

NEW YORK CITY TAXI AND LIMOUSINE COMMISSION

RESOLUTION EXTENDING ELECTRIC TAXI PILOT PROGRAM

The New York City Taxis and Limousine Commission hereby extends a pilot program, pursuant to section 52C of the Commission's rules, to test the concept of electric vehicles for taxi use. This is a test of concept, not a precursor to approving a specific vehicle. That is, the pilot aims to enable the Commission to gather information about the strengths, weaknesses and issues surrounding the use of electric vehicles as taxis. Data gathered will help inform the Commission's actions pertaining to electric vehicles going forward and form a basis for better-informed decision-making and program design. This pilot is independent of the Taxi of Tomorrow program.

In order to test the concept of electric vehicles for taxi use, the Commission approved a pilot program that permitted Nissan North America, Inc., an automobile manufacturer, to provide up to six Nissan LEAF all-electric vehicles (outfitted as taxicabs) to existing taxicab owners. A one-year lease for the vehicles was provided by Nissan free-of-charge to the taxicab owners. Taxicab owners and drivers who participate in the pilot program are operating these vehicles following most of the same rules and guidelines as are followed by existing taxicabs. Vehicle performance data is being collected from the vehicles, analyzed by Nissan and Idaho National Labs, and provided to the Commission. Participating owners and drivers will also regularly provide feedback to Nissan on their experiences using the vehicles as taxicabs.

The Commission approved the original pilot on October 20, 2011; however, the pilot did not begin until the first LEAF was put into taxi service on June 12, 2013. The pilot provides for a maximum of six participating vehicles, however, only three are participating. One of the three participating vehicles did not enter taxicab service until much later (he joined during a later round of recruitment) and another experienced a significant gap in his participation due to a collision in his electric vehicle. In order to fully evaluate this pilot, Commission staff recommends the accumulation of a full year's worth of data from all three participants. All requirements of the original pilot as approved on October 20, 2011 continue and will remain in effect including the reporting and evaluation criteria.