

112TH CONGRESS  
1ST SESSION

# H. R. 1243

To authorize States or political subdivisions thereof to regulate fuel economy and emissions standards for taxicabs.

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IN THE HOUSE OF REPRESENTATIVES

MARCH 29, 2011

Mr. NADLER introduced the following bill; which was referred to the Committee on Energy and Commerce

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## A BILL

To authorize States or political subdivisions thereof to regulate fuel economy and emissions standards for taxicabs.

1 *Be it enacted by the Senate and House of Representa-*  
2 *tives of the United States of America in Congress assembled,*

3 **SECTION 1. SHORT TITLE.**

4 This Act may be cited as the “Green Taxis Act of  
5 2011”.

6 **SEC. 2. STATE FUEL ECONOMY REGULATION FOR TAXI-**

7 **CABS.**

8 Section 32919 of title 49, United States Code, is  
9 amended by adding at the end the following new sub-  
10 section:

1       “(d) TAXICABS.—Notwithstanding subsection (a), a  
2 State or political subdivision of a State may prescribe re-  
3 quirements for fuel economy for taxicabs and other auto-  
4 mobiles if such requirements are at least as stringent as  
5 applicable Federal requirements and if such taxicabs and  
6 other automobiles—

7           “(1) are automobiles that are capable of trans-  
8 porting not more than 10 individuals, including the  
9 driver;

10          “(2) are commercially available or are designed  
11 and manufactured pursuant to a contract with such  
12 State or political subdivision of such State;

13          “(3) are operated for hire pursuant to an oper-  
14 ating or regulatory license, permit, or other author-  
15 ization issued by such State or political subdivision  
16 of such State;

17          “(4) provide local transportation for a fare de-  
18 termined on the basis of the time or distance trav-  
19 eled or a combination of time and distance traveled;  
20 and

21          “(5) do not exclusively provide transportation to  
22 and from airports.”.

1 **SEC. 3. STATE REGULATION OF MOTOR VEHICLE EMIS-**  
2 **SIONS FOR TAXICABS.**

3 Section 209 of the Clean Air Act (42 U.S.C. 7543)  
4 is amended by adding at the end the following new sub-  
5 section:

6 “(f) TAXICABS.—(1) Notwithstanding subsection (a),  
7 a State or political subdivision thereof may adopt and en-  
8 force standards for the control of emissions from new  
9 motor vehicles that are taxicabs and other vehicles if such  
10 standards will be, in the aggregate, at least as protective  
11 of public health and welfare as applicable Federal stand-  
12 ards and if such taxicabs and other vehicles—

13 “(A) are passenger motor vehicles that are  
14 capable of transporting not more than 10 indi-  
15 viduals, including the driver;

16 “(B) are commercially available or are de-  
17 signed and manufactured pursuant to a con-  
18 tract with such State or political subdivision  
19 thereof;

20 “(C) are operated for hire pursuant to an  
21 operating or regulatory license, permit, or other  
22 authorization issued by such State or political  
23 subdivision thereof;

24 “(D) provide local transportation for a fare  
25 determined on the basis of the time or distance

1           traveled or a combination of time and distance  
2           traveled; and

3                   “(E) do not exclusively provide transpor-  
4           tation to and from airports.

5                   “(2) If each standard of a State or political  
6           subdivision thereof is at least as stringent as the  
7           comparable applicable Federal standard, such stand-  
8           ard of such State or political subdivision thereof  
9           shall be deemed at least as protective of health and  
10          welfare as such Federal standards for purposes of  
11          this subsection.”.

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