



June 5, 2017

Hon. Jim Spering, Chair
MTC Planning Committee
Via email to kkirkey@mtc.ca.gov

Re: Agenda Item 5a: MTC Resolution No. 4290 (RAMP)—Request for Clarifying Amendments

Dear Chair Spering and Committee Members:

BIA|Bay Area appreciates the opportunity to comment on proposed Resolution 4290. We applaud the public policy goals underlying the proposed Resolution as identified in the June 2 staff report: “improve how projects are delivered, produce cost saving through mitigation efficiencies and improve environmental benefits.”

Because a properly structured RAMP program can advance these goals, we support MTC adopting RAMP as a preferred mitigation strategy. However, we believe that the Resolution as drafted is overbroad and respectfully suggest the language be amended to clarify that:

- RAMP is “a” preferred mitigation strategy rather than “the” preferred strategy. In light of the pilot status of RAMP, and the fact that the Regional Conservation Investment Strategies (RCISs) were only authorized in statute by AB 2087 last year, it is premature for MTC to declare RAMP “the” preferred mitigation strategy. We also note that even with respect to the CCTA pilot RAMP, there were significant differences between business/development and environmentalist stakeholders as to what “RAMP” means and how it should be structured in a transportation sales tax measure.
- The Resolution deals with transportation projects in the RTP. As drafted, the Resolution is not on its face limited with respect to type of project, planning document, or jurisdiction. Instead it broadly declares that RAMP is “the preferred mitigation strategy for the Bay Area.” We do not understand MTC’s intent to be so broad.
- Other types of mitigation are not precluded. Language in the staff report makes this point but the Resolution should also include this language.

We request that the Resolution be amended to make these clarifications as follows:

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RESOLVED, that MTC adopts the Regional Advance Mitigation Planning (RAMP) Program as ~~the~~ a preferred mitigation strategy for transportation projects in the Regional Transportation Plan Bay Area; and be it further

RESOLVED, that adopting RAMP as a preferred mitigation strategy does not require a transportation project to participate in a RAMP or a Regional Conservation Investment Strategy, nor does it preclude the use of other mitigation strategies; and be it further

Thank you,

A handwritten signature in dark ink, appearing to read "Paul Campos". The signature is fluid and cursive, with the first name "Paul" and last name "Campos" clearly distinguishable.

Paul Campos
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