

Agenda: Item 5

Clean Air Taxi Program: Second Quarter Report [INFORMATION AND DISCUSSION]



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JORDANNA THIGPEN, EXECUTIVE DIRECTOR

TO: Honorable Commissioners
FROM: Jordanna Thigpen
RE: Clean Air Taxi Program – Mid-Year Results
Date: February 3, 2009

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.

Since the inception of the program, the industry has continued to integrate hybrid and alternative fuel vehicles into the fleet. The scores for most companies have continued to improve into the second quarter of the program.

In the second quarter of the program's implementation, the Taxi Commission has continued to approve vehicles that are non-hybrid ("conventional.") However, the Commission has disallowed individual vehicles at companies where the score is simply too high. The reason we have been approving conventional vehicles is due to several factors, which were also outlined in the first quarter report:

- the Program does not officially take effect for three years
- the lifespan of vehicles is approximately three years
- Taxi Commission rules mandate vehicle retirement in five years by 2011, instead of eight years as it currently stands

Results of Clean Air Taxi Program Through December 2009 (Mid Year Results)

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 entire fleet was 44.14, and the mid-year score is 40.10, demonstrating 10% improvement.

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

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.

Commission staff conducted a surprise inspection on the fleet in December 2008 in partnership with San Francisco International Airport staff. We are pleased to report that of over forty cabs inspected, none had switched VINs or medallions.

Commission staff continues to receive complaints about the VIFs, and we know that members of the industry have complained to SFMTA about the program in preparation for an attempt to overturn Commission rules and regulations. The VIFs are the only way to ensure compliance with the Clean Air Taxi Program.

At the end of the first quarter, there were 117 CNG vehicles and 163 hybrid vehicles. For the Mid-Year totals, there are 129 CNG vehicles and 204 hybrid vehicles. Some companies have made hybrids or CNGs into spares, but these do not count towards the requirement. By 2011, at least 75% of the fleet will be hybrid/alternative fuel or 1,000 vehicles.

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: 2009 Mid Year Results

Color Scheme	Regular	Ramp	Total	CNG Total: does not include spares	Hybrid Total: Does not include spares	First Quarter GHG Score	Mid-Year GHG Score
ABC Taxicab	1	0	1	0	0		
Alliance Cab	4	2	6	0	0		
American Taxicab	14	1	15	0	1		33.5
Arrow Cab	67	0	67	3	0	42.7	40.45
Bay Cab	59	3	62	6	7	57.1	51.59
Best Cab	1	1	2	0	1	32.5	32.5
Big Dog City	22	0	22	0	3	42.5	37.75
Black & White Checker	58	11	69	6	2	54.5	44.06
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	1	3		
DeSoto Cab	105	10	115	1	13	46.2	47.12
Executive Cab	1	0	1	0	0		
Fog City Cab	19	1	20	2	0	50	50
Gold Star Taxi	1	1	2	0	0		
Green Cab	7	0	7	0	7	35.75	35.75
Lucky Cab	1	0	1	0	0		
Luxor Cab	170	42	212	13	43	39.4	35.5
Max Cab	3	0	3	0	0		
Metro Cab	18	0	18	0	2	51.4	45.86
National	66	0	66	2	8	42.8	42.2
Regents Cab Company	32	1	33	2	4	32.5	34.27
Royal Taxi	47	3	50	1	7	42.22	39.42
San Francisco Super Cab	2	0	2	0	0		
San Francisco Taxicab	12	2	14	1	4	45.23	39.74
Six2Six Taxi	2	0	2	2	0		
Town Taxi	58	3	61	4	4	51	47.6
United Cab	32	0	32	2	3	42.45	33.88
USA Cab	2	0	2	2	0		34.9
Veterans Cab	20	0	20	0	2		
Yellow Cab Co-op	489	17	506	81	90	39.1	35.88
Totals	1338	100	1438	129	204	44.14	40.10