

112TH CONGRESS  
1ST SESSION

# S. 670

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

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IN THE SENATE OF THE UNITED STATES

MARCH 29, 2011

Mrs. GILLIBRAND introduced the following bill; which was read twice and referred to the Committee on Commerce, Science, and Transportation

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## A BILL

To authorize States and their political subdivisions 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—

1 (a) in subsection (a), by striking “When” and insert-  
2 ing “Except as provided under subsection (d), when”; and

3 (b) by adding at the end the following:

4 “(d) TAXICABS.—Notwithstanding subsection (a), a  
5 State or political subdivision of a State may prescribe fuel  
6 economy requirements for taxicabs and other automobiles  
7 if—

8 “(1) such requirements are at least as stringent  
9 as applicable Federal requirements; and

10 “(2) such taxicabs and other automobiles—

11 “(A) are automobiles that are capable of  
12 transporting not more than 10 individuals, in-  
13 cluding the driver;

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

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

22 “(D) provide local transportation for a fare  
23 determined on the basis of the time or distance  
24 traveled or a combination of time and distance  
25 traveled; and

1           “(E) do not exclusively provide transpor-  
2           tation to and from airports.”.

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

5           Section 209 of the Clean Air Act (42 U.S.C. 7543)  
6 is amended by adding at the end the following:

7           “(f) TAXICABS.—

8           “(1) EMISSION STANDARDS.—Notwithstanding  
9           subsection (a), a State or political subdivision of a  
10          State may adopt and enforce standards for the con-  
11          trol of emissions from new motor vehicles that are  
12          taxicabs and other vehicles if such standards will be,  
13          in the aggregate, at least as protective of public  
14          health and welfare as applicable Federal standards  
15          and if such taxicabs and other vehicles—

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

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

23                 “(C) are operated for hire pursuant to an  
24                 operating or regulatory license, permit, or other

1 authorization issued by such State or political  
2 subdivision thereof;

3 “(D) provide local transportation for a fare  
4 determined on the basis of the time or distance  
5 traveled or a combination of time and distance  
6 traveled; and

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

9 “(2) EVALUATION OF STANDARDS.—If each  
10 standard of a State or a political subdivision of a  
11 State is at least as stringent as the comparable ap-  
12 plicable Federal standard, such standard of such  
13 State or political subdivision of such State shall be  
14 deemed at least as protective of health and welfare  
15 as such Federal standards for purposes of this sub-  
16 section.”.

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