

SCR189

REQUESTING THE DEPARTMENT OF
TRANSPORTATION TO ADOPT RULES
TO ENCOURAGE TAXIS TO USE
HIGH EFFICIENCY VEHICLES,
INCLUDING HYBRID ELECTRIC VEHICLES,
AT HONOLULU INTERNATIONAL AIRPORT.



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
869 PUNCHBOWL STREET
HONOLULU, HAWAII 96813-5097

March 25, 2013
1:16 pm
State Capitol, Room 224

SCR 189 / SR 144

REQUESTING THE DEPARTMENT OF TRANSPORTATION TO ADOPT RULES TO ENCOURAGE TAXIS TO USE HIGH EFFICIENCY VEHICLES, INCLUDING HYBRID ELECTRIC VEHICLES, AT HONOLULU INTERNATIONAL AIRPORT.

Senate Committee(s) on Transportation and International Affairs
& Energy and Environment

As proponents of a sustainable environment, the Department of Transportation offers **comments to** these resolutions.

The administrative rules which govern taxi activity at the airports specify that vehicles should accommodate five passengers, including the driver. The most common compact and subcompact hybrid vehicles hold three or four. Typical mid-sized vehicles may have seat belts enough for five, but will not accommodate five large passengers and their luggage. A vehicle which can comfortably hold five large passengers may be in the SUV or van categories and would be fairly expensive. Experience indicates that most taxi drivers would find the price of a new hybrid vehicle capable of carrying five passengers prohibitive.

Even if a driver were inclined to purchase a hybrid, they would probably find that upon analysis, the cost would far outweigh the benefit. Taxi drivers pay a nominal trip fee of \$5.00 to wait in line at the airport. There is not enough leeway to provide a discount, and still compensate the management company for managing the system within that \$5.00. To provide an incentive would mean raising the trip fee, which would create hardship and resentment on the part of the other drivers. Setting up a separate stand or creating a priority for hybrids to move up in the queue does not seem to justify investing in a hybrid vehicle, and would cause hard feelings among the other drivers. Since the airport system is open to all taxis, it is conceivable that as hybrids get more plentiful, a larger number would find their way into service as taxis. The incentive would need to be universally appealing, such that drivers would choose a hybrid regardless of whether they operate at the airport or not, since the present system of fees is not sufficient to cause that movement.

Thank you for the opportunity to provide testimony.



Sharon Lum Ho

From: dale.s.evans@gmail.com on behalf of Dale Evans, Charley's Taxi [dale@charleystaxi.com]
Sent: Sunday, March 24, 2013 9:26 PM
To: TIATestimony
Subject: Testimony re H.C.R. 189

Transportation and International Affairs Committee

Hawaii State Senate

TIAtestimony@capitol.hawaii.gov

[Tel. 587-7230](tel:587-7230) x 205

Hearing: Monday, 25 March @ 1:15 plm.

Conference Room 224, State Capitol

TESTIMONY OF DALE EVANS

IN OPPOSITION TO S.C.R. NO. 189

http://www.capitol.hawaii.gov/session2013/hearingnotices/HEARING_TIA-ENE_03-25-13_.HTM

Requesting the Department of Transportation to adopt rules to encourage taxis to use high efficiency vehicles, including hybrid electric vehicles, at Honolulu International Airport.

*** This resolution will be difficult to implement and deter even more cabbies from serving arriving passengers at HIA to result in even longer waiting lines. Currently, less than half of Honolulu's licensed taxi drivers work in the HIA open taxi system.

Taxicab supply at airports elsewhere is hardly ever a problem as all or most of the cabbies work at the airport and pay from 50-cents to \$2.00 to pick-up passengers, paid for by the passengers. HIA, on the other hand, discourages drivers from working at the airport by charging drivers \$5 -- the highest pick-up fees in the USA -- but the drivers here have to absorb that fee.

We seriously doubt that taxicab drivers in Honolulu will buy EVs in order to qualify to work at the HIA. Except for the Nissan which has no luggage room, EVs are purposely made small, to carry 2-3 passengers with little or no luggage compartments -- totally unsuited for visitor needs at HIA and piers. (San Francisco and San Diego markets are business and convention travel markets in comparison to Honolulu.)

Unless the majority of taxicabs are EVs (as reported for San Francisco), those drivers here who become “influenced” to use small compact electric, can’t survive solely on business at HIA.

Honolulu is family vacation destination. We estimate that at least 50% of visitors here prefer largest sized vehicles with spacious luggage compartments – they resent having to hire two cabs, breaking up the family/parties riding together.

Cruise boat passengers require vehicles with largest capacity as they carry at least 2 suitcases per person.

The typical taxi driver works about 11 hours. EV fuel won’t last that long without recharging in-between. Fuel charging takes too long (2-3 hours) – thereby shortening and interrupting the drivers’ ability to work according to public demand.

Taxi drivers are typically renters who don’t have access to EV chargers. Landlords don’t provide charging for apartments and houses.

The majority of taxi drivers here and elsewhere buy used cars. Most of the cabbies at HIA probably spend less than \$15k for their vehicles. EVs cost over \$30k.

THE TAXI BUSINESS IN HONOLULU DIFFERS FROM

SAN FRANCISCO, SAN DIEGO AND BOSTON

Taxicabs in San Francisco, San Diego, Boston operate under “medallion” systems where a license may cost \$500k to \$1million each. The licenses are artificially limited, owned by big companies, mortgaged by banks and medallion brokers, who lease their thousands of (SFO Yellow is 5000+) used cars to drivers. Those companies operate large garages equipped to provide battery charging stations for their fleets.

Those Yellow Cab companies receive high discounts to replace their fleets in huge numbers (usually former police cars). Honolulu taxidrivers with limited resources (in comparison to big fleet owners) purchase their cars independently, and fleet discounts are unavailable to single buyers.

While San Francisco, San Diego and Boston have reportedly converted a majority of the airport taxi fleet to EVs, the only Honolulu companies that actually own taxi fleets are: Eco Cab 15. City Cab and TheCab scarcely own any (probably less than 6-7 cars each).

Finally, this reso mentions incentives in the form of tax credits and taxistand priority status – how much and who benefits. And, does the State of Hawaii have extra money to subsidize EV taxicabs?

Please table S.C.R. 189.

Respectfully submitted

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To Senators Gabbard, Ruderman, English, Dela Cruz, as well as the ladies and gentlemen of the State Senate at large,

I write today in support of SCR 189 and SR 144.

Like many of you, I receive a steady flow of guests from the mainland, all wanting to enjoy the beautiful weather and scenery of our tropical paradise (especially during the winter!). Without exception, one of the first comments I hear is about how clean our air is; how the island breezes that pass through our beaches and jungle have a sweetness that they've experienced nowhere else.

As a resident, I concur with every word. Nowhere have I breathed cleaner air on a more regular basis than I have here in Hawaii. So much so that I think our air's quality and temperature can be considered a legitimate tourist attraction.

So why not show tourists from around the world how highly we value our local environment by encouraging the use of hybrid taxis at the very first place they will experience our hospitality? Doing so sends a strong statement about who we are and what we value. Hawaii is in a unique position to offer leadership on an environmental issue, while simultaneously helping ourselves by contributing to cleaner air and decreasing our dependence on foreign oil.

Especially as tourism continues to grow on our islands, the rewards from this resolution will only become more clear. With each arriving tourist, the savings in CO2 emissions will only increase, creating a cleaner, safer environment for generations to come.

It is my hope that the Senate demonstrate their love for our island environment, as well as the tourists that help our economy, by adopting this resolution.

Respectfully submitted,
Daniel Dae Kim

SCR 189 / SR 144

Monday, March 25, 2013

6:26 AM

Subject	Statement in Support of SCR 189 / SR 144
From	Paul Gillespie
To	TIATestimony
Sent	Sunday, March 24, 2013 12:11 PM

STATEMENT IN SUPPORT OF SCR 189/SR 144

I appreciate this opportunity to lend my support to the Legislature of the State of Hawaii of your bill to encourage the adoption of hybrid vehicles in the taxi fleet in the city of Honolulu and the Honolulu airport.

I only wish that circumstances allowed me to visit your beautiful state to make my case in person. I am a former Taxi Commissioner for the City of San Francisco, the founder of the advocacy group LowCarbonTaxis.org, and the co-founder along with the San Diego-based California Center for Sustainable Energy of the group California Clean Cab Partnership. In 2008, I was the author of our city's Clean Taxi Ordinance, which has resulted in over 90% of our taxi fleet being converted to hybrid vehicles. This Ordinance has enabled our taxi fleet to cut our Greenhouse Gas (GhG) emissions in half in the last three years.

I have read of and greatly admire the commitment of the State of Hawaii to develop clean energy and reduce GhG emissions in your state. I think the introduction of clean taxis could be an important component in these efforts. Briefly, I would like to make a few key points in support of the pending legislation.

- Converting old, gas-guzzling taxis into clean efficient hybrids is a great way to reduce emissions in your state and put money into the pockets of hard-working cab drivers without raising the fares on the public or spending public funds.
- Because the current generation of taxis are so inefficient and taxis travel so many miles per year compared to the typical vehicle, moving toward hybrids provide tremendous "bang-for-the-buck" when compared with other means of reducing GhG emissions.
- Adopting hybrid taxis can be a "win-win-win" situation, with the general public benefiting from reducing GhG emissions and better local air quality, the taxi industry benefiting because of cleaner vehicles and reduced maintenance costs as well as a better public perception of their industry and business, and taxi drivers benefiting from greatly reduced fuel costs.
- Although the work of providing taxi services is the same around the country and around the world, local conditions vary with each city and therefore there is no "one size fits all" approach when it comes to designing the proper mix of incentives, goals, and mandates to achieve the results that are desired.

In my ten years on the San Francisco Taxi Commission, I believe I can safely say that no policy we enacted has enjoyed such widespread support as our decision to convert our fleet to hybrid vehicles. When we held our event last February with Mayor Ed Lee and Lt. Governor Gavin Newsom to celebrate achieving our GhG emissions reduction goal, every public official we invited was happy to attend, and we could have had a dozen more up on the platform to share in the success! As they say, "Success has a thousand fathers while failure is an orphan." I believe that Hawaii can be the latest jurisdiction to prove the viability of this idea and I look forward to the day when we can share your story to the growing list of places where this policy has been adopted.

Sincerely,

Paul Gillespie

San Francisco Taxi Commission 1999-2009, President 2006-2009

Founder, LowCarbonTaxis.org

Co-Founder, California Clean Cab Partnership