

**BOARD ORDER NO. 062
FINAL RESOLUTION OF THE
BOARD OF TAXICAB COMMISSIONERS
CITY OF LOS ANGELES**

WHEREAS, the Board, as part of each taxicab franchise ordinance, may adopt higher standards and requirements for clean fuel/clean air taxicab vehicle policies; and

WHEREAS, the City Council on October 26, 2010, approved the renewal of the existing taxicab franchise agreements to at least December 31, 2015, and that such renewal approval included a “green taxi” provision whereby 80% of each Los Angeles taxicab fleet (not including Wheelchair Accessible vehicle exemptions) must be included as “green” vehicles by the end of 2015; and

WHEREAS, the Board and the City Council have determined that an updated clean fuel/air vehicle policy will aid in the reduction of pollutants emitted from taxicab transportation vehicles for both smog pollution and Green House Gas emissions, thus significantly reducing overall air pollution and CO₂ Green House Gas emissions by taxicabs in the Los Angeles area; and

WHEREAS, the Board and the City Council has stated that such a clean fuel/air vehicle policy shall become effective upon the adoption of replacement franchise ordinances (taxicab re-franchising) in Los Angeles beginning January 2011; and

WHEREAS, the Board of Taxicab Commissioners approved Tentative Resolution, Board Order No. 062 on November 18, 2010, and such Tentative Resolution was published on December 3, 2010, for a five-day public review period;

THEREFORE, BE IT RESOLVED, that each taxicab operator (franchisee) shall provide and maintain the minimum number of “green vehicles” in Los Angeles taxicab service as described in this Board Order each year, including a minimum of 80% of non-exempt vehicles (non-Wheelchair Accessible vehicles) to be placed into service as “green” taxis by the end of year 2015. All such vehicle requirements, provisions and conditions of the Los Angeles Taxicab Greening Program are described, as follows:

CITY OF LOS ANGELES TAXICAB GREENING PROGRAM

1. Green taxis shall include specific alternative fueled vehicles, low mile per gallon fuel vehicles, Hybrid vehicles, electric vehicles, etc., meeting improved smog pollution emission levels for Super Ultra-Low Emission Vehicles (SULEV) or cleaner status as well as lowered emission levels of Green House Gases (GHG or CO₂). An authorized “Green Taxi” vehicle list shall be established by the Board as part of this Board Order and shall then be updated and revised by the Department of Transportation on a monthly basis.
2. The Department shall include the “Green Taxi” vehicle list on the City’s website and shall notify the Board and the Taxicab Franchisees of any changes, modifications or additions as they occur.

3. Each taxicab franchisee shall insert into taxi service the minimum number of Green Taxi Vehicles into Los Angeles taxicab service by the end of each calendar year (as described in the chart provided for Item 5), and the taxicab franchisee may then not have a lower number or percentage of green taxis in service during any following time period.
4. Failure to successfully provide for the minimum taxicab greening component requirements (number or percentage of green taxicabs in Los Angeles service) shall be considered as a failure to abide by the terms and conditions of the franchise ordinance for the Taxicab Grantee, and may lead to probation, penalties, fines, suspension of service, recommendation for revocation of franchise, or any combination thereof.
5. Percentage/Number and Implementation Schedule for the Green Taxi Program
 - a. A specific number of Wheelchair Accessible taxicabs in each franchised fleet will be exempt from taxicab greening requirements. The number of exempt Wheelchair Accessible vehicles shall be set, as approved by the Board, regardless of any additional Wheelchair Accessible vehicles placed into service above this amount. The current figure is 222 Wheelchair Accessible taxis for the entire Los Angeles taxicab fleet.
 - b. Of the remaining non-Wheelchair Accessible exempt vehicles, an additional 20% of this figure will also be exempt from greening requirements in each specific franchised taxicab fleet. Such vehicles will be authorized for large capacity/large volume trip requirements. Such vehicles to include the use of mid-size cars, large cars, minivans, wagons, sport utility vehicles and other special purpose vehicles. The current figure for these exempt vehicles is 428 taxis for the entire Los Angeles taxicab fleet.
 - c. The remaining vehicle authorities of each franchised taxicab operator fleet (80% of non-exempt vehicles) must be established as Green Taxicabs (Tier 2 rated Super Ultra-Low Emission Vehicle pollution emission, or cleaner, at Level 1 to Level 4 Green Vehicle status) within the first five years of the renewed franchise authorization period. The total greening requirement for the entire taxicab fleet is currently set at 1,703 Green Taxis to be placed into service by December 31, 2015.
 - d. The total required percentage/number of “green” clean fuel/air vehicles to be included in each franchised taxicab fleet shall follow a greening schedule, with minimum requirements to be established by the end of each calendar year. At least 16% of the total vehicle requirement shall be placed into taxicab service by December 31, 2011; at least 37% of the total vehicle requirement shall be placed into taxicab service by December 31, 2012; at least 58% of the total vehicle requirement shall be placed into taxicab service by December 31, 2013; at least 79% of the total vehicle requirement shall be placed into taxicab service by December 31, 2014; and 100% of the total Green Vehicle requirement for each individual taxicab franchisee shall be placed into taxicab service by December 31, 2015.

The specific vehicle exemption figures and green vehicle requirements for each franchised taxicab operator are provided in the following greening implementation schedule, as follows:

Green Taxi Exemptions, Green Taxi Totals and Implementation Schedule

Operator	Total Fleet Size	Whl Chr Taxis	Non WhlChr Taxis	Large Capacity 20%	Green Rqmt 80%	Green '11 16% Yr 1 & Total	Green '12 21% Yr 2 & Total	Green '13 21% Yr 3 & Total	Green '14 21% Yr 4 & Total	Green '15 21% Yr 5 & Total
Bell Cab	265	12	253	51	202	32 / 32	43 / 75	42 / 117	43 / 160	42 / 202
Bev Hills	167	24	143	29	114	18 / 18	24 / 42	24 / 66	24 / 90	24 / 114
LA Chkr	269	24	245	49	196	31 / 31	42 / 73	41 / 114	41 / 155	41 / 196
ITOA	252	27	225	45	180	29 / 29	38 / 67	37 / 104	38 / 142	38 / 180
UCC	75	9	66	13	53	8 / 8	12 / 20	11 / 31	11 / 42	11 / 53
UITD	294	55	239	48	191	31 / 31	40 / 71	40 / 111	40 / 151	40 / 191
City Cab	170	12	158	32	126	20 / 20	27 / 47	26 / 73	27 / 100	26 / 126
UTSFV	102	24	78	16	62	10 / 10	13 / 23	13 / 36	13 / 49	13 / 62
Yellow Cab	759	35	724	145	579	93 / 93	121 / 214	122 / 336	121 / 457	122 / 579
Total	2,353	222	2,131	428	1,703	272 / 272	360/632	356 / 988	358 / 1346	357/1703

6. Green Vehicle Levels and Implementation Conditions

- a. Only the vehicles included as part of the updated “Green Taxi” list shall be considered as meeting the requirements for new minimum green taxi mandates. There will be four categories of greening levels established by the Board including Level 1 through Level 4.
- b. CNG fueled taxicabs presently in taxicab service (model years 2001 through 2004) shall be counted and considered as Green Taxis for the initial Green Taxi Program review, and must be replaced by the 10th anniversary of the model year (as per current Taxicab Rule standards).
- c. Any Wheelchair Accessible taxicab that is replaced as a SULEV emission, CNG fueled Wheelchair Accessible taxicab (or other rated Accessible Green Taxi) in the future will be considered as meeting the minimum requirements for number of Wheelchair Accessible vehicles, and will also be considered as a Green Taxi.
- d. Average fuel mile per gallon (MPG) or efficiency ratings shall be calculated as $1/(0.70/City\ MPG + 0.3/Highway\ MPG)$. This relates to an average mile per gallon fuel economy rating with an expected 70% of miles driven in City traffic and another 30% of total miles driven at highway speeds.
- e. Level 1 Green Taxis include SULEV or cleaner pollution emission rated vehicles at a fuel efficiency of 24 miles per gallon (23.5 to 24.4 mpg) that are not considered as alternative fueled vehicles. Level 1 emission vehicle usage shall only be authorized for those vehicles placed into taxicab service by December 31, 2012. As of 2013, Level 1 vehicles placed into taxicab service will no longer be considered as meeting Green Taxi standards. Vehicles placed into service prior to this time period may be considered as meeting the Green Taxi implementation schedule should the total number be within the authorized amount allowed for the program.

- f. Level 2 Green Taxis include SULEV or cleaner pollution emission rated vehicles at a fuel efficiency of 25-29 miles per gallon (24.5 to 29.4 mpg) that are not considered as Hybrid or alternative fueled vehicles. As of 2013, a SULEV Hybrid vehicle placed into service that is 25 to 27 mpg rating (24.5 to 27.4 mpg) will be considered as a Level 2 Green Taxi instead of a Level 4 Green Taxi. As of 2016, Level 2 vehicles placed into taxicab service will no longer be considered as meeting Green Taxi standards. Vehicles placed into service prior to this time period may be considered as meeting the Green Taxi implementation schedule should the total number be within the authorized program amount.
 - g. Level 3 Green Taxis include SULEV or cleaner pollution emission rated vehicles at a fuel efficiency of 30 miles per gallon or greater (29.5 or higher mpg) that are not considered as Hybrid or alternative fueled vehicles. The use of Level 3 emission vehicles would be authorized through vehicle additions and replacement to December 31, 2015. As of 2016, Level 3 vehicles placed into taxicab service will no longer be considered as meeting Green Taxi standards. Vehicles placed into service prior to this time period will be considered as meeting the Green Taxi Program implementation schedule.
 - h. Level 4 Green Taxis include SULEV or cleaner pollution emission rated vehicles that are alternative fueled vehicles, electric vehicles or Hybrid type vehicles at 25 miles per gallon or greater (24.5 or higher mpg). As of 2013, any Level 4 Hybrid vehicle addition or replacement must have a minimum 28 mile per gallon fuel efficiency rating (27.5 or higher mpg) to qualify as a Level 4 vehicle insertion. Compact size vehicles may be allowed as taxicabs if they are Level 4 vehicles such as the Honda Insight and Honda Civic Hybrid and CNG vehicles.
 - i. Overall Level 1-3 Usage - The total allowed insertion of Level 1 through Level 3 Green Taxi vehicles shall be as follows:
 - i. A maximum allowance of 20% of the total vehicles to be added or replaced as Green Taxi Vehicles in 2011 may be Level 1 to Level 3 vehicles for each taxicab operator.
 - ii. A maximum allowance of 15% of the total vehicles to be added or replaced as Green Taxi Vehicles in 2012 may be Level 1 to Level 3 vehicles for each taxicab operator.
 - iii. For years 2013 through 2015, a maximum allowance of 10% of the total vehicles added or replaced as Green Taxi Vehicles may be Level 2 to Level 3 vehicles for each taxicab operator (Level 1 vehicles may no longer be authorized for taxicab insertion as of 2013).
 - iv. For years 2016 to 2017 (if the Board or the City Council approves of an extension of the franchise grant past 2015) any Green Taxi Vehicles added or replaced must be of Level 4 standard.
7. Beginning in 2011, vehicles that are placed into taxicab service that are not an exempt Wheelchair Accessible taxi, and that are not part of the Green Taxi program must also meet minimum smog pollution criteria as specified by the Board. Such vehicle insertions may include the typical Ford Crown Victoria/Mercury Grand Marquis large car. All other non-Wheelchair Accessible and non-Green Taxi vehicle additions or replacements must be of at least Ultra-Low Emission Vehicle (ULEV) or cleaner smog pollution status, and may include midsize cars, large

sedans, minivans, sport utility vehicles, large vans and Department approved special purpose vehicles. As of January 2011, all minivans except the Buick Terraza, Chevrolet Uplander, Mazda 5 and Saturn Relay models shall be included in the accepted “non-Green Taxi” vehicle list.

8. Green Taxi and Exempt Vehicle Age Requirements shall be as follows:
 - a. Level 1 rated Green Taxis shall be inserted into taxicab service by the 4th anniversary date of the vehicle model year, and shall be removed from service by the 8th anniversary date of the vehicle model year.
 - b. Level 2 rated Green Taxis shall be inserted into taxicab service by the 4th anniversary date of the vehicle model year, and shall be removed from service by the 9th anniversary date of the vehicle model year.
 - c. Level 3 rated Green Taxis shall be inserted into taxicab service by the 4th anniversary date of the vehicle model year, and shall be removed from service by the 10th anniversary date of the vehicle model year.
 - d. Level 4 rated Green Taxis shall be inserted into taxicab service by the 5th anniversary date of the vehicle model year, and shall be removed from service by the 10th anniversary date of the vehicle model year.
 - e. Wheelchair Accessible Taxis shall be inserted into taxicab service by the 6th anniversary date of the vehicle model year, and shall be removed from service by the 10th anniversary date of the vehicle model year.
 - f. Compressed Natural Gas vehicles inserted into taxicab service prior to January 1, 2011 shall be removed from service by the 10th anniversary date of the vehicle model year.
 - g. All other taxicabs in service prior to January 1, 2011 (not a Wheelchair Accessible van, CNG fueled vehicle or Green Taxi), shall be removed from service by the 9th anniversary date of the vehicle model year.
 - h. All taxicabs placed into service as of January 1, 2011, or later, and not otherwise covered in sub-items (a) through (g) above, shall be inserted into taxicab service by the 4th anniversary date of the vehicle model year, and shall be removed from service by the 8th anniversary date of the vehicle model year.
9. It is recommended that the Level 3 and Level 4 rated Green Taxi Vehicles placed into taxicab service prior to January 1, 2011, along with those placed into service in the first year of the franchise renewal period (calendar year 2011) be provided additional airport access, as follows:
 - a. All Level 3 & 4 rated Green Taxi Vehicles placed into taxicab service prior to January 1, 2011 to be granted additional Sunday “pink” high demand access at the Los Angeles International Airport (LAX) from February 2011 through July 2011.

- b. All Level 3 & 4 rated Green Taxi Vehicles placed into taxicab service from January 2011 through June 2011 to be granted additional Sunday “pink” high demand access at LAX from August 2011 through January 2012.
- c. All Level 3 & 4 rated Green Taxi Vehicles placed into taxicab service from July 2011 through December 2011 to be granted additional Sunday “pink” high demand access to LAX from either February 2012 to July 2012, or August 2012 to January 2013.

10. Chart of Vehicle Age and Airport Access Limitations for Green Taxis

Level	Hybrid/Alt Fuel	Miles Per Gallon			Smog Level		Vehicle Age In/Out				LAX Extra	Annual Limit
		24 mpg	25-29 mpg	30+ mpg	ULEV	SULEV	4-8 yrs	4-9 yrs	4-10 yrs	5-10 yrs		
1	No	X				X	X				No	<20% yr 1; <15% yr 2; <10% yr 3-5; 0% yr 6-7
2	No		X			X		X			No	
3	No			X		X			X		Yes (yr1)	
4	Yes		X	X		X				X	Yes (yr1)	

- 11. Each taxicab owner or company representative shall provide a record to the Department, on a form approved by the Department, listing the regular and any added daily, shift or weekly lease surcharge amounts to be charged to any lease driver(s) due to added Green Taxi purchase and maintenance costs. Each owner or company representative must provide an updated form to the Department whenever a change in lease drivers or lease fees occurs. Total additional lease driver surcharges shall not be greater than the anticipated decrease in fuel costs estimated for the vehicle or miles driven. The Department shall collect all lease surcharge data and report findings to the Commission. The Commission report could include recommendations for capping of lease surcharge amounts for various vehicles, driving conditions and/or fuel costs.
- 12. Department staff, City personnel and associated groups/consultants should seek potential methods to provide financial grant assistance to taxicab vehicle owners in the purchase of Level 4 rated Green Taxis as well as the potential for small business loans or other financial programs to assist taxicab owners in the purchase of all types of Green Taxis.; and

WHEREAS, the authorized taxicab vehicle types and vehicle age limitations have been revised as part of the updated Los Angeles Taxicab Greening Program, **THEREFORE, LET IT ALSO BE RESOLVED**, that Taxicab Rule No. 401, 447 and 448, as included in Taxicab Rule Book Board Order No. 052, are hereby amended, as follows:

- 401. Each taxicab operator or vehicle permittee shall not request inspection or the decaling of any make or model of vehicle until the Department has approved the make and model for use as a taxicab. At a minimum, vehicles proposed for use as taxicabs must meet the following requirements:

- a. The vehicle must either be a sedan, station wagon, minivan, sport utility vehicle, special purpose vehicle, wheelchair accessible van or full size van designed to carry not more than eight (8) persons excluding the driver.
 - b. Sedans: If the vehicle is a compact sedan, it must be included as an authorized vehicle in the “Green Taxi” vehicle list. If the vehicle is not a compact sedan, it must be classified as a midsize car or larger (110 or more cubic feet of passenger and luggage volume) in the United States Department of Energy’s Gas Mileage or Fuel Economy Guide. Any sedan other than a Ford Crown Victoria or Mercury Grand Marquis must have a minimum Ultra-Low Emission Vehicle (ULEV) rating as approved by the California Air Resources Board (CARB) when inserted into taxicab service in 2011 or later.
 - c. Wagons: If the vehicle is a station wagon, it must be classified as a midsize station wagon or larger (130 or more cubic feet of passenger and luggage volume) in the United States Department of Energy’s Gas Mileage or Fuel Economy Guide. Any station wagon must have a minimum ULEV rating as approved by CARB when inserted into taxicab service in 2011 or later.
 - d. Wheelchair Accessible Vans: If the vehicle is a wheelchair accessible van, it must meet all Americans with Disabilities Act of 1990 requirements including the floor area, interior height clearance, door entrance clearance and ramp or lift design specifications. Only vehicles with side-entry loading configuration will be authorized as wheelchair accessible vans when adding or replacing vehicles.
 - e. Minivans, Sport Utility Vehicles, Special Purpose Vehicles and Full Size Vans: If the vehicle is a minivan, sport utility vehicle, special purpose vehicle, or full size van, it must be certified to Ultra Low Emission Vehicle (ULEV) standard or cleaner as approved by the California Air Resources Board (CARB) when inserted into taxicab service in 2011 or later.
447. No taxicab shall be in excess of five years of age except that the vehicles placed into taxicab service prior to January 1, 2011, and any Level 2 rated Green Taxi may be used in taxicab service for four additional one-year periods (to the 9th anniversary date of the model year) provided the vehicle is inspected either six months prior to or after the end of the fifth, sixth, seventh and eighth years by a mechanic or garage approved by the Department and not affiliated with the taxicab operator. A wheelchair accessible vehicle, a Compressed Natural Gas fueled vehicle placed into taxicab service prior to 2011, or a Level 3 or Level 4 rated Green Taxi may be used in taxicab service for one further year (to the 10th anniversary date of the model year) provided the vehicle is inspected either six months prior to or after the end of the ninth year. Any other taxicab placed into service in calendar year 2011, or later, may be used in taxicab service to the 8th anniversary date of the model year provided the vehicle is inspected either six months prior to or after the end of the seventh year. The vehicle must pass the inspection which shall be based upon standards established by the Department. The Department shall establish the standards and the qualifications for the mechanic or garage. The inspection and smog certification due date shall be the same as the California Department of Motor Vehicles registration date (month and day). Inspection and smog certification information dated up to ninety days prior to the due date shall be accepted. [X:X:IOS:3:X]

448. Vehicles shall not be older than four years of age when placed into service as a taxicab. EXCEPTION: Level 4 rated Green Taxi Vehicles shall not be older than five years of age when placed into service as a taxicab and Wheelchair Accessible vans shall not be older than six years of age when placed into service as a taxicab. Any vehicle greater than four years of age when placed into active service, as authorized by this rule, shall be inspected by a mechanic or garage approved by the Department and not affiliated with the taxicab operator prior to being placed into service. [X:X:IOS:1:X]

I HEREBY CERTIFY THAT the foregoing Final Resolution, designated as Board Order No. 062, was adopted by the Board of Taxicab Commissioners at its meeting held on December 16, 2010.

Dated at Los Angeles, California this 16th day of December 2010.

By Order of the Board

ATTEST _____

Dorothy E. Tate, Executive Assistant
Board of Taxicab Commissioners
City of Los Angeles

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