



# **Clean Miles Standard for Ride-Hailing Services**

Informational Update  
January 23, 2020

# 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).



# SB 1014 Background



- 1) GHG Target:  
grams CO<sub>2</sub> per  
passenger mile  
traveled (PMT)
- 2) Electric Miles  
Driven Target:  
%eVMT

**Applicable to:**  
Passenger  
service on  
TNC platforms

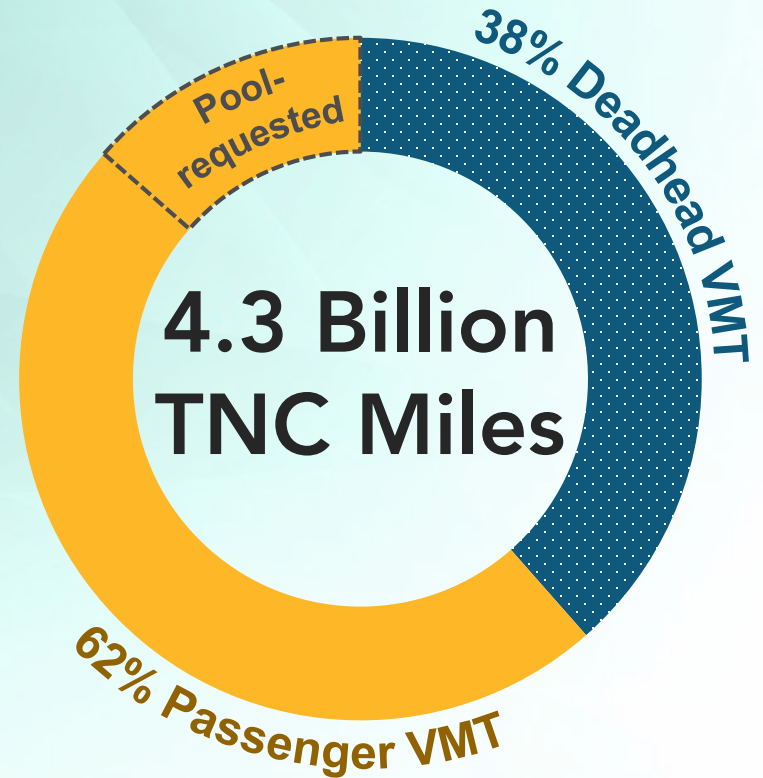
- Key Goals:**
- Promote electrification
  - Reduce VMT

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

# 2018 Base Year Vehicle Activity

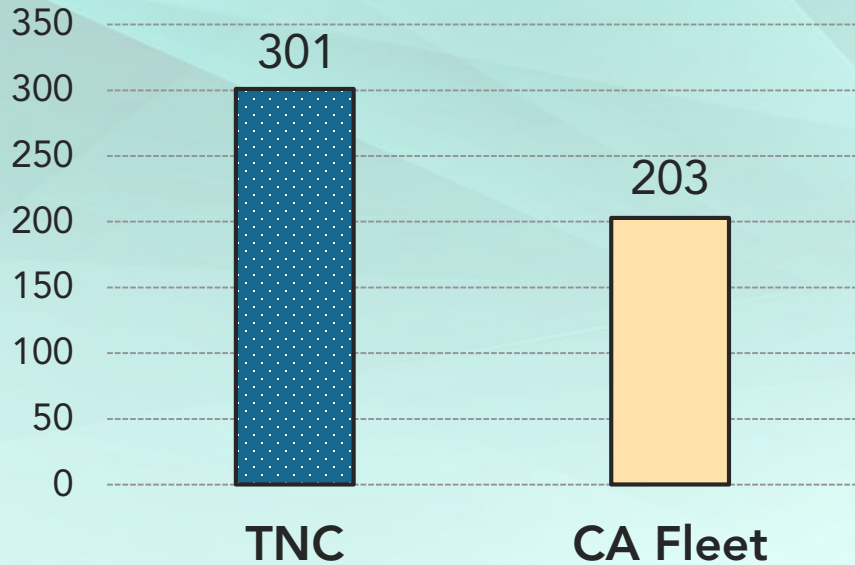


**1.25%** of CA's light-duty VMT was associated with TNCs

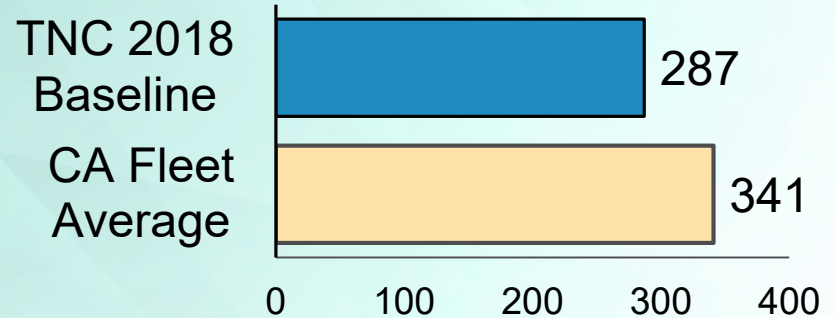


# 2018 Base Year Emissions

Grams CO<sub>2</sub> per Passenger-Mile-Traveled



CO<sub>2</sub> Emission Rates (g/mi)



**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



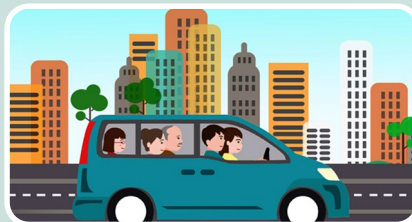
Forward-looking with automated vehicles

# Compliance Strategies



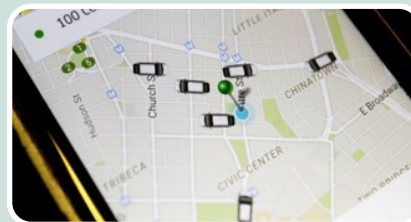
1

Electrification  
(also a separate  
requirement)



2

Pooling



3

Reduce  
Deadhead  
Miles



# Strategy 1: Increase Electrification



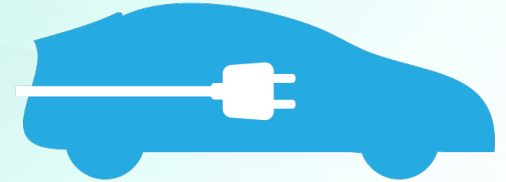
STRATEGIES

- 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



# Proposed Resolution

Staff shall develop a regulation pursuant to SB 1014

Pooling



ZEVs



Transit



VMT  
reduction



# THANK YOU

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