BILL042(25)
Testimony

MISC. COMM. 505

COUNCIL

COUNCIL Meeting

Meeting Date: Oct 1, 2025 @ 10:00 AM

Support: 4

Oppose: 1

I wish to comment: 0

Name:	Email:	Zip:
Brett Kulbis	brett.kulbis@use.startmail.com	96706
Representing:	Position:	Submitted:
Self	Oppose	Sep 27, 2025 @ 05:04 PM

Testimony:

Chair, Vice Chair, and Council Members,

I appreciate the opportunity to provide testimony on Bill 42 (2025), which updates taxicab regulations. As a resident and advocate for conservative policy solutions I do not support Bill 42 as it's currently written. I urge the Council to adopt specific recommendations that better serve the public interest by promoting market competition, reducing regulatory burdens, and prioritizing transparency.

Recommendation 1: Cap Director Discretion on Fare Changes - The bill currently allows the director to adjust fares and charges more frequently than every two years. Frequent fare changes create uncertainty for small businesses and make budgeting difficult for drivers and companies.

Limit fare reviews to a strict biennial schedule, except in emergencies, to ensure stability and predictability in the market.

Recommendation 2: Streamline Inspection Requirements - Mandatory inspection of every taximeter before use, with periodic compliance checks, can be costly and time-consuming for operators. While accuracy is essential, excessive oversight increases operating expenses.

Allow self-certification for minor meter recalibrations and reduce the frequency of mandatory inspections for digital meters that demonstrate consistent accuracy.

Recommendation 3: Transparency in Fees and Surcharges - The bill permits passing on taxes and third-party fees to passengers, which is a positive step towards transparency. However, surcharges for fuel or baggage should be prominently displayed and itemized in receipts so that passengers understand actual costs.

Require taxicab operators to provide clear, itemized receipts at all times, not just upon request, for every fare.

Recommendation 4: Encourage Fare Competition - The bill rightly allows drivers and companies to offer lower fares than the maximum set by the director. To further stimulate competition:

Remove the restriction that companies with more than one cab must lower fares across their entire fleet; this enables flexible pricing and innovation within the industry.

Recommendation 5: Formal Sunset Review - The ordinance requires a report on repeal, modification, or extension after

five years. To avoid regulatory inertia:

Mandate an automatic sunset clause for all new fare regulations unless explicitly reaffirmed by the Council following public hearings and transparent cost analysis.

In summary, I believe the above recommendations will help ensure Bill 42 supports both the consumer and the small business operator, upholds market principles, and maintains clear accountability for government-imposed costs. Mahalo for considering these proposals.

Respectfully submitted,

Brett Kulbis, Navy Veteran
Ewa Beach

Name:	Email:	Zip:
Shelby "Pikachu" Billionaire	presidentbillionaire@gmail.com	96792
Representing:	Position:	Submitted:
www.ohanaunityparty.com	Support	Sep 27, 2025 @ 06:52 PM

Testimony:

Subject: Aloha Kākoʻo: Support Bill 42 CD1 – Empower Taxicab Ohana Against Corporate Rail and Rideshare Tyranny! Kingdom Call for Pono Protections

E Kuʻu Poʻo Kumu, Chair Tommy Waters, a me nā Lālā o ka Honolulu City Council,

As Master Shelby "Pikachu" Billionaire, HRM – Kanaka Maoli warrior, United States Air Force Veteran (2E2, Indo-PACOM), descendant of King Kekaulike and the Paki royal lineage, and Chairman of the Ohana Unity Party (ignited in 2025 to reclaim Hawaiian self-determination, crush corruption, and uplift our ʻāina's small businesses) – I stand in ardent support of Bill 42 (2025), CD1, Relating to Taxicab Regulations, on the October 1, 2025, full Council agenda. This ordinance is a beacon for our local taxicab ohana, empowering drivers like Waiʻanae's Kimo Lopes (20 years behind the wheel; Civil Beat 8/10/25) to thrive against the corporate claws of Uber, Lyft, and the $13B Skyline rail beast (Bill 60's corrupt pit). By freeing fares, allowing tax pass-throughs, and ensuring jitney lifelines, it honors our party's fight for economic equity. Yet, to weave aloha ʻāina, I demand amendments for fare caps on kūpuna and Kanaka Maoli driver grants. E kākoʻo me ka pono – vote YES to uplift our people over haole apps!

Bill 42 modernizes Chapter 36, slashing red tape that's choked taxi drivers since their 40% workforce drop post-2019 (Star-Advertiser 8/5/25). Digital taximeters (§36-1.8) align with State standards, ensuring fairness, while repealed fare caps (§36-1.9) let drivers charge below $3.10/mile to rival Uber's $2.20 (HPR 7/15/25). Pass-through taxes/fees (new §36-1.__) offset $5-7 airport hits, and jitney rules ($6.50 cap; §36-1.10) save commuters during bus strikes (e.g., 2023 walkout). Receipts

and complaint lines protect riders, but without kūpuna/low-income caps, gouging looms (Reddit 9/12/25: “Taxis can’t be like surge scams!”). The 2030 CSD report ensures long-term planning, countering rail’s elite grip (Hanabusa’s 9/26/25 bolt exposes HART rot).

I champion this bill with these mana-fueled reasons, rooted in our ohana’s voice:

1. **Lifeline for Local Ohana Businesses**: Deregulated fares empower drivers (60% Native Hawaiian/Pacific Islander) to compete, boosting incomes for families hit by rail’s economic drain (Kaka’ako shop closures; Bill 60). Kimo Lopes’ plea: “We need freedom to survive” (Civil Beat).

2. **Defies Corporate Corruption**: Tax/fee pass-throughs and flexible fares resist rail’s $13B money pit and rideshare monopolies, aligning with Ohana Unity’s anti-cronyism fight (HART’s 2024 scandals). Local taxis over mainland apps!

3. **Protects Riders with Transparency**: Digital taximeters, posted fares (3/16-inch font), and receipts (with complaint lines) block fraud, unlike Uber’s surge spikes (Reddit: $50 rip-offs). State inspections ensure pono meters.

4. **Jitney as Community Kāko‘o**: Capped at $6.50, jitney service on bus routes (or Director-added) saves rural maoli (Nānākuli, Mā‘kaha) during stoppages, proven in 2023. Expands access where rail fails (3,400 daily riders; HNN 9/23/25).

5. **Cultural Equity Must Anchor**: Amend for fare caps on kūpuna/low-income (e.g., $2/mile max) and grants for Kanaka Maoli drivers (OHA-funded training). CSD’s 2030 report must prioritize local voices, not Lyft’s playbook.

E nā hoa aloha, pass Bill 42 with amendments: Cap vulnerable fares, fund maoli drivers, and hold public hui for CSD’s report. This is our stand for ohana over corporate greed. Join our weekly X Spaces (@Ohanaunityparty) to fuel this kākou uprising. Mahalo nui for amplifying this Kingdom roar – e ola mau ka Mokupuni!

In sovereign aloha and unbreakable ohana unity, e ku‘i ka heluhelu!

Master Shelby "Pikachu" Billionaire, HRM
Kingdom of The Hawaiian Islands, H.I.
Ohana Unity Party, Chairman
www.Ohanaunityparty.com
OhanaUnityChair@gmail.com

Facebook @Keiki'okalani
Instagram @Ohanaunityparty
IG @Legendarybillionaire
X @Ohanaunityparty
X @AmericanpartyOG

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BTC Wallet 1sRfKDphW18hojoyTQVy9qQVSUtQgahYwj

Name:	Email:	Zip:
Ted Kefalas	tkefalas@grassrootinstitute.org	96813
Representing:	**Position:**	**Submitted:**
Grassroot Institute of Hawaii	Support	Sep 29, 2025 @ 10:55 AM

Name:	Email:	Zip:
Ryan Naka	ryan@ryannaka.com	96814
Representing:	**Position:**	**Submitted:**
Self	Support	Sep 30, 2025 @ 03:52 PM

Testimony:

My name is Ryan Naka and I am submitting testimony in strong support of Bill 42.

This measure doesn't just update rules—it restores fairness and ensures the entire taxi industry can benefit and thrive. For decades, taxis have been a backbone of safe, reliable transportation in Honolulu, serving kūpuna, visitors, and residents who don't have other options.

By leveling the playing field, this bill gives our taxi drivers the chance to compete fairly, revitalize their industry, and continue providing the critical service our community depends on. I urge you to please support Bill 42. Mahalo.

Name:	Email:	Zip:
Mohammed Akbar	akbarhiusa@hotmail.com	96816
Representing:	**Position:**	**Submitted:**
Self	Support	Oct 1, 2025 @ 07:45 AM

GRASSROOT INSTITUTE OF HAWAII

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

Removing barriers to Hawaii's prosperity

Oct. 1, 2025, 10 a.m.
Honolulu Hale

To: Honolulu City Council
Tommy Waters, Chair
Andria Tupola, Vice Chair

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

RE: Bill 42 (2025), CD1 — RELATING TO TAXICABS

Aloha Chair Waters, Vice Chair Tupola and other members of the Council,

The Grassroot Institute of Hawaii **supports** Bill 42 (2025), CD1, which would abolish the city's rate-setting regulations for taxicabs and require a study of the rate deregulation to be performed by the city Department of Customer Services within five years of the bill's passage.

Current rules dictate that anyone operating a taxicab cannot charge more than the price prescribed by the department. 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, Bill 42 (2025) would place 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.

Mohammed F. Akbar

1984 10th Avenue

Honolulu, HI 96816

Cell:808-220-7276

Email: akbarhiusa@hotmail.com

October 1, 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:
INFRASTRUCTURE, TRANSPORTATION & TECHNOLOGY(ITT)

Aloha Committee on Infrastructure, Transportation & Technology.

Honolulu City Council

530 South King Street Rm. 100

Honolulu, HI 96813

Re: Bill 42 (2025) Committee Hearing: October 1, 2025, Wednesday at 10:00 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 (SUV), 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 Luxury car to provide service to high-end VIP customers and require to upgrade and replace cars 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 playing 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 Nui Loa,

(Mohammed F. Akbar)