

# SB 922 Overview and SB 288 Impacts



# Goals

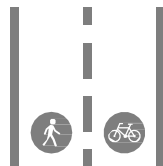
- Safe, accessible and healthy communities for all
- Reliable, high-quality transit for all
- Attract people back to transit
- Reduce climate pollution and avoid climate chaos
- Reduce cumulative pollution burden in disadvantaged communities
- Ensure meaningful involvement of all people

# How

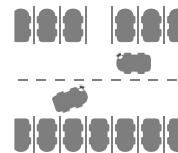
SB288 provides statutory exemptions from CEQA for



Public  
Transportation



Bicycle and  
Pedestrian Projects



Reducing Parking  
Requirements

The law adds to and clarifies existing exemptions—it sunsets on **December 31, 2022**. The bike plan exemption expires in 2030.

# Types of Projects Exempt in SB288

- Pedestrian and bicycle facilities
- Customer info and wayfinding
- Zero emission transit charging and refueling infrastructure
- New or increased Bus/BRT/LRT
- Highway lane/shoulder conversion to bus-only
- Transit prioritization
- Conversion of general purpose lane to HOV6+
- Bicycle plans
- Reduction in minimum parking requirements



# Strict Qualifying Criteria

## Projects must:

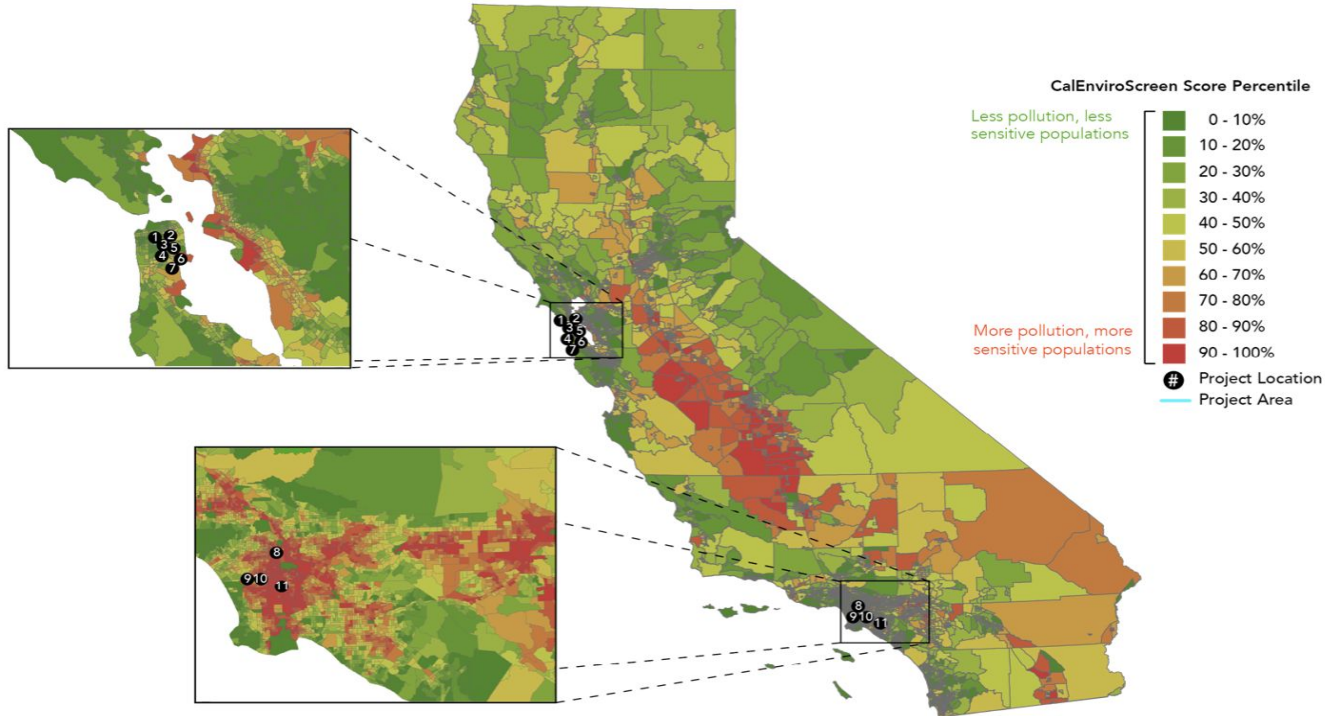
- Be located in an existing public right-of-way
- Not add new auto capacity
- Not demolish affordable housing
- Use a skilled and trained workforce or have a PLA in place

## ++ Projects over \$100 must also:

- Hold at least 3 public meetings
- Complete a project business case to help public engage in the project early
- Complete a racial equity analysis and suggest mitigations for disproportionate impacts

# Use of exemption to-date

## SB288 Projects Initiated in Disadvantaged Communities



**15** projects have been initiated or completed.

**11** are in disadvantaged communities.

# Use of the Exemption

## Post Pandemic Slow Streets



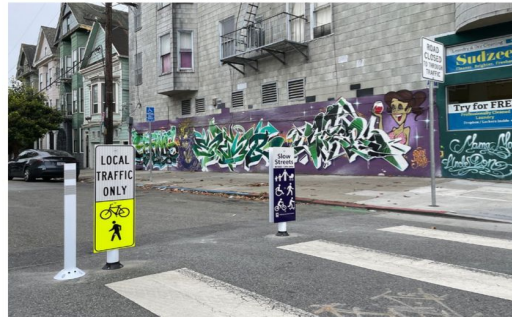
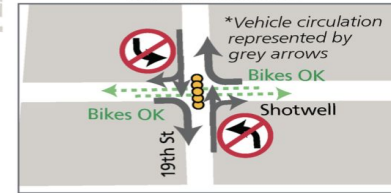
### Slow Street Improvements

- Median Diverter
- Vehicle turn restriction
- Slow Street traffic diverter and sign
- Continental crosswalks

### Other Improvements on Shotwell Slow Street

- Intersection Daylighting - implemented by SFMTA Vision Zero Program

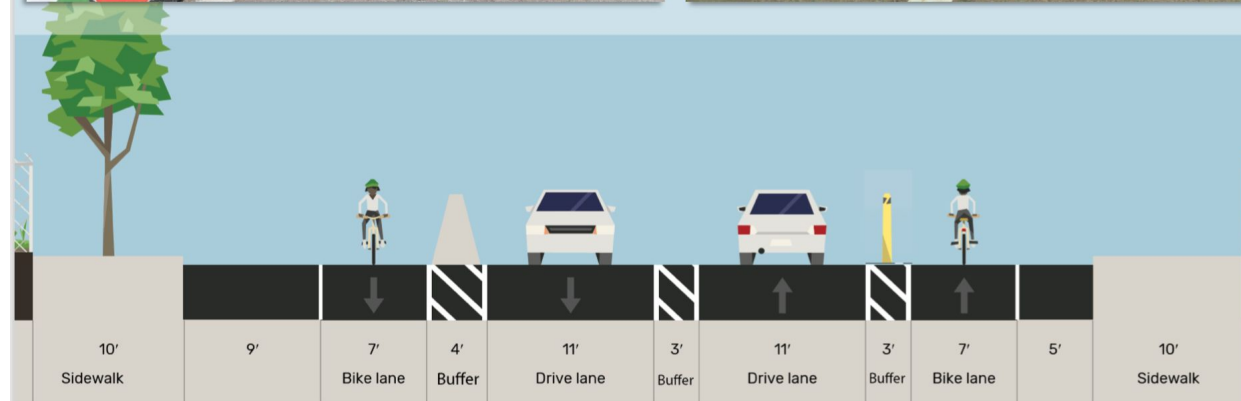
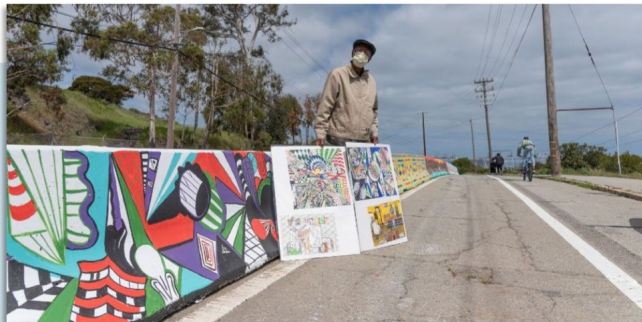
### Vehicle Circulation Example at Intersections with Median Diverters





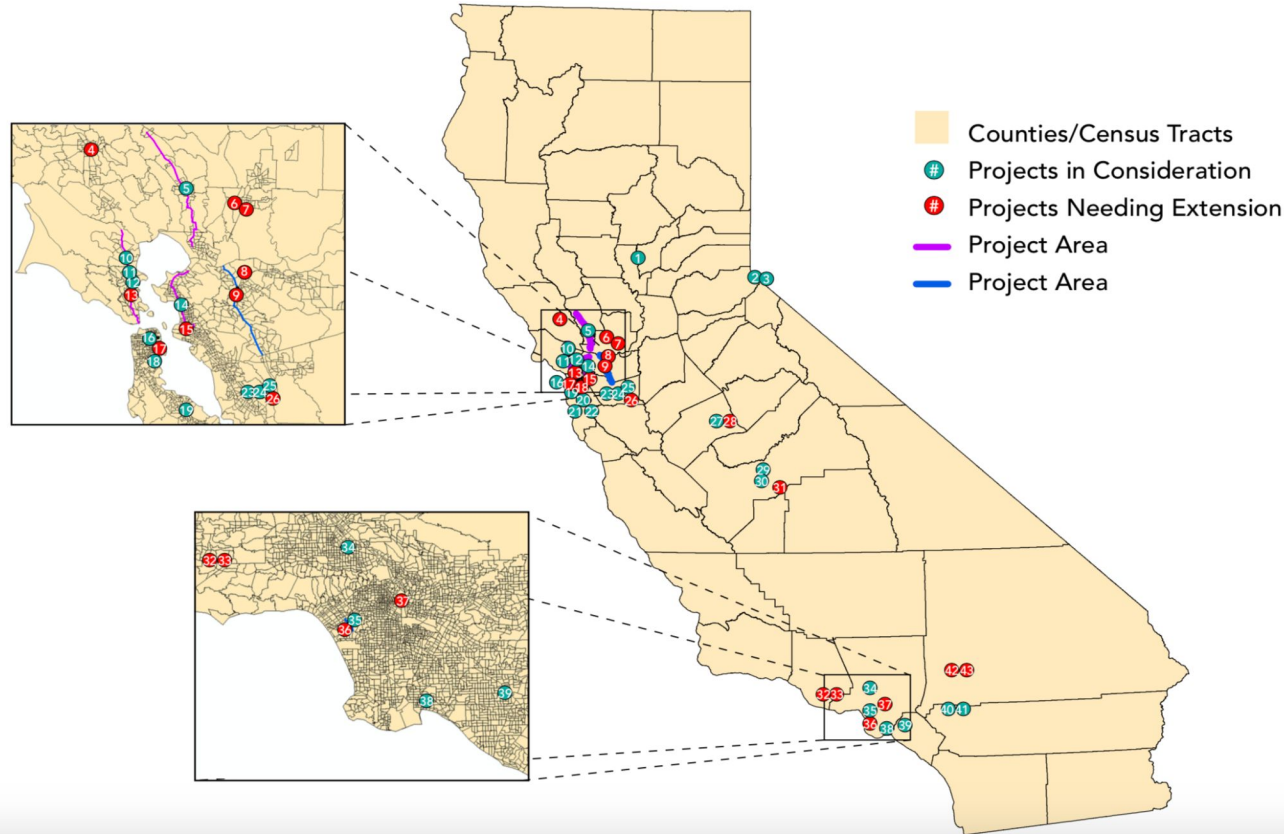
# Use of the Exemption

## Bayview Quickbuild





# More projects become eligible with extension



**38 projects listed as under consideration or in need of extension.**

**Almost half are for compliance with ICT rule.**

# SB 922

1. Extends exemption to 2030
2. Fine-tunes and clarifies
3. Targeted expansions
4. Equity-focused eligibility requirements

# What does SB 922 exempt?

- Pedestrian and bicycle facilities
- Customer info and wayfinding
- Zero emission transit charging and refueling infrastructure (public or private, inside or outside public ROW)
- New or increased Bus/BRT/LRT
- Highway lane/shoulder conversion to bus-only
- Transit prioritization
- Conversion of general purpose lane to HOV6+ HOV3+
- Bicycle plans and active transportation plans
- Progressive parking management



# Strict Qualifying Criteria

## Projects must:

- Be located in an existing public right-of-way
- Be located in an **urbanized area or urban cluster (50,000+)**
- Not add new auto capacity
- Not demolish affordable housing
- Use a skilled and trained workforce or have a PLA
- **If hydrogen refueling, public meetings required**

## ++ Projects over \$100 must also:

- Hold at least 3 public meetings
- Complete a project business case to help public engage in the project early
- Complete a racial equity analysis and suggest mitigations for disproportionate impacts
- **Complete a residential anti-displacement analysis on high-frequency projects in areas at risk of displacement**



# SB 922: How we move matters!



# Questions?

