Senior Biologist	Dudek
Peter Satin	Regional Planner	CVAG
Sally Brown	Fish and Wildlife Biologist	USFWS
Suzanne Peterson	Senior Analyst	WRCOG
Thuy Hua	Supervising Planner	Los Angeles County Department of Regional Planning
Valarie McFall	Acting CEO	Transportation Corridor Agencies
Wayne Morell	Director of Planning	City of Santa Fe Springs



December 8, 2022

VIA ELECTRONIC MAIL

(scaggreenregion@scag.ca.gov)

Southern California Association of Governments
900 Wilshire Blvd., Ste. 1700
Los Angeles, CA 90017

Dear Members of the Board, Committee Members, and Staff:

This letter is a follow-up to Tejon Ranch Company's letters dated August 18, 2021, October 5, 2021, December 9, 2021, and September 23, 2022, and is provided in response to Regional Advance Mitigation Planning - Advisory Task Group meeting held on November 16, 2022. Tejon Ranch was pleased to learn that SCAG had reconsidered its prior position and has now agreed to either remove the Antelope Valley Regional Conservation Investment Strategy ("AVRCIS") in its entirety or include clarification from the California Department of Fish and Wildlife ("CDFW") letter dated May 3, 2022, provided by Tejon Ranch in our letter dated September 23, 2022.

While Tejon Ranch continues to object to the inclusion of AVRCIS as a dataset source in the proposed SoCal Greenprint, Tejon Ranch also seeks to include further clarification made possible by the announcement of a litigation settlement involving the Tejon Ranch Conservancy and the signatory resource organizations to the 2008 Tejon Ranch Conservation and Land Use Agreement ("Agreement"), namely, Audubon California, Endangered Habitats League, Natural Resources Defense Council, Planning and Conservation League, and the Sierra Club ("Resource Groups"). The legal dispute stemmed from the signatories' participation in the development of the AVRCIS, which was subsequently used by the Center for Biological Diversity ("CBD") and the California Native Plant Society ("CNPS") to oppose Tejon Ranch's Centennial development. That litigation has been amicably settled and a November 14, 2022 letter from the Resource Groups further clarifying their position on the AVRCIS as it pertains to Tejon Ranch Projects has been attached hereto.

The California State Legislature envisioned an RCIS to be a voluntary and non-regulatory, regional conservation strategy that does not alter existing land use authority, standards for issuance of permits and approvals, standards under the California Environmental Quality Act, or whether a project or project impacts are authorized or prohibited. In practice, though, the AVRCIS was weaponized by CBD and CNPS in California Environmental Quality Act (CEQA) litigation to challenge the local land use authority of approved projects within the Economic Opportunity Areas designated for development within the Antelope Valley Area Plan and the Los Angeles County General Plan.

In the spirit which launched the Greenprint process originally, I respectfully ask that SCAG also ensure the Greenprint's integrity by remaining consistent with the approved Antelope Valley Area Plan and the Los Angeles County General Plan. Short of exclusion of the AVRCIS as a dataset, we request that SCAG fully respect Los Angeles County's lawfully enacted land use plans and the clear intent of the State Legislature by including the attached November 14, 2022, letter on behalf of the Resource Groups and the previously

P.O. Box 1000 | 4436 Lebec Road
Tejon Ranch, CA 93243
661 248 3000 O | 661 248 3100 F
www.tejonranch.com

submitted letter dated May 3, 2022 from the California Department of Fish and Wildlife as a preface to the AVRCIS in the Greenprint data set.

Thank you for your consideration of this important issue.

Sincerely,



Marc W. Hardy
Senior Vice President and General Counsel

Attachment

To Whom it may Concern:

November 14, 2022

This letter is written with reference to Tejon Ranch, and any Ranch uses as provided for in the Ranchwide Agreement, including Tejon Ranch commercial or residential development projects, (commonly known as Centennial, Grapevine, Grapevine North, Tejon Mountain Village, and Tejon Ranch Commerce Center) (“Development Projects”), Tejon Ranch project approvals, (“Approvals”), and infrastructure serving Tejon Ranch and Tejon Ranch Projects (utility, public service and transportation infrastructure serving Tejon Ranch), (“Related Projects”) (singularly and collectively the Development Projects, Approvals, and Related Projects shall be known as and are referenced herein as “Projects”).

The undersigned organizations are signatories to the 2008 Tejon Ranch Conservation and Land Use Agreement (“RWA”), which has been widely hailed as a historic conservation achievement in preserving one of California’s great natural and working landscapes. The Tejon Ranch Company’s agreement to conserve 90 percent of its landholdings pursuant to the RWA is a monumental contribution to conservation in California.

The undersigned agree that a regional conservation investment strategy as authorized by Fish & Game Code Section 1850 *et seq.* (“RCIS”), and the Antelope Valley Regional Conservation Investment Strategy (“AVRCIS”) in particular, is a voluntary, non-regulatory and nonbinding conservation assessment.

The undersigned further agree that an RCIS with boundaries including or adjacent to Tejon Ranch lands and specifically the AVRCIS: (a) does not regulate land use, establish land use designations, or otherwise affect, limit, or restrict the land use authority of any public agency; (b) does not create, modify, or impose any legal requirement, or, to the extent that site-specific data exist, or can be imputed to exist from models or derived plans, does not constitute “best available scientific data” for any purpose related to Tejon Ranch lands including but not limited to the California Environmental Quality Act; and (c) does not control the Projects or Project approvals under any statute, regulation, agency policy, standard, plan or practice, including CEQA, for any Project permits and approvals, funding or approvals sought, or obtained by any public agency, including but not limited to whether a Project or Project impacts are authorized, prohibited, or warrant any mitigation, condition or restriction on any Project approval.

Because the RCIS program is voluntary, discretionary, non-binding, and non-regulatory, nothing in law allows CDFW or any other state or local agency to use an RCIS as a regulatory requirement against a landowner like the Tejon Ranch Company or to seek to compel any landowner to participate. Consistent with our mutual commitment to the conservation provided for in the RWA, the undersigned organizations recognize the legitimate right of the Tejon Ranch Company to decline to participate in the Antelope Valley Regional Conservation Investment Strategy (AVRCIS) process and to exclude its lands and development projects from consideration for AVRCIS program activities or actions in any way and in any forum.

Lastly, the undersigned agree that we do not support the use of any RCIS and/or the AVRCIS in particular, in any venue or forum, including administratively, legislatively or judicially, to

establish, supplement, contest or support what is or is not ‘best available science’ in the context relating or directly relating to Tejon Ranch Projects.

DATED: November 14, 2022

NATURAL RESOURCES DEFENSE COUNCIL, INC., a New York nonprofit corporation

By: ^{DocuSigned by:}
Joel Reynolds
589EF324105B409...
Joel Reynolds
Its: Western Director, Senior Attorney

DATED: November 14, 2022

NATIONAL AUDUBON SOCIETY, INC., a New York nonprofit corporation

By: ^{DocuSigned by:}
Lorraine Sciarra
EB0E3A8C35794E1
Lorraine Sciarra
Its: Vice President, General Counsel

DATED: November 14, 2022

ENDANGERED HABITATS LEAGUE, a California nonprofit public benefit corporation

By: ^{DocuSigned by:}
Dan Silver
56C05B93BE544B8...
Dan Silver
Its: President

DATED: November 14, 2022


PLANNING AND CONSERVATION LEAGUE, a California nonprofit public benefit corporation

By: ^{DocuSigned by:}
Howard Penn
3457ECE1201C457...
Howard Penn
Its: Executive Director

Attachment: Letter from Tejon Ranch Company (Final Draft RAMP Policy Framework)

DATED: November 14, 2022


SIERRA CLUB, a California nonprofit public benefit corporation

By: 

Aaron Isherwood
Its: Phillip S. Berry Managing Attorney

DATED: November 14, 2022

TEJON RANCH CONSERVANCY, a California nonprofit public benefit corporation

By: 

Jaron Cramer
Its: Executive Director

Attachment: Letter from Tejon Ranch Company (Final Draft RAMP Policy Framework)



State of California – Natural Resources Agency
 DEPARTMENT OF FISH AND WILDLIFE
 Director's Office
 P.O. Box 944209
 Sacramento, CA 94244-2090
www.wildlife.ca.gov

GAVIN NEWSOM, Governor
 CHARLTON H. BONHAM, Director



May 3, 2022

Gregory S. Bielli
 President & Chief Executive Officer
 Tejon Ranch
 4436 Lebec Road
 Tejon Ranch, CA 93243

Dear Mr. Bielli:

The California Department of Fish and Wildlife (Department) and Tejon Ranch (Ranch) have a long history of working together. The list of issues between the Department and Ranch covers topics from landscape scale conservation to wildlife connectivity, from permitting responsible development and housing to stewardship of one of the state's largest conservation agreements. Another issue of interest to both of us is the appropriate implementation of a relatively new program at the Department that allows for the creation of Regional Conservation Investment Strategies (RCISs).

This new law and program encourage a voluntary, non-regulatory process intended to result in higher-quality conservation outcomes and includes an advance mitigation tool. This program uses a science-based approach to identify conservation opportunities and consists of three components: regional conservation assessments (RCAs), regional conservation investment strategies (RCISs), and mitigation credit agreements (MCAs.). These tools are broadly supported across the state, and while we are in the beginning phases of implementing the program, transportation, infrastructure, and local government leaders around the state are embracing this program to both conserve natural resources and create regulatory certainty for industries.

I thank you for your appreciation of the value of RCISs when used consistent with Fish and Game Code sections 1850-1861 and the RCIS Guidelines the Department published in 2017 and amended in September 2018.

The Department acknowledges that one RCIS effort has generated significant negative feedback from the Ranch. This one example is the Antelope Valley RCIS. The purpose of my letter to you is to clarify the Department's view on RCIS.

Gregory S. Bielli
President & Chief Executive Officer
Tejon Ranch
May 3, 2022
Page 2

First, the development of an RCIS is purely voluntary. The Department cannot compel any public entity to pursue an RCIS, nor can it prevent any public agency, or other individuals or entities working with a public agency, from pursuing and proposing an RCIS.

Second, RCIS is a non-regulatory and non-binding conservation assessment. Nothing in law allows the Department or any other state or local agency to use an RCIS as a regulatory requirement against an entity like the Ranch. Indeed, the statute expressly states that an RCIS “shall not affect the authority or discretion of any public agency and shall not be binding upon public agencies other than parties to a mitigation credit agreement.” (Fish & G. Code, § 1855, subd. (a).) The statute goes on to clarify that an RCIS does not alter existing land use authority, standards for issuance of permits and approvals, standards under the California Environmental Quality Act, or whether a project or project impacts are authorized or prohibited. (Fish & G. Code, § 1855, subd. (a)-(b).)

The Department is aware that various parties in litigation concerning Los Angeles County’s approval of its Antelope Valley Area Plan, Los Angeles County’s approval of the Centennial Specific Plan, and transportation projects have sought to introduce the Antelope Valley RCIS as evidence to support their challenges to local agency actions. To the best of our knowledge, in each of these cases the court has appropriately determined that the Antelope Valley RCIS is not an obstacle to discretionary land use decisions by local agencies.

To be very clear, the Department does not support any RCIS being used in this manner. As noted above, the development of RCISs does not create, modify, or impose regulatory requirements or standards, regulate land use, establish land use designations, or affect the land use authority of a public agency. We are concerned that transporting a voluntary, incentive-based program as evidence into a judicial proceeding will have the consequence of chilling future interest in the very tool the Department seeks to make available around the state to increase conservation outcomes.

At the request of the Ranch, the Department helped ensure that the public agency proposing the Antelope Valley RCIS did not include any Ranch lands within the RCIS boundaries. The Department further acknowledges that there can be differences of opinions about what constitutes “best available science” in natural resources management and planning, and that this question has arisen in the context of the Antelope Valley RCIS. Looking ahead, the Department does not support good faith, collaborative efforts in a voluntary

Gregory S. Bielli
President & Chief Executive Officer
Tejon Ranch
May 3, 2022
Page 3

venue like RCIS being raised by others in a confrontational venue like California Environmental Quality Act litigation to advocate what is or is not "best available science." An RCIS should not be weaponized for litigation. These were not the goals of Assembly Bill 2087 and Senate Bill 103 in creating the program.

I thank you for raising your concerns directly with me regarding the Antelope Valley RCIS. Notwithstanding those concerns, I trust you can appreciate the broader success and support across the state for new voluntary based efforts to create regulatory certainty and conserve our great natural resources in California. Please stay in touch so that we can continue the collaboration between Tejon Ranch and the California Department of Fish and Wildlife.

Sincerely,



Charlton H. Bonham
Director

Energy and Environment Committee (EEC)
List of Public Comments
Received **before** 5pm on Wednesday, January 4, 2023

	Date	Sender Name	Organization	Agenda Item (AI #)	Subject Matter
1.	12/28/2022	Lawrence J. Klementowski, President	Chino Hills State Park Interpretive Association	AI# 8 - Draft Regional Advance Mitigation Planning (RAMP) White Paper AI# 9 - Draft Regional Advance Mitigation Planning (RAMP) Policy Framework	Support of Regional Advance Mitigation Program
2.	12/29/2022	Dan Silver, Executive Director	Endangered Habitats League	AI# 8 - Draft Regional Advance Mitigation Planning (RAMP) White Paper AI# 9 - Draft Regional Advance Mitigation Planning (RAMP) Policy Framework	Support of Regional Advance Mitigation Program
3.	1/02/2023	Patricia Martz, Ph.D., President	California Cultural Resources Preservation Alliance, Inc.	AI# 8 - Draft Regional Advance Mitigation Planning (RAMP) White Paper AI# 9 - Draft Regional Advance Mitigation Planning (RAMP) Policy Framework	Support of Regional Advance Mitigation Program
4.	1/03/2023	Elizabeth Wallace, Conservation Chair	Orange County Chapter	AI# 8 - Draft Regional Advance Mitigation Planning (RAMP) White Paper AI# 9 - Draft Regional Advance Mitigation Planning (RAMP) Policy Framework	Support of Regional Advance Mitigation Program
5.	1/3/2023	Melanie Schlotterbeck, Green Vision Coordinator	Friends of Harbors, Beaches and Parks	AI# 8 - Draft Regional Advance Mitigation Planning (RAMP) White Paper AI# 9 - Draft Regional Advance Mitigation Planning (RAMP) Policy Framework	Support of Regional Advance Mitigation Program

Attachment: Public Comments received before 5pm on January 5, 2023, ahead of the January 6, 2023

6.	1/03/2023	Maggie Gardner, Science & Policy Manager	LA Waterkeeper		SoCal's LA Waterkeeper Advocates Support the Regional Advanced Mitigation Planning (RAMP) Policy Framework & SoCal Greenprint Initiative
7.	1/3/2023	Alexandra Jung, Director – Urban Planning & Design	City Fabrick		Advancing Equity and Environmental Justice through Regional Planning/ support the draft Regional Advanced Mitigation Planning (RAMP) policy framework that was recommended by SCAG staff
8.	1/3/2023	Claire Schlotterbeck, Executive Director	Hills for Everyone	AI# 8 - Draft Regional Advance Mitigation Planning (RAMP) White Paper AI# 9 - Draft Regional Advance Mitigation Planning (RAMP) Policy Framework	Support of Regional Advance Mitigation Program
9.	1/3/2023	Gayle Waite, President	Laguna Canyon Conservancy	AI# 8 - Draft Regional Advance Mitigation Planning (RAMP) White Paper AI# 9 - Draft Regional Advance Mitigation Planning (RAMP) Policy Framework	Support of Regional Advance Mitigation Program
10.	1/4/2023	Gloria Sefton, Attorney at Law	Saddleback Canyons Conservancy	AI# 8 - Draft Regional Advance Mitigation Planning (RAMP) White Paper AI# 9 - Draft Regional Advance Mitigation Planning (RAMP) Policy Framework	Support of Regional Advance Mitigation Program
11.	1/4/2023	Jack Eidt, Co-Founder	SoCal 350 Climate Action	AI# 8 - Draft Regional Advance Mitigation Planning (RAMP) White Paper AI# 9 - Draft Regional Advance Mitigation Planning (RAMP) Policy Framework	Support of Regional Advance Mitigation Program

Attachment: Public Comments received before 5pm on January 5, 2023, ahead of the January 6, 2023

12.	1/4/2023	Francis Appiah, Mitigation Specialist	Department of Transportation (Caltrans)		The Regional Advanced Mitigation Planning (RAMP) Policy Framework & SoCal Greenprint Initiative - Support Adoption
13.	1/4/2023	Angela Moskow, California Oaks Information Network Manager	California Wildlife Foundation California Oaks	AI# 8 - Draft Regional Advance Mitigation Planning (RAMP) White Paper AI# 9 - Draft Regional Advance Mitigation Planning (RAMP) Policy Framework	Support of Regional Advance Mitigation Program
14.	1/4/2023	Melanie Winter, Director	The River Project	AI# 8 - Draft Regional Advance Mitigation Planning (RAMP) White Paper AI# 9 - Draft Regional Advance Mitigation Planning (RAMP) Policy Framework	Support of Regional Advance Mitigation Program
15.	1/4/2023	Elizabeth Reid- Wainscoat, Urban Wildlands Campaigner	Center for Biological Diversity	AI# 8 - Draft Regional Advance Mitigation Planning (RAMP) White Paper AI# 9 - Draft Regional Advance Mitigation Planning (RAMP) Policy Framework	Support of Regional Advance Mitigation Program
16.	1/4/2023	C. Robin Smith, Conservation Chair	Diamond Bar Preservation Foundation	AI# 8 - Draft Regional Advance Mitigation Planning (RAMP) White Paper AI# 9 - Draft Regional Advance Mitigation Planning (RAMP) Policy Framework	Support of Regional Advance Mitigation Program
17.	1/4/2023	Lee Paulson, President	Responsible Land Use	AI# 8 - Draft Regional Advance Mitigation Planning (RAMP) White Paper AI# 9 - Draft Regional Advance Mitigation Planning (RAMP) Policy Framework	Support of Regional Advance Mitigation Program

18.	1/4/2023	Topher Mathers, Organizing and Policy Specialist	Active San Gabriel, El Monte (Tongva Territory)		Advancing Equity, Environmental Justice and Planning for Climate Resiliency Requires Regional Advanced Mitigation Planning (RAMP), and Public Access to Quality Data - Support
19.	1/4/2023	Susan Sheakley, Chair, Conservation Committee	Sea and Sage Audubon Society	AI# 8 - Draft Regional Advance Mitigation Planning (RAMP) White Paper AI# 9 - Draft Regional Advance Mitigation Planning (RAMP) Policy Framework	Support of Regional Advance Mitigation Program

From: Larry Klementowski [REDACTED]
Sent: Wednesday, December 28, 2022 12:50 PM
To: EEC Public Comment Group
Cc: GreenVision@FHBP.org
Subject: Letter in SUPPORT of EEC RAMP
Attachments: Chino Hills State Park Interpretive Association EEC RAMP Support Letter.pdf

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To: Southern California Association of Governments (SCAG)

The attached letter expresses our FIRM SUPPORT of the Regional Advance Mitigation Program (RAMP) at the Energy and Environment Committee (EEC) meeting scheduled for January 5, 2023.

Lawrence J. Klementowski, President
Chino Hills State Park Interpretive Association

Attachment: Public Comments received before 5pm on January 5, 2023, ahead of the January 6, 2023 Energy & Environment Committee Meeting



Chino Hills State Park Interpretive Association

4500 Carbon Canyon Road
Brea, CA 92823
(562)-397-7468
TIN: 33-0542316

December 28, 2022

Sent via email to: EECPublicComment@scag.ca.gov

Attn: Chair Deborah Robertson
Southern California Association of Governments (SCAG)
Energy & Environment Committee
900 Wilshire Blvd., Ste. 1700
Los Angeles, CA 90017

RE: Agenda Items 8 & 9: Regional Advance Mitigation Program (SUPPORT)

Dear Chair Robertson,

Chino Hills State Park Interpretive Association generally supports the policy framework for the regional advanced mitigation program (RAMP), despite the bumpy process at the Advisory Task Group over the last 13 months. We recognize a thoughtful data-driven future for regional planning and incorporation of a comprehensive mitigation program that includes streamlined permitting is critical to our region's healthy future. Further, implementation of the RAMP begins the required steps of meeting the SCAG mitigation measures adopted in the 2020 Connect SoCal Program Environmental Impact Report.

By way of background, the Chino Hills State Park Interpretive Association (CHSPIA) has a formal cooperative agreement and relationship with the State of California to fund and support interpretation, education, operation and maintenance programs of Chino Hills State Park. Our geographic scope includes Chino Hills State Park and adjacent areas. Chino Hills State Park is located in portions of three counties: Orange, Riverside and San Bernardino; CHSPIA's agreement with California includes operation all three of those counties.

In addition, we request that the proposed Greenprint Technical Advisory Committee include one seat for an environmental representative to ensure inclusivity and incorporation of a conservation expert, preferably one with experience in RAMP.

Our organization has particular interest in matters that may have effects on the natural environment and interpretation of the environment to both adults and children in and nearby Chino Hills State Park.

Thank you for the opportunity to comment on this agenda item.

Sincerely,

Lawrence J. Klementowski, President
Chino Hills State Park Interpretive Association

From: Dan Silver [REDACTED]
Sent: Thursday, December 29, 2022 2:26 PM
To: EEC Public Comment Group
Subject: Agenda Items 8 & 9, January 5, 2023, Energy and Environment Committee: Regional Advance Mitigation Program – SUPPORT
Attachments: EHL-SCAG EEC Committee, Items 8&9-1-5-23.pdf

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Gentlepersons

Please find written testimony enclosed. If possible, please distribute to committee prior to hearing.

New Year greetings,
Dan Silver

Dan Silver, Executive Director
Endangered Habitats League
8424 Santa Monica Blvd., Suite A 592
Los Angeles, CA 90069-4267

213-804-2750
[REDACTED]
<https://ehleague.org>



December 28, 2022

Attn: Chair Deborah Robertson
Southern California Association of Governments (SCAG)
Energy & Environment Committee
900 Wilshire Blvd., Ste. 1700
Los Angeles, CA 90017
EECPublicComment@scag.ca.gov

RE: Agenda Items 8 & 9: Regional Advance Mitigation Program – *SUPPORT*

Dear Chair Robertson and Committee Members:

Endangered Habitats League (EHL) supports the policy framework for the regional advanced mitigation program (RAMP). For your reference, EHL is a Southern California regional organization dedicated to ecosystem protection, sustainable land use, and collaborative conflict resolution. We have hands-on experience with successful RAMPs in San Diego, Orange, and Riverside Counties.

A RAMP will provide certainty and fact-based environmental context for regional and transportation planning and a comprehensive and efficient mitigation program. It will provide the streamlined environmental compliance that is critical to timely implement complex projects.

Connect SoCal’s Core Vision includes creating a RAMP for sustainable development and meets several of Connect SoCal’s goals, such as enhancing the regional transportation system, reducing emissions and improving air quality, adapting to climate change, supporting sustainable and equitable communities, and promoting the conservation of natural and agricultural lands. RAMPs comprehensively mitigate the impacts of projects at a regional scale, and avoid the time and cost associated with piecemeal, project-by-project analysis. The mitigation achieved through a RAMP is biologically superior, as it too reflects the “bigger picture” and achieves strategic goals. As a result, RAMP adoption will allow SCAG to meaningfully meet the mitigation obligations of Connect SoCal.

In addition, we request that the proposed Greenprint Technical Advisory Committee include one seat for an environmental representative to ensure inclusivity and for conservation expertise, preferably one with experience in RAMPs.

Thank you for the opportunity to comment.

Yours truly and New Year wishes,



Dan Silver
Executive Director

From: [REDACTED]
Sent: Sunday, January 1, 2023 12:36 PM
To: EEC Public Comment Group
Cc: greenvision@fhbp.org
Subject: Regional Advance Mitigation Program (RAMP)
Attachments: ltr to SCAG.docx

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Please see the attached letter.

Thank you,

Patricia Martz Ph.D.
President
California Cultural Resources Preservation Alliance, Inc. (CCRPA)



P.O. Box 54132
Irvine, CA 92619-4132

California Cultural Resource Preservation Alliance, Inc.
An alliance of American Indian and scientific communities working for
the preservation of archaeological sites and other cultural resources.

January 2, 2023

Sent via email to: EECPublicComment@scag.ca.gov

Attn: Chair Deborah Robertson
Southern California Association of Governments (SCAG)
Energy & Environment Committee
900 Wilshire Blvd., Ste. 1700
Los Angeles, CA 90017

RE: Agenda Items 8 & 9: Regional Advance Mitigation Program (SUPPORT)

Dear Chair Robertson,

The California Cultural Resources Preservation Alliance Inc. (CCRPA) generally supports the policy framework for the regional advanced mitigation program (RAMP), despite the bumpy process at the Advisory Task Group over the last 13 months. We recognize a thoughtful data-driven future for regional planning and incorporation of a comprehensive mitigation program that includes streamlined permitting is critical to our region's healthy future. Further, implementation of the RAMP begins the required steps of meeting the SCAG mitigation measures adopted in the 2020 Connect SoCal Program Environmental Impact Report.

By way of background, it has been estimated that 90 percent of archaeological sites in coastal southern California have been destroyed to make way for development. CCRPA works to protect and preserve significant archaeological, cultural, historic, and sacred sites. Our geographic scope includes southern California with a focus on Orange and Los Angeles Counties.

In addition, we request that the proposed Greenprint Technical Advisory Committee include one seat for an environmental representative to ensure inclusivity and incorporation of a conservation expert, preferably one with experience in RAMP.

Our organization has particular interest in supporting open space habitats as that is where the majority of the remaining archaeological sites are located. Our comments include the following points:

- In 2020, a coalition of nearly 50 organizations that spanned the six-countywide region supported the 2020 Regional Transportation Plan (RTP) and Sustainable Communities Strategy (SCS) called Connect SoCal. The size and diversity of the support illuminates the plan's inclusive vision and community support. As SCAG meets its mitigation measures, this coalition stands ready to assist and support those efforts.
- Part of the reason Connect SoCal is widely supported is because it includes ways to meet the regional greenhouse gas emission and vehicle miles traveled reduction goals set by the State through AB 32 (the Global Warming Solutions Act of 2006) and SB 375 (the Sustainable Communities Planning Act of 2008).



P.O. Box 54132
Irvine, CA 92619-4132

California Cultural Resource Preservation Alliance, Inc.
An alliance of American Indian and scientific communities working for
the preservation of archaeological sites and other cultural resources.

Conservation is one tool to reduce both by directing development to appropriate city-centered locations. We cannot build our way to a better climate and increased resiliency, but we can conserve our way to it.

- SCAG committed to the development of a Greenprint and RAMP in its 2020 Connect SoCal Plan Environmental Impact Report. These items were guided by an inclusive process that included interviews with the six county transportation commissions, entities with existing conservation plans, environmental groups, and the business/development groups. The RAMP will complement existing local and regional efforts to offset impacts of infrastructure and development projects.
- Advanced mitigation efforts on a statewide and/or regional level can streamline permitting for appropriate developments, reduce project costs via reduced time to obtain permits, create better conservation outcomes, and reduce project delays.
- Preservation of natural lands mitigates project impacts and provides other co-benefits like protection of cultural, archeological, and paleontological resources; allows managed access on mitigation lands for passive recreation; reduces urban runoff and allows for water percolation; and sequesters carbon in the vegetation and soil.

Thank you for the opportunity to comment on this agenda item.

Sincerely,

Patricia Martz, Ph.D.
President

Cc: GreenVision

From: Orange County Chapter <orangecounty@cnps.org>
Sent: Tuesday, January 3, 2023 9:42 AM
To: EEC Public Comment Group
Cc: greenvision@fhbp.org
Subject: Agenda Items 8 & 9: Regional Advance Mitigation Program (SUPPORT)
Attachments: 20230105 EECPublicComment supporting RAMP v1-2-23.pdf

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Dear Chair Robertson:

Please find attached a letter from the Orange County Chapter of the California Native Plant Society in support of Agenda Items 8 & 9: RAMP.

Sincerely,
Elizabeth Wallace
Orange County Chapter
Conservation Chair

Attachment: Public Comments received before 5pm on January 5, 2023, ahead of the January 6, 2023 Energy & Environment Committee Meeting



CALIFORNIA
NATIVE PLANT SOCIETY

January 1, 2023

Sent via email to: EECPublicComment@scag.ca.gov

Chair Deborah Robertson
Southern California Association of Governments (SCAG)
Energy & Environment Committee
900 Wilshire Blvd., Ste. 1700
Los Angeles, CA 90017

Re: Agenda Items 8 & 9: Regional Advance Mitigation Program (SUPPORT)

Dear Chair Robertson:

The **California Native Plant Society Orange County Chapter** generally supports the policy framework for the regional advanced mitigation program (RAMP), despite the bumpy process at the Advisory Task Group over the past 13 months.

We recognize a thoughtful data-driven future for regional planning and a comprehensive mitigation program that includes streamlined permitting is critical to our region's healthy future.

Implementation of the RAMP begins the required steps of meeting the SCAG mitigation measures adopted in the 2020 Connect SoCal Program EIR.

The California Native Plant Society Orange County Chapter (OCCNPS) works to conserve California native plants and their natural habitats, today and into the future, through science, education, stewardship, gardening, and advocacy.

OCCNPS requests that the proposed GreenPrint Technical Advisory Committee include one seat for an environmental representative to ensure inclusivity. We also request including a conservation expert, preferably one with experience in RAMP.

Our organization has particular interest in conserving California native plants and their natural habitats. Our comments include:

- Southern California's natural lands are among the most unique in the world. As a global hotspot of biodiversity, our landscapes are threatened with urbanization.
- Natural lands improve air and water quality by sequestering carbon, reducing the urban heat effect and generating oxygen.
- RAMP could address the biodiversity crisis (like species protection) while also benefiting people (providing access to nature).
- Restoration of landscapes builds climate resilience, reduces wildfires, stabilizes slopes, and improves habitat and ecological function.

Thank you for the opportunity to comment on Agenda Items 8 & 9.

Sincerely,

Elizabeth Wallace
Orange County Chapter, Conservation Chair

Brad Jenkins
Orange County Chapter, President



From: FHBP - Green Vision <greenvision@fhbp.org>
Sent: Tuesday, January 3, 2023 2:35 PM
To: EEC Public Comment Group
Subject: Comments on EEC Items 8&9
Attachments: 010322 FHBP RAMP Policy Framework Letter to SCAG FINAL.pdf

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Report Suspicious

Greetings,

Attached you will find a letter from Friends of Harbors, Beaches and Parks (FHBP) in support of the Regional Advance Mitigation Program (RAMP) under consideration at the Energy & Environment Committee this Thursday.

I trust it will be circulated to the entire committee.

Please confirm receipt.

Thanks,

Melanie



Melanie Schlotterbeck, CMP

Green Vision Coordinator

Friends of Harbors, Beaches and Parks

Melanie@Schlotterbeck.net | GreenVision@FHBP.org

(714) 501-3133 (Cell) ▪ P.O. Box 9256 ▪ Newport Beach, CA 92658
Follow FHBP: [on the web](#), [Facebook](#), [Twitter](#), [LinkedIn](#) or [Subscribe](#)



January 3, 2023

Sent via email to: EECPublicComment@scag.ca.gov

Attn: Chair Deborah Robertson
Southern California Association of Governments (SCAG)
Energy & Environment Committee (EEC)
900 Wilshire Blvd., Ste. 1700
Los Angeles, CA 90017

RE: Agenda Items 8 & 9: Regional Advance Mitigation Program (SUPPORT)

Dear Chair Robertson,

Friends of Harbors, Beaches and Parks (FHBP) **generally supports the policy framework for the regional advance mitigation program (RAMP)**. We've been deeply engaged with SCAG and the RAMP process since its inception. While the Advisory Task Group process was less than perfect, we support SCAG meeting its mitigation obligation to create the RAMP by taking this crucial first step of adopting a policy framework. Further, **we request that the proposed Greenprint Technical Advisory Committee (TAC) include one seat for an environmental representative** to ensure inclusivity and incorporation of a conservation expert, preferably one with experience in RAMP.

By way of background, FHBP works to promote, protect, and enhance harbors, beaches, parks, trails, open spaces, natural preserves, and historic sites. Orange County is our main geographic focus, but we realize that land use, transportation, and conservation decisions in neighboring counties can substantially affect our work here; hence our involvement in the SCAG planning processes for more than a decade.

Our organization has particular interest in advance mitigation. We were instrumental in forming and now implementing the Orange County Transportation Authority's (OCTA) Environmental Mitigation Program, an advance mitigation program that brought together over 30 conservation and community groups to support the transportation measure and its inclusion of a RAMP. To date, 1,300 acres have been protected, 350 acres restored, and 13 freeway projects streamlined. Through this process OCTA avoided litigation on its plan because of the comprehensive nature of the RAMP.

As it relates to the SCAG RAMP Policy Framework, our comments include the following points:

RAMPs thoughtfully and comprehensively offset the impacts of projects at a landscape level, instead of providing smaller, piecemeal, and project-by-project mitigation offsets. It is both a time saver and reduces staff costs. Further, RAMPs allow project implementation to be smoother, more time- and cost-effective, while also benefiting the system of natural lands and waterways preserved in the Southland. For transportation agencies, RAMPs provide project certainty and streamline the environmental review process for projects voluntarily included in the RAMP.

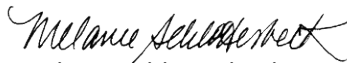
Another benefit of RAMP is that new projects that are *not covered by an existing RAMP* can be added through the SCAG RAMP process. Thus, this tool helps sets the stage for project delivery and conservation outcomes. We encourage SCAG to tap into the experience and partnerships available through the land trust, conservancy, equity, tribal, and conservation communities that will benefit SCAG and area transportation agencies for the RAMP development. Early and thoughtful communication with these groups will also lead to better outcomes and align with the partnership goal touted in the Natural and Farmland Appendix.

Finally, we hope the RAMP Policy Framework leads to completion of the second key conservation mitigation measure: the SoCal Greenprint. Using data to direct future planning is vitally important. Data on such diverse information as equity, tree cover, gentrification, sea level rise, wildfire risks, and water availability, for example, are critical for understanding the big picture and planning for the future (or correcting past planning mistakes). And, access to information is important to thoughtful and strategic decision making. The Greenprint provides a tool that transportation agencies, cities, counties, and interested parties can use to improve decisions and make better policy choices. The Greenprint planning tool pulls together myriad data sets so decision-makers can plan for future development and infrastructure projects with nature in mind.

For these reasons and more, FHBP urges the EEC to adopt the RAMP Policy Framework and consider the addition of a conservation representative on the TAC.

Thank you for the opportunity to comment on this agenda item.

Sincerely,



Melanie Schlotterbeck
Green Vision Coordinator

From: Maggie Gardner <maggie@lawaterkeeper.org>
Sent: Tuesday, January 3, 2023 2:48 PM
To: EEC Public Comment Group
Subject: Public Comment for Energy and Environment Committee Meeting 1/5/23
Attachments: Comment Letter - LA Waterkeeper (1).docx

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You have not previously corresponded with this sender.

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Hello-

Please see attached public comment. Thank you.

Cheers,
Maggie

MAGGIE GARDNER (she/her)
Science & Policy Manager
@LAWaterkeeper

*** *LAW has moved. Please update your records with our new address: 360 E 2nd Street Suite 250, Los Angeles, CA 90012* ***



December 23, 2022

Honorable Deborah Robertson
Chair, Energy and Environment Committee
Southern California Association of Governments
900 Wilshire Blvd., Suite 1700
Los Angeles, CA 90017

RE: SoCal's LA Waterkeeper Advocates Support the Regional Advanced Mitigation Planning (RAMP) Policy Framework & SoCal Greenprint Initiative

As water supply advocates, we believe in the future of a resilient Southern California providing multi-benefit, low-carbon water supply to the region. This is necessary to improve access to the vital community infrastructure needs of local residents, such as services, housing, transportation, healthy foods, safe water, and clean air.

We support the advancement of the draft RAMP Framework recommended by SCAG staff to the RAMP Advisory Task Group. However, we are disappointed in the process that was adopted by SCAG's Regional Council and former Chair Clint Lorimore, which allowed business interests to triumph over our communities and their local constituents. Business interests for buildings without awareness of natural resources like groundwater, negatively affect our mission of ecosystem health for our waterways.

Looking forward, we urge the SCAG Energy and Environment Committee to sustain a path towards realizing public access to the SoCal Greenprint, a free spatial analysis tool that was developed in partnership by SCAG with local environmental justice and community-based organizations, developers and representatives of the building industry, academia, urban and transportation planners, conservation practitioners, and representatives from the agriculture and economic development sectors.

The SoCal Greenprint is an important mitigation measure established by Connect SoCal 2020 that advances access to data that is already publicly available and usable by local planning jurisdictions. To maintain the tool's integrity, we strongly advise that all technical advisory committee members include representatives with technical knowledge of and experience working with conservation and equity data. Just recently, the BIA, BizFed, and supporters tried to encourage SCAG to limit all SoCal Greenprint data to just open space and agricultural lands - a move would not lead to compliance and effectively illustrates why we need to leave data to those who understand the power of information and knowledge sharing.

We appreciate the opportunity to provide feedback to the outcomes of the RAMP Advisory Task Group.

Thank you,
Los Angeles Waterkeeper

From: Alex Jung <alex@cityfabrick.org>
Sent: Tuesday, January 3, 2023 3:33 PM
To: EEC Public Comment Group
Subject: SCAG SoCal Greenprint - Public Comment Letter
Attachments: Comment Letter - Equity_EJ_City Fabrick (1).pdf

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Hello SCAG's Energy and Environment Committee (EEC),

On behalf of City Fabrick, we hope that you will consider this comment letter with your review of the Regional Advanced Mitigation Planning Policy Framework, which we hope will support the final adoption of the SoCal Greenprint.

Thank you,
Alex

ALEXANDER JUNG, AICP [He/Him/His]
Director - Urban Planning & Design

CITY FABRICK

A nonprofit design studio

T [562.901.2128](tel:562.901.2128)

C [818.635.5769](tel:818.635.5769)



December 22, 2022

Honorable Deborah Robertson
Chair, Energy and Environment Committee
Southern California Association of Governments
900 Wilshire Blvd., Suite 1700
Los Angeles, CA 90017

Re: Advancing Equity and Environmental Justice through Regional Planning

Dear Chair Robertson,

Environmental justice mandates the right to ethical, balanced and responsible uses of land in the interest of a sustainable planet for humans and other living things.¹ This principle is a key fact to consider when advancing SCAG's housing development priorities for the region, particularly if SCAG hopes to prioritize affordable housing projects that retain access to clean air, safe drinking water, and limited exposure to pollutants. Building for sprawl does not support the biodiversity needs of our local environment and cannot support the needs of environmental justice communities who often lack access to core community benefits, such as transportation, medical care, and outdoor access.

As advocates of equity and environmental justice, we support the draft Regional Advanced Mitigation Planning (RAMP) policy framework that was recommended by SCAG staff to the RAMP Advisory Task Group last month. It presents a critical opportunity to streamline the infrastructure products our region needs, while maximizing environmental benefits. We also support the SCAG SoCal Greenprint, a public mapping tool that would support environmental justice communities across the region by advancing access to data that can inform smarter planning decisions and support community-based advocacy efforts.

To sustain healthy communities, electeds and regional organizations like SCAG hold an important role in advancing local projects, policies, and land use decisions, and must ensure they are informed by and responsive to the experiences and needs of local communities. Recent efforts to divorce SCAG's planning approach from the realities of our region's current environmental constraints, such as sea level rise, historic wildfire perimeters, limited park access, and the state's disadvantaged communities index perpetuate harmful planning standards that will impact communities who experience historic and perpetual underinvestments the worst.

¹ The National People of Color Environmental Leadership Summit. "17 Principles of Environmental Justice." 1991. <https://www.ewg.org/news-insights/news/17-principles-environmental-justice>

We are committed to seeing SCAG complete its mitigation requirements for Connect SoCal 2020. Should SCAG choose to advance a technical advisory committee for the SoCal Greenprint, we stress the importance of ensuring that all members of this group are technically qualified to interpret environmental justice and environmental data, including conservation.

Thank you for the opportunity to provide comment.



Alexander Jung, AICP
Director – Urban Design & Planning
City Fabrick



From: Claire Schlotterbeck [REDACTED]
Sent: Tuesday, January 3, 2023 7:54 PM
To: EEC Public Comment Group
Subject: Comments on RAMP Policy
Attachments: HFE RAMP Policy Framework Letter to SCAG 010323.pdf

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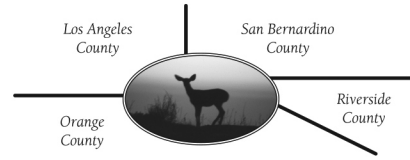
Report Suspicious

Hello,
Attached are our comments on the RAMP Policy. Please acknowledge receipt.

Claire Schlotterbeck
Executive Director
Hills For Everyone

H i l l s F o r E v e r y o n e

Southern California comes together at the Puente-Chino Hills



January 3, 2023

Sent via email to: EECPublicComment@scaq.ca.gov

Attn: Chair Deborah Robertson
Southern California Association of Governments (SCAG)
Energy & Environment Committee (EEC)
900 Wilshire Blvd., Ste. 1700
Los Angeles, CA 90017

RE: Agenda Items 8 & 9: Regional Advance Mitigation Program (SUPPORT)

Dear Chair Robertson,

Hills For Everyone (HFE) generally supports the policy framework for the regional advance mitigation program (RAMP). **We urge your approval for adoption of the policy by the Regional Council.**

Based on the unique nature of the complementary mitigation measure, we request that one seat for an environmental representative with RAMP experience be reserved on the proposed Greenprint Technical Advisory Committee.

HFE's work to protect, connect, and restore the Puente-Chino Hills Wildlife Corridor spans four Southland counties: Los Angeles, Orange, Riverside, and San Bernardino and 12 local cities and county communities. There have been over \$220 million in public and private investments so far. Part of this investment came in the form of an acquisition by the Orange County Transportation Authority (OCTA) through its RAMP. OCTA protected about 300 acres adjacent to Chino Hills State Park to offset the Authority's transportation project impacts. And, two restoration projects were funded by OCTA near the 91 freeway to help with wildlife movement and habitat improvements there.

Our past experience with RAMP demonstrates their value and the importance of putting available conservation sites on a map. To this end, HFE:

- Supports advance mitigation because it allows the project implementation to be smoother, more time and cost effective, while also benefiting the system of natural lands and waterways preserved in the Southland. It provides project certainty and streamlines the environmental review process. It also reduces risk and garners support from the conservation organizations.
- Recognizes that part of the reason Connect SoCal was so widely supported, HFE included, is because the document included ways to meet the regional greenhouse gas emission and vehicle miles traveled reduction goals set by the State through AB 32 (the Global Warming Solutions Act of 2006) and SB 375 (the Sustainable Communities Planning Act of 2008). Conservation is one

tool to reduce both by directing development to appropriate city-centered locations. We cannot build our way to a better climate and increased resiliency, but we can conserve our way to it.

- Understands that transportation agencies that don't have an advance mitigation program can use the SCAG RAMP as a tool for implementation and project implementation. And, that RAMP provide a suite of implementation tools like mitigation banks, federal habitat conservation plans, state natural community conservation plans, in lieu fee programs, conservation banks and more to be used to track mitigation projects.

For these reasons and others, HFE supports adoption of the SCAG RAMP Policy Framework.

We also support completion of the SCAG Mitigation Measure for the SoCal Greenprint coming in a future step. Developers are constantly looking for mitigation sites and we are regularly phoned to ask about where mitigation sites might be available to meet riparian, oak woodland, coastal sage scrub, and other habitat types. Having additional resources, through the SoCal Greenprint to point developers to for these details would be an added benefit.

Please reach out if you have any questions at 714-996-1572.

Sincerely,



Claire Schlotterbeck
Executive Director

From: GAYLE WAITE [REDACTED]
Sent: Tuesday, January 3, 2023 9:57 PM
To: EEC Public Comment Group
Cc: GreenVision@FHBP.org
Subject: Agenda Items 8&9-RAMP Support
Attachments: RAMP-SCAG-Support Letter.pdf

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Dear Chair Robertson,

Please see the attached comment letter from Laguna Canyon Conservancy in Support of the RAMP.

Thank you,

Gayle Waite

President, Laguna Canyon Conservancy



P.O. Box 1383, Laguna Beach, CA 92652 • www.LagunaCanyonConservancy.org

January 3, 2023

Sent via email to: EECPublicComment@scag.ca.gov

Attn: Chair Deborah Robertson
Southern California Association of Governments (SCAG)
Energy & Environment Committee
900 Wilshire Blvd., Ste. 1700
Los Angeles, CA 90017

RE: Agenda Items 8 & 9: Regional Advance Mitigation Program (SUPPORT)

Dear Chair Robertson,

The Laguna Canyon Conservancy (LCC) generally **supports the policy framework for the regional advanced mitigation program (RAMP)** despite the bumpy process at the Advisory Task Group over the last 13 months. We recognize a thoughtful data-driven future for regional planning and incorporation of a comprehensive mitigation program that includes streamlined permitting is critical to our region's healthy future. Further, implementation of the RAMP begins the required steps of meeting the SCAG mitigation measures adopted in the 2020 Connect SoCal Program Environmental Impact Report.

By way of background, the Laguna Canyon Conservancy is a volunteer environmental organization that has been in existence since 1989 and its mission is to save and protect Laguna Canyon and surrounding open space in Orange County.

In addition, we request that the proposed **Greenprint Technical Advisory Committee include one seat for an environmental representative** to ensure inclusivity and incorporation of a conservation expert, preferably one with experience in RAMP.

Our comments include the following points:

- The Greenprint is an easy-to-use resource that is data-driven and region-specific. It is a single interface that empowers planners, conservationists, infrastructure agencies, landowners, and other stakeholders to integrate information about nature's values and benefits in land use decisions.
- We live in a time when science is clear on how to be successful with conservation and urban planning and subsequent development. After decades of successes and failures, there are now numerous ways science, baseline conditions, and planning all intertwine. The Greenprint is a natural progression of smart planning and has been widely used in other regions throughout the state without impeding development projects.
- Access to information is critical to thoughtful and strategic decision making. The Greenprint provides a tool that transportation agencies, cities, counties, and others can use to improve decisions and make better policy choices.
- The Greenprint planning tool pulls together myriad data sets so decision-makers can plan for future development with nature in mind.

Thank you for the opportunity to comment on this agenda item.

Sincerely,

Gayle Waite
2023 President, Laguna Canyon Conservancy

Attachment: Public Comments received before 5pm on January 5, 2023, ahead of the January 6, 2023 Energy & Environment Committee Meeting

From: Gloria Sefton [REDACTED]
Sent: Wednesday, January 4, 2023 8:58 AM
To: EEC Public Comment Group
Cc: Rich Gomez
Subject: Regional Advance Mitigation Program (RAMP) - Comment Letter for January 5, 2023 EEC Meeting
Attachments: SCAG Greenprint Letter - SUPPORT 2023-Jan-04.pdf; Untitled attachment 00035.htm

Dear Chair Deborah Robertson:

Please see attached letter and include in the record of proceedings at the Energy and Environment Committee (EEC) meeting on **Thursday, January 5, 2023.**

Thank you very much.

Gloria Sefton
Attorney at Law
Co-founder, Saddleback Canyons Conservancy
(949) 422-3413

Saddleback Canyons Conservancy

P.O. BOX 1022
TRABUCO CANYON, CALIFORNIA 92678

- Preserving Our Canyons -



January 4, 2023

Sent via email to: EECPublicComment@scaq.ca.gov

Attn: Chair Deborah Robertson
Southern California Association of Governments (SCAG)
Energy & Environment Committee
900 Wilshire Blvd., Ste. 1700
Los Angeles, CA 90017

RE: Agenda Items 8 & 9: Regional Advance Mitigation Program (**SUPPORT**)

Dear Chair Robertson,

Saddleback Canyons Conservancy (SCC) **generally supports the policy framework for the regional advance mitigation program (RAMP)**. We support SCAG meeting its mitigation obligation to create the RAMP by taking this crucial first step of adopting a policy framework. Further, **we request that the proposed Greenprint Technical Advisory Committee (TAC) include one seat for an environmental representative** to ensure inclusivity and incorporation of a conservation expert, preferably one with experience in RAMP.

By way of background, SCC exists to support and strengthen the existing Foothill/Trabuco and Silverado-Modjeska Specific Plans as implementation policies of the Orange County General Plan. Within these Specific Plans are goals to preserve and protect the environmental treasures and rural character of the canyon communities adjacent to the Trabuco District of the Cleveland National Forest.

Our organization has particular interest in advance mitigation. We were one of the conservation groups that supported implementation of the Orange County Transportation Authority's (OCTA) Environmental Mitigation Program, an advance mitigation program that brought together over 30 conservation and community groups to support the transportation measure and its inclusion of a RAMP. To date, 1,300 acres have been protected, 350 acres restored, and 13 freeway projects streamlined. Through this process OCTA avoided litigation on its plan because of the comprehensive nature of the RAMP.

As it relates to the SCAG RAMP Policy Framework, our comments include the following points:

RAMPs thoughtfully and comprehensively offset the impacts of projects at a high level, instead of providing smaller, piecemeal and project-by-project mitigation offsets. It is both a time saver and reduces staff costs. Further, RAMPs allow project implementation to be smoother, more time- and cost-effective, while also benefiting the system of natural lands and waterways preserved in the Southland. For transportation agencies, RAMPs provide project certainty and streamline the environmental review

process for projects voluntarily included in the RAMP.

Another benefit of RAMPs is that new projects that are *not covered by an existing RAMP* can be added through the SCAG RAMP process. Thus, this tool helps sets the stage for project delivery and conservation outcomes. We encourage SCAG to tap into the experience and partnerships available through the land trust, conservancy, equity, tribal, and conservation communities that will benefit SCAG and area transportation agencies for the RAMP development. Early and thoughtful communication with these groups will also lead to better outcomes and align with the partnership goal touted in the Natural and Farmland Appendix.

Finally, we hope the RAMP Policy Framework leads to completion of the second key conservation mitigation measure: the SoCal Greenprint. Using data to direct future planning is vitally important. Data on such diverse information as equity, tree cover, gentrification, sea level rise, wildfire risks, and water availability, for example, are critical for understanding the big picture and planning for the future (or correcting past planning mistakes). And, access to information is important to thoughtful and strategic decision making. The Greenprint provides a tool that transportation agencies, cities, counties, and interested parties can use to improve decisions and make better policy choices. The Greenprint planning tool pulls together myriad data sets so decision-makers can plan for future development and infrastructure projects with nature in mind.

For these reasons and more, Saddleback Canyons Conservancy urges the Energy & Environment Committee to adopt the RAMP Policy Framework and consider the addition of a conservation representative on the TAC.

Thank you for the opportunity to comment on this agenda item.

Sincerely,



Gloria Sefton
Co-founder

cc: Rich Gomez

From: SoCal 350 <socialclimateaction@gmail.com>
Sent: Wednesday, January 4, 2023 1:04 PM
To: EEC Public Comment Group
Subject: Agenda Items 8 & 9: Regional Advance Mitigation Program (SUPPORT) - SoCal 350
Attachments: EEC RAMP Letter SoCal350 010423.pdf

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Please accept this letter as official comment from SoCal 350 Climate Action.

Thank you!

Jack

Jack Eidt
Director - Wild Heritage Partners
Co-Founder/Steering Committee – [SoCal 350 Climate Action](#)
Executive Producer – [EcoJustice Radio](#)
Publisher - [WilderUtopia.com](#) - Coexisting into the Great Unknown
Connect on [Facebook](#) and [Twitter](#) - [@WilderUtopia](#)
Office 323 362 6737



SOCAL 350 CLIMATE ACTION
P.O. Box 50260
Los Angeles, California 90050
<http://SoCal350.org>
Email: SoCalClimateAction@gmail.com

January 4, 2023

Sent via email to: EECPublicComment@scag.ca.gov

Attn: Chair Deborah Robertson
Southern California Association of Governments (SCAG)
Energy & Environment Committee

900 Wilshire Blvd., Ste. 1700
Los Angeles, CA 90017

RE: Agenda Items 8 & 9: Regional Advance Mitigation Program (SUPPORT)

Dear Chair Robertson,

SoCal 350 Climate Action generally supports the policy framework for the regional advanced mitigation program (RAMP). We've been engaged with SCAG and the RAMP process since its inception. While we struggled with the Advisory Task Group process, we do support SCAG meeting its mitigation measure of creating the RAMP by taking this crucial first step of adopting a policy framework. Further, we request that the proposed Greenprint Technical Advisory Committee include one seat for an environmental representative to ensure inclusivity and incorporation of a conservation expert, preferably one with experience in RAMP.

By way of background, SoCal 350 energizes and empowers Southern California communities to seek solutions with a local, regional, and global reach to confront the dawning climate emergency happening everywhere. Though based in Los Angeles County, we advocate that land use, transportation, and conservation decisions in neighboring counties must be formulated collaboratively and comprehensively, hence our involvement in the SCAG planning processes.

As it relates to the SCAG RAMP Policy Framework, our comments include the following points:

RAMPs thoughtfully offset the impacts of projects at the comprehensive level, instead of providing smaller, piecemeal, and project-by-project mitigation offsets. It is both a time saver and reduces staff time. Further, it allows the project implementation to be smoother, more time and cost effective, while also benefiting the system of natural lands and waterways preserved in Southern California. It provides project certainty and streamlines the environmental review process for projects included voluntarily in the RAMP.

Another benefit of the RAMP is that new projects not covered by an existing RAMP can be added through the SCAG RAMP process. Thus, this tool helps sets the stage for project delivery and conservation outcomes. We encourage SCAG to tap into the experience and partnerships available through the land trust, conservancy, equity, tribal, and conservation communities that will benefit SCAG and area transportation agencies for the RAMP development. Early and thoughtful communication with these groups will also lead to better outcomes.

Finally, we hope the RAMP Policy Framework leads to completion of the second key conservation mitigation measure: the Greenprint. Using data to direct future planning is vital. Data on equity, tree cover, gentrification, sea level rise, wildfire risks, and water availability, for example, are critical for understanding the big picture and planning for the future (or correcting past planning mistakes). And access to information is important to thoughtful and strategic decision making. The Greenprint provides a tool that transportation agencies, cities, counties, and others can use to improve decisions and make better policy choices—especially since the Greenprint planning tool pulls together myriad data sets so decision-makers can plan for future development with nature in mind.

For these reasons and more, SoCal 350 urges the EEC to adopt the RAMP Policy Framework and consider the addition of a conservation representative on the TAC. Thank you for the opportunity to comment on this agenda item.

Sincerely,

Jack Eidt
Co-Founder, SoCal 350 Climate Action



SOCAL 350 CLIMATE ACTION
P.O. Box 50260
Los Angeles, California 90050
<http://SoCal350.org>
Email: SoCalClimateAction@gmail.com

January 4, 2023

Sent via email to: EECPublicComment@scag.ca.gov

Attn: Chair Deborah Robertson
Southern California Association of Governments (SCAG)
Energy & Environment Committee
900 Wilshire Blvd., Ste. 1700
Los Angeles, CA 90017

RE: Agenda Items 8 & 9: Regional Advance Mitigation Program (SUPPORT)

Dear Chair Robertson,

SoCal 350 Climate Action generally supports the policy framework for the regional advanced mitigation program (RAMP). We've been engaged with SCAG and the RAMP process since its inception. While we struggled with the Advisory Task Group process, we do support SCAG meeting its mitigation measure of creating the RAMP by taking this crucial first step of adopting a policy framework. Further, we request that the proposed Greenprint Technical Advisory Committee include one seat for an environmental representative to ensure inclusivity and incorporation of a conservation expert, preferably one with experience in RAMP.

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For these reasons and more, SoCal 350 urges the EEC to adopt the RAMP Policy Framework and consider the addition of a conservation representative on the TAC. Thank you for the opportunity to comment on this agenda item.

Sincerely,

Jack Eidt
Co-Founder, SoCal 350 Climate Action

From: Appiah, Francis O@DOT <francis.appiah@dot.ca.gov>
Sent: Wednesday, January 4, 2023 2:00 PM
To: EEC Public Comment Group
Subject: The Regional Advanced Mitigation Planning (RAMP) Policy Framework & SoCal Greenprint Initiative Comment Letter

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December 31, 2022

Honorable Deborah Robertson
Chair, Energy and Environment Committee
Southern California Association of Governments
900 Wilshire Blvd., Suite 1700
Los Angeles, CA 90017

Re: The Regional Advanced Mitigation Planning (RAMP) Policy Framework & SoCal Greenprint Initiative

Dear Chair Robertson,

In 2021, Census data showed that every county in Southern California grew between 2010 through 2020 - though over the same time period, most counties shrunk nationwide.^[1] While this growth represents many new opportunities for the region, it also emphasizes the need for transportation planners, land use planners, local politicians, and industries to consider climate, environmental, and social justice indicators when proposing infrastructure regionwide.

We must prepare our communities for the environmental challenges we know lie ahead, while supporting access to vital community needs such as parks and safe, and reliable transportation. As a State Transportation Agency-Caltrans in Los Angeles/Ventura Counties, we hold an important role in developing Southern California's land use and transportation planning decisions - and there are various environmental factors such as Climate Change, Sea Level Rise, Drought, Wildfire, and infrastructure resiliency of which we consider very seriously. For example, our commitments to support the development of healthy communities requires us to confront today's challenges by incorporating Safety, Climate Action, Equity, and Economic and prosperity in our communities. With respect to the Greenprint in SCAG Region, every Caltrans transportation project will look into the environmental aspects such as healthy watershed, wildlife and wildlife crossings, parks, open space, vegetation and how all these benefit or impact positively the communities in SCAG Region. Caltrans District 7 and 8 (Los Angeles/ Ventura and San Bernardino/Riverside) have implement Regional Advance Mitigation Needs Assessment with these goals:

- To improve project delivery outcomes by having appropriate mitigation already in place when needed.

- To improve environmental outcomes by consolidating potential compensatory mitigation needs from multiple projects in a given area and investing them strategically to address conservation priorities.
- Landscape scale mitigation.
- To improve mitigation outcomes by having better planned and delivered mitigation projects that are successful and compliant.

This means that we rely on cohesive planning approaches that unite our region, as well as access to reliable, free, and easy-to-use data.

We support adoption of the draft RAMP Policy Framework recommended by SCAG staff to the RAMP Advisory Task Group, as well as planning tools to support smart planning approaches, like SCAG’s SoCal Greenprint. Both approaches allow our departments and partners to support project delivery and mitigation through comprehensive, as well as data-informed, planning and project design. We also support ensuring that members of the forthcoming technical advisory committee hold strong technical knowledge of and experience working with data tied to conservation, transportation, and equity or environmental justice. We are confident that adopting a RAMP Policy Framework for the region and improving public access to comprehensive data by mobilizing the SoCal Greenprint, will advance projects and policies that address the needs of the climate and our growing region.

^[1] Staggs, Brooke. “Southern California counties grow while much of the nation shrinks.” OC Register. August 21, 2021. <https://www.ocreger.com/2021/08/12/census-shows-southern-california-counties-continue-to-grow/>

Thank you for the opportunity to provide feedback.

Francis Appiah, Mitigation Specialist
Department of Transportation (Caltrans)
Division of Environmental Planning
100 S. Main Street, Los Angeles, CA 90012
Mobile: 213-326-0341

^[1] Staggs, Brooke. “Southern California counties grow while much of the nation shrinks.” OC Register. August 21, 2021. <https://www.ocreger.com/2021/08/12/census-shows-southern-california-counties-continue-to-grow/>

From: Angela Moskow <amoskow@californiaoaks.org>
Sent: Wednesday, January 4, 2023 2:02 PM
To: EEC Public Comment Group
Cc: Janet Cobb; melanie@schlotterbeck.net
Subject: Energy & Environment Committee Agenda Items 8 & 9: Regional Advance Mitigation Program (SUPPORT)
Attachments: CaliforniaWildlifeFoundationCaliforniaOaksRAMPLetter1_4_22.pdf

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Greetings,

Please find attached and please acknowledge receipt of a letter regarding Energy & Environment Committee Agenda Items 8 & 9: Regional Advance Mitigation Program.

Best,
Angela

Angela Moskow
California Oaks Information Network Manager
California Wildlife Foundation/California Oaks
201 University Avenue
Berth H-43
Berkeley, CA 94710
www.californiaoaks.org
Telephone: (510) 763-0282

Attachment: Public Comments received before 5pm on January 5, 2023, ahead of the January 6, 2023 Energy & Environment Committee Meeting



California Wildlife Foundation/California Oaks, 201 University Avenue, H-43 Berkeley, CA 94710, (510) 763-0282

January 4, 2023

Attn: Chair Deborah Robertson
Southern California Association of Governments
Energy & Environment Committee
900 Wilshire Blvd., Ste. 1700
Los Angeles, CA 90017

RE: Agenda Items 8 & 9: Regional Advance Mitigation Program (SUPPORT)

Transmitted via email to: EECPublicComment@scag.ca.gov

Dear Chair Robertson,

The [California Oaks](#) program of [California Wildlife Foundation](#) works to conserve oak ecosystems because of their critical role in sequestering carbon, maintaining healthy watersheds, providing plant and wildlife habitat, and sustaining cultural values. This letter is sent in support of Southern California Association of Governments (SCAG) meeting its mitigation measure of creating the regional advanced mitigation program (RAMP) by taking the crucial first step of adopting a policy framework. This letter also requests that the proposed Greenprint Technical Advisory Committee (TAC) include a seat for an environmental representative to ensure inclusivity and incorporation of conservation expertise, preferably expertise that includes RAMP.

Specific to the SCAG RAMP Policy Framework, we offer the following points:

- RAMPs thoughtfully and comprehensively offset the impacts of projects at the regional scale, instead of providing smaller, piecemeal and project-by-project mitigation offsets. This saves time and staff resources. Further, this process allows the project implementation to be smoother, more time and cost effective, while also benefiting the system of natural lands and waterways preserved in the Southland. It provides project certainty and streamlines the environmental review process for projects included voluntarily in the RAMP.
- Another benefit of the RAMP is that new projects that are not covered by an existing RAMP can be added through the SCAG RAMP process. Thus, this tool helps sets the stage for project delivery and conservation outcomes. We encourage SCAG to tap into the experience and partnerships available through the land trust, conservancy, equity, Tribal, and conservation communities that will benefit SCAG and area transportation agencies for RAMP development. Early and thoughtful communication with these groups will also lead to better outcomes.
- Finally, we hope the RAMP Policy Framework leads to completion of the second key conservation mitigation measure: the Greenprint. Using data to direct future planning is vital. Data on equity, tree cover, gentrification, sea level rise, wildfire risks, and water availability, for example, are critical for understanding the big picture and planning for the future (or correcting past planning mistakes). And, access to information is important to thoughtful and strategic decision making. The Greenprint provides a tool that transportation agencies, cities, counties, and others can use to improve decisions and make better policy choices—especially

since the Greenprint planning tool pulls together myriad data sets so decision-makers can plan for future development with nature in mind.

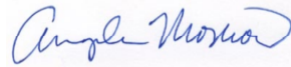
The California Wildlife Foundation urges the Energy & Environment Committee to adopt the RAMP Policy Framework and include a conservation representative on the TAC.

Thank you for your consideration of our comments.

Sincerely,



Janet Cobb
Executive Officer
California Wildlife Foundation
jcobb@californiawildlifefoundation.org



Angela Moskow
Manager
California Oaks Coalition
amoskow@californiaoaks.org

cc: Melanie Schlotterbeck
Green Vision Coordinator

From: Melanie Winter <winter@theriverproject.org>
Sent: Wednesday, January 4, 2023 3:36 PM
To: EEC Public Comment Group
Subject: Agenda Items 8 & 9 (Support)
Attachments: TRP comment Agenda Items 8&9.pdf

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You have not previously corresponded with this sender.

Report Suspicious

Good afternoon. Our comments on Agenda Items 8 & 9 for tomorrow's meeting are attached.

--

Melanie Winter

Director, The River Project

818.980.9660 (o)

818.445.5654 (c)

Working toward living rivers,

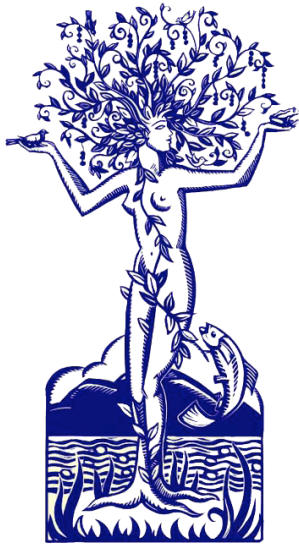
Nourished by healthy watersheds.

TheRiverProject.org

WaterLA.org

Read the [Water LA Report](#)

and our [Sepulveda Basin Restoration Feasibility Study](#)



The RIVER PROJECT

12026 Hoffman St., #304

Studio City, California 91604

tel: 818-980-9660

www.TheRiverProject.org

January 4, 2023

Sent via email to: EECPublicComment@scag.ca.gov

Attn: Chair Deborah Robertson
Southern California Association of Governments (SCAG)
Energy & Environment Committee
900 Wilshire Blvd., Ste. 1700
Los Angeles, CA 90017

RE: Agenda Items 8 & 9: Regional Advance Mitigation Program (SUPPORT)

Dear Chair Robertson,

The River Project supports SCAG meeting its mitigation measure of creating the policy framework for the regional advanced mitigation program (RAMP). Further, we request that the proposed Greenprint Technical Advisory Committee (TAC) include one seat for an environmental/conservation expert, preferably one with experience in RAMP.

The River Project is dedicated to planning and action to protect, reclaim, and restore vital ecosystems in Los Angeles County. Our mission is to realize a regenerative, equitable, just, and climate-resilient Los Angeles through radical curiosity, evidence-based watershed planning, and positive action.

RAMPs offset project impacts at a high level, rather than through smaller, project-by-project mitigation offsets. It allows project implementation to be more time and cost effective, while also benefiting the ecosystems that must be preserved and restored in the Southland. It provides project certainty and streamlines the environmental review process for projects included voluntarily in the RAMP. In addition, new projects not covered by an existing RAMP can be added through the SCAG RAMP process.

We encourage SCAG to leverage the experience of equity, tribal, and conservation communities that will benefit SCAG and area transportation agencies for the RAMP development.

Finally, we hope the RAMP Policy Framework leads to completion of the second key mitigation measure: the Greenprint. Using data to guide future planning is vital. Centralized access to myriad data sets on equity, sea level rise, flood and wildfire risks, access to open spaces and transit, for example, are critical for shared understanding of the big picture and for strategic decision making. The Greenprint provides a tool that transportation agencies, cities, counties, and others can use to make better choices with our shared future in mind.

The River Project urges the EEC to adopt the RAMP Policy Framework and consider the addition of a conservation representative on the TAC. Thank you for the opportunity to comment on this agenda item.

Melanie Winter, Director

From: Elizabeth Reid-Wainscoat <ereidwainscoat@biologicaldiversity.org>
Sent: Wednesday, January 4, 2023 3:37 PM
To: EEC Public Comment Group
Cc: GreenVision@FHBP.org
Subject: RE: Agenda Items 8 & 9: Regional Advance Mitigation Program (SUPPORT)
Attachments: SCAG_RAMP_Comments_20230104 .pdf

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EXTERNAL: This email message was sent from outside our organization. Proceed with caution when opening links or attachments. Submit as spam if you are not sure it is safe.

Report Suspicious

Dear Chair Robertson,

The Center for Biological Diversity submits the attached comments in support of the policy framework for the regional advanced mitigation program (RAMP).

Please confirm you have received this submission.

Thank you for your time and consideration.

Sincerely,

Elizabeth

Elizabeth Reid-Wainscoat (she/her)
Urban Wildlands Campaigner
CENTER *for* BIOLOGICAL DIVERSITY
660 S. Figueroa Street #1000
Los Angeles, CA 90017
Cell: (831) 428-3312
ereidwainscoat@biologicaldiversity.org

Attachment: Public Comments received before 5pm on January 5, 2023, ahead of the January 6, 2023 Energy & Environment Committee Meeting

January 4th, 2023*Sent via Email*

Attn: Chair Deborah Robertson
Southern California Association of Governments (SCAG)
Energy & Environment Committee
900 Wilshire Blvd., Ste. 1700
Los Angeles, CA 90017
EECPublicComment@scag.ca.gov

RE: Agenda Items 8 & 9: Regional Advance Mitigation Program (SUPPORT)

Dear Chair Robertson,

The Center for Biological Diversity supports the policy framework for the regional advanced mitigation program (RAMP). We engaged with SCAG staff on ensuring that the Connect SoCal Plan and Program EIR contained strong plans and programs relating to the RAMP and Greenprint, and so we are supportive of SCAG taking this crucial first step in meeting its mitigation measure of creating the RAMP by adopting a policy framework. We also request that the proposed Greenprint Technical Advisory Committee include one seat for an environmental representative to ensure inclusivity and incorporation of a conservation expert, preferably one with experience in RAMP. This would signify SCAG's commitment to follow through on the promises outlined in the Program EIR that are required by law.

The Center is a non-profit, public interest environmental organization dedicated to the protection of native species and their habitats through science, policy, and environmental law. The Center has over 1.7 million members and online activists throughout California and the United States. The Center and its members have worked for many years to protect imperiled plants and wildlife, open space, air and water quality, and overall quality of life for people in the Southern California.

I. The RAMP Policy Framework should lead to the completion of the second key conservation mitigation measure: the Greenprint.

To preserve our native species and protect community health, the region needs a strategic conservation mapping tool that highlights the benefits of natural lands, waters, and agricultural lands, including access to parks and trails, habitat protection and connectivity, clean water, clean air, food production, and increased resilience to climate change.

The SoCal Greenprint tool will help planners, conservation practitioners, developers, infrastructure agencies, and other stakeholders integrate the protection of habitat and open space into land use and infrastructure plans and avoid potential litigation by identifying and assessing

environmental issues early in the planning process. This will streamline site selection for more infill affordable housing and prevent additional sprawl development that destroys habitat, increases community risk of wildfire, escalates regional air pollution and pulls taxpayer dollars away from current communities.

As previous speakers have emphasized, the merits of this tool for building a more healthy and resilient region are abundant and clearly justifies its creation, it is also important to note that SCAG has already committed to the Greenprint as a mitigation measure in the EIR for the RTP/SCS, making it a legal obligation to finalize this tool. Any changes in the mitigation are “significant new information” that would require preparation of a revised/new environmental document. For these reasons the Center strongly encourages SCAG to finalize the SoCal Greenprint, as originally envisioned, with a diverse set of data layers providing decision makers with a value-add tool to ensure future projects are guided by the best available science.

II. Conclusion

SoCal Greenprint sets a framework for these important discussions and ensures that policy makers have all the data they need to make informed land-use planning decisions. The Center support continued investment in this tool to ensure our region builds a sustainable and equitable future together.

For these reasons and more, the Center urges the EEC to adopt the RAMP Policy Framework and consider the addition of a conservation representative on the TAC.

Thank you for your consideration of these comments.

Sincerely,

J.P. Rose
Policy Director, Urban Wildlands
Center for Biological Diversity

Elizabeth Reid-Wainscoat
Campaigner
Center for Biological Diversity

From: Cynthia Robin Smith [REDACTED]
Sent: Wednesday, January 4, 2023 3:38 PM
To: EEC Public Comment Group
Subject: Public Comments Submission Agenda # 8 & 9
Attachments: RAMPsupportletter.pdf

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Sent via email to: EECPublicComment@scag.ca.gov

Attn: Chair Deborah Robertson
Southern California Association of Governments (SCAG)
Energy & Environment Committee
900 Wilshire Blvd., Ste. 1700
Los Angeles, CA 90017

RE: Agenda Items 8 & 9: Regional Advance Mitigation Program (SUPPORT)

Dear Chair Robertson,

Please receive the attached public comments indicated, from the Diamond Bar Preservation Foundation.

Thank you.

C. Robin Smith
Conservation Chair
Diamond Bar Preservation Foundation 501 (3) (c)

Cynthia **Robin** Smith, Naturalist, Conservation Gardener, Teacher
California Native Trees, Landscapes; Wildlife Habitat & Biodiversity Conservation
Diamond Bar Preservation Foundation, Conservation
Conejo Ridge Native Garden, Outdoor Classroom, Director
Diamond Bar - Pomona Valley Sierra Club, Angeles Chapter
California Native Plant Society
324 S. Diamond Bar Blvd., #230
Diamond Bar CA 91765
951-675-6760 Mobile

Attachment: Public Comments received before 5pm on January 5, 2023, ahead of the January 6, 2023 Energy & Environment Committee Meeting

January 3, 2023

Sent via email to: EECPublicComment@scag.ca.gov

Attn: Chair Deborah Robertson
Southern California Association of Governments (SCAG)
Energy & Environment Committee
900 Wilshire Blvd., Ste. 1700
Los Angeles, CA 90017

RE: Agenda Items 8 & 9: Regional Advance Mitigation Program (SUPPORT)

Dear Chair Robertson,

Diamond Bar Preservation Foundation is a non-profit, community benefit group with a mission to promote, protect and restore California native habitats, open spaces, nature trails, and natural resources. City of Diamond Bar wildlands and Puente-Chino Hills areas are our main focus, but we realize that land use, transportation, and conservation decisions in neighboring counties can impact our work here -- hence our involvement in the SCAG planning processes.

Diamond Bar Preservation Foundation has been engaged with SCAG and the RAMP process. We generally support the policy framework for the regional advanced mitigation program (RAMP). The Advisory Task Group process has been a challenge for us, yet we do ultimately support SCAG meeting its mitigation measure of creating the RAMP by taking this crucial first step of adopting a policy framework. Furthermore, we ask that the proposed Greenprint Technical Advisory Committee include one seat for an environmental representative to ensure inclusivity and incorporation of a conservation expert, preferably one with experience in RAMP.

Our organization has a particular interest in advance mitigation. As part of a group effort, by many conservation and community groups that support the Orange County Transportation Authority's Environmental Mitigation Program, we are encouraged that the inclusion of a RAMP in this work, has to date, brought about 1300 acres protected, 350 acres restored and 13 freeway projects streamlined.

To recap, our previously submitted comments relating to the SCAG RAMP Policy Framework, have covered the following points:

RAMPs thoughtfully and comprehensively offset the impacts of projects at a high level, instead of providing smaller, piecemeal and project-by-project mitigation offsets. This saves time and reduces staff time. Further, it allows the project implementation to be smoother, more time and cost effective, while also benefiting the system of natural lands and waterways preserved in the Southland. It provides project certainty and streamlines the environmental review process for projects.

Another benefit of the RAMP is that new projects that are not covered by an existing RAMP can be added through the SCAG RAMP process. Thus, this tool helps set the stage for project delivery and conservation outcomes.

We encourage SCAG to tap into the experience and partnerships available through the land trust, conservancy, equity, tribal, and conservation communities that will benefit SCAG and area transportation agencies for the RAMP development. Early and thoughtful communication with these groups will also lead to better outcomes.

In conclusion, we hope the RAMP Policy Framework leads to completion of the second key conservation mitigation measure: the Greenprint. In an era of climate and biodiversity crisis, using data to direct future planning is vital. Data on equity, tree cover, gentrification, sea level rise, wildfire risks, and water availability, for example, are critical for understanding the big picture and planning for the future (or correcting past planning mistakes). And, access to information is important to strategic decision making. The Greenprint provides a tool that transportation agencies, cities, counties, and others can use to improve decisions and make better policy choices—especially since the Greenprint planning tool pulls together myriad data sets so decision-makers can plan for future development with nature in mind.

For these reasons and more, **Diamond Bar Preservation Foundation** urges the EEC to adopt the RAMP Policy Framework and consider the addition of a conservation representative on the TAC. Thank you for the opportunity to comment on this agenda item.

Respectfully

C. Robin Smith

Conservation Chair

Diamond Bar Preservation Foundation



eMail: diamondbarbeautiful@gmail.com 951-675-6760 mobile

cc: Dr. Chia Yu Teng, president, Diamond Bar Preservation Foundation

From: Lee Paulson <Lee@Silverlightpress.com>
Sent: Wednesday, January 4, 2023 4:48 PM
To: EEC Public Comment Group; GreenVision@FHBP.org
Subject: comments for the Southern California Association of Governments (SCAG) Energy and Environment Committee meeting on Thursday, January 5th
Attachments: SCAGPublicComment230104.pdf

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Report Suspicious

Dear Chair Robertson,

Please enter our enclosed comments for the Southern California Association of Governments (SCAG) Energy and Environment Committee meeting on Thursday, January 5.

Thank you,

Lee Paulson

Attachment: Public Comments received before 5pm on January 5, 2023, ahead of the January 6, 2023 Energy & Environment Committee Meeting



January 4, 2023

Sent via email to: EECPublicComment@scag.ca.gov

Attn: Chair Deborah Robertson
Southern California Association of Governments (SCAG)
Energy & Environment Committee
900 Wilshire Blvd., Ste. 1700
Los Angeles, CA 90017

RE: Agenda Items 8 & 9: Regional Advance Mitigation Program (SUPPORT)

Dear Chair Robertson,

Responsible Land Use generally supports the policy framework for the regional advanced mitigation program (RAMP), despite the bumpy process at the Advisory Task Group over the last 13 months. We recognize a thoughtful data-driven future for regional planning and incorporation of a comprehensive mitigation program that includes streamlined permitting is critical to our region's healthy future. Further, implementation of the RAMP begins the required steps of meeting the SCAG mitigation measures adopted in the 2020 Connect SoCal Program Environmental Impact Report.

By way of background, Responsible Land Use works to preserve and defend natural open spaces in and around Diamond Bar, Chino Hills, Brea, CA.

We request that the proposed Greenprint Technical Advisory Committee include at least one seat for an experienced environmental representative to ensure inclusivity and incorporation of a conservation expert, preferably ones with experience in RAMP.

We request this because once destroyed, our natural open spaces are gone forever. We say this again because the building industry has well financed commercial advocates who job it is to acquire as much of our natural lands as possible.

We have heard those individuals claim that there is a conflict between California's need for housing and the preservation of our natural open spaces. Their line is that we can have housing or we can save our natural open spaces, but we can't have both. In addition, we have heard them say that consuming more of our natural open spaces is necessary if we are going to build housing units which middle class working people can afford.

Both of those assertions are provably false. We have been following the planning process in Diamond Bar and surrounding areas for a number of years. Never, in all that time, have we seen new affordable housing developments built on natural open spaces. The price of land and construction is so high that doing so simply doesn't pencil. So, let's not kid ourselves into thinking that sacrificing our precious

natural open spaces will create the specific type of affordable middle-class housing so desperately needed. Because that train has long since left the station. The reality moving forward is that new middle-class affordable housing must come from places other than our natural open spaces.

During our involvement in Diamond Bar's 2019 general plan update process, we worked to educate local politicians, the general plan action committee, and local citizens that California General Plan Law recognizes the preservation of natural open spaces as being of equal importance in the eyes of the law to that of housing, and other general plan elements.

Our position is, given California's general plan law, and given the governor's 30x30 plan, the sensible course of action is to face the new reality in the housing market now, while we still have some natural open spaces remaining. Because the truth is that it is indeed possible for us to preserve our remaining natural open spaces and create new, more affordable housing units.

But the caveat is that in order to do so, we much change our entire vision of where and how to create those units. To Diamond Bar's credit, we found a way to plan for the creation of all our required housing units without destroying any more of our natural open spaces. To be clear, it wasn't easy. It took a good deal of creativity and imagination, and the willingness for all parties to work together in a constructive way. A way in which all elements of the general plan were given equal priority.

So, we know it's possible to find that balance. We say all this because we see the RAMP as an integral tool for others to find that balance. But it will only work if all voices are represented at the table.

We therefore urge SCAG to have the courage to follow Diamond Bar's example and use its resources to urge other area jurisdictions to follow suit.

One way for SCAG to do that would be to prioritize the placement of at least one experienced conservation expert on the Greenprint Technical Advisory Committee.

If the placement of an experienced conservation voice on the Greenprint Technical Advisory Committee is denied, SCAG will be sending a message to the building industry that it is still business as usual. That SCAG does not truly intend to respect California's general plan law with respect to the preservation of our natural open spaces, nor the implementation of our governor's 30x30 initiative.

Thank you for the opportunity to comment on this agenda item.

Sincerely,



President,
Responsible Land use

From: Christopher Mathers <topher@activesgv.org>
Sent: Wednesday, January 4, 2023 4:49 PM
To: EEC Public Comment Group
Subject: SCAG SoCal Greenprint
Attachments: 2023.01.04 -SCAG SoCal Greenprint.pdf

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Hi,

Please see the attached for Active San Gabriel Valley's comment letter in regards to SCAG's SoCal Greenprint project.

Sincerely,
Topher Mathers

--

Topher Mathers

Pronouns: He | Him

Organizing and Policy Specialist

Active San Gabriel Valley, El Monte (Tongva Territory)

626-344-0360 | topher@activesgv.org

Follow Us: [Instagram](#) | [Facebook](#) | [Twitter](#)

www.ActiveSGV.org

January 4, 2023

ADVISORY BOARD

Vincent Chang

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Rafael Gonzalez

Yvette Martinez

Stephanie Ramirez

Wesley Reutimann

Chris Tran

Honorable Deborah Robertson
Chair, Energy and Environment Committee
Southern California Association of Governments
900 Wilshire Blvd., Suite 1700
Los Angeles, CA 90017

Re: Advancing Equity, Environmental Justice and Planning for Climate Resiliency Requires Regional Advanced Mitigation Planning (RAMP), and Public Access to Quality Data

Dear EEC Chair Robertson,

As a place-based community organization dedicated to realizing a more sustainable, equitable, and livable San Gabriel Valley, ActiveSGV is dedicated to addressing the climate emergency. Southern California residents face extreme heat, sea level rise, wildfires and chronic poor air quality. These issues must be addressed with collaboration, data, and visionary leadership while incorporating environmental justice principles. Environmental justice mandates the right to ethical, balanced and responsible uses of land in the interest of a sustainable planet for humans and other living things.¹ Environmental justice is a key fact to consider when advancing SCAG's housing development priorities for the region if SCAG hopes to realize affordable housing projects that preserve access to clean air, safe drinking water, and limited exposure to pollutants. Building for sprawl does not support the biodiversity needs of our local environment and cannot support the needs of environmental justice communities who often lack access to core community benefits, such as transportation, medical care, and outdoor access.

To address the climate crisis with equity and environmental justice in mind, ASGV supports the draft Regional Advanced Mitigation Planning (RAMP) policy framework that was recommended by SCAG staff to the RAMP Advisory Task Group last month. It presents a critical opportunity to streamline the infrastructure products our region needs, while maximizing environmental benefits. We also support the SCAG SoCal Greenprint, a public mapping tool that would support environmental justice communities across the region by advancing access to data that can inform smarter planning decisions and support community-based advocacy efforts.

Tangentially, the SoCal Greenprint provides the information and resources we need for the region to make smarter and more reliable decisions that will improve the sustainability of our environment and economic systems while planning for growth. Data that identifies where wildfires have historically occurred, groundwater sources exist, and tree canopies are located will make it clear where natural resources need to be protected and clarify how climate change impacts need to be considered to support resilient communities. The SoCal Greenprint is invaluable to us as climate resilience practitioners and we understand the power it holds to other key users like: infrastructure agencies, community-based organizations, developers, and planners.

¹ The National People of Color Environmental Leadership Summit. "17 Principles of Environmental Justice." 1991. <https://www.ewg.org/news-insights/news/17-principles-environmental-justice>

ActiveSGV's mission is to support a more sustainable, equitable, and livable San Gabriel Valley.

To address the climate emergency and environmental justice, electeds and regional organizations like SCAG hold an important role in advancing local projects, policies, and land use decisions, and must ensure they are informed by and responsive to the experiences and needs of local communities. Recent efforts to divorce SCAG's planning approach from the realities of our region's current environmental constraints, such as sea level rise, historic wildfire perimeters, limited park access, and the state's disadvantaged communities index perpetuate harmful planning standards that will impact communities who experience historic and perpetual underinvestments the worst.


The SCAG Energy and Environment Committee should support planning approaches that support our region's climate needs, future land use decisions must be more strategic and better-informed to protect our treasured natural resources – the RAMP Policy Framework and the SoCal Greenprint will both play active roles in this.

We urge you to continue moving the RAMP Policy Framework and SoCal Greenprint along to make these invaluable resources available for all who are responsible for building a future that is more sustainable, equitable, and livable. If you have any questions regarding this matter, please contact me at david@activeSGV.org.

Thank you for your time and consideration,



David Diaz, MPH
Executive Director

From: Susan Sheakley [REDACTED] 
Sent: Wednesday, January 4, 2023 4:53 PM
To: EEC Public Comment Group
Cc: GreenVision@fhbp.org
Subject: Agenda Items 8 & 9, Advance Mitigation, (Support), Sea and Sage Audubon
Attachments: SCAG .doc

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Dear Chair Robertson, enclosed is a comment letter on Agenda Items 8 and 9 from Sea and Sage Audubon.

Susan Sheakley
Chair, Conservation Committee
Sea and Sage Audubon Society
www.seaandsageaudubon.org

Attachment: Public Comments received before 5pm on January 5, 2023, ahead of the January 6, 2023 Energy & Environment Committee Meeting



*Sea and
Sage Audubon*

P.O. BOX 5447, IRVINE, CA 92616-5447

(949) 261-7963

Sent via email to: EECPublicComment@scag.ca.gov

January 4, 2023

Attn: Chair Deborah Robertson
Southern California Association of Governments (SCAG)
Energy & Environment Committee
900 Wilshire Blvd., Ste. 1700
Los Angeles, CA 90017

RE: Agenda Items 8 & 9: Regional Advance Mitigation Program (SUPPORT)

Dear Chair Robertson,

Sea and Sage Audubon Society (Sea and Sage) is generally supportive of the policy framework for the regional advanced mitigation program (RAMP). We support SCAG meeting its mitigation measure of creating the RAMP by taking this crucial first step of adopting a policy framework and we request that the proposed Greenprint Technical Advisory Committee include one seat for an environmental representative to ensure inclusivity and incorporation of a conservation expert, preferably one with experience in RAMP.

By way of background, Sea and Sage was incorporated in 1958. We are an Orange County Chapter of the National Audubon Society. We have over 3500 members. Our mission is to protect birds and other wildlife, and their habitats, through education, citizen science, research, and public policy advocacy. Sea and Sage is a member of the Green Vision Coalition.

We support advance mitigation as a thoughtful and effective approach to progress and protection of wildlife.

We have the following points regarding the SCAG RAMP Policy Framework:

RAMPs thoughtfully and comprehensively offset the impacts of projects at the 11,000' high level, instead of providing smaller, piecemeal and project-by-project mitigation offsets. It is both a time saver and reduces staff time. Further, it allows the project implementation to be smoother, more time and cost effective, while also benefiting the system of natural lands and waterways preserved in the Southland. It provides project certainty and streamlines the environmental review process for projects included voluntarily in the RAMP.

Another benefit of the RAMP is that new projects that are not covered by an existing RAMP can be added through the SCAG RAMP process. Thus, this tool helps set the stage for project delivery and conservation outcomes. We encourage SCAG to tap into the experience and partnerships available through the land trust, conservancy, equity, tribal, and conservation communities that will benefit SCAG and area transportation agencies for the RAMP

development. Early and thoughtful communication with these groups will also lead to better outcomes.

Finally, our hope is that the RAMP Policy Framework leads to completion of the second key conservation mitigation measure: the Greenprint. Using data to direct future planning is vital. Data on equity, tree cover, gentrification, sea level rise, wildfire risks, and water availability, for example, are critical for understanding the big picture and planning for the future (or correcting past planning mistakes). And, access to information is important to thoughtful and strategic decision making. The Greenprint provides a tool that transportation agencies, cities, counties, and others can use to improve decisions and make better policy choices—especially since the Greenprint planning tool pulls together myriad data sets so decision-makers can plan for future development with nature in mind.

For these reasons and more, Sea and Sage urges the EEC to adopt the RAMP Policy Framework and consider the addition of a conservation representative on the TAC. Thank you for the opportunity to comment on this agenda item.

Sincerely,



Susan Sheakley
Conservation Chair

Copy: GreenVision@FHBO.org

Sea and Sage Audubon Society, January 4, 2023, Page 2
RE: Agenda Items 8 & 9: Regional Advance Mitigation Program (SUPPORT)



NO. 650
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS
REGIONAL COUNCIL
MINUTES OF THE REGULAR MEETING
THURSDAY, JANUARY 5, 2023

THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE REGIONAL COUNCIL. A VIDEO RECORDING OF THE ACTUAL MEETING IS AVAILABLE ON THE SCAG WEBSITE AT: <http://scag.iqm2.com/Citizens/>

The Regional Council (RC) of the Southern California Association of Governments (SCAG) held its regular meeting both in person and virtually (telephonically and electronically), given the declared state of emergency (pursuant to State of Emergency Proclamation dated March 4, 2020) and local public health directives imposing and recommending social distancing measures due to the threat of COVID-19, and pursuant to Government Code Section 54953(e)(1)(A). A quorum was present.

Members Present

Hon. Art Brown, 1st Vice President	<i>Buena Park</i>	District 21
Supervisor Curt Hagman, 2nd Vice President		San Bernardino County
Hon. Clint Lorimore, Imm. Past President	<i>Eastvale</i>	District 4
Supervisor Luis Plancarte		Imperial County
Supervisor Don Wagner		Orange County
Supervisor Karen Spiegel		Riverside County
Supervisor Vianey Lopez		Ventura County
Hon. Maria Nava-Froelich		ICTC
Hon. Brian Goodell		OCTA
Hon. Alan Wapner		SBCTA
Hon. Mike T. Judge		VCTC
Hon. Kathleen Kelly	<i>Palm Desert</i>	District 2
Hon. Frank Navarro	<i>Colton</i>	District 6
Hon. Larry McCallon	<i>Highland</i>	District 7
Hon. Deborah Robertson	<i>Rialto</i>	District 8
Hon. L. Dennis Michael	<i>Rancho Cucamonga</i>	District 9
Hon. Ray Marquez	<i>Chino Hills</i>	District 10
Hon. Randall Putz	<i>Big Bear Lake</i>	District 11
Hon. Tammy Kim	<i>Irvine</i>	District 14

Hon. Leticia Clark	<i>Tustin</i>	District 17
Hon. Kim B. Nguyen	<i>Garden Grove</i>	District 18
Hon. Ashleigh Aitken	<i>Anaheim</i>	District 19
Hon. Joe Kalmick	<i>Seal Beach</i>	District 20
Hon. Marty Simonoff	<i>Brea</i>	District 22
Hon. Ray Hamada	<i>Bellflower</i>	District 24
Hon. Frank Yokoyama	<i>Cerritos</i>	District 23
Hon. Ali Saleh	<i>Bell</i>	District 27
Hon. Mark E. Henderson	<i>Gardena</i>	District 28
Hon. Cindy Allen	<i>Long Beach</i>	District 30
Hon. Margaret Clark	<i>Rosemead</i>	District 32
Hon. Steve De Ruse	<i>La Mirada</i>	District 31
Hon. Margaret E. Finlay	<i>Duarte</i>	District 35
Hon. Keith Eich	<i>La Cañada Flintridge</i>	District 36
Hon. Steve Tye	<i>Diamond Bar</i>	District 37
Hon. Tim Sandoval	<i>Pomona</i>	District 38
Hon. James Gazeley	<i>Lomita</i>	District 39
Hon. Drew Boyles	<i>El Segundo</i>	District 40
Hon. David J. Shapiro	<i>Calabasas</i>	District 44
Hon. Laura Hernandez	<i>Port Hueneme</i>	District 45
Hon. Steve Manos	<i>Lake Elsinore</i>	District 63
Hon. Casey McKeon	<i>Huntington Beach</i>	District 64
Hon. Elizabeth Becerra	<i>Victorville</i>	District 65
Hon. Marsha McLean	<i>Santa Clarita</i>	District 67
Hon. Patricia Lock Dawson	<i>Riverside</i>	District 68
Hon. Marisela Nava	<i>Perris</i>	District 69

Members Not Present

Hon. Jan Harnik, President
 Supervisor Kathryn Barger
 Supervisor Hilda Solis
 Hon. Zak Schwank
 Hon. Benjamin Vazquez
 Hon. José Luis Solache
 Hon. Rex Richardson
 Hon. Gary Boyer
 Hon. Adele Andrade-Stadler
 Hon. Eunisses Hernandez
 Hon. Paul Krekorian
 Hon. Bob Blumenfield

Members Not Present

Temecula
Santa Ana
Lynwood
Long Beach
Glendora
Alhambra
Los Angeles
Los Angeles
Los Angeles

Members Not Present
RCTC

Los Angeles County
 Los Angeles County
 District 5
 District 16
 District 26
 District 29
 District 33
 District 34
 District 48
 District 49/Public Transit Rep.
 District 50



Hon. Nithya Raman	<i>Los Angeles</i>	District 51
Hon. Katy Young Yaroslavsky	<i>Los Angeles</i>	District 52
Hon. Monica Rodriguez	<i>Los Angeles</i>	District 54
Hon. Marqueece Harris-Dawson	<i>Los Angeles</i>	District 55
Hon. Curren D. Price, Jr.	<i>Los Angeles</i>	District 56
Hon. Heather Hutt	<i>Los Angeles</i>	District 57
Hon. Traci Park	<i>Los Angeles</i>	District 58
Hon. John Lee	<i>Los Angeles</i>	District 59
Hon. Hugo Soto-Martinez	<i>Los Angeles</i>	District 60
Hon. Kevin de León	<i>Los Angeles</i>	District 61
Hon. Tim McOsker	<i>Los Angeles</i>	District 62
Hon. Karen Bass	<i>Los Angeles</i>	Member-at-Large
Hon. Andrew Masiel, Sr.	<i>Pechanga Dev. Corp.</i>	Tribal Gov't Reg'l Planning Brd.
Ms. Lucy Dunn		Business Representative

Staff Present

- Darin Chidsey, Chief Operating Officer
- Debbie Dillon, Chief Strategy Officer
- Cindy Giraldo, Chief Financial Officer
- Sarah Jepson, Director of Planning
- Javiera Cartagena, Director of Government and Public Affairs
- James Ramirez, Director of Human Resources (Acting)/Risk Management and Safety Officer
- Julie Shroyer, Chief Information Officer
- Michael Houston, Chief Counsel, Director of Legal Services
- Jeffery Elder, Deputy Legal Counsel
- Michael Maurer, Assistant Board Counsel
- Maggie Aguilar, Clerk of the Board
- Cecilia Pulido, Deputy Clerk of the Board

CALL TO ORDER AND PLEDGE OF ALLEGIANCE

First Vice President Brown called the meeting to order at 12:04 p.m. and asked Regional Councilmember Larry McCallon, Highland, District 7, to lead the Pledge of Allegiance.

Given the declared state of emergency (pursuant to State of Emergency Proclamation dated March 4, 2020) and local public health directives imposing and recommending social distancing measures due to the threat of COVID-19, and pursuant to Government Code Section 54953(e)(1)(A), First Vice President Brown announced the meeting was being held both in person and virtually (telephonically and electronically).

PUBLIC COMMENT PERIOD

First Vice President Brown opened the Public Comment Period and outlined instructions for public comments. He noted this was the time for persons to comment on any matter pertinent to SCAG's jurisdiction that were not listed on the agenda. He reminded the public to submit comments via email to ePublicComment@scag.ca.gov.

The Clerk of the Board acknowledged there no written public comments received before or after the deadline.

Seeing no public comment speakers, First Vice President Brown closed the Public Comment Period.

REVIEW AND PRIORITIZE AGENDA ITEMS

There were no requests to prioritize agenda items.

ACTION ITEM

In the interest of time, action on Items 1 and 2 were acted upon together. The roll call vote is reflected below.

1. Findings to Continue Holding Virtual Regional Council and Committee Meetings Under AB 361

There were no public comments speakers for Item No. 1.

The comprehensive staff report was included in the agenda packet and posted on the SCAG website. The meeting video is also available on the SCAG website.

2. Pedestrian Safety Month: Highlighting Go Human's 2022 Outcomes

There were no public comment speakers for Item No. 2.

The comprehensive staff report was included in the agenda packet and posted on the SCAG website. The meeting video is also available on the SCAG website.

A MOTION was made (Hagman) to approve **Item No. 1**: that the Regional Council (RC): (1) ratify the prior actions of the Executive/Administration Committee taken at its November 2, 2022 meeting relating to findings made pursuant to Government Code Section 54953(e)(3); (2) make the following findings required by Government Code Section 54953(e)(3) on the basis of the staff report, which is incorporated by this reference, that (i) a proclaimed state of emergency remains active in

connection with the COVID-19 public health crisis, (ii) the RC has reconsidered the circumstances of the state of emergency and (iii) state and local officials continue to impose or recommend measures to promote social distancing in relation to the COVID-19 public health crisis and, further, (3) authorize all legislative bodies of the Southern California Association of Government (SCAG), including the RC, EAC and all committees, subcommittees and task forces established by the RC or SCAG's Bylaws, to utilize remote teleconference meetings pursuant to and in compliance with Brown Act provisions contained in Government Code Section 54953(e); and **Item 2:** that the Regional Council approve the Sustainable Communities Program – Civic Engagement, Equity, and Environmental Justice (CEEEJ) Call for Applications Guidelines and authorize staff to release the Call for Applications, upon approval of SCAG's full Regional Early Action Planning Grant (REAP 2.0) application by the State Partners. Authorize the SCAG Executive Director or his designee to revise the Guidelines as needed for compliance with the REAP 2.0 program and/or feedback from the State Partners, and to enter into agreements with awarded subregional partners under this program and execute all documents incident to the agreements, including issuance of conditional award letters. Motion was SECONDED (McCallon). The motion passed by the following roll call votes:

AYES: Aitken, Becerra, Boyles, Brown, M. Clark, De Ruse, Eich, Finlay, Gazeley, Goodell, Hagman, Hamada, Judge, J. Kalmick, Kelly, Lock Dawson, Lopez, Lorimore, Marquez, McCallon, McLean, Michael, Nava, Nava-Froelich, Nguyen, Plancarte, Putz, Saleh, Shapiro, Simonoff, Spiegel, Wapner and Yokoyama (33)

NOES: NONE (0)

ABSTAIN: McKeon (1)

CONSENT CALENDAR

There were no public comments on the Consent Calendar.

Approval Items

3. Minutes of the Regular Meeting – November 3, 2022
4. Contracts \$500,000 or Greater: Contract No. 23-016-C01, Strategic Media Relations Services
5. Release of Transportation Conformity Analysis of Draft Connect SoCal 2020 Amendment #3 and 2023 Federal Transportation Improvement Program Consistency Amendment #23-03 for Public Review and Comment

-
6. Draft Connect SoCal 2020 Amendment 3 and 2023 FTIP Consistency Amendment #23-03 - Release for Public Review
 7. 2023 Go Human Community Hubs Program Guidelines
 8. SCAG Memberships and Sponsorships
 9. 2023 State and Federal Legislative Platform

Receive and File

10. January 2023 State and Federal Legislative Update
11. 2022-2023 Executive Administration Committee Strategic Work Plan
12. Status Report on SCAG's Racial Equity Early Action Plan
13. REAP 1.0 Biannual Program Update
14. Purchase Orders, Contract and Amendments below Regional Council Approval Threshold
15. CFO Monthly Report

A MOTION was made (Finlay) that the Regional Council approve Consent Calendar Items 3 through 9 and Receive and File Items 10 through 15. Motion was SECONDED (Plancarte). The motion passed by the following roll call votes:

AYES: Aitken, Becerra, Boyles, Brown, M. Clark, De Ruse, Eich, Finlay, Gazeley, Goodell, Hagman, Hamada, Judge, J. Kalmick, Kelly, Lock Dawson, Lopez, Lorimore, Marquez, McCallon, McLean, Michael, Nava, Nava-Froelich, Nguyen, Plancarte, Putz, Shapiro, Simonoff, Spiegel, Wagner, Wapner and Yokoyama (33)

NOES: NONE (0)

ABSTAIN: McKeon (1); and Spiegel (Abstained on Item 3)

INFORMATION ITEM

16. Final 2022 Air Quality Management Plan (AQMP)
-

There were no public comment speakers for Item No. 16.

Kome Ajise, Executive Director, welcomed and introduced Dr. Sarah Rees, Deputy Executive Officer of the South Coast Air Quality Management District (AQMD), to make a presentation on the Final 2022 Air Quality Management Plan (AQMP). He noted the Final 2022 AQMP was a very relevant air plan for SCAG, because SCAG provides the foundation data for the plan and that our adopted regional transportation plan and programs-the Connect SoCal 2020- are an integral part of the AQMP. He stated that the AQMP establishes new transportation conformity budgets that our future regional transportation plan and program will need to meet. He thanked Dr. Rees and her staff for their close collaboration with SCAG staff in preparing the 2022 AQMP. He also thanked Wayne Nestri, Executive Director of the South Coast AQMD and Dr. Rees of their great leadership and the tremendous effort of their staff in addressing the regional transportation conformity lockdown.

Dr. Rees provided brief remarks on the 2022 AQMP which was adopted by the AQMD Board in December 2022. She noted that this was a very comprehensive plan and for the first time ever they were expressly pivoting to adoption of zero emission technologies wherever and whenever feasible across all sectors in order to be able to meet the federal ozone standards. She explained that they were required under the federal Clean Air Act to develop plans showing how they were going to meet federal air quality standards. Her presentation included information on the key components of the 2022 AQMP, the 3-year process with public participation, ozone trends in the South Coast Air Basin, health impacts, NOx baseline emissions by source category, the need to reduce NOx emissions and address federal sources, innovative approaches needed to reduce emissions, an overview of AQMD and California Air Resources Control Board (CARB) Mobile Source Controls, and the public health benefits realized as a result of the implementation of the plan. Lastly, she noted that next steps were for CARB to consider the plan for adoption on January 26, shortly thereafter the plan would be submitted to the Environmental Protection Agency for their review and approval, and then they would start the implementation with the public and other interested stakeholders.

Regional Council Member McCallon thanked Dr. Rees for her presentation and the great job by her staff.

Regional Council Member Kathleen Kelly, Palm Desert, District 2, echoed comments by Regional Council Member McCallon. She also asked if there was anything that could be done to remove NOx from the air. Dr. Rees stated that there was a lot of work being done by the greenhouse gas world in relation to carbon dioxide and noted that it was hard to reduce NOx because it forms when they burn things. She stated that she was not aware of technologies that would be needed to reduce or make the emission reductions needed to take it out of the atmosphere.

First Vice President Brown asked if there was any Public Comment on the remaining administrative items.

Seeing no public comment speakers, First Vice President Brown closed the Public Comment Period.

BUSINESS REPORT

Regional Council Member Lucy Dunn reported that on January 3, thanks to a \$100 million grant from Donald and Brigitte Bren, Caltech and SpaceX launched a satellite to develop solar energy from space. She explained that it was a solar power project and in Southern California they would be collecting solar power in space and transmitting the energy wirelessly to earth through microwaves which enables terrestrial power availability unaffected by weather or time of day. She noted that this would make solar power continuously available at little or no cost anywhere on earth. On the inflation side, she noted that business was very focused on inflation, though it was slowing, it still remained near record highs. She noted that the recession still seems to be in our near future and that food was up by 11%, energy was up by 13%, and housing was up by 7% or more all over the nation. She reported that the GLUE Council was going to meet on January 30 so that they met right before the Regional Council meetings to allow for sharing information in a timely fashion. She noted that they would be featuring at the GLUE Council meeting items like SCAG's legislative agenda and a presentation by George Tita of UCI's Livable Cities Lab who would be speaking about the connection between building affordable housing and increasing home values and decreasing crime. She also noted that the business community seemed to be lining up in strong support for the draft RAMP that would be coming before the Regional Council in February.

PRESIDENT'S REPORT

First Vice President Brown provided a report on meetings now being open to the public. He also welcomed new Regional Council Members: Benjamin Vazquez, Santa Ana, RC District 16; Ashleigh Aitken, Anaheim, RC District 19; Casey McKeon, Huntington Beach, RC District 64; Eunisses Hernandez, Los Angeles, RC District 48; Katy Young Yaroslavsky, Los Angeles, RC District 52; Traci Park, Los Angeles, RC District 58; Hugo Soto-Martinez, Los Angeles, RC District 60; Tim McOsker, Los Angeles, RC District 62; and Mayor Karen Bass (Member-At-Large). First Vice President Brown also provided a report on SCAG hosting a series of virtual legislative outreach meetings with members of our region's legislative delegation to share top priorities, including continuation of the Infill Infrastructure Grant Program, continued funding for the Active Transportation Program, adding additional flexibility for local jurisdictions to meet their RHNA goals, and gaining continued support for REAP Grant Programs. He also provided a brief report on the Imperial Lithium Mobile Workshop in which President Harnik and SCAG staff visited Imperial County and attended a comprehensive tour of several major regional infrastructure and energy projects. He also provided a report on the vacancies and special elections that would be coming up as a result of election outcomes and retirements. He also issued a call for candidates who may be interested in serving on the Nominating Committee, the Bylaws and Resolutions Committee and the Scholarship Committee.



He also reported that preparation on appointments for the General Assembly Host Committee were underway and staff expected letters to go out later this month to appointees which would be announced next month. He also reported the Patricia Lock Dawson, RC District 68, had been appointed as Vice Chair to the Legislative/Communications and Membership Committee. Lastly, he reported that the next Regional Council meeting was scheduled on February 2, 2023 at 12:00 p.m.

EXECUTIVE DIRECTOR’S REPORT

Executive Director Ajise highlighted the action taken by the Regional Council on Item No. 2 and noted that there was \$5 million available for local agencies through the REAP 2.0 program to promote housing and reduce VMT. His report also included an update on the Transportation Conformity Lockdown, Connect SoCal and FTIP Amendment No. 3, the REAP Biannual Report, which was Receive and File Item No. 13 on the Consent Calendar, the Sustainability Awards Call for Nominations, the SoCal Transportation Safety Resource Hub, and events and appearances by SCAG staff throughout the region.

The detailed report can be viewed through the meeting video available on the SCAG website.

FUTURE AGENDA ITEMS

There were no future agenda items.

ANNOUNCEMENTS

First Vice President Brown announced that Regional Council Member McCallon was now the President of Metrolink. There were no further announcements.

ADJOURNMENT

There being no further business, President Harnik adjourned the Regional Council meeting at 1:05 p.m.

[MINUTES ARE UNOFFICIAL UNTIL APPROVED BY THE REGIONAL COUNCIL]

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AGENDA ITEM 5
REPORT

Southern California Association of Governments
February 2, 2023

To: Executive/Administration Committee (EAC)
Regional Council (RC)

**EXECUTIVE DIRECTOR'S
APPROVAL**

From: Cindy Giraldo, Chief Financial Officer
(213) 630-1413, giraldo@scag.ca.gov

Subject: Contract Amendment Greater Than 30% of the Contract's Original Value:
Contract No. 17-026-C1 Amendment 10, Professional Auditing Services

RECOMMENDED ACTION:

Approve Amendment 10 to contract 17-026-C1, with Eide Bailly, LLC, to provide additional professional auditing services, increasing the contract value \$30,000, from \$448,524 to \$478,524. Authorize the Executive Director, or his designee, pursuant to legal counsel review, to execute the contract amendment on behalf of SCAG.

STRATEGIC PLAN:

This item supports the following Strategic Plan Goal 1: Produce innovative solutions that improve the quality of life for Southern Californians.

EXECUTIVE SUMMARY:

In April 2017, SCAG awarded contract 17-026-C1 to Eide Bailly, LLC (Formerly Vavrinek, Trine, Day and Company, LLP), to conduct audit services pursuant to the United States Office of Management and Budget (OMB), Title 2 United State Code of Federal Regulations Part 200 (2 CFR 200) Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards. The initial contract was to end June 30, 2020, but staff requested, and the Regional Council (RC) approved, an extension of the contract term for an additional two-years (i.e., through June 30, 2022) to maintain the continuity of services via contract Amendment 6. Staff subsequently recommended and the RC approved two (2) additional amendments (No. 8 and 9) due to new funding and programs, like Regional Early Action Planning (REAP) which required additional financial statement audit and single audit work. Due to the complexity and nature of the accounts to be audited and the departure of SCAG's Controller during the audit process, additional hours at higher levels of experience are required to close out the contract which ends March 31, 2023. Staff therefore recommends the RC to increase the compensation and additional \$30,000 to pay for additional auditing procedures needed to complete the FY 2021-22 Annual Comprehensive Financial Report (ACFR) and Single Audit Report.



This amendment when combined with a previous amendment also exceeds 30% of the contract's original value. Therefore, in accordance the SCAG Procurement Manual (dated January 2021) Section 9.3, it requires the RC's approval.

Staff recommends executing the following amendment greater than 30% of the contract's original value:

<u>Consultant/Contract #</u>	<u>Amendment's Purpose</u>	<u>Amendment Amount</u>
Eide Bailly, LLC	The consultant shall provide additional professional auditing services.	\$30,000

FISCAL IMPACT:

Funding of \$30,000 is available in the FY 2022-23 Indirect Cost budget in Project Number 810-0120.08.

ATTACHMENT(S):

Contract Summary 17-026-C1 Amendment No.10

ATTACHMENT(S):

1. Contract Summary 17-026-C1 Amendment No. 10
2. Contract Summary 17-026-C1 Amendment No. 10 COI

CONSULTANT CONTRACT 17-026-C1 AMENDMENT NO. 10

Recommended Consultant: Eide Bailly, LLC

Background & Scope of Work: In April 2017, SCAG awarded contract 17-026-C1 to Eide Bailly, LLC, to conduct audit services pursuant to the United States Office of Management and Budget (OMB), Title 2 United State Code of Federal Regulations Part 200 (2 CFR 200) Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards. The initial contract was to end June 30, 2020, but staff requested, and the Regional Council (RC) approved, an extension of the contract term for an additional two-years (i.e., through June 30, 2022) to maintain the continuity of services via contract Amendment 6. Due to new funding and programs, like Regional Early Action Planning (REAP), additional financial statement audit and single audit work was required and authorized by the RC under contract Amendment 8. Further, the RC authorized an additional increase to the contract via contract Amendment 9 to cover additional work needed during the FY 2021-22 audit. However, due to the complexity and nature of the accounts to be audited and the departure of SCAG’s Controller during the audit process, additional hours at higher levels of experience are required to close out the contract which ends March 31, 2023. Staff therefore recommends the RC to increase the compensation an additional \$30,000 to pay for additional auditing procedures needed to complete the FY 2021-22 financial audit.

This Amendment will increase the contract value from \$448,524 to \$478,524 (\$30,000).

Project’s Benefits & Key Deliverables: The project’s benefits and key deliverables include, but are not limited to:

- Providing Annual Comprehensive Financial Report (ACFR) and Single Audit Report auditor opinions;
- Increasing the public’s confidence in the financial statements released by SCAG;
- Increasing the ability to safeguard SCAG’s assets; and
- Providing assurance that SCAG’s control environment is adequate.

Strategic Plan: This item supports SCAG’s Strategic Plan Goal 1: Produce innovative solutions that improve the quality of life for Southern Californians.

Amendment Amount	Amendment 10	\$30,000
	Amendment 9	\$83,500
	Amendment 8	\$10,000
	Amendment 7 (administrative - no change to contract’s value)	\$0
	Amendment 6	\$125,386
	Amendment 5(administrative - no change to contract’s value)	\$0
	Amendment 4	\$20,000
	Amendment 3 (administrative - no change to contract’s value)	\$0
	Amendment 2 (administrative - no change to contract’s value)	\$0
	Amendment 1 (administrative - no change to contract’s value)	\$0
	Original contract value	<u>\$209,638</u>
	Total contract value is not to exceed	\$478,524

Attachment: Contract Summary 17-026-C1 Amendment No. 10 (Contract Amendment Greater Than 30% of the Contract’s Original Valuer:

This amendment when combined with a previous amendment also exceeds 30% of the contract's original value. Therefore, in accordance with the SCAG Procurement Manual (dated January 2021) Section 9.3, it requires the Regional Council's approval.

Contract Period: April 10, 2017 through March 31, 2023

Project Number: 810-0120.08 \$30,000
Funding of \$30,000 is available in the FY 2022-23 Indirect Cost budget in Project Number 810-0120.08.

Basis for the Amendment: The consultant is in the final year of its contract with SCAG which will take the contract through March 31, 2023. As previously stated, Due to the complexity and nature of the final accounts to be audited, additional hours at higher levels of experience are required to close out the contract. Staff therefore recommends the RC to increase the compensation and additional \$30,000 to pay for additional auditing procedures needed to complete the FY 2021-22 financial audit.

**Conflict Of Interest (COI) Form - Attachment
For February 2, 2023 the Regional Council Approval**

Approve Amendment 10 to contract 17-026-C1, with Eide Bailly, LLC, to provide additional professional auditing services, increasing the contract value \$30,000, from \$448,524 to \$478,524. Authorize the Executive Director, or his designee, pursuant to legal counsel review, to execute the contract amendment on behalf of SCAG.

The consultant team for this contract includes:

Consultant Name	Did the consultant disclose a conflict in the Conflict of Interest Form they submitted with its original proposal (Yes or No)?
Eide Bailly, LLC	No - form attached

SCAG CONFLICT OF INTEREST FORM

RFP No./Contract No. 17-026-C1
Amendment 10

SECTION I: INSTRUCTIONS

All persons or firms seeking contracts must complete and submit a SCAG Conflict of Interest Form along with the proposal. This requirement also applies to any proposed subconsultant(s). Failure to comply with this requirement may cause your proposal to be declared non-responsive.

In order to answer the questions contained in this form, please review SCAG’s Conflict of Interest Policy, the list of SCAG employees, and the list of SCAG’s Regional Council members. All three documents can be viewed online at <https://scag.ca.gov>. The SCAG Conflict of Interest Policy is located under “GET INVOLVED”, then “Contract & Vendor Opportunities” and scroll down under the “Vendor Contracts Documents” tab; whereas the SCAG staff may be found under “ABOUT US” then “OUR TEAM” then “Employee Directory”; and Regional Council members can be found under “MEETINGS”, then scroll down to “LEADERSHIP” then select “REGIONAL COUNCIL” on the left side of the page and click on “Regional Council Officers and Member List.”

Any questions regarding the information required to be disclosed in this form should be directed to SCAG’s Legal Division, especially if you answer “yes” to any question in this form, as doing so MAY also disqualify your firm from submitting an offer on this proposal

Name of Firm: Eide Bailly LLP
Name of Preparer: Roger Alfaro
Project Title: Financial Statement Audit Services
Date Submitted: 01/24/2023

SECTION II: QUESTIONS

1. During the last twelve (12) months, has your firm provided a source of income to employees of SCAG or members of the SCAG Regional Council, or have any employees or Regional Council members held any investment (including real property) in your firm?

YES NO

If “yes,” please list the names of those SCAG employees and/or SCAG Regional Council members and the nature of the financial interest:

Name	Nature of Financial Interest
<hr/>	<hr/>
<hr/>	<hr/>
<hr/>	<hr/>

Attachment: Contract Summary 17-026-C1 Amendment No. 10 COI (Contract Amendment Greater Than 30% of the Contract's Original Value):

2. _____
Have you or any members of your firm been an employee of SCAG or served as a member of the SCAG Regional Council within the last twelve (12) months?

YES NO

If "yes," please list name, position, and dates of service:

Name	Position	Dates of Service
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

3. Are you or any managers, partners, or officers of your firm related by blood or marriage/domestic partnership to an employee of SCAG or member of the SCAG Regional Council that is considering your proposal?

YES NO

If "yes," please list name and the nature of the relationship:

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

4. Does an employee of SCAG or a member of the SCAG Regional Council hold a position at your firm as a director, officer, partner, trustee, employee, or any position of management?

YES NO

If "yes," please list name and the nature of the relationship:

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

5. Have you or any managers, partners, or officers of your firm ever given (directly or indirectly), or offered to give on behalf of another or through another person, campaign contributions or gifts to any current employee of SCAG or member of the SCAG Regional Council (including contributions to a political committee created by or on behalf of a member/candidate)?

YES NO

If "yes," please list name, date gift or contribution was given/offered, and dollar value:

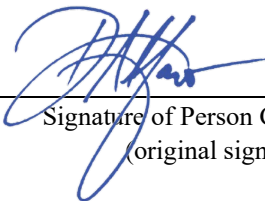
Name	Date	Dollar Value
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

SECTION III: VALIDATION STATEMENT

This Validation Statement must be completed and signed by at least one General Partner, Owner, Principal, or Officer authorized to legally commit the proposer.

DECLARATION

I, (printed full name) Roger Alfaro, hereby declare that I am the (position or title) Partner of (firm name) Eide Bailly LLP, and that I am duly authorized to execute this Validation Statement on behalf of this entity. I hereby state that this SCAG Conflict of Interest Form dated 01/24/2023 is correct and current as submitted. I acknowledge that any false, deceptive, or fraudulent statements on this Validation Statement will result in rejection of my contract proposal.



 _____ 01/24/2023 _____
 Signature of Person Certifying for Proposer Date
 (original signature required)

NOTICE

A material false statement, omission, or fraudulent inducement made in connection with this SCAG Conflict of Interest Form is sufficient cause for rejection of the contract proposal or revocation of a prior contract award.



AGENDA ITEM 6
REPORT

Southern California Association of Governments
February 2, 2023

To: Executive/Administration Committee (EAC)
Regional Council (RC)

**EXECUTIVE DIRECTOR'S
APPROVAL**

From: Cindy Giraldo, Chief Financial Officer
(213) 630-1413, giraldo@scag.ca.gov

Subject: Contracts \$500,000 or Greater: Contact No. 23-003-C01 and 23-003-C02,
Videography Services

RECOMMENDED ACTION:

Approve Contract No. 23-003-C01, in an amount not to exceed \$556,145, with Friendly Filmworks; and approve Contract No. 23-003-C02, in an amount not to exceed \$621,991, with Bubba's LA (\$1,178,136 collectively – subject to final negotiation), to provide videography services. Authorize the Executive Director, or his designee, pursuant to legal counsel review, to execute the contract on behalf of SCAG.

STRATEGIC PLAN:

This item supports the following Strategic Plan Goal

EXECUTIVE SUMMARY:

This contract expands SCAG's video capabilities to help the agency be more relevant in the digital age, more simply communicate technical content for greater accessibility and broaden the reach of information on important regional topics and issues. Further, it allows the agency to use video as part of its communication toolbox to support various other agency priorities.

BACKGROUND:

Staff recommends executing the following contract \$500,000 or greater:

<u>Consultant/Contract #</u>	<u>Contract Purpose</u>	<u>Contract Amount</u>
Friendly Filmworks (23-003-C01) and Bubba's LA (23-003-C02)	The consultants will provide videography services to SCAG	\$556,145 And \$621,991 (\$1,178,136 collectively)



FISCAL IMPACT:

Funding of \$435,000 is available in the FY 2022-23 Overall Work Program (OWP) Budget in Project Number 090-0148.01, and the remaining balance is expected to be available in the FY 2023-24 and FY 2024-25 OWP budget in Project Number 090-0148.01, subject to budget availability.

ATTACHMENT(S):

1. Contract Summary 23-003-C01 and C02
2. Contract Summary 23-003-C01 and C02 COI

CONSULTANT CONTRACT NO. 23-003-C01 AND 23-003-C02

Recommended Consultant:

Friendly Filmworks and Bubba’s LA

Background & Scope of Work:

SCAG produces video content as part of its work to engage communities on specific planning endeavors, showcase resources and convene local jurisdictions, and to inform stakeholders about SCAG’s role in the regional planning process. In addition, this contract provides expanded video capacity to support the agency in other areas, such as providing more engaging instructions for resource tools and supporting efforts to attract and retain talent.

This contract expands SCAG’s video capabilities to help the agency be more relevant in the digital age, more simply communicate technical content for greater accessibility and broaden the reach of information on important regional topics and issues. Further, it allows the agency to use video as part of its communication toolbox to support various other agency priorities.

Project’s Benefits & Key Deliverables:

The project’s benefits and key deliverables include, but are not limited to:

- An Annual Accomplishments Video. This video is presented at SCAG’s Regional Conference & General Assembly, and it will be produced each year of this contract;
- Sustainability Awards videos, which showcase nominees for these awards and help to educate local jurisdictions, the public and the non-profit and private sectors about the benefits of mixed use, transit-oriented development and comprehensive planning throughout the region. Similar to the annual accomplishments video, the Sustainability Awards Videos are part of the regular Regional Conference & General Assembly programming and are an annual deliverable for each year of the contract;
- Connect SoCal Animation Videos, which will support public engagement and public information necessary for the development of the 2024 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), including outlining the purpose of the plan and the process to develop it, summarizing the plan development process and input received, and outlining the content of the draft plan. This task is a one-time production under this contract;
- Testimonial Videos, which will help SCAG to uplift the stories of people who engage and collaborate with the agency. These videos are expected to be part of Connect SoCal public engagement efforts, local jurisdiction training and collaboration programs, hiring promotions and more, and will be an ongoing task throughout the life of this contract; and
- Ad Hoc Videos. This task will allow SCAG to produce different types of video work to support various agency during the length of this contract. Types of videos in this category may include: paid ad units, organic social media content, presentation videos for public workshops and other public meetings, and website content. Subject matter of these videos will be dependent on tactical plans for individual communication efforts and are likely to include: summaries of technical documents; educational overviews of processes for developing individual programs or projects; instructional videos for tools, application processes or similar; teasers for SCAG events, trainings or other convenings; and content to support hiring activities, including positioning SCAG as an employer of choice.

Strategic Plan: This item supports SCAG’s Strategic Plan Goal 6: Deploy strategic communications to further agency priorities and foster public understanding of long-range regional planning.

Contract Amount: **Total not to exceed** **\$1,178,136**
 Friendly Filmworks (prime consultant) \$556,145
 Bubba’s LA (prime consultant) \$621,991

Contract Period: Notice to Proceed through January 31, 2026

Project Number(s): 090-0148.01 \$435,000
 Funding source(s): Consolidated Planning Grant (CPG) – Federal Transit Administration (FTA) and Transportation Development Act (TDA)

Funding of \$435,000 is available in the FY 2022-2023 Overall Work Program (OWP) Budget in Project Number 090-0148.01, and the remaining balance is expected to be available in the FY 2023-2024 and FY 2024-2025 OWP Budget in Project Number 090-0148.01, subject to budget availability.

Request for Proposal (RFP): SCAG staff notified 1,062 firms of the release of RFP 23-003 via SCAG’s Solicitation Management System. A total of 50 firms downloaded the RFP. SCAG received twelve (12) proposals in response to the solicitation. Of the twelve (12) proposals received, staff deemed following eight (8) proposals responsive to the solicitation.

Friendly Filmworks (no subconsultants)	\$806,435
Bubba’s LA (2 subconsultants)	\$1,295,181
Clockworks Media LLC (no subconsultants)	\$294,588
North Star Alliances LLC (no subconsultants)	\$735,155
Del Richardson & Associates (no subconsultants)	\$778,094
WorldWise Production (no subconsultants)	\$819,775
Peacock Sinning Public Relations (4 subconsultants)	\$828,804
Blu Fable LLC (1 subconsultant)	\$862,942

Staff deemed the following four (4) proposals non-responsive because each firm did not meet the Disadvantaged Business Enterprise (DBE) goal required by Caltrans.

- Cone Graphix LLC
- Revolutionize Hollywood
- TV Pro Gear
- TBJ Productions

Selection Process: The Proposal Review Committee (PRC) evaluated each proposal in accordance with the criteria set forth in the RFP and conducted the selection process in a manner consistent with all applicable federal and state contracting regulations. After evaluating the proposals, the PRC determined that information and link to samples of videos online provided adequate material to decide on the highest ranked firms and that an interview was not necessary. The PRC determined that SCAG could capitalize on the extensive experience and qualifications of the two (2) firms that submitted proposals and obtain a better work product by splitting the contract award between

the two (2) firms. Accordingly, the PRC split the contact award between Friendly Filmworks and Bubba's LA.

The PRC consisted of the following individuals:

Ana Vallianatos, Manager of Media and Public Affairs, SCAG
Margaret de Larios, Public Affairs Specialist IV, SCAG
Diana Chamberlain, Sr. Graphic Designer, SCAG
Jennifer M Martinez, Operations Technician II, SCAG

Basis for Selection:

As previously stated, the PRC determined that SCAG could capitalize on the extensive experience and qualifications of the two (2) highest ranked firms, Friendly Filmworks and Bubba's LA and obtain a better work product by splitting the contract award between these two (2) firms. Accordingly, the PRC recommends awarding the contract which consists of five (5) Tasks between the two (2) firms because it is in SCAG's best interest to do so.

The PRC determined that Friendly Filmworks' experience and qualifications were best suited for Task 1 (Annual Accomplishments Video), Task 4 (Testimonial Videos) and Task 5 (Ad Hoc Videos); and that Bubba's LA's experience and qualifications were best suited for Task 2 (Sustainability Awards Videos) and Task 3 (Connect SoCal Animation Videos).

The evaluation criteria for this RFP gave the most significant weight to quality of the sample videos. Both selected consultants provided diverse samples that amply demonstrated high quality, high production value, and significant expertise working with public agencies and similar subject matter.

While neither of these firms were the lowest price proposer, they were rated the highest because of the quality and fit of work demonstrated in their samples, understanding of the work demonstrated in their proposals and the qualifications of the teams included in their proposals.

**Conflict of Interest (COI) Form - Attachment
For February 2, 2023 Regional Council Approval**

Approve Contract No. 23-003-C01, in an amount not to exceed \$556,145, with Friendly Filmworks; and approve Contract No. 23-003-C02, in an amount not to exceed \$621,991, with Bubba’s LA (\$1,178,136 collectively – subject to final negotiation), to provide videography services. Authorize the Executive Director, or his designee, pursuant to legal counsel review, to execute the contract on behalf of SCAG.

The consultant team for this contract includes:

Consultant Name	Did the consultant disclose a conflict in the Conflict of Interest Form they submitted with its original proposal (Yes or No)?
Friendly Filmworks (prime consultant)	No - form attached
Bubba’s LA (prime consultant)	No - form attached
Sanchez Media (subconsultant)	No - form attached
Fine Point Consulting(subconsultant)	No - form attached

SCAG CONFLICT OF INTEREST FORM

RFP No. 23-003

RFP No./Contract No. 23-003

SECTION I: INSTRUCTIONS

All persons or firms seeking contracts must complete and submit a SCAG Conflict of Interest Form along with the proposal. This requirement also applies to any proposed subconsultant(s). Failure to comply with this requirement may cause your proposal to be declared non-responsive.

In order to answer the questions contained in this form, please review SCAG’s Conflict of Interest Policy, the list of SCAG employees, and the list of SCAG’s Regional Council members. All three documents can be viewed online at <https://scag.ca.gov>. The SCAG Conflict of Interest Policy is located under “GET INVOLVED”, then “Contract & Vendor Opportunities” and scroll down under the “Vendor Contracts Documents” tab; whereas the SCAG staff may be found under “ABOUT US” then “OUR TEAM” then “Employee Directory”; and Regional Council members can be found under “MEETINGS”, then scroll down to “LEADERSHIP” then select “REGIONAL COUNCIL” on the left side of the page and click on “Regional Council Officers and Member List.”

Any questions regarding the information required to be disclosed in this form should be directed to SCAG’s Legal Division, especially if you answer “yes” to any question in this form, as doing so MAY also disqualify your firm from submitting an offer on this proposal

Name of Firm: Friendly Filmworks

Name of Preparer: Ara Jason Soudjian

Project Title: SCAG Video Production Services

RFP Number: 23-003 Date Submitted: 12/15/2022

SECTION II: QUESTIONS

1. During the last twelve (12) months, has your firm provided a source of income to employees of SCAG or members of the SCAG Regional Council, or have any employees or Regional Council members held any investment (including real property) in your firm?

YES NO

If “yes,” please list the names of those SCAG employees and/or SCAG Regional Council members and the nature of the financial interest:

Name	Nature of Financial Interest
_____	_____
_____	_____
_____	_____
_____	_____

Attachment: Contract Summary 23-003-C01 and C02 COI (Contracts \$500,000 or Greater: Contract No. 23-003-C01, Videography Services)

2. Have you or any members of your firm been an employee of SCAG or served as a member of the SCAG Regional Council within the last twelve (12) months?

YES NO

If "yes," please list name, position, and dates of service:

Name	Position	Dates of Service
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

3. Are you or any managers, partners, or officers of your firm related by blood or marriage/domestic partnership to an employee of SCAG or member of the SCAG Regional Council that is considering your proposal?

YES NO

If "yes," please list name and the nature of the relationship:

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

4. Does an employee of SCAG or a member of the SCAG Regional Council hold a position at your firm as a director, officer, partner, trustee, employee, or any position of management?

YES NO

If "yes," please list name and the nature of the relationship:

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

5. Have you or any managers, partners, or officers of your firm ever given (directly or indirectly), or offered to give on behalf of another or through another person, campaign contributions or gifts to any current employee of SCAG or member of the SCAG Regional Council (including contributions to a political committee created by or on behalf of a member/candidate)?

YES NO

If "yes," please list name, date gift or contribution was given/offered, and dollar value:

Name	Date	Dollar Value
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

SECTION III: VALIDATION STATEMENT

This Validation Statement must be completed and signed by at least one General Partner, Owner, Principal, or Officer authorized to legally commit the proposer.

DECLARATION

I, (printed full name) Ara Jason Soudjian, hereby declare that I am the (position or title) Owner of (firm name) Friendly Filmworks, and that I am duly authorized to execute this Validation Statement on behalf of this entity. I hereby state that this SCAG Conflict of Interest Form dated 12/15/2022 is correct and current as submitted. I acknowledge that any false, deceptive, or fraudulent statements on this Validation Statement will result in rejection of my contract proposal.


 _____ 12/15/2022
 Signature of Person Certifying for Proposer Date
 (original signature required)

NOTICE

A material false statement, omission, or fraudulent inducement made in connection with this SCAG Conflict of Interest Form is sufficient cause for rejection of the contract proposal or revocation of a prior contract award.

SCAG CONFLICT OF INTEREST FORM

RFP No./Contract No. 23-003

SECTION I: INSTRUCTIONS

All persons or firms seeking contracts must complete and submit a SCAG Conflict of Interest Form along with the proposal. This requirement also applies to any proposed subconsultant(s). Failure to comply with this requirement may cause your proposal to be declared non-responsive.

In order to answer the questions contained in this form, please review SCAG's Conflict of Interest Policy, the list of SCAG employees, and the list of SCAG's Regional Council members. All three documents can be viewed online at www.scag.ca.gov. The SCAG Conflict of Interest Policy is located under "Doing Business with SCAG," whereas the SCAG staff and Regional Council members lists can be found under "About SCAG."

Any questions regarding the information required to be disclosed in this form should be directed to Justine Block, SCAG Deputy Legal Counsel.

Name of Firm: Bubba's LA
Name of Preparer: Ian Nelson
Project Title: Videography Services
Date Submitted: December 14, 2022

SECTION II: QUESTIONS

1. During the last twelve (12) months, has your firm provided a source of income to employees of SCAG or members of the SCAG Regional Council, or have any employees or Regional Council members held any investment (including real property) in your firm?

YES NO

If "yes," please list the names of those SCAG employees and/or SCAG Regional Council members and the nature of the financial interest:

Name	Nature of Financial Interest
_____	_____
_____	_____
_____	_____
_____	_____

2. Have you or any members of your firm been an employee of SCAG or served as a member of the SCAG Regional Council within the last twelve (12) months?

YES NO

If "yes," please list name, position, and dates of service:

Name	Position	Dates of Service
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

3. Are you or any managers, partners, or officers of your firm related by blood or marriage/domestic partnership to an employee of SCAG or member of the SCAG Regional Council that is considering your proposal?

YES NO

If "yes," please list name and the nature of the relationship:

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

4. Does an employee of SCAG or a member of the SCAG Regional Council hold a position at your firm as a director, officer, partner, trustee, employee, or any position of management?

YES NO

If "yes," please list name and the nature of the relationship:

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

5. Have you or any managers, partners, or officers of your firm ever given (directly or indirectly), or offered to give on behalf of another or through another person, campaign contributions or gifts to any current employee of SCAG or member of the SCAG Regional Council (including contributions to a political committee created by or on behalf of a member/candidate)?

YES NO

If "yes," please list name, date gift or contribution was given/offered, and dollar value:

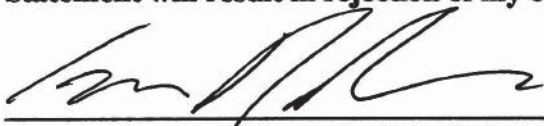
Name	Date	Dollar Value
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

SECTION III: VALIDATION STATEMENT

This Validation Statement must be completed and signed by at least one General Partner, Owner, Principal, or Officer authorized to legally commit the proposer.

DECLARATION

I, (printed full name) Ian Nelson, hereby declare that I am the (position or title) Owner/Executive Producer of (firm name) Bubba's LA, and that I am duly authorized to execute this Validation Statement on behalf of this entity. I hereby state that this SCAG Conflict of Interest Form dated December 10 is correct and current as submitted. I acknowledge that any false, deceptive, or fraudulent statements on this Validation Statement will result in rejection of my contract proposal.



 Signature of Person Certifying for Proposer
 (original signature required)

December 10, 2022

 Date

NOTICE

A material false statement, omission, or fraudulent inducement made in connection with this SCAG Conflict of Interest Form is sufficient cause for rejection of the contract proposal or revocation of a prior contract award.

SCAG CONFLICT OF INTEREST FORM

RFP No./Contract No. 23.003

SECTION I: INSTRUCTIONS

All persons or firms seeking contracts must complete and submit a SCAG Conflict of Interest Form along with the proposal. This requirement also applies to any proposed subconsultant(s). Failure to comply with this requirement may cause your proposal to be declared non-responsive.

In order to answer the questions contained in this form, please review SCAG's Conflict of Interest Policy, the list of SCAG employees, and the list of SCAG's Regional Council members. All three documents can be viewed online at www.scag.ca.gov. The SCAG Conflict of Interest Policy is located under "Doing Business with SCAG," whereas the SCAG staff and Regional Council members lists can be found under "About SCAG."

Any questions regarding the information required to be disclosed in this form should be directed to Justine Block, SCAG Deputy Legal Counsel.

Name of Firm: SANCHEZ MEDIA LLC

Name of Preparer: ALAN SANCHEZ

Project Title: VIDEOGRAPHY SERVICES 23-003

Date Submitted: 12/14/2022

SECTION II: QUESTIONS

1. During the last twelve (12) months, has your firm provided a source of income to employees of SCAG or members of the SCAG Regional Council, or have any employees or Regional Council members held any investment (including real property) in your firm?

YES NO

If "yes," please list the names of those SCAG employees and/or SCAG Regional Council members and the nature of the financial interest:

Name	Nature of Financial Interest
_____	_____
_____	_____
_____	_____
_____	_____

2. Have you or any members of your firm been an employee of SCAG or served as a member of the SCAG Regional Council within the last twelve (12) months?

YES NO

If "yes," please list name, position, and dates of service:

Name	Position	Dates of Service
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

3. Are you or any managers, partners, or officers of your firm related by blood or marriage/domestic partnership to an employee of SCAG or member of the SCAG Regional Council that is considering your proposal?

YES NO

If "yes," please list name and the nature of the relationship:

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

4. Does an employee of SCAG or a member of the SCAG Regional Council hold a position at your firm as a director, officer, partner, trustee, employee, or any position of management?

YES NO

If "yes," please list name and the nature of the relationship:

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

5. Have you or any managers, partners, or officers of your firm ever given (directly or indirectly), or offered to give on behalf of another or through another person, campaign contributions or gifts to any current employee of SCAG or member of the SCAG Regional Council (including contributions to a political committee created by or on behalf of a member/candidate)?

YES NO

If "yes," please list name, date gift or contribution was given/offered, and dollar value:

Name	Date	Dollar Value
_____	_____	_____
_____	_____	_____
_____	_____	_____

SECTION III: VALIDATION STATEMENT

This Validation Statement must be completed and signed by at least one General Partner, Owner, Principal, or Officer authorized to legally commit the proposer.

DECLARATION

I, (printed full name) ALAN SANCHEZ, hereby declare that I am the (position or title) _____ of (firm name) SANCHEZ MEDIA LLC, and that I am duly authorized to execute this Validation Statement on behalf of this entity. I hereby state that this SCAG Conflict of Interest Form dated 12/14/2022 is correct and current as submitted. I acknowledge that any false, deceptive, or fraudulent statements on this Validation Statement will result in rejection of my contract proposal.


 _____ 12/14/2022 _____
 Signature of Person Certifying for Proposer Date
 (original signature required)

NOTICE

A material false statement, omission, or fraudulent inducement made in connection with this SCAG Conflict of Interest Form is sufficient cause for rejection of the contract proposal or revocation of a prior contract award.

SCAG CONFLICT OF INTEREST FORM

RFP No. 23-003

RFP No./Contract No. 23-003

SECTION I: INSTRUCTIONS

All persons or firms seeking contracts must complete and submit a SCAG Conflict of Interest Form along with the proposal. This requirement also applies to any proposed subconsultant(s). Failure to comply with this requirement may cause your proposal to be declared non-responsive.

In order to answer the questions contained in this form, please review SCAG’s Conflict of Interest Policy, the list of SCAG employees, and the list of SCAG’s Regional Council members. All three documents can be viewed online at <https://scag.ca.gov>. The SCAG Conflict of Interest Policy is located under “GET INVOLVED”, then “Contract & Vendor Opportunities” and scroll down under the “Vendor Contracts Documents” tab; whereas the SCAG staff may be found under “ABOUT US” then “OUR TEAM” then “Employee Directory”; and Regional Council members can be found under “MEETINGS”, then scroll down to “LEADERSHIP” then select “REGIONAL COUNCIL” on the left side of the page and click on “Regional Council Officers and Member List.”

Any questions regarding the information required to be disclosed in this form should be directed to SCAG’s Legal Division, especially if you answer “yes” to any question in this form, as doing so MAY also disqualify your firm from submitting an offer on this proposal

Name of Firm: Fine Point Consulting
Name of Preparer: Terry Selucky
Project Title: Founder/President
RFP Number: 23-003 Date Submitted: 12/14/22

SECTION II: QUESTIONS

1. During the last twelve (12) months, has your firm provided a source of income to employees of SCAG or members of the SCAG Regional Council, or have any employees or Regional Council members held any investment (including real property) in your firm?

YES NO

If “yes,” please list the names of those SCAG employees and/or SCAG Regional Council members and the nature of the financial interest:

Name	Nature of Financial Interest
_____	_____
_____	_____
_____	_____
_____	_____

2. Have you or any members of your firm been an employee of SCAG or served as a member of the SCAG Regional Council within the last twelve (12) months?

YES NO

If "yes," please list name, position, and dates of service:

Name	Position	Dates of Service
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

3. Are you or any managers, partners, or officers of your firm related by blood or marriage/domestic partnership to an employee of SCAG or member of the SCAG Regional Council that is considering your proposal?

YES NO

If "yes," please list name and the nature of the relationship:

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

4. Does an employee of SCAG or a member of the SCAG Regional Council hold a position at your firm as a director, officer, partner, trustee, employee, or any position of management?

YES NO

If "yes," please list name and the nature of the relationship:

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

5. Have you or any managers, partners, or officers of your firm ever given (directly or indirectly), or offered to give on behalf of another or through another person, campaign contributions or gifts to any current employee of SCAG or member of the SCAG Regional Council (including contributions to a political committee created by or on behalf of a member/candidate)?

YES NO

If "yes," please list name, date gift or contribution was given/offered, and dollar value:

Name	Date	Dollar Value
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

SECTION III: VALIDATION STATEMENT

This Validation Statement must be completed and signed by at least one General Partner, Owner, Principal, or Officer authorized to legally commit the proposer.

DECLARATION

I, (printed full name) Terry Selucky, hereby declare that I am the (position or title) Founder/President of (firm name) Fine Point Consulting, and that I am duly authorized to execute this Validation Statement on behalf of this entity. I hereby state that this SCAG Conflict of Interest Form dated 12/14/22 is correct and current as submitted. I acknowledge that any false, deceptive, or fraudulent statements on this Validation Statement will result in rejection of my contract proposal.

 _____ Signature of Person Certifying for Proposer (original signature required)	_____ 12/14/22 Date
--	---------------------------

NOTICE

A material false statement, omission, or fraudulent inducement made in connection with this SCAG Conflict of Interest Form is sufficient cause for rejection of the contract proposal or revocation of a prior contract award.



AGENDA ITEM 7
REPORT

Southern California Association of Governments
February 2, 2023

To: Executive/Administration Committee (EAC)
Regional Council (RC)

From: Cindy Giraldo, Chief Financial Officer
(213) 630-1413, giraldo@scag.ca.gov

Subject: Contracts \$500,000 or Greater: Contract No. 23-018-C01, SCAG's Analytical Platform

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION:

Approve Contract No. 23-018-C01 in an amount not-to-exceed \$4,976,548, with StreetLight Data, Inc. (subject to final negotiation), to assist with creating SCAG's Analytic Platform. Authorize the Executive Director, or his designee, pursuant to legal counsel review, to execute the contract on behalf of SCAG.

STRATEGIC PLAN:

This item supports the following Strategic Plan Goal 1: Produce innovative solutions that improve the quality of life for Southern Californians. 4: Provide innovative information and value-added services to enhance member agencies' planning and operations and promote regional collaboration.

EXECUTIVE SUMMARY:

Consistent with the requirements of the Regional Early Action Planning Grants of 2021 (REAP 2.0) Program that funds this project, the consultant shall assist SCAG in customizing and providing cloud-based analytic platform services that leverage existing big data resources including, but not limited to, geographic data from location-based services of mobile devices or smartphones that provide insights into the historical and current travel behavior patterns of residents. The consultant shall provide access to the platform and a perpetual license to the aggregated data for the contract period FY2022-FY2026 (through June 30, 2026), online training, and ongoing technical support and maintenance.

BACKGROUND:

Staff recommends executing the following contract \$500,000 or greater:

<u>Consultant/Contract #</u>	<u>Contract Purpose</u>	<u>Contract Amount</u>
StreetLight Data Inc. (23-018-C01)	Consultant shall provide access to a platform and licenses to an unlimited	\$4,976,548

number of users at governmental agencies and public universities as designated by SCAG; as well as data and key metrics for use in planning and evaluating transportation projects that will be available to partners in the region.

FISCAL IMPACT:

SCAG will use available fund balances to fund and commence this contract activities up to \$1,250,000 and the funding will be included and reconciled in a future amendment to the FY 2022-23 Overall Work Program (OWP). The remaining funding is expected to be available in the FY 2023-24 OWP Budget, subject to the California Department of Housing and Community Development (HCD) approval for the REAP 2.0 full application funding.

ATTACHMENT(S):

1. Contract Summary 23-018-C01
2. Contract Summary 23-018-C01 COI

CONSULTANT CONTRACT NO. 23-018-C01

Recommended Consultant:	StreetLight Data, Inc.	
Background & Scope of Work:	Consistent with the requirements of the Regional Early Action Planning Grants of 2021 (REAP 2.0) Program that funds this project, the consultant shall assist SCAG in customizing and providing cloud-based analytic platform services that leverage existing big data resources including, but not limited to, geographic data from location-based services of mobile devices or smartphones that provide insight into the historical and current travel behavior patterns of residents. The consultant shall provide access to the platform and a perpetual license to the aggregated data for the contract period FY2022-FY2026 (through June 30, 2026), online training, ongoing technical support and maintenance.	
Project's Benefits & Key Deliverables:	The project's benefits and key deliverables include, but are not limited to: <ul style="list-style-type: none">• Access to platform and license to an unlimited number of users at governmental agencies and public universities.• Data and key metrics for use in planning and evaluating transportation projects.• Capability to integrate local input data into the analysis and calibration processes.	
Strategic Plan:	This item supports SCAG's Strategic Plan Goal 1: Produce innovative solutions that improve the quality of life for Southern Californians.	
Contract Amount:	Total not to exceed	\$4,976,548
	StreetLight Data, Inc. (prime consultant)	\$3,544,859
	TomTom (subconsultant)	\$455,164
	GeoTab Fleet Data (subconsultant)	\$450,000
	Wejo Safety Data (subconsultant)	\$526,525
Contract Period:	Notice to Proceed through June 30, 2026	
Project Number(s):	Funding source: Regional Early Action Planning Grants of 2021 (REAP 2.0) SCAG will use available fund balances to fund and commence this contract activities in the amount of \$1,250,000 and the funding will be later included and reconciled in a future amendment of the FY 2022-23 Overall Work Program (OWP). The remaining funding is expected to be available in the FY 2023-24 OWP Budget, subject to the California Department of Housing and Community Development (HCD) approval for the REAP 2.0 full application funding.	
Request for Proposal (RFP):	SCAG staff notified 4,586 firms of the release of RFP 23-018-C01 via SCAG's Solicitation Management System website. A total of 36 firms downloaded the RFP. SCAG received the following three (3) proposals in response to the solicitation: StreetLight Data, Inc. \$4,976,548	

Cambridge Systematics, Inc. (0 subconsultants)	\$4,318,636
Replica, Inc. (3 subconsultants)	\$6,000,000

Selection Process:

The Proposal Review Committee (PRC) evaluated each proposal in accordance with the criteria set forth in the RFP and conducted the selection process in a manner consistent with all applicable federal and state contracting regulations. After evaluating the proposals, the PRC conducted interviews for the two (2) highest ranked proposals.

The PRC consisted of the following individuals:

- Stephen Sungsu Yoon, Senior Regional Planner, SCAG
- Ginger Koblasz, Senior Planner, San Bernadino County Transportation Authority
- Kali K. Fogel, RIITS Program Manager II, LA Metro
- Katrina Kaiser, Research Data Specialist, Caltrans
- Kihong Kim, Modeler III, SCAG
- Nolan Borgman, Program Manager II, SCAG

Basis for Selection:

The PRC recommended StreetLight Data for the contract award because the consultant:

- Can provide immediate access to their analytic platform (Insight) that includes all required analysis tools that required in the scope of work. This will be very advantageous to enable the SCAG project team to use this tool for immediate planning studies and decision making.
- Offered a superior technical approach by:
 - Providing historical data (since 2014) that will be helpful for before, during, and after project analysis;
 - Developing an easy-to-use Service as a Software (SaaS) platform (known as Streetlight Insight) with dashboard, Application Programming Interface (API), and database interfaces. Their platform contains external commercial data sources through data integration services with consortium of data providers, which will work better for SCAG project than the other solutions proposed by other consultants;
 - Offering customer support services including dedicated project manager who can coordinate diverse technical supports from end users and;
 - Can provide a special license to access the analysis results after the contract expiration date so that users can access and utilize their analysis results perpetually after the contract period.
 - Enabling end users to retrieve an answer from the platform five minutes before a public meeting.

Although another firm proposed a lower price, the PRC did not recommend this firm for contract award because this firm:

- Provided a technical approach with customized analytic platform that will require additional time and effort beforehand for the platform customization to be built and maintained. This would be a hurdle to achieve immediate access to the analytic platform and potentially would reduce the total period of service.

- It is not clear that the firm will meet the Transportation Network Companies (TNC) requirement, and uncertain if an analysis platform will be provided, or if a multi-platform approach is being proposed to access multiple external sources of data;
- There is an insufficient amount of historical data (limited historical data before year 2021) that they can utilize to calibrate their analytic platform; and
- Their platform customization will require significant amounts of extra project management efforts to cover diverse range of analytic platform needs from SCAG partner agencies. To meet the needs of end users.

**Conflict of Interest (COI) Form - Attachment
For February 2, 2023 Regional Council Approval**

Approve Contract No. 23-018-C01 in an amount not-to-exceed \$4,976,548, with StreetLight Data, Inc. (subject to final negotiation) to assist with creating SCAG’s Analytic Platform. Authorize the Executive Director, or his designee, pursuant to legal counsel review, to execute the contract on behalf of SCAG.

The consultant team for this contract includes:

Consultant Name	Did the consultant disclose a conflict in the Conflict of Interest Form they submitted with its original proposal (Yes or No)?
StreetLight Data, Inc. (prime consultant)	No - form attached
GeoTab Fleet Data (subconsultant)	No - form attached
TomTom (subconsultant)	No - form attached
Wejo Safety Data (subconsultant)	No - form attached

Attachment: Contract Summary 23-018-C01 (Contracts \$500,000 or Greater: Contract No. 23-018-C01, SCAG's Analytical Platform)

SCAG CONFLICT OF INTEREST FORM

RFP No. 23-018-C01

RFP No./Contract No. RFP No. 23-018-C01

SECTION I: INSTRUCTIONS

All persons or firms seeking contracts must complete and submit a SCAG Conflict of Interest Form along with the proposal. This requirement also applies to any proposed subconsultant(s). Failure to comply with this requirement may cause your proposal to be declared non-responsive.

In order to answer the questions contained in this form, please review SCAG’s Conflict of Interest Policy, the list of SCAG employees, and the list of SCAG’s Regional Council members. All three documents can be viewed online at <https://scag.ca.gov>. The SCAG Conflict of Interest Policy is located under “GET INVOLVED”, then “Contract & Vendor Opportunities” and scroll down under the “Vendor Contracts Documents” tab; whereas the SCAG staff may be found under “ABOUT US” then “OUR TEAM” then “Employee Directory”; and Regional Council members can be found under “MEETINGS”, then scroll down to “LEADERSHIP” then select “REGIONAL COUNCIL” on the left side of the page and click on “Regional Council Officers and Member List.”

Any questions regarding the information required to be disclosed in this form should be directed to SCAG’s Legal Division, especially if you answer “yes” to any question in this form, as doing so MAY also disqualify your firm from submitting an offer on this proposal

Name of Firm: StreetLight Data, Inc.

Name of Preparer: Aaron Moser

Project Title: SCAG Analytic Platform

RFP Number: 23-018-C01 Date Submitted: October 26, 2022

SECTION II: QUESTIONS

1. During the last twelve (12) months, has your firm provided a source of income to employees of SCAG or members of the SCAG Regional Council, or have any employees or Regional Council members held any investment (including real property) in your firm?

YES NO

If “yes,” please list the names of those SCAG employees and/or SCAG Regional Council members and the nature of the financial interest:

Name	Nature of Financial Interest
_____	_____
_____	_____
_____	_____
_____	_____

2. Have you or any members of your firm been an employee of SCAG or served as a member of the SCAG Regional Council within the last twelve (12) months?

YES NO

If "yes," please list name, position, and dates of service:

Name	Position	Dates of Service
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

3. Are you or any managers, partners, or officers of your firm related by blood or marriage/domestic partnership to an employee of SCAG or member of the SCAG Regional Council that is considering your proposal?

YES NO

If "yes," please list name and the nature of the relationship:

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

4. Does an employee of SCAG or a member of the SCAG Regional Council hold a position at your firm as a director, officer, partner, trustee, employee, or any position of management?

YES NO

If "yes," please list name and the nature of the relationship:

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

5. Have you or any managers, partners, or officers of your firm ever given (directly or indirectly), or offered to give on behalf of another or through another person, campaign contributions or gifts to any current employee of SCAG or member of the SCAG Regional Council (including contributions to a political committee created by or on behalf of a member/candidate)?

YES NO

If "yes," please list name, date gift or contribution was given/offered, and dollar value:

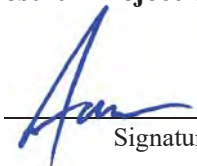
Name	Date	Dollar Value
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

SECTION III: VALIDATION STATEMENT

This Validation Statement must be completed and signed by at least one General Partner, Owner, Principal, or Officer authorized to legally commit the proposer.

DECLARATION

I, (printed full name) Aaron Moser, hereby declare that I am the (position or title) Chief Financial Officer of (firm name) StreetLight Data, Inc., and that I am duly authorized to execute this Validation Statement on behalf of this entity. I hereby state that this SCAG Conflict of Interest Form dated October 26, 2022 is correct and current as submitted. I acknowledge that any false, deceptive, or fraudulent statements on this Validation Statement will result in rejection of my contract proposal.



Signature of Person Certifying for Proposer
(original signature required)

October 26, 2022

Date

NOTICE

A material false statement, omission, or fraudulent inducement made in connection with this SCAG Conflict of Interest Form is sufficient cause for rejection of the contract proposal or revocation of a prior contract award.

SCAG CONFLICT OF INTEREST FORM

RFP No. 23-018

RFP No./Contract No. _____

SECTION I: INSTRUCTIONS

All persons or firms seeking contracts must complete and submit a SCAG Conflict of Interest Form along with the proposal. This requirement also applies to any proposed subconsultant(s). Failure to comply with this requirement may cause your proposal to be declared non-responsive.

In order to answer the questions contained in this form, please review SCAG's Conflict of Interest Policy, the list of SCAG employees, and the list of SCAG's Regional Council members. All three documents can be viewed online at <https://scag.ca.gov>. The SCAG Conflict of Interest Policy is located under "GET INVOLVED", then "Contract & Vendor Opportunities" and scroll down under the "Vendor Contracts Documents" tab; whereas the SCAG staff may be found under "ABOUT US" then "OUR TEAM" then "Employee Directory"; and Regional Council members can be found under "MEETINGS", then scroll down to "LEADERSHIP" then select "REGIONAL COUNCIL" on the left side of the page and click on "Regional Council Officers and Member List."

Any questions regarding the information required to be disclosed in this form should be directed to SCAG's Legal Division, especially if you answer "yes" to any question in this form, as doing so MAY also disqualify your firm from submitting an offer on this proposal

Name of Firm: TomTom North America, Inc

Name of Preparer: Gregory Lloyd

Project Title: SCAG ANALYTIC PLATFORM

RFP Number: 23-018 Date Submitted: November 2, 2022

SECTION II: QUESTIONS

1. During the last twelve (12) months, has your firm provided a source of income to employees of SCAG or members of the SCAG Regional Council, or have any employees or Regional Council members held any investment (including real property) in your firm?

YES NO

If "yes," please list the names of those SCAG employees and/or SCAG Regional Council members and the nature of the financial interest:

Name	Nature of Financial Interest
_____	_____
_____	_____
_____	_____

2. Have you or any members of your firm been an employee of SCAG or served as a member of the SCAG Regional Council within the last twelve (12) months?

YES NO

If "yes," please list name, position, and dates of service:

Name	Position	Dates of Service
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

3. Are you or any managers, partners, or officers of your firm related by blood or marriage/domestic partnership to an employee of SCAG or member of the SCAG Regional Council that is considering your proposal?

YES NO

If "yes," please list name and the nature of the relationship:

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

4. Does an employee of SCAG or a member of the SCAG Regional Council hold a position at your firm as a director, officer, partner, trustee, employee, or any position of management?

YES NO

If "yes," please list name and the nature of the relationship:

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

5. Have you or any managers, partners, or officers of your firm ever given (directly or indirectly), or offered to give on behalf of another or through another person, campaign contributions or gifts to any current employee of SCAG or member of the SCAG Regional Council (including contributions to a political committee created by or on behalf of a member/candidate)?

YES NO

If "yes," please list name, date gift or contribution was given/offered, and dollar value:

Name	Date	Dollar Value
_____	_____	_____
_____	_____	_____
_____	_____	_____

SECTION III: VALIDATION STATEMENT

This Validation Statement must be completed and signed by at least one General Partner, Owner, Principal, or Officer authorized to legally commit the proposer.

DECLARATION

I, (printed full name) Philip O'Donnell, hereby declare that I am the (position or title) Director of (firm name) TomTom North America, Inc., and that I am duly authorized to execute this Validation Statement on behalf of this entity. I hereby state that this SCAG Conflict of Interest Form dated 25 January 2023 is correct and current as submitted. I acknowledge that any false, deceptive, or fraudulent statements on this Validation Statement will result in rejection of my contract proposal.

Signature of Person Certifying for Proposer
(original signature required)

25 January 2023

Date

NOTICE

A material false statement, omission, or fraudulent inducement made in connection with this SCAG Conflict of Interest Form is sufficient cause for rejection of the contract proposal or revocation of a prior contract award.

SCAG CONFLICT OF INTEREST FORM

RFP No. 23-018

RFP No./Contract No. 23-018-C01

SECTION I: INSTRUCTIONS

All persons or firms seeking contracts must complete and submit a SCAG Conflict of Interest Form along with the proposal. This requirement also applies to any proposed subconsultant(s). Failure to comply with this requirement may cause your proposal to be declared non-responsive.

In order to answer the questions contained in this form, please review SCAG’s Conflict of Interest Policy, the list of SCAG employees, and the list of SCAG’s Regional Council members. All three documents can be viewed online at <https://scag.ca.gov>. The SCAG Conflict of Interest Policy is located under “GET INVOLVED”, then “Contract & Vendor Opportunities” and scroll down under the “Vendor Contracts Documents” tab; whereas the SCAG staff may be found under “ABOUT US” then “OUR TEAM” then “Employee Directory”; and Regional Council members can be found under “MEETINGS”, then scroll down to “LEADERSHIP” then select “REGIONAL COUNCIL” on the left side of the page and click on “Regional Council Officers and Member List.”

Any questions regarding the information required to be disclosed in this form should be directed to SCAG’s Legal Division, especially if you answer “yes” to any question in this form, as doing so MAY also disqualify your firm from submitting an offer on this proposal

Name of Firm: Geotab USA, Inc.
Name of Preparer: Jean Pilon-Bignell
Project Title: SCAG Analytics Platform
RFP Number: 23-018-C01 Date Submitted: November 2, 2022

SECTION II: QUESTIONS

1. During the last twelve (12) months, has your firm provided a source of income to employees of SCAG or members of the SCAG Regional Council, or have any employees or Regional Council members held any investment (including real property) in your firm?

YES NO

If “yes,” please list the names of those SCAG employees and/or SCAG Regional Council members and the nature of the financial interest:

Name	Nature of Financial Interest
_____	_____
_____	_____
_____	_____
_____	_____

2. Have you or any members of your firm been an employee of SCAG or served as a member of the SCAG Regional Council within the last twelve (12) months?

YES NO

If "yes," please list name, position, and dates of service:

Name	Position	Dates of Service
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

3. Are you or any managers, partners, or officers of your firm related by blood or marriage/domestic partnership to an employee of SCAG or member of the SCAG Regional Council that is considering your proposal?

YES NO

If "yes," please list name and the nature of the relationship:

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

4. Does an employee of SCAG or a member of the SCAG Regional Council hold a position at your firm as a director, officer, partner, trustee, employee, or any position of management?

YES NO

If "yes," please list name and the nature of the relationship:

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

5. Have you or any managers, partners, or officers of your firm ever given (directly or indirectly), or offered to give on behalf of another or through another person, campaign contributions or gifts to any current employee of SCAG or member of the SCAG Regional Council (including contributions to a political committee created by or on behalf of a member/candidate)?

YES NO

If "yes," please list name, date gift or contribution was given/offered, and dollar value:


Name	Date	Dollar Value
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

SECTION III: VALIDATION STATEMENT

This Validation Statement must be completed and signed by at least one General Partner, Owner, Principal, or Officer authorized to legally commit the proposer.

DECLARATION

I, (printed full name) Neil Cawse, **hereby declare that I am the (position or title)** CEO **of (firm name)** Geotab USA, Inc., **and that I am duly authorized to execute this Validation Statement on behalf of this entity. I hereby state that this SCAG Conflict of Interest Form dated January 20, 2023 **is correct and current as submitted. I acknowledge that any false, deceptive, or fraudulent statements on this Validation Statement will result in rejection of my contract proposal.****

DocuSigned by:

 _____ January 20, 2023
 Signature of Person Certifying for Proposer Date
 (original signature required)

NOTICE

A material false statement, omission, or fraudulent inducement made in connection with this SCAG Conflict of Interest Form is sufficient cause for rejection of the contract proposal or revocation of a prior contract award.

SCAG CONFLICT OF INTEREST FORM

RFP No. 23-018

RFP No./Contract No. 23-018

SECTION I: INSTRUCTIONS

All persons or firms seeking contracts must complete and submit a SCAG Conflict of Interest Form along with the proposal. This requirement also applies to any proposed subconsultant(s). Failure to comply with this requirement may cause your proposal to be declared non-responsive.

In order to answer the questions contained in this form, please review SCAG’s Conflict of Interest Policy, the list of SCAG employees, and the list of SCAG’s Regional Council members. All three documents can be viewed online at <https://scag.ca.gov>. The SCAG Conflict of Interest Policy is located under “GET INVOLVED”, then “Contract & Vendor Opportunities” and scroll down under the “Vendor Contracts Documents” tab; whereas the SCAG staff may be found under “ABOUT US” then “OUR TEAM” then “Employee Directory”; and Regional Council members can be found under “MEETINGS”, then scroll down to “LEADERSHIP” then select “REGIONAL COUNCIL” on the left side of the page and click on “Regional Council Officers and Member List.”

Any questions regarding the information required to be disclosed in this form should be directed to SCAG’s Legal Division, especially if you answer “yes” to any question in this form, as doing so MAY also disqualify your firm from submitting an offer on this proposal

Name of Firm: Wejo Data Services Inc

Name of Preparer: Max Youds

Project Title: SCAG ANALYTIC PLATFORM

RFP Number: 23-018 Date Submitted: November 2, 2022

SECTION II: QUESTIONS

1. During the last twelve (12) months, has your firm provided a source of income to employees of SCAG or members of the SCAG Regional Council, or have any employees or Regional Council members held any investment (including real property) in your firm?

YES NO

If “yes,” please list the names of those SCAG employees and/or SCAG Regional Council members and the nature of the financial interest:

Name	Nature of Financial Interest
_____	_____
_____	_____
_____	_____
_____	_____

2. Have you or any members of your firm been an employee of SCAG or served as a member of the SCAG Regional Council within the last twelve (12) months?

YES NO

If "yes," please list name, position, and dates of service:

Name	Position	Dates of Service
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

3. Are you or any managers, partners, or officers of your firm related by blood or marriage/domestic partnership to an employee of SCAG or member of the SCAG Regional Council that is considering your proposal?

YES NO

If "yes," please list name and the nature of the relationship:

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

4. Does an employee of SCAG or a member of the SCAG Regional Council hold a position at your firm as a director, officer, partner, trustee, employee, or any position of management?

YES NO

If "yes," please list name and the nature of the relationship:

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

5. Have you or any managers, partners, or officers of your firm ever given (directly or indirectly), or offered to give on behalf of another or through another person, campaign contributions or gifts to any current employee of SCAG or member of the SCAG Regional Council (including contributions to a political committee created by or on behalf of a member/candidate)?

YES NO

If “yes,” please list name, date gift or contribution was given/offered, and dollar value:

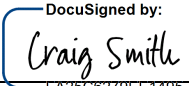
Name	Date	Dollar Value
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

SECTION III: VALIDATION STATEMENT

This Validation Statement must be completed and signed by at least one General Partner, Owner, Principal, or Officer authorized to legally commit the proposer.

DECLARATION

I, (printed full name) Craig Smith, hereby declare that I am the (position or title) EVP Sales of (firm name) Wejo Data Services Inc, and that I am duly authorized to execute this Validation Statement on behalf of this entity. I hereby state that this SCAG Conflict of Interest Form dated 25 January 2023 | 1:33 PM GMT is correct and current as submitted. I acknowledge that any false, deceptive, or fraudulent statements on this Validation Statement will result in rejection of my contract proposal.

<p><small>DocuSigned by:</small>  <small>FA25C6279EE1498...</small></p> <p>_____ Signature of Person Certifying for Proposer (original signature required)</p>	<p>25 January 2023 1:33 PM GMT</p> <p>_____ Date</p>
---	---

NOTICE

A material false statement, omission, or fraudulent inducement made in connection with this SCAG Conflict of Interest Form is sufficient cause for rejection of the contract proposal or revocation of a prior contract award.



AGENDA ITEM 8
REPORT

Southern California Association of Governments
February 2, 2023

To: Executive/Administration Committee (EAC)
Regional Council (RC)

**EXECUTIVE DIRECTOR'S
APPROVAL**

From: Cindy Giraldo, Chief Financial Officer
(213) 630-1413, giraldo@scag.ca.gov

Subject: Contracts \$500,000 or Greater: Contract No. 23-027-C01, Go Human
Safety Strategies

RECOMMENDED ACTION:

Approve Contract No. 23-027-C01 in an amount not to exceed \$597,228 (subject to final negotiation) with Mark Thomas & Company, Inc. to implement traffic safety strategies for SCAG's Go Human Active Transportation Safety and Encouragement Campaign. Authorize the Executive Director, or his designee, pursuant to legal counsel review, to execute the contract amendment on behalf of SCAG.

STRATEGIC PLAN:

This item supports the following Strategic Plan Goal 1: Produce innovative solutions that improve the quality of life for Southern Californians.

EXECUTIVE SUMMARY:

The consultant will implement traffic safety strategies for SCAG's Go Human Active Transportation Safety and Encouragement Campaign. The consultant will implement four (4) strategies that in summary are designed to provide resources to local agency partners and community organizations to help promote traffic safety in the region.

BACKGROUND:

Staff recommends executing the following contract \$500,000 or greater:

<u>Consultant/Contract #</u>	<u>Contract Purpose</u>	<u>Contract Amount</u>
Mark Thomas & Company, Inc. (23-027-C01)	The consultant shall implement traffic safety strategies for SCAG's Go Human Active Transportation Safety and Encouragement Campaign.	\$597,228



FISCAL IMPACT:

Funding of \$597,228 is available in the Fiscal Year (FY) 2022-2023 Overall Work Program (OWP) in Project Number 225.3564J.18.

ATTACHMENT(S):

1. Contract Summary 23-027-C01
2. Contract Summary 23-027-C01 COI

CONSULTANT CONTRACT NO. 23-027-C01

Recommended Consultant:

Mark Thomas & Company, Inc.

Background & Scope of Work:

Consistent with the requirements of the Pedestrian and Bicycle Safety Program grant from the California Office of Traffic Safety, the consultant shall provide traffic safety strategies for SCAG's *Go Human* Active Transportation Safety and Encouragement Campaign. The consultant will also implement the following four (4) strategies:

- 1) Develop and implement a creative, comprehensive Storytelling Campaign. This Campaign shall center the voices and experiences of communities and residents in the SCAG region most impacted by traffic violence and who are working to address traffic safety;
- 2) Administer Community Funding Opportunities, which comprises the distribution of funding to community-based organizations, non-profit organizations, and social enterprises to perform work that advances traffic safety;
- 3) Coordinate five (5) deployments of the *Go Human* Kit of Parts to implement temporary traffic safety demonstration projects in local jurisdictions; and
- 4) Implement the *Go Human* Advertisement Campaign. The Consultant shall produce and distribute co-branded *Go Human* safety advertisements for local jurisdictions and coordinate media buys of *Go Human* advertisements.

This project supports a regional transportation planning by implementing neighborhood- and community-level engagement strategies focused on traffic safety across each of the region's six (6) counties.

Project's Benefits & Key Deliverables:

The project's benefits and key deliverables include, but are not limited to:

- Storytelling campaign highlighting at least six (6) community organizations, ten (10) new local agency or jurisdiction signatories of the *Go Human* Safety Pledge, and a minimum of ten (10) training opportunities by Traffic Safety Community Experts;
- Final reports and documentation for ten (10) projects funded through the Community Hubs Program;
- Coordination of five (5) deployments of the *Go Human* Kit of Parts to support temporary demonstrations of traffic safety infrastructure;
- Co-branded safety advertisements for a minimum of twenty-five (25) partners; and
- Draft and final report.

Strategic Plan:

This item supports SCAG's Strategic Plan Goal 1: Produce innovative solutions that improve the quality of life for Southern Californians.

Contract Amount: Total not to exceed \$597,228

Mark Thomas & Company, Inc. (prime consultant)	\$304,211
Circlepoint (subconsultant)	\$211,327
California Walks (subconsultant)	\$81,690

Contract Period: Notice to Proceed through September 30, 2023

Project Number(s): 225.3564J8.18
Funding source(s): Pedestrian and Bicycle Safety Program Grant from California Office Transportation Safety (OTS)

Request for Proposal (RFP): SCAG staff notified 4,594 firms of the release of RFP No. 23-027 via SCAG's Solicitation Management System website. A total of 69 firms downloaded the RFP. SCAG received the one (1) proposal in response to the solicitation:

Mark Thomas & Company, Inc. (2 subconsultants) \$597,228

After receiving only one (1) proposal, staff surveyed firms that downloaded the RFP to determine why each did not submit a proposal. No responses were received. Although staff only received 1 proposal, staff proceeded with the evaluation process given:

- The solicitation process and requirements were not overly restrictive;
- We adequately advertised the procurement. RFP was advertised for 5 weeks, and issued an Addendum with an extension of one additional week.
- The CA surveyed the list of participants in Planet Bids, and did not receive a response; and
- The one (1) firm that responded was capable of performing the scope of work.
- Staff requested and received OTS's authorization to proceed with the one offer.

Staff believes that resoliciting was not likely to yield a different result and needed to maintain the project's schedule and therefore proceeded to evaluate the one offer received.

Selection Process: The Proposal Review Committee (PRC) evaluated the proposal in accordance with the criteria set forth in the RFP and conducted the selection process in a manner consistent with all applicable federal and state contracting regulations. The PRC conducted an interview after evaluating the proposal to further ensure the firm's ability to successfully perform the tasks and duties as proposed.

The PRC consisted of the following individuals:

Andres Carrasquillo, Senior Regional Planner, SCAG
Alina Borja, Community Engagement Specialist, SCAG
Julia Lippe-Klein, Planning Supervisor, SCAG

Basis for Selection:

The PRC recommended Mark Thomas & Company, Inc for the contract award because the consultant:

- Demonstrated a clear understanding of the project, specifically regarding execution of tasks and deliverables, as well as a clear understanding of and commitment to the regional context, as demonstrated by their geographic commitment for Kit of Parts deployments and the Storytelling Strategies to be implemented and representative across all six-counties.
- Provided a good technical approach, for example, a language justice strategy that centers inclusion and access to trusted translators/interpreters with planning-specific experience.
- Demonstrated a good understanding of the project’s intent, including a focus on communities most impacted by traffic violence and co-creation of traffic safety solutions with community organizations.

**Conflict of Interest (COI) Form - Attachment
For February 2, 2023 Regional Council Approval**

Approve Contract No. 23-027-C01 in an amount not to exceed \$597,228 (subject to final negotiation) with Mark Thomas & Company, Inc. to implement traffic safety strategies for SCAG’s Go Human Active Transportation Safety and Encouragement Campaign. Authorize the Executive Director, or his designee, pursuant to legal counsel review, to execute the contract amendment on behalf of SCAG.

The consultant team for this contract includes:

Consultant Name	Did the consultant disclose a conflict in the Conflict of Interest Form they submitted with its original proposal (Yes or No)?
Mark Thomas (consultant)	No- form attached
California Walks (subconsultant)	No - form attached
Circlepoint (subconsultant)	No - form attached

SCAG CONFLICT OF INTEREST FORM

RFP No./Contract No. 23-027

SECTION I: INSTRUCTIONS

All persons or firms seeking contracts must complete and submit a SCAG Conflict of Interest Form along with the proposal. This requirement also applies to any proposed subconsultant(s). Failure to comply with this requirement may cause your proposal to be declared non-responsive.

In order to answer the questions contained in this form, please review SCAG's Conflict of Interest Policy, the list of SCAG employees, and the list of SCAG's Regional Council members. All three documents can be viewed online at www.scag.ca.gov. The SCAG Conflict of Interest Policy is located under "Doing Business with SCAG," whereas the SCAG staff and Regional Council members lists can be found under "About SCAG."

Any questions regarding the information required to be disclosed in this form should be directed to Justine Block, SCAG Deputy Legal Counsel.

Name of Firm: Mark Thomas & Company, Inc.
Name of Preparer: Darin Johnson, PE
Project Title: Community Engagement Specialist for the Go Human Safety Strategies project
Date Submitted: 11/29/2022

SECTION II: QUESTIONS

1. During the last twelve (12) months, has your firm provided a source of income to employees of SCAG or members of the SCAG Regional Council, or have any employees or Regional Council members held any investment (including real property) in your firm?

YES NO

If "yes," please list the names of those SCAG employees and/or SCAG Regional Council members and the nature of the financial interest:

Name	Nature of Financial Interest
_____	_____
_____	_____
_____	_____
_____	_____

2. Have you or any members of your firm been an employee of SCAG or served as a member of the SCAG Regional Council within the last twelve (12) months?

YES NO

If "yes," please list name, position, and dates of service:

Name	Position	Dates of Service
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

3. Are you or any managers, partners, or officers of your firm related by blood or marriage/domestic partnership to an employee of SCAG or member of the SCAG Regional Council that is considering your proposal?

YES NO

If "yes," please list name and the nature of the relationship:

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

4. Does an employee of SCAG or a member of the SCAG Regional Council hold a position at your firm as a director, officer, partner, trustee, employee, or any position of management?

YES NO

If "yes," please list name and the nature of the relationship:

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

5. Have you or any managers, partners, or officers of your firm ever given (directly or indirectly), or offered to give on behalf of another or through another person, campaign contributions or gifts to any current employee of SCAG or member of the SCAG Regional Council (including contributions to a political committee created by or on behalf of a member/candidate)?

YES NO

If "yes," please list name, date gift or contribution was given/offered, and dollar value:

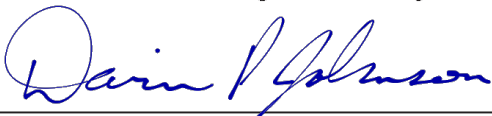
Name	Date	Dollar Value
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

SECTION III: VALIDATION STATEMENT

This Validation Statement must be completed and signed by at least one General Partner, Owner, Principal, or Officer authorized to legally commit the proposer.

DECLARATION

I, (printed full name) Darin Johnson, PE, hereby declare that I am the (position or title) Associate Principal of (firm name) Mark Thomas & Company, Inc., and that I am duly authorized to execute this Validation Statement on behalf of this entity. I hereby state that this SCAG Conflict of Interest Form dated 11/29/2022 is correct and current as submitted. I acknowledge that any false, deceptive, or fraudulent statements on this Validation Statement will result in rejection of my contract proposal.



11/29/2022

Signature of Person Certifying for Proposer
(original signature required)

Date

NOTICE

A material false statement, omission, or fraudulent inducement made in connection with this SCAG Conflict of Interest Form is sufficient cause for rejection of the contract proposal or revocation of a prior contract award.

SCAG CONFLICT OF INTEREST FORM

RFP No./Contract No. 23-027

SECTION I: INSTRUCTIONS

All persons or firms seeking contracts must complete and submit a SCAG Conflict of Interest Form along with the proposal. This requirement also applies to any proposed subconsultant(s). Failure to comply with this requirement may cause your proposal to be declared non-responsive.

In order to answer the questions contained in this form, please review SCAG's Conflict of Interest Policy, the list of SCAG employees, and the list of SCAG's Regional Council members. All three documents can be viewed online at www.scag.ca.gov. The SCAG Conflict of Interest Policy is located under "Doing Business with SCAG," whereas the SCAG staff and Regional Council members lists can be found under "About SCAG."

Any questions regarding the information required to be disclosed in this form should be directed to Justine Block, SCAG Deputy Legal Counsel.

Name of Firm: California Walks

Name of Preparer: Mihaela Babalai

Project Title: Co-Executive Director

Date Submitted: 11/18/2022

SECTION II: QUESTIONS

1. During the last twelve (12) months, has your firm provided a source of income to employees of SCAG or members of the SCAG Regional Council, or have any employees or Regional Council members held any investment (including real property) in your firm?

YES NO

If "yes," please list the names of those SCAG employees and/or SCAG Regional Council members and the nature of the financial interest:

Name	Nature of Financial Interest
<hr/>	<hr/>
<hr/>	<hr/>
<hr/>	<hr/>
<hr/>	<hr/>

2. Have you or any members of your firm been an employee of SCAG or served as a member of the SCAG Regional Council within the last twelve (12) months?

YES NO

If "yes," please list name, position, and dates of service:

Name	Position	Dates of Service
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

3. Are you or any managers, partners, or officers of your firm related by blood or marriage/domestic partnership to an employee of SCAG or member of the SCAG Regional Council that is considering your proposal?

YES NO

If "yes," please list name and the nature of the relationship:

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

4. Does an employee of SCAG or a member of the SCAG Regional Council hold a position at your firm as a director, officer, partner, trustee, employee, or any position of management?

YES NO

If "yes," please list name and the nature of the relationship:

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

5. Have you or any managers, partners, or officers of your firm ever given (directly or indirectly), or offered to give on behalf of another or through another person, campaign contributions or gifts to any current employee of SCAG or member of the SCAG Regional Council (including contributions to a political committee created by or on behalf of a member/candidate)?

YES NO

If "yes," please list name, date gift or contribution was given/offered, and dollar value:

Name	Date	Dollar Value
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

SECTION III: VALIDATION STATEMENT

This Validation Statement must be completed and signed by at least one General Partner, Owner, Principal, or Officer authorized to legally commit the proposer.

DECLARATION

I, (printed full name) Mihaela Babalai, hereby declare that I am the (position or title) Co-Executive Director of (firm name) California Walks, and that I am duly authorized to execute this Validation Statement on behalf of this entity. I hereby state that this SCAG Conflict of Interest Form dated 11/18/2022 is correct and current as submitted. I acknowledge that any false, deceptive, or fraudulent statements on this Validation Statement will result in rejection of my contract proposal.

<u>Mihaela Babalai</u> <small>Digitally signed by Mihaela Babalai Date: 2022.11.18 10:17:36 -08'00'</small>	<u>11/18/2022</u> Date
Signature of Person Certifying for Proposer (original signature required)	

NOTICE

A material false statement, omission, or fraudulent inducement made in connection with this SCAG Conflict of Interest Form is sufficient cause for rejection of the contract proposal or revocation of a prior contract award.

SCAG CONFLICT OF INTEREST FORM

RFP No./Contract No. 23-027

SECTION I: INSTRUCTIONS

All persons or firms seeking contracts must complete and submit a SCAG Conflict of Interest Form along with the proposal. This requirement also applies to any proposed subconsultant(s). Failure to comply with this requirement may cause your proposal to be declared non-responsive.

In order to answer the questions contained in this form, please review SCAG's Conflict of Interest Policy, the list of SCAG employees, and the list of SCAG's Regional Council members. All three documents can be viewed online at www.scag.ca.gov. The SCAG Conflict of Interest Policy is located under "Doing Business with SCAG," whereas the SCAG staff and Regional Council members lists can be found under "About SCAG."

Any questions regarding the information required to be disclosed in this form should be directed to Justine Block, SCAG Deputy Legal Counsel.

Name of Firm: Circlepoint

Name of Preparer: Audrey Zagazeta

Project Title: President and CEO

Date Submitted: 11/21/22

SECTION II: QUESTIONS

1. During the last twelve (12) months, has your firm provided a source of income to employees of SCAG or members of the SCAG Regional Council, or have any employees or Regional Council members held any investment (including real property) in your firm?

YES NO

If "yes," please list the names of those SCAG employees and/or SCAG Regional Council members and the nature of the financial interest:

Name	Nature of Financial Interest
_____	_____
_____	_____
_____	_____
_____	_____

2. Have you or any members of your firm been an employee of SCAG or served as a member of the SCAG Regional Council within the last twelve (12) months?

YES NO

If "yes," please list name, position, and dates of service:

Name	Position	Dates of Service
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

3. Are you or any managers, partners, or officers of your firm related by blood or marriage/domestic partnership to an employee of SCAG or member of the SCAG Regional Council that is considering your proposal?

YES NO

If "yes," please list name and the nature of the relationship:

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

4. Does an employee of SCAG or a member of the SCAG Regional Council hold a position at your firm as a director, officer, partner, trustee, employee, or any position of management?

YES NO

If "yes," please list name and the nature of the relationship:

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

5. Have you or any managers, partners, or officers of your firm ever given (directly or indirectly), or offered to give on behalf of another or through another person, campaign contributions or gifts to any current employee of SCAG or member of the SCAG Regional Council (including contributions to a political committee created by or on behalf of a member/candidate)?

YES NO

If "yes," please list name, date gift or contribution was given/offered, and dollar value:

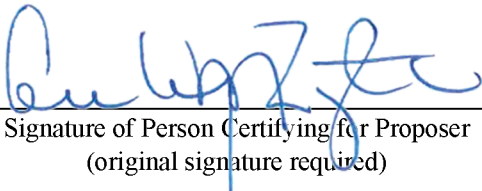
Name	Date	Dollar Value
_____	_____	_____
_____	_____	_____
_____	_____	_____

SECTION III: VALIDATION STATEMENT

This Validation Statement must be completed and signed by at least one General Partner, Owner, Principal, or Officer authorized to legally commit the proposer.

DECLARATION

I, (printed full name) Audrey Zagazeta, hereby declare that I am the (position or title) President and CEO of (firm name) Circlepoint, and that I am duly authorized to execute this Validation Statement on behalf of this entity. I hereby state that this SCAG Conflict of Interest Form dated 11/21/22 is correct and current as submitted. I acknowledge that any false, deceptive, or fraudulent statements on this Validation Statement will result in rejection of my contract proposal.


11/21/22

Signature of Person Certifying for Proposer Date
(original signature required)

NOTICE

A material false statement, omission, or fraudulent inducement made in connection with this SCAG Conflict of Interest Form is sufficient cause for rejection of the contract proposal or revocation of a prior contract award.



AGENDA ITEM 9
REPORT

Southern California Association of Governments
February 2, 2023

To: Executive/Administration Committee (EAC)
Transportation Committee (TC)
Regional Council (RC)
From: Warren Whiteaker, Department Manager
(213) 236-1810, whiteakerw@scag.ca.gov
Subject: STBG/CMAQ Compliance Action Plan

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION FOR EAC:

Recommend that the Regional Council approve the STBG/CMAQ Compliance Action Plan for submittal to Caltrans and FHWA/FTA.

RECOMMENDED ACTION FOR RC:

Approve the STBG/CMAQ Compliance Action Plan for submittal to Caltrans and FHWA/FTA.

RECOMMENDATION ACTION FOR TC

Receive and File

STRATEGIC PLAN:

This item supports the following Strategic Plan Goal 1: Produce innovative solutions that improve the quality of life for Southern Californians. 7: Secure funding to support agency priorities to effectively and efficiently deliver work products.

EXECUTIVE SUMMARY:

Federal regulations require the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) to jointly review and evaluate the metropolitan transportation planning process of all urbanized areas that have populations totaling 200,000 or greater every four (4) years. During 2022, FHWA and FTA reviewed and evaluated the Southern California Association of Governments' (SCAG's) transportation planning process. The review found one corrective action pertaining to the prioritization and selection of projects funded with Congestion Mitigation and Air Quality (CMAQ) and Surface Transportation Block Grant (STBG) funds, including SCAG's role. SCAG staff, in collaboration with the California Department of Transportation (Caltrans) and the County Transportation Commissions (CTCs), have developed the region's STBG/CMAQ Compliance Action Plan. Following approval by the SCAG Regional Council, the Compliance Action Plan will be submitted to Caltrans and FHWA/FTA.

BACKGROUND:

During the 2022 certification review, FHWA and FTA found that the metropolitan planning process conducted in the SCAG region meets federal requirements with one corrective action, which directed SCAG to review Caltrans' CMAQ and STBG administrative policies, update SCAG policies and procedures if warranted, and develop a process to ensure administration of CMAQ and STBG programs in compliance with Federal program guidelines and regulations. SCAG staff subsequently initiated actions to ensure compliance with Federal program guidelines and regulation. The attached STBG/CMAQ Compliance Action Plan outlines the regional approach for addressing the corrective action. The specific issues the SCAG compliance plan addresses are:

- Replacing the current federal transportation funding suballocations by population or mode to cities and counties with a performance-based approach.
- Modifying the eligibility screening conducted for compliance with Federal program guidance and regulations.
- Modifying the project selection process so federally funded transportation projects are selected by SCAG as the designated Metropolitan Planning Organization (MPO).

SCAG staff is currently developing the STBG/CMAQ Program Guidelines for SCAG Regional Council adoption by June 30, 2023. The guidelines will detail the selection of STBG and CMAQ projects consistent with the corrective action. The new project selection process will be fully implemented for the 2025 Federal Transportation Improvement Program (FTIP). Any amendments after June 30, 2023, for all new and currently programmed CMAQ and STBG projects programmed in the 2023 FTIP will require SCAG review, selection, and/or approval, consistent with the corrective action.

FISCAL IMPACT:

Work associated with this item is included in the Fiscal Year 2021-2022 and 2022-2023 Overall Work Program (WBS No. 23-010.0170.01: RTP Amendments, Management, and Coordination and WBS No. 23-030.0146.02: Federal Transportation Improvement Program).

ATTACHMENT(S):

1. PowerPoint Presentation - STBG/CMAQ Compliance Action Plan for SCAG Region
2. STBG-CMAQ Compliance Action Plan for SCAG Region



SCAG Region STBG/CMAQ Compliance Action Plan

Executive Administration Committee
February 1, 2023

WWW.SCAG.CA.GOV

Compliance Action Plan

Key Compliance Issues Raised by FHWA/FTA

- STBG funds cannot be suballocated through a percentage or formula
 - *Suballocations by population or mode to cities and counties cannot occur*
- CMAQ and STBG project selection cannot be delegated
 - *SCAG as the MPO must conduct the project selection process*
- Projects funded with federal funds must be approved by the MPO

What is the Compliance Action Plan?

- High-level framework for how the region plans to address the federal corrective action
 - SCAG will develop and adopt program guidelines for the selection of STBG and CMAQ projects
 - New project selection process will be fully implemented for the 2025 FTIP
 - Any amendments after June 30, 2023, for all new and currently programmed CMAQ and STBG projects programmed in the 2023 FTIP will require SCAG review, selection, and/or approval

Compliance Approach

SCAG and County Transportation Commission (CTC) Roles

- SCAG initiates regionwide call for nominations
- CTCs assist with local outreach and initial nomination screening process, using processes reviewed by SCAG for consistency with guidelines
- County nomination targets guide CTCs in amount of funding requests that they submit to SCAG for project selection
- SCAG selects projects based on initial screening & prioritization by CTCs and additional regional project evaluations

Outreach Requirements and Guidance

- Engage potential sponsors and interested stakeholders throughout the local engagement process
- If applicable, CTCs are encouraged to leverage recent, relevant engagement efforts to supplement any existing dedicated call for projects outreach

Nomination Targets

- STBG performance-based targets using key data
 - County share of Connect SoCal 2020 modeled benefits in 2045
 - Reduction in daily vehicle miles traveled (VMT)
 - Reduction in vehicle hours traveled (VHT)
 - Reduction in daily delay
 - County share of non-Interstate National Highway System pavement in good and fair condition
- CMAQ retains weighting by ozone and CO severity attainment status approach for target setting
- Nomination targets guide CTC submittals, but are not guaranteed funding levels nor nomination ceilings

Nomination Targets

County	STBG Target %	CMAQ Target %
Imperial	1.2%	0.6%
Los Angeles	53.3%	54.8%
Orange	17.1%	17.3%
Riverside	11.8%	12.7%
San Bernardino	12.2%	11.3%
Ventura	4.3%	3.3%

What's Next?

- Following RC approval, CAP will be officially submitted to Caltrans and FHWA/FTA to demonstrate that our region is making progress in address the corrective action
- Continue to develop more detailed STBG/CMAQ program guidelines with partner agencies (CTCs, Caltrans, etc.)
- Seek RC approval of program guidelines



THANK YOU!

**Southern California Association of Governments
STBG/CMAQ Compliance Action Plan**

Background

In April 2021, the Federal Highway Administration (FHWA) and Federal Transit Association (FTA) issued a corrective action to the California Department of Transportation (Caltrans) on the administration of the Surface Transportation Block Grant (STBG) and Congestions Mitigation and Air Quality (CMAQ) Improvement Programs. The findings require Caltrans to ensure sub-recipients of STBG and CMAQ funds throughout the state are administering these programs in compliance with federal program guidance and regulations. Subsequently in August 2022, FHWA and FTA jointly issued a corrective action to the Southern California Association of Governments (SCAG), requiring review of Caltrans’ CMAQ and STBG administrative policies and development of a process that ensures compliance with federal program guidelines and regulations for the administration of the STBG and CMAQ programs.

SCAG Compliance Plan

SCAG will develop and adopt program guidelines for the selection of STBG and CMAQ projects consistent with the corrective action. This new project selection process will be fully implemented for the 2025 Federal Transportation Improvement Program (FTIP). Any amendments after June 30, 2023, for all new and currently programmed¹ CMAQ and STBG projects programmed in the 2023 FTIP will require SCAG review, selection, and/or approval. The specific issues the SCAG compliance plan addresses are:

- Replacing the current federal transportation funding suballocations by population or mode to cities and counties with a performance-based approach.
- Modifying the eligibility screening conducted for compliance with Federal program guidance and regulations.
- Modifying the project selection process so federally funded transportation projects are selected by SCAG as the MPO.

Performance Based Targets

SCAG is developing a project selection process for federally (e.g., STBG, CMAQ) funded projects that builds and improves on our performance-based planning and programming processes. SCAG staff aims to improve connectivity to our Regional Transportation Plan/Sustainable Community Strategy (Connect SoCal) and clarify how STBG/CMAQ projects in our region help to meet performance target goals.

¹ The Compliance Action Plan will be effective as of June 30, 2023. Projects phases (ENG, ROW, CON) programmed in the first four years of the 2023 FTIP prior to June 30, 2023, will be carried over to the 2025 FTIP. New projects or new phases to be programmed with STBG/CMAQ after June 30, 2023, will be subject to the SCAG selection process. Any increases in STBG/CMAQ funding to an existing programmed phase after June 30, 2023, will need to be reviewed by SCAG to ensure funding is available. These changes will be reflected in the 2025 FTIP and 2025 FTIP Guidelines.

For STBG, our approach is to use the performance output from the uniformly weighted combination of regional travel demand model output and pavement conditions for developing performance-based targets. Specifically, the performance-based target for STBG funds is based on:

- County share of Connect SoCal 2020 modeled benefits in 2045:
 - Reduction in daily vehicle miles traveled (VMT),
 - Reduction in vehicle hours traveled (VHT), and
 - Reduction in daily delay.
- County share of non-Interstate National Highway System pavement in good and fair condition.

For CMAQ, targets will be based on ozone (O3) and carbon monoxide (CO) weighted attainment status.

Nomination Targets

County	CMAQ Target Percentage	STBG Target Percentage
Imperial	0.6%	1.2%
Los Angeles	54.8%	53.3%
Orange	17.3%	17.1%
Riverside	12.7%	11.8%
San Bernardino	11.3%	12.2%
Ventura	3.3%	4.3%

These performance-based nomination targets will only guide the nomination submittals from each county within the SCAG region. The targets do not represent a guaranteed funding level, nor a nomination ceiling.

Project Evaluation and Selection

SCAG’s programming framework for STBG/CMAQ funds will be modified to address the project evaluation and selection process. This includes the specific project selection criteria. For CMAQ, the project evaluation procedures will comply with the latest federal guidance, including emission reduction benefits and cost effectiveness.

SCAG will initiate a regional call for nominations. The six County Transportation Commissions (CTCs) in the SCAG region will assist in the process by providing initial project screening against the SCAG developed selection criteria. SCAG staff will evaluate all nominations against program criteria and recommend a list of projects for final SCAG Regional Council approval of the selected projects.

Tentative Schedule

The tentative schedule for implementation of the Compliance Action Plan is below.

TENTATIVE DATE	ACTIVITY
November 2022 – January 2023	Submit draft Compliance Action Plan to Caltrans for review Finalize Compliance Action Plan and initiate STBG/CMAQ Program Guidelines
January 2023	SCAG initiates 2025 FTIP Guidelines update CTCs, in coordination with SCAG, develop local nomination engagement process
February 2023	SCAG Regional Council (RC) approval of Compliance Action Plan Submit Compliance Action Plan to Caltrans/FHWA/FTA for approval
February 2023 – April 2023	Develop and approve MOUs with CTCs
March 2023	SCAG completes draft STBG/CMAQ Program Guidelines Caltrans reviews STBG/CMAQ Program Guidelines
April 2023	SCAG RC approval of STBG/CMAQ Program Guidelines
May 2023 – January 2024	CTCs conduct countywide outreach and engagement to develop county-level prioritized nomination lists
June 2023	CTCs review draft 2025 FTIP Guidelines
July 2023	Compliance Action Plan effective SCAG releases Regional Call
October 2023	SCAG RC approval of 2025 FTIP Guidelines
October 2023 – January 2024	Programming of projects into 2025 FTIP
January 2024	County-level TIP submittals due from CTCs CTCs submit prioritized nomination lists for inclusion into the 2025 FTIP and 2023 FTIP Amendments
January – June 2024	SCAG analysis of 2025 FTIP projects and develop Draft 2025 FTIP
February 2024 – April 2024	SCAG staff conducts regional evaluation and prioritization SCAG staff complete emissions benefits calculations, evaluate nominations SCAG STBG/CMAQ project selection
May 2024	SCAG RC approval of STBG/CMAQ Project Selection
July – August 2024	Draft 2025 FTIP Public Review Period AB 1246 Consultation Process Meeting(s)
September 2024	SCAG RC approval of 2025 FTIP
October – December 2024	Caltrans and Federal approval of 2025 FTIP



AGENDA ITEM 10
REPORT

Southern California Association of Governments
February 2, 2023

To: Executive/Administration Committee (EAC)
Regional Council (RC)
From: Javiera Cartagena, Chief Government and Public Affairs Officer
(213) 236-1980, cartagena@scag.ca.gov
Subject: SCAG Memberships and Sponsorships

**EXECUTIVE DIRECTOR'S
APPROVAL**

RECOMMENDED ACTION:

Approve up to \$32,500 to renew SCAG memberships with 1) the National Association of Regional Councils (NARC) (\$27,500) and 2) FuturePorts (\$5,000).

STRATEGIC PLAN:

This item supports the following Strategic Plan Goal 2: Advance Southern California’s policy interests and planning priorities through regional, statewide, and national engagement and advocacy.

EXECUTIVE SUMMARY:

At its January 17, 2023, meeting, the Legislative/Communications and Membership Committee (LCMC) recommended approval of up to \$32,500 to retain membership with 1) the National Association of Regional Councils (NARC) (\$27,500) and 2) FuturePorts (\$5,000).

BACKGROUND:

Item 1: National Association of Regional Councils (NARC)
Type: Membership **Amount:** \$27,500

The National Association of Regional Councils (NARC) is the leading advocate for Metropolitan Planning Organizations (MPO) in Washington, D.C. NARC serves as the national voice for regionalism by advocating for regional cooperation as the most effective way to address various community planning and development opportunities and issues. NARC’s member organizations are composed of multiple local governments that work together to serve American communities – large and small, urban and rural. NARC regularly provides solutions that positively impact American communities through effective inter-jurisdictional cooperation.

The annual dues are \$27,500. SCAG has been an active member of NARC throughout the years and recommends continuing to do so as this organization is consistent with SCAG’s core responsibilities and Mission. LCMC Member Alan Wapner serves as a Member of the NARC Board of Directors.

Also, President Jan Harnik will attend the 2023 NARC Conference of Regions on January 22 to 25, 2023, in Washington, D.C. As a national public interest organization, NARC works with and through its members to:

- Shape federal policy that recognizes the increased value of local intergovernmental cooperation;
- Advocate effectively for the role of regional councils in the coordination, planning, and delivery of current and future federal programs;
- Provide research and analysis of key national issues and developments that impact members; and
- Offer high-quality learning and networking opportunities for regional organizations through events, training, and technical assistance.

Item 2: FuturePorts

Type: Membership **Amount:** \$5,000

FuturePorts was established in 2005 and serves as a voice for its members in the goods movement supply chain to advocate for a balance between business, environment, and community concerns at the San Pedro Bay Ports (Ports of Los Angeles and Long Beach). Their members represent the entire goods movement supply chain, including businesses that support the goods movement industry and labor and trade unions that work at the ports. Their objective is to ensure a healthy economic and environmental future by supporting green growth at the ports. In the dozen years since it was founded, FuturePorts has positioned itself as a leader in the movement for rational and balanced growth, representing business interests at both the Ports of Los Angeles and Long Beach commission meetings; Los Angeles and Long Beach city council meetings; public hearings; and other community events. They write letters, provide outreach, and engage the support of other business organizations and stakeholders as we work toward common goals of growing and greening our ports.

SCAG has been a sponsor of the annual FuturePorts conference in the past. The growing importance of goods movement to the Southern California economy is making it increasingly necessary for the Agency to maintain its ability to effectively participate in dialogue and discussion on such an important facet of the region’s economy.

SCAG staff is recommending that the Agency maintain membership in FuturePorts. This unique membership/sponsorship package, in the amount of \$5,000, includes both membership dues at the “Commodore” level as well as sponsorship of the FuturePorts conference at the “Silver” tier:

Membership dues at the “Commodore” level provide the Agency with the following benefits:

- Eligibility to serve on FuturePorts Board of Directors and Committees;

-
- Access to member-only communications;
 - Reduced registration fee at FuturePorts signature events;
 - Three (3) complimentary attendees for all FuturePorts member-only events;
 - Recognition at FuturePorts Annual Conference, VIP Reception, and member meetings;
 - Opportunity to introduce speaker at member meetings;
 - Social media promotion;
 - Color logo linked on online membership directory;
 - Invitation to policy-maker meetings;
 - Premium branding on all communications; and
 - Access to custom advocacy.

Sponsorship of the annual FuturePorts conference at the “Silver Level,” which includes:

- Five (5) conference registrations;
- Logo listing in sponsor graphic
- Half-page color ad on Conference Program;
- Tabletop exhibit;
- Listing in Conference mobile app as a Sponsor and Exhibitor;
- Logo listing on PowerPoint “loop” during breaks; and
- Verbal recognition at event.

PRIOR COMMITTEE ACTION:

Staff presented the memberships for the 1) the National Association of Regional Councils (NARC) (\$27,500) and 2) FuturePorts (\$5,000) to the LCMC at its meeting on January 17, 2023. The LCMC approved both items unanimously as part of its consent calendar.

FISCAL IMPACT:

\$32,500 to retain SCAG memberships with NARC and FuturePorts is included in the approved FY 22-23 General Fund Budget.



AGENDA ITEM 11
REPORT

Southern California Association of Governments
February 2, 2023

To: Regional Council (RC)
From: Javiera Cartagena, Chief Government and Public Affairs Officer
(213) 236-1980, cartagena@scag.ca.gov
Subject: February 2023 State and Federal Legislative Update

**EXECUTIVE DIRECTOR'S
APPROVAL**

RECOMMENDED ACTION:

Receive and File

STRATEGIC PLAN:

This item supports the following Strategic Plan Goal 2: Advance Southern California’s policy interests and planning priorities through regional, statewide, and national engagement and advocacy.

STATE

Governor Newsom Presents State Budget Plan

Governor Newsom presented his January Budget Proposal for the upcoming 2023-24 fiscal year on Tuesday, January 10, 2023, as required by the California Constitution. The budget includes \$297 billion in spending in all categories, of which \$223.6 billion are General Fund resources. The Governor’s budget estimates a \$22.5 billion shortfall. As the Constitution requires the budget to be balanced when presented, the Governor’s proposal includes the following actions to address the deficit:

- **No Rainy Day or Reserve Account Funds** – The Governor does not propose dipping into any of the State’s four reserve accounts at this time.
- **Funding Delays (\$7.4 billion)** – Delaying funding for multiple items from the 2021-22 through 2023-24 fiscal years, spreading the funding across future years without reducing the total amount of funding planned over the entire period.
- **Reductions and Pullbacks (\$5.7 billion)** – Reducing spending for various items from the 2021-22 through 2023-24 fiscal years, including pulling back certain items in the 2022 state budget.
- **Fund Shifts (\$4.3 billion)** – Shifting certain spending in the 2022-23 and 2023-24 fiscal years from the General Fund to other special funds or bonds.

- **“Trigger Reductions” (\$3.9 billion)** – Reducing funding for certain items in the 2020-21 through 2023-24 budgets, placing them in a new “trigger,” where these reductions would be restored if sufficient funds are available in future budget years.
- **Managed Care Organization (MCO) Tax and Borrowing (\$1.2 billion)** – Increase General Fund resources in 2023-24 with targeted borrowing from state special funds and renewing the MCO tax to boost funding for health care purposes.

Below are some key highlights from the budget proposal that impacts SCAG priorities:

Housing and Homelessness:

The Governor’s budget proposal reiterates his administration’s goal for 2.5 million new housing units by 2030 to serve Californians of all household income levels. The proposal does not propose any major investments in new programs. Instead, it focuses on maintaining existing commitments, except for minor proposed reductions of \$350 million. As such, funding for these housing programs would remain at 88 percent of the allocations made in 2022-23 and proposed for 2023-24 (\$2.85 billion). If there is sufficient funding in the General Fund in January 2024, the Governor proposes to restore his proposed reductions. Key items from the proposal for housing include:

- **Dream for All Program** – The budget proposes to claw back \$200 million of the \$500 million one-time General Fund allocation to the “Dream for All” program, which provides shared appreciation loans to help low- and moderate-income first-time homebuyers achieve homeownership.
- **CalHome Program** – The budget proposes clawing back a \$100 million one-time General Fund allocation to the CalHome Program, which provides local agencies and nonprofits grants to assist low- and very-low-income first-time homebuyers with housing, counseling, and technical assistance. The budget proposal would leave the \$250 million already committed for the current fiscal year intact.
- **Accessory Dwelling Unit Program** – The budget proposes to claw back the entire \$50 million General Fund allocation to the California Housing Finance Agency’s Accessory Dwelling Unit program.

Notably, the Governor’s budget summary states that any jurisdictions not compliant with its legal responsibilities will be disqualified from receiving homelessness funding. Instead, other overlapping jurisdictions would be eligible to receive those funds and provide those services in the respective community.

In addition, while the budget proposal does not include any new funding for the Infill Infrastructure Grant Program or Affordable Housing and Sustainable Communities Program, the

Governor's budget does not propose to claw back any of the funds previously committed to them.

Transportation:

Governor Newsom's budget summary included Transportation under the "Climate" section, reiterating that the transportation sector is the largest contributor of greenhouse gas emissions (GHG) in California. Integrating Transportation in the Climate section highlights the importance of ensuring transportation projects align with climate change solutions in the Climate Action Plan for Transportation Infrastructure (CAPTI) to meet the State's GHG reduction goals.

The Governor proposes significant reductions to the transportation programs promised under previous budget agreements. Key items from this year's proposal include:

- **Transit Intercity Rail Capital Program** – The budget proposes to reduce the program from \$2 billion to \$1 billion in 2023-24 and \$500 million each in 2024-25 and 2025-26. These reductions maintain approximately \$5.7 billion (74 percent) of the original \$7.7 billion planned additional funds for local transit capital infrastructure projects. If there are sufficient resources in the General Fund in January 2024, the Governor proposes to restore this cut.
- **Active Transportation Program** – The Governor's budget proposes a reduction of \$500 million General Fund, with \$300 million of the reduction being restored from State Highway Account funds, for a net reduction to the ATP of \$200 million. This proposal would increase pressure on the programs funded by the State Highway Account, such as the State Transportation Improvement Program (STIP), which funds state highway, active transportation, intercity rail, and transit improvements throughout California. For the ATP, however, the Governor's proposal would allow the ATP to sustain all the programming capacity approved in the 2023 programming cycle and maintains 81 percent of the original \$1.05 billion previously promised in last year's budget.
- **Climate Adaptation Program** – The budget proposes funding this program from the State Highway Account fund instead of the General Fund.
- **Safety Grade Separations Program** – The budget proposes to delay this program until 2025- 26. Last year's budget agreement made \$350 million in General Fund resources available for the FY 2023-24.

Climate:

The 2021 and 2022 Budget Acts allocated approximately \$54 billion over five years to advance the state's climate agenda. The Governor's proposal maintains 89 percent of those investments (\$48 billion) and continues to prioritize investments in equity communities. Some of the significant proposals include:

- **Equitable Zero-Emission Vehicles** – The budget proposes reducing funding allocated by \$745 million, partially offset by a \$535 million shift from the Greenhouse Gas Reduction Fund (GGRF), which equates to 91 percent of what was allocated in the 2022 Budget Act (approximately \$2.1 billion).
- **Heavy-Duty Zero-Emission Vehicles and Supporting Infrastructure Program** – The budget proposes reducing funding allocated by \$1.5 billion, which is offset by about \$839 million from the GGRF, which is 89 percent of what was proposed (approximately \$5.3 billion).
- **Zero-Emission Mobility Program** – The budget proposes reducing funding allocated by \$184 million from the GGRF, which maintains 53 percent of what was proposed (approximately \$180 million) for sustainable community-based transportation equity projects that increase access to zero-emission in low-income communities.

The Governor’s proposal is the first step in the budget process that will culminate with the adoption of the FY 2023-24 budget by June 15, 2023, as required by our state constitution. Over the next several months, the Legislature will convene its budget committees, identify its priorities, and negotiate with the Governor. The Assembly introduced its budget spot bills, AB 100 through AB 220, and the Senate introduced its spot bills, SB 100 through SB 220. These measures will be used over the next two years for the Budget Bill, Budget Bills Junior, and Budget Trailer Bills. While many steps remain, the January budget proposal is a key indication on the Governor’s top priorities.

California State Legislative Calendar

The Legislature has now reconvened for the second session of its two-year cycle and is quickly headed toward various legislative deadlines. January 20, 2023 is the last day to submit a bill request to the Office of Legislative Counsel. February 17, 2023 marks the last day bills can be introduced in this session. Lastly, Spring Recess begins upon adjournment on March 30, 2023, until the Legislature reconvenes on April 10, 2023.

FEDERAL

Congressional Leadership

New Congressional leadership was elected in both the House and the Senate in the first weeks of January. In the Senate, Senator Patty Murray (D-Washington) was named President Pro Tempore on January 3, 2023. In addition, Charles E. Schumer (D-New York) was elected as the Majority Leader, and Mitch McConnell (R-Kentucky) was elected as the Minority Leader of the Senate. In the House of Representatives, Kevin McCarthy (R – California) was elected as Speaker of the House on January 7, 2023. Hakeem Jefferies (D-New York) was elected as Democratic Leader, and Steve Scalise (R-Louisiana) was elected as Republican Majority Leader in the House of Representatives.

Federal Appropriations Update



As one of its last actions, the 117th Congress passed a \$1.7 trillion Omnibus appropriations package in December 2022. This action funds the government through September 30, 2023.

Moving forward in the 118th Congress, new leadership has been selected in House Appropriations Committee. Representative Kay Granger (R-Texas) was named Chairwoman of the House Appropriations Committee. From the SCAG region, Congressman Ken Calvert (R-Corona) was named Chairman of the Appropriations Sub-Committee on Defense.

Congressional Calendar

In Washington, D.C., the 118th Congress convened on January 3, 2023. The House is expected to be in session for the first full week and the last week of February and will spend the weeks of February 12 and 19 as district work periods. The Senate will be in session for the entire month of February except for the week of February 19, 2023.

FISCAL IMPACT:

Work associated with the February 2023 State and Federal Legislative Update is contained in the Indirect Cost budget, Legislation 810-0120.10.



AGENDA ITEM 12
REPORT

Southern California Association of Governments
February 2, 2023

To: Community Economic & Human Development Committee (CEHD)
Energy & Environment Committee (EEC)
Transportation Committee (TC)
Regional Council (RC)
From: Lijin Sun, Principal Planner
213-236-1804, sunl@scag.ca.gov
Subject: Status Update on Air Quality Planning and Transportation Conformity
Challenges in SCAG Region

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION FOR CEHD, EEC, TC, AND RC:

Receive and File

STRATEGIC PLAN:

This item supports the following Strategic Plan Goal 1: Produce innovative solutions that improve the quality of life for Southern Californians.

EXECUTIVE SUMMARY:

At the July 2022 Energy and Environment Committee (EEC) meeting, SCAG staff provided a comprehensive update on the causes and implications of the region-wide transportation conformity lockdown, multi-agency efforts to resolve it, and staff's proactive amendments to the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and the Federal Transportation Improvement Program (FTIP) to reduce impacts of the conformity lockdown. This staff report will provide a status update on major activities and significant progress made since the July 2022 EEC staff report including the next steps. The transportation conformity lockdown is expected to be lifted after the U.S. Environmental Protection Agency (EPA) approves updated Coachella Valley ozone conformity budgets anticipated around April 2023.

As a separate issue and at the November 2022 EEC meeting, SCAG staff provided a comprehensive update on federal Clean Air Act (CAA) highway sanction clocks in the SCAG region due to EPA's disapprovals of air quality state implementation plans (SIPs) prepared by local air districts and the California Air Resources Board (ARB). This staff report will provide a status update on additional active and anticipated highway sanction clocks in the SCAG region, major activities by impacted air districts to address their respective SIP disapprovals, and SCAG staff's proactive efforts to tackle the highway sanction clocks. Staff will continue to closely monitor the progress of local SIP issues, take any necessary actions including interagency consultation to turn off these highway

sanction clocks, and report back to the EEC, the Transportation Committee (TC), and/or the Regional Council (RC) as appropriate.

BACKGROUND:

I. Transportation Conformity Lockdown

1. *Causes of Transportation Conformity Lockdown*

SCAG develops RTP/SCS every four years, FTIP every two years, and their amendments from time to time. Pursuant to the federal CAA, RTP/SCS, FTIP, and their amendments are required to demonstrate transportation conformity. Specifically, transportation conformity means that the regional transportation plans, programs, and projects will not cause new violations of the national air quality standards, worsen the existing violations, or delay the timely attainment of the standards.

Under the EPA's Transportation Conformity Regulations, RTP/SCS, FTIP, and their amendments must pass five required conformity tests: consistency with the adopted Connect SoCal 2020 as amended, regional emissions analysis, timely implementation of transportation control measures, financial constraint, and interagency consultation and public involvement.

As part of the conformity determination, SCAG is required to use the state emission model (EMFAC) developed by ARB and approved by EPA to calculate regional emissions from SCAG's RTP/SCS or FTIP; In addition, regional emissions from RTP/SCS or FTIP are required to not exceed the applicable motor vehicle emissions budgets established by ARB and found adequate or approved by EPA.

ARB updates EMFAC model about every three years to reflect the latest planning assumptions and adopted air quality regulations. Due to significant technical changes in the EPA's then-recently approved EMFAC2017, regional emissions increased significantly in many nonattainment areas within the SCAG region even though the underlying travel activity projections remain the same. As a result, the entire SCAG region is currently under the transportation conformity lockdown. The conformity lockdown is impacting over \$26 billion worth of transportation projects, including critical transit projects because SCAG cannot add new projects or amend current projects under the lockdown.

2. *Major Activities and Progress to Fully Resolve Transportation Conformity Lockdown*

Since the July 2022 EEC meeting, significant progress has been made in two critical areas that are needed to fully resolve the conformity lockdown. On a separate and parallel track and in collaboration with the six County Transportation Commissions (CTCs), SCAG staff proactively

initiated two rounds of amendments to RTP and FTIP to reduce impacts of the conformity lockdown. Consequential progress has been made in SCAG's RTP and FTIP amendments.

a. EMFAC2021

Pursuant to EPA's Transportation Conformity Regulations, conformity determination for SCAG's RTP/SCS, FTIP, and their amendments must be based on the latest emission model developed by ARB and approved by EPA. At SCAG's request, ARB and EPA had accelerated the development, submittal, and approval of the new emission model, EMFAC2021. On November 15, 2022, EPA approved EMFAC2021 and EPA's approval was effective immediately. As a result, EMFAC2021 can be used for regional transportation conformity analysis in California starting November 15, 2022. However, as previously reported, EMFAC2021 can significantly, but not fully, resolve the conformity lockdown.

b. Coachella Valley Air Plan with Updated Transportation Conformity Budgets

On the other essential action to fully resolve the conformity lockdown, the management, legal, and planning staff of the South Coast Air Quality Management District (South Coast AQMD), ARB, EPA, and SCAG have been working closely to identify and evaluate several approaches. Since the July 2022 update, the four agencies have identified that a Coachella Valley air plan with updated conformity budgets would most expeditiously resolve the conformity lockdown.

Critical efforts and multiple public processes are required of the South Coast AQMD, ARB, and EPA. In August 2022, the South Coast AQMD staff initiated its public process and development of the Coachella Valley air plan with updated transportation conformity budgets, published it for 30-day public review, and held a public consultation meeting before the South Coast AQMD Governing Board adopted it on November 4, 2022. Although the South Coast AQMD still needs to develop and submit to EPA other elements of the Coachella Valley air plan, in terms of the updated transportation conformity budgets, the South Coast AQMD has completed their process in November 2022.

On a separate and parallel track, ARB staff initiated their public process in August 2022, published their staff report on the Coachella Valley air plan in October 2022 for 30-day public review, and accelerated their review of the air plan submitted by the South Coast AQMD. On November 17, 2022, the Coachella Valley air plan with updated transportation conformity budgets was approved by ARB Board and subsequently submitted to EPA for final review and approval. ARB completed their public process in December 2022.

Significant process has been made in EPA's concurrent process. In October 2022, EPA initiated their process for the required consultation with tribes in Coachella Valley. In anticipation of the submittal

from ARB, EPA staff has been conducting advance review to expedite the required EPA public process as appropriate. On December 21, 2022, EPA accelerated release of the updated transportation conformity budgets for the Coachella Valley air plan for 30-day public review.

Multiple actions are required of EPA to complete their public process. Upon completion of the public comment periods, EPA staff will respond to any comments received, complete their adequacy review process, inform ARB in writing of EPA's adequacy finding of the updated Coachella Valley transportation conformity budgets, and publish a Federal Register notice to inform the public of EPA's finding. Due to the multiple actions in EPA's public process, the effective date of the updated transportation conformity budgets, which is required to fully resolve the conformity lockdown, is currently anticipated in mid-April 2023 as reported at the respective EEC, TC, and RC meetings on January 5, 2023. However, it is possible and even likely that the mid-April 2023 timeframe could be bumped up in time for the RC adoption of Connect SoCal Amendment No. 3 and the 2023 FTIP Consistency Amendment #23-03 at its meeting on April 6, 2023, as a result of EPA's accelerated release of the updated conformity budgets for public review.

c. SCAG Staff's Proactive Efforts to Reduce Impacts of the Transportation Conformity Lockdown

In addition to the efforts to resolve the conformity lockdown, SCAG staff has been taking proactive actions to minimize its impacts. In collaboration with the six CTCs in SCAG region, SCAG staff proactively initiated in June 2021 a concurrent Connect SoCal 2020 (2020 RTP/SCS) Amendment #2 and the 2023 FTIP to allow urgent new transportation projects and changes to existing transportation projects to avoid conformity lockdown.

On October 6, 2022, the RC approved the Connect SoCal 2020 Amendment #2 and the 2023 FTIP including the associated transportation conformity determinations as recommended by the EEC. On December 16, 2022, SCAG received federal approval of the conformity determinations for the Connect SoCal 2020 Amendment #2 and the 2023 FTIP. The accelerated development and approval of the 2023 FTIP and the Connect SoCal Consistency Amendment #2 allow nearly \$36 billion worth of important transportation projects to avoid the impact of the transportation conformity lockdown.

To further reduce impacts of the conformity lockdown and in collaboration with the six CTCs in the SCAG region, SCAG staff proactively initiated in March 2022 the development of one additional round of amendments to Connect SoCal 2020 and 2023 FTIP. Connect SoCal 2020 Amendment #3 and 2023 FTIP Consistency Amendment #23-03 are to process additional urgent new transportation projects and changes to existing transportation projects, totaling over \$26 billion, that could not be included in the accelerated Connect SoCal 2020 Consistency Amendment #2 and the 2023 FTIP.

At their respective meetings on January 5, 2023, the TC recommended and then the RC approved the release of the draft Connect SoCal Amendment No. 3 and the 2023 FTIP Consistency Amendment for a 30-day public review and comment period. On the same day, the EEC recommended and then the RC approved the release of the associated transportation conformity analysis as part of the draft amendments for the same 30-day public review and comment period.

Upon completion of the required public review, SCAG staff will respond to any public comments and finalize draft amendments in time for the TC and the EEC to recommend RC adoption in the April/May 2023 timeframe as soon as the conformity lockdown is lifted. It is important to note that the RC may not adopt RTP and FTIP amendments before EPA's final approval of updated conformity budgets.

Staff will continue to work closely with EPA staff and proactively identify and take any necessary actions to ensure EPA's timely approval of the updated Coachella conformity budgets. Staff also plans to request expedited federal review and approval around May 2023 to allow important transportation projects to move forward with implementation as soon as possible.

II. Federal Clean Air Act Highway Sanction Clocks in the SCAG Region

1. *Background*

Pursuant to federal CAA, local air districts and the ARB are responsible for preparing air quality SIPs in California to fulfill air quality planning requirements to attain applicable national ambient air quality standards established by EPA. A SIP deficiency (e.g., SIP disapproval or finding of failure to submit a required SIP) and, if finalized by EPA, will trigger a CAA mandated 24-month highway sanction clock automatically upon effectiveness of the EPA action. Further, if the SIP deficiency is not corrected within the 24 months, the CAA mandated highway sanction would be imposed in the impacted area.

A highway sanction is prohibition on federal approval highway projects or award of any grants in the sanctioned area unless projects or grants are for improvement in safety. It is also important to note that a highway sanction could be imposed even the underlying SIP disapproval is not transportation related. For example, the 2012 Imperial County Highway Sanctions in the SCAG region were triggered by EPA's disapproval of a rule of the Imperial County Air Pollution Control District that is not directly related to any transportation plan, program, or project.

A highway sanction clock will be turned off and a highway sanction will not be imposed if the EPA determines that a subsequent SIP submission corrects the identified deficiencies before the highway sanction imposition deadline.

At the November 2022 EEC meeting, SCAG staff provided a summary of then six active highway sanction clocks that were triggered in October 2022 after the EPA finalized disapprovals of air quality SIPs concerning local rules of four local air districts in the SCAG region, and staff’s efforts to prevent imposition of highway sanctions.

2. Status Update of Highway Sanction Clocks in the SCAG Region and Progress to Date

Since the November 2022 EEC update, additional information about anticipated and active highway sanction clocks has become available. Efforts have been made by impacted local air districts to correct underlying deficiencies identified in the respective SIP disapprovals. In addition, EPA has proposed an additional SIP disapproval concerning various local rules of one local air district that is already impacted by three active highway sanction clocks.

As of mid-January 2023, there are seven active and two anticipated highway sanction clocks impacting four out of five air districts within the SCAG region. Table 1 is an update on active highway sanction clocks and progress to date to turn off the clocks and prevent imposition of highway sanctions. Table 2 is an update on anticipated highway sanction clocks.

Table 1: Update on Active Highway Sanction Clocks within the SCAG Region

Highway Sanction Clocks	Impacted Area	Start Date of Highway Sanction Clock	Impacted Air District	Cause of Highway Sanction Clock and Link to Federal Register Notice	State Date of Highway Sanction if Imposed	Progress to Date
1	Western Mojave Desert Ozone Nonattainment Area (Mojave Desert AQMD portion)	10/12/2021	MDAQMD	Limited disapproval of District Rule 1160 https://www.govinfo.gov/content/pkg/FR-2021-09-10/pdf/2021-19435.pdf	10/12/2023	Amended Rule 1160 is scheduled for MDAQMD Board adoption in Jan 2023, is expected to fully address deficiencies, and will be submitted for EPA approval upon MDAQMD adoption.
2	South Coast Air Quality Management District (SCAQMD) Jurisdiction	10/24/2022	SCAQMD	Limited disapproval of District Rule 1118 https://www.govinfo.gov/content/pkg/FR-2022-09-22/pdf/2022-20137.pdf	10/24/2024	Amended Rule 1118 was adopted by SCAQMD Board on 1/6/2023, is expected to fully address deficiencies, and would be submitted for EPA approval.
3	Western Mojave Desert Ozone Nonattainment Area	10/31/2022	Antelope Valley AQMD (AVAQMD); MDAQMD	Disapproval District Rules 315 https://www.govinfo.gov/content/pkg/FR-2022-09-29/pdf/2022-20858.pdf	10/31/2024	Districts staff has been working closely with EPA to develop draft amendments to fully address deficiencies since Oct 2022. Amended Rules will need to be adopted by respective Board before submittals for EPA approvals.
4	SCAQMD	10/31/2022	SCAQMD	Disapproval of Reasonably	10/31/2024	SCAQMD staff has initiated



Highway Sanction Clocks	Impacted Area	Start Date of Highway Sanction Clock	Impacted Air District	Cause of Highway Sanction Clock and Link to Federal Register Notice	State Date of Highway Sanction if Imposed	Progress to Date
	Jurisdiction			Available Control Technology (RACT) demonstration for District Rules 463 and 1178 https://www.govinfo.gov/content/pkg/FR-2022-09-30/pdf/2022-20870.pdf		separate public processes to amend Rules 436 and 1178. Amended Rules will need to be adopted by SCAQMD Board anticipated in fall 2023 before submittals for EPA approvals.
5	Ventura County Ozone Nonattainment Area	10/31/2022	Ventura County Air Pollution Control District (VCAPCD)	Disapproval of Reasonably Available Control Technology (RACT) demonstration for District Rules 71.1 and 71.2 https://www.govinfo.gov/content/pkg/FR-2022-09-30/pdf/2022-20870.pdf	10/31/2024	VCAPCD staff has been working closely with EPA to develop draft amendments to fully address deficiencies since Oct 2022. Amended Rules will need to be adopted by VCAPCD Board before submittal for EPA approval.
6	Western Mojave Desert Ozone Nonattainment Area	10/31/2022	AVAQMD; MDAQMD	Failure to submit required 2008 8-hour ozone standard contingency measures SIP https://www.govinfo.gov/content/pkg/FR-2022-09-29/pdf/2022-20874.pdf	10/31/2024	EPA staff is developing guidance. Once available, Districts staff will develop revised contingency measures based on EPA guidance, in conjunction with ARB.
7	Coachella Valley Ozone Nonattainment Area	10/31/2022	SCAQMD	Failure to submit required 2008 8-hour ozone standard contingency measures SIP https://www.govinfo.gov/content/pkg/FR-2022-09-29/pdf/2022-20874.pdf	10/31/2024	EPA staff is developing guidance. Once available, SCAQMD staff will develop revised contingency measures based on EPA guidance, in conjunction with ARB.

Table 2: Update on Anticipated Highway Sanction Clocks within the SCAG Region

Highway Sanction Clocks	Impacted Area	Start Date of Highway Sanction Clock	Impacted Air District	Cause of Highway Sanction Clock and Link to Federal Register Notice	State Date of Highway Sanction if Imposed	Progress to Date
1	SCAQMD Jurisdiction	Effective date of final partial disapproval of District Rules 1106, 1106.1, and 1107	SCAQMD	Proposed Partial disapproval of District Rules 1106, 1106.1, and 1107 https://www.govinfo.gov/content/pkg/FR-2022-08-22/pdf/2022-17935.pdf	24 months from start date of highway sanction clock	Amended Rules 1106, 1106.1 and 1107 were adopted by SCAQMD Board on 1/6/2023, are expected to fully address deficiencies, and would be submitted for EPA approval.
2	Western Mojave Desert	Effective date of final	MDAQMD	Proposed Limited disapproval of District	24 months from start	MDAQMD staff has been working closely with EPA to



Highway Sanction Clocks	Impacted Area	Start Date of Highway Sanction Clock	Impacted Air District	Cause of Highway Sanction Clock and Link to Federal Register Notice	State Date of Highway Sanction if Imposed	Progress to Date
	Ozone Nonattainment Area	limited disapproval of District Rules 1301, 1302, 1303, 1304, and 1305		Rules 1301, 1302, 1303, 1304, and 1305 concerning the District's New Source Review program https://www.govinfo.gov/content/pkg/FR-2022-11-25/pdf/2022-25382.pdf	date of highway sanction clock	address underlying deficiencies and has also indicated a potential intent to sue EPA if disapproval is finalized as proposed.

3. Staff's Efforts to Address Highway Sanction Clocks to Prevent Imposition of Highway Sanctions in the SCAG Region

Highway sanction has serious consequences. It could impact many important transportation projects including critical transit projects. A highway sanction was imposed in Imperial County ten years ago in 2012 due to similar reasons. SCAG staff at all levels takes these EPA actions and the highway sanction clocks very seriously and will engage as needed with management, legal, and planning staff of the impacted air districts and EPA to identify paths forward to turn off highway sanction clocks to prevent imposition of highway sanctions.

Because these highway sanction clocks are concerning SIPs developed by local air districts, corrective actions by impacted air districts and subsequent approvals by EPA are required to turn off these highway sanction clocks. SCAG staff has been meeting and will continue to meet as necessary with staff of impacted air districts to discuss and track progress of their efforts and timelines to correct SIP deficiencies.

In addition, at SCAG staff's request, staff representatives of the impacted air districts have been reporting and will continue to report on their efforts to address the underlying issues at SCAG's monthly Transportation Conformity Working Group meetings.

Finally, SCAG conformity and FTIP staff has been performing internal evaluation and informal interagency consultation on impacts of highway sanction and will provide periodic updates to the EEC, the TC, and/or the RC as appropriate.

FISCAL IMPACT:

Work associated with this item is included in the current FY 2022-23 Overall Work Program (23-025.0164.01: Air Quality Planning and Conformity).



ATTACHMENT(S):

1. PowerPoint Presentation - Status Update on Air Quality Planning and Transportation Conformity Challenges in the SCAG Region



Status Update on Air Quality Planning and Regional Transportation Conformity Challenges in the SCAG Region

Energy and Environment Committee

February 2, 2023

WWW.SCAG.CA.GOV

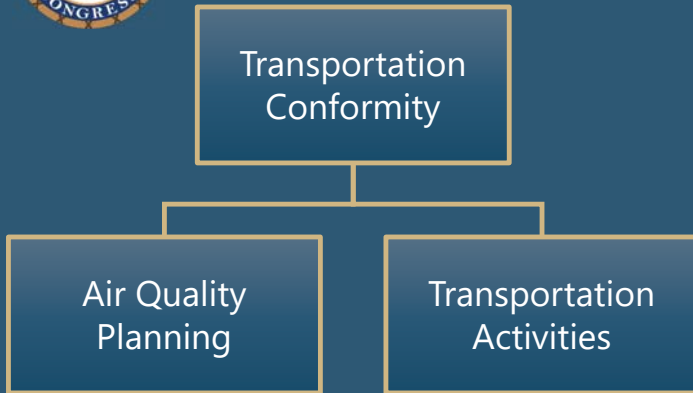


TRANSPORTATION CONFORMITY LOCKDOWN

Background - Transportation Conformity



Federal Clean Air Act



DRAFT AMENDMENT #3
 INCLUDING THE
 2023 FEDERAL TRANSPORTATION
 IMPROVEMENT PROGRAM
 CONSISTENCY AMENDMENT #23-03
 JANUARY 5, 2023



Background - Transportation Conformity Lockdown

- Due to significant technical change in ARB's previous emission model (EMFAC2017)
- In effect region-wide since August 2021
- Serious impacts on regional transportation plan, program, and projects
- Multi-agency efforts at all levels to resolve the conformity lockdown



Significant Progress & Next Step in Two Critical Areas to Resolve Conformity Lockdown



Area 1: US EPA approved ARB's new emission model (EMFAC2021)



Area 2-1: SCAQMD developed, adopted, and submitted to ARB Coachella Valley Air Plan with updated conformity budgets



Area 2-2: ARB approved and submitted to US EPA Coachella Valley Air Plan with updated conformity budgets



Area 2-3: US EPA accelerated release of updated conformity budgets for public review



Next Step: US EPA approval of updated conformity budgets

Significant Progress & Next Steps in SCAG's Proactive Efforts to Reduce Impacts of Conformity Lockdown



Accelerated development, adoption by RC, and federal final approval of 2023 FTIP & Connect SoCal 2020 Amendment #2 to avoid impact of conformity lockdown on \$36 billion worth of transportation projects



Proactive development and RC authorized release of Connect SoCal 2020 Amendment #3 & 2023 FTIP Consistency Amendment #23-03 to allow \$26 billion worth of additional transportation projects to move toward implementation as soon as lockdown is lifted



Next Steps: (1) RC adoption of the Connect SoCal and FTIP Amendments pending US EPA approval of updated Coachella conformity budgets; (2) Federal approval of the Connect SoCal 2020 and FTIP Amendments



HIGHWAY SANCTION CLOCKS IN THE SCAG REGION

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Background - Highway Sanction Clocks and Highway Sanctions

- Mandated by federal Clean Air Act upon US EPA's disapproval of or finding of failure to submit a required air quality state implementation plan (SIP) prepared by local air districts and ARB
- 24-month highway sanction clock automatically triggered upon effective date of US EPA final action
- Impacted local air district or ARB must correct deficiencies in a subsequent SIP submission and receive US EPA approval to turn off highway sanction clock or lift sanction
- Highway sanction will be imposed if highway sanction clock not turned off within 24 months
- Highway sanction impacts highway capacity projects, and thus economy and jobs

8

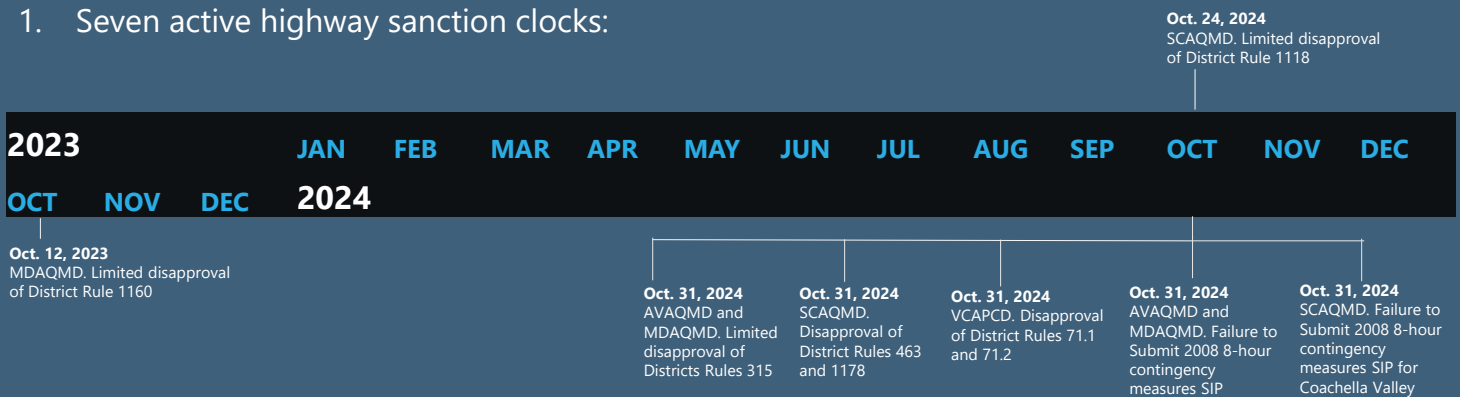
Status Update

- One new active and two new anticipated highway sanction clocks since November 2022 update
- Total seven active and two anticipated highway sanction clocks in the SCAG region (as of mid-Jan 2023)
- Impacting four out of five air districts in SCAG region
- Involved 14 local districts rules and two required SIPs



Start Dates of Highway Sanctions If Imposed

1. Seven active highway sanction clocks:



2. Two anticipated highway sanction clocks: Start dates will be 24 months from effective dates of EPA's final SIP disapprovals

Major Efforts to Address Highway Sanction Clocks

SCAG staff has been meeting with staff of impacted local air districts

Staff of impacted local air districts have been providing ongoing status updates at monthly SCAG Transportation Conformity Working Group (TCWG) meetings

Some impacted local air districts have been amending involved local rules to address identified deficiencies

SCAG staff has been providing status updates and performing internal evaluation and informal interagency consultation on potential impacts of highway sanctions

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THANK YOU!

For more information, please visit:

<https://scag.ca.gov/air-quality-planning-program>

<https://scag.ca.gov/transportation-conformity>

12



AGENDA ITEM 13
REPORT

Southern California Association of Governments
February 2, 2023

To: Community Economic & Human Development Committee (CEHD)
Energy & Environment Committee (EEC)
Transportation Committee (TC)
Regional Council (RC)

**EXECUTIVE DIRECTOR'S
APPROVAL**

From: Camille Guiriba, Senior Regional Planner
(213) 236-1809, guiriba@scag.ca.gov

Subject: Connect SoCal 2024: Draft SCS Technical Methodology

RECOMMENDED ACTION FOR EEC:

Information Only – No Action Required

RECOMMENDED ACTION FOR CEHD, TC AND RC:

Receive and File

STRATEGIC PLAN:

This item supports the following Strategic Plan Goal 1: Produce innovative solutions that improve the quality of life for Southern Californians.

EXECUTIVE SUMMARY:

As part of Connect SoCal 2024 development and prior to starting the formal public participation process, SCAG is required to submit to the California Air Resources Board (CARB) a draft Sustainable Communities Strategy (SCS) Technical Methodology which explains how SCAG will estimate greenhouse gas (GHG) emission reductions from strategies in the plan. SCAG is submitting an initial draft SCS Technical Methodology to CARB in February 2023 and will work with them to refine the document as needed in advance of the final submission with the Sustainable Communities Strategy after the adoption of Connect SoCal 2024 in April 2024.

BACKGROUND:

As required by federal and state law, SCAG prepares a long-range Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) every four years which provides a vision for integrating land use and transportation for increased mobility and more sustainable development. SCAG’s next RTP/SCS, Connect SoCal 2024, will incorporate important updates of fundamental data, enhanced strategies and investments based on, and intended to strengthen, the plan adopted by the SCAG Regional Council in 2020.

Pursuant to California Government Code Section § 65080(b)(2)(J)(i), prior to starting the formal public participation process required by Senate Bill (SB) 375, a Metropolitan Planning Organization (MPO) must develop and submit to the California Air Resources Board (CARB) the technical methodology it intends to use to estimate the greenhouse gas (GHG) emissions from its Sustainable Communities Strategy (SCS). Upon receipt of the technical methodology, CARB is required to respond to the MPO with timely written comments, including a specific description of any aspect of the technical methodology that it concludes will not yield accurate estimates of the GHG emissions and remedies. The MPO is encouraged to work with CARB until the state board concludes that the technical methodology operates accurately.

SUSTAINABLE COMMUNITIES STRATEGY DRAFT TECHNICAL METHODOLOGY:

Fulfilling the state requirement, SCAG is submitting a draft of its SCS Technical Methodology to CARB in February 2023 before initiating the SB 375 required formal public participation process in March 2023.

CARB requires a specific structure to the Technical Methodology that describes the following:

- How SCAG is addressing CARB’s recommendations from the last SCS
- Existing Conditions
 - Notable Changes in Planning Context
 - Key Regional Issues Influencing RTP/SCS Policy Framework
- Population, Household, and Employment Growth Forecasts
- Modeling Background and Assumptions
- Approaches for quantifying GHG emission reductions for potential Connect SoCal strategies

The strategies from Connect SoCal 2020 are carrying forward into the new plan. As part of updating the SCS Technical Methodology, SCAG staff has been reviewing how we define the strategies and improving the approaches to quantify GHG reductions. GHG reductions for strategies are either calculated through one of two ways:

- 1) SCAG’s activity-based model
- 2) off-model methodologies that are based on guidance from CARB or literature review of academic research.

The table below shows all strategies by the type of GHG reduction quantification approaches.

Modeled	Off-Model
<ul style="list-style-type: none"> • Congestion Pricing • Express Lane Pricing • Improved Bike Infrastructure • Infill development and increased density near transit infrastructure • Mileage-Based User Fee 	<ul style="list-style-type: none"> • Improved Pedestrian Infrastructure • Mobility Hubs: <ul style="list-style-type: none"> ○ Car Share ○ Bike Share/Micromobility ○ Microtransit • Safe Routes to School

<ul style="list-style-type: none"> • New Transit Capital Projects • Shorter trips through land use strategies such as job/housing balance • Transportation Demand Management • Job Center Parking Strategy • Multimodal Dedicated Lanes* 	<ul style="list-style-type: none"> • Parking Deregulation • Electric Vehicle Charging Infrastructure • Electric Vehicle Incentives • Co-working at strategic locations • Average Vehicle Ridership (AVR) for Job Centers
---	---

*previously off-model

As staff has been able to obtain more data and make the model more sophisticated, we have been able to bring the Multimodal Dedicated Lanes strategy, which was previously quantified off-model, into modeled analysis for this cycle.

Other changes of note to the Technical Methodology since the last cycle:

- The Mobility Hubs strategy merges three strategies (Car Share, Bike Share/Micromobility, and Microtransit) that were previously separate
- The Pedestrian Infrastructure now incorporates urban greening as a factor in reducing vehicle emissions.
- The Safe Routes to School strategy focuses on encouragement programs and no longer includes the engineering component of the program. This was done to prevent double counting of emission reductions by the Improved Bike and Pedestrian Infrastructure strategies.
- A new geography for Parking Deregulation strategy: The geography of this strategy has expanded from the previous RTP/SCS which focused on deregulation in TPAs. With the passage of Assembly Bill 2097 eliminating parking minimums within a half mile of public transit, SCAG has updated the geography of this strategy for it to reach other transit accessible areas in the region beyond the new law.
- New locations for co-working sites: staff is re-evaluating the potential locations of co-working sites beyond traditional job centers as previously identified.

PROCESS AND NEXT STEPS:

Staff presented and shared a draft of the Technical Methodology at the Technical Working Group and Regional Transit Technical Advisory Committee meetings in November.



SCAG is submitting the draft of the Technical Methodology to CARB this month (February 2023) in advance of the start of the formal public participation process. With public workshops planned to begin in March 2023, this marks the transition to the Outreach and Analysis phase of Connect SoCal plan development.

Following receipt of initial feedback from CARB on the SCS Technical Methodology, SCAG staff will continue to work with them to refine the document as needed and the GHG quantification methodologies. The final SCS Technical Methodology will be submitted with the SCS following adoption of Connect SoCal 2024 in April 2024.

The draft of the Technical Methodology is available on SCAG’s Connect SoCal “Drafts & Documents” webpage at <https://scag.ca.gov/drafts-documents>.

FISCAL IMPACT:

Work associated with this item is included in the FY 22-23 Overall Work Program (310.4874.01: Connect SoCal Development).

ATTACHMENT(S):

1. PowerPoint Presentation - Draft Technical Methodology



Camille Guiriba, Senior Regional Planner
Draft Technical Methodology
February 2, 2023

What is the Technical Methodology?



- Methods for calculating passenger greenhouse gas (GHG) emissions
 - Explains how SCAG will estimate GHG reductions from Connect SoCal using the activity-based model or off-model methods
- Required by California Air Resources Board (CARB)
 - Every MPO must submit a draft to CARB prior to starting their formal public participation process
 - Connect SoCal 2024 public workshops to start in March 2023

SCAG's 2035 GHG
Reduction Target:
**19% from
2005 levels**

What is in the Technical Methodology?



- Addressing CARB’s Previous Recommendations on Connect SoCal 2020
- Existing Conditions
 - Changes in Planning Context
 - Key Regional Issues
- Population, Household, and Employment Growth Forecasts
- Modeling Background and Assumptions
- Approaches for quantifying GHG emission reductions for potential Connect SoCal strategies

3

GHG Emission Reduction Strategies

How did SCAG reduce GHGs in Connect SoCal 2020?



Modeled Analysis

Land Use	-1.30%
Transportation Infrastructure	
Highway Projects	0.20%
Transit Projects	-0.50%
Bike Lane	-0.04%
Pricing	-1.41%
TDM/Telecommute/Work from Home	-0.46%

Baseline

Tele-Medicine	-0.15%
E-Commerce	-0.20%
Exogenous Factors (Growth, XX Trips)	-11.32%

Off-Model Analysis

Electric Vehicle Strategies	-1.76%
Emerging Technology (e.g. carshare and bikeshare)	-0.78%
Job Center and Commute Strategies (e.g. co-working)	-0.30%
Multimodal Strategies (e.g. Safe Routes to School)	-0.70%
Induced Demand	0.56%

19.1% Total GHG Emissions Reduction

4

GHG Emission Reduction Strategies

How did SCAG reduce GHGs in Connect SoCal 2020?



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5

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19.1% Total GHG Emissions Reduction

6

What has changed since last cycle?

Connect SoCal 2024 is carrying forward the strategies from 2020

Some strategies are being refined to reflect updated research, regulation and implementation context:

- **Mobility Hubs:** Merging 3 previously separate strategies
- **Pedestrian Infrastructure:** Incorporating urban greening
- **Safe Routes to School:** Focusing on encouragement
- **Parking Deregulation:** Updating geography
- **Co-working:** Identifying new locations

7

Which strategies are modeled?

- Pricing
 - Congestion Pricing
 - Express Lanes
 - Mileage-Based User Fees
- Capital Improvements
 - Improved Bike Infrastructure
 - New Transit Projects
- Land Use
 - Infill Development
 - Density Near Transit
- Policies and Programs
 - Transportation Demand Management
 - Job Center Parking
- Multimodal Dedicated Lanes*

8

What strategies are quantified off-model?



- Improved Pedestrian Infrastructure
- Mobility Hubs
 - Car Share, Bike Share/Micromobility, and Microtransit
- Safe Routes to Schools
- Parking Deregulation
- Electric Vehicle Incentives and Infrastructure
- Co-working
- Average Vehicle Ridership (AVR) for Job Centers

9

What's Next?



February 2023

Submit draft
Technical
Methodology
to CARB

Ongoing

Continued SCAG staff refinement of strategies;
review and feedback by CARB staff

April 2024

Submit final
Technical
Methodology
with SCS
submission to
CARB

10

Questions? Comments?

FOR MORE INFORMATION, PLEASE VISIT
SCAG.CA.GOV/CONNECT-SOCAL





AGENDA ITEM 14
REPORT

Southern California Association of Governments
February 2, 2023

To: Energy & Environment Committee (EEC)
Regional Council (RC)

EXECUTIVE DIRECTOR'S
APPROVAL

From: Karen Calderon, Senior Regional Planner
(213) 236-1983, calderon@scag.ca.gov

Subject: Connect SoCal 2024 Program Environmental Impact Report (State Clearinghouse No.: 2022100337): Status Update on Notice of Preparation Comments

RECOMMENDED ACTION FOR EEC:

Information Only – No Action Required

RECOMMENDED ACTION FOR RC:

Receive and File

STRATEGIC PLAN:

This item supports the following Strategic Plan Goal 2: Advance Southern California’s policy interests and planning priorities through regional, statewide, and national engagement and advocacy.

EXECUTIVE SUMMARY:

At the October 6, 2022 meeting, Energy and Environment Committee (EEC) authorized the release of a Notice of Preparation (NOP) of a Draft Program Environmental Impact Report (PEIR) for the proposed 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), referred to alternatively as “Connect SoCal 2024”, “Plan”, or “Project”. This report provides the EEC with a status update on the NOP that SCAG released on October 17, 2022 for a required 30-day public review and comment period ending on November 16, 2022 in accordance with applicable provisions of the California Environmental Quality Act (CEQA). Further, this report provides a schedule of events relating to preparation of the PEIR. Staff plans to provide periodic updates on the progress of the PEIR development and to give EEC members ample opportunity to become familiar with the PEIR such that a recommendation for approval to release the Draft PEIR can be made to the Regional Council (RC) which is currently planned in the fall of 2023.

BACKGROUND:

As required by federal and state law, SCAG prepares a long-range Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) every four years which provides a vision for

integrating land use and transportation for increased mobility and more sustainable development. SCAG’s next RTP/SCS, Connect SoCal 2024, will incorporate important updates of fundamental data, enhanced strategies and investments based on, and intended to strengthen, the last plan adopted by the SCAG Regional Council in 2020.

CEQA, codified at Public Resource Code (PRC) Section 21000 et seq., and its implementing regulations, CEQA Guidelines, found at California Code Regulations Title 14, Chapter 3, Section 15000 et seq., require SCAG as the Lead Agency to evaluate the potential environmental impacts for any discretionary governmental action and disclose the evaluation in a CEQA document that is appropriate for the proposed governmental action (CEQA Guidelines Section 15002(b)). As Lead Agency, SCAG found a PEIR is the appropriate type of EIR for the proposed Connect SoCal 2024.

The PEIR will serve as a first-tier, programmatic document and provides a region-wide assessment of potential environmental impacts of the proposed Connect SoCal 2024, including direct and indirect impacts, growth-inducing impacts, and cumulative impacts. The PEIR must also evaluate alternatives to the proposed Connect SoCal 2024 and propose feasible mitigation measures.

Status Update on the NOP of the Proposed Connect SoCal 2024 Draft PEIR:

At the October 6, 2022 meeting, EEC authorized the release of a NOP of a Draft PEIR for a required 30-day public review and comment period beginning on October 17, 2022 and ending on November 16, 2022 and directed staff to carry out all associated administrative tasks for the public release. SCAG staff released the NOP on October 17, 2022 to notify interested agencies, organizations, and individuals that SCAG plans to prepare a PEIR for the proposed Connect SoCal 2024 and to seek input from them on the scope and content of environmental information to be considered and evaluated in the Draft PEIR. During the 30-day public review and comment period, two virtual public NOP scoping meetings were conducted on November 9 and 10, 2022, respectively. SCAG received 16 comment letters (including two comment letters received after close of the public comment period) and seven verbal comments at the public NOP scoping meetings. A breakdown of NOP commenters is listed in Table 1.

Table 1: Breakdown of NOP Commenters

Commenters	Number
Sovereign Nation	1
State Agency	4
Regional Agency	2
Local Agency (SCAG Member Jurisdiction)	4
Other Interested Organization and Individuals	12

Both PEIR and Plan topics were raised by the commenters. SCAG received 50 individual comments related to the PEIR and 30 individual comments on the Plan. A breakdown of the NOP comments by

PEIR and Plan topic areas is presented in Table 2. The NOP and comments received on the NOP will be included in an appendix to the Draft PEIR document.

Table 2: Breakdown of NOP Comments by Topic Areas*

	Topic Areas	Number
PEIR	Project Description	7
	Air Quality	2
	Biological Resources	1
	Cultural Resources	2
	Greenhouse Gas Emissions	4
	Hydrology and Water Quality	1
	Population and Housing	3
	Recreation	3
	Transportation	4
	Tribal Cultural Resources	2
	Utilities and Service Systems	2
	Wildfire	1
	Mitigation Measures	7
	Alternatives	5
	PEIR Development Process	4
Findings of Fact/Statement of Overriding Considerations	1	
Plan (Connect SoCal 2024)	Plan Requirements	2
	Plan Development Process	3
	Plan Goals and Performance Measures	4
	Transportation Planning	5
	Transportation Conformity	2
	Forecasted Regional Development Pattern	8
	Climate and Resilience	4
Data	2	

*Table 2 does not include comments from the California Coastal Commission in the breakdown because their comments, which were submitted to SCAG on November 16, 2022, were dated February 21, 2019 in response to the NOP of Connect SoCal 2020 (2020 RTP/SCS) PEIR (State Clearinghouse No.: 2019011061).

Next Steps:

Key milestones for development of the Connect SoCal 2024 PEIR are listed in Table 3.

Table 3: Key Milestones for the Connect SoCal 2024 PEIR

Milestones	Dates (Expected)
Release of Draft PEIR for Public Review and Comments	Within 30 days after Draft Connect SoCal 2024 Release
Draft PEIR Public Review and Comment Period Closes	At least 45 days after Draft PEIR Release
Certification of the Final PEIR for the Final Connect SoCal 2024 by the RC	April 2024

Key milestones for EEC review of and action on the Connect SoCal 2024 PEIR are listed in Table 4.

Table 4: Key Milestones for EEC Review of and Action on the Connect SoCal 2024 PEIR

Milestones	Dates (Expected)
EEC Review of Connect SoCal 2024 PEIR Key Approaches* and Preliminary Outline	Spring-Summer 2023
EEC Review of the Proposed Draft PEIR for the Proposed Draft Connect SoCal 2024 and Consideration to Recommend that RC Release the Proposed Draft PEIR for Public Review and Comments	Fall 2023
EEC Review of the Proposed Final PEIR for the Proposed Final Connect SoCal 2024 and Consideration to Recommend that RC Certify the Proposed Final PEIR	March 2024

*SCAG staff is considering and evaluating appropriate approaches to the Connect SoCal 2024 PEIR, including, but not limited to, mitigation measures and alternatives analysis. Staff will provide periodic status updates to the EEC at the next several EEC or Joint Committee meetings as development of the Connect SoCal 2024 PEIR progresses such that a recommendation for approval to release the Draft PEIR can be made to the RC currently planned in the fall of 2023. Staff will continue to engage with stakeholders and conduct ongoing outreach throughout the PEIR development and report back to EEC as appropriate.

FISCAL IMPACT:

Work associated with this item is included in the current Fiscal Year 2022/23 Overall Work Program (23-020.0161.04: Environmental Compliance, Coordination & Outreach).



AGENDA ITEM 15
REPORT

Southern California Association of Governments
February 2, 2023

To: Executive/Administration Committee (EAC)
Regional Council (RC)

From: Cindy Giraldo, Chief Financial Officer
(213) 630-1413, giraldo@scag.ca.gov

Subject: Purchase Orders, Contract and Amendments below Regional Council
Approval Threshold

**EXECUTIVE DIRECTOR'S
APPROVAL**

Kome Ajise

RECOMMENDED ACTION:

For Information Only - No Action Required

STRATEGIC PLAN:

This item supports the following Strategic Plan Goal 7: Secure funding to support agency priorities to effectively and efficiently deliver work products.

BACKGROUND:

SCAG executed the following Purchase Orders (PO's) for more than \$5,000 but less than \$500,000

<u>Consultant/Contract #</u>	<u>PO' Purpose</u>	<u>Amount</u>
Mobility 21	FY23 Mobility 21 Membership	\$25,000
Daily Journal Corporation	FY23 PEIR Notice Of Preparation	\$23,710
Nicole Miller And Associates Inc.	Legal Services	\$22,220
USC Sol Price School Of Pub Policy	FY23 USC Metrtrans Membership	\$12,500
UC Riverside Foundation	FY23 UCR-ICSD Membership	\$10,000
CPrime, Inc.	FY23 Power Bi Training	\$9,995
Coalition For Americas Gateway And Trade Corridors	FY23 CAGTC Membership	\$7,500
Los Angeles County Business Federation	FY23 Bizfed Membership	\$6,000
Green Paradigm Consulting Inc	FY23 Clean Cities Task 2.5 Assistance	\$6,000
Progress Software	Fy23 Devcraft Software Renewal	\$5,533

SCAG executed the following Contracts more than \$25,000 but less than \$500,000

<u>Consultant/Contract #</u>	<u>Contract's Purpose</u>	<u>Contract Amount</u>
1. Kosmont & Associates, Inc.	The consultant shall assist the City of	\$237,662



SCAG executed the following Contracts more than \$25,000 but less than \$500,000

<u>Consultant/Contract #</u>	<u>Contract's Purpose</u>	<u>Contract Amount</u>
(21-047-MRFP-27)	Barstow (City) with developing both an Infrastructure Financing District Pilot Study as well as an Imperial County (County) Enhanced Infrastructure Financing District Plan to implement a Tax Increment Financing (TIF) Program. These efforts will provide technical assistance to advance the establishment of innovative self-help financing districts for local City and County jurisdictions that can accelerate housing production.	
2. Cvent, Inc. (23-023-C01)	The purpose of the SCAG Event Management System project is to standardize the event experience for SCAG internal staff and external partners. SCAG's Regional Conference & General Assembly and the Economic Summit will be managed through the selected consultant's platform.	\$92,400

SCAG executed these Amendments for more than \$5,000 but less than \$150,000 and less than 30% of the original contract value

<u>Consultant/Contract #</u>	<u>Amendment's Purpose</u>	<u>Amendment Amount</u>
N/A	N/A	N/A

ATTACHMENT(S):

1. Contract Summary 21-047-MRFP-27
2. Contract Summary 23-023-C01

CONSULTANT CONTRACT NO. 21-047-MRFP-27

Recommended Consultant: Kosmont & Associates, Inc.

Background & Scope of Work: The consultant shall assist the City of Barstow (City) with developing both an Infrastructure Financing District Pilot Study as well as an Imperial County (County) Enhanced Infrastructure Financing District Plan to implement a Tax Increment Financing (TIF) Program. These efforts will provide technical assistance to advance the establishment of innovative self-help financing districts for local City and County jurisdictions that can accelerate housing production. This includes Enhanced Infrastructure Financing Districts (EIFDs), Community Revitalization and Investment Authorities (CRIAs), Neighborhood Infill Finance and Transit Improvements Districts (NIFTIs/NIFTI-2s), and Affordable Housing Authorities (AHAs).

Purpose and Objectives

The TIF pilot project for the City will incorporate best practices for district establishment and infrastructure financing and will focus on implementing housing supportive infrastructure and expanding housing supply.

This project builds on the April 2019 Preliminary Feasibility Analysis for the County of Imperial Tax Increment Financing (TIF) Pilot Project, and shall update the preliminary tax increment feasibility analysis for the County. The updated analysis will incorporate best practices for district establishment and infrastructure financing and will focus on implementing housing supportive infrastructure and expanding housing supply.

Project’s Benefits & Key Deliverables: The project’s benefits and key deliverables include, but are not limited to:

- Evaluating Tax Increment Finance Mechanisms;
- District formation and exploration of the feasibility of forming a TIF and/or an assessment district based on the preliminary financial analysis;
- Updating the 2019 Preliminary Feasibility Analysis for the County of Imperial; and
- Public Outreach.

Strategic Plan: This item supports SCAG’s Strategic Plan Goal 1: Produce innovative solutions that improve the quality of life for Southern Californians.

Contract Amount:	Total not to exceed	\$237,662
	Kosmont & Associates Inc. (prime consultant)	\$192,312
	Blair, Church and Flynn(sub consultant)	\$45,350

Contract Period: September 21, 2022 through June 30, 2023

Project Number(s): 300-4890Y0.02 \$237,662
Funding source(s): AB101/Regional Early Action Planning (REAP) Grants of 2019
Funding of \$237,662 is available in the FY 2022-23 Overall Work Program (OWP) in
Project Number 300-4890Y0.02.

Request for Proposal (RFP): SCAG staff notified 14 firms on the bench of the release of RFP 21-047-MRFP 27 by email. SCAG received the following proposal in response to the solicitation:

KOSMONT & ASSOCIATES, INC. (1 subconsultant) \$237,662

After receiving only one (1) proposal, staff surveyed the 14 bench firms that received the proposal. Two (2) firms responded, stating that they were either unavailable or did not feel the tasks were a good fit for their company. Note staff advertised the RFP for the normal four (4) week period. Staff believes that resoliciting was not likely to yield a different result and needed to maintain the project's schedule and therefore proceed to evaluate the one (1) offer.

Selection Process: The Proposal Review Committee (PRC) evaluated the proposal in accordance with the criteria set forth in the RFP and conducted the selection process in a manner consistent with all applicable federal and state contracting regulations. After evaluating the proposal, the PRC interviewed the offeror.

The PRC consisted of the following individuals:

David Kyobe, Project Manager, SCAG
Gil Kienan, Managing Director, Local Equity
Jim Minnick, County Planning Director, Imperial County
Kody Tompkins, General Manager of Environmental Services, City of Barstow
John Gay, County Public Works Director, Imperial County

Basis for Selection: The PRC recommended Kosmont & Associates, Inc. for the contract award because the consultant:

- Kosmont has facilitated successful city/county special district partnerships, all of which happen to be within the SCAG region (L.A. County, Placentia / Orange County, Redondo Beach / L.A. County, Carson / L.A. County, Palmdale / L.A. County);
- Demonstrated experience working with the County of Imperial and prepared their 2019 preliminary EIFD Analysis. They also demonstrated knowledge of San Bernadino County where Barstow is located in regard to TIFs. The participation of San Bernardino County seems to be an issue that the consultant was not able to solve. This may be key to the success of the TIF;
- Demonstrated experience, in understanding current economic development and market trends that affect projects;
- Demonstrated experience in stakeholder outreach, with a detailed proposal of the stakeholder outreach initiatives per jurisdiction;
- Described and provided details as to how it would execute the deliverables of the project and how their approach would be tailored to the two jurisdictions (County of Imperial and City of Barstow); and
- Demonstrated coherent timelines and clear expectations on what is included in the scope.

CONSULTANT CONTRACT NO. 23-023-C01

Recommended Consultant:	Cvent, Inc.						
Background & Scope of Work:	The purpose of the SCAG Event Management System project is to standardize the event experience for SCAG internal staff and external partners. SCAG’s Regional Conference & General Assembly and the Economic Summit will be managed through the selected consultant’s platform. The goal of this project is to implement a solution that will create a streamlined, secure, and customizable registration process for external partners and allow internal staff to manage operations and create meaningful and accurate reports.						
Project’s Benefits & Key Deliverables:	The project’s benefits and key deliverables include, but are not limited to: <ul style="list-style-type: none">• Creating efficiencies in running registration processes and venue logistics for SCAG signature events;• Preparing integrated online forms for various SCAG programs and projects, as needed and ongoing; and• Streamlining reporting for event registrations and attendance.						
Strategic Plan:	This item supports SCAG’s Strategic Plan Goal 4: Provide innovative information and value-added services to enhance member agencies’ planning and operations and promote regional collaboration.						
Contract Amount:	<table border="0" style="width: 100%;"><tr><td style="width: 60%;">Total not to exceed</td><td style="text-align: right;">\$92,400</td></tr><tr><td colspan="2">Cvent, Inc. (prime consultant)</td></tr></table> <p>Note: Cvent, Inc, originally proposed \$37,000 for base period and \$111,000 for 3 years (base period and two 12-month options). However, SCAG staff negotiated the price down to \$33,000 for the base period and \$92,400 for the 3-year term without reducing the scope of work.</p>	Total not to exceed	\$92,400	Cvent, Inc. (prime consultant)			
Total not to exceed	\$92,400						
Cvent, Inc. (prime consultant)							
Contract Period:	December 21, 2022 through December 20, 2025						
Project Number(s):	800-0160.06 \$33,000 Funding source(s): General Funds (GF) Funding of \$33,000 is available in the FY 2022-23 General Fund Budget in Project Number 800-0160.06, and the remaining balance is expected to be available in the FY 2023-24 and FY 2024-25 General Fund Budget in Project Number 800-0160.06, subject to budget availability.						
Request for Proposal (RFP):	SCAG staff notified 3,910 firms of the release of RFP 23-023 via SCAG’s Solicitation website, PlanetBids. A total of 30 firms downloaded the RFP. SCAG received the following three (3) proposals in response to the solicitation: <table border="0" style="width: 100%;"><tr><td style="width: 60%;">Cvent, Inc. (no subconsultants)</td><td style="text-align: right;">\$111,000</td></tr><tr><td>InEvent – (no subconsultants)</td><td style="text-align: right;">\$94,175</td></tr><tr><td>Tradeshow Multimedia dba TMI – (no subconsultants)</td><td style="text-align: right;">\$80,540</td></tr></table>	Cvent, Inc. (no subconsultants)	\$111,000	InEvent – (no subconsultants)	\$94,175	Tradeshow Multimedia dba TMI – (no subconsultants)	\$80,540
Cvent, Inc. (no subconsultants)	\$111,000						
InEvent – (no subconsultants)	\$94,175						
Tradeshow Multimedia dba TMI – (no subconsultants)	\$80,540						

Attachment: Contract Summary 23-023-C01 (Purchase Orders, Contract and Amendments below Regional Council Approval Threshold)

Selection Process: The Proposal Review Committee (PRC) evaluated each proposal in accordance with the criteria set forth in the RFP and conducted the selection process in a manner consistent with all applicable federal and state contracting regulations. After evaluating all proposals received, the PRC made a selection.

The PRC consisted of the following individuals:

- Ana Vallianatos, Manager of Media and Public Affairs, SCAG
- Bianca Holmes-Cary, Associate IT Project Manager, SCAG
- Emmanuel Figueroa, Manager of Infrastructure & Operations, SCAG
- Jonathan Holt, Manager of Application Development, SCAG
- Margaret De Larios, Communications Lead, SCAG
- Perla, Lopez, Interim Events Producer, SCAG

Basis for Selection: All PRC members gave Cvent’s proposal the highest score of all proposers in this solicitation. Cvent stood out from other proposers in the quality of their proposal, including their offerings around hotel registration integrations, available support outside of business hours and during events in the event of on-site issues, and on-demand online training resources. Cvent also provided the most realistic proposal around integration with SCAG’s CRM, which will require careful coordination and ongoing maintenance.

Cvent also demonstrated the most comprehensive and broadest range of services and solutions to meet SCAG’s requirements. Specifically, attendee registration and data collection, accommodation management, custom styling, event analytics, program management (tools for planning and managing event logistics) and integrations.

Although other firms proposed lower prices for their product, their technical proposals did not provide as many features to address SCAG’s scope of work, included features that were not needed, did not demonstrate as strong an understanding of SCAG’s needs and/or raised questions about the overall quality of the software to be delivered.



AGENDA ITEM 16
REPORT

Southern California Association of Governments
February 2, 2023

To: Executive/Administration Committee (EAC)
Regional Council (RC)
From: Cindy Giraldo, Chief Financial Officer
(213) 630-1413, giraldo@scag.ca.gov
Subject: CFO Monthly Report

**EXECUTIVE DIRECTOR'S
APPROVAL**

RECOMMENDED ACTION:

Information Only - No Action Required

STRATEGIC PLAN:

This item supports the following Strategic Plan Goal 7: Secure funding to support agency priorities to effectively and efficiently deliver work products.

This month's CFO report includes the CFO charts. The charts provided highlight agency business through December 31, 2022, the midpoint of our current fiscal year-end. As a reminder, the charts have a new design and layout, and in some cases, the content has been updated with the goal of providing more meaningful information to the EAC and Regional Council. Two new reports were added in the prior quarter. The first report provides information on the Planning RFPs completed in the prior quarter. The report details the major SCAG program or initiative, the specific project name and description, the amount of funds awarded, and the specific agency or region served by the work to be performed. The second report is an outlook on upcoming planning work procurements; the report provides our best estimate on when funded projects will be contracted with service providers. Collectively, we hope these reports will help provide you with more insight into the work currently underway.

ACCOUNTING:

During FY 2022-23, staff has prepared and submitted requests for reimbursements of approximately \$19.32 million to the following agencies. Additionally, SCAG received advance funds of \$23.74 million.

1. **CPG Billing: \$16.59 million** to Caltrans for work funded with federal and state grants that were completed from June 2022 to October 2022. Of this amount, \$16.59 million has been received.

2. **OTS (J7) Billing: \$1.00 million** to Office of Traffic Safety for work funded with OTS (J7) grant that were completed from April 2022 to September 2022. Of this amount, \$1.00 million has been received.
3. **FTA Section 5339: \$0.71 million** to FTA Sec. 5339 for work completed by Riverside Transit Agency and Anaheim Transportation Network that were completed from December 2021 to June 2022. Of this amount, \$0.71 million has been received from FTA Sec. 5339 and was offset by the payments to Riverside Transit Agency and Anaheim Transportation Network.
4. **ATP Billings: \$0.51 million** to Caltrans District 7, Office of Local Assistance for work funded with Active Transportation Program (ATP) grants that were completed from April 2022 to August 2022. Of this amount, \$0.51 million has been received.
5. **MSRC Billing: \$0.42 million** to the Mobile Source Air Pollution Reduction Review Committee for work funded with the Mobile Source Air Pollution Reduction (MSRC) grant that were completed from January 2020 to April 2021. Of this amount, \$0.42 million has been received.
6. **DOE-Clean Cities: \$53,750** to Department of Energy for work funded with DOE-Clean Cities grant that was completed from April 2022 to September 2022. Of this amount, \$53,750.00 has been received.
7. **City of Santa Ana: \$22,500** to City of Santa Ana for work as identified in the scope of work of MOU # M-006-22 that was completed in June 2022. Of this amount, \$22,500.00 is still pending payment from City of Santa Ana.
8. **LACI Billing: \$8,947.19** to LA Cleantech Incubator for work funded with LACI grant that were completed from April 2022 to September 2022. Of this amount, \$8,947.19 has been received.
9. **WSCCOG: \$4,963.79** to Westside Cities Council of Governments (WSCCOG) for work performed for the tasks and deliverables in Exhibit A.2 of M-005-19 (Measure M Westside Mobility Study Update) that was completed from February 2022 to June 2022. Of this amount, \$4,963.79 has been received.
10. **DOE-UCI: \$1,321.66** to the Regents of the University of California for work funded with DOE-Clean Cities grant that was completed from July 2022 to September 2022. Of this amount, \$1,321.66 has been received.
11. **City of Burbank: \$1,125.76** to City of Burbank for work funded with LEAP funds that were completed from May 2022 to June 2022. Of this amount, \$1,125.76 is still pending payment from City of Burbank.
12. **ATN: \$795.50** to Anaheim Transportation Network (ATN) for SCAG staff time funded with ATN local funds that were completed from April 2022 to June 2022. Of this amount, \$795.50 has been received.
13. **REAP: \$23.74 million** in advance funds have been received from Housing and Community Development for the Regional Early Action Planning Grants 1.0 as of 12/31/22. Of this amount, approximately \$22.12 million have been expended to date (\$3.19 million during FY 2022-23).

Investments:

As required by SCAG's investment policy adopted by the Regional Council in July 2018, staff will provide a monthly report of investments and interest earnings. During FY 2022-23, SCAG has moved all funds invested in the Los Angeles County Investment Pool to our Bank of the West operating account, except for any remaining interest earnings received in August 2022-November 2022. Alternatively, SCAG has established a new investment account in the Local Agency Investment Fund (LAIF) and invested \$11M as of December 31, 2022. SCAG has earned \$6,427.11 interest from funds invested in the Los Angeles County Investment Pool and \$71,463.98 interest from funds invested in the Local Agency Investment Fund account as of December 31, 2022.

BUDGET & GRANTS (B&G):

Staff worked on FY 2022-23 2nd Quarter OWP Progress Report. This mid-year progress report for OWP projects was submitted to Caltrans before its deadline, January 30, 2023.

On January 19, 2023, SCAG had its annual OWP development and coordination meeting with Caltrans, FHWA and FTA representatives. SCAG staff presented the proposed work program for FY 2023-24 and reported accomplishments and progress on major projects in the current fiscal year. A draft OWP budget will be presented to the EAC and RC in March 2023.

Staff successfully submitted the REAP 2.0 Full Application to the Department of Housing and Community Development (HCD) in December 2022. In January, staff also submitted a grant application to Federal Communications Commission to seek funding to leverage and bolster the existing affordable connectivity program (ACP), closing gaps in the broadband digital divide by providing direct resources to communicates through targeted outreach and expanding direct support to the Digital Ambassadors program.

CONTRACTS

In December 2022, the Contracts Department issued two (2) Request for Proposal; awarded five (5) contracts; issued six (6) contract amendments; and processed eighteen (18) Purchase Orders to support ongoing business and enterprise operations. Staff also administered 197 consultant contracts. Contracts staff continued to negotiate better pricing as well as reduced costs for services. This month Contracts' staff negotiated \$233,437 in budget savings, bringing the cumulative FY23 savings to \$958,182.

ATTACHMENT(S):

1. CFO Charts



Office of the Chief Financial Officer

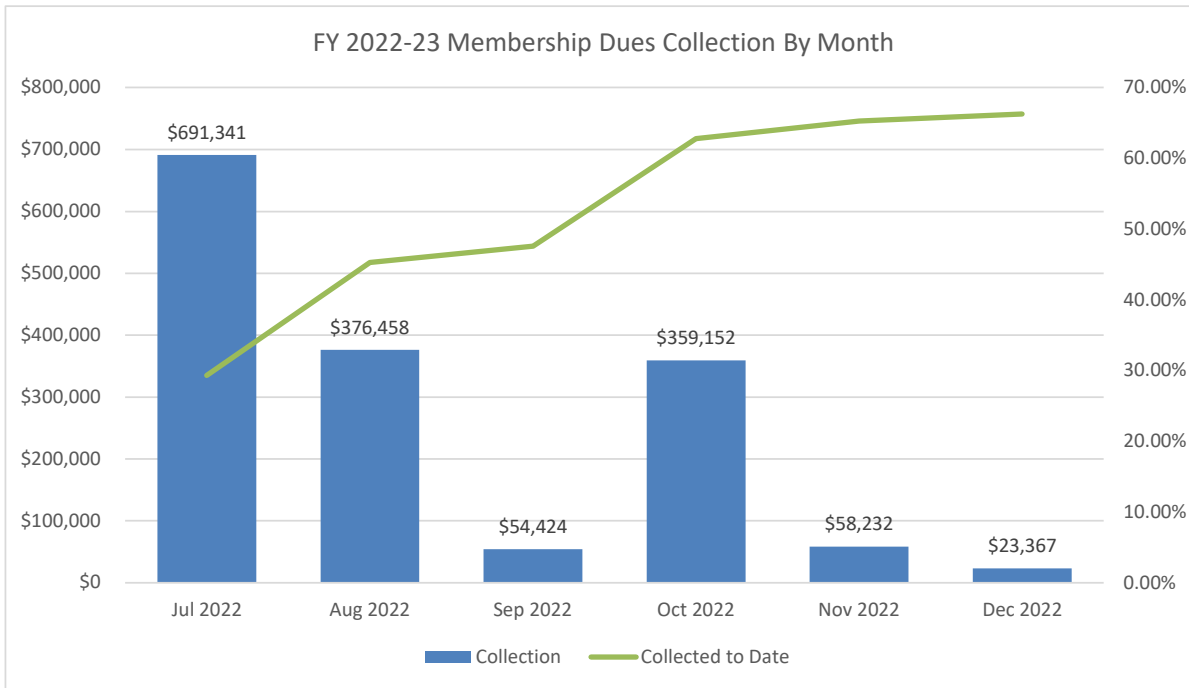
Quarterly Report

DECEMBER 2022

Attachment: CFO Charts (CFO Monthly Report)



Membership Dues & Collections
 July 1, 2022 through December 31, 2022



Summary

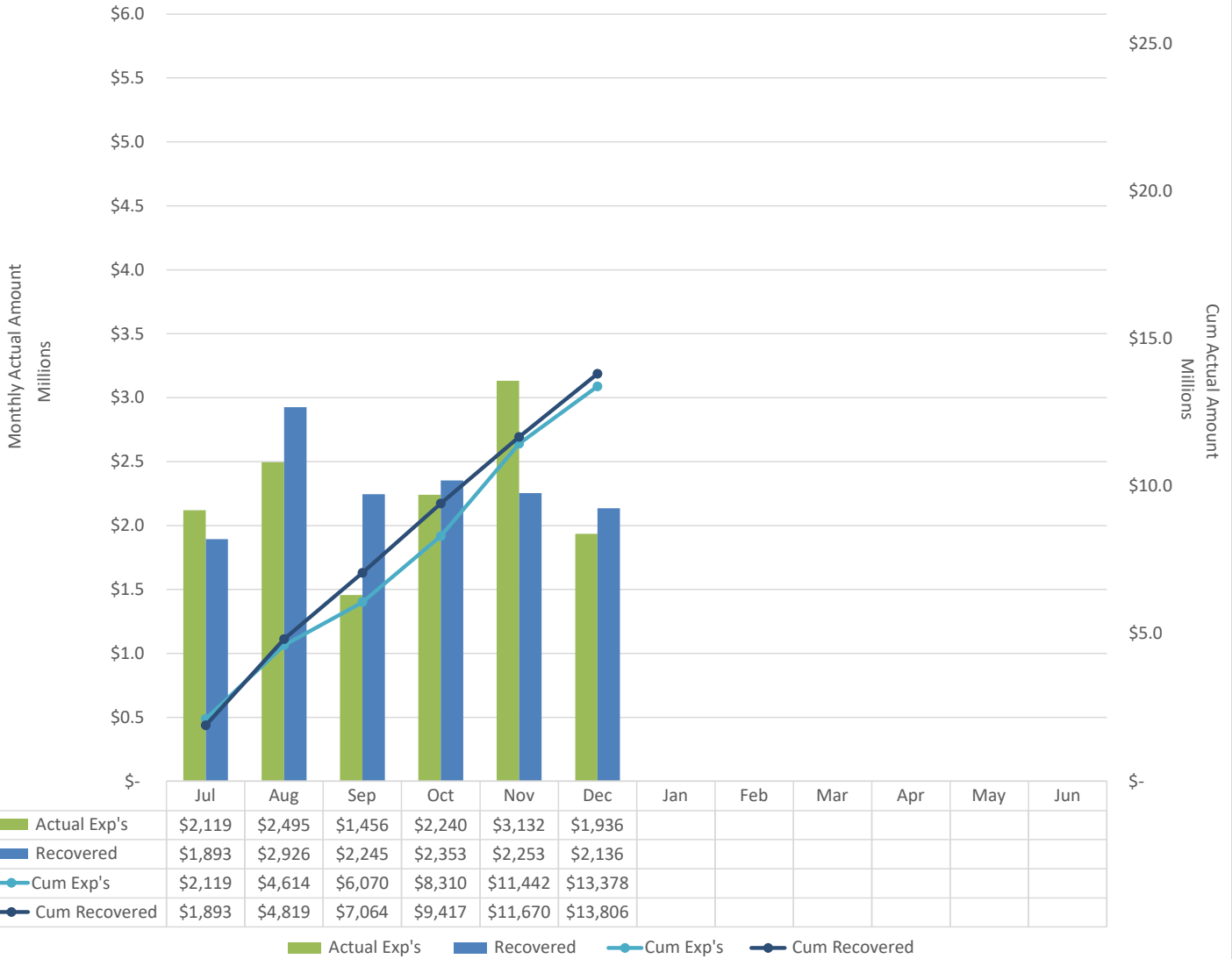
As of December 31, 2022, 157 cities, 4 counties, 5 commissions and 2 tribal governments had paid their FY23 dues. This represents 66.27% of the dues assessment.

FY23 Membership Dues	<u><u>\$ 2,358,659</u></u>
Total Collected	<u><u>\$ 1,562,974</u></u>
Percentage Collected	<u><u>66.27%</u></u>

Attachment: CFO Charts (CFO Monthly Report)



Indirect Cost & Recovery
July 1, 2022 through December 31, 2022



Attachment: CFO Charts (CFO Monthly Report)

Summary

This chart shows a comparison of Indirect Cost (IC), incurred by SCAG vs. IC recovered from SCAG's grants. Through December 2022, SCAG was over-recovered by \$427,844 due to unspent Indirect Cost budget. The FY 2022-23 IC rate includes a carry-forward of approximately \$2.2 million, which represents an under-recovery of costs from FY 2020-21.



**Consolidated Balance Sheet
As of December 31, 2022**

	<u>Sept 30, 2022</u>	<u>Dec 31, 2022</u>	<u>Increase/(Decrease)</u>
Cash & Investment	19,036,854	19,665,673	628,820
Other Assets	<u>15,968,191</u>	<u>11,132,738</u>	<u>(4,835,453) (1)</u>
Total Assets	<u>35,005,045</u>	<u>30,798,411</u>	<u>(4,206,634)</u>
	-		
Total Liabilities	<u>11,884,656</u>	<u>9,474,100</u>	<u>(2,410,556) (2)</u>
Fund Balance	<u>23,120,389</u>	<u>21,324,311</u>	<u>(1,796,078)</u>
	-	-	
Total Liabilities & Fund Balance	<u>35,005,045</u>	<u>30,798,411</u>	<u>(4,206,634)</u>

(1) The decrease in total assets is due to a decrease in Accounts Receivable \$3.4M and Prepaid Expenses \$2M plus net IC/FB fund under recovery of \$520K.

(2) The decrease in liabilities is due to a decrease in Accounts Payable \$1.9M and deferred revenues \$559K net with increase in Accrued Salaries \$503K.

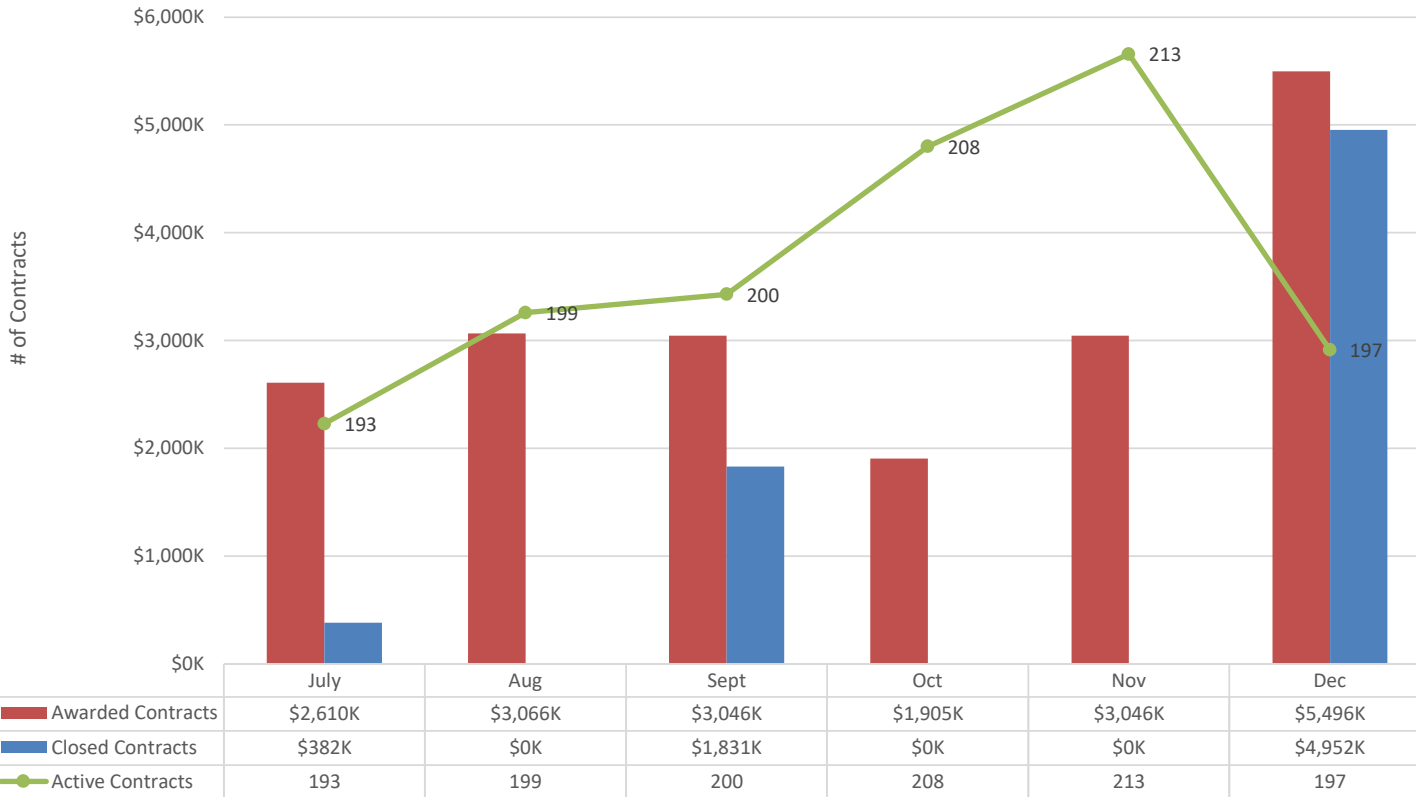


**Consolidated Statement of Revenues, Expenditures, and Changes in Fund Balances
Quarter Ended December 31, 2022**

	July 1, 2022 to Sept 30, 2022	July 1, 2022 to Dec 31, 2022	Increase / (Decrease)	Dec 2022 Budgetary Comparison Statement	
				FY 2022-23 Budget	Under / (Over) Budget
Revenues	31,517,639	57,747,950	26,230,311	192,577,888	134,829,938
	-	-		-	
Expenditures:					
Salaries & Benefits	20,364,312	39,998,479	19,634,167	79,494,333	39,495,854
Services & Supplies	4,251,854	12,644,077	8,392,223	113,083,555	100,439,478 (1)
Total Expenditures	24,616,166	52,642,556	28,026,389	192,577,888	139,935,332
	-	-		-	
Change in Fund Balance	6,901,472	5,105,394	(1,796,078)	1,969,554	(3,135,840)
		-			
Fund Balance Beginning of the Year	16,218,917	16,218,917	-	16,218,917	-
Fund Balance at End of the Period	23,120,389	21,324,311	(1,796,078)	18,188,471	(3,135,840)
	-	-			

(1) Note that multi-year grant revenues and services & supplies expenditures are budgeted in the award year. The \$100.44M expenditure variance and associated revenue variance are predominately related to anticipated implementation timing for various multi-year grants. Any remaining balances at the end of the fiscal year will be carried over to subsequent years of the grant period.

SCAG Contracts FY2022-23



Overview
This chart shows the number of contracts administered by the Contracts Department, by month, from July 2022 thru December 2022



■ Awarded Contracts
 ■ Closed Contracts
 —●— Active Contracts

Summary

As illustrated on the chart, the Contracts Department is currently managing a total of 197 contracts. Twenty-six (26) are Cost Plus Fee contracts; Ninety-two (92) are Lump Sum (formerly Fixed Price) contracts, and the remaining seventy-nine (79) are Time and Materials (T&M) contracts (includes Labor Hour and Retainer contracts). Note, due to the nature of SCAG's work, the majority of SCAG contracts have a one year term and end on June 30th each year.



SCAG FY23 Q2 Planning Division (Contracts Awarded, Contracts Closed, and Contracts Administered)

Total Number of Contracts Awarded, Closed and Administered by Quarter:

	FY23 Q1	FY23 Q2	FY23 Q3	FY23 Q4
Contracts Awarded	23	10		
Contract Ended	6	5		
Contracts Administered	123	123		

Contracts Awarded (10)

	Major SCAG Program or Initiative	Project Name	Region/Agency Serviced	Project Description	Consultant	Contract No.	Award
1.	Sustainable Communities Program/Active Transportation	City of Duarte a Safe Route to School (SRTS) Plan	City of Duarte	The consultant shall develop a Safe Routes to School Plan (Plan) for the City of Duarte to guide the development of a comprehensive network of safe streets surrounding schools. They will assess existing infrastructure and provide recommendations for safety improvements from a multimodal standpoint. They will develop a plan that will provide a vision for improving conditions for non-motorized forms of travel to schools, with the goal of improving safety, accessibility, and connectivity.	KOA Corporation	21-048-MRFP-08	\$169,95

Attachment: CFO Charts (CFO Monthly Report)

**SCAG FY23 Q2 Planning Division
(Contracts Awarded, Contracts Closed, and Contracts Administered)**

	Major SCAG Program or Initiative	Project Name	Region/Agency Served	Project Description	Consultant	Contract No.	Award
2.	Sustainable Communities Program/Active Transportation	Safe Mobility City of Santa Ana Plan	City of Santa Ana	The consultant shall provide services for the Sustainability Communities Program for the City of Santa Ana. Specifically, the consultant shall develop planning level, conceptual plans and estimates for a minimum of 5 priority projects that the City shall specify. The plans and estimates package will outline the safety improvement countermeasures that will be recommended by the Safe Mobility Santa Ana plan update for the various roadway corridors and intersections as identified therein.	Mark Thomas And Company	21-048-MRFP-10	\$49,64
3.	Transportation Planning	Regional Transportation Plan (RTP) Technical Support	SCAG Region	Consistent with federal and State mandates, SCAG produces a long-term regional transportation plan, Connect SoCal, every four (4) years. This project operates as the foundation for needed technical support for the development of Connect SoCal 2024, focusing on the assessment of potential transportation projects, programs, and strategies to be incorporated into the Connect	System Metrics Group Inc	21-048-MRFP-12	\$912,31

Attachment: CFO Charts (CFO Monthly Report)

**SCAG FY23 Q2 Planning Division
(Contracts Awarded, Contracts Closed, and Contracts Administered)**

Major SCAG Program or Initiative	Project Name	Region/Agency Serviced	Project Description	Consultant	Contract No.	Award
			SoCal 2024. Consultant assistance will also entail technical support and coordination of financial and economic modeling to develop sound financial strategies that better support system preservation, system management, and strategic investment efforts. Results of this work will support more comprehensive, multimodal system management strategies to better address broader regional and state goals, including improvement of the regional transportation system, the reduction of greenhouse gases (GHGs), and the move toward more robust environmental justice analyses.			
4. Sustainable Communities Program/Active Transportation	GoSGV Engagement & Evaluation	Los Angeles County – San Gabriel Valley	The consultant, in coordination with SGVCOG, will develop and implement innovative community engagement campaigns geared towards local residents. The Project shall also produce recommendations to maximize GoSGV adoption and VMT/GHG reductions	Alta Planning + Design, Inc.	22-042-C01	\$326,76

Attachment: CFO Charts (CFO Monthly Report)

**SCAG FY23 Q2 Planning Division
(Contracts Awarded, Contracts Closed, and Contracts Administered)**

	Major SCAG Program or Initiative	Project Name	Region/Agency Served	Project Description	Consultant	Contract No.	Award
5.	Transportation Planning	Connect SoCal	SCAG Region	To support the development of the 2024 Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS) (RTP/SCS), better known as "Connect SoCal", the Consultant shall provide planning and outreach services required to clearly communicate, present, and receive feedback on Connect SoCal to meet the public outreach requirements of Senate Bill (SB) 375 and facilitate an inclusive planning process that is aligned with the goals and strategies of SCAG's Public Participation Plan.	Peacock Sinning Public Relations Inc	22-052-C01	\$1,319,22
6.	Sustainable Communities Program/Active Transportation	City of Buena Park Comprehensive Active Transportation Plan	City of Buena Park	The consultant shall develop the City of Buena Park's (City's) first city-wide Comprehensive Active Transportation Plan (ATP) to further active transportation in the City.	KOA Corporation	22-054-C01	\$248,97
7.	Regional Early Action Plan (REAP)	Industry Forum	SCAG Region	SCAG seeks to deliver best practices and actionable workplans to its cities and counties, maximizing the region's ability to absorb and expend funds at the rapid pace of American Rescue Plan Act	Placeworks Inc.	22-058-C01	\$274,10

Attachment: CFO Charts (CFO Monthly Report)

**SCAG FY23 Q2 Planning Division
(Contracts Awarded, Contracts Closed, and Contracts Administered)**

Major SCAG Program or Initiative	Project Name	Region/Agency Serviced	Project Description	Consultant	Contract No.	Award
			(ARPA) expenditure deadlines, and importantly, to ensure that this one-time substantial investment results in increased and accelerated housing production, innovation and transformative planning. SCAG also seeks to develop Regional Early Action Planning (REAP) 2021 programs that align with Connect SoCal, the May 2021 adopted Racial Equity Action Plan, and the SCAG Executive Committee’s Strategic Action Plan adopted in July 2021.			
8. Regional/Transportation Planning	Streamlining Broadband	SCAG Region	Consistent with the requirements of the California Emerging Technology Fund (CETF) Grant that funds this project, the consultant shall provide solutions to streamline permits by developing permit streamlining reports, policies, and codes, as it relates to broadband (high speed internet connection) and shall conduct workshops, stakeholder coordination and outreach to fulfill the mandate (to develop solutions and strategies to assist in rapid deployment of	Tectonic Engineering Consultants DPC	22-061-C01	\$213,78

Attachment: CFO Charts (CFO Monthly Report)

**SCAG FY23 Q2 Planning Division
(Contracts Awarded, Contracts Closed, and Contracts Administered)**

Major SCAG Program or Initiative	Project Name	Region/Agency Serviced	Project Description	Consultant	Contract No.	Award
			broadband technology) set forth by SCAG’s Regional Council adopted Resolution No. 21-629-2, which pledges SCAG to assist in bridging the digital divide in underserved communities.			
9. Regional Early Action Plan (REAP)	Tribal Engagement and General Outreach	SCAG Region	As part of the engagement with disadvantaged and underserved communities, the consultant shall develop a tribal outreach and engagement plan that includes one-to-one meetings, convenings, and a leadership summit, to gather input and facilitate the determination of an ongoing tribal engagement program. The tribal leadership summit and other outreach efforts should engage tribal leadership and the community to learn about ongoing efforts across the region and identify priorities and areas where SCAG can provide technical assistance and, where applicable, direct programmatic support.	Peacock Sinning Public Relations Inc.	22-066-C01	\$550,000

Attachment: CFO Charts (CFO Monthly Report)

**SCAG FY23 Q2 Planning Division
(Contracts Awarded, Contracts Closed, and Contracts Administered)**

	Major SCAG Program or Initiative	Project Name	Region/Agency Served	Project Description	Consultant	Contract No.	Award
10.	Regional Forecasting, Socioeconomic Technical & Policy Analysis	Job Quality Index Consultant	SCAG Region	The consultant shall develop and document a conceptual and statistical framework for SCAG's subregional (county-level) job quality index (JQI). The framework will guide SCAG staff's calculation of a county-level job quality index. The framework shall specify the concepts, statistical methods, data resources, and a bibliography to guide the construction of a county-level job quality index.	David Wells Roland Hoist DBA Bear	23-002-C01	\$74,69

Total: \$4,139,41

Attachment: CFO Charts (CFO Monthly Report)

**SCAG FY23 Q2 Planning Division
(Contracts Awarded, Contracts Closed, and Contracts Administered)**

Contracts Closed (5)

	Major SCAG Program or Initiative	Project Name	Region/Agency Serviced	Project Description	Consultant	Contract No.	Award Amount
1.	Regional Forecasting, Socioeconomic Technical & Policy Analysis	FY21 Scenario Planning Upgrade	SCAG Region	To ensure optimal and secure performance of SPM, the consultant assessed and updated our Scenario Planning Model's operating system and application software to the latest secured and stable version	HBA Specto Inc.	21-063-C01	\$77,24
2.	Regional Early Action Plan (REAP)	Advanced Accessory Dwelling Unit (ADU) Bundle, from the on-call bench of Consultants under the REAP 1.0 Program	Cities of Laguna Beach, Pasadena and Santa Monica	The goal of this project bundle was to provide planning assistance to help jurisdictions develop ADU implementation policies and programs to accelerate housing production. Specifically, projects in this bundle call for products or programs that are clearly tied to accelerating housing production, community need and implementation, and can serve as best practices for cities in the region.	AECOM Technical Services, Inc. California	21-047-MRFP-03	\$546,67
3.	Sustainable Communities Program/Active Transportation Active	Soboba Active Transportation Plan	Soboba Band of Luiseño Indians	The consultant developed an Active Transportation Plan (ATP) for the Tribal Government. The ATP shall help increase safe walking and biking among residents and visitors in the reservation. It also identified infrastructure and policy gaps, developed a comprehensive active transportation funding strategy as well as, infrastructure prioritization, and an implementation strategy.	KTU&A	20-044-C01	\$161,79

Attachment: CFO Charts (CFO Monthly Report)

**SCAG FY23 Q2 Planning Division
(Contracts Awarded, Contracts Closed, and Contracts Administered)**

	Major SCAG Program or Initiative	Project Name	Region/Agency Serviced	Project Description	Consultant	Contract No.	Award Amount
4.	Active Transportation	Go Human Advertising and Community Engagement	SCAG Region	The consultant conducted media buys across multiple media markets within the region as part of the Go Human regional safety advertising campaign. The consultant conducted message testing, developed graphics, and evaluated campaign recognition, as well as developed co-branded advertisements and materials for partners across the region.	Civilian, Inc.	20-037-C01	\$1,126,065
5.	Sustainable Communities Program/Active Transportation	City of Ojai Maricopa Highway Demonstration Project	City of Ojai	Consistent with the requirements of the California Active Transportation Program (ATP) administered by the California Department of Transportation which funded this project, the consultant planned, coordinated, and executed a Quick Build pilot project in the City of Ojai. A Quick Build project is a long-term (approximately six months), temporary demonstration project that provides opportunities for jurisdictions to preview new temporary active transportation treatments (i.e., protected bike lanes, scramble cross-walk, cycle track) and collect community feedback and data prior to installing permanent infrastructure.	The Street Plans Collaborative	20-016-C01	\$428,885
Total:							\$2,340,650

Attachment: CFO Charts (CFO Monthly Report)



SCAG FY23 Forecast of Consultant Procurements

Project Name	Description	Estimated Consultant Budget Range	RFP by Quarter
Inclusive Contracting Toolkits	Inclusive Contracting Toolkits	\$100,000 - \$200,000	FY23 Q3
Local Technical Assistance	To provide technical assistance on various tools and resources within RDP to local jurisdictions in the region. In addition to demo/training, the consultant shall provide office hours and technical analysis (per request)	\$200,000	FY23 Q3
Call for Interest/Qualifications - REAP 2 Housing Program Consultant Bench	Establish pre-qualified consultant pool for REAP 2 housing programs (PATH & SRP 2)	\$50,000-\$250,000	FY23 Q3
Public-Private Freight Collaboration	Convene freight roundtables, interview/engagement sessions, and identify universe of freight funding programs/grants/other opportunities (including technology-based pilot/commercial deployment/other)	\$50,000	FY23 Q3
SoCal Greenprint TAC & Implementation	Administer TAC & Build the SoCal Greenprint website	\$460,000	FY23 Q3
Travel survey	Travel Survey for SCAG region. The data will be used for updating SCAG travel demand model.	\$500,000-\$800,000	FY23 Q3
Highways to Boulevards Regional Study	Plan for replacing aging highways with facilities that better support community needs, particularly in historically underserved areas. Identify and evaluate urban highways for potential conversion to city streets or "capping" projects.	\$500,000-\$600,000	FY23 Q4

Attachment: CFO Charts (CFO Monthly Report)

SCAG FY23 Forecast of Consultant Procurements

Project Name	Description	Estimated Consultant Budget Range	RFP by Quarter
Human Capital Needs Assessment	Human Capital Needs Assessment		FY23 Q4
ITS Architecture Update Phase 2	Phase 2- Assist CTCs with updating their ITS Architecture	\$150,000-\$200,000	FY23 Q4
MaaS Transit Pilot Planning	Develop strategic assessment and program for MaaS and related transit pilot demonstrations.	\$100,000	FY24 Q1
Priority Agricultural Lands Study	Assess the resilience & economic benefits of agricultural lands	\$150,000	FY24 Q1
Water Action Resolution White Paper, Research Report, and Stakeholder Engagement	Water Action Resolution Whitepaper	\$250,000	FY24 Q1

Attachment: CFO Charts (CFO Monthly Report)

How to Register in SCAG’s Vendor Database to be Notified About SCAG’s Contracting Opportunities

1. Go to scag.ca.gov.
2. Under “Get Involved” (the top middle of the page), click “Contracting & Vendor Opportunities”
3. Scroll down to and click “SCAG Vendor Portal”
4. Scroll down to and click “Go To SCAG Vendor Portal”
5. Click “New Vendor Registration” (top left of the page) and follow the prompts

You can contact any of the Procurement staff listed below to assist you.

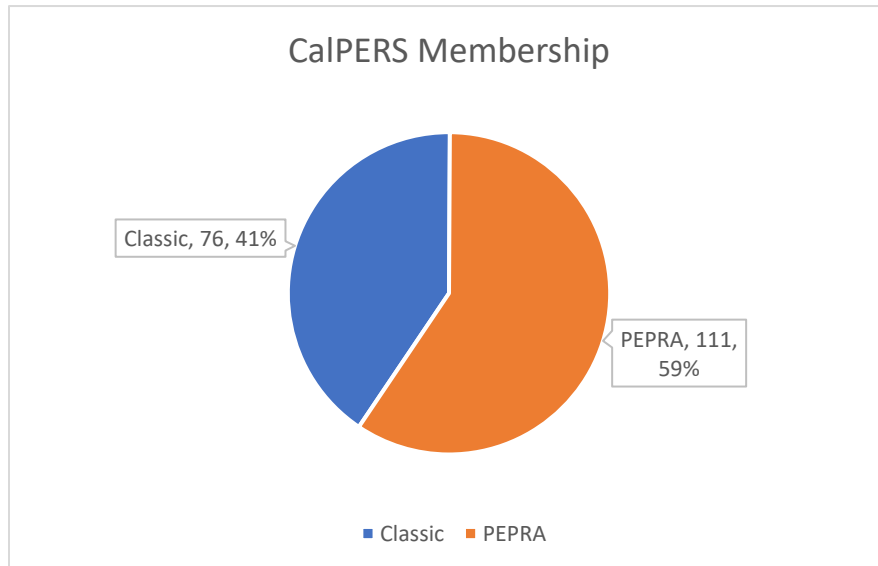
Name	No.	Email
Leyton Morgan (Manager)	(213) 236-1982	morganL@scag.ca.gov
Laura Aguilar	(213) 236-1922	aguilarL@scag.ca.gov
Ana Bello	(213) 630-1441	bello@scag.ca.gov
Ted Dorjee	(213) 236-1938	dorjee@scag.ca.gov
Marisa Blancarte	(213) 236-1882	blancarte@scag.ca.gov
Sloane Hewitt	(213) 236-1880	hewitt@scag.ca.gov
Rozz Lewis	(213) 236-1905	lewis@scag.ca.gov
Deja Quinonez	(213) 630-1429	quinonez@scag.ca.gov
Lori Tapp	(213) 236-1957	tapp@scag.ca.gov

CFO Report

As of January 1, 2023

Staffing Update

Division	Authorized Positions	Filled Positions	Vacant Positions	Interns/Temps	Agency Temps	Volunteers	Total
Executive Office	9	8	1	0	0	0	8
Human Resources	12	10	2	0	0	0	10
Legal Services	3	3	0	0	0	0	3
Finance	30	26	4	0	1	0	27
Information Technology	28	27	1	0	0	0	27
Gov. & Public Affairs	25	21	4	3	0	1	25
Planning & Programs	111	100	11	10	0	5	115
Total	218	195	23	13	1	6	215



Attachment: CFO Charts (CFO Monthly Report)

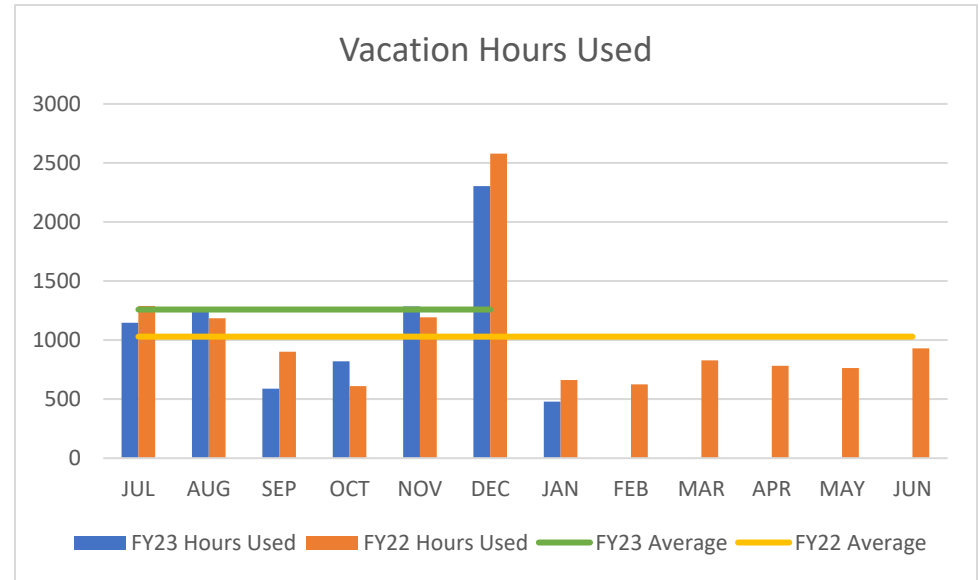
CFO Report

As of January 1, 2023

Vacation Update

Vacation Usage FY23

	Hours Used	Cost
Total	7,553.25	\$ 493,229.30
Average	57.21	\$ 3,736.59
# of Staff	132	
% of Staff	67.70%	



Vacation Cash Out Pilot Program Usage in FY23 and FY22

	FY23 Hours Used	FY23 Cost	FY22 Hours Used	FY22 Cost
Total	790	\$ 56,163.30	880.00	\$ 63,892.80
Average	40	\$ 2,808.17	38.26	\$ 2,777.95
Lowest	40	\$ 1,413.30	20	\$ 1,227.00
Highest	40 (max)	\$ 6,140.80	40 (max)	\$ 5,902.40
# of Staff	20		22	
% of Staff	10.26%		12.29%	

Attachment: CFO Charts (CFO Monthly Report)