

## Agenda: Item 4

Clean Air Taxi Program: First Quarter Report [INFORMATION]



COMMISSIONERS TELEPHONE (415) 554-7737

PAUL GILLESPIE, PRESIDENT, ext. 3  
PATRICIA BRESLIN, VICE PRESIDENT  
RICHARD BENJAMIN, COMMISSIONER, ext. 1  
TOM ONETO, COMMISSIONER, ext. 6  
MIN PAEK, COMMISSIONER, ext. 7  
SUSAN SUVAL, COMMISSIONER, ext. 5  
ARTHUR TOM, COMMISSIONER, ext. 4

JORDANNA THIGPEN, EXECUTIVE DIRECTOR

**TO: Honorable Commissioners**  
**FROM: Jordanna Thigpen**  
**RE: Clean Air Taxi Program – First Quarter Results**  
**Date: November 25, 2008**

---

The 'Clean Air Taxi Program' officially took effect July 1, 2008, after MGN signed historic legislation providing that the San Francisco taxi fleet must meet an annual per-vehicle greenhouse gas 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. In part because of this program, San Francisco has even seen the creation of an all-hybrid taxi company (Green Cab.)

At this September's national conference for taxicab regulators, our program was touted as innovative because of the flexibility it provides to companies to integrate different types of vehicles. Our local taxi industry spoke favorably of our program and publicly stated that they "doubted" there would be litigation (as there currently is in New York, due to Mayor Bloomberg's decision to move the implementation guideline up by several months. This was widely viewed as "sandbagging" by the industry and resulted in a federal lawsuit.)

In the first quarter of the program's implementation, the Taxi Commission has been approving vehicles that are non-hybrid ("conventional") due to the short lifespan of vehicles in the industry. However, the Commission will become stricter during the approval process in the months to come. The reason we have been approving conventional vehicles is due to several factors:

- the Program does not officially take effect for three years
- the lifespan of vehicles is approximately three years
- a new rule mandates vehicle retirement in five years by 2011, instead of eight years as it currently stands
- Commission staff is currently working with automakers and their finance departments to ease restrictions on availability of vehicles and commercial financing restrictions, so that there is enough inventory and loans available for the San Francisco taxi industry

### **Results of Clean Air Taxi Program for First Quarter, FY 2009**

The attached table shows compliance with the program from July-October 2008. The average GHG score is the average total of tons of GHG emitted per vehicle in each company's fleet, on an annual basis. Our goal is 38 tons per vehicle per year as a total fleet average. The first quarter GHG score for the fleet was 44.14, but we are only in the first quarter.

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

One may notice the totals for hybrid (163) and CNG vehicles (117.) The actual count of hybrids as of October 1 was 183, and the actual count for CNGs is 130, but companies have made these vehicles into spares. Therefore we currently have a total of 313 hybrid/alternative fuel vehicles in the fleet, although only 280 count towards the legislative mandate.

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.

Overall the Commission is pleased with the results considering it is only three months into the Program. The method in which we are administering the legislation has proven effective in meeting its goals. The challenge going forward will be withstanding the protests of companies when vehicles are denied entry into the fleet, and assessing discipline – which may, in some cases, end in the revocation of color scheme permits for failure to comply with the mandate.

In particular Yellow Cab, Luxor Cab, and Green Cab are to be commended for their commitment to hybrid vehicles.

Next Steps include:

- 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 permission for vehicles to enter.
- 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 after November 25, 2008, when the results of the 2008 Fleet Inspection Scores are presented at the Commission.
- Working with the SFMTA to ensure that penalties are incorporated into the new rules and regulations after the merger of the two departments, to fully implement the Program
- Continuing to administer the grants program in partnership with SF Environment

By 2011, at least 75% of the fleet will be hybrid/alternative fuel or 1,000 vehicles. We have had approximately the same number of CNG vehicles for two years, and CNG infrastructure has only been marginally improved in that time by the addition of a fueling station at Yellow Cab's lot and in the Presidio. Substantial growth for CNG vehicles in the fleet is not expected.

Growth in hybrids is expected, particularly with the Ford Escape, the Toyota Prius, and the Nissan Altima hybrid. The way that the legislation was crafted means that some vehicles will still be conventional, since it assesses the GHG emissions mandate on an *average* basis rather than a per-vehicle basis. Therefore in 2011, we will still see conventional vehicles on the streets, whether they are spares or part of the main fleet.

## San Francisco Taxi Commission 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
<b>Totals</b>	<b>1342</b>	<b>96</b>	<b>1438</b>	<b>117</b>	<b>163</b>	<b>44.14</b>