

# **Appendix D**

## **Notices of Public Workshops**

### **Proposed Clean Miles Standard Regulation**

Date of Release: March 30, 2021  
Date of Hearing: May 20, 2021

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## Public workshop to introduce the development of the Clean Miles Standard

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The California Air Resources Board (CARB or Board) invites you to participate in a public workshop to learn about CARB’s plans for developing the Clean Miles Standard, which aims to reduce greenhouse gas (GHG) emissions from transportation network company (TNC) services. As directed in Senate Bill 1014 (SB 1014, 2018), emission reductions will be measured on a grams-CO<sub>2</sub>-per-passenger-mile-traveled (gCO<sub>2</sub>/PMT) basis. Additional provisions for encouraging zero-emission vehicle (ZEV) miles, active transport modes, and linking to transit will be included in the new regulation. At this workshop, staff will provide information on SB 1014; update stakeholders on the process for developing baseline emissions for the current TNC operators in California; and provide information on the regulatory process.

DATE: February 22, 2019  
TIME: 9:00 a.m. to 12:00 p.m.  
LOCATION: California Environmental Protection Agency  
California Air Resources Board | Klamath Training Room  
1001 I Street Sacramento, California 95814

The workshop will be available by webinar for those unable to attend in person. Please [register](#) prior to the workshop. For remote participants, staff will provide information on submitting questions via email during the webinar.

Staff’s presentation and any additional workshop-related documents will be posted prior to the workshop on CARB’s [Clean Miles Standard website](#).

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## Background

The transportation sector accounts for almost 50 percent of greenhouse gas (GHG) emissions in California when accounting for fuel production, with light-duty vehicles making up 70 percent of the transportation sector's direct emissions. Additionally, seven of the 10 most polluted cities in the nation are in California, according to the American Lung Association's 19<sup>th</sup> Annual Air Quality Report.

Senate Bill (SB) 32 – the California Global Warming Solutions Act as amended in 2016 – set forth a statewide GHG reduction requirement of 40 percent below the 1990 level by 2030. As outlined in the 2017 Scoping Plan, additional emission reduction programs are needed in order to ensure California meets that goal.

With the enactment of SB 1014 (2018) – the Clean Miles Standard and Incentive Program – the California Air Resources Board (CARB) and the California Public Utilities Commission (CPUC) will develop and implement new requirements for transportation network companies (TNCs) for innovative ways to curb GHG emissions as new mobility options grow at a rapid pace. This new program will be aligned with forthcoming changes to the Advanced Clean Cars automaker regulations, as well as the SB 375 program – the Sustainable Communities and Climate Protection Act – which requires regional GHG reductions through land use and transportation planning.

SB 1014 requires CARB to establish by January 1, 2020, a GHG emission baseline for TNCs on a per-passenger-mile basis. This bill requires CARB to adopt and set annual GHG reduction requirements on TNC companies by January 1, 2021. TNCs shall develop and submit a GHG emission reduction plan beginning January 1, 2022 and every two years thereafter, to meet the GHG reduction requirements, with compliance beginning in 2023 with CPUC implementation. Additional workshops will be held throughout the development of this regulation to facilitate relevant discussions with stakeholders and gather input leading to the Clean Miles Standard regulatory proposal.

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## Contact

If you have any questions regarding the workshop, please contact [Clean Cars](#). If you wish to receive information regarding the Clean Miles Standard please subscribe below.

[Subscribe](#)

### **CLEARING CALIFORNIA SKIES FOR 50 YEARS**

CARB is the lead agency for California's fight against climate change, and oversees all air pollution control efforts in the state to attain and maintain health-based air quality standards. Learn more at [www.arb.ca.gov](http://www.arb.ca.gov).



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## Public Workshop on the Clean Miles Standard

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The California Air Resources Board (CARB or Board) invites you to participate in a public workshop to learn about CARB's plans for developing the Clean Miles Standard, which aims to reduce greenhouse gas (GHG) emissions from transportation network company (TNC) services. At this workshop, staff will update stakeholders on the base year GHG estimation methodology and emissions for TNC operators in California on a per-passenger-mile basis.

DATE: Wednesday, September 25, 2019  
TIME: 9:00 a.m. to 12:00 p.m.  
LOCATION: South Coast Air Quality Management District  
21865 Copley Drive  
Diamond Bar, CA 91765

The workshop will be available by webinar for those unable to attend in person. Please register prior to the workshop. For remote participants, staff will provide information on submitting questions via email during the webinar.

[Register](#)

Staff's presentation and any additional workshop-related documents will be posted prior to the workshop on CARB's Clean Miles Standard website.

[More Information](#)

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## Background

Senate Bill (SB) 1014 (Skinner, 2018) – the Clean Miles Standard and Incentive Program – was passed to develop and implement GHG emission reductions for transportation network companies (TNCs). SB 1014 requires CARB to establish by January 1, 2020, a GHG emission baseline for TNCs on a per-passenger-mile basis. This bill also requires CARB to adopt and set annual GHG reduction requirements for TNC companies by January 1, 2021. TNCs shall develop and submit a GHG emission reduction plan beginning January 1, 2022 and every two years thereafter, to meet the GHG reduction requirements, with compliance beginning in 2023. Additional workshops will be held throughout the development of this regulation to facilitate relevant discussions with stakeholders and gather input leading to the Clean Miles Standard regulatory proposal.

SB 1014 is designed to support the GHG emissions targets set forth in SB 32, which requires California to reduce GHG emissions to 40 percent below 1990 levels by 2030. The transportation sector is the largest emissions category and accounts for almost 50 percent of greenhouse gas (GHG) emissions in California when accounting for fuel production, with light-duty vehicles making over half of the transportation sector's direct emissions.

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## Contact

If you have any questions regarding the workshop, please contact [cleancars@arb.ca.gov](mailto:cleancars@arb.ca.gov). If you wish to receive information regarding the Clean Miles Standard please subscribe below.

[Subscribe](#)

## **CLEARING CALIFORNIA SKIES FOR 50 YEARS**

CARB is the lead agency for California's fight against climate change, and oversees all air pollution control efforts in the state to attain and maintain health-based air quality standards. Learn more at [www.arb.ca.gov](http://www.arb.ca.gov).



# Public Workshop on the Clean Miles Standard

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The California Air Resources Board (CARB or Board) invites you to participate in a public workshop on Wednesday, April 1, 2020, at 10am, to learn about CARB’s plans for developing the Clean Miles Standard, which aims to reduce greenhouse gas (GHG) emissions from transportation network company (TNC) services. At this workshop, staff will update stakeholders on the methodology and assumptions for forecasting business as usual (BAU) emissions for TNCs in California.

This meeting will be conducted through the GoToWebinar online webinar system and questions from participants will be taken using the webinar software.

Please register for the [CMS Public Workshop Webinar](#) before April 1, 2020, at 10am, the workshop start time. After registering, you will receive a confirmation email with information about joining the webinar.

Staff’s presentation and any additional workshop-related documents will be posted prior to the workshop on CARB’s Clean Miles Standard website.

[More Information](#)

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## Background

Senate Bill (SB) 1014 (Skinner, 2018) – the Clean Miles Standard and Incentive Program – was passed to develop and implement GHG emission reductions for transportation network companies (TNCs). As part of SB 1014 CARB was required to establish by January 1, 2020, a [GHG emission baseline](#) for TNCs on a per-passenger-mile basis. This bill also requires CARB to adopt and set annual GHG reduction requirements for TNC companies by January 1, 2021. As part of CARB’s efforts to develop these requirements, staff are developing the methodology and assumptions

for forecasting BAU emissions for TNCs. The emissions inventory reflects forecasted activity and associated emissions in the absence of the Clean Miles Standard (CMS) regulation and is essential in establishing regulatory targets. Additional workshops will be held throughout the development of this regulation to facilitate relevant discussions with stakeholders and gather input leading to the Clean Miles Standard regulatory proposal.

SB 1014 is designed to support the GHG emissions targets set forth in SB 32, which requires California to reduce GHG emissions to 40 percent below 1990 levels by 2030. The transportation sector is the largest emissions category and accounts for almost 50 percent of greenhouse gas (GHG) emissions in California when accounting for fuel production, with light-duty vehicles making up over half of the transportation sector's direct emissions.

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## Contact

If you have any questions regarding the workshop, please contact [cleancars@arb.ca.gov](mailto:cleancars@arb.ca.gov). If you wish to receive information regarding the Clean Miles Standard please subscribe below.

# Public Workshop on the Clean Miles Standard

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The California Air Resources Board (CARB or Board) invites you to participate in a public workshop on Friday, May 15, 2020, to learn and provide input on CARB's development of the Clean Miles Standard, which aims to reduce greenhouse gas (GHG) emissions from transportation network company (TNC) services. At this workshop, staff will present and request stakeholder feedback on regulatory concepts and analysis. This will include assumptions used in electric vehicle miles traveled (eVMT) cost modeling, preliminary eVMT targets, progress developing the GHG targets, requirements for smaller TNCs, compliance reporting requirements, and a request for alternatives to the proposed regulation targets.

This meeting will be conducted through the GoToWebinar online webinar system and questions from participants will be taken using the [cleacars@arb.ca.gov](mailto:cleacars@arb.ca.gov) e-mail during the workshop. Please register for the [CMS Public Workshop Webinar](#) before May 15, 2020. After registering, you will receive a confirmation email with information about joining the webinar.

Staff's presentation and any additional workshop-related documents will be posted prior to the workshop on CARB's Clean Miles Standard website.

DATE: Friday, May 15, 2020  
TIME: 9:30 a.m. to 12:00 p.m.  
LOCATION: [GoToWebinar](#)

[More Information](#)

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## Background

Senate Bill (SB) 1014 (Skinner, 2018) – the Clean Miles Standard and Incentive Program – requires CARB to develop, and the California Public Utilities Commission (CPUC) to implement, a GHG reduction program for TNCs. As part of SB 1014, CARB established a base year GHG emission inventory in January 2020 for the TNC sector on a per-passenger-mile basis. SB 1014 directs CARB to adopt annual targets for GHG reduction and electric vehicle miles traveled for TNC companies by January 1, 2021.

Throughout the development of this regulation, public workshops will continue to be held to facilitate relevant discussions with stakeholders and gather input leading to the Clean Miles Standard regulatory proposal, scheduled for Board consideration in December 2020.

The Clean Miles Standard will be designed to support the GHG emissions targets set forth in SB 32, which requires California to reduce GHG emissions to 40 percent below 1990 levels by 2030. The transportation sector is the largest emissions category and accounts for almost 50 percent of GHG emissions in California when accounting for fuel production, with light-duty vehicles making up over half of the transportation sector's emissions. In 2018, TNCs contributed 1 percent of GHG emissions from the light-duty vehicle sector, and have been growing rapidly in California and globally.

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## Contact

If you have any questions regarding the workshop, please contact [cleancars@arb.ca.gov](mailto:cleancars@arb.ca.gov). If you wish to receive information regarding the Clean Miles Standard please subscribe at the Clean Miles Standard [website](#).

# Public Workshop on the Clean Miles Standard

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The California Air Resources Board (CARB or Board) invites you to participate in a public workshop on Friday, July 17, 2020, to provide input on CARB’s development of the Clean Miles Standard, which aims to reduce greenhouse gas (GHG) emissions from transportation network company (TNC) services. Staff will present updated preliminary GHG and electric vehicle miles traveled (eVMT) targets, as well as additional provisions of the regulation, including potential credits and exemptions for small companies. Staff will request stakeholder comments following the workshop to be submitted to [cleancars@arb.ca.gov](mailto:cleancars@arb.ca.gov) through August 20, 2020.

Staff’s presentation and any additional workshop-related documents will be posted prior to the workshop day on CARB’s Clean Miles Standard [website](#).

This public meeting will be conducted via [GoToWebinar](#). Please register as an attendee prior to the start of the workshop using the link provided. After registering, you will receive a confirmation email with information about joining the webinar.

DATE: Friday, July 17, 2020  
TIME: 10:00 a.m. to 12:00 p.m.  
LOCATION: [GoToWebinar](#)

[More Information](#)

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## Background

Senate Bill (SB) 1014 (Skinner, 2018) – the Clean Miles Standard and Incentive Program – requires CARB to develop and the California Public Utilities Commission (CPUC) to implement a GHG reduction program for TNCs. As part of SB 1014, CARB established a base year GHG emission inventory in January 2020 for the TNC sector

on a per-passenger-mile basis. SB 1014 directs CARB to adopt GHG per passenger mile reduction and percent eVMT targets for TNCs by January 1, 2021. Staff anticipates achieving GHG goals through increased use of zero-emission vehicles and increased pooling, as well as use of transit and micromobility modes facilitated by the TNCs. The Clean Miles Standard regulatory proposal, currently being developed, is scheduled for Board consideration in December 2020.

This regulation will be designed to support the goals set forth in SB 32, which requires California to reduce GHG emissions to 40 percent below 1990 levels by 2030. The transportation sector is the largest GHG emissions category and accounts for almost 50 percent of GHG emissions in California when accounting for fuel production. Light-duty vehicles make up over half of the transportation sector's emissions. In 2018, TNCs contributed approximately 1 percent of GHG emissions in the light-duty vehicle sector.

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## Contact

If you have any questions regarding the workshop, please contact [cleancars@arb.ca.gov](mailto:cleancars@arb.ca.gov). If you wish to receive information regarding the Clean Miles Standard please subscribe at the Clean Miles Standard [website](#).

# Public Workshop on the Clean Miles Standard

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The California Air Resources Board (CARB) invites you to participate in a public workshop on Thursday, November 19, 2020, to provide input on CARB’s development of the Clean Miles Standard, which aims to reduce greenhouse gas (GHG) emissions from transportation network company (TNC) services. Staff will present updated GHG and electric vehicle miles traveled (eVMT) targets and flexibilities. Staff will request stakeholder comments following the workshop to be submitted to [cleancars@arb.ca.gov](mailto:cleancars@arb.ca.gov) by December 11, 2020.

A presentation and any additional workshop-related documents will be posted prior to the workshop on CARB’s Clean Miles Standard [website](#).

This public meeting will be conducted via [GoToWebinar](#). Please register as an attendee prior to the start of the workshop using the link provided. After registering, you will receive a confirmation email with information about joining the webinar.

DATE: Thursday, November 19, 2020  
TIME: 10:00 a.m. to 12:00 p.m.  
LOCATION: [GoToWebinar](#)

[More Information](#)

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## Background

Senate Bill (SB) 1014 (Skinner, Chapter 369, Statutes of 2018) – the Clean Miles Standard and Incentive Program – requires CARB to develop and the California Public Utilities Commission (CPUC) to implement a GHG reduction program for TNCs. As part of SB 1014, CARB established a base year GHG emission inventory in January 2020 for the TNC sector on a per-passenger-mile basis. SB 1014 directs CARB to

adopt annual GHG per passenger mile reduction and annual percent eVMT targets for TNCs. The proposed regulation allows for a variety of options to achieve GHG goals through increased use of zero-emission vehicles, increased pooling, improving efficiency, as well as connecting passengers to mass transit.

This regulation will be designed to support the goals set forth in SB 32, which requires California to reduce GHG emissions to 40 percent below 1990 levels by 2030. The transportation sector is the largest source of GHG emissions, contributing nearly 50 percent of the GHG emissions in California when accounting for fuel production and distribution. Light-duty vehicles make up approximately three-quarters of California's transportation sector GHG emissions. In 2018, TNCs contributed approximately 1 percent of the GHG emissions in the light-duty vehicle sector.

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## **Contact**

If you have any questions regarding the workshop, please contact [cleancars@arb.ca.gov](mailto:cleancars@arb.ca.gov). If you wish to receive information in the future regarding the Clean Miles Standard, please subscribe to e-mail notifications at the Clean Miles Standard [website](#).



# Virtual Meeting for California App-based Drivers

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The California Air Resources Board (CARB) invites you to participate in a virtual meeting for California app-based drivers on Wednesday, January 13 or Thursday, January 14, 2020. The virtual meeting is an opportunity for us to seek input from drivers of app-based passenger services, such as Uber and Lyft, about their driving routines and perceptions of electric vehicles.

App-based drivers will also learn about the proposed Clean Miles Standard regulation, which would set new environmental standards that affect transportation network companies (TNCs), such as Uber and Lyft. The Clean Miles Standard would require TNCs to have at least 90% of miles to be from electric vehicles (EVs) by the year 2030. It would also require TNCs to reduce vehicle greenhouse gases to zero by the year 2030 by using EVs or other strategies.

This meeting will be conducted on Zoom. Drivers may choose to participate in one of two meeting dates provided. Participants will have an opportunity to provide input about the proposed regulation and their app-based driving experience verbally and through the meeting chat.

## MEETING OPTION 1

DATE : Wednesday, January 13, 2020  
TIME: 11:00 a.m. to 12:00 p.m.  
LOCATION: [Zoom link 1](#)

## MEETING OPTION 2

DATE : Thursday, January 14, 2020  
TIME: 11:00 a.m. to 12:00 p.m.  
LOCATION: [Zoom link 2](#)

[More Information](#)

## Contact

If you have any questions regarding the virtual meeting, please contact [cleancars@arb.ca.gov](mailto:cleancars@arb.ca.gov). If you wish to receive information regarding the Clean Miles Standard please subscribe at the Clean Miles Standard [website](#).