

SR144

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.





March 24, 2013

Chairman, Kalani English
Committee on Transportation and International Affairs

Chairman, Mike Gabbard
Committee on Energy and Environment

This written testimony is submitted in support of Senate Resolution No. 144 (the "Resolution") by David H. Jung, the owner of B.T. Trans, LLC dba EcoCab ("EcoCab").

EcoCab is Hawaii's first all hybrid taxi fleet. It has been in operation since September 1, 2012. Its mission is to redefine the taxi industry by delivering the absolute highest level of customer service, and providing the cleanest, most modern and environmentally friendly vehicles driven by the most competent and professional drivers in the industry. It currently operates with 92 full-time employees with a fleet of twenty-one, 2012 Hyundai Sonata Hybrids equipped with the latest technologies such as black box, wireless internet connection, and tablet computers for the customers' convenience and safety. See Attachment 1, Statement of Who We Are.

EcoCab supports the Resolution based upon the following:

1. To maintain Hawaii's unique and exceptional quality of life, the state must continue to grow and strengthen its economy. While tourism is the state's leading generator of jobs today, if we are to sustain our economic growth for tomorrow and the generations to come, we must not only continue to maintain our position as a leading world-class tourist destination, we must minimize our dependence on non-renewable energy and position the state as a worldwide leader in the clean energy category to attract business and expertise.
2. As a result of Hawaii's rapid urbanization, aging population, traffic congestion and its dynamic tourism industry, the taxi industry in Hawaii has one of the highest employment concentration/ratio of all states in the US. Current estimate is that there are at least 1,500 taxis on the roads in Hawaii producing 6 times the carbon pollution of a similar private vehicle – i.e., equivalent to 9,000 private vehicles. The taxi industry is clearly an important stake holder in benefiting from and contributing to the strengthening of the state's economy, and a major consumer of state's non-renewable fossil fuel within the ground transportation industry.
3. Hawaii Clean Energy Initiative (the "Initiative") is designed to accomplish the dual objectives of maintaining our position as a leading world-class tourist destination and sustaining the growth of our economy through minimizing our dependence on imported non-renewable energy. The Initiative's energy goal is to relieve the state's dependence on oil by achieving 70% clean energy by 2030 with 30% from efficiency measures, and 40% coming from locally generated renewable sources. Reaching these aggressive goals will help ensure the sustainability

not only of our environment but also the continued growth of tourism and military industry that together make up 50% of the state's total economy. It is notable that the Initiative does not seek the inclusion of one of the largest polluters of CO2 in Hawaii's ground transportation industry – the taxi industry.

4. In 2011, the Department of Transportation – Airport Division (“DOTA”) developed its first airport sustainability initiative program titled SustainableHNL (“eHNL”) wherein, in recognition of the significant amount of CO2 produced by taxis and other ground access vehicles, set forth, among others, the following plan to reduce carbon emission from ground access vehicles:

- Develop a comprehensive carbon management plan and policy.
- Integrate energy efficiency for all airport-wide operations.
- Generate clean and renewable energy for all airport-wide operations and facilities.
- Convert ground support equipment to low-emitting and fuel-efficient vehicles.
- Encourage use of low-emitting and fuel-efficient buses, shuttles, rental cars, taxis, and limousines.

See Attachment 2, Excerpts from 2011 sustainable HNL.

The plans set forth in the eHNL generally follows the best practices set forth in the “Sustainable Practices for the Aviation Industry” developed by Sustainable Aviation Guidance Alliance (“SAGA”), an organization supported by FAA. To date, however, DOTA has taken no action to “encourage use of low-emitting and fuel-efficient.... taxis.” See Attachment 3, SAGA Sustainable DataBase.

5. In major metropolitan areas such as San Francisco, Boston, San Diego and New York that have similar high concentration of jobs in the taxi service industry, the cities have implemented aggressive programs to reduce the significant CO2 emissions from cabs.

Case Study - San Francisco

One of the most successful programs has been San Francisco's Green Taxi Program (See Attachment 4, February 8, 2012 Press Release enclosed herein).

SUMMARY:

Goal. 20% reduction in CO2 by 2012 from 1990 levels.

Incentives.

- * Grant of \$2,000 per vehicle to purchase “clean taxis”.
- * \$7.50 increased gate fee per shift for clean taxis (the amount fleet owners could charge drivers) to offset the additional cost of hybrid electric vehicles.
- * Priority placement for CNG taxis at San Francisco Airport.

Program Success.

- * 92% of the taxi fleet in SF is currently hybrid electric or CNG vehicles.
- * 10% reduction of GHG from 1990 levels while doubling the number of taxis in service.
- * 35,139 mtCO₂e savings - the equivalent of taking 6,890 passenger cars off the road every year.
- * Saving taxi drivers an estimated \$11 million in fuel costs annually.

Case Study - Sand Diego Airport

A successful effort towards sustainable airport ground service transportation. See Attachment 5, California Clean Cab Partnership

SUMMARY:

In 2011, the Sand Diego Airport through a combination of rebate program (at a cost of \$923,000 funded by an NGO) and priority line placement (at a cost of \$0 to the City) launched a program designed to encourage the adoption of hybrid electric vehicles by the airport taxi fleet.

Goal. To incentivize and encourage the airport taxi fleet to convert from average 16 mpg Ford Crown Victoria (the most common type of vehicles in the airport taxi fleet) to average 40 mpg Toyota Prius (hybrid electric vehicles).

Program Success

- Resulted in putting 90 hybrid airport taxis into operation in 9 months - more than 30% of San Diego's airport fleet.
- As of November 2012, the 90 hybrid airport taxis have increased to 117 with neither incentives of grants or priority line placement.
- 62% reduction in GHG emission from Ford Crown Victoria.
- Annual reduction of 2,736 mtCo₂e.

6. Unlike other major jurisdictions in the US, the state of Hawaii has not yet clearly recognized the taxi industry as a major polluter. As a result, Honolulu, Hawaii remains one of the few jurisdictions with no programs to encourage the adoption of hybrid electric vehicles by the taxi industry.

7. Without any strategic programs to influence an outcome, the Hawaii taxi industry has now de facto adopted the Toyota Sienna and other mini-vans as its vehicle of choice. The Sienna has an EPA rating of 21 mpg as opposed to 40 mpg of Prius V and produces 50% more CO₂.

8. The size of the taxi fleet in Honolulu is similar to that of the city of San Francisco. Through its successful implementation of programs and incentives, San Francisco has reduced 35,139

mtCO₂e in emissions savings annually. Honolulu International Airport has reported that the total CO₂ produced by all of its ground access vehicles is 18,182 mtCO₂e.

Conclusion:

Like most businesses, EcoCab deplures inefficient, bureaucratic processes that so often lead to "paralysis by analysis". This is reflected in a phrase often used by EcoCab's management team, "it's simple arithmetic; it's a no brainer". By developing a program to encourage an adoption of hybrid electric vehicle (at possibly no cost) at HNL (the single locus of the most intense use and reliance of taxicabs), the state could kick start and replicate the success of San Francisco that could result in CO₂ reduction in Honolulu in an amount equal to twice the CO₂ currently produced by ALL ground access vehicles at the airport.

The Resolution is in stark contrast to one of the few projects at HNL aimed at reducing CO₂ by ground access vehicles - the Consolidated Rental Car Facilities. The state estimates spending \$229 million on this project that will have minimal net reduction in CO₂ - i.e. replacing multiple rental car shuttles to a single type of highly fuel efficient vehicle. Compared to the Consolidated Rental Car Facilities, supporting the objectives of S.R. No. 144 really is "simple arithmetic; it's a no brainer".

Thank you for the opportunity to submit this testimony, and for your time in considering this very important Resolution.

Sincerely,

B.T. Trans. LLC. dba EcoCab
a Hawaii limited liability company

By: _____

David H. Jung
Its General Manager

Enc.

Attachment 1

STATEMENT OF WHO WE ARE:

Eco Cab



MISSION STATEMENT

EcoCab is focused on a singular goal: To deliver the absolute highest level of customer service by providing its customers the cleanest, most modern and environmentally friendly cab driven by the most competent and professional drivers in the industry.

EcoCab's primary business is "the business of customer service". The taxi service is merely a means to that end.

BUSINESS ORIENTATION

EcoCab delivers a world class product (vehicles) and service (drivers) fully aligned with Hawaii's position as a world-class destination and city by, among other things, integrating the dispatch, taxi and driver under a single entity with clear accountability.

Hawaii's taxi industry is currently dominated by the "taxi brokering" model where the drivers either own their own vehicles or rent from fleet owners, and utilize dispatch services of a dispatch company (such as The Cab, Charley's, Pony, United etc.) for a set fee.

VEHICLE

A single integrated service model (the Single EcoSystem) provides EcoCab complete control over the vehicles in its fleet. Unlike the disparate quality of vehicles in the taxi broker model, all EcoCab's vehicles are spacious 2012 Hyundai Hybrid Sonata sedans that are friendly to the environment, and equipped with video black box capable of monitoring the driver's performance to ensure passenger safety and customer service, and wireless internet capability (wireless internet) and mobile entertainment system, in the form of a tablet pre-loaded with selected apps, for the comfort and enjoyment of passengers.

EMPLOYEE

EcoCab's drivers are employees of the company and carefully vetted through background check. Prior to servicing any customer, all drivers are required to participate in a paid one-month training program that include company culture (including a complete understanding of the company's mission), customer service, safety awareness, basic Japanese and Korean language, CPR/First Aid certification, and road familiarization to ensure that driver's deliver world-class service. Also, as employees on salary, EcoCab's business model has removed the incentive for long-hauling (i.e. taking longer routes to raise the fare), a serious concern for many customers.

EcoCab drivers are not "just a taxi driver", they are highly trained "customer service professionals".

Image

All EcoCab are new Hybrid Electric Vehicles and identical in appearance to accelerate its brand recognition. The exterior and interior are cleaned and wiped "as needed" but in any event not less once every day. Every driver ending their shift leaves the vehicle in a thoroughly clean condition, and every driver completes a checklist prior to starting a shift. The level of cleanliness of a vehicle is benchmarked to cabs in Japan.



Figure 2: EcoCab Vehicle

All drivers are issued 2 sets of uniform and must abide by a strict standard for appearance, personal hygiene and code of conduct.



Figure 3: Driver's Uniform

EcoCab is also an active member of the community and supports well received and non-controversial organizations such as the Hawaii Food Bank (picking up and delivering donations). Our partners in the

hospitality and f&b industry can be assured that EcoCab's image will complement and protect their own well cultivated image.

Customer Service

Customer service is singularly the most important and effective competitive advantage that EcoCab has over all other cab companies. In addition to the vetting and training process, every driver is intimately familiar with the exceptionally high standard of customer service required of every driver. EcoCab drivers, for example, provides door to door umbrella service on rainy days, opens doors for all customers at time of pick up, and always assists with loading and unloading of bags.

In addition, all dispatchers are trained in proper greetings and all dispatch calls are recorded for quality assurance. To ensure prompt response time, a zoned taxi dispatch system is implemented and service area is limited to the City (the metropolitan area from Halawa to the area below Diamond Head), West Oahu up to Pearl City, and East Oahu up to Hawaii Kai until additional capacity is added.

Exceptional customer service will never be compromised. We will never sacrifice quality for growth.

CONCLUSION

EcoCab is committed to delivering the highest level of customer service by providing the cleanest, most modern and environmentally friendly cabs driven by the most competent and professional drivers in the industry. Through our commitment to the highest level of customer service, our hospitality and f&b partners can be assured that the great guest experience that they created for their customer will continue to their final destination.

WE ARE A COMPANY FOUNDED ON THE PRINCIPALS OF SAFETY,
HONESTY, INTEGRITY AND AN UNCOMPROMISING COMMITMENT TO QUALITY.

Attachment 2

Excerpts from 2011 sustainableHNL - Elements Baseline

GROUND ACCESS VEHICLES

Ground Access Vehicles (GAV) typically include public passenger and employer vehicles, taxis, rental car shuttles, and other forms of fossil-fuel based transportation that travel between HNL and the rest of O'ahu. DOT-A is indirectly responsible for GAV emissions, which accounts for approximately 21.58% (18,182 mtCO₂e) of DOT-A emissions, although this emissions source only accounts for 0.3% of total HNL emissions. Approximately 91% of GAV travel a median distance of 15.9 miles, with the remaining 9% traveling a median distance of 28.9 miles.

To mitigate emissions from GAV, the DOT-A has taken a variety of measures. Cell Phone Lots have been designated so drivers may wait in their vehicles, rather than circling the terminal. Pedestrian crossings and footpaths between terminals, taxi pick up and drop locations, and bicycle racks are available to provide safe access to public transportation alternatives. An Automated Vehicle Identification system (AVI)—a GPS tracking system that monitors and records vehicular traffic flows at the airport—was implemented to track the activity and resultant emissions of registered vehicles that serve business purposes at HNL (e.g. ground transportation service, merchandise delivery, taxis, meters and greeters etc.). To further reduce emissions from rental car shuttles, DOT-A is currently developing a consolidated rental car facility (ConRAC), which will place all rental car companies in one location linked to the terminals via a fuel-efficient common shuttle bus system.

Page 18

moving forward

As the airport model for the Hawai'i Department of Transportation—Airports Division's Sustainable DOT-A (sDOT-A) program, the *SustainableHNL Elements Baseline* provides a basis for understanding current management practices for carbon, waste, water, and energy at HNL. The DOT-A is poised to contribute insight and expertise to Hawai'i and the aviation industry as best practices in sustainability emerge.

Moving forward, DOT-A strives to mitigate overall carbon emissions, implement more greywater recycling, increase energy and water efficiency measures, generate renewable energy, and divert more waste through composting, recycling, and waste prevention. In pursuit of these goals, a variety of opportunities exist at the airport level for each Element. Identifying potential benefits is a crucial step for both sHNL and sDOT-A moving forward.

Page 47

Carbon

- »»Develop a comprehensive carbon management plan and policy.
- »»Integrate energy efficiency for all airport-wide operations.
- »»Generate clean and renewable energy for all airport-wide operations and facilities.
- »»Convert ground support equipment to low-emitting and fuel-efficient vehicles.
- »»Encourage use of low-emitting and fuel-efficient buses, shuttles, rental cars, taxis, and limousines.

- »»Promote ride-share programs and alternative transportation for public passengers and airport personnel.
- »»Identify and contain refrigerant gas leaks.
- »»Streamline airport operations for maximum jet fuel efficiency and conservation.
- »»Register EML carbon emissions with a national GHG registry.
- »»Aircraft towing during taxiing to the gates.

Attachment 3

SAGA Sustainability Database						
Sustainable Practices for the Aviation Industry						
Practice	LEED	Activity				
	Potential LEED Applicability	Planning & Design	Construction Activity	Day to Day Airport Operations	Maintenance	Administration & Finance
Administrative						
Policies, Procedures, and Plans						
1	Create and follow a sustainable vision/mission statement.					✓
2	Require that all developers, contractors, and tenants establish a corporate sustainability policy.					✓
3	Develop or adopt sustainable design guidelines, metrics, parameters, and a rating and ranking program (such as the City of Chicago's Sustainable Airport Manual).	✓	✓	✓	✓	✓
4	Develop or adopt a sustainability award recognition program for design, construction, and operations (such as the City of Chicago's Green Airplane Certification Program).	✓	✓	✓	✓	✓
5	Establish and follow a process for tying sustainability goals and objectives into the operations and maintenance and capital improvement program budget process; this helps ensure that life cycle costs, impacts on other divisions, and specific sustainability goals for projects are addressed.	✓	✓	✓	✓	✓
6	Include a sustainability training requirement in all bid documents.					✓
7	Develop detailed technical specifications and standards to implement sustainability measures; include these sustainability specifications as part of contracts.	✓	✓	✓		✓
8	Apply for national, state, and local competitive grants to support the selected sustainability initiatives.					✓
9	Pursue U.S. Green Building Council LEED Certification (New Construction, Existing Buildings, Commercial Interiors, etc. as applicable) for airport-owned and tenant projects.	✓	✓	✓		✓
10	Develop and implement an Environmental Management System (EMS) or other program to track progress in improving sustainability performance.			✓		✓
11	Establish a sustainability management system with sustainable performance indicators, either in conjunction with an EMS or as a separate program.			✓		✓
12	Develop an internal and external communication plan to report on sustainability performance.					✓
13	Require regular sustainability progress reports during design for construction projects (quarterly or at project conception (PDD), 30%, 60%, 90%, and 100% milestones).	✓	✓			✓
14	Publish an annual airport-wide sustainability report.					✓
15	Adopt a sustainability reporting platform such as the Global Reporting Initiative (GRI) (www.globalreporting.org/Home).					✓
16	Integrate IT systems to maximize teamwork, transparency and information sharing, including: web directories and links; web based document sharing; web based procurement process - RFQ/RFP, notices/advertisements; and electronic/digital document processing to reduce paper needs.	✓				✓
17	Clearly define sustainable design goals in requests for qualifications (RFQs), requests for proposals (RFPs), and bid review criteria.	✓	✓			✓

Practice	Potential LEED Applicability	Planning & Design	Construction Activity	Day to Day Airport Operations	Maintenance	Administration & Finance
258 Provide centralized facilities for secure bicycle storage.	✓	✓				
259 Ensure bikes remain visible; maintain an image of "bikes belong here" (e.g., signage).		✓				
260 Provide incentives for employees to bike to work.	✓					✓
261 Encourage transit agencies to provide bicycle friendly transit vehicles (e.g. buses and trains).	✓					✓
262 Encourage that a minimum of 5% of airport employees use bicycles for all or part of their daily commute.	✓					✓
263 Make bicycle facilities available for airport passengers as well.	✓	✓				
264 Develop and implement a "ZipBike" or other bike sharing program for employees and passengers to travel between airport facilities.	✓	✓				✓
Parking Capacity						
265 Provide incentives such as rebates and/or preferred parking for staff vanpools/carpools for 5% of the total provided parking spaces.	✓	✓		✓		✓
266 Provide infrastructure and support programs to facilitate shared vehicle usage such as carpool drop-off areas, designated parking for vanpools, or car-share services, ride boards, and shuttle services to mass transit.	✓	✓		✓		✓
267 Formulate a multifaceted approach to increasing transit ridership among employees, transit awareness day, guaranteed ride home, etc.		✓		✓		✓
268 Encourage telecommuting and off-site work, and restructure organization to minimize travel requirements.	✓					✓
269 Provide a Centralized Intermodal Ground Transportation Center.	✓	✓				✓
270 Require airport agencies and vendors to implement flexible or non traditional work hours.						✓
271 Require all airport agencies/vendors to implement discounted vanpooling services.	✓	✓		✓		✓
Alternative Fuel Vehicles						
272 Provide incentives to airport staff and the public to encourage the usage of alternative fuel vehicles.	✓	✓		✓		✓
273 Establish tax or government credits for support of alternative fuel vehicles.	✓	✓		✓		✓
274 Use alternative fuel service vehicles on airside and landside.	✓		✓	✓		
275 Provide low-emitting and fuel-efficient vehicles for 3% of Full-Time Equivalent (FTE) airport occupants AND provide preferred parking for these vehicles.	✓	✓		✓		✓
276 Use alternatively fueled GSE and shuttle buses.	✓	✓		✓		✓
277 Install quick charge electric charging stations for public and commercial vehicles.	✓	✓		✓		
278 Participate in the FAA's Voluntary Airport Low Emissions Vehicle Program (VALE) including funding for intermodal connections, underground fuel hydrants, alternatively fueled vehicles, etc.	✓					✓
279 Enhance existing programs for alternative fuel vehicles within the airport operations.	✓		✓	✓		
280 Provide preferred parking incentives for alternative fuel vehicles or 20% discounted parking rates.	✓			✓		✓
281 Develop preferred parking and/or lot locations for rental fleets that offer alternative fuel rental vehicles.	✓	✓		✓		✓
282 Grant concessions to tenants that have the lowest average fleet emissions.	✓					✓
283 Provide incentives for hybrid/electric airport vehicle purchases/conversions.	✓					✓

Practice		Potential LEED Applicability	Planning & Design	Construction Activity	Day to Day Airport Operations	Maintenance	Administration & Finance
284	Provide incentives for hybrid/electric taxi vehicle purchases/conversions, such as priority line placement for taxis	✓					✓
285	Establish reduced access fees for hybrid taxis.	✓					✓
286	Provide incentives for hybrid/electric rental car vehicle purchases, conversions, and/or rentals.	✓					✓
287	Install alternative fuel refueling stations for 3% of the total vehicle parking capacity at the airport (for public use).	✓	✓		✓		✓
288	Install compressed natural gas (CNG) refueling stations on-site.	✓	✓		✓		✓
289	Replace conventional gasoline-based equipment with alternative-fuel based equipment, including biodiesel, compressed natural gas (CNG), Hythane, hybrid electric, fuel cell, liquid petroleum gas (LPG), or newly developed alternative fuel.	✓	✓	✓	✓	✓	
290	Provide airport employees with access to a hybrid car sharing program.	✓			✓		✓
Reduced Vehicle Idling Plan							
291	Develop a reduced vehicle idling plan for commercial vehicles, construction vehicles, airport service vehicles, tenant vehicles, ground service equipment (GSE), etc.			✓	✓		✓
292	Turn off vehicles if they will be left idle for more than 2 minutes (or other airport-specified time limit).			✓	✓		✓
293	Ensure that no vehicle idling occurs within 100 feet of a sensitive receptor area, such as air intakes.		✓	✓	✓		✓
294	Post no-idling signs to remind vehicle operators to turn off vehicles whenever possible.			✓	✓		✓
295	Install idling and emission limiting/reduction technologies whenever technologically feasible.			✓	✓	✓	
296	Require diesel idling restrictions for commercial delivery vehicles.			✓			✓
297	Develop a system to regulate idling; this could include issuing notices or fines for vehicles that are left idle for excessive periods.			✓	✓		✓
Roadway Design							
298	Design roadways to meet long life pavement design criteria.		✓				
299	Design roadway lanes for use by HOV, including appropriate turning lane dimensions.	✓	✓				
300	Utilize warm-mix asphalt to reduce energy needs during construction.		✓	✓			
301	Use asphalt containing recycled tires to achieve a longer life cycle and reduce required maintenance.	✓	✓	✓			
302	Use at least 50% recycled aggregate in roadbase materials.	✓	✓	✓			
303	Use at least 25% recycled aggregate in cement or asphalt bound pavement materials.	✓	✓	✓			
304	Use at least 25% replacement of Portland cement with suitable supplementary cementitious material (SCM) in all concrete pavements, curbs and gutters, and sidewalks.	✓	✓	✓			
305	Specify the use of blended (ASTM C595) and/or Performance Specified (ASTM C1157) cements for all Portland cement concrete pavements, sidewalks, and curbs and gutters		✓	✓			
306	Reduce the total Portland cement content to a maximum of 470 lbs/yd ³ for all pavements, sidewalks, and curbs and gutters.		✓	✓			

Attachment 4



FOR IMMEDIATE RELEASE:

Wednesday, February 8, 2012

Contact: Mayor's Office of Communications, 415-554-6131

SFMTA, Paul Rose, 415-601-1637

***** PRESS RELEASE *****

SAN FRANCISCO TAXIS SURPASS EMISSIONS GOAL

More than 90 percent of San Francisco's Eligible Taxi Fleet Use Alternative Fuels

San Francisco, CA— Today Mayor Edwin M. Lee, California Lieutenant Governor Gavin Newsom, San Francisco Municipal Transportation Agency (SFMTA), Department of the Environment and San Francisco taxi industry leaders announced that San Francisco's taxis have exceeded the 2008 goal of reducing the average per-vehicle greenhouse gas (GHG) emissions by 20 percent from 1990 levels by 2012. In 1990, the average San Francisco taxi emitted 59 tons of GHG emissions per year, and today the average taxi in the City emits 30 tons, a 49 percent reduction.

"San Francisco's clean taxi program has exceeded all expectations," said Mayor Lee. "San Francisco taxicabs are the cleanest in the U.S. and a model to other taxi fleets around the world. The vision and leadership of Mayor Newsom and the Taxi Commission on this ground-breaking program set us on this path, and the taxi companies and taxicab drivers have embraced this program to make San Francisco a model for the rest of the world."

"When I announced this goal, many people didn't think it could be done," said Lieutenant Governor Newsom. "The clean taxi program has shown that aggressive action is possible at the local level to make major reductions in carbon emissions, reduce our dependence on fossil fuels and accelerate a new green economy. Now we are here today recognizing San Francisco as the "Greenest Taxi City in America.""

The 2008 Green Taxi Ordinance specified a reduction of average per-vehicle GHG emissions by 20 percent below 1990 levels. The San Francisco taxi fleet was comprised of 821 eligible vehicles in 1990 and has grown to 1,432 today. Meanwhile overall emissions from the taxi fleet have been reduced by 10 percent. Thus, San Francisco has almost doubled the size of its taxi fleet while achieving a 10 percent total reduction in GHG emissions. Phasing in hybrid electric and compressed natural gas (CNG) taxis into the taxi fleet has resulted in 35,139 metric tons of GHG emissions savings – the equivalent of taking 6,890 passenger cars off the road every year – and saved taxi drivers an estimated \$11 million in fuel costs annually.

"The collaboration between the SFMTA, the Department of the Environment, our funding partners and the taxi industry is an important part of creating a comprehensive transportation system that is environmentally sustainable and supports our Transit First policy," said SFMTA Director of Transportation Edward D. Reiskin. "We will continue to work with the taxi industry to improve taxi service while advancing our environmental goals."

"Cutting global carbon dioxide emissions is the most crucial issue of our time, and the San Francisco taxi experience has shown that taking aggressive, collaborative action at the local level can be both profitable and effective," said taxi driver and former Taxi Commission President Paul Gillespie. "I know the San Francisco

taxi industry will continue to play the role of pioneering, early adopters of the cleanest vehicle technology available.”

Today 92 percent of the taxi fleet is comprised of hybrid or CNG vehicles. There are 1,318 alternative fuel vehicles out of a total of 1,432 eligible vehicles. CNG vehicles account for 89 of those and the hybrids account for 1,229. San Francisco currently has 1,521 taxis in service. Of these, 89 are ramp taxi vehicles that are not subject to clean air vehicle requirements due to the lack of good alternative fuel wheelchair accessible vans available on the market.

The number of alternative fuel vehicles continues to rise because the hybrid and CNG vehicles, while contributing to cleaner air for San Francisco, are also very popular with taxi drivers. Although the fee charged to a taxi driver to take out an alternative fuel vehicle is a bit higher, filling up a hybrid vehicle costs about half what it costs to fill up gasoline-fueled vehicle. The hybrid vehicles provide an additional economic benefit to taxi companies in that they require less time and money for brake repairs.

The SFMTA, in coordination with the Department of the Environment, encouraged companies and drivers to purchase alternative fuel vehicles by providing a Clean Air Taxi Grant incentive. Grants of \$2,000 provided by the Bay Area Air Quality Management District (BAAQMD) and the San Francisco Transportation County Authority (SFCTA) were issued to purchasers on a first come-first served basis. A total of \$518,670 in grant funds was dispersed to help purchase 251 hybrid vehicles.

The Green Taxi Ordinance was passed in 2008 and originally published as Police Code Section 1135.3. The SFMTA re-enacted the requirement as Transportation Code, Division II, Sections 1106(m) (emissions reductions) and 1114(e)(9)(A) (annual reporting requirement).

###

Attachment 5

Use name

or ID



search

Home	Incentives Programs	Outreach & Education	Advice & Consulting	Public Affairs	About	News	Search
------	---------------------	----------------------	---------------------	----------------	-------	------	--------

Home > Incentives Programs > Airport Vehicle Rebate Program > California Clean Cab Partnership

CLEAN CABS DIRECTORY



Find a clean cab in San Diego
SD Clean Cab List

SUCCESS STORY



A unique partnership driving up profits and reducing emissions

Road Report

CLEAN CABS ARTICLES

- Carbon-Free Cab
- I felt my hybrid taxi in San Francisco
- Green cabs start service at San Diego International Airport
- San Diego Honored For 'Green Taxi' Program
- San Francisco Doubles Taxi



California Clean Cab Partnership

The California Clean Cab Partnership is a network of regional transportation stakeholders committed to advancing the use of alternative and clean vehicles by taxi fleets. Greening urban taxis — vehicles that often log 100,000+ miles per year — reduces carbon and air pollution emissions, saves fuel and provides highly visible examples of clean vehicle technologies on the road.

San Francisco

1,432 clean cabs
90% of taxi fleet

2.9 million gallons
Avoided Air Pollution
35,000 MT CO₂



City of San Francisco
Green Taxi Program

Los Angeles

703 clean cabs
37% of taxi fleet



City of Los Angeles
Green Taxi Program

San Diego

117 clean cabs
30% of airport taxi fleet

100,000 gallons
Avoided Air Pollution
2,736 MT CO₂



City of San Diego
Green Taxi Program

In San Francisco, a national and state pioneer in clean taxi adoption, there are now more than 1,400 hybrid and alternative fuel taxis in operation. This greening of their taxi fleet reduces carbon emissions by 35,000 tons per year — the single largest reduction accomplished by the city and greater than all other activities undertaken combined.

In San Diego, an airport clean cab program resulted in a 30% adoption rate of clean cabs among all cabs serving the airport in just 10 months. In Los Angeles, some 700 green taxis are in operation in only the second year of a five-year program to promote their use — about 40% of the goal of 1,700 clean cabs by 2015.

The California Clean Cab Partnership works toward clean vehicle advancement and includes taxis owners and associations, municipal taxi regulators, airport permitting officials, clean vehicle advocates, dealers and manufacturers.

For more information about the partnership please contact Heather Shepard.

Last updated: Friday, 6 October 2011 14:41

CCSE CALENDAR

Green Conferences & Events
calendar view | list view



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-FNE_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

--

Dale Evans, Chairman & President

Charley's Taxi and Limousine

1451 S. King St., Suite 300

Honolulu, HI 96814

dale@charleystaxi.com

www.charleystaxi.com

Area Code 808

phone: 233-3333, or 531-2333

fax: 533-1161

cell 1: 783-4546

cell 2: 216-8204

home: 947-2468

dispatch: 233-3333

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	<u>Paul Gillespie</u>
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

SR144

Sunday, March 24, 2013

12:21 PM

Subject	Submitted testimony for SR144 on Mar 25, 2013 13:16PM
From	mailinglist@capitol.hawaii.gov
To	TIAtestimony
Cc	ed.j.wagner@gmail.com
Sent	Friday, March 22, 2013 12:28 PM

SR144

Submitted on: 3/22/2013

Testimony for TIA/ENE on Mar 25, 2013 13:16PM in Conference Room 224

Submitted By	Organization	Testifier Position	Present at Hearing
Ed Wagner	Individual	Comments Only	No

Comments: There is one key benefit missing from this resolution; namely, the reduction in the concentration of poisonous carbon monoxide in passenger pick up areas.

Please note that testimony submitted less than 24 hours prior to the hearing, improperly identified, or directed to the incorrect office, may not be posted online or distributed to the committee prior to the convening of the public hearing.

Do not reply to this email. This inbox is not monitored. For assistance please email webmaster@capitol.hawaii.gov

SR144

Monday, March 25, 2013

6:24 AM

Subject	Submitted testimony for SR144 on Mar 25, 2013 13:16PM
From	mailinglist@capitol.hawaii.gov
To	TIATestimony
Cc	tabraham08@gmail.com
Sent	Sunday, March 24, 2013 8:58 PM

SR144

Submitted on: 3/24/2013

Testimony for TIA/ENE on Mar 25, 2013 13:16PM in Conference Room 224

Submitted By	Organization	Testifier Position	Present at Hearing
Troy Abraham	Individual	Support	No

Comments: I support urgent passage of this bill to upgrade all taxi vehicles to be more fuel efficient

Please note that testimony submitted less than 24 hours prior to the hearing, improperly identified, or directed to the incorrect office, may not be posted online or distributed to the committee prior to the convening of the public hearing.

Do not reply to this email. This inbox is not monitored. For assistance please email webmaster@capitol.hawaii.gov

THE SENATE
THE TWENTY-SEVENTH LEGISLATURE
REGULAR SESSION OF 2013

RECEIVED
THE SENATE
CLERK'S OFFICE
STATE OF HAWAII

COMMITTEE ON TRANSPORTATION AND INTERNATIONAL AFFAIRS

Senator J. Kalani English, Chair
Senator Donovan M. Dela Cruz, Vice Chair

'13 MAR 22 P1:34

COMMITTEE ON HUMAN SERVICES

Senator Suzanne Chun Oakland, Chair
Senator Josh Green, Vice Chair

COMMITTEE ON PUBLIC SAFETY, INTERGOVERNMENTAL AND MILITARY AFFAIRS

Senator Will Espero, Chair
Senator Rosalyn H. Baker, Vice Chair

NOTICE OF HEARING

DATE: Monday, March 25, 2013
TIME: 1:34 p.m.
PLACE: Conference Room 224
State Capitol
415 South Beretania Street

A G E N D A

SCR 108 / SR 74

Status &
Testimony / Status &
Testimony

URGING THE UNITED STATES CONGRESS TO INCLUDE
RESIDENT CITIZENS OF THE FREELY ASSOCIATED
STATES WHO LAWFULLY RESIDE IN THE UNITED STATES
AS "QUALIFIED ALIENS" UNDER THE PERSONAL
RESPONSIBILITY AND WORK OPPORTUNITY
RECONCILIATION ACT OF 1996 IN RECOGNIZING THEIR
UNIQUE HISTORIC AND ONGOING SACRIFICES AND
CONTRIBUTIONS TO THE UNITED STATES OF AMERICA.

TIA/HMS/PSM

Decision Making to follow, if time permits.

Click [here](#) to submit testimony to the Senate Committee on Transportation and International Affairs.

Testimony may be submitted up to 24 hours prior to the start of the hearing.

FOR AMENDED NOTICES: Measures that have been deleted are stricken through and measures that have been added are underscored. If a measure is both underscored and stricken through, that measure has been deleted from the agenda.

If you require auxiliary aids or services to participate in the public hearing process (i.e. ASL or foreign language interpreter, or wheelchair accessibility), please contact the committee clerk at least 24 hours prior to the hearing so that arrangements can be made.

FOR FURTHER INFORMATION, PLEASE CALL THE COMMITTEE CLERK AT (808) 586-6903.



Senator Suzanne Chun Oakland
Chair



Senator J. Kalani English
Chair



Senator Will Espero
Chair

