



JOSH GREEN, M.D.
GOVERNOR

SYLVIA LUKE
LIEUTENANT GOVERNOR

LUIS P. SALAVERIA
DIRECTOR

SABRINA NASIR
DEPUTY DIRECTOR

EMPLOYEES' RETIREMENT SYSTEM
HAWAII EMPLOYER-UNION HEALTH BENEFITS TRUST FUND
OFFICE OF THE PUBLIC DEFENDER

STATE OF HAWAII
DEPARTMENT OF BUDGET AND FINANCE
Ka 'Oihana Mālama Mo'ohelu a Kālā
P.O. BOX 150
HONOLULU, HAWAII 96810-0150

ADMINISTRATIVE AND RESEARCH OFFICE
BUDGET, PROGRAM PLANNING AND MANAGEMENT DIVISION
FINANCIAL ADMINISTRATION DIVISION
OFFICE OF FEDERAL AWARDS MANAGEMENT

WRITTEN ONLY
TESTIMONY BY LUIS P. SALAVERIA
DIRECTOR, DEPARTMENT OF BUDGET AND FINANCE
TO THE HOUSE COMMITTEE ON FINANCE
ON
SENATE BILL NO. 1009, S.D. 2, H.D. 2

April 1, 2025
2:00 p.m.
Room 308 and Videoconference

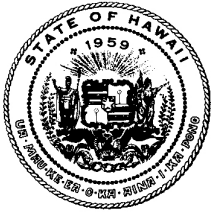
RELATING TO PARKING

The Department of Budget and Finance (B&F) offers comments on this bill.

Senate Bill No. 1009, S.D. 2, H.D. 2, does the following: 1) establishes a State reserved parking space enforcement fine for unauthorized use of parking in parking spaces reserved for persons with disabilities or electric vehicles (EV); 2) specifies that a fine shall not be imposed on a person who parks in a space designated and marked as reserved for EVs if the EV charging system is visibly inoperable or broken; and 3) requires the fine to be deposited into the Safe Routes to School Program Special Fund (SRSPSF).

B&F notes that pursuant to Section 37-52.3, HRS, special funds should reflect a clear nexus between the benefits sought and charges made upon the users or beneficiaries or a clear link between the program and the sources of revenue. As such, it is unclear on the nexus between the assessment of fines collected from parking violations in spaces reserved for persons with disabilities or EVs and the SRSPSF.

Thank you for your consideration of our comments.



DISABILITY AND COMMUNICATION ACCESS BOARD

1010 Richards Street, Rm. 118 • Honolulu, Hawai'i 96813
Ph. (808) 586-8121 (V) • Fax (808) 586-8129 • (808) 204-2466 (VP)

April 1, 2025

TESTIMONY TO THE HOUSE COMMITTEE ON FINANCE

Senate Bill 1009 SD2 HD2 – Relating to Parking

The Disability and Communication Access Board (DCAB) supports the intent of Senate Bill 1009 SD2 HD2 – Relating to Parking. This bill establishes a State reserved parking space enforcement fine for the unauthorized use of parking spaces reserved for persons with disabilities or electric vehicles to be deposited into the Safe Routes to School Program Special Fund. It specifies that a fine shall not be imposed on a person who parks in a space designated and marked as reserved for electric vehicles if the electric vehicle charging system is visibly inoperable or broken.

Over 100,000 qualified Hawaii residents have a disability parking permit, and a frequent concern is encountering abuse or misuse of reserved accessible parking spaces. The enhanced penalty provided in this bill will be a deterrent and ensures qualified disability parking permittees access to entities covered by the Americans with Disabilities Act Title II (state and local government) and Title III (places of public accommodation).

DCAB recommends amending Sections 2 and 3 of the bill to establish the State reserved parking space enforcement fine amount be \$100 as specified in the HD1 version.

SECTION 2. Section 291-57, Hawaii Revised Statutes, is amended by amending subsections (a) and (b) to read as follows:

"(a) Any person who uses a parking space reserved for persons with disabilities who:

- (1) Fails to properly display a disability parking permit;
- (2) Displays an invalid disability parking permit;
- (3) Uses a disability parking permit that was not issued to that person or to any passengers occupying the vehicle in the parking space; or
- (4) With or without a disability parking permit:
 - (A) Parks in an access aisle; or
 - (B) Obstructs the ingress or egress to a parking space reserved for a person with a disability[;].

shall be guilty of a traffic infraction under chapter 291D ~~[and shall]~~, be fined no less than \$250 nor more than \$500, and pay any costs incurred by the court related to assessing the fine; provided that a person with a disability who has been issued a valid disability parking permit that is currently in effect, and who has failed to display the disability parking permit while parking in a space reserved for persons with disabilities, shall pay a fine of no less than \$25 nor more than \$100 and any costs incurred by the court related to assessing the fine. In addition to any other applicable penalties and fines, any person who violates this subsection shall be assessed an additional state reserved parking space enforcement fine of \$100; provided that a person with a disability who has been issued a valid disability

parking permit that is currently in effect, and who has failed to display the disability parking permit while parking in a space reserved for persons with disabilities, shall not be assessed the state reserved parking space enforcement fine. The state reserved parking space enforcement fine shall be enforced and collected by the district courts and be deposited into the safe routes to school program special fund established pursuant to section 291C-4.

(b) Any person who uses a parking space reserved for persons with disabilities and refuses or fails to present an identification card issued under this chapter or the rules adopted thereunder to an enforcement officer upon request shall be guilty of a traffic infraction under chapter 291D ~~[and shall]~~, be fined no less than \$250 nor more than \$500~~[-]~~, and pay any costs incurred by the court related to assessing the fine. In addition to any other applicable penalties and fines, any person who violates this subsection shall be assessed an additional state reserved parking space enforcement fine of \$100. The state reserved parking space enforcement fine shall be enforced and collected by the district courts and be deposited into the safe routes to school program special fund established pursuant to section 291C-4."

SECTION 3. Section 291-72, Hawaii Revised Statutes, is amended by amending subsection (a) to read as follows:

"(a) Any person who parks a non-electric vehicle in a space designated and marked as reserved for electric vehicles or parks any vehicle in a parking space equipped with an electric vehicle charging system while not actively charging shall ~~[be]~~:

(1) Be guilty of a traffic infraction under chapter 291D ~~[and shall be]~~;

(2) Be fined ~~[not]~~ no less than \$50 nor more than \$100~~[-]~~; and ~~[shall pay]~~

(3) Pay any costs incurred by the court related to assessing the fine~~[-]~~;

provided that a fine shall not be imposed on a person who parks in a space designated and marked as reserved for electric vehicles if the electric vehicle charging system is visibly inoperable or broken, as determined by an enforcement officer upon visual inspection. The enforcement officer shall document the inoperability of the charging system in their report.

In addition to any other applicable penalties and fines, any person who violates this subsection shall be assessed an additional state reserved parking space enforcement fine of \$100. The state reserved parking space enforcement fine shall be enforced and collected by the district courts and be deposited into the safe routes to school program special fund established pursuant to section 291C-4."

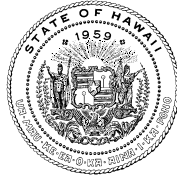
Thank you for considering our position.

Respectfully submitted,



KIRBY L. SHAW
Executive Director

JOSH GREEN, M.D.
GOVERNOR
KE KIA'ĀINA



KEITH A. REGAN
COMPTROLLER
KA LUNA HO'OMALU HANA LAULĀ

MEOH-LENG SILLIMAN
DEPUTY COMPTROLLER
KA HOPE LUNA HO'OMALU HANA LAULĀ

STATE OF HAWAII | KA MOKU'ĀINA O HAWAII
DEPARTMENT OF ACCOUNTING AND GENERAL SERVICES | KA 'OIHANA LOIHELU A LAWELAWÉ LAULĀ
P.O. BOX 119, HONOLULU, HAWAII 96810-0119

WRITTEN TESTIMONY
OF
KEITH A. REGAN, COMPTROLLER
DEPARTMENT OF ACCOUNTING AND GENERAL SERVICES
TO THE

COMMITTEE ON FINANCE

TUESDAY, APRIL 1, 2025, 2:00 P.M.
CONFERENCE ROOM 308 AND VIA VIDEOCONFERENCE, STATE CAPITOL

S.B. 1009, S.D.2, H.D. 2

RELATING TO PARKING

Chair Yamashita, Vice Chair Takenouchi, and Members of the Committee, thank you for the opportunity to submit testimony on this measure.

The Department of Accounting and General Services (DAGS) offers comments on S.B. 1009, S.D.2, H.D. 2 which establishes a state reserved parking space enforcement fine for parking in parking spaces reserved for persons with disabilities or electric vehicles to be deposited into the Safe Routes to School Program Special Fund (SRSPSF), and specifies that a fine not be imposed on a person who parks in a space designated and marked as reserved for electric vehicles if the electric vehicle charging system is visibly inoperable or broken.

DAGS Automotive Management Division (AMD) employs 29 staff that operates, maintains, and performs enforcement at all DAGS parking facilities. The Automotive Management – Parking Control program is self-funded through the state parking revolving fund (SPRF) established in Section 107-11, HRS, which provides for all fees, charges and other moneys collected to be deposited in the SPRF. The proposed amendments in the measure conflicts with DAGS statute by directing the new state reserved parking space enforcement fines be deposited to the SRSPSF. As such, we request that all fines collected by DAGS enforcement staff at DAGS managed facilities be deposited into the SPRF. This will provide for the continued support of our current operations and maintain DAGS AMD as a self-funded agency.

Thank you for the opportunity to provide testimony on this measure.



Email: communications@ulupono.com

HOUSE COMMITTEE ON FINANCE
Tuesday, April 1, 2025 — 2:00 p.m.

Ulupono Initiative supports SB 1009 SD 2 HD 2, Relating to Parking.

Dear Chair Yamashita 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 supports SB 1009 SD 2 HD 2, which establishes a state reserved parking space enforcement fine for the unauthorized use of parking spaces reserved for person with disabilities or electric vehicles to be deposited into the Safe Routest to School Program Special Fund; and specifies that a fine shall not be imposed on a person who parks in a space designated and marked as reserved for electric vehicles if the electric vehicle chargingn system is visibly inoperable or broken.

Although current transportation planning and decision-making have provided important Safe Routes to School (SRTS) projects and have added facilities through Complete Streets approaches, many schools remain less accessible for keiki walking or rolling to school. The lack of complete, safe and comfortable bike and pedestrian networks puts keiki at risk, especially among growing safety concerns in these areas. An analysis of Hawai'i EMS calls found that pedestrian and bicycling injuries to children are most likely to occur during the hours they are traveling to and from school.¹ Overall, walking and biking in Hawai'i have gotten progressively more dangerous in the last 20 years, and we are now ranked the 12th most dangerous state to walk and bike.²

Other states have made firm commitments to protect children's school trips. For example, Colorado dedicates more than \$2.5 million per year in both infrastructure and programmatic monies. These projects range from new sidewalks, lighting and trails, to softer solutions like walking school buses, maps and trip trackers to encourage healthier active living. The more we can support affordable options for keiki to get to school and protect them when they are walking and rolling, the better off our communities will be.

¹ <https://www.hiphi.org/wp-content/uploads/2022/01/SRTS-Fact-Sheet.pdf>

² <https://smartgrowthamerica.org/dangerous-by-design/>

The Safe Routes to School (SRTS) Advisory Committee's January 2025 Annual Report³ outlines several critical findings regarding school transportation and safe routes to school in Hawai'i. National research shows that SRTS programs can significantly increase walking and biking to school, with participation rising 18-37 percent, while simultaneously reducing pedestrian injuries in school zones by 44-75 percent. The need for these programs is widespread, as approximately 77 percent of Hawai'i residents live within one mile of a school. Furthermore, a preliminary analysis has already identified more than \$800 million in SRTS infrastructure needs across the state.

Furthermore, a preliminary analysis has already identified more than \$800 million in SRTS infrastructure needs across the state. The SRTS Program needs consistent funding to meet growing safety challenges. A sustainable funding source, such as the proposed fee, is critical for projects that protect our communities and students.

Thank you for the opportunity to testify.

Respectfully,

Micah Munekata
Director of Government Affairs

³ <https://hidot.hawaii.gov/wp-content/uploads/2025/01/HWY-S-25-2.45019-DOT-Report-for-Act-244-SLH-2023-Safe-Routes-to-School.pdf>

ENSURING “SAFE ROUTES TO SCHOOL” THROUGHOUT HAWAII

One in five Hawai'i public school students is chronically absent from school for many reasons, including lack of transportation. The Safe Routes to School (SRTS) Program, created through Act 244 (SLH 2023), as codified in the Statewide Traffic Code (HRS Chapter 291C), removes barriers for students to fully participate in civic, academic and community life.

Request

Support the Hawai'i Department of Transportation's budget request to:

- Expend up to \$13 million from the Safe Routes to School Special Fund in fiscal year 2025-26 for worthy projects in communities across the state (in coordination with the Safe Routes to School Advisory Committee).
- Access future surcharge revenues deposited into the Special Fund, not to exceed \$500,000 annually.

Purpose

Provide a necessary budgetary process mechanism to optimize the SRTS Program's implementation, while simplifying the program, re-engaging community stakeholders, prioritizing high-impact projects and, most importantly, saving lives.

Benefits

- **Safer students** – SRTS addresses traffic dangers and improves safety for students, resulting in a 44–75% decline in pedestrian injury in SRTS school zones.
- **Reduced student absences and tardiness** – Lack of transportation can be a barrier to getting to school on time or at all, especially for students in disadvantaged communities. Studies suggest improved attendance rates of up to 2% at participating schools.
- **More students walking and bicycling to school** – Studies have shown an increase in walking and biking to school through SRTS and programs anywhere from 18–37%, depending on the projects implemented. For each year of SRTS programs, walking and bicycling increase by 5%.

(Source: <https://www.saferoutespartnership.org/safe-routes-school/101/benefits>)



ENSURING “SAFE ROUTES TO SCHOOL” THROUGHOUT HAWAII

CONTINUED FROM PAGE 1



Why Ulupono Supports Safe Routes to School

Challenge: High transportation costs for Hawai'i households and school districts

SRTS Impact: Low-cost options for keiki to get to and from school.

- Households could save up to \$16,200 per year if they shed one vehicle
- School bus programs cost more than \$6.3 million per year

Challenge: Neighborhoods becoming increasingly clogged by traffic. In urban Honolulu, up to 50% of all trips are five miles or less, many of which may be school or student-related travel.

SRTS Impact: Reduced traffic congestion by boosting the number of students walking and bicycling.

Challenge: Health issues due to inactivity and more air pollution caused by heavy volume of cars on roads.

SRTS Impact: Children who walk or bike to school will get more physical activity, which can lead to improved brain activity and decrease in the risk of chronic diseases. Also, fewer cars on the road can improve the air quality.



Did You Know?

SRTS can play an integral part of State's work in fulfillment of the Navahine + HDOT settlement, in which HDOT committed to build out the active transportation and transit network within 5 years – much of which will serve school travel. Deliberately and explicitly aligning HDOT's work with both Navahine and SRTS would be mutually beneficial.

	% Population within 1 mile of a Hawai'i Public School						
# of HIDOE schools	O'AHU	HAWAI'I	MAUI	KAUA'I	LANA'I	MOLOKAI	STATEWIDE
	182	56	27	20	1	6	292
Population	918,304	170,572	149,835	66,321	2,813	6,264	1,314,727
Residential population within 1 mile of a HIDOE school	800,936	72,886	96,424	38,411	2,650	2,420	1,013,727
% of population within 1 mile	87%	43%	64%	58%	94%	39%	77%

Based on sketch analysis done in Urban Footprint by Ulupono Initiative; excludes private/charter schools. Uses 2022 5-year American Community Survey and Hawai'i Department of Education Public School Locations (July 2023).

Examples of Projects

- Kamehameha Highway – Shoulder Bikeway from Kuahelani Avenue to Meheula Parkway (\$2,970,679)
- Wilikina Drive – Shoulder Bikeway from Kunia Road to Kamehameha Highway, Central O'ahu (\$2,560,578)
- Kamehameha Highway – Shared-use path/sidewalk from Meheula Parkway to Lanikuhana (\$1,500,00–\$2,500,000)
- Kamehameha Highway – Shoulder Bikeway from Waipio Uka Boulevard/CORP to Connector to Waipahu Street (\$1,552,670)
- Farrington Avenue at Molokai High School – Dedicated pedestrian facility from Kalae Highway to Molokai High School for children to walk/bike to school (\$465,000)
- Haleakala Highway – Shared-use path/sidewalk along Kula Highway and Haleakala Highway between Aapueo Parkway and Makawao Avenue (\$440,000)

Hawaii Electric Vehicle Association

hawaiiev.org
info@hawaiieva.com



March 30, 2025

SUPPORT FOR SB1009 SD2 HD2 (RELATING TO PARKING)

Dear Chair Yamashita, Vice-Chair Takenouchi, and Members of the Committee,

Hawaii Electric Vehicle Association supports SB1009 SD2 HD2, which *Establishes a state reserved parking space enforcement fine for the unauthorized use of parking spaces reserved for persons with disabilities or electric vehicles to be deposited into the Safe Routes to School Program Special Fund. Specifies that a fine shall not be imposed on a person who parks in a space designated and marked as reserved for electric vehicles if the electric vehicle charging system is visibly inoperable or broken.*

This policy will help reduce misuse of parking spaces designated for persons with disabilities and electric vehicle owners who are actively charging their vehicles.

The penalties will discourage inappropriate use of the parking stalls and maximize their intended value.

I urge you to support SB1009 SD2 HD2.

Thank you for the opportunity to testify.

Sincerely,

Noel Morin
President
Hawaii EV Association

Hawaii EV Association is a grassroots non-profit group representing electric vehicle owners in Hawaii. Our mission is to accelerate the electrification of transportation through consumer education, policy advocacy, and electric vehicle charging infrastructure expansion. For more information, please visit hawaiiev.org.



**Hawaiian
Electric**

TESTIMONY BEFORE THE HOUSE COMMITTEE ON FINANCE

**SB 1009, SD2, HD2
Relating to Parking**

Tuesday, April 1, 2025
2:00 PM
State Capitol, Conference Room 308

Timur Tufail
Commercial Strategy & Innovation Manager
Electrification of Transportation
Hawaiian Electric

Dear Chair Yamashita, Vice Chair Takenouchi, and Members of the Committee,

My name is Timur Tufail and I am testifying on behalf of Hawaiian Electric in support of SB 1009, SD2, HD2 with a proposed amendment, which establishes a State reserved parking space enforcement fine for parking in parking spaces reserved for persons with disabilities or electric vehicles (EV).

The transportation sector is a significant contributor to Hawaii's carbon footprint, and transitioning to EVs is an important step towards achieving a sustainable and resilient energy future. Hawaiian Electric recognizes that this transition is a critical component of the State's efforts to reduce greenhouse gas emissions and achieve our renewable energy goals, especially to achieve the 2030 goal of reducing carbon emissions by 50% from 2005 levels. The 2024 Report to the Hawaii State Legislature, "Hawaii Pathways to Decarbonization," forecasts scenarios where all light-duty vehicle sales are zero-emission vehicles by 2035. Designating EV-only parking spaces is vital for encouraging the adoption of EVs by ensuring that drivers have reliable access to

charging infrastructure. However, improper use of these spaces can limit access for those who genuinely need them, such as EV owners needing to charge their vehicles.

SB 1009, SD2, HD2 aims to prevent the misuse of parking spaces reserved for EVs while enhancing enforcement by establishing fines for violations. The fines collected from both disability and EV parking violations are to be deposited into the Safe Routes to School Program Special Fund.

Hawaiian Electric proposes an amendment to SB 1009, SD2, HD2 recommending that fines collected from non-electric vehicles parked in EV-only spaces be allocated to the Electric Vehicle Charging System Subaccount, as established under section 269-33(e). By routing these fines into an EV-focused fund, we can help mitigate uncertainties around federal funding and shore up essential financial resources for the State of Hawaii. This approach can provide a stable and dedicated funding source to support the expansion and maintenance of EV infrastructure, which is vital for our transition to a sustainable and clean energy future.

Accordingly, Hawaiian Electric supports SB 1009, SD2, HD2 with a recommendation to modify where the EV related portion of the fines will be deposited. Thank you for this opportunity to testify.



Testimony in Support for SB1009 - Relating to Parking
House Committee on Finance (FIN)
April 1, 2025 at 2PM

Dear Chair Yamashita, Vice Chair Yamashita, and members of the FIN committee,

Mahalo for the opportunity to provide **COMMENTS for SB1009**, which would establish a state reserved parking space enforcement fine for parking in parking spaces reserved for persons with disabilities or electric vehicles. The bill would also require that these enforcement fines would be deposited into the Safe Routes to School Program (SRTS) Special Fund.

Support for Safe Routes to School Program Funding

There is an urgent need to improve the safety of vulnerable roadway users in Hawai'i. In 2024 alone, there were 102 traffic fatalities statewide and a staggering 42% of those fatalities involved pedestrians and bicyclists.¹ Between 2015 and 2020, nearly 49% of pedestrian fatalities on O'ahu occurred on state-owned roadways.² Pedestrian fatalities and serious injuries are also growing. For example, the average annual number of statewide pedestrian fatalities rose by 26 percent during the 2014–2018 time period, when compared to the 2009–2013 time period.³

The SRTS program encourages keiki to walk, bike, and roll to school by supporting pedestrian and bicycle infrastructure projects within a one-mile radius of public schools. Despite the importance of this program, it is severely underfunded. The current dedicated annual revenue source for the SRTS program are traffic violation surcharges. At the same time the *Navahine* agreement mandates that Hawai'i Department of Transportation (HDOT) complete its multimodal network within 5 years. This undertaking will require a significant investment, as the Hawai'i Climate Commission identified nearly \$1 billion in high-priority pedestrian, bicycle, and multimodal projects across the state that are currently unfunded.⁴ With a majority of these projects located near schools, it's critical that the SRTS program be enhanced.

Concerns for Traffic Fines

While Hawai'i Appleseed understands that there are negative impacts associated with vehicles illegally parked in disabled and EV parking spots, we are concerned with the regressive nature of the fines for these violations. For the violation of illegally parking in a space reserved for persons with disabilities (fines currently between \$250 and \$500) or electric vehicles (fines currently between \$50 and \$100), the

¹ HDOT, "Traffic Fatalities Up 10% From 2023," December 31, 2024.

² CCH-DTS, "O'ahu Vision Zero Action Plan," 2024.

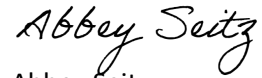
³ State of Hawai'i Department of Transportation, "State of Hawai'i Traffic Fatalities," 2022.

⁴ State of Hawai'i Climate Commission, "Transportation Projects," 2025.

<https://climate.hawaii.gov/grants-to-projects-bridge/transportation-projects/>.

proposed measure would impose an additional state reserved parking space enforcement fine of \$25. As discussed in Hawai'i Appleseed's recent policy report ["Beyond the Ticket Recommendations for a More Equitable Traffic Enforcement System"](#), traffic fines, even for minor offenses that bear little impact on public safety, can exacerbate economic hardship, pushing families deeper into debt and making it more difficult for them to meet basic needs. The fines outlined in SB1009 could have a negative impact on low-income residents, with the potential of turning into debt and damaged credit.

Mahalo for the opportunity to testify on this important measure.

A handwritten signature in black ink that reads "Abbey Seitz". The signature is written in a cursive, flowing style.

Abbey Seitz

Director of Transportation Equity

Hawai'i Appleseed Center for Law and Economic Justice

SB-1009-HD-2

Submitted on: 3/31/2025 10:41:19 AM

Testimony for FIN on 4/1/2025 2:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Ted Bohlen	Climate Protectors Hawaii	Support	Written Testimony Only

Comments:

Climate Protectors Hawaii **SUPPORTS** this bill to protect handicap and EV spaces!



Testimony of the Oahu Metropolitan Planning Organization

COMMITTEE ON FINANCE

April 01, 2025 at 2:00 PM
Conference Room 308

SB1009 Relating to Parking

Dear Chair Yamashita, Vice Chair Takenouchi, and Committees Members,

The Oahu Metropolitan Planning Organization (OahuMPO) **supports SB1009**, which would increase enforcement for improper use of parking spaces designated for persons with disabilities and electric vehicles (EVs). This bill proposes the following provisions: 1) establishing a state reserved parking space enforcement fine for parking in parking spaces reserved for persons with disabilities or electric vehicles; 2) increasing the fines for any person who parks a nonelectric vehicle in a space designated and marked as reserved for electric vehicles; and 3) requiring the fine to be deposited into the Safe Routes to School Special Fund.

This bill is consistent with several goals of the Oahu Regional Transportation Plan, including support for active and public transportation, promoting an equitable transportation system, and improving air quality and protecting environmental assets.¹

The OahuMPO strongly supports the provision that mandates fines collected from parking violations be deposited into the Safe Routes to School Program Special Fund. Safe and accessible routes to school are crucial for ensuring that our keiki can safely walk and bike to school. National studies have shown that Safe Routes to School projects and programs can increase walking and biking by up to 37 percent, while simultaneously reducing traffic dangers and improving safety.² Walking and biking are not only healthier, more equitable and affordable transportation options, but they also produce significantly lower emissions compared to driving personal vehicles, thus contributing to a reduction in Oahu's carbon footprint and helping to meet the state's 2045 carbon neutrality mandate.

Another key strategy in reducing Oahu's carbon footprint is the adoption of EVs and ensuring that EV owners have adequate access to charging stations. This bill directly addresses this challenge by imposing higher fines for non-EVs parked in designated EV spaces. By ensuring that EV owners have access to proper charging infrastructure, this bill supports the transition to cleaner energy and encouraging greater adoption of EVs.

¹ https://oahumpo.org/?wpfb_dl=2215

² <https://www.saferoutespartnership.org/safe-routes-school/101/benefits>

Lastly, the need to protect parking spaces designated for persons with disabilities is critical to create a more inclusive and accessible transportation system. By enforcing stricter penalties for unauthorized use of these parking spaces, this bill ensures that those with mobility challenges can access essential services and participate in daily activities without unnecessary barriers.

The OahuMPO is the federally designated Metropolitan Planning Organization (MPO) on the island of Oahu responsible for carrying out a multimodal transportation planning process, including the development of a long-range (25-year horizon) metropolitan transportation plan, referred to as the Oahu Regional Transportation Plan (ORTP), which encourages and promotes a safe, efficient, and resilient transportation system that serves the mobility needs of all people and freight (including walkways, bicycles, and transit), fosters economic growth and development, while minimizing fuel consumption and air pollution (23 CFR 450.300).

Thank you for the opportunity to provide testimony on this measure.