

BILL042(25)

Testimony

MISC. COMM. 601

*INFRASTRUCTURE, TRANSPORTATION & TECHNOLOGY (ITT)

***INFRASTRUCTURE, TRANSPORTATION &
TECHNOLOGY (ITT) Meeting**

Meeting Date: Nov 19, 2025 @ 09:00 AM

Support: 5

Oppose: 0

I wish to comment: 0

Name: Ted Kefalas	Email: tkefalas@grassrootinstitute.org	Zip: 96813
Representing: Grassroot Institute of Hawaii	Position: Support	Submitted: Nov 17, 2025 @ 10:27 AM

Name: DALE EVANS	Email: dale@charleystaxi.com	Zip: 96814
Representing: Charleys Taxi Radio Dispatch Corp	Position: Support	Submitted: Nov 18, 2025 @ 12:21 PM

Testimony:
November 18, 225

TESTIMONY OF CHARLEY’S TAXI
By CEO Dale Evans

Re BILL 42 (2025) to repeal taxicab rate regulations

After 80 years (1945) of the city’s taxi rate regulation and 11 years (2014) since Lyft and Uber opened in Honolulu with no rate regulations, it is time to end the city’s price fixing and level the playing field for the taxicab industry.

- 1938: Charley's Taxi founded, having a telephone number to receive customer orders and a fixed stand for walk up customers;
- 1945, Dec 6: Ordinance repealed Taxi Medallion System (enacted 1942 during WWII); Taxi Rates Regulated since to present;
- Mid-50s: Charley's was one of first 5 companies in Hawaii to install GE two-way radios to voice dispatch calls;
- 2011: Implemented Mentor automated GPS digital dispatch system in addition to telephones, two way radios;
- 2014: we upgraded MTI GPS automated digital dispatch system;
- Mid-2014: Lyft came to Honolulu and Uber followed later that year with App only to receive customer orders.
- 2016: Legislature and Council enacted TNC legislation, exempted TNC from rate regulations. Legislation ignored Charley's having more dispatch technologies than TNCs;
- 2018:
 - TNC laws prohibit TNC using taxicabs, limousines and for-hire vehicles.
 - o City and state both fail to enforce ban. TAXI-TNCs use the TNC rates throughout day/night for surge pricing and use the Taxi rate when TNCs are low-balling rates.
 - o TAXI/TNCs make more trips/revenues than Taxis.
 - o Charley's drivers and company obey the law and do not operate as TAXI-TNCs and therefore make less trips/revenues.

Repeal of taxi rate regulations will level the playing field, allowing the taxi industry to expand services and to survive unfair TNC competition.

Please approve this bill, Vote Yes! Mahalo!

Dale Evans CEO Charley's Taxi Radio Dispatch Corp. 1451 S King St Suite 300, Honolulu 96814

Tel 808-783-4546

Fax 808-533-1161

dale@charleystaxi.com

Name:

Max Sword

Email:

mswordconsulting@aol.com

Zip:

96822

Representing:

Self

Position:

Support

Submitted:

Nov 18, 2025 @ 03:43 PM

Name:

Ryan Naka

Email:

ryan@ryannaka.com

Zip:

96814

Representing:

Self

Position:

Support

Submitted:

Nov 19, 2025 @ 08:42 AM

Testimony:

For decades, our taxi industry has operated under outdated regulations that make it harder for local drivers to compete, harder for companies to modernize, and harder for our residents and visitors to receive reliable, safe transportation. Bill 42 is an important step toward fixing that.

This bill updates the rules so that taxi drivers and companies can operate on a more level playing field with competitors while still maintaining the high safety standards that our community expects. It supports local small businesses, gives drivers more flexibility, and ultimately provides riders—especially kūpuna, people with disabilities, and families without cars—more dependable options.

Honolulu needs a transportation system that is fair, modern, and responsive to community needs. Bill 42 doesn't abandon oversight—it simply brings our regulations into the present day so taxi drivers can continue earning a livelihood and serving our neighborhoods without unnecessary barriers.

Mahalo for your time, your work on this measure, and your commitment to improving mobility and equity across our island. And mahalo to Councilmember Tupola, Councilmember Weyer, and the Department for your commitment to the taxi industry. Please pass Bill 42.

Mahalo

Name:

Ryan Naka

Email:

ryan@ryannaka.com

Zip:

96814

Representing:

Position:

Submitted:

Self	Support	Nov 19, 2025 @ 08:46 AM
Testimony: For decades, our taxi industry has operated under outdated regulations that make it harder for local drivers to compete, harder for companies to modernize, and harder for our residents and visitors to receive reliable, safe transportation. Bill 42 is an important step toward fixing that. This bill updates the rules so that taxi drivers and companies can operate on a more level playing field with competitors while still maintaining the high safety standards that our community expects. It supports local small businesses, gives drivers more flexibility, and ultimately provides riders—especially kūpuna, people with disabilities, and families without cars—more dependable options. Honolulu needs a transportation system that is fair, modern, and responsive to community needs. Bill 42 doesn't abandon oversight—it simply brings our regulations into the present day so taxi drivers can continue earning a livelihood and serving our neighborhoods without unnecessary barriers. Mahalo for your time, your work on this measure, and your commitment to improving mobility and equity across our island. And mahalo to Councilmember Tupola, Councilmember Weyer, and the Department for your commitment to the taxi industry. Please pass Bill 42. Mahalo		

Nov. 19, 2025, 9 a.m.

Honolulu Hale

To: Honolulu City Council Committee on Infrastructure, Transportation and Technology

Radiant Cordero, Chair

Val Okimoto, Vice Chair

From: Grassroot Institute of Hawaii

Ted Kefalas, Director of Strategic Campaigns

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

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

The Grassroot Institute of Hawaii **supports** [Bill 42 \(2025\), CD1](#), which would abolish the city's rate-setting regulations for taxicabs and require the city Department of Customer Services within five years of the bill's passage to submit "recommendations regarding the repeal, modification or extension" of the rate deregulation.

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), CD1 would place taxicabs on the same playing field as transportation network companies such as Uber and Lyft, which are not subject to city price controls.

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.

MAX J. SWORD & ASSOCIATES, LLC

Government and Community Affairs

P. O. Box 22782 • Honolulu, HI 96823 • 808.927.3700 • mswordconsulting@aol.com

November 19, 2025

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

RE: Bill 42 (2025) Proposed CD1 – RELATING TO TAXICABS

Aloha Councilmembers,

My name is Max Sword here in support of Bill 42 (2025) Proposed CD1 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.