

TAMC Bill Matrix – October 2020

Measure	Status	Bill Summary	Recommended Position
<p>AB 2323 (Friedman)</p> <p>CEQA Exemptions: housing near transit</p>	<p>8/20/20</p> <p>Dead</p>	<p>The May 4th version of the bill, which TAMC supported, would have expanded the application of California Environmental Quality Act (CEQA) exemptions for housing near transit. The most version of the bill, dated July 1, would allow CEQA exemptions for residential housing located in a very low vehicle travel areas where vehicle miles traveled (VMT) is 85 percent of either regional or city VMT. The Governor’s Office of Planning and Research (OPR) would be required to create maps depicting these areas by July 1, 2021, providing updates at least once every four years. These amendments require additional review to determine benefits to TAMC, particularly with OPR’s mapping of eligible areas. Staff recommends amending the position from support to watch.</p>	<p>WATCH</p> <p>Priority 10S</p>
<p>SB 25 Caballero & Glazer</p> <p>CEQA: projects funded by qualified opportunity zone funds or other public funds</p>	<p>8/6/20</p> <p>Dead</p>	<p>This bill would streamline CEQA review and approvals for projects that are funded, in whole or in part, by specified public funds or public agencies for projects located in a qualified opportunity zone. The bill would require a party seeking to file an action or proceeding pursuant to CEQA to provide the lead agency and the real party in interest a notice of intent to sue within 10 days of the posting of a certain notice and would prohibit a court from accepting the filing of an action or proceeding from a party that fails to provide the notice of intent to sue. In Monterey County, opportunity zones are found in King City, Marina, Salinas and Seaside. TAMC supported this bill in 2019 and thought it to be dead. Senator Caballero’s staff has requested a new support letter, which was sent on July 16.</p>	<p>SUPPORT</p> <p>Priorities 9S & 12S</p> <p>Letters sent 5/8/19 & 7/16/20</p>
<p>SB 146 Beall</p> <p>Regional transportation plans: sustainable communities strategies: procedural requirements.</p>	<p>9/25/20</p> <p>Chaptered</p>	<p>This bill, as amended on August 12, would provide an exemption from in-person meetings as required by the Brown Act, through January 1, 2023, in order to allow for virtual public participation for informational hearings related to the construction of a sustainable communities strategy by metropolitan planning organizations.</p>	<p>SUPPORT</p> <p>Priority N/A</p> <p>Letter sent 9/3/20</p>

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<p>SB 288 (Wiener)</p> <p>CEQA Exemptions for Transit</p>	<p>9/28/20</p> <p>Chaptered</p>	<p>This bill, as amended on June 3, allows for CEQA exemptions for projects that institute or expand bus rapid transit and regional rail services on public rail or highway rights of way, whether or not it is presently used for public transit, including passenger or commuter service on high-occupancy vehicle lanes or roadway shoulders. The bill would exempt projects for rail, light rail, and bus maintenance, repair, storage, administrative, and operations facilities; and projects for the repair or rehabilitation of publicly owned local, major or minor collector, or minor arterial or major arterial bridges. Zero-emission fueling stations, chargers and projects for pedestrian and bicycle facilities would also be exempted. The bill also extends an exemption, until January 1, 2030, for restriping streets and roads, and improving intersection timing for bicycles and pedestrians.</p>	<p>SUPPORT</p> <p>Priority 10S</p> <p>Letter sent 8/5/20 & 9/3/20</p>
<p>SB 1231 (Monning)</p> <p>Endangered species: take: Santa Cruz long-toed salamander</p>	<p>9/28/20</p> <p>Chaptered</p>	<p>This bill would allow the Department of Fish and Wildlife to authorize a permit for the take of the Santa Cruz long-toed salamander (<i>Ambystoma macrodactylum croceum</i>) resulting from impacts attributable to the construction along the State Route 156 (SR 156) corridor through Moro Cojo Slough in the County of Monterey for the purpose of enhancing safety and access. The purpose of this bill is to allow TAMC to implement safety improvements to eliminate collisions and fatalities along the SR 156 corridor while allowing for enhanced mitigation for an endangered species.</p>	<p>SPONSOR</p> <p>Priority 4S</p> <p>Letters sent 3/3/20 & 6/18/20 & 8/25/20</p>
<p>SB 1291 (Committee on Transportation)</p> <p>FSTIP: Filing Waiver for 2020</p>	<p>9/18/20</p> <p>Chaptered</p>	<p>This bill would provide that a metropolitan planning organization or transportation planning agency is not required to submit a Federal Transportation Improvement Program (FTIP) to Caltrans and Caltrans is not required to submit the Federal Statewide Transportation Improvement (FSTIP) to the United States Secretary of Transportation for 2020.</p>	<p>SUPPORT</p> <p>Priority 1S</p> <p>Letters sent 5/27/20 & 8/25/20</p>

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SB 1351 (Beall) Transportation Planning	9/28/20 Vetoed	This bill was amended on July 27 to create a subaccount, named the Transportation Improvement Fee account (TIF), in the Road Maintenance and Rehabilitation Program, to allow for bonding capacity to address expediting the delivery of SHOPP projects. TAMC previously had an oppose unless amended position requesting that the author confine the payment of the bond debt service to only the portion of the TIF that funds the SHOPP, leaving the competitive programs harmless. The author has taken that amendment. As a result, the Executive Committee approved a position change to watch.	Watch Priority 1S
SB 1459 (Caballero) SR 183 Relinquishment	9/11/20 Chaptered	This bill was amended on July 27 to authorize the California Transportation Commission to relinquish a segment of State Route 183 to the City of Salinas.	SUPPORT Priority 13S Letters sent 8/5/20 & 9/3/20