



**METROPOLITAN
TRANSPORTATION
COMMISSION**

Joseph P. Bort MetroCenter
101 Eighth Street
Oakland, CA 94607-4700
TEL 510.817.5700
TTY/TDD 510.817.5769
FAX 510.817.5848
EMAIL info@mtc.ca.gov
WEB www.mtc.ca.gov

May 2, 2014

Amy Rein Worth, Chair
Cities of Contra Costa County

Dave Cortese, Vice Chair
Santa Clara County

Alicia C. Aguirre
Cities of San Mateo County

Tom Azunbrado
U.S. Department of Housing
and Urban Development

Tom Bates
Cities of Alameda County

David Campos
City and County of San Francisco

Bill Dodd
Napa County and Cities

Dorene M. Giacomini
U.S. Department of Transportation

Federal D. Glover
Contra Costa County

Scott Haggerty
Alameda County

Anne W. Halsted
San Francisco Bay Conservation
and Development Commission

Steve Kinsey
Marin County and Cities

Sam Liccardo
San Jose Mayor's Appointee

Mark Luce
Association of Bay Area Governments

Jake Mackenzie
Sonoma County and Cities

Joe Pirzynski
Cities of Santa Clara County

Jean Quan
Oakland Mayor's Appointee

Bijan Surtipi
California State
Transportation Agency

James P. Spering
Solano County and Cities

Adrienne J. Tissier
San Mateo County

Scott Wiener
San Francisco Mayor's Appointee

Steve Heminger
Executive Director

Alix Bockelman
Deputy Executive Director, Policy

Andrew B. Fremier
Deputy Executive Director, Operations

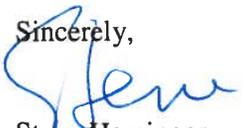
Mr. Douglas Bosco
Chair
California Coastal Conservancy
1330 Broadway, 13th Floor
Oakland, CA 94612

Dear Chair Bosco:

On behalf of the Metropolitan Transportation Commission (MTC), I am writing to support The Nature Conservancy's application for funding to advance a Regional Advance Mitigation Planning Program (RAMP) in the Bay Area. RAMP is a mechanism by which transportation agencies can plan comprehensively for projects, reduce project costs, achieve significant conservation benefits and accelerate project delivery. It is consistent with the goals of Plan Bay Area in that it focuses on regional planning and has a sustainability goal. Indeed, Plan Bay Area identified RAMP in its Environmental Impact Report as a potential mitigation measure.

MTC as well as our Congestion Management Agency partners are eager to explore the possibility of implementing a RAMP in the Bay Area. We understand that there are models that exist in California, but none involve multiple counties on a regional scale. In addition, Plan Bay Area is unique in California in proposing to invest less than 15% of all available revenue on system expansion projects; the remainder will be spent on upkeep of our existing transportation network. For this and other reasons, there is a lot of work to do to bring the suite of diverse partners together and determine the best approaches and methods that would make a RAMP successful in the nine-county Bay Area region. We support and appreciate the Coastal Conservancy's investment in this effort that, if successful, would be a win-win for the region: it would advance our transportation goals while achieving significant conservation benefits.

We look forward to working with you, the Nature Conservancy and other partners in this effort.

Sincerely,

Steve Heminger
Executive Director



REPLY TO
ATTENTION OF

DEPARTMENT OF THE ARMY
SAN FRANCISCO DISTRICT, U.S. ARMY CORPS OF ENGINEERS
1455 MARKET STREET
SAN FRANCISCO, CALIFORNIA 94103-1398

MAY - 1 2014

Regulatory Division

SUBJECT: Regional Advance Mitigation Planning

Mr. Douglas Bosco
Chair
California Coastal Conservancy
1330 Broadway, 13th Floor
Oakland, CA 94612

Dear Chair Bosco:

On behalf of the San Francisco District of the U.S. Army Corps of Engineers, I am writing to support the effort to institute regional advance mitigation planning (RAMP) in the San Francisco Bay Area. RAMP is a mechanism by which infrastructure agencies can plan comprehensively for projects and strategically direct mitigation funds to achieve regional aquatic resource restoration goals.

The Corps and EPA jointly issued a Mitigation Rule in 2008 (33 C.F.R. Part 332) that established standards and criteria for compensatory mitigation projects. Its purpose is to advance the planning, implementation and management of compensatory mitigation projects to improve their quality and ecological success. The Mitigation Rule focuses mitigation planning and design on a watershed scale, encourages mitigation actions in advance of impacts, and requires adherence to the mitigation hierarchy (avoid-minimize-compensate). RAMP is well aligned with the Mitigation Rule. RAMP takes a regional (watershed and landscape scale) approach to mitigation planning and implementation, it aligns mitigation investments with regional aquatic resource conservation goals, and implements mitigation in advance of impacts. It also requires infrastructure agencies to engage resource and regulatory agencies early in the process to share information, coordinate activities and advance mutual goals. The RAMP approach has the potential to reduce or eliminate temporal loss of aquatic resource habitat, provide more certainty of the desired outcomes, and invest mitigation resources in shared pre-identified priorities.

Exhibit 3: Project Letters

We look forward to working with you and other stakeholders to advance this concept in the San Francisco Bay Area. Should you have any questions regarding this matter, please call me at 415-503-6774, or e-mail me at Laurie.A.Monarres@usace.army.mil.

Sincerely,

A handwritten signature in cursive script, appearing to read "Laurie Monarres".

Laurie A. Monarres
Chief, North Branch
Regulatory Division

Exhibit 3: Project Letters



May 2, 2014

Douglas Bosco
Chair
California Coastal Conservancy
1330 Broadway, 13th Floor
Oakland, CA 94612

Dear Chair Bosco:

We are writing to support The Nature Conservancy's application for funding to advance a Regional Advance Mitigation Planning program (RAMP) in the San Francisco Bay Area.

RAMP is a mechanism by which transportation agencies can plan comprehensively for projects and strategically direct mitigation funds to achieve regional conservation goals. It serves to integrate conservation early in infrastructure planning and development, enabling transportation agencies to understand regional conservation goals and to help implement those goals. A RAMP in the Bay Area would have numerous benefits for conservation: it would better align mitigation with existing conservation priorities; it would provide a means by which the transportation agencies could effectively embrace the mitigation hierarchy (avoid-minimize-compensate); it would buffer and secure past conservation investments; and it would provide a more coordinated and robust source of funding for conservation investments in the Bay Area, including providing the resources to adaptively manage and steward conservation lands in the face of accelerating change.

RAMP is also attractive to transportation agencies because it provides cost and project delivery efficiencies. In the Bay Area, RAMP is consistent with the goals of the regional transportation plan, Plan Bay Area in that it focuses on regional planning and has a sustainability goal. Indeed, Plan Bay Area identified RAMP in its Environmental Impact Report as a potential mitigation measure.

Exhibit 3: Project Letters

The Bay Area has long supported conservation of important natural resources and agricultural lands, through locally approved funding, policy development and robust science and planning. The tools exist and support is strong for implementing a RAMP in the Bay Area. We understand that there are models that exist in California, but none involve multiple counties on a regional scale. For this and other reasons, there is a lot of work to do to bring the suite of diverse partners together and determine the best approaches and methods that would make a RAMP successful in the nine-county Bay Area region. We support and appreciate the Coastal Conservancy's investment in this effort. We look forward to working with you, the Nature Conservancy and other partners in this effort.

Sincerely,

Jeremy Madsen
Executive Director
Greenbelt Alliance

Jennifer Fox
Executive Director
Bay Area Open Space Council

Ed Thompson
California Director
American Farmland Trust

Bill Keene
General Manager
Sonoma County Agricultural Preservation
and Open Space District

Andrea Mackenzie
General Manager
Santa Clara County Open Space Authority

Steve Abbors
General Manager
Midpeninsula Regional Open Space District

Robert E. Doyle
General Manager
East Bay Regional Park District