

Agenda: Item 6

Resolution to Recommend the SFMTA to Continue and Expand the Clean Air Taxi Program [ACTION]

CITY AND COUNTY OF
SAN FRANCISCO



TAXI COMMISSION
MAYOR GAVIN NEWSOM

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JORDANNA THIGPEN, EXECUTIVE DIRECTOR

February 25, 2009

At the meeting of the Taxicab Commission on Tuesday, February 24, 2009 the following resolution(s) and finding(s) were adopted:

RESOLUTION NO. 2009 -xx

WHEREAS, the San Francisco Taxi Commission staff established the Clean Air Taxi Program to implement and administer the Policy in a fair, efficient, and orderly manner, and to administer the reimbursement grants from Bay Area Air Quality Management District, and this program has been effective in achieving the goals of the legislation, and

WHEREAS, the San Francisco Taxi Commission, with the cooperation of the taxi industry, has pioneered the use of cleaner, less polluting taxicabs since 1999 and wishes to see this policy continued and enhanced when the transition to MTA regulation takes place on March 1, 2009, and

WHEREAS, the Intergovernmental Panel on Climate Change (IPCC), a United Nations body set up in 1988 to study climate change,

- stated in its 1990 first assessment report that global warming was real and urged that something be done about it, and

WHEREAS, the Kyoto Protocol to the United Nations Framework Convention on Climate Change, adopted in 1997 and signed to date by 184 countries, and signed by the United States but not ratified by the Senate,

- commits signatory countries to reduce worldwide emissions of Greenhouse Gases (GHG) by 5% below 1990 levels by 2012, and

WHEREAS, in 2002 the San Francisco Board of Supervisors passed and Mayor Willie Brown signed Resolution #158-02 that,

- called on city agencies to develop plans for reducing GHG emissions in San Francisco by 20% from 1990 levels by 2012, and

WHEREAS, in 2004 Mayor Gavin Newsom issued the San Francisco Climate Action Plan that

- quantified GHG emissions in the City and outlined steps needed to achieve GHG reduction goals, and

WHEREAS, in November of 2004, San Francisco Yellow Cab and Luxor Cab introduced the first hybrid taxi fleet in America consisting of fifteen Ford Escape hybrids, and

WHEREAS, AB 32, the California Global Warming Solutions Act of 2006,

- establishes a comprehensive program of regulatory and market mechanisms to achieve real, quantifiable, cost-effective reductions of GHG that will reduce current GHG emissions in California by 25% by 2020 and by 80% below 1990 levels by 2050, and

WHEREAS, in his 2006 State of the City address, Mayor Gavin Newsom

- set a goal of having 100% of all San Francisco taxis be hybrid or alternative fuel vehicles by 2011, and

WHEREAS, on June 12, 2007, the San Francisco Taxi Commission passed a Resolution to Reduce, Offset and Eliminate Greenhouse Gases in the San Francisco Taxi Industry that

- required the Taxi Commission to establish rules to reduce GHG in the taxi industry by 20% below 1990 levels by 2011,
- committed the Taxi Commission to work to achieve zero net carbon emissions by offsetting GHG produced by the taxi industry with an equal amount of renewable energy or energy efficiency investment by 2015,
- committed the Taxi Commission to work to achieve zero gross carbon emissions by permitting only zero emission vehicles by 2020,
- set up a clean taxi working group to quantify emissions and recommend policies and regulations to enact the GHG reduction policy,

WHEREAS, in January 2008, the Clean Taxi working group produced the following findings and recommendations,

- determined that there were 821 taxis in 1990 that emitted 72,166 tons of GHG and that a 20% percent reduction of that amount would equal 57,733 tons per year or no more on average than 38 tons per year for each of today's 1500 taxis,
- recommended that wheelchair accessible vehicles be exempt until such time as a qualifying accessible vehicle becomes available,
- urged that the Board of Supervisors increase the average gate fee to compensate for the increased cost of newer cleaner vehicles,
- recommended the creation of a green vehicle guide by the Taxi Commission working with the Department of the Environment,
- recommended that color schemes submit vehicle replacement plans to the Taxi Commission prior to vehicles going into service, and

WHEREAS, on February 4, 2008 the San Francisco Board of Supervisors passed an Ordinance concerning taxicabs that among other provisions

- required the Taxi Commission and the Department of the Environment to produce by April 1, 2008 a Green Vehicle Guide, describing vehicles commonly used as taxis and their GHG emissions ratings as well as information about subsidies and other financial inducements to purchasing cleaner vehicles,
- authorized the charging of a \$7.50 gate surcharge for any vehicle rated SULUV or better by the California Air Resources Board, or ULEV if the vehicle was in service prior to January 1, 2008,
- requires that each color scheme submit to the Taxi Commission by June 1 of each year a plan describing how they will achieve a fleet average GHG emission that will reduce overall GHG emissions by 20% below 1990 levels by 2012,
- requires the Taxi Commission to consider whether any vehicle placed into service after July 1, 2008 will allow the color scheme to achieve its GHG reduction goal; and now therefore

BE IT RESOLVED, that the San Francisco Taxi Commission hereby urges the Municipal Transportation Agency to adopt Rules and Regulations that reflect the policies concerning clean taxis that have been implemented by the Taxi Commission and Board of Supervisors, and

BE IT FURTHER RESOLVED, that the MTA work with the Department of the Environment to continuously update and improve the Taxi Green Vehicle Guide and web site, including all information on current vehicles and financial opportunities for subsidizing the purchase of clean taxis, and

BE IT FURTHER RESOLVED, that the MTA incorporate the work that has already been done in the taxi industry when considering its own goals of reducing GHG emissions in all transportation areas over which it has jurisdiction, including taxis and other motor vehicles for hire.

Ayes:

No:

Absent:

Recused: