



**DATE:** October 22, 2020

**TO:** Transportation Authority of Marin Board of Commissioners

**FROM:** Anne Richman, Executive Director *Anne Richman*  
David Chan, Programming and Legislation Manager

**SUBJECT:** State Legislative Update (Discussion), Agenda Item No. 10

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## **RECOMMENDATION**

This is a discussion item only. The Funding, Programs and Legislation (FPL) Executive Committee reviewed and discussed this item at its October 12, 2020 meeting.

## **BACKGROUND**

The 2020 Legislative Session is the second year of a two-year session. Bills introduced in the first year of a two-year session may be moved to the second year if these bills do not generate sufficient interest. Bills in the second year of a two-year session would need to be re-introduced in a future year if they failed to pass. Therefore, bills that did not pass the Legislature in 2020 will need to be re-introduced in 2021 by the respective authors.

August 31, 2020 was the last day for the Legislature to pass bills and September 30, 2020 was the last day for the Governor to sign or veto bills. Bills enacted on or before October 1, 2020 take effect January 1, 2021.

## **DISCUSSION**

As previously reported, the 2020 Legislative Session was very light in terms of the numbers of bills being passed by the Legislature because of the Shelter in Place Order caused by COVID-19. Many bills that were proposed early in the Legislative Session were later rescinded for various reasons, such as difficulties for bills to gain traction and support amid the Shelter in Place Order when public hearings were either uncertain or cancelled, or bills that proposed to raise taxes or revenue were retracted by authors in response to the state's financial troubles. It was a highly unusual year that resulted in very few bills being passed compared to prior years.

The three remaining bills reviewed and supported by the TAM Board passed the Legislature. TAM circulated letters of support to the Governor to sign Senate Bill (SB) 288 (Wiener) and SB 895 (Archuleta) after the Legislative Session closed on August 31, 2020. SB 1291 allows Regional Transportation Planning Agencies (RTPAs) and Metropolitan Planning Organizations (MPOs) to delay submitting a Transportation Improvement Program (TIP) to the state due to the COVID-19 emergency. SB 1291 became moot for the Bay Area as MTC plans to submit the TIP for the Bay Area region ahead of the regularly scheduled deadline.

All three of these bills were signed by the Governor before the September 30<sup>th</sup> deadline. These bills will go into effect on January 1, 2021. Attachment A is TAM's Bill Matrix including the three bills: SB 288 (Wiener), SB 895 (Archuleta), and SB 1291 (Committee on Transportation).

Mr. Gus Khouri, TAM's Legislative Consultant, will be participating at the October 22 TAM Board meeting to provide a wrap up on the 2020 State Legislative Session and well as other pertinent state issues.

### **FISCAL IMPACTS**

There are no immediate fiscal impacts to TAM with this legislative update report.

### **NEXT STEPS**

Staff will prepare the draft 2021 State Legislative Platform for review and adoption in the coming months.

### **ATTACHMENT**

Attachment A – TAM Bill Matrix – October 2020

## TAM Bill Matrix – October 2020

Measure	Status	Bill Summary	Recommended Position
<b>SB 288 (Wiener)</b>  <b>CEQA Exemptions for Transit</b>	9/28/2020  <b>Signed by Governor</b>	This bill was amended on June 3 to allow for exemptions under the California Environmental Quality Act (CEQA) for projects that institute or expand bus rapid transit and regional rail services on public rail or highway right of way, whether or not it is presently used for public transit, including passenger or commuter service on high-occupancy vehicle lanes or existing roadway shoulders. The bill would additionally exempt projects for rail, light rail, and bus maintenance, repair, storage, administration, and operations facilities; and projects for the repair or rehabilitation of publicly owned local, or major or minor collectors. Zero-emission fueling stations and chargers and projects for pedestrian and bicycle facilities would also be exempted. Lastly, the bill extends an exemption, from January 1, 2021 to January 1, 2030, for restriping streets and roads, and improving intersection timing for bicycles and pedestrians.	<b>SUPPORT (TAM Board Adopted)</b>  <b>MTC: Support CSAC: None League: None</b>
<b>SB 895 (Archuleta)</b>  <b>Zero Emission Vehicles and Infrastructure</b>	9/24/2020  <b>Signed by Governor</b>	This bill modifies the types of fuel and transportation technologies for which the California Energy Commission (CEC) must provide research and development support to focus on zero-emissions fuels, infrastructure, and technologies, over fossil fuels.	<b>SUPPORT (TAM Board Adopted)</b>  <b>MTC: None CSAC: Watch League: Watch</b>
<b>SB 1291 (Committee on Transportation)</b>  <b>Federal Statewide Transportation Improvement Program: Filing Waiver for 2020</b>	9/18/2020  <b>Signed by Governor</b>	Under existing law, each Metropolitan Planning Organization (MPO) and Regional Transportation Planning Agency (RTPA) is required, by not later than October 1 of each even-numbered year, to submit its Federal Statewide Transportation Improvement Program (FSTIP) to Caltrans for incorporation into the Federal Transportation Improvement Program (FTIP), which existing law requires Caltrans to submit to the United States Secretary of Transportation (USDOT) by not later than December 1 of each even-numbered year.  This bill would provide that a MPO or RTPA is not required to submit a FSTIP to Caltrans, and Caltrans is not required to submit the FSTIP to USDOT for 2020.	<b>SUPPORT (TAM Board Adopted)</b>  <b>MTC: None CSAC: None League: Watch</b>

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