

# SPUR

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*#SB288*



# Jumpstarting Sustainable Transportation Projects to Accelerate Economic Recovery (SB288)



Stockton, CA

# 24%

## Unemployment rate

And growing.

# 1.6 million

## Transportation jobs

And shrinking.

# The Job Lifeline we Need

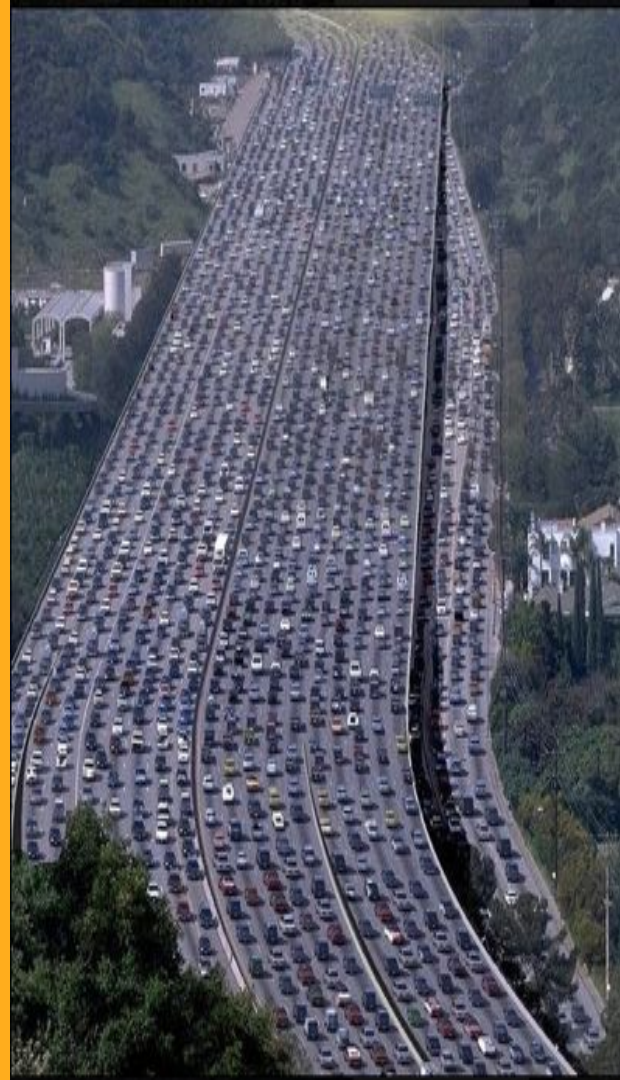
- Public transportation projects: 13 jobs per \$1 million
- Complete streets projects: 10 jobs per \$1 million
- Economic return of 5:1



**Avoid a carpocalypse and  
pollution as we reopen.**

“

If just one in four transit and carpool commuters start to drive alone, San Francisco could witness a 20-minute increase in daily vehicle travel times... and an 80-minute increase if three-in- four [switch].”



The background features a dark blue-grey area on the right side. In the top right corner, there are four white horizontal bars. Below these, there is a grid of small orange squares. At the bottom right, there are four orange horizontal bars and a grid of small grey squares. On the left side, there are four dark blue-grey horizontal bars.

**Provide more service and  
more reliability to people  
who need it most.**

# We Can't Afford to Move Slowly

- Many transit agencies will soon hit their “fiscal cliffs”, as early as October.
- Congestion is coming back quickly. Buses will be stuck in traffic and agencies will have to make service cuts, hurting people who depend on transit the most.



Images courtesy of SFMTA



# SB288: Fast Track California's Most Sustainable Transportation Projects

By expanding statutory  
exemptions in CEQA



San Francisco, CA

# What is CEQA?

The California Environmental Quality Act (CEQA) is an environmental law created in 1970 that requires the **disclosure of potential environmental impacts** from any discretionary project.

It is often critiqued because:

- It is often used to stop projects for non-environmental reasons.
- It has become the default planning process.
- It tends to favor cars.

# When is CEQA Invoked?



San Francisco's Bicycle Plan sued over impacts to parking and traffic. Held up over 34 miles of bicycle and safety improvements for 4 years in court.



Turnaround loop for Central Subway to increase frequency and serve new neighborhood. Sued by new housing project that was built for "changed circumstances" after approvals.



A project in Santa Cruz that converted a rail bridge into a multi-use bicycle and pedestrian path, where the only alternative was driving on Highway 1. This was a categorical exemption.



# +3-4 years

Average length of a CEQA lawsuit.

# +3-6 months

Common length of appeals outside of court

# +4%

Average cost increase for each year of delay.

# Exempt projects that improve access and support the environment and healthier communities.

Exempt.



Not exempt.



San Jose, CA



# What the Bill Does

## Extend Existing Exemptions

- Extend exemption for bicycle plans.

## Add New Exemptions

- Complete streets
- Bike facilities
- Pedestrian safety
- Transit priority
- Bus and bus rapid transit
- Express buses on managed lanes and shoulders

## Ensure Better Projects & Process

- On existing rights of way.
- No new auto capacity.
- In urbanized areas only.
- Required for projects over \$100M must:
  - Be in plan analyzed under CEQA.
  - Complete racial equity analysis.
  - Complete a business case.
  - Have upfront public engagement.



# Thank you



## Ideas, Suggestions and Questions?

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