

Agenda: Item 6

Clean Air Taxi Program: First Quarter Report [INFORMATION]



**TAXI COMMISSION
MAYOR GAVIN NEWSOM**

COMMISSIONERS TELEPHONE (415) 554-7737

PAUL GILLESPIE, PRESIDENT, ext. 3
PATRICIA BRESLIN, VICE PRESIDENT
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JORDANNA THIGPEN, EXECUTIVE DIRECTOR

TO: Honorable Commissioners
FROM: Jordanna Thigpen
RE: Clean Air Taxi Program First Quarter Report
Date: October 31, 2008

The Clean Air Taxi Program officially took effect July 1, 2008, after Mayor Newsom signed historic legislation providing that the San Francisco taxi fleet must meet an annual per-vehicle GHG emissions average of 38 tons or less.

San Francisco's taxi industry has responded by integrating hybrids and alternative fuels into the existing fleet and replacing older vehicles with newer, more efficient models such as the Ford Escape, the Toyota Prius, and more. In part because of the Clean Air Taxi Program, San Francisco has even seen the creation of an all-hybrid taxi company. The Commission has even created a requirement that new medallions will be hybrid/alternative fuel. At a recent conference for taxicab regulators, San Francisco's program was touted as innovative and cutting-edge because of the flexibility it provides to companies to integrate different types of vehicles as our society transitions out of combustion engines.

Consumers have responded positively to the changes and have adhered to the gate charges contained in the legislation. The Commission has received no reports of companies overcharging drivers on gates, although less than half of the taxi driver workforce is now on a gas and gates system.

The legislation has several components. Annually, companies must provide the Commission with Fleet Conversion Plans to assist business planning and to provide the Commission with evidence of intended compliance with the Program. All companies complied with the first Fleet Conversion Plan deadline, which was June 1, 2008. The next Fleet Conversion Plan will be due June 1, 2009.

The legislation also requires that companies convert their fleets to meet the fleet-specific emissions requirements, which is no more than 38 tons of GHG emissions per vehicle per year, by June 1, 2011. Although that deadline is still nearly three years away, due to the lifespan of particular vehicles in the fleet, the Taxi Commission is required under MPC § 1135.3(d) to consider the requirements and the June 2011 deadline when approving any new vehicles in the fleet.

For that reason, the Taxi Commission created the Clean Air Taxi Program and now requires all vehicles to be approved by the Taxi Commission before inspection at the Ground Transportation Unit at the San Francisco International Airport.

In the first quarter of the program's implementation, the Taxi Commission has been approving vehicles which place companies out of compliance. This is due to the lifespan of vehicles that is anticipated in the industry. However, the Commission will become stricter during the approval process in the months to come.

The Taxi Commission desires to assist companies in complying with the legislation. The vast majority of companies have shown initiative in complying and have even gone beyond the mandate.

Companies must be commended for their work on our shared goal of reducing the impact of climate change.

The Commission's next steps will be:

- **Conducting a surprise inspection on the fleet to ensure that the vehicles are complying with the Program**
- **Becoming stricter on vehicles that will be allowed into the fleet by denying vehicles: companies are encouraged to perform calculations to determine GHG emissions, or call the Commission office for assistance.**
- **Continuing to assist companies with high GHG emissions, so they can lower their scores in time to comply with the legislation. Commission staff will meet with individual companies to discuss their scores and their Fleet Conversion Plans as the June 1, 2009 deadline approaches.**
- **Depending on the status of the pending merger with SFMTA, working with the Mayor's Office, the Board of Supervisors, and/or the SFMTA to ensure that penalties legislation is passed, to fully implement the Program**
- **Continuing to administer the grants program in partnership with the SF Environment**

Results of Clean Air Taxi Program

Attached is a table documenting the results of the Clean Air Taxi Program's implementation during its first quarter, July-October 2008.

Please note that spares and ramped taxis are exempt from the legislative requirements, and therefore, are not included in the calculation of GHG emissions.

The actual count of hybrids is higher, due to the fact that some companies have made hybrid vehicles into spares.

Calculations for some companies demonstrate no score for GHG emissions. That is because those companies have not introduced any new vehicles into the fleet, or at least, have not sought permission from the Commission office to do so.

Clean Air Taxi Program: FY2009 First Quarter Results

| Color Scheme | Regular | Ramp | Total | CNG Total: does not include spares | Hybrid Total: Does not include spares | Average GHG Score |
|-------------------------|-------------|-----------|-------------|---------------------------------------------------|------------------------------------------------------|-------------------------|
| ABC Taxicab | 1 | 0 | 1 | 0 | 0 | |
| Alliance Cab | 4 | 2 | 6 | 0 | 0 | |
| American Taxicab | 14 | 1 | 15 | 0 | 1 | |
| Arrow Cab | 68 | 0 | 68 | 0 | 2 | 42.7 |
| Bay Cab | 60 | 2 | 62 | 6 | 6 | 57.1 |
| Best Cab | 1 | 1 | 2 | 0 | 1 | 32.5 |
| Big Dog City | 25 | 0 | 25 | 0 | 2 | 42.5 |
| Black & White Checker | 59 | 11 | 70 | 6 | 0 | 54.5 |
| Central Cab | 1 | 0 | 1 | 0 | 0 | |
| Comfort Cab | 0 | 2 | 2 | 0 | 0 | |
| Crown Cab | 6 | 0 | 6 | 0 | 0 | |
| Delta Cab | 18 | 0 | 18 | 0 | 3 | |
| DeSoto Cab | 104 | 12 | 116 | 2 | 10 | 46.2 |
| Executive Cab | 1 | 0 | 1 | 0 | 0 | |
| Fog City Cab | 20 | 1 | 21 | 2 | 0 | 50 |
| Gold Star Taxi | 1 | 1 | 2 | 0 | 0 | |
| Green Cab | 7 | 0 | 7 | 0 | 7 | 35.75 |
| Lucky Cab | 1 | 0 | 1 | 0 | 0 | |
| Luxor Cab | 171 | 36 | 207 | 8 | 37 | 39.4 |
| Max Cab | 3 | 0 | 3 | 0 | 0 | |
| Metro Cab | 18 | 0 | 18 | 0 | 1 | 51.4 |
| National | 64 | 0 | 64 | 2 | 7 | 42.8 |
| Regents Cab Company | 34 | 1 | 35 | 2 | 2 | 32.5 |
| Royal Taxi | 47 | 3 | 50 | 1 | 3 | 42.22 |
| San Francisco Super Cab | 2 | 0 | 2 | 0 | 0 | |
| San Francisco Taxicab | 11 | 2 | 13 | 1 | 3 | 48.3 |
| Six2Six Taxi | 2 | 0 | 2 | 2 | 0 | |
| Town Taxi | 58 | 3 | 61 | 5 | 2 | 51 |
| United Cab | 33 | 0 | 33 | 2 | 3 | 42.45 |
| USA Cab | 2 | 0 | 2 | 2 | 0 | |
| Veterans Cab | 20 | 0 | 20 | 0 | 2 | |
| Yellow Cab Co-op | 486 | 18 | 504 | 76 | 71 | 39.1 |
| Totals | 1342 | 96 | 1438 | 117 | 163 | 44.14 |