

## 2008 Clean Air Taxi Frequently Asked Questions

### 1. What is the purpose and goal of this policy?

The purpose of this legislation is to reduce greenhouse gas emissions in the San Francisco taxi fleet by 20% from 1990 levels by 2012. Currently, the fleet is emitting over 100,000 tons per year, this legislation would reduce it to 57,000 tons per year, which is less than 1990 levels.

### 2. How will the goal be achieved?

The goal will be achieved through a combination of mandate and incentives. The mandate is for all color schemes to attain an average of no more than 38 tons per year per vehicle for all vehicles placed into service after July 1, 2008. This GHG rating is the same as the "carbon footprint" of the fueleconomy.gov website, which uses the assumption of 90,000 miles per year, 70% city and 30% highway. The incentives are a combination of fuel cost savings, gate surcharges and other grants and credits.

### 3. What vehicles are eligible for the gate surcharge?

Beginning April 7, 2008, all SF taxi companies will be able to charge an average gate of \$96.50, which includes a \$5 increase approved by the Board of Supervisors. In addition, any vehicle rated SULEV or better by the California Air Resources Board (CARB) will qualify for an additional \$7.50 increase. Vehicles rated ULEV will be eligible for the surcharge if they were already in service on January 1, 2008.

### 4. What is the timeline?

- April 1, 2008: The Taxi Commission in collaboration with the Department of the Environment will publish on its website a vehicle guide describing vehicles appropriate for use as taxis and their GHG emissions ratings. This site will also describe the overall policy as well as information on grants, credits and other incentives.
- April 7, 2008: Gas and Gate increases go into effect.
- June 1, 2008: The taxi companies will file and submit to the Taxi Commission the information concerning vehicles to be placed in the coming year and replacement plans. On June 1 of all subsequent years, taxi companies will supply this information as well as a report of actions taken in the previous year to meet the color scheme GHG reduction goal. The Taxi Commission will provide a report template on the website that the taxi companies are required to use for their reporting.
- July 1, 2008: This is the starting date for the GHG reduction mandate portion of the legislation to take effect. All vehicles placed into service after this date must be approved by the Taxi Commission and must meet the goal of this legislation.

### 5. What are the responsibilities of the Taxi Commission in overseeing this policy?

Taxi companies must comply with the rules and regulations of the Clean Taxi Program, including applying for the gate surcharge incentives, preparation and implementation of company specific fleet conversion plans; and continuing to implement overall environmental goals of reduction, offset and elimination of GHG emissions.

**6. What are the penalties for non-compliance?**

The Taxi Commission will make every effort to assist taxi companies with their participation in the Clean taxi Program. However, failure to comply may ultimately result in suspension and/or revocation of the Color Scheme Holder permit. The Board of Supervisors has directed the Taxi Commission to strictly enforce the Clean Taxi Program and the Taxi Commission will have a penalty structure available by May 1, 2008.

The US Department of Energy's website has a useful mapping tool for owners and drivers of Compressed Natural Gas (CNG). The link below is a map and listing of ALL CNG fueling stations in California. The listing includes hours of operation and what type of payment is accepted at each fueling location. It also includes options for retrieving directions to and from a location listing fueling stations along the route.  
<http://www.eere.energy.gov/afdc/stations/advanced.php>