

Agenda: Item 5

Report of Clean Air Working Group and Consideration of  
Accompanying Resolution and/or Rule Change [DISCUSSION]



PAUL GILLESPIE, PRESIDENT, ext. 3  
PATRICIA BRESLIN, VICE PRESIDENT  
RICHARD BENJAMIN, COMMISSIONER, ext. 1  
MALCOLM HEINICKE, COMMISSIONER, ext. 4  
BRUCE OKA, COMMISSIONER, ext. 5  
TOM ONETO, COMMISSIONER, ext. 6  
MIN PAEK, COMMISSIONER, ext. 7

HEIDI MACHEN, EXECUTIVE DIRECTOR

November 14, 2007

At the meeting of the Taxicab Commission on Tuesday, November 13, 2007 the following resolution and findings were adopted:

**RESOLUTION NO. 2007-XX**

ADOPTING RECOMMENDATIONS STEMMING FROM THE CLEAN TAXI WORKING GROUP TO RESTRICT REPLACEMENT VEHICLES BEING USED AS TAXIS TO THOSE MEETING ENUMERATED ENVIRONMENTAL STANDARDS; EXEMPTING WHEELCHAIR ACCESSIBLE TAXIS; URGING THE SAN FRANCISCO BOARD OF SUPERVISORS TO INCREASE THE GATE FEE TO COMPENSATE FOR THE ADDITIONAL PRICE OF BUYING NEW ENVIRONMENTALLY FRIENDLY VEHICLES; ASKING THAT A COPY OF THIS RESOLUTION BE TRANSMITTED TO THE SAN FRANCISCO BOARD OF SUPERVISORS; AND ESTABLISHING A START DATE FOR THIS RULE OF JULY 1, 2008.

**WHEREAS**, the City and County of San Francisco's Climate Action Plan calls for a reduction of green house gas emissions of 20% lower than 1990 emissions levels by the year 2012; and

**WHEREAS**, the San Francisco Taxi Commission convened a working group that met during the months of September and October 2007 to evaluate potential of the taxi fleet to meet this goal; and

**WHEREAS**, this group was composed of three voting members: Commissioners Paul Gillespie, Tom Oneto and Richard Benjamin; and

**WHEREAS**, any and all industry and public members who attended these publicly noticed meetings contributed to the policy as non-voting members; and

**WHEREAS**, the working group tried to balance the needs of both taxi companies and taxi drivers to derive adequate profit from their businesses; and

**WHEREAS**, the Clean Taxi Working group arrived at the following findings:

- **Assumptions:** the working group agreed that the average taxi travels 90,000 miles per year, averaging 70% city miles and 30% highway miles and that 890 taxicabs in 1990 resulted in 75,072 metric tons of total green house gas emissions; and

- **Goal:** In order to reduce the greenhouse gas emissions by 20%, the entire fleet must generate no greater than 60,058 metric tons of greenhouse gas emissions which calculates to no more than 41.97 metric tons per vehicle per 90,000 miles per year; and
- **Financial off-sets:** In evaluating sources of funding, the working group considered that the Department of the Environment and Taxi Commission have obtained nearly \$100,000 in grant funding for 2007, that the Taxi Wrap Advertising Fund could bring in an additional \$50,000 if the Commission wanted to tap it for this purpose, and considered the amount that a gate fee increase of either \$3, \$5, \$7, 7.50 or \$10 would yield over the life expectancy of a taxi; and

**WHEREAS,** the Clean Taxi Working group arrived at the following recommendations:

- Limit the vehicles that taxi companies may use as replacement vehicles to only those meeting a standard of less than or equal to 41.97 metric tons of green house gas emissions per vehicle per 90,000 miles per year; and
- Increase the average gate taxi companies are allowed to charge by \$7.50 added to every new replacement vehicle meeting this standard, which is expected to yield at least \$16,425.00 per vehicle over the expected three year life cycle of the vehicle; and
- Require all replacement vehicles to meet this standard starting July 1, 2008; and now therefore

**BE IT RESOLVED** that the Taxi Commission adopts findings and recommendations stemming from the Clean Taxi Working Group with the following additions:

- Wheelchair accessible ramped vans are exempt from the standards; and
- The Taxi Commission, in consultation with the Department of the Environment and using data available from U.S. and State government environmental sources, will develop a list of eligible vehicles on a yearly basis meeting this criteria to alleviate confusion among taxi companies and inspectors; and,

**BE IT FURTHER RESOLVED** that the Taxi Commission urges the San Francisco Board of Supervisors to increase the gate fee taxi companies are allowed to charge for new vehicles meeting these standards; and

**BE IT FURTHER RESOLVED** that the Taxi Commission asks that a copy of this resolution be transmitted to the San Francisco Board of Supervisors.

**AYES:**  
**ABSENT:**

**NOES:**  
**RECUSED:**

Respectfully submitted,

Heidi Machen  
Executive Director