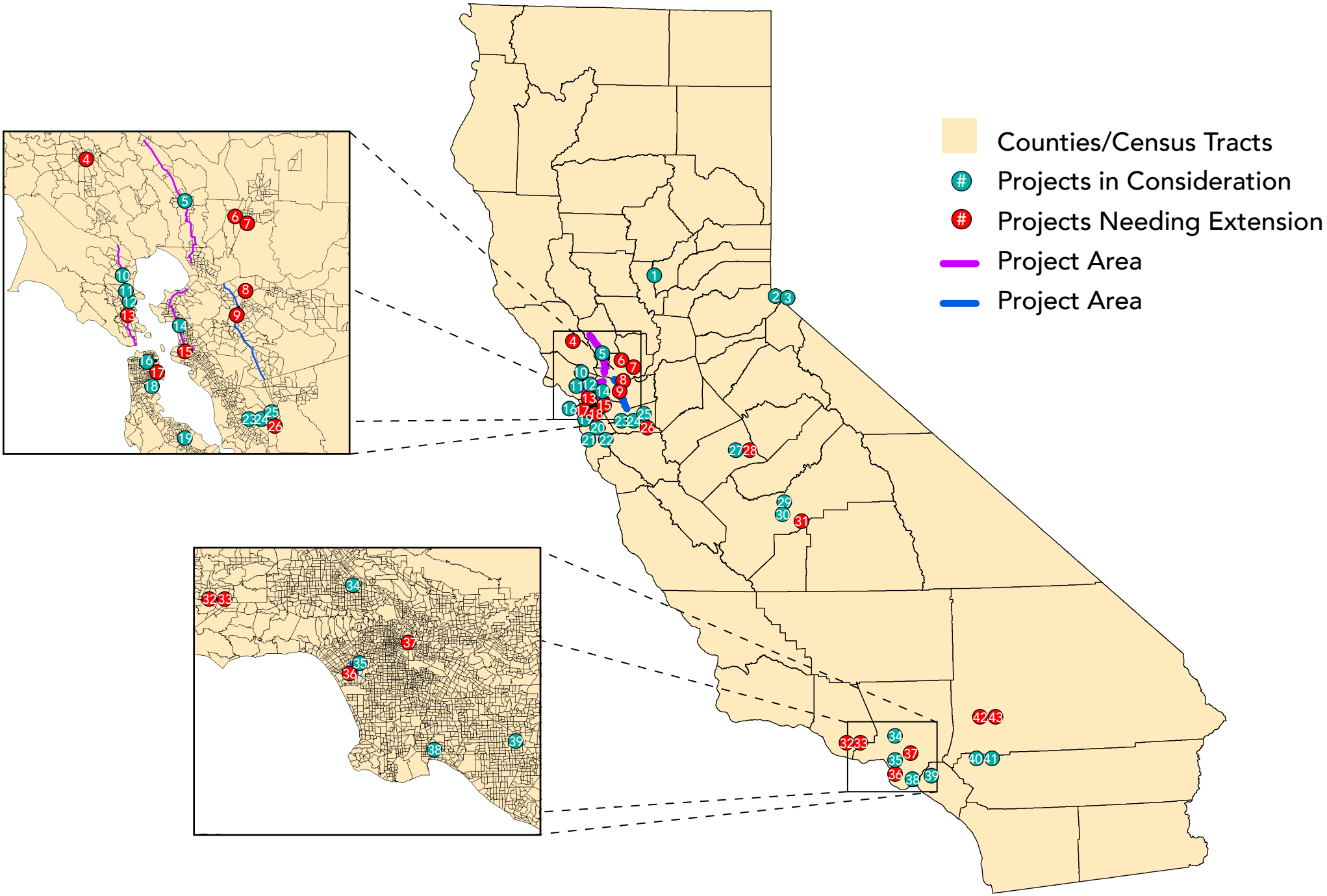
SB288 Projects in California that would Benefit from Extension



Source: CalEnviroScreen 4.0 , SB 288 projects mapped by Kenji Anzai (SPUR)
Analysis: Bay Area Council Economic Institute

Project #	Project Name	Agency	Project Description	Environmental Benefits	Mobility Benefits	Project Type	Status in the SB 288 Process
1	**Yuba-Sutter Transit ZEV**	Yuba-Sutter Transit	Bus charging infrastructure in existing facility	Elimination of bus-related fossil fuel emissions.		Charging or refueling infrastructure for zero-emission transit vehicles or vessels	Needs Extension
2	**Tahoe Transportation Transit Priority**	Tahoe Transportation District	Signal preemption	Better level of service attracts more people to the bus, leading to higher mode share for transit, reducing auto-related pollution and emissions.	Faster journey times due to transit priority.	Transit prioritization projects	Needs Extension
3	**Tahoe Transportation ZEV**	Tahoe Transportation District	Charging Infrastructure	Elimination of bus-related fossil fuel emissions.		Charging or refueling infrastructure for zero-emission transit vehicles or vessels	Needs Extension

4	**Santa Rosa CityBus ZEV**	City of Santa Rosa	This is the initial roll-out of charger infrastructure at our corporation yard (MSC) in Santa Rosa for our fixed-route fleet. We are installing 3 dual-port chargers with an additional 2 wired concrete podiums to add 2 more chargers at a later date.	Elimination of bus-related fossil fuel emissions.		Charging or refueling infrastructure for zero-emission transit vehicles or vessels	In Consideration
5	**Vine Trail**	Napa Valley Transportation authority	When complete, the Vine Trail will be a 47-mile path linking the Napa Valley from Calistoga to the Vallejo Ferry Terminal.	Improved cycling facilities attract more people to cycle, leading to higher mode share for active modes, reducing auto-related pollution and emissions.	Improved safety of cycling allows for more local trips by bicycle, improving mobility for those who do not own cars and reducing congestion.	Pedestrian and bicycle facilities	Needs Extension
6	**Fairfield and Suisun Transit ZEV**	Fairfield and Suisun Transit	Fairfield Fleet Electrification: Upgrade and install electrical infrastructure to convert transit and public works fleet	Elimination of bus-related fossil fuel emissions.		Charging or refueling infrastructure for zero-emission transit vehicles or vessels	In Consideration

			to zero emission, electric vehicles.				
7	**Solano Rail Hub**	Fairfield and Suisun Transit	Rail hub at Suisun Station to link Capitol Corridor and SMART Trains	A well-integrated transit hub allows for transfers between Capitol Corridor, SMART, and local transit, promoting transit use and reducing auto dependency.	More robust transit and the ability to transfer between modes improves reach, allowing more people to depend on transit.	Other major capital project	In Consideration
8	**County Connection ZEV**	County Connection	Upgrade to depot electric bus charging infrastructure, exemption conditional on funding	Elimination of bus-related fossil fuel emissions.		Charging or refueling infrastructure for zero-emission transit vehicles or vessels	In Consideration
9	**East Contra Costa Wayfinding**	City of Union City - Union City Transit	Multi-jurisdictional wayfinding project involving 4 bus operators and at least one rail operator	Facilitates the use of transit, thereby increasing transit mode share and reducing auto dependency, reducing auto-related pollution and emissions.	Greater legibility of transit facilities gives more people the knowledge to access the full transit network.	Wayfinding and customer information projects for transit riders, bicyclists and pedestrians	In Consideration

10	**TAM Bus Lane**	Transportation Authority of Marin	Part-time bus only lane on US-101, study funded by Caltrans	Better level of service attracts more people to the bus, leading to higher mode share for transit, reducing auto-related pollution and emissions.	Faster journey times and greater reliability due to more robust transit infrastructure.	Designation of highway lanes or shoulders for bus-only lanes	Needs Extension
11	**TAM Bike Projects**	Transportation Authority of Marin		Improved cycling facilities attract more people to cycle, leading to higher mode share for active modes, reducing auto-related pollution and emissions.	Improved safety of cycling allows for more local trips by bicycle, improving mobility for those who do not own cars and reducing congestion.	Pedestrian and bicycle facilities	Needs Extension
12	**TAM Transit Stop Upgrades**	Transportation Authority of Marin		Better facilities improve TAM's ability to provide robust service, promoting transit use and reducing auto dependency.	More robust transit service improves reliability, allowing more people to depend on transit.	Other major capital project	Needs Extension

13	**Marin Transit ZEV**	Marin County Transit District	Charging infrastructure for 6 battery electric, zero-emission transit buses.	Elimination of bus-related fossil fuel emissions.		Charging or refueling infrastructure for zero-emission transit vehicles or vessels	In Consideration
14	**San Pablo Avenue BRT**	AC Transit	14 miles of dedicated transit lanes and stations in right-of-way owned by 7 cities and Caltrans in Alameda and Contra Costa Counties	Better level of service attracts more people to the bus, leading to higher mode share for transit, reducing auto-related pollution and emissions.	Faster journey times and greater reliability due to more robust transit infrastructure.	New or increased light rail, bus, or bus rapid transit service on existing rights of way	Needs Extension
15	**Grand Avenue BRT**	AC Transit	AC Transit is pursuing the Grand/W. Grand Avenue Rapid Corridors Project to enhance reliability and reduce travel time by improving traffic signals and upgrading or relocating bus stops along three miles of Grand/West Grand Avenue from Maritime Street to Lake Park Avenue in Oakland. These	Better level of service attracts more people to the bus, leading to higher mode share for transit, reducing auto-related pollution and emissions.	Faster journey times and greater reliability due to more robust transit infrastructure.	New or increased light rail, bus, or bus rapid transit service on existing rights of way	In Consideration

			adjustments represent the initial steps to enhance transit operations along the Grand/West Grand Avenue corridor, and bring service quality, for bus lines 12 and NL, closer to the improvements recommended in the AC Transit's Major Corridors Study.				
16	**San Francisco Transit Lanes**	San Francisco Municipal Transportation Agency	Transit lanes and transit prioritization	Better level of service attracts more people to the bus, leading to higher mode share for transit, reducing auto-related pollution and emissions.	Faster journey times due to transit priority.	New or increased light rail, bus, or bus rapid transit service on existing rights of way	In Consideration

17	**San Francisco Transit Priority**	San Francisco Municipal Transportation Agency	Transit prioritization projects	Better level of service attracts more people to the bus, leading to higher mode share for transit, reducing auto-related pollution and emissions.	Faster journey times due to transit priority.	Transit prioritization projects	In Consideration
18	**San Francisco Active Transportation Projects**	San Francisco Municipal Transportation Agency	Multiple bike lanes, pedestrian facilities, car-free streets, and "Slow Streets"	Improved cycling and pedestrian facilities in conjunction with safe streets attract more people to choose active modes while making those modes safer, leading to higher mode share for active modes, reducing auto-related pollution and emissions.	Improved safety of cycling allows for more local trips by bicycle, improving mobility for those who do not own cars and reducing congestion.	Pedestrian and bicycle facilities	In Consideration

19	**Caltrain EMU Procurement**	Peninsula Corridor Joint Powers Board (Caltrain)		The primary purpose of Caltrain electrification is to improve Caltrain system performance and curtail long-term environmental impacts by reducing noise, improving regional air quality, and lowering greenhouse gas emissions. Electrification improvements will better address Peninsula commuters' vision of increased service and improved travel times in an environmentally friendly and reliable way.	These service improvements are also expected to help accommodate increased system ridership through improved system operations.	Charging or refueling infrastructure for zero-emission transit vehicles or vessels	Needs Extension

20	**Caltrain Level Boarding Upgrades**	Peninsula Corridor Joint Powers Board (Caltrain)	Upgrades to station platforms to allow level boarding	Better level of service attracts more people to the train, leading to higher mode share for rail, reducing auto-related pollution and emissions.	Faster boarding, resulting in lower journey times	Other major capital project	Needs Extension

21	**Caltrain 2040 Service Vision**	Peninsula Corridor Joint Powers Board (Caltrain)	Infrastructure expansion and upgrades	Better level of service attracts more people to the train, leading to higher mode share for rail, reducing auto-related pollution and emissions.	Service during peak hours would grow to a minimum of eight trains per direction per hour, with all day express service every 15 minutes, and increased off-peak and weekend services. The vision would also expand the corridor's capacity by an additional four trains per hour in each direction to connect Peninsula communities with statewide high-speed rail service.	Other major capital project	In Consideration
22	**Caltrain Capacity Upgrades**	Peninsula Corridor Joint Powers Board (Caltrain)	Capacity upgrades to allow eight trains per direction per hour	Better level of service attracts more people to the train, leading to higher mode share for rail, reducing auto-related	Greater frequencies and reliability enabling more flexibility of use	Other major capital project	Needs Extension

				pollution and emissions.			
23	**Union City Transit ZEV**	City of Union City - Union City Transit	Bus Yard EV Charging Infrastructure Installation	Elimination of bus-related fossil fuel emissions.		Charging or refueling infrastructure for zero-emission transit vehicles or vessels	In Consideration
24	**Union City Transit Bus-Only Lanes**	City of Union City - Union City Transit	Bus-Only Lanes on Certain Corridors	Better level of service attracts more people to the bus, leading to higher mode share for transit, reducing auto-related pollution and emissions.	Faster journey times and greater reliability due to more robust transit infrastructure.	New or increased light rail, bus, or bus rapid transit service on existing rights of way	Needs Extension
25	**Union City Transit Center Upgrade**	City of Union City - Union City Transit	Transit Center Upgrades Including Opportunity Charging	Better facilities improve Union City Transit's ability to provide robust service, promoting transit use and	More robust transit service improves reliability, allowing more people to depend on transit.	Other major capital project	Needs Extension

				reducing auto dependency.			
26	**Union City Transit Opportunity ZEV**	City of Union City - Union City Transit	Bus Opportunity Charging Installation	Elimination of bus-related fossil fuel emissions.		Charging or refueling infrastructure for zero-emission transit vehicles or vessels	Needs Extension
27	**YARTS Transit Prioritization**	Transit Joint Powers Authority Merced County/YARTS	Transit prioritization projects	Better level of service attracts more people to the bus, leading to higher mode share for transit, reducing auto-related pollution and emissions.	Faster journey times due to transit priority.	Transit prioritization projects	Needs Extension
28	**YARTS ZEV**	Transit Joint Powers Authority Merced County/YARTS	Charging infrastructure	Elimination of bus-related fossil fuel emissions.		Charging or refueling infrastructure for zero-emission	Needs Extension

						transit vehicles or vessels	
29	**Fresno Area Express Hydrogen Station**	Fresno Area Express	Hydrogen fuel station, not yet funded	Reduction of bus-related carbon dioxide emissions.		Charging or refueling infrastructure for zero-emission transit vehicles or vessels	In Consideration
30	**FCRTA ZEV**	Fresno County Rural Transit Agency	EV chargers in 12 incorporated cities in Fresno County.	Elimination of bus-related fossil fuel emissions.		Charging or refueling infrastructure for zero-emission transit vehicles or vessels	Needs Extension
31	**Selma Maintenance Facility ZEV**	Fresno County Rural Transit Agency	Up to 10 EV level 2 and 3 chargers and associated infra structure both on site and off site.	Elimination of bus-related fossil fuel emissions.		Charging or refueling infrastructure for zero-emission transit vehicles or vessels	In Consideration
32	**Thousand Oaks Active Transportation**	City of Thousand Oaks	Several pedestrian and bike projects in the upcoming municipal 2 year	Improved cycling facilities attract more people to cycle, leading to	Faster journey times due to transit priority.	Pedestrian and bicycle facilities	In Consideration

			capital improvement budget	higher mode share for active modes, reducing auto-related pollution and emissions.			
33	**Thousand Oaks Transit Projects**	City of Thousand Oaks	Several transit projects in the upcoming municipal 2 year capital improvement budget	Better level of service attracts more people to the bus, leading to higher mode share for transit, reducing auto-related pollution and emissions.	Faster journey times due to better transit infrastructure.	Pedestrian and bicycle facilities	In Consideration
34	**LADOT ZEV**	Los Angeles Department of Transportation	Future Electrical infrastructure to the Bus yards for electric charging	Elimination of bus-related fossil fuel emissions.		Charging or refueling infrastructure for zero-emission transit vehicles or vessels	In Consideration

35	**Move Culver City Sepulveda**	Culver City CityBus	Dedicated mobility lanes - study on both Sepulveda and Jefferson beginning in early 2022 (Sepulveda and Jefferson). One will be chosen, with the other deferred. Recommendation to be done by 6/2022 - implementation to commence immediately.	Better level of service attracts more people to the bus, leading to higher mode share for transit, reducing auto-related pollution and emissions.	Making roadways more efficient by prioritizing high occupancy modes such as transit and promote sustainable transportation modes like walking and bicycling to enable continued growth and ability to leverage current and future transportation investments, including the Expo Line, bikeshare, scooter-share and microtransit.	New or increased light rail, bus, or bus rapid transit service on existing rights of way	In Consideration

36	**Move Culver City Jefferson**	Culver City CityBus	Dedicated mobility lanes - study on both Sepulveda and Jefferson beginning in early 2022 (Sepulveda and Jefferson). One will be chosen, with the other deferred. Recommendation to be done by 6/2022 - implementation to commence immediately.	Better level of service attracts more people to the bus, leading to higher mode share for transit, reducing auto-related pollution and emissions.	Making roadways more efficient by prioritizing high occupancy modes such as transit and promote sustainable transportation modes like walking and bicycling to enable continued growth and ability to leverage current and future transportation investments, including the Expo Line, bikeshare, scooter-share and microtransit.	New or increased light rail, bus, or bus rapid transit service on existing rights of way	In Consideration
37	**LADOT ZEV**	Los Angeles Department of Transportation	Electrfiying bus yards in the future.	Elimination of bus-related fossil fuel emissions.		Charging or refueling infrastructure for zero-emission transit vehicles or vessels	Needs Extension

38	**Long Beach Transit ZEV**	Long Beach Transit	Future ZEB charging infrastructure project. At this time, it does not seem likely that an exemption will be necessary but it is a possibility.	Elimination of bus-related fossil fuel emissions.		Charging or refueling infrastructure for zero-emission transit vehicles or vessels	Needs Extension
39	**Anaheim East/West BRT Connection**	Anaheim Transportation Network		Better level of service attracts more people to the bus, leading to higher mode share for transit, reducing auto-related pollution and emissions.	Faster journey times and greater reliability due to more robust transit infrastructure.	New or increased light rail, bus, or bus rapid transit service on existing rights of way	Needs Extension
40	**Riverside Transit ZEV**	Riverside Transit Agency	Hydrogen fueling infrastructure projects	Reduction of bus-related carbon dioxide emissions.		Charging or refueling infrastructure for zero-emission transit vehicles or vessels	Needs Extension

41	**Riverside Transit Frequency Expansion**	Riverside Transit Agency	New or increased frequency bus transit on existing public right-of-way	Better level of service attracts more people to the bus, leading to higher mode share for transit, reducing auto-related pollution and emissions.	Faster journey times and greater frequency due to more robust transit infrastructure enables passengers greater flexibility when using transit.	New or increased light rail, bus, or bus rapid transit service on existing rights of way	Needs Extension
42	**VVTA ZEV**	Victor Valley Transit Authority	Hydrogen fuel (delivered) facility	Reduction of bus-related carbon dioxide emissions.		Charging or refueling infrastructure for zero-emission transit vehicles or vessels	In Consideration
43	**VVTA Bus Hub**	Victor Valley Transit Authority	Transfer hub	A well-integrated transit hub allows for transfers VVTA services, promoting transit use and reducing auto dependency.	Improved transfer ability will open new trips to passengers in VVTA's catchment area.	Other major capital project	In Consideration