

BILL053(22)
Testimony

MISC. COMM. 425

COUNCIL

COUNCIL Meeting

Meeting Date: Oct 5, 2022 @ 10:00 AM

Support: 1

Oppose: 1

I wish to comment: 2

Name: Alexander Ozawa	Email: alexozawa@gmail.com	Zip: 96789
Representing: Self	Position: Oppose	Submitted: Oct 1, 2022 @ 11:44 AM
<p>Testimony:</p> <p>I oppose Bill 53's provision to remove the annual capped fare for Honolulu's transportation system. This would make it harder for people who rely on the transportation system but cannot afford a nearly \$900 pass in the beginning of the year.</p>		
Name: Judy Mick	Email: ppchawaii@yahoo.com	Zip: 96826
Representing: Self	Position: I wish to comment	Submitted: Oct 1, 2022 @ 04:25 PM
<p>Testimony:</p> <p>Aloha Councilmembers,</p> <p>The establishment of a low income fare for Handivan Riders is excellent and will help protect low income riders from any future fare raises. Please pass the bill with that section as drafted.</p> <p>I object to the elimination of the annual cap, leaving the purchase of an annual pass as the only option. This would force someone to front \$880 and hope they ride the bus enough times during the year to make it worth it. I am sure a lot of people lost money on their annual pass fee when covid shut their job sites down. That is why caps are superior, it allows someone to load their card as they go, and if they take enough rides they stop incurring charges as if they had an annual pass. While there is a low income program for bus riders, that has a \$1.5 million cap and income limits. There are a lot of bus riders who would not meet the HUD definition of extremely low income but nonetheless cannot afford \$880 up front. I also wonder why the HOLO card cannot be programed so that if someone hit the monthly cap 11 months in a row, their next month is free. While the Department may point out there are other government programs that offer discounts when someone pays for the year up front, such as the Zoo's annual pass, those are purely recreational programs and services. The Bus is closer to being a public utility, and BWS or HECO would never offer a discount to people who paid up front on their utility bills, for the reason that would favor middle to high income people who could afford to front the money. If you do eliminate the annual cap, I would urge you to lower the cost of the annual pass and/or create 6 month passes instead.</p> <p>Thank you.</p>		
Name: Donald Sakamoto	Email: cylonone@aol.com	Zip: 96744
Representing: Self	Position: I wish to comment	Submitted: Oct 3, 2022 @ 04:02 PM
<p>Testimony:</p> <p>Oral testimony only.</p>		
Name: Kirby Shaw	Email: bryan.mick@doh.hawaii.gov	Zip: 96813
Representing: Disability and Communication Access Board	Position: Support	Submitted: Oct 4, 2022 @ 09:01 AM



DISABILITY AND COMMUNICATION ACCESS BOARD

1010 Richards Street, Room 118 • Honolulu, Hawaii 96813
Ph. (808) 586-8121 (V) • Fax (808) 586-8129

October 5, 2022

The Honorable Tommy Waters, Chair
and Members
Honolulu City Council
530 South King Street
Room 203
Honolulu, HI 96813

Regarding: Bill 53 (2022) – Relating to Public Transit

Dear Chair Waters and Members of the Honolulu City Council:

The Disability and Communication Access Board (DCAB) supports Bill 53 (2022).

DCAB has adopted Guiding Principles on Public Transit Fixed Route Bus and Paratransit Services. Principle 3 states “[s]ubsides should be provided to those who qualify as extremely low income.”

Bill 53 (2022) amends the Revised Ordinances of Honolulu (ROH) 13-2.10 by adding a second method by which an applicant may qualify for the low income bus fare: by providing a letter from the Social Security Administration showing eligibility to receive Supplemental Security Income. This will reduce the number of applications the Department of Community Services currently reviews to determine whether an applicant meets the U.S. Department of Housing and Urban Development guidelines for extremely low income households within the City for the applicable family size.

In addition, Bill 53 (2022) amends ROH 13-4.5 by establishing a new low income fare category for paratransit passengers who meet either of the two methods applicants may use to qualify for the low income bus fare. DCAB has advocated for a low income paratransit fare category for several years. This allows the paratransit standard fare to be raised in the future without harming those with limited fixed incomes who would be forced to reduce their number of trips.

Both of these proposed amendments align with our Guiding Principles.

Thank you for the opportunity to provide testimony in support of Bill 53 (2022).

Respectfully submitted,

KIRBY L. SHAW
Executive Director