



# Proposed Final Draft Regional Advance Mitigation Program Policy Framework

January 5, 2023

[WWW.SCAG.CA.GOV](http://WWW.SCAG.CA.GOV)

## Timeline of this Effort

Regional Council  
direction,  
RAMP-ATG formation

2021



2022

EARLY 2022  
Policy Framework  
development  
and outreach



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

Formation of the TAC,  
Relaunch of Greenprint  
tool development

2023



## 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

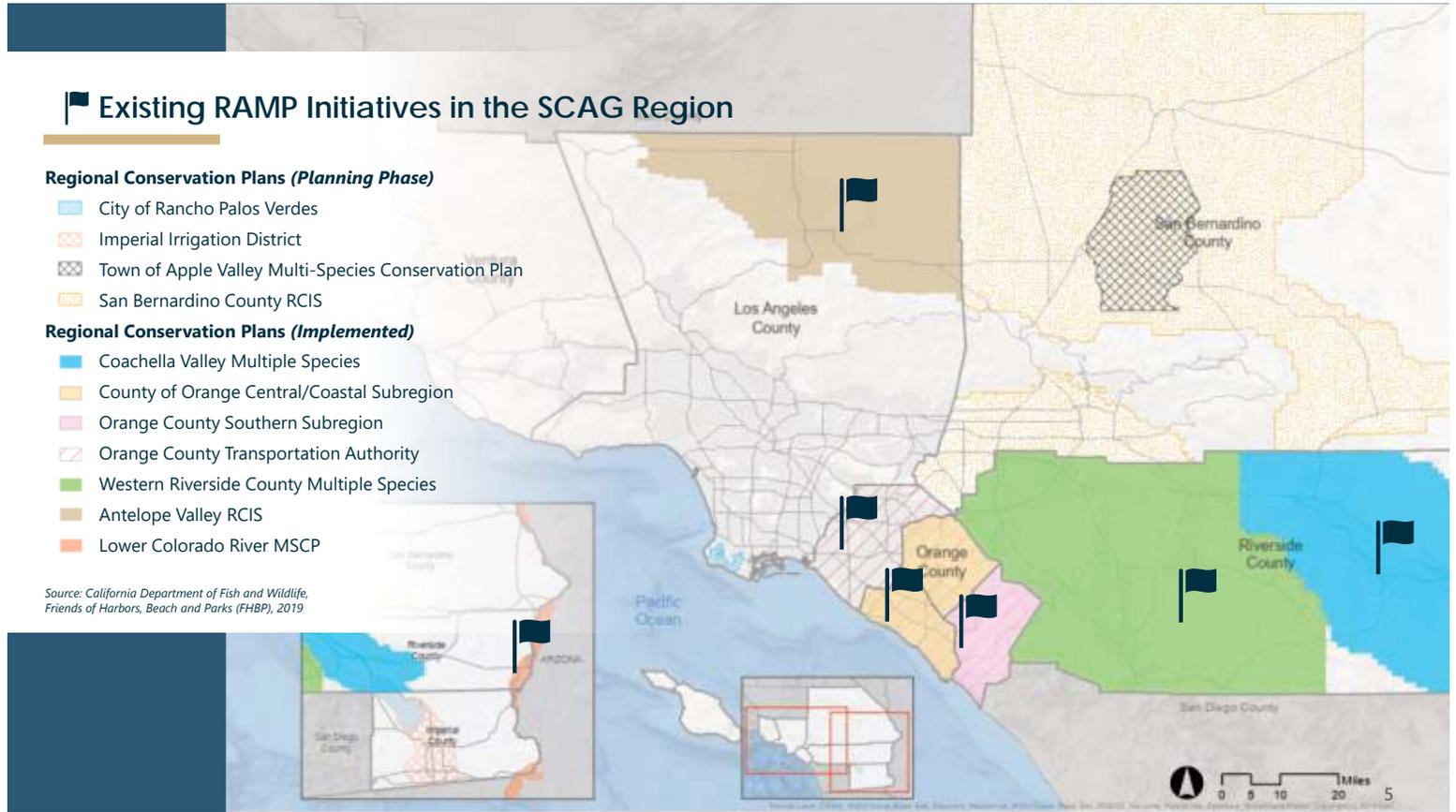
### Regional Conservation Plans (Planning Phase)

- 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.

**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.



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;

13

## 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.

14

## 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;

16

## 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



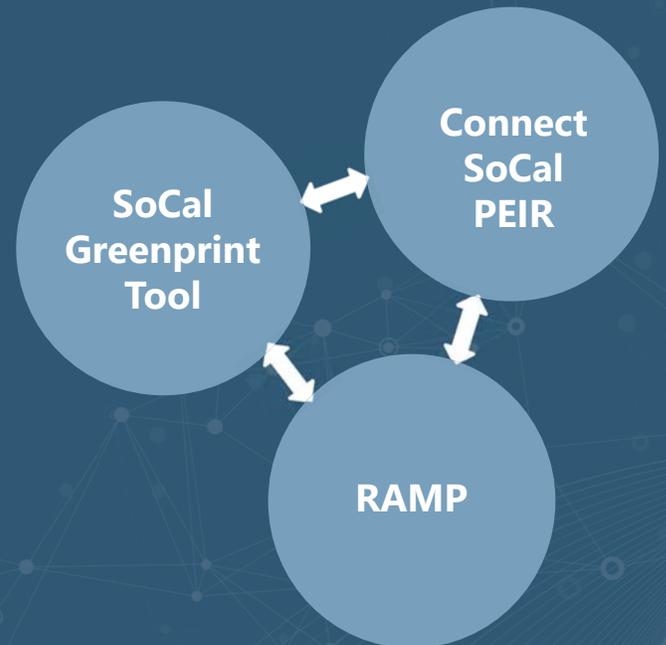
In forming the RAMP Advisory Task Group, **SCAG's Regional Council directed the planned Greenprint tool to be aligned with regional policy objectives.**

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



## 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.



19

## 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:

Data Policies & User Guidelines

SoCal Greenprint Tool's Data Governance Standards

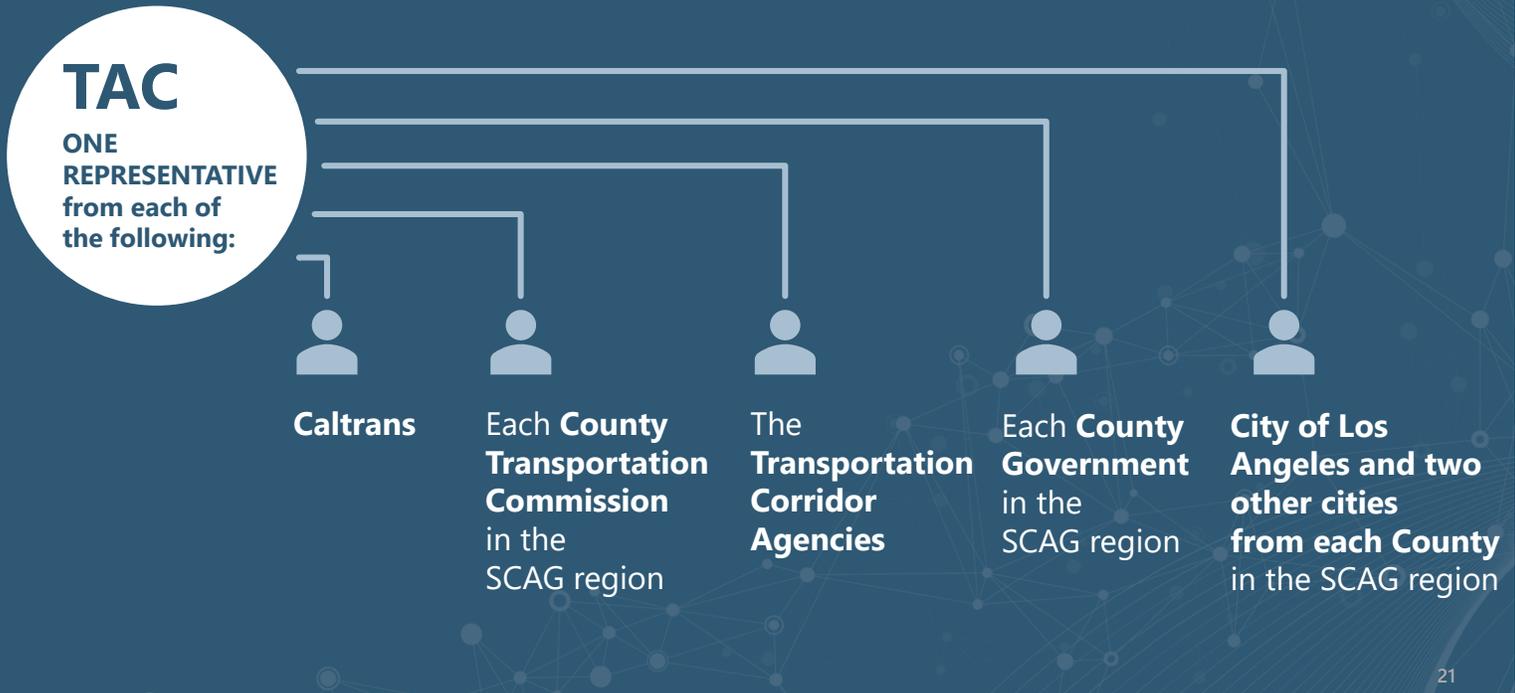
Data Selection Criteria

Process to Resolve Potential Divergent Perspectives on SoCal Greenprint Tool Data

Data Parameters

20

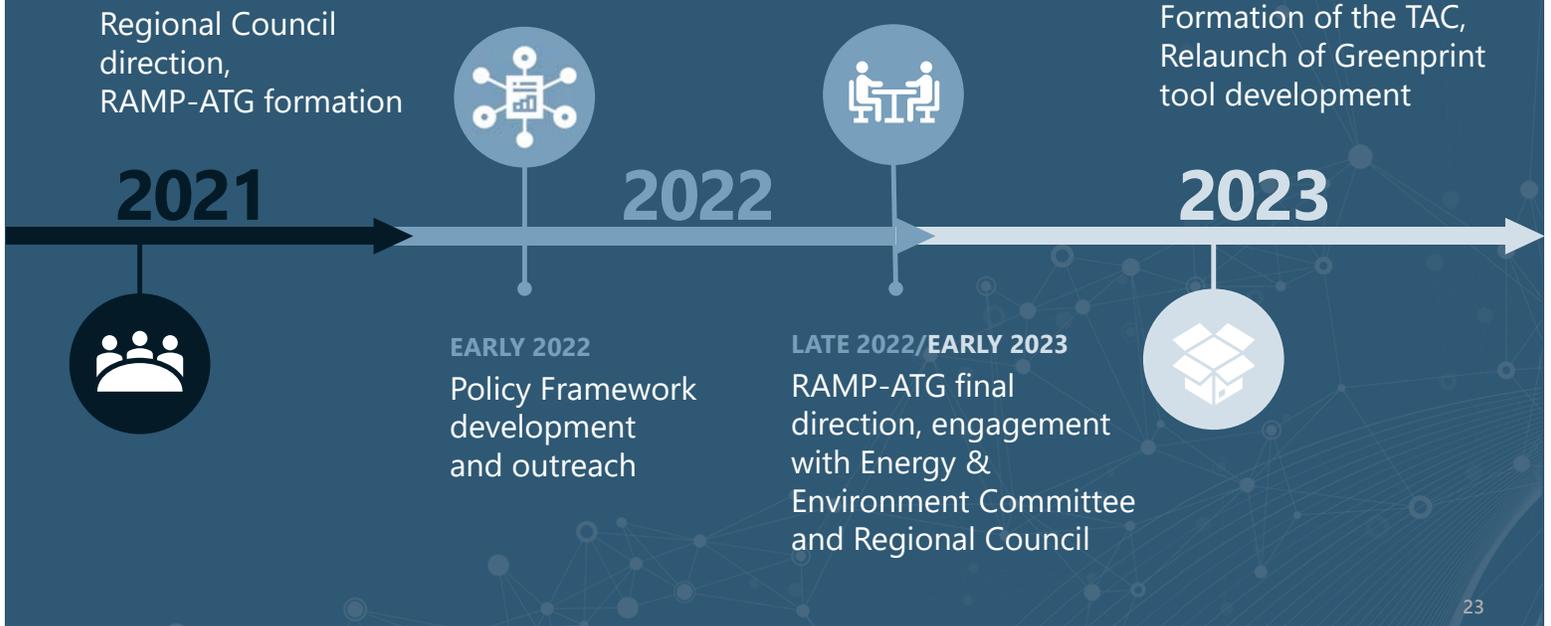
# Proposed Structure of the Technical Advisory Committee



## Draft Data Policies for Consideration by TAC

- Data **must be publicly available**
- Data **must be created, funded, used and/or developed in partnership with a government agency**
- Data **will not be shown as constraints on future development or growth**
- Data **will not be endorsed or adopted by the Regional Council as official policy of the agency**
- Data elements **will be regionally comprehensive**

# 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.

# 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

27



# THANK YOU!

For more information, please visit:

[www.scag.ca.gov/greenprint](http://www.scag.ca.gov/greenprint)

[www.scag.ca.gov/ramp-atg](http://www.scag.ca.gov/ramp-atg)

28