

BILL054(25)
Testimony

MISC. COMM. 531

*BUDGET (BUD)

***BUDGET (BUD) Meeting**

Meeting Date: Oct 14, 2025 @ 09:00 AM

Support: 0

Oppose: 3

I wish to comment: 1

Name: lynne matusow	Email: lynnehi@aol.com	Zip: 96817
Representing: Self	Position: Oppose	Submitted: Oct 7, 2025 @ 09:09 PM
Testimony: New York City is raising fares on Jan.1, 2026. It serves many more riders than the bus and choo choo (aka skyline). It goes many more miles than the bus and choo choo. Why will New York City fares cost less than the proposed fares in Honolulu when it serves more people and goes much further? Subway, bus and Access-A-Ride fares in New York City will rise 10 cents to \$3. Reduced fares rise from \$1.45 to 1.50. Your plan is a rip off of all transit riders in Honolulu. Do not raise fares.		
Name: Micah Munekata	Email: mmunekata@ulupono.com	Zip: 96813
Representing: Ulupono Initiative	Position: I wish to comment	Submitted: Oct 10, 2025 @ 02:47 PM
Name: Kirby Shaw	Email: bryan.mick@doh.hawaii.gov	Zip: 96813
Representing: Disability and Communication Access Board	Position: Oppose	Submitted: Oct 13, 2025 @ 12:08 PM
Name: Donald Sakamoto	Email: cylonone@aol.com	Zip: 96744
Representing: Self	Position: Oppose	Submitted: Oct 13, 2025 @ 12:42 PM
Testimony: Oral testimony via video conference only.		



Email: communications@ulupono.com

HONOLULU CITY COUNCIL COMMITTEE ON BUDGET
Tuesday, October 14, 2025 — 9:00 A.M.

UluPono Initiative offers comments on Bill 54 (25), Relating to Public Transit

Dear Chair Okimoto and Members of the Committee:

My name is Micah Munekata, and I am the Director of Government Affairs at UluPono Initiative. We are a Hawai'i-focused impact investment firm that strives to improve the quality of life throughout the islands by helping our communities become more resilient and self-sufficient through locally produced food, renewable energy and clean transportation choices, and better management of freshwater resources.

UluPono offers comments on Bill 54(25), which updates and amends certain sections of Chapter 15B, Revised Ordinances of Honolulu 2021, as they pertain to the fare structure of O'ahu's Multimodal Municipal Transportation System.

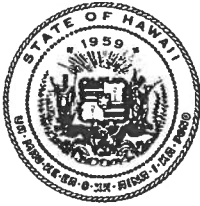
UluPono respectfully requests the Committee to reconsider the proposed fare increases for public transit services. Increasing fares may likely offset ridership gains forthcoming from the opening of Phase 2 of Skyline (both new stations and expanded hours) and increased bus service.

Past reports suggest for every 10% increase in fare, The Bus generally sees [a 3% decline in ridership](#).¹ Absent updated analysis, we remain concerned that, although this aims to simplify the fare structure (one fare policy goal) and address rising costs, it may not support another important fare policy goal of increasing ridership. This could undermine both revenue goals and the broader objectives of expanded public transportation access. It is possible that some of these issues have been explored more recently since the Rate Commission's deliberations, but it is unclear if those have been shared more broadly or could be addressed during this bill's deliberation.

Thank you for the opportunity to testify.

Respectfully,
Micah Munekata
Director, Government Affairs

¹<https://www.civilbeat.org/2022/02/honolulus-plan-to-raise-bus-fares-will-hurt-riders/>



DISABILITY AND COMMUNICATION ACCESS BOARD

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October 14, 2025

The Honorable Val Okimoto
Chairperson, Committee on Budget
and Members of the Committee on Budget
Honolulu City Council
530 South King Street, Room 100
Honolulu, HI 96813

Regarding: Bill 54 (2025) CD2 – Relating to Public Transit

Dear Chair Okimoto and Members of the Honolulu City Council Committee on Budget:

The Disability and Communication Access Board (DCAB) opposes Bill 54 (2025) CD2.

Bill 54 (2025) CD2 eliminates the existing fare structure table category of "Personal Care Attendant (PCA)" which sets the fare at zero on TheBus or Skyline when a person is serving as a PCA for a rider with a disability. It also deletes "§15B-2.1 (k) which states "A personal care attendant accompanying a paratransit eligibility ID holder may not pay a fare when performing the service." This means the cost for a person with a disability with their PCA who ride TheBus or Skyline will be more expensive ($\$1.75 + \$3.25 = \$5.00$) versus riding the HandiVan ($\$2.50 + \$0.00 = \$2.50$).

The 2017 Department of Transportation Services (DTS) Paratransit Growth Management Study stated that providing a financial incentive to use fixed route instead of paratransit is a key component of demand management strategies. DCAB supports this strategy and therefore opposes the Proposed Bill 54 (2025) CD2.

DCAB urges the Council to amend Bill 54 (2025) CD2 to read:

§ 15B-2.1 Fare structure.

(k) A personal care attendant accompanying a ~~[paratransit-eligibility ID holder]~~ person with a disability may not pay a fare when performing the service.

Thank you for considering our comments.

Sincerely,

for
KIRBY L. SHAW
Executive Director