Outline of Presentation

- Background
- 2018 Base year emissions
- Compliance strategies being considered:
  1) Electrification
  2) Increase passengers per trip
  3) Reduce deadhead miles
- Credit incentives considered
- Next steps
- Proposed resolution
Senate Bill (SB) 1014 Background

SB 1014 requires CARB and CPUC to adopt and implement a greenhouse gas (GHG) reduction program for transportation network companies (TNCs).

- **Jan 2020**: CARB establishes base year emissions
- **Jan 2021**: CARB adopts annual targets
- **2023**: CPUC begins program implementation
SB 1014 Background

Applicable to:
Passenger service on TNC platforms

Key Goals:
- Promote electrification
- Reduce VMT

Align with:
- SB 375
- SB 350
- ZEV Action Plan

1) GHG Target:
grams CO₂ per passenger mile traveled (PMT)

2) Electric Miles Driven Target:
%eVMT
1.25% of CA’s light-duty VMT was associated with TNCs
2018 Base Year Emissions

Grams CO₂ per Passenger-Mile-Traveled

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<tr>
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<th>TNC</th>
<th>CA Fleet</th>
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<tbody>
<tr>
<td>Emissions</td>
<td>301</td>
<td>203</td>
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CO₂ Emission Rates (g/mi)

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<tr>
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<th>TNC 2018 Baseline</th>
<th>CA Fleet Average</th>
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<tbody>
<tr>
<td>Emission</td>
<td>287</td>
<td>341</td>
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1% of California’s light-duty GHG emissions from TNCs
Guiding Principles to Develop the Clean Miles Standard

- Decrease GHG emissions and increase zero-emission miles
- Promote pooling, active transport, and transit usage
- Forward-looking with automated vehicles
Compliance Strategies

1. Electrification (also a separate requirement)
2. Pooling
3. Reduce Deadhead Miles
Strategy 1: Increase Electrification

STRATEGIES
- EVs in rental fleets
- TNC-subsidized charging
- Education and advocacy

CHALLENGES
- TNC EV unique charging needs
- Cost for drivers
Strategy 2: Increase Pooling

**STRATEGIES**

- Favorable pricing
- Pick-up hubs
- Pooling service market expansion

**CHALLENGES**

- Sufficient rider demand
- Limited elasticity to pricing
- Impact on other transportation modes
Strategy 3: Deadhead Mile Reduction

**STRATEGIES**
- Prioritize ride-match for drivers who park and wait
- Balance supply and demand

**CHALLENGES**
- Parking limited in urban cores
- Driver revenue loss?
- Longer wait for riders
Potential Regulatory Credits Considered

Connections to Transit

New Transit Partnerships

Active Transportation
Process

Public workshops

Complete analyses and decisions

Finalize regulatory proposal

Board hearing for proposed regulation

1Q 2020

2Q 2020

3Q 2020

4Q 2020
Proposed Resolution

Staff shall develop a regulation pursuant to SB 1014

Pooling  ZEVs  Transit  VMT reduction
THANK YOU

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