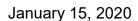
# OFFICE OF THE MAYOR **CITY AND COUNTY OF HONOLULU**

530 SOUTH KING STREET, ROOM 300 • HONOLULU, HAWAII 96813 PHONE: (808) 768-4141 • FAX: (808) 768-4242 • INTERNET: <u>www.honolulu.gov</u>

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The Honorable Donovan M. Dela Cruz. Chair The Honorable Gilbert S.C. Keith-Agaran, Vice Chair and Members of the Committee on Ways and Means The Honorable Sylvia J. Luke, Chair The Honorable Tv J.K Cullen, Vice Chair and Members of the Committee on Finance House of Representatives, Capitol Auditorium State Capitol 415 South Beretania Street Honolulu, Hawaii 96813

Dear Chairs Dela Cruz and Luke, Vice-Chairs Keith-Agaran and Cullen, and Members of the Committees on Ways and Means and Finance:

> SUBJECT: Informational Briefing with County Mayors

Thank you for the opportunity this afternoon to brief you on matters of importance to the State and City and County of Honolulu.

# Hawaii Council of Mayors Package

While my comments will be focused on matters of importance to the City and County of Honolulu, let me start by emphasizing that the City and County of Honolulu supports several initiatives proposed by our sister counties, and the four counties are unified in this effort.

## **Congestion Pricing Resolution**

First, we have a resolution. This resolution would request that the counties report proposed congestion pricing strategies to the legislature. Congestion pricing is not a new concept and we see it here in Hawaii all the time with hotel, airline, and transportation network company (TNC) prices.

While those are the most familiar occurrences for Hawaii residents, there are many more examples throughout the U.S. for congestion pricing related to traffic management. Most of us will be most familiar with toll roads used to ease traffic and pay for infrastructure. With the population in Hawaii increasing each year, we feel it is very important to get ahead of the issues that will come with it, in particular, the increase in traffic.

The report would be useful in helping to identify zones of congestion, possible pricing options for those zones, and possible uses for the revenue generated.

### Electric Scooters

The sudden introduction of electric scooters has created a new and challenging safety issue for these new riders, but also for pedestrians and vehicle drivers. Without regulation, there has been chaos. Scooters have been used on streets, sidewalks, and in bike lanes, traveling at whatever speed they want. This has created a hazard for all of our residents. In response, we have proposed a bill that seeks to fix that issue by incorporating electric scooters into the traffic code.

The bill would set requirements for age, speed, safety equipment, insurance, and registration. Furthermore, it would allow the counties to further tailor the requirements to reflect their individual needs.

## TNC Regulation

Another booming industry is being run by a number of TNC groups. These companies have been using State and county resources to make a profit for years, and it is only right that they should help to maintain those resources. As it is with taxi cab companies, counties across the country have begun to charge fees to TNC groups:

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- New Orleans charges a \$.50 per-ride fee for each ride originating in the parish.
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As the needs will vary by county, we have proposed a bill that would allow the counties to charge TNC a per-ride fee, set its rate, and determine the most appropriate use of the funds generated.

### **Gift Certificates**

With the expansion of public transportation and movement into new technologies, the city has been exploring the option of expanding the Holo Card to act as a municipal card. We hope that in the future the card could be used for more than just transportation. The card could be used for many things, from accessing city services to feeding the parking meters.

However, in preparation for possible expansion, some issues have come up. To be cautious, Corporation Counsel and the Department of Transportation Services were consulted and it was found that, with some of these expanded uses, Holo Card may fall under the category of a gift certificate. This bill would clarify that gift certificates do not include a card, certificate, or other medium that is, "issued by a county for the purpose of loading and storing value for the purpose of, including but not limited to, paying transit fares and other county fees, or other uses as authorized by the applicable county ordinances."

#### **Abandoned Vehicles**

Per the Hawaii Revised Statutes, Section 290-11, the maximum amount that can be charged for towing an unattended vehicle is \$65, or \$75 for a tow using a dolly.

In addition, the towing company may charge a mileage fee of \$7.50 per mile towed and \$25 per day or fraction of a day for storage for the first seven days and \$20 per day, thereafter.

Furthermore, when the tow occurs between 6:00 p.m. and 6:00 a.m., from Monday through Thursday and from Friday 6:00 p.m. to Monday 6:00 a.m., the towing company can add an overtime charge of \$15.

In the case of a difficult hookup, meaning an above or below ground hookup in a multilevel facility, a towing surcharge of \$30 is also applicable.

This means that given the right circumstances we are looking at \$120 in towing plus, for a 4 mile tow, a \$30 mileage fee, bringing the total to \$150 plus any storage fees.

Working in conjunction with the bills Mayor Kawakami will mention, we have proposed an additional bill to help fund the collection and disposal of abandoned vehicles in our state. This bill would add to the county vehicle tax that is part of the annual registration. It would create an additional \$25 fee that would go straight to the highway beautification fund of the county the vehicle is registered in, specifically for the purpose of dealing with abandoned vehicles.

A collection of \$25 per vehicle, per year, will be used to tow away all vehicles currently in use should they be abandoned in the future, and to get the many other, already abandoned, vehicles off the streets.

### Transportation Safety

On the issue of safety, we have also offered a couple of bills that would help to improve safety for users of public transportation. Currently, it is a felony to interfere with the operator of public transit vehicle. However, with the introduction of driverless vehicles, including the Honolulu rail project and the Maui airport shuttle, it becomes even more important that we protect our passengers and get them where they need to go in a safe and timely manner.

The first bill would add the class C felony of, "intentionally, knowingly, or recklessly causing the delay, malfunction, or breakdown of an automated operation of a public transit vehicle, system, or service."

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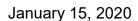
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