



Clean Miles Standard Workshop

February 22, 2019

Sacramento, CA

Workshop Purpose:

Introducing stakeholders to the new Clean Miles Standard framework and rulemaking

Outline:

1. Background, core requirements, and regulation principles
2. Regulated parties and TNC periods
3. Timeline and stakeholder input
4. Developing the inventory and regulation
5. Analysis of emissions and possible regulations

Background



The transportation sector accounts for almost 50 percent of GHG emissions in California with light-duty making up 70 percent of the transportation sector's direct emissions.



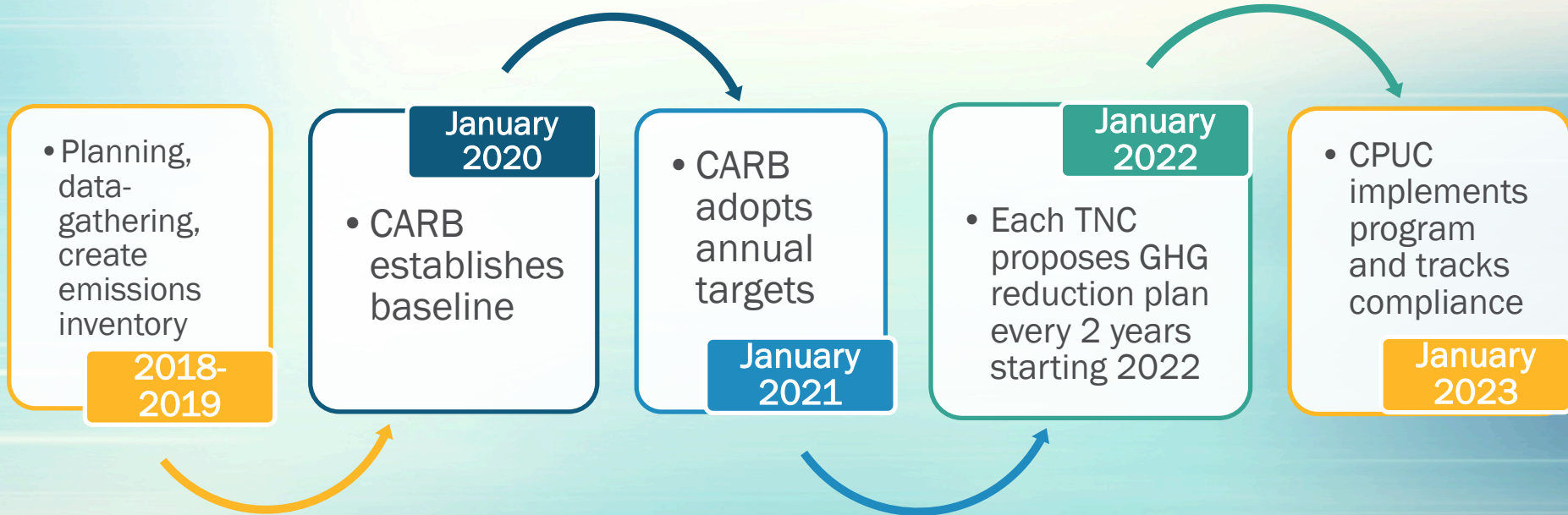
SB 1014 requires CARB and CPUC to adopt and implement a program to reduce GHG emissions from transportation network companies.



The new regulation will encourage zero-emission vehicles and VMT reduction strategies, and account for automated vehicles in TNCs.

Senate Bill 1014

Core requirements of SB 1014 as it relates to CARB's program



Principles for Developing the New Regulation

Regulation Design

- Decrease GHG emissions and increase zero-emission miles
- Promote pooling, active transport, and transit usage
- Forward-looking with automated vehicles
- Aligned with other State policies
- Maximize transportation access equity

Development Process

- A synergistic process
- Data-driven
- Encourage ZEV infrastructure
- Minimize burden to low- and moderate-income drivers

Parties Affected by the Clean Miles Standard

- This rulemaking affects transportation providers regulated by the commission that provide prearranged transportation services for compensation using an online-enabled application or platform to connect passengers
- Automated vehicles (AVs) that provide ride-hailing services may be affected by this rulemaking
- Taxicab and car-share companies are not affected by this rulemaking, but could be considered for separate regulations

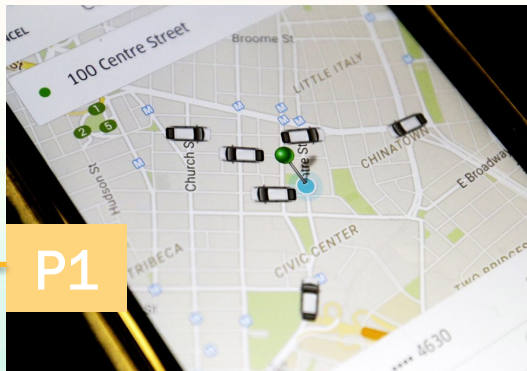
Periods Defined for TNC Miles

Period 0 (not captured in rule)
Work session not started

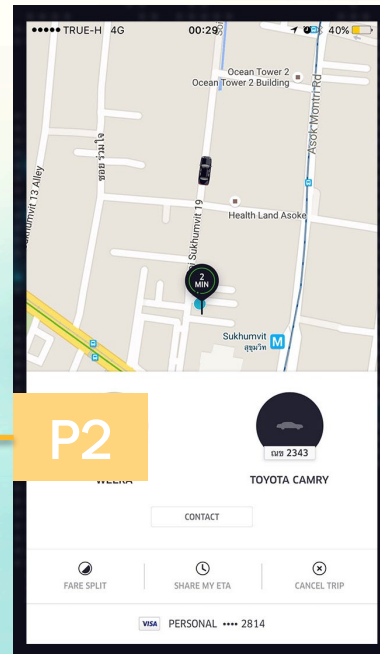
Period 1
Driver looking for riders

Period 2
Driver en route to riders

Period 3
Rider(s) in vehicle



P1



P2



P3

Timeline of CARB Regulatory Development



Developing the 2018 Inventory

Grams of CO₂ per passenger-mile depend on:

Vehicle Technology

- Fuel economy by Vehicle/Fuel Type and Age

Vehicle Operation

- Vehicle Speed
- Vehicle Occupancy
- Total Trip Miles:
 - Vehicle trip miles (P1, P2, P3)
 - Transit miles
 - Active miles

Analysis for Developing the New Regulation

2018
Inventory

Business-as-Usual

Regulatory Scenarios

Future

Analysis Informed by Best-Available Data



TNC Data

- Trip details
- Vehicle info
- Link to transit and active transport
- Driver info

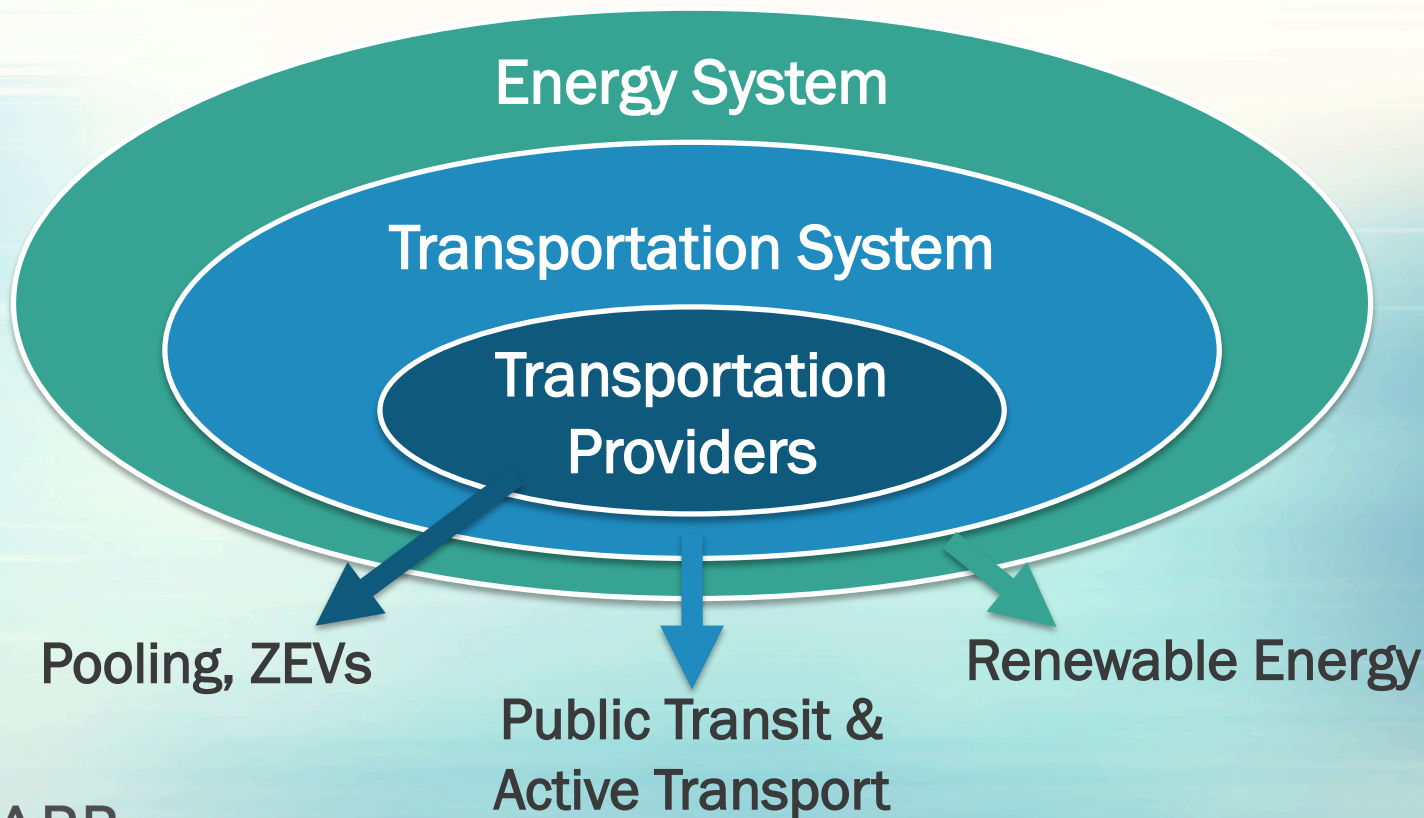
Complementary Sources

- Peer-reviewed literature
- Reports
- Surveys
- In-house data collection

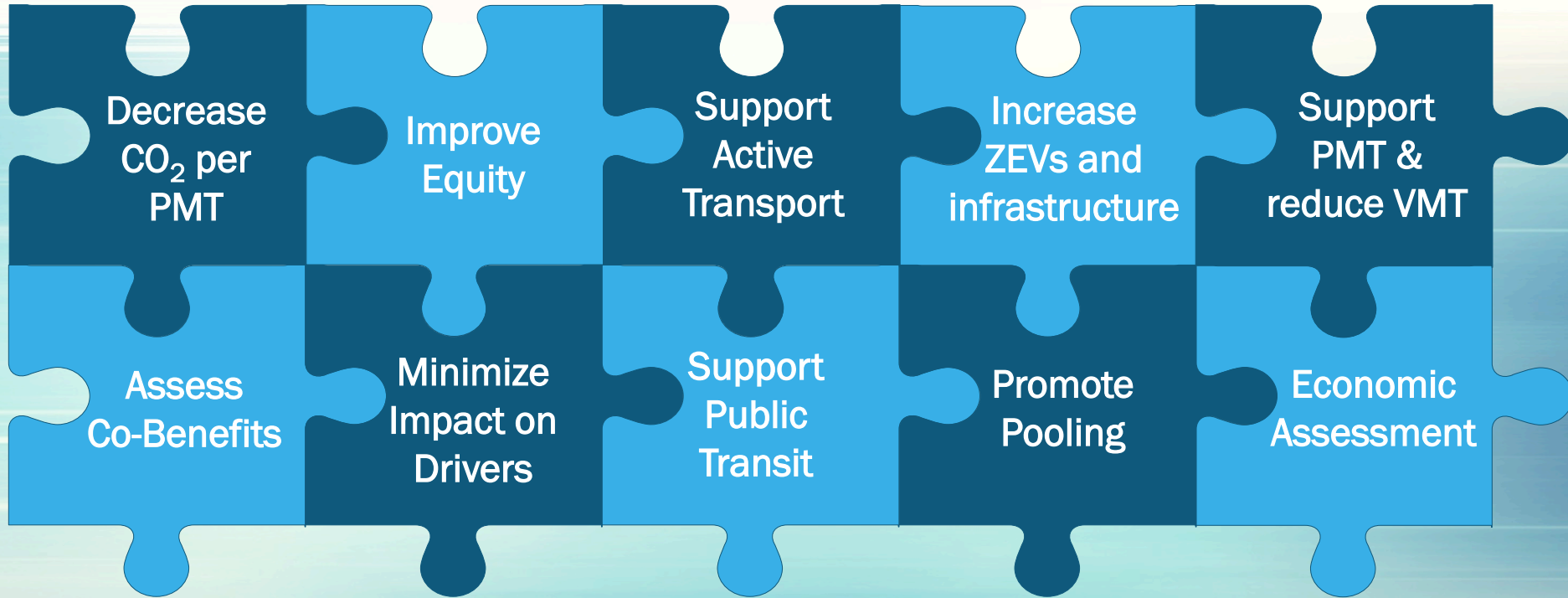
Other Assumptions

- Data gaps

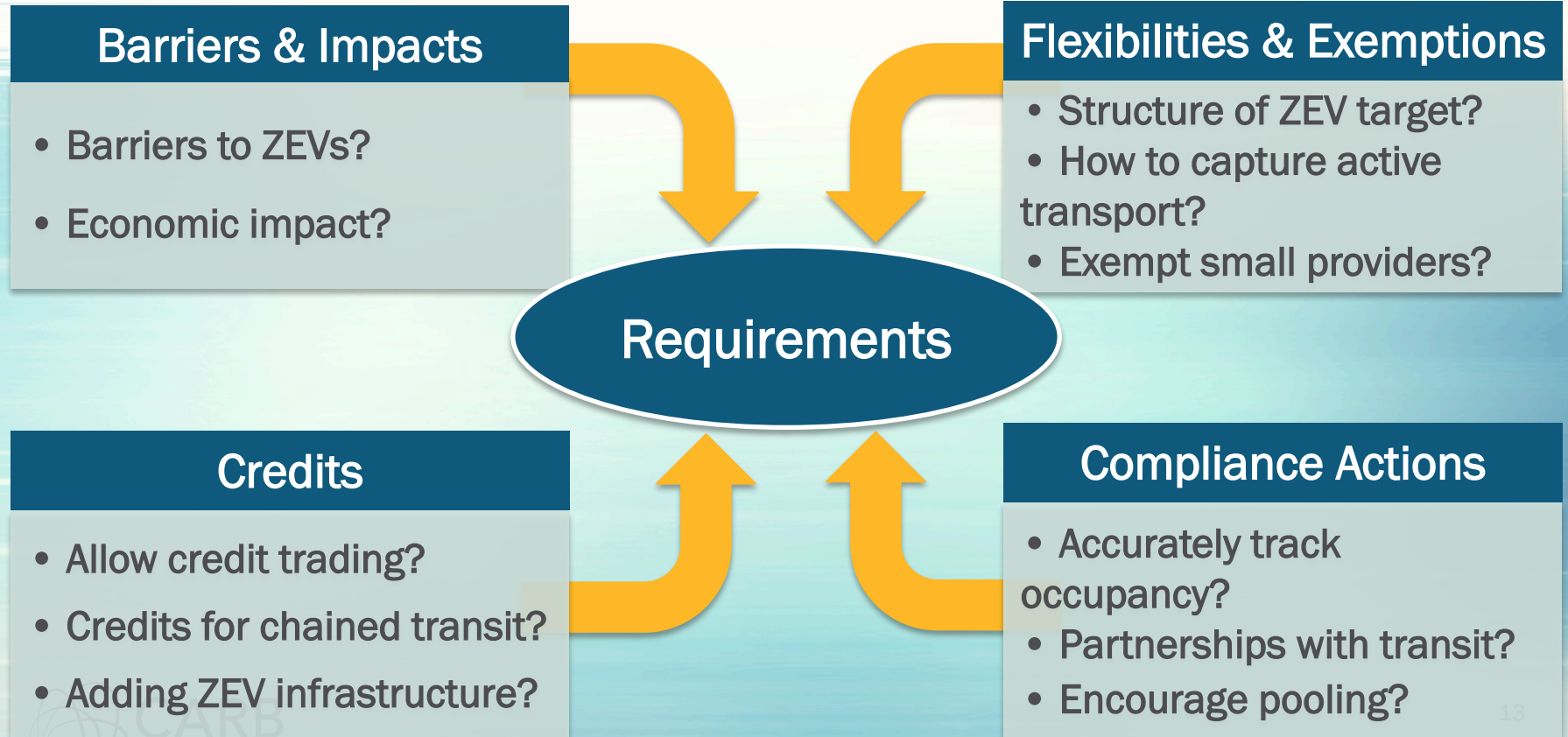
Potential Scope of Emissions Analysis



Analysis of Possible Regulations



Potential Regulation Concepts



CPUC Roles and Processes

Jurisdiction

- CPUC regulates private for-hire passenger transportation over public roads – includes charter-party carriers (TCPs), TNCs, and autonomous vehicle (AV) carriers

Roles in SB 1014

- Implement GHG emissions reductions targets & goals – will require CPUC Rulemaking
- (1) Ensure minimal negative impact on low-income & moderate-income drivers; (2) program complements/supports sustainable land-use objectives of SB 375; (3) program support goals of clean mobility for low- & moderate-income individuals

Current CPUC Proceedings on TNCs

- R.12-12-011: Main TNC rulemaking – includes AV testing and planned development of regulatory framework for commercial AV passenger transportation
- SB 1376 (Hill, 2018): TNC accessibility for persons with disabilities – focus on wheelchair accessible vehicles

Thank you

Visit the Clean Miles Standard website:

<https://ww2.arb.ca.gov/our-work/programs/clean-miles-standard>

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