

CAPITOL OFFICE
STATE CAPITOL
ROOM 5094
SACRAMENTO, CA 95814
TEL (916) 651-4009
FAX (916) 651-4909

DISTRICT OFFICE
1515 CLAY STREET
SUITE 2202
OAKLAND, CA 94612
TEL (510) 286-1333
FAX (510) 286-3885

SENATOR.SKINNER@SENATE.CA.GOV

California State Senate

SENATOR
NANCY SKINNER
MAJORITY WHIP
NINTH SENATE DISTRICT



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May 19, 2021

Liane Randolph
Chair, California Air Resources Board
1001 I Street,
Sacramento, CA 95814

RE: California Clean Miles Standard

Dear Chair Randolph:

I am writing today to urge the California Air Resources Board (CARB) to adopt the proposed targets for the California Clean Miles Standard that it has developed pursuant to SB 1014 (Skinner, Chapter 369, Statutes of 2018). This bill was a critical step to ensuring the sustainable evolution of the ride hailing industry. CARB is to be applauded for proposing both targets for greenhouse gas (GHG) emissions and targets for zero-emission vehicle miles, and for setting the targets to allow for a variety of zero-emission transport strategies including walking, biking, and pooled rides. The targets CARB has proposed will send an important market signal to the ride-hailing industry to not only reduce emissions but also the vehicle miles travelled and road congestion that have resulted from the growth of these services.

As ride-hailing service expands in California, it is critical that this mode change be one that compliments California's climate protection and air quality goals, as well as the state's goal of achieving 1.5 million ZEVs on the road by 2025. Moving these services toward zero-emission vehicles is essential, but also not enough. Communities are experiencing impacts from ride hailing services beyond the air pollution and climate damaging emissions from the vehicles deployed by these services. For example, excess vehicle miles and the transit use reduction that have been correlated to the growth of these services has worsened traffic congestion and cut transit revenue.

CARB is currently considering the adoption of an annual minimum zero-emission vehicle miles requirement that will increase beginning in 2023 until it reaches 90% in 2030, ultimately switching 44% of projected ride-hailing vehicles to ZEVs provided the driver can recoup purchase costs within one year. Additionally, CARB is considering a second requirement to limit grams of carbon dioxide per passenger mile traveled that begins ratcheting down in 2023 and scales down to zero by 2030. These targets and this approach will provide ride-share companies the flexibility to adopt other strategies, like pooling, transit partnerships, and investments in active transportation, to get to full emissions reductions.

I recognize – as noted in the text of SB 1014 – that as the state moves forward with implementing the Clean Miles Standard, the potential impacts on lower income drivers and riders warrants special consideration. The Legislature considered this in 2018 when drafting the legislation and it remains important today. The intent of SB 1014 was to minimize adverse impacts to low-income drivers and

riders by establishing targets that are feasible, as well as to evaluate impacts ongoing as the provisions of the Clean Miles Standard are underway. I believe the Board's proposal honors that intent.

Once again, I applaud CARB's actions and thank the Board and its staff for working faithfully to implement SB 1014. I hope the Board will adopt the proposed targets and goals. If you have any questions, please contact Katerina Robinson on Senator Skinner's staff at (916) 651-4009 or via email at Katerina.Robinson@sen.ca.gov.

Sincerely,

A handwritten signature in black ink that reads "Nancy Skinner". The signature is written in a cursive, flowing style.

Nancy Skinner
California State Senator, SD-09