# BILL042(25)
# Testimony

**MISC. COMM. 289**

PLANNING, INFRASTRUCTURE & TRANSPORTATION (PI&T)

**PLANNING, INFRASTRUCTURE & TRANSPORTATION (PI&T) Meeting**

Meeting Date: May 28, 2025 @ 09:00 AM

Support: 11

Oppose: 0

I wish to comment: 0

| Name: | Email: | Zip: |
|---|---|---|
| Ryan Naka | ryan@ryannaka.com | 96814 |
| Representing: | Position: | Submitted: |
| Self | Support | May 22, 2025 @ 09:42 PM |

Testimony:

Aloha Councilmembers,

I strongly support Bill 42, which modernizes Honolulu's outdated taxicab regulations. The current rate structure prevents drivers from earning a living wage, and the City could even lower rates despite rising costs.

Bill 42 promotes transportation innovation, supports local drivers and their families, and ensures fair pricing and quality service. This bill creates a balanced, competitive market benefiting both drivers and passengers.

Please vote yes on Bill 42.

Thank you

| Name: | Email: | Zip: |
|---|---|---|
| ESTHER LEE | ESTHERL@CHARLEYSTAXI.COM | 96814 |
| Representing: | Position: | Submitted: |
| Self | Support | May 23, 2025 @ 10:06 AM |

Testimony:

I support Bill 42

| Name: | Email: | Zip: |
|---|---|---|
| Chelslynn Matagiol | chelslynn@charleystaxi.com | 96797 |
| Representing: | Position: | Submitted: |
| Self | Support | May 23, 2025 @ 10:08 AM |

Testimony:

I support Bill 42.

| Name: | Email: | Zip: |
|---|---|---|
| Yingshi Liu | yingshi@charleystaxi.com | 96814 |
| Representing: | Position: | Submitted: |
| Self | Support | May 23, 2025 @ 10:09 AM |

Testimony:

I support Bill 42

| Name: | Email: | Zip: |
|---|---|---|
| christine kawasaki | christinekawasaki@hotmail.com | 96825 |
| Representing: | Position: | Submitted: |
| Self | Support | May 23, 2025 @ 10:16 AM |

Testimony:

Aloha Council Members,

Please support BILL 42.

I am Charley's Taxi Concierge and have been at this Company 20 year to present.

The VIP, GROUPS & HOTELS OWNERSHIP & Hawaii's Kupuna's families  is all in need of our VIP SUV SERVICES.

Vote YES to BILL 42.

Thank you,

Christine

Charley's Concierge

| Name: | Email: | Zip: |
|---|---|---|
| Jacob Wiencek | jacob.m.wiencek@pm.me | 96815 |
| Representing: | Position: | Submitted: |
| Self | Support | May 26, 2025 @ 01:53 PM |

Testimony:

Aloha Councilmembers,

Honolulu is notorious for its byzantine, outdated regulations. Over recent years, the City Council has made consistent progress is updating, streamlining and removing outdated regulations. This bill represents continued progress to alleviate the regulatory burden on our working- and middle-class families. I strongly urge this Committee to SUPPORT passage of this bill!

| Name: | Email: | Zip: |
|---|---|---|
| Max Sword | mswordconsulting@aol.com | 96823 |
| Representing: | Position: | Submitted: |
| Self | Support | May 26, 2025 @ 09:56 PM |

| Name: | Email: | Zip: |
|---|---|---|
| Ted Kefalas | tkefalas@grassrootinstitute.org | 96813 |
| Representing: | Position: | Submitted: |

| | | |
|---|---|---|
| Grassroot Institute of Hawaii | Support | May 27, 2025 @ 10:06 AM |
| | | |
| Name:<br>Dale Evans | Email:<br>dale@charleystaxi.com | Zip:<br>96815 |
| Representing:<br>Charley's Taxi Radio Dispatch, Corp | Position:<br>Support | Submitted:<br>May 27, 2025 @ 12:49 PM |
| | | |
| Name:<br>Mohammed Akbar | Email:<br>akbarhiusa@hotmail.com | Zip:<br>96816 |
| Representing:<br>Self | Position:<br>Support | Submitted:<br>May 28, 2025 @ 07:51 AM |
| | | |
| Name:<br>Takeshi Aoki | Email:<br>kei@zesthawaii.com | Zip:<br>96819 |
| Representing:<br>Japan Airlines | Position:<br>Support | Submitted:<br>May 28, 2025 @ 08:26 AM |
| | | |

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May 28, 2025

Honolulu City Council
Committee on Planning, Infrastructure & Transportation
Councilwoman Radiant Cordero, Chair

RE: Bill 42 (2025) – RELATING TO TAXICABS
Addressing the regulation of taxicabs and taxicab companies.

Aloha Chair Cordero and Members of this Committee.

My name is Max Sword here in support of Bill 42 (2025) Relating to Taxicabs.

Currently the taxicabs are being run and operated with one hand tied behind it's back, compared to TNCs, operating as Uber and Lyft.

A couple of examples. Rates for taxis are set at a single maximum rate, while TNC's rates constantly fluctuates, at times by the second. Surge Pricing, anyone?

The other example is that taxis cannot exceed the city's minimum rate regardless of vehicle classification, while TNCs can set their rates according to class: Compact, Mid-size, SUV, Luxury, etc.

These are but a couple of examples why this bill needs to be supported, it's time to put taxis on an even playing field as the TNCs.

I urge your support and mahalo for allowing me to submit my testimony.

GRASSROOT INSTITUTE OF HAWAII

1050 Bishop St. #508
Honolulu, HI 96813
808-864-1776
info@grassrootinstitute.org

Removing barriers to Hawaii's prosperity

May 28, 2025, 9 a.m.
Honolulu Hale

**To: Honolulu City Council Committee on Planning, Infrastructure and Transportation**
**Radiant Cordero, Chair**
**Val Okimoto, Vice Chair**

**From: Grassroot Institute of Hawaii**
**Ted Kefalas, Director of Strategic Campaigns**

RE: Bill 42 (2025) — RELATING TO TAXICABS

Aloha Chair Cordero, Vice Chair Okimoto and other members of the Committee,

The Grassroot Institute of Hawaii **supports** Bill 42 (2025), which would exempt digital dispatch taxicabs from the city's rate-setting regulations.

Current rules dictate that anyone running a taxicab cannot charge more than the price prescribed by the Honolulu Director of Customer Services.

These maximum rates often do not keep up with changes in inflation or the general cost of doing business in Hawaii. For example, the maximum rates did not change between 2013 and 2023 — whereas inflation increased by roughly 30% nationwide.[1]

Additionally, this bill would place digital dispatch taxicabs on the same playing field as transportation network companies such as Uber and Lyft, which are not subject to the same city price controls as taxicabs.

Thank you for the opportunity to testify.

Ted Kefalas
Director of Strategic Campaigns
Grassroot Institute of Hawaii

[1] "CPI Inflation Calculator," U.S. Bureau of Labor Statistics, accessed May 27, 2025.

Charley's Taxi
LIMOUSINES VANS & SUVS
A ——— The way to go. ———→ B
233-3333

Tuesday, May 27, 2025

Committee on Planning, Infrastructure & Transportation
City Hall, Attn: Information Section
530 South King Street, Rm 100
Honolulu, Hawaii 96813

Re: Written Testimony re BILL 42 (2025) TaxicabsHonolulu City Council
Honorable Councilmembers:

Thank you for considering Bill 42 to deregulate rates for digital dispatch companies. We have been using our GPS digital dispatch system since 2011 and upgraded in early 2014 – before TNCs came in mid-2014.

TNC have been allowed to 0perate in Honolulu free of prince controls for the past 11 years.

In the past 80 years (1945) taxicab rates have never been set according to the taxi business costs. The Taxicab Ordinance (ROH 36-1) requires taxi rates to be set by changes in the Honolulu CPI Private Transportation Component – only one rate is allowed. The taxi industry waited 10 years before the 2023 rate increase because the CPI did not increase from 2012 to 2022. Moreover, The March 2025 CPI for private transportation component shows a de-minimas increase (0.84) since 2023.

In 1971, *ROH 271.5*, the State legislature enacted the taxicab operating authority as 1-8 passenger vehicles. Setting one rate for any vehicle restricts our services for upgraded vehicles that cost more.

The city's administration of taxi rates is inconsistent with

- HRS 46-15-4 to ensure the stability and viability of private passenger vehicles, and
- HRS 271 that prohibits unjust discrimination, undue preference or advantage, or unfair or destructive competitive practices.

It is urgent that we be free, independent and competitive to set our own rates.

Respectfully submitted,
Dale Evans, COB, AllWays Charley's Taxi
1451 S King St Suite 300, Honolulu, Hawaii 96814
Ph# 808-783-4546

PS Attached is a comparison between TNC and Taxi Industry regulations and operations

| RATE REGULATION INEQUALITY FOR THE SAME WORK | TAXIS | UBER/LYFT (TNC) |
|---|---|---|
| **THE JOB** | **Driver is paid to transport customers from point A to point B** | |
| RATE SETTING | City sets a single maximum rate on any passenger vehicle with capacity of 1 to 8. | **SURGE PRICING!** Rates change algorithmically every second. |
| RATES BY VEHICLE CLASS | Can not exceed city's one maximum rate regardless of vehicle age, cost, class. | Set rates according to class: Compact, Minivan, SUV, Luxury, etc. |
| TAXES AND DESTINATION FEES | City continues to prohibit taxis from passing on the 7% pre-arranged Airport pick-up tax. | Pass GET and Airport pick-up taxes on to passengers. Plus booking fees. |
| SHARED RIDES | While ROH 36-1.9 exempts shared ride services from rate controls, the city interferes with our setting of shared ride tariffs and restricts our services. | TNC shared ride services face no restrictions. |
| **HIGHEST STANDARDS OF SERVICE VS LOWEST COMMON DENOMINATOR** | | |
| SERVICE & SUPPORT | Local, professional dispatchers use automated GPS dispatch system, GPS cameras, and 900MHz two-way radios to support drivers and for voice dispatching. | Automated dispatch system only. Can't operate during a mobile service outage. |
| SAFETY & TRAINING | Driver apps, HD security cameras, driving safety training, printed receipts, fare estimates, accept cash, trip refusal prohibited. | Receipts & fare estimates on user's phone, driver apps, no cash payments, pick and choose trips every second. Allowed to refuse trips. |
| LOCAL OFFICE | Local business office to handle lost and found as well as complaints. | No local presence, contrary to Act 057 requiring a local office. |
| RATE TRANSPARENCY | Flat Rates – don't change with traffic. True up-front pricing and transparency.<br><br>Customers notified of basis of rates; sealed taximeter can't be tampered with. | Fare quotes are estimates only and subject to change with traffic.<br><br>TNC algorithms change constantly, customers don't know basis of charge. |
| OPERATING AT THE AIRPORT | Must file VIN, vehicle details, and Certificate of Insurance.<br>$75 annual for HNL permittee tags and transponder. | Does not apply to TNCs. |
| INSURANCE | "Always on" commercial insurance with double the limits of TNC coverage costs about $4,000 per year. | Non-commercial "gap" insurance with lower limits costs about $700 per year. |
| STATE AND COUNTY LAWS | HRS271, ROH 36.1 & 36.6 apply only to taxis | TNCs exempt from state and county laws. |
| FLEET SIZE | About 650 (down from 2,479 in 2015) | Pursuant to Act 057 (2022): 5,000-10,000 |

Mohammed F. Akbar

1984 10th Avenue

Honolulu, HI 96816

Cell:808-220-7276

Email: akbarhiusa@hotmail.com

May 27, 2025

**TESTIMONY IN SUPPORT OF BILL 42 (2025)**

Measure Title:
RELATING TO TAXICABS.
Summary:
Date Introduced:
Apr 30, 2025
Introduced By:
MATT WEYER, ANDRIA TUPOLA
Committee:
PLANNING, INFRASTRUCTURE & TRANSPORTATION (PI&T)

Aloha Committee on Planning Infrastructure & Transportation

Honolulu City Council

Attention: Information Section

530 South King Street Rm. 100

Honolulu, HI 96813

Re: Bill 42 (2025) Committee Hearing: May 28, Wednesday 9:00 a.m.

My name Mohammed F. Akbar

I am a small business and independent taxicab owner / operator, affiliated with Charley's Taxi. I take good care of our customers safely, reliably and honestly.

I own my car, work full-time and at least 60 hours a week to cover my expenses and support my family of four.

Our clients and vendors are required to upgrade and replace car every 5 to 6 years to provide the highest industry standard and that is costly to buy a car and maintain.

I SUPPORT BILL 42:

1) I support bill 42 (2025) to free digital dispatch taxi company from rate regulation under ROH 36-1 (9), so that taxi drivers can finally compete fairly on a level paying field with TNC competitors not subject to any price controls.

2) The laws and regulations on all for-hire drivers picking up passengers should be the same, fair and equal.

3) TNC drivers have less licensing, insurance, and price controls — to give them more competitive advantages — over us taxi drivers.

4) I want to be treated like other businesses who can pass on the business costs. It is unfair to prohibit us from charging for airport pick-up fees, Diamond Head Lookout and Nuuanu Pali and Moanalua Garden parking fees when our customers request to be taken there.

Thanks in advance and appreciate for reading my testimony and hope to see that you all will agree with my fellow taxicab drivers and me and pass the bill 42 (2025)

Mahalo,

( Mohammed F. Akbar )

**Japan Airlines Co., Ltd.**
Daniel K. Inouye International Airport
300 Rodgers Boulevard, #21
Honolulu, Hawaii 96819-1830

Committee on Planning Infrastructure & Transportation
Honolulu City Council
Attention: Information Section
530 South King Street, Rm 100,
Honolulu, Hawaii 96813

Re: Bill 42 (2025) Committee Hearing: May 28 Wednesday, 9 am
I am Takeshi Aoki, Vice President & Regional Manager of Japan Airlines, writing to support Bill 42 (2025) to free digital dispatch taxi companies from rate regulations under ROH 36-1 (9), so that taxi drivers can finally compete fairly on a level playing field with TNC competitors not subject to any price controls.

Japan Airlines is one of the world's top 10 major airlines, and has had a corporate relationship with Charley's since 2016. We require highest industry standards for taxi drivers and a 5-year vehicle age maximum that is costly for drivers to buy, maintain and upgrade their vehicles.

Therefore we support this bill to provide upgraded vehicle services for our clients and to recoup driver supply that recently leads to longer wait times. It is urgent and important that JAL and Hawaii's visitor industry and for the state's economy to have a resilient, innovative and sustainable taxicab industry.

Sincerely,

Takeshi Aoki

Takeshi Aoki
Vice President & Regional Manager
Japan Airlines, CO., LTD.