

Memorandum



CITY OF DALLAS

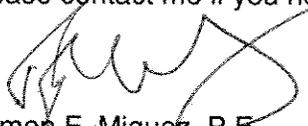
DATE August 8, 2008

TO Members of the Transportation and Environment Committee:
Linda Koop (Chair), Sheffie Kadane (Vice Chair), Jerry R. Allen, Carolyn R. Davis, Vonciel Jones Hill, Angela Hunt, Pauline Medrano and Ron Natinsky

SUBJECT Code Amendment to Provide an Extended Age Limit for Low Emission Taxicabs Briefing

Attached is the "Clean Taxicab Initiative -- Code Amendment to Provide an Extended Age Limit for Low Emission Taxicabs" briefing that will be presented to you on Tuesday, August 12, 2008 at the Transportation and Environment Committee Meeting.

Please contact me if you need additional information.



Ramon F. Miguez, P.E.
Assistant City Manager

c: The Honorable Mayor and Members of the City Council
Mary K. Suhm, City Manager
Thomas P. Perkins, Jr., City Attorney
Deborah Watkins, City Secretary
Craig Kinton, City Auditor
Judge Jay Robinson, Judiciary
Ryan S. Evans, First Assistant City Manager
David O. Brown, Interim Assistant City Manager
Jill A. Jordan, P.E., Assistant City Manager
A.C. Gonzalez, Assistant City Manager
David Cook, Chief Financial Officer
Jeanne Chipperfield, Interim Director, Office of Financial Services
Helena Stevens, Assistant to the City Manager
Edward Scott, Interim Director, Office of Financial Services

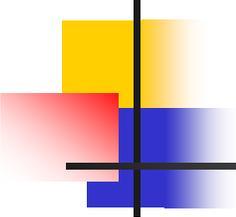
Clean Taxicab Initiative

Code Amendment to Provide an Extended
Age Limit for Low Emission Taxicabs

Transportation and Environment Committee Briefing

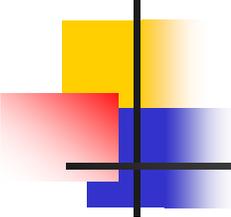
Prepared by
Transportation Regulation Program
Public Works and Transportation
August 12, 2008





Purpose of Briefing

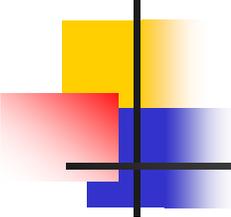
- Provide background on the Regional Green Taxicab Program
- Brief the Committee on proposed revisions to Chapter 45 of the City Code to provide an incentive for taxicab owners to use low emission vehicles
- Seek Committee endorsement of proposed Code changes with full Council consideration on August 27, 2008



Regional Green Taxi Program

Overview

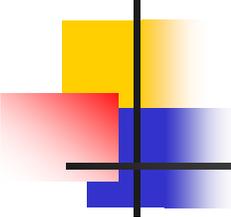
- Regional air quality improvement efforts include programs to transition to lower emission vehicles for various fleets:
 - Public agencies
 - Construction
 - Goods movement
 - Regulated for-hire vehicles
- The regulated fleets initiative includes a specific program aimed at the taxicabs



Regional Green Taxi Program

Why focus on taxicabs?

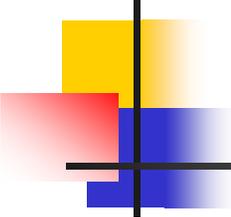
- Numerous vehicles
 - About 2500 taxicabs
- Used vehicles purchased with cash
 - Already have 50,000 to 70,000 miles
- High annual mileage
 - Taxis are driven 60,000 to 80,000 miles each year
- Fuel consumed
 - 6.8 to 9.1 million gallons per year
- Nitrogen oxide emissions
 - About 50 tons per year
- Congested driving conditions in the metroplex



Regional Green Taxi Program

Task force goal and participants

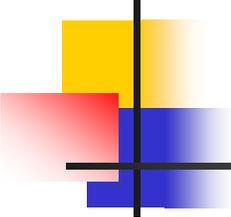
- Program Goal
 - Facilitate replacement of taxicabs with green vehicle options in the North Central Texas region
- Program Partners
 - City of Dallas / City of Fort Worth
 - DFW International Airport
 - Environmental Protection Agency
 - North Central Texas Council of Governments
 - Texas Commission on Environmental Quality



Regional Green Taxi Program

Incentives designed to encourage “clean” taxicabs

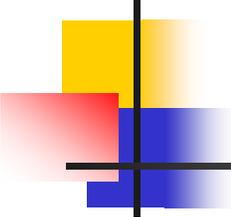
- Offset of incremental cost
 - Grant of up to \$5000 per taxicab
 - Funding: \$1.3M from RTC and \$325,000 from Sue Pope Fund
- Longer service allowances
 - Extended age limit for qualifying vehicles
- Tax incentive education
- Extensive marketing campaign



Dallas City Code – Taxicabs

Overview

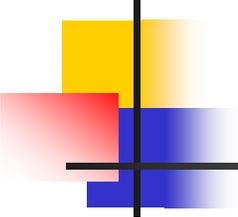
- Chapter 45 of the Dallas City Code regulates taxicab companies, drivers and vehicles
- The Transportation Regulation Program in Public Works and Transportation has responsibility to implement these regulations
- Staff from Public Works and Transportation and the Office of Environmental Quality participated in the development of the regional green taxicab program



Dallas City Code – Taxicabs

Current age limit rules

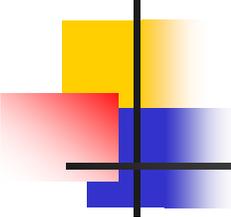
- City Code currently restricts taxicabs to a maximum five year age limit
- Provision is made to extend the age limit to seven years for an “alternative fuel” vehicle
- Definition of alternative fuel is limited to natural gas, liquefied petroleum gas, electricity, methanol, methanol/gasoline blends, ethanol or ethanol/gasoline blends
- Gas/electric hybrid vehicles are not included in the definition



Dallas City Code – Taxicabs

Request from Regional Task Force

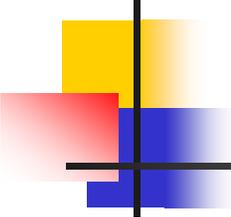
- The Regional Task Force has asked Dallas to revise the current age limit extension available to include alternative fuel vehicles and hybrids that meet the Tier II Bin 3 emission standard
- Fort Worth revised their City Code in February 2007 to provide an age limit extension from five to seven years for low emission taxicabs



Dallas City Code – Taxicabs

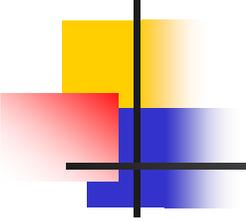
Proposed change to support the Green Taxi Program

- The proposed change to Chapter 45 of the Dallas City Code would define an “alternative fuel” vehicle as:
 - Any vehicle using only an alternative fuel as defined by the Energy Policy Act of 1992 or be powered by hybrid-electricity, and
 - Meet the EPA Tier II Bin 1-3 emission standard
- Qualifying vehicles will be granted an age limit extension from five to seven years



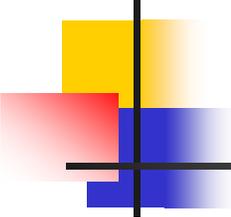
Hybrid Vehicles that Currently Meet the Tier II Bin 3 Emission Standard

- Lexus RX400h
- Toyota Camry Hybrid
- Toyota Prius
- Toyota Highlander Hybrid
- Nissan Altima Hybrid
- Ford Escape Hybrid
- Mercury Mariner Hybrid



Next Steps

- August 12, 2008
 - Transportation and Environment Committee Briefing
- August 27, 2008
 - City Council Agenda
- September 1, 2008
 - Target launch date for the Regional Green Taxi Program



Attachments

- Draft Ordinance revising Chapter 45 of the Dallas City Code
- Letter of support from the North Central Texas Council of Governments

8/7/2008

ORDINANCE NO. _____

An ordinance amending Sections 45-1.5 and 45-7.2.1 of CHAPTER 45, "TAXICABS," of the Dallas City Code, as amended; defining terms; modifying taxicab age limit requirements relating to alternative fuel vehicles; providing a penalty not to exceed \$500; providing a saving clause; providing a severability clause; and providing an effective date.

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF DALLAS:

SECTION 1. That Paragraph 1 of Section 45-1.5, "Definitions," of Article I, "General Provisions," of CHAPTER 45, "TAXICABS," of the Dallas City Code, as amended, is amended to read as follows:

“(1) ALTERNATIVE FUEL VEHICLE means any vehicle that:

(A) uses only an alternative fuel as defined by the Energy Policy Act of 1992 or is powered by hybrid-electricity; and

(B) meets Tier 2 Bin 1-3 emission standards as defined by the United States Environmental Protection Agency [natural gas, liquified petroleum gas, electricity, methanol or methanol/gasoline blends of 85 percent or greater, or ethanol or ethanol/gasoline blends of 85 percent or greater].”

SECTION 2. That Section 45-7.2.1, "Taxicab Age Limits," of Article VII, "Vehicles and Equipment," of CHAPTER 45, "TAXICABS," of the Dallas City Code, as amended, is amended to read as follows:

“**SEC. 45-7.2.1. TAXICAB AGE LIMITS.**

(a) A holder, owner, or driver commits an offense if he operates any vehicle as a taxicab in the city that is older than:

(1) 60 months of age for a vehicle that is not an ~~[equipped to use only]~~ alternative fuel vehicle; or

(2) 84 months of age for an vehicle ~~[equipped to use only]~~ alternative fuel vehicle, if the vehicle was:

(A) purchased new as an alternative fuel vehicle; or

(B) converted to an alternative fuel ~~[the equipment was on the vehicle when the vehicle was purchased new or added to the]~~ vehicle within 30 days after the vehicle was purchased new.

(b) For purposes of this section, vehicle age, for a vehicle purchased used, will be calculated from January 1 of the model year of the vehicle. If the vehicle is purchased new, age will be calculated from the date of purchase and the holder, owner, or driver shall present to the director:

(1) a certified copy of the vehicle's title stating the date of purchase and an odometer reading of no more than 1,000 miles at the time of purchase; and

(2) a manufacturer's certificate, as described ~~[defined]~~ in Section 501.025 of the Texas Transportation Code, as amended ~~[Article 6687-1 of Vernon's Texas Code Annotated]~~, certifying that the vehicle has not been previously titled and has not been previously subject to retail sale.

(c) The city council, by ordinance or resolution, may waive or modify the taxicab age limits set forth in this section after a review of the specific circumstances.”

SECTION 3. That a person violating a provision of this ordinance, upon conviction, is punishable by a fine not to exceed \$500.

SECTION 4. That CHAPTER 45 of the Dallas City Code, as amended, will remain in full force and effect, save and except as amended by this ordinance. Any proceeding, civil or criminal, based upon events that occurred prior to the effective date of this ordinance are saved, and the former law is continued in effect for that purpose.

SECTION 5. That the terms and provisions of this ordinance are severable and are governed by Section 1-4 of CHAPTER 1 of the Dallas City Code, as amended.

SECTION 6. That this ordinance will take effect immediately from and after its passage and publication in accordance with the provisions of the Charter of the City of Dallas, and it is accordingly so ordained.

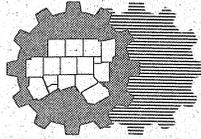
APPROVED AS TO FORM:

THOMAS P. PERKINS, JR., City Attorney

By _____
Assistant City Attorney

Passed _____

RM/DCC/000012



North Central Texas Council Of Governments

July 14, 2008

City of Dallas
ATTN: Mr. Gary W. Titlow
Dallas City Hall
1500 Marilla Street
Dallas, TX 75201

Dear Mr. Titlow:

The Dallas Sustainable Skylines Initiative (DSSI) is a partnership among the U.S. Environmental Protection Agency (EPA), the City of Dallas, and the North Central Texas Council of Governments (NCTCOG). The goal of this joint effort is to adopt sustainable practices to help improve air quality. One element is the North Texas Green and Go program, created to encourage the purchase and use of low emission taxicab vehicles. This program will fund the purchase of vehicles that fall within the Tier 2 Bin 3 or cleaner engine standards provided by the EPA.

NCTCOG supports the City of Dallas' proposed change regarding the Chapter 45 Dallas City Code definition of alternative fuel to include any vehicle using only an alternative fuel as defined by the Energy Policy Act of 1992, and in addition, any vehicle being powered by hybrid-electricity; and meets Tier 2 Bin 3 or cleaner emission standards as defined by the EPA. Doing so will better allow for consistency for this definition throughout the Dallas-Fort Worth area as well as enhance the ease of offering incentives uniformly throughout the region.

As a partner with the City of Dallas, NCTCOG is committed to reducing mobile source emissions and improving air quality. The success of the North Texas Green and Go program, in addition to future projects and programs created through this partnership, will lead to the improvement of air quality and the overall quality of life for all in the region.

Sincerely,

Carrie Reese
Program Manager

JD:cg