

MOVING CALIFORNIA

cleaner transportation for all communities



GUIDING LEGISLATION

The following legislation guides the priorities and implementation of the Sustainable Transportation Equity Project (STEP).

Assembly Bill (AB) 1532 (Pérez, Chapter 807, Statutes of 2012): Requires that Cap-and-Trade auction proceeds be used to facilitate greenhouse gas (GHG) emission reductions:

- Maximize economic, environmental, and public health benefits to the State
- Foster job creation by promoting in-State GHG emissions reduction projects carried out by California workers and businesses
- Complement efforts to improve air quality
- Direct investment toward the most disadvantaged communities and households in the State
- Provide opportunities for businesses, public agencies, nonprofits, and other community institutions to participate in and benefit from statewide efforts to reduce GHG emissions
- Lessen the impacts and effects of climate change on the State's communities, economy, and environment

AB 1550 (Gomez, Chapter 369, Statutes of 2016): Replaced and expanded investment minimums for California Climate Investments to benefit disadvantaged communities that were put in place under Senate Bill (SB) 535 (De Leon, Chapter 830, Statutes of 2012). AB 1550 expanded minimums to also include low-income communities and low-income households. STEP funds help meet these investment minimums.

SB 1275 (De León, Chapter 530, Statutes of 2014): Drives the development of the Low Carbon Transportation Investment's transportation equity projects, which includes STEP. STEP supports the goals outlined in SB 1275 to prioritize low- and zero-carbon transportation alternatives.

SB 32 (Pavley, Chapter 249, Statutes of 2016): Requires California to achieve a 40 percent GHG emission reduction below 1990 levels by 2030.

SB 375 (Steinberg, Chapter 728, Statutes of 2008): Supports the State's climate goals by helping reduce GHGs through coordinated transportation, housing, and land use planning. STEP will contribute to and support these sustainable planning practices.

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SB 150 (Allen, Chapter 646, Statutes of 2017): Directed the California Air Resources Board (CARB) to assess each region's progress on achieving regional GHG emissions reduction targets per SB 375. STEP addresses some of the challenges to achieving the State's climate goals that CARB identified in the subsequent 2018 Progress Report for California's Sustainable Communities and Climate Protection Act.¹

SB 350 (De León, Chapter 547, Statutes of 2015): Directed CARB to conduct a study to better understand the barriers low-income residents must overcome to increase access to zero-emission and near zero-emission transportation and mobility options, and develop recommendations to increase access. STEP specifically addresses many of these barriers and follows the recommendations outlined by CARB in the subsequent Low-income Barriers Study, Part B: Overcoming Barriers to Clean Transportation Access for Low-income Residents.²

¹ https://ww2.arb.ca.gov/sites/default/files/2018-11/Final2018Report_SB150_112618_02_Report.pdf

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https://ww3.arb.ca.gov/msprog/transoptions/draft_sb350_clean_transportation_access_guidance_document.pdf