Timeline of this Effort

2021
Regional Council direction, RAMP-ATG formation

2022
EARLY 2022
Policy Framework development and outreach

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

2023
Formation of the TAC, Relaunch of Greenprint tool development
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.

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.
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;

---

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;

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;
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.
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:

- 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

2020 Connect SoCal PEIR

SoCal Greenprint Tool

RAMP
Proposed Structure of the Technical Advisory Committee

TAC
ONE REPRESENTATIVE from each of the following:

- Caltrans
- Each County Transportation Commission in the SCAG region
- Each County Government in the SCAG region
- City of Los Angeles and two other cities from each County in the SCAG region
- Member of the environmental community with RAMP experience
- Member of the business community

---

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

2021
Regional Council direction, RAMP-ATG formation

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

2023
Formation of the TAC, Relaunch of Greenprint tool development

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

For more information, please visit:

www.scag.ca.gov/greenprint
www.scag.ca.gov/ramp-atg

THANK YOU!