

JOSH GREEN, M.D.  
GOVERNOR | KE KIA'ĀINA

SYLVIA LUKE  
LIEUTENANT GOVERNOR | KA HOPE KIA'ĀINA



STATE OF HAWAII | KA MOKU'ĀINA 'O HAWAI'I  
DEPARTMENT OF LAND AND NATURAL RESOURCES  
KA 'OIHANA KUMUWAIWAI 'ĀINA

P.O. BOX 621  
HONOLULU, HAWAII 96809

Testimony of  
RYAN K.P. KANAKA'OLE  
Acting Chairperson

Before the House Committee on  
JUDICIARY & HAWAIIAN AFFAIRS

Wednesday, April 22, 2026  
3:00 PM  
State Capitol, Conference Room 430

In consideration of  
**SENATE CONCURRENT RESOLUTION 58, SENATE DRAFT 1, HOUSE DRAFT 1  
URGING THE DIVISION OF BOATING AND OCEAN RECREATION OF THE  
DEPARTMENT OF LAND AND NATURAL RESOURCES TO DEVELOP A PROGRESSIVE  
ENFORCEMENT FRAMEWORK FOR PARKING VIOLATIONS IN PARKING LOTS  
UNDER ITS JURISDICTION; ENSURE PROPER USE OF PARKING AREAS BY  
INTENDED USERS; AND IMPROVE THE PREVALENCE AND CLARITY OF SIGNAGE  
REGARDING PARKING REGULATIONS, FEES, AND PENALTIES.**

Senate Concurrent Resolution 58, Senate Draft 1, House Draft 1 urges the Department of Land and Natural Resources (Department), Division of Boating and Ocean Recreation (DOBOR) to develop and implement a progressive enforcement framework for parking violations in parking lots under DOBOR's jurisdiction; ensure the appropriate use of parking areas by intended users and to enforce penalties against drivers who improperly use and abuse free parking; and improve the prevalence and clarity of signage regarding parking regulations, fees, and penalties. **The Department appreciates the intent of this measure and offers the following comments.**

The most common parking-related complaints DOBOR receives are regarding abuse of the 6-hour no-fee parking time limit in the recreational user lot at the Ala Wai Small Boat Harbor. The recreational lot is intended to provide no-fee parking specifically for beach and ocean users. However, DOBOR is aware that users who should be parking in paid areas abuse these recreational parking stalls, such as employees in nearby businesses and customers of commercial operations in the harbor.

Under current law and rules, the DLNR Division of Conservation and Resources Enforcement (DOCARE) has the authority to issue parking citations as sworn law enforcement officers, among other duties. The Department has consistently stated that it is not in the State's best interest to

DAWN N.S. CHANG  
CHAIRPERSON  
BOARD OF LAND AND NATURAL RESOURCES  
COMMISSION ON WATER RESOURCE  
MANAGEMENT

RYAN K.P. KANAKA'OLE  
FIRST DEPUTY

CIARA W.K. KAHAHANE  
DEPUTY DIRECTOR - WATER

AQUATIC RESOURCES  
BOATING AND OCEAN RECREATION  
BUREAU OF CONVEYANCES  
COMMISSION ON WATER RESOURCE  
MANAGEMENT  
CONSERVATION AND COASTAL LANDS  
CONSERVATION AND RESOURCES  
ENFORCEMENT  
ENGINEERING  
FORESTRY AND WILDLIFE  
HISTORIC PRESERVATION  
KAHOOLAWE ISLAND RESERVE COMMISSION  
LAND  
STATE PARKS

divert limited numbers of DOCARE officers to routine parking citation duties within harbors when their specialized training and mission are focused on enforcing laws that protect Hawai'i's natural and cultural resources statewide. Assigning DOCARE officers to parking enforcement is an inefficient use of personnel needed for public safety, conservation, fisheries and wildlife protection, cultural preservation, and boating safety.

DOBOR employees do not have statutory authority to issue parking citations, unlike DOCARE, county police departments, and deputized parking officers of the Department of Accounting and General Services. Towing is a long-standing enforcement tool used to address unauthorized parking in almost all parking lots, whether public or private.

Towing as an enforcement tool has been effect at Ala Wai Harbor since the parking concession was instituted in 2008. Vehicles may be towed for parking in posted no-parking areas, access lanes, or restricted zones; for creating safety or access hazards; for improper use of parking stalls, including paid vehicles parked in recreational or permit-designated areas; or for failure to pay in paid parking stalls, pursuant to Hawaii Administrative Rule (HAR) Chapter 13-233. Simply looking at the number of tows without further analysis does not take into consideration that towing data includes removals for safety, obstructions to public access, overstay in the recreational area, paid parking but parked in a recreational stall, operational violations, and non-payment, etc.

Pursuant to Hawaii Revised Statutes (HRS) Section 200-14(b), violations of DLNR rules regarding vehicular parking or traffic movement constitute a traffic infraction under HRS Chapter 291D, with fines as follows:

- \$100 for a first violation
- \$200 for a second violation
- \$500 for a third or subsequent violation(s)

DOBOR has determined that some of the towing activity can be attributed to unclear and/or lack of signage. Therefore, DOBOR is working with its parking concessionaire to improve signage prevalence, visibility, and clarity. Additionally, DOBOR is implementing a parking monitoring contract with the parking concessionaire to utilize License Plate Recognition (LPR) technology.

The Board of Land and Natural Resources (BLNR) approved use of LPR technology for Ala Wai Small Boat Harbor on September 26, 2025 (Agenda Item J-1). The contract is currently being finalized with anticipated implementation in Q2 2026. LPR technology will allow the parking concessionaire to implement a "two-warning" approach, where vehicles will be afforded two non-punitive warnings before the vehicle is subject to tow, consistent with direction given by the BLNR at its September 26, 2025, meeting. DOBOR believes this is a fair alternative to immediate citation and addresses concerns regarding "immediate towing."

Mahalo for the opportunity to testify on this measure.

# Parking Enforcement at Ala Wai Small Boat Harbor: Key Findings & Policy Recommendation

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## Supporting SCR 58 – Support Citation-Based Parking Enforcement

### **The Problem**

Parking enforcement at Ala Wai Small Boat Harbor operates under a “tow-first” system, where towing is used as the first and only financial penalty—even for minor parking violations.

Typical citation elsewhere: \$20–\$40

Ala Wai penalty: \$165+ tow

This is disproportionate, inconsistent, and financially burdensome for the public.

### **What the Evidence Shows the Ala Wai Harbor Parking Enforcement**

#### 1. Towing is the primary enforcement method

2022: 1,920 tows

2023: 2,305 tows

2024: 2,512 tows

2025: 2,586 tows

#### 2. Citations are almost never used

2022: 1 citation

2023: 4 citations

2024: 4 citations

2025: 25 citations

#### 3. Citation systems already work elsewhere

DAGS: hundreds of citations monthly

Honolulu Zoo: \$20 citation model

## **Key Finding**

Tow-first enforcement is not a requirement—it is a policy choice.

The State already has legal authority (Act 163), operational models, and technology (LPR systems).

## **DLNR's Own Testimony Confirms**

Harbor Agents previously had citation authority.

Authority was removed due to operational concerns, not legal limits.

DLNR testified in 2022 that DOCARE officers are trained and should continue to issue citations.

However, DOCARE officers have not been assigned to perform this duty at Ala Wai Harbor.

This demonstrates a gap between stated policy and actual practice.

## **Real-World Impact**

Community members return from the ocean to find vehicles towed.

Personal belongings often locked inside.

Financial hardship for residents.

Reduced access to shoreline resources.

## **The Solution**

Implement a progressive, citation-based enforcement system:

- First violation: warning or modest fine (\$20–\$40)
- Repeat violations: escalating fines
- Towing: reserved for safety hazards or repeated violations

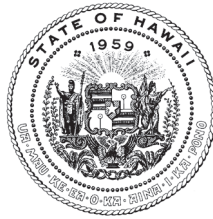
## **Recommended Action (HD1 Amendment)**

Authorize DLNR to use Act 163 to allow parking contractors to issue parking fines and align enforcement with standard practices across Hawai'i.

## **Bottom Line**

We need Ticket first. Tow only when necessary.

DAVID Y. IGE  
GOVERNOR OF HAWAII



**STATE OF HAWAII**  
**DEPARTMENT OF LAND AND NATURAL RESOURCES**  
POST OFFICE BOX 621  
HONOLULU, HAWAII 96809

**Testimony of**  
**SUZANNE D. CASE**  
**Chairperson**

**Before the House Committee on**  
**WATER & LAND**

**Tuesday, March 22, 2022**  
**9:30 AM**

**State Capitol, Conference Room 430, Via Videoconference**

**In consideration of**  
**HOUSE CONCURRENT RESOLUTION 176/HOUSE RESOLUTION 176**  
**URGING THE BOARD OF LAND AND NATURAL RESOURCES TO APPOINT**  
**HARBOR AGENTS AS ENFORCEMENT OFFICERS FOR THE PURPOSES OF**  
**ENFORCING PARKING VIOLATIONS AT SMALL BOAT HARBORS IN THE STATE.**

House Concurrent Resolution 176/House Resolution 176 urge the Board of Land and Natural Resources to appoint Harbor Agents as Enforcement Officers to enforce parking violations at state small boat harbors. **The Department of Land and Natural Resources (Department) appreciates the intent of these measures and offers comments.**

When the Small Boat Harbor Program was under Department of Transportation (DOT) jurisdiction, Harbor Agents had authority to cite for parking violations at small boat harbors. However, due to complaints of favoritism and arbitrary citing, the authority was revoked. Additionally, sworn law enforcement officers are trained to provide court testimony, while Harbor Agents are not. In the event a citation is challenged in court, the Department has concerns about the ability of its Harbor Agents to attend and testify in court. The Department's Division of Conservation and Resources Enforcement provides comprehensive training to its officers so that they are equipped to handle all types of enforcement tasks, including parking enforcement and providing court testimony. The Department therefore believes that parking enforcement authority should remain with sworn law enforcement officers only.

Additionally, the Department encountered issues with accepting parking payments due to parking vendor interruptions. Without also being able to address this issue, the Department may not be able to determine which vehicles are violating parking regulations.

Thank you for the opportunity to comment on these measures.

**SUZANNE D. CASE**  
CHAIRPERSON  
BOARD OF LAND AND NATURAL RESOURCES  
COMMISSION ON WATER RESOURCE MANAGEMENT

**ROBERT K. MASUDA**  
FIRST DEPUTY

**M. KALEO MANUEL**  
DEPUTY DIRECTOR - WATER

AQUATIC RESOURCES  
BOATING AND OCEAN RECREATION  
BUREAU OF CONVEYANCES  
COMMISSION ON WATER RESOURCE  
MANAGEMENT  
CONSERVATION AND COASTAL LANDS  
CONSERVATION AND RESOURCES ENFORCEMENT  
ENGINEERING  
FORESTRY AND WILDLIFE  
HISTORIC PRESERVATION  
KAHOOLAWE ISLAND RESERVE COMMISSION  
LAND  
STATE PARKS

# NOTICE TO REQUESTER

TO: Kate Thompson  
Phone: (808) 387-0321  
Email: katet@me.com  
(Requester's name)

FROM: Honolulu Police Department  
Attn: UIPA/Public Records Requests  
801 South Beretania Street  
Honolulu, HI 96813  
Email: hpdgeneral@honolulu.gov  
(Agency, and agency contact person's name, telephone number, & email address)

DATE REQUEST RECEIVED: January 6, 2026

DATE OF ACKNOWLEDGMENT: January 21, 2026

DATE OF THIS NOTICE: February 4, 2026

**GOVERNMENT RECORDS YOU REQUESTED** (attach copy of request or provide brief description below):

Requesting the number/amount of calls from the Mr. Tow company to HPD for vehicles towed from the Ala Wai Small Boat Harbor, at 1651 Ala Moana Boulevard for 2025, to be combined into "one table" and to include the 2022, 2023, 2024, and 2025 towing numbers.

**THIS NOTICE IS TO INFORM YOU THAT YOUR RECORD REQUEST:**

Will be granted in its entirety.

Tows from 1651 Ala Moana Blvd (From 2022 thru 2025)

	2022	2023	2024	2025
January	194	116	196	111
February	143	116	267	171
March	199	161	227	160
April	165	153	188	253
May	142	164	185	279
June	142	222	229	246
July	179	203	258	208
August	207	226	333	288
September	173	272	247	235
October	137	273	158	257
November	134	209	119	204
December	105	190	105	174
<b>Totals:</b>	<b>1920</b>	<b>2305</b>	<b>2512</b>	<b>2586</b>

- Cannot be granted. Agency is unable to disclose the requested records for the following reason:
- Agency does not maintain the records. (HRS § 92F-3)  
Other agency that is believed to maintain records: \_\_\_\_\_
  - Agency needs further clarification or description of the records requested. Please contact the agency and provide the following information: \_\_\_\_\_
  - Request requires agency to create a summary or compilation from records, but requested information is not readily retrievable. (HRS § 92F-11(c))
  - Requested record(s) does not exist.

Will be granted in part and denied in part, OR

Is denied in its entirety

**Although the agency maintains the requested records, it is not disclosing all or part of them based on the exemptions provided in HRS § 92F-13 and/or § 92F-22 or other laws cited below.**

(Describe the portions of records that the agency will not disclose.)

RECORDS OR  
INFORMATION WITHHELD

APPLICABLE  
STATUTES

AGENCY  
JUSTIFICATION

#### REQUESTER'S RESPONSIBILITIES:

You are required to (1) pay any lawful fees and costs assessed; (2) make any necessary arrangements with the agency to inspect, copy or receive copies as instructed below; and (3) provide the agency any additional information requested. If you do not comply with the requirements set forth in this notice within 20 business days after the postmark date of this notice or the date the agency makes the records available, you will be presumed to have abandoned your request and the agency shall have no further duty to process your request. Once the agency begins to process your request, you may be liable for any fees and costs incurred. If you wish to cancel or modify your request, you must advise the agency upon receipt of this notice.

#### METHOD & TIMING OF DISCLOSURE:

Records available for public access in their entirety must be disclosed within a reasonable time, not to exceed 10 business days from the date the request was received, or after receipt of any prepayment required. Records not available in their entirety must be disclosed within 5 business days after this notice or after receipt of any prepayment required. HAR § 2-71-13(c). If incremental disclosure is authorized by HAR § 2-71-15, the first increment must be disclosed within 5 business days of this notice or after receipt of any prepayment required.

#### Method of Disclosure:

- Inspection at the following location: \_\_\_\_\_
- As requested, a copy of the record(s) will be provided in the following manner:
- Available for pick-up at the following location: \_\_\_\_\_
  - Will be mailed to you.
  - Will be transmitted to you by other means requested: via email to: [katet@me.com](mailto:katet@me.com)

**Timing of Disclosure:** All records, or the first increment if applicable, will be made available or provided to you:

- On February 4, 2026.
- After prepayment** of 50% of fees and 100% of costs, as estimated below.

**For incremental disclosures**, each subsequent increment will be disclosed within 20 business days after:

- The prior increment (if one prepayment of fees is required and received), or
- Receipt of each incremental prepayment, if prepayment for each increment is required.

**Records will be disclosed in increments because the records are voluminous and the following extenuating circumstances exist:**

- Agency must consult with another person to determine whether the record is exempt from disclosure under HRS chapter 92F.
- Request requires extensive agency efforts to search, review, or segregate the records or otherwise prepare the records for inspection or copying.
- Agency requires additional time to respond to the request in order to avoid an unreasonable interference with its other statutory duties and functions.

A natural disaster or other situation beyond agency's control prevents agency from responding to the request within 10 business days.

**ESTIMATED FEES & COSTS AND PAYMENT:**

**FEES:** For personal record requests under Part III of chapter 92F, HRS, the agency may charge you for its costs only, and fee waivers do not apply.

For public record requests under Part II of chapter 92F, HRS, the agency is authorized to charge you fees to search for, review, and segregate your request (even if a record is subsequently found to not exist or will not be disclosed in its entirety). The agency must waive the first \$30 in fees assessed for general requesters, OR in the alternative, the first \$60 in fees when the agency finds that the request is made in the public interest. Only one waiver is provided for each request. See HAR §§ 2-71-19, -31 and -32.

**COSTS:** For either personal or public record requests, the agency may charge you for the costs of copying and delivering records in response to your request, and other lawful fees and costs.

**PREPAYMENT:** The agency may require prepayment of 50% of the total estimated fees and 100% of the total estimated costs prior to processing your request. If a prepayment is required, the agency may wait to start any search for or review of the records until the prepayment is received by the agency. Additionally, if you have outstanding fees or costs from previous requests, including abandoned requests, the agency may require prepayment of 100% of the unpaid balance from prior requests before it begins any search or review for the records you are now seeking.

**The following is an itemization of what you must pay, based on the estimated fees and costs that the agency will charge you and the applicable waiver amount that will be deducted:**

**For public record requests only:**

<b>Fees:</b> Search	Estimate of time to be spent: <u>.25</u> hours (\$2.50 for each 15-minute period)	\$ 2.50
Review & segregation	Estimate of time to be spent: <u>0</u> hours (\$5.00 for each 15-minute period)	\$ 0
Fees waived	<input checked="" type="checkbox"/> general (\$30), <b>OR</b> <input type="checkbox"/> public interest (\$60) (Only one waiver per request)	<\$ <u>30</u> >
Other	_____	\$
	(Pursuant to HAR §§ 2-71-19 & 2-71-31)	
<b>Total Estimated Fees:</b>		<b>\$ 0</b>

**For public or personal record requests:**

<b>Costs:</b> Copying	Estimate of # of pages to be copied: _____ (@ \$ <u>0.50</u> for 1 <sup>st</sup> pages of each report and \$ <u>0.25</u> for each subsequent pages per page, pursuant to HRS § 92-21)	\$
Delivery	Postage	\$
<b>Total Estimated Costs:</b>		<b>\$ 0</b>

**TOTAL ESTIMATED FEES AND COSTS from above:** \$

- The estimated fees and costs above are for the first incremental disclosure only. Additional fees and costs, and no further fee waivers, will apply to future incremental disclosures.**
- PREPAYMENT IS REQUIRED** (50% of fees + 100% of costs, as estimated above) \$
- UNPAID BALANCE FROM PRIOR REQUESTS** (100% must be paid before work begins) \$

**TOTAL AMOUNT DUE AT THIS TIME**

**\$ 0**

Payment may be made by:  cash  
 personal/business/cashier's check payable to **City and County of Honolulu**

For questions about this notice or the records being sought, please contact the agency person named at the beginning of this form. Please note that the Office of Information Practices (OIP) does not maintain the records of other agencies, and a requester must seek records directly from the agency it believes maintains the records. If the agency denies or fails to respond to your written request for records or if you have other questions regarding compliance with the UIPA, then you may contact OIP at (808) 586-1400, [oiip@hawaii.gov](mailto:oiip@hawaii.gov), or 250 South Hotel Street, Suite 107, Honolulu, Hawaii 96813.

FROM: Honolulu Police Department  
Attn: UIPA/Public Records Requests  
801 South Beretania Street  
Honolulu, HI 96813  
Email: hpdgeneral@honolulu.gov  
(Agency, and agency contact person's name, telephone number, & email address)

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DATE OF ACKNOWLEDGMENT: January 21, 2026

DATE OF THIS NOTICE: February 4, 2026

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Totals:	1920	2305	2512	2586

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Subject: Fwd: [EXTERNAL] Draft letters offered, Thompson, K. UIPA Request. Please update DOCARE parking citations 2022-2025

From: Kate Thompson <katet@me.com>

Begin forwarded message:

From: "Li, Bin C" <bin.c.li@hawaii.gov>  
Subject: Re: [EXTERNAL] Draft letters offered, Thompson, K. UIPA Request. Please update DOCARE parking citations 2022-2025  
Date: February 12, 2026 at 3:11:38PM WST  
To: Kate Thompson <katet@me.com>  
Cc: OP <op@hawaii.gov>

Aloha Ms. Thompson,

In response to your request, I'm providing you the following figures which reflect the total numbers of parking citations issued by the Division of Conservation and Resource Enforcement (DOCARE) at the Ala Wai Small Boat Harbor during the specified calendar years.

- 2022: 1 citation
- 2023: 4 citations
- 2024: 4 citations
- 2025: 25 citations

Please feel free to let me know if you have any further questions.

Bin C. Li  
Department of Land and Natural Resources  
Administrative Proceedings Coordinator  
1151 Punchbowl St, Rm 131, Honolulu, Hawaii 96813  
Phone (808)587-1496, [bin.c.li@hawaii.gov](mailto:bin.c.li@hawaii.gov)

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Department of Accounting and General Services

**Citation Report – For Oahu**

<u>MONTH</u>	<u>FISCAL YEAR 24-25</u>
July	582
Aug	470
Sept	394
Oct	546
Nov	311
Dec	363
Jan	433
Feb	379
Mar	524
Apr	539
May	424
June	423

**Citation Report – For Oahu**

<u>MONTH</u>	<u>FISCAL YEAR 25-26</u>
July	397
Aug	389

<https://mail.google.com/mail/u/0/?ik=592fcab5a5&view=pt&sear>

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3/29/26, 4:35 PM

Gmail - Fwd:

Sept	447
Oct	523
Nov	247
Dec	303
Jan	423
Feb	539
Mar	

## Waikīkī Neighborhood Board Briefing Towing-First Enforcement at Ala Wai Harbor September 9, 2025

This fact sheet provides key questions and answers regarding parking enforcement at the Ala Wai Small Boat Harbor, where the only penalty is towing, even for minor parking violations.

### Key Questions & Answers

Question	Answer
What are the fines for expired meters?	<ul style="list-style-type: none"> <li>- City/County (HPD, DOCARE): \$35</li> <li>- ProPark Zoo: \$20</li> <li>- DAGS Downtown: \$40</li> <li>- Ala Wai Harbor: \$165 tow (no citation option)</li> </ul>
Who gets towing revenue?	<ul style="list-style-type: none"> <li>- 100% goes to Mr. Tow LLC</li> <li>- State receives zero; state pays tow company \$1/year for contract</li> </ul>
Who approves towing contracts?	<ul style="list-style-type: none"> <li>- Signed by DLNR Chair</li> <li>- Reviewed by Attorney General (not BLNR)</li> </ul>
Who issues citations in State Harbors?	<ul style="list-style-type: none"> <li>- Only DOCARE officers (per DLNR testimony, 2022)</li> </ul>
How many citations vs. tows?	<ul style="list-style-type: none"> <li>- DOCARE citations: 4 (2023), 4 (2024)</li> <li>- Vehicles towed: 2,000+ each year</li> </ul>
Who manages revenue?	<ul style="list-style-type: none"> <li>- Secure Parking LLC runs pay stations (BLNR-approved)</li> <li>- DOBOR/DLNR approved Mr. Tow LLC (2020, renewed annually)</li> </ul>
What is the enforcement method?	<ul style="list-style-type: none"> <li>- Towing is the first and only step</li> <li>- No citation issued; tow driver decides violation</li> </ul>
Impact on community?	<ul style="list-style-type: none"> <li>- Financial hardship</li> <li>- Inconvenience retrieving vehicles</li> <li>- Discourages use of harbor</li> </ul>
Signage status?	<ul style="list-style-type: none"> <li>- No comprehensive review</li> <li>- Many signs noncompliant or unclear (e.g., no clear notice that expired meters = tow)</li> </ul>
Are DOCARE officers assigned to citation duty?	<ul style="list-style-type: none"> <li>- No; DLNR Chair declines staffing harbor for this</li> <li>- If citations were issued, State would receive revenue</li> </ul>
Has leadership been notified?	<ul style="list-style-type: none"> <li>- Yes, Governor Green and AG Lopez; both referred issue back to DLNR</li> </ul>
Has BLNR discussed this?	<ul style="list-style-type: none"> <li>- Yes, Aug &amp; Dec 2023 meetings; strong opposition to towing-first</li> <li>- BLNR reviews parking concessions, not</li> </ul>

	towing contracts
What alternatives exist?	- Act 163 (2022) allows DLNR to create parking concession contracts - Community requests: citation-first enforcement, signage upgrades, revenue-sharing model like Zoo parking (\$20 citations)
Main concern?	- Towing costs (\$165+) far exceed comparable citations (\$20-35)

### Requested Action

We ask the Waikīkī Neighborhood Board to urge DLNR Chair Dawn Chang to adopt a citation-first model like the Honolulu Zoo, where concessionaires issue \$20 parking tickets for meter overstays. This approach would:

- Reduce financial hardship on residents and boaters
- Ensure transparency in parking income, and revenues from enforcement
- Bring oversight of towing contracts before BLNR
- Improve public trust and access to Waikīkī's coastal areas

Prepared by Surfparking.org • Advocating for Fair Coastal Access  
info@surfparking.org PH: 808-383-3334

**LATE**



**April 21, 2026**

**Subject: SCR 58 – HD1 or HD2 Amendment Wording to Ensure Fair Parking Enforcement**

Dear Chair Tarnas, Vice-Chair Poepoe, and Members of the House Judiciary Committee,

My name is Kate Thompson and have a sailboat moored at the Ala Wai Small Boat Harbor for 30 consecutive years. I hold a USCG 50-ton Master Captain’s License. I am a semi-retired Registered Nurse. I sail regularly in town and I reside in Kailua.

I am writing in strong support of SCR 58 SD1, HD1, and its intent to improve fairness, accountability, and oversight in parking enforcement at Hawai‘i’s state small boat harbors, including the Ala Wai and Ma‘alaea harbors.

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**Background and Contract Authority**

Following a public Request for Interest (RFI) process in 2023, the Board of Land and Natural Resources (BLNR) approved a parking concession contract with Secure Parking Hawai‘i LLC. That contract was fully executed on December 3, 2024.

On September 26, 2025, the BLNR voted to delegate authority to the DLNR Chairperson to negotiate, approve, and manage this contract. The DLNR Chairperson also serves as Chair of the BLNR, meaning this authority rests with a single decision-maker. I filed a request for a contested case hearing on this BLNR decision, as no citation stage was established prior to the vote.

As a result of Act 163 (2022), the State of Hawai‘i Legislature granted BLNR the authority to establish parking concession contracts in state small boat harbors, including the parking enforcement structure—specifically how violations are handled—through Direct Issuance Contracts.

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## **Core Issue: Tow-First Enforcement**

Public testimony at multiple BLNR meetings has raised ongoing concerns regarding tow-first enforcement practices at Ala Wai Small Boat Harbor.

Members of the public have expressed frustration at BLNR meetings, Waikīkī Neighborhood Board meetings, and State of Hawai‘i legislative hearings regarding the absence of a citation-based enforcement stage, where minor violations could be addressed through modest fines rather than immediate towing.

Currently, towing is used as the first financial penalty for minor parking violations. The proposed LPR (camera car) system does not address this issue—it continues to rely on towing rather than implementing a violation-based enforcement stage.

This is not a lack of authority—it is a matter of policy direction.

These inconsistencies between DLNR testimony, law, and current practice are summarized in Exhibit A (attached).

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## **Harbor Agent History and Modern Solution**

As stated by Suzanne D. Case, Chairperson of the Department of Land and Natural Resources, in testimony before the House Committee on Water & Land on HCR 176/HR 176, dated March 22, 2022:

*“When the Small Boat Harbor Program was under Department of Transportation (DOT) jurisdiction, Harbor Agents had authority to cite for parking violations at small boat harbors. However, due to complaints of favoritism and arbitrary citing, the authority was revoked.”*

This confirms that returning to a system of deputized harbor agents is not appropriate. However, it does not justify the absence of a violation-based enforcement system.

Today, the State has the tools to implement a fair system using contract-based enforcement supported by objective, documented evidence (LPR).

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## **Public Expectation: Proportional Enforcement**

The public is seeking a fair and proportional system:

Small, affordable fines for minor violations, with towing reserved for repeat offenses, after-hours violations, and safety-related issues.

Warnings alone are not an effective or fair enforcement mechanism. There are multiple types of minor parking violations at small boat harbors—including time limits, stall designations, restricted areas, and closure hours—and a warning-based system can be inconsistent and difficult for the public to track.

Because warnings are tied to a vehicle's license plate, one family member may receive a paper warning without other drivers being aware of it. This creates a risk that a vehicle could be towed without clear notice to the responsible party, raising concerns about fairness and consistency.

A violation-based system with modest fines provides clear, consistent, and trackable notice, while still allowing for escalation in cases of repeat or serious violations.

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## **Legal Framework Supports Lower Fines**

HRS §200-14(b) provides that a first violation is “not more than \$100.” This establishes a maximum—not a fixed fine—and allows for lower, proportional fines such as the approximately \$35. fines commonly used for minor parking violations.

This supports a clear legislative intent to implement a violation-based system with affordable fines, rather than relying on towing as the first financial penalty.

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## **Fiscal and Practical Solution**

DLNR can implement this parking fine system using existing authority under Act 163 by structuring the parking concession contract with Secure Parking Hawai'i LLC to issue parking fines, as ProPark operates at the large Honolulu Zoo parking lot, in its contract with the City and County of Honolulu.

Authorizing Secure Parking Hawai'i LLC to issue violation fines as the first financial penalty at major harbors—where it already operates as the parking management company—is a practical and logical approach. Secure Parking already has a violation system in place in other locations in Hawai'i, along with accessible payment options, including online, mail-in, and in-person payments at its retail office.

Structuring the contract to allow Secure Parking to issue fines would provide the public with a practical and immediate pathway to a more affordable, fair, and consistent parking enforcement system.

By utilizing the parking concessionaire to issue modest fines, the State can both implement a fair system and generate revenue to offset the approximately \$180,000 annual cost of the LPR program.

Currently, towing revenue does not return to the State, whereas a violation-based system would support public funds and system costs.

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### **Request for HD1/HD2 Amendment**

To provide clear legislative intent, I respectfully request your support for amendment language such as:

**BE IT FURTHER RESOLVED** that the Department of Land and Natural Resources is encouraged to utilize its existing contract authority, including authority delegated by the Board of Land and Natural Resources, to amend parking concession agreements as necessary to establish a violation-based enforcement stage, authorizing the parking management concessionaire to issue monetary fines for minor parking violations prior to the use of towing as a financial penalty; and

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### **Legislative Coordination and Final Action**

I respectfully request that House Judiciary members, including Representative Tarnas and Representative Poepoe, work with Senators Moriwaki (who introduced the resolution) and Senator C. Lee to develop HD1/HD2 amendment language for SCR 58 that legislators would be comfortable supporting.

As SCR 58 returns to the Senate, I would greatly appreciate your support in advancing it for final scheduling and vote, with the HD1/HD2 amendment in place.

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### **Summary**

Authorizing the parking management concessionaire to issue initial parking violation fines would provide a practical and immediate way to achieve fairness for the public using existing authority.

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Thank you for your consideration and for your service to our community.

Respectfully submitted,

**Kate Thompson**  
Director, SurfParking.org

**Attachment:** Exhibit A – DLNR Testimony vs. Law and Practice

## Exhibit A - DLNR Testimony vs. Law and Practice

Issue	DLNR Testimony (3/30/2026)	Law / Record	Analysis
DOCARE	Not in the State’s best interest to assign DOCARE to parking citation duties	Prior DLNR testimony (HCR 176, 2022) affirms DOCARE officers are trained and appropriate for parking enforcement	Inconsistent with prior DLNR testimony; undermines a uniform, citation-based enforcement framework
Fines	States there is a \$100 fine for a first violation	HRS §200-14(b): first violation is “not more than \$100”	Statute provides discretion (“not more than \$100”); characterization as a fixed \$100 fine is inaccurate and may raise proportionality concerns
Tow-First	Describes towing as a long-standing enforcement tool under HAR 13-233	Citation-based enforcement is standard across public parking systems in Hawai‘i; towing is used infrequently	Discretionary policy choice; bypasses graduated enforcement and raises due process concerns
Signage	Acknowledges deficiencies in signage	Due process requires clear and adequate notice prior to enforcement	Enforcement without adequate notice implicates due process protections
LPR	References BLNR authorization of contract and deployment pathway (9/26/2025)	No requirement to bypass citation-based enforcement prior to technology deployment	Lacks a consistent citation and notice framework; risks increasing already excessive towing and compounding due process concerns

**SCR-58-HD-1**

Submitted on: 4/20/2026 3:31:00 PM

Testimony for JHA on 4/22/2026 3:00:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Louis Erteschik	Individual	Support	Written Testimony Only

Comments:

In support.

Douglas Meller  
2615 Aaliamanu Place  
Honolulu, Hawaii 96813  
douglasmeller@gmail.com

**TESTIMONY SUPPORTING SCR 58, SD1, HD1 URGING THE DIVISION OF BOATING AND OCEAN RECREATION OF THE DEPARTMENT OF LAND AND NATURAL RESOURCES TO DEVELOP A PROGRESSIVE ENFORCEMENT FRAMEWORK FOR PARKING VIOLATIONS IN PARKING LOTS UNDER ITS JURISDICTION; ENSURE PROPER USE OF PARKING AREAS BY INTENDED USERS; AND IMPROVE THE PREVALENCE AND CLARITY OF SIGNAGE REGARDING PARKING REGULATIONS, FEES, AND PENALTIES.**

Submitted to House Committee on Judiciary & Hawaiian Affairs  
Wednesday, April 22, 2026, 3 PM Hearing in State Capitol Room 430

I support SCR 58, HD1. “Privatization without due process” might be tolerated in Chicago, but is not an acceptable way to manage public parking in Hawaii. And after-the-fact complaints to the Department of Commerce and Consumer Affairs are not an appropriate remedy for predatory public towing concessions.

**SCR-58-HD-1**

Submitted on: 4/20/2026 7:38:43 PM

Testimony for JHA on 4/22/2026 3:00:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Kate Paine	Individual	Support	Written Testimony Only

Comments:

It is too punitive to tow w/o warning.

**SCR-58-HD-1**

Submitted on: 4/20/2026 8:04:55 PM

Testimony for JHA on 4/22/2026 3:00:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Marion Lyman-Mersereau	Individual	Support	Written Testimony Only

Comments:

**No Towing! Issue parking tickets for minor violations—**

**Do not tow as the first financial penalty.**

**Mahalo for your attention to this public parking.**

**SCR-58-HD-1**

Submitted on: 4/20/2026 8:15:02 PM

Testimony for JHA on 4/22/2026 3:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Mareva Minerbi	Individual	Support	Written Testimony Only

Comments:

Dear Chair David A. Tarnas, Vice Chair Mahina Poepoe, and Members of the Committee:

Mahalo for this opportunity to submit testimony. My name is Mareva Minerbi and I am a Mō‘ili‘ili resident and an active user of our public beaches, surf breaks, and Ala Wai harbor areas. I am in **strong support** of **SCR58**.

I respectfully request a more fair and proportional approach to parking enforcement on public lands.

Currently, towing is often used as an immediate penalty for minor parking violations. For many in our community, this feels excessive and punitive—especially in areas meant for public access and recreation. These are not private lots; they are shared public spaces that should remain accessible to everyone.

I am asking the City to adopt a **graduated, citation-first enforcement system** that prioritizes fairness and compliance over punishment.

Specifically, I urge you to consider the following:

- Issue **small, affordable parking citations** for minor violations such as expired meters or brief overstays.
- **Do not tow vehicles as the first financial penalty** for non-safety-related infractions.
- Reserve towing for **repeat violations or legitimate safety concerns**, such as blocked access, fire lanes, or hazardous conditions.
- Implement a system that is **clear, consistent, and proportional**, so residents and visitors understand the rules and have a fair opportunity to comply.

This approach is already used successfully in many cities. It encourages compliance without placing unnecessary financial strain on residents, workers, and ocean users who rely on these spaces daily.

Our beaches, surf spots, and harbors are part of what makes this community special. Parking enforcement should support access—not create barriers.

Mahalo for your time and consideration.

Mareva Minerbi

**SCR-58-HD-1**

Submitted on: 4/20/2026 9:14:56 PM

Testimony for JHA on 4/22/2026 3:00:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Haley Greene	Individual	Support	Written Testimony Only

Comments:

Aloha, I'm a surfer and I use the Ala Wai Boat Harbor regularly.

I've seen a lot of cars get towed there on a daily basis. Minor parking violations can mean a car is instantly towed, which feels excessive and financially difficult for something that could be handled with a ticket as the first response.

Warning notes could help, but what we really need is an actual parking ticket stage before towing someone's car. If you make a mistake, you should get a ticket, not lose your car.

Mahalo for your time and consideration.

**SCR-58-HD-1**

Submitted on: 4/20/2026 9:34:05 PM

Testimony for JHA on 4/22/2026 3:00:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Michael A. Cobb Jr	Individual	Oppose	Written Testimony Only

Comments:

I oppose this bill. The fines will be unpaid just like teh current parking tickets on the streets.

April 20, 2026

Dear Chair, Vice Chair, and Members of the House Judiciary Committee:

I am writing in strong SUPPORT of SCR58.

Along with many community members, I have spent several years working to encourage the Division of Boating and Ocean Recreation (DOBOR) and the Department of Land and Natural Resources (DLNR) to implement fair parking enforcement practices at Ala Wai Small Boat Harbor. Specifically, we have consistently requested that minor parking violations be addressed through citations rather than immediate towing.

Despite sustained engagement, including testimony and participation at Board of Land and Natural Resources (BLNR) meetings from 2023 through 2025, there has been little meaningful progress. My own Request for a Contested Case Hearing, as well as those filed by others, was denied.

Our request has always been straightforward: establish a basic citation stage for minor infractions, similar to standard municipal practices, with reasonable penalties (for example, a \$35 citation for a meter overstay), rather than imposing the disproportionate consequence of towing.

For the Committee's reference, I am including one of my many written testimonies to BLNR to show our prior efforts and participation at the BLNR meetings.

Thank you for the opportunity to testify.

Mahalo,

Karen Boyer

Attached: My written testimony in August 21, 2023 to BLNR

August 21, 2023

There can be no question that towing is much more of an onerous punishment than a ticket, in terms of inconvenience, as well as cost. It follows that a tow should be used only in circumstances where the vehicle to be towed presents a danger to public safety (such as parking in front of a fire hydrant), or significantly impairs rush hour traffic, or has been abandoned for more than 24 hours in the paid parking spaces, a guideline used by Honolulu Police Department City and County of Honolulu for similar public parking areas near Kapi‘olani Park.

At the Ala Wai Small Boat Harbor, a State of Hawaii property, the current parking signage, pavement striping, and general information such as a harbor map are poor, misleading, or nonexistent. There needs an official third party evaluation of the signage in the harbor.

Currently, about 10 cars a day are being towed from the Ala Wai Small Boat Harbor, which is a small portion of the parking lot capacity, 941 public stalls, and therefore not creating a danger to the public. Wrongly parking in a boat owner-permitted stall, or a meter expiration in the paid public stalls, does not affect public safety and citations should be written for a cost that is ‘appropriate to the crime’ and consistent with other government-owned parking areas, in the State of Hawaii.

<b>Property</b>	<b>Manager of the parking</b>	<b>Cost of an Expired Meter Violation</b>
State of Hawaii	DAGS (State Agency)	\$40.00
City & County	ProPark	\$20.00
Honolulu City & County	Parking Div. Expired Meter	\$35.00

State of Hawaii Department of Land and Natural Resources	Secure Parking LLC with an electronic connection to Mr. Tow LLC.  _____	\$165.00 plus* Vehicle tow charge, * late hours fee, *ride/taxi to Tow yard, *ATM fee due to tow yard demand for 'cash only'
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The table above in words: ProPark Inc. is contracted by the City and County Parks Department to manage the parking lot at the Honolulu Zoo. They give a \$20.00 ticket for an expired meter. The Department of Accounting and General Services manages the parking in downtown Honolulu at the Iolani Palace and the cost of a meter overstay is \$40.00. At the Frank Fasi municipal parking lot the meter overstay is \$35.00. Tow cost from the Ala Wai Small Boat Harbor to the Mr. Tow yard \$165.

Therefore, I submit that the Department of Land and Natural Resources, and the Attorney General, should designate an officer, or the hired parking attendant, to give a more reasonable citation, in the range of \$25.00 to \$35.00 for meter overstays and for those you paid for parking but wrongly parked in the permitted (boat owner) stalls at the Ala Wai Small Boat Harbor.

A ticketing phase in the Ala Wai Small Boat Harbor is a necessary step in the parking enforcement process, to align with similar parking practices in Honolulu, Hawaii. The stark contrast in the cost of a tow, incurred by patrons of the harbor, shows the inequity of the parking system, designed and condoned by the Division of Boating And Ocean Recreation and the Department of Land and Natural Resources, in Revocable Permits and contracts approved by the State Attorney General's Office.

Many people who park at the Ala Wai Small Boat Harbor make parking errors due to the confusing signage. This violates the duty of Secure Parking Hawaii LLC to Revocable Permit of September 15th, 2021, Minimum duties on Pg. 13 Exhibit B; "To ensure proper parking signage is displayed throughout the Premises." I would like the opportunity to present photos of the signage and ground striping issues in a Contested Case Hearing.

**Remedy: Before any Revocable Permits or Contracts can be written between DLNR and a parking vendor for the Ala Wai Small Boat Harbor, the Attorney General's office needs to clarify who has the authority to ticket, especially for an 'Expired Meter' violation, and for those who paid but failed to park in the correct type of stall. In addition the AG's office needs to clarify who has the authority to 'approve a tow' which might be a DOCARE agent, Parking Vendor or Tow Truck Driver. Plus, the AG's office needs to clarify if the Tow Company can demand Cash Payment, since the 2020 law says the Tow Company must accept the client's choice of Credit Card, Debit Card or Cash.**

Signature  K. Boyer \_\_\_\_\_

Submitted Community members, requesting a Contested Case Hearing (attached) regarding the J-1 Submittal for the Continuation of the Revocable Permit for Secure Parking LLC, presented at the Board of Land and Natural Resources meeting on August 11, 2023.

**SCR-58-HD-1**

Submitted on: 4/21/2026 8:20:14 AM

Testimony for JHA on 4/22/2026 3:00:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Margaret Hallahan	Individual	Support	Remotely Via Zoom

Comments:

Dear Chair Tarnas, Vice-Chair Poepoe and Members of the House Judiciary Committee, I am writing in strong support of SCR SD1, HD1, and its intent to improve fairness, accountability, and oversight in parking enforcement at Hawai‘i’s state small boat harbors, including Ala Wai and Ma‘alaea.

DLNR has previously acknowledged in formal testimony to the Legislature on March 22, 2022, that Harbor Agents should not be issuing citations due to concerns including favoritism, arbitrary enforcement, and lack of training necessary to support legal proceedings. DLNR further affirmed that enforcement authority should remain with trained DOCARE officers. At the same time, DLNR has indicated that DOCARE resources are limited and cannot be routinely allocated to parking enforcement.

This has led to an increasing reliance on towing-first practices, which impose immediate and disproportionate penalties on harbor users. Towing is not an appropriate primary enforcement tool for routine parking violations on public lands.

A clear and lawful alternative exists.

Act 163, as revised to include state small boat harbors, provides a legal framework for DLNR to implement a civil, contract-based parking management system. Under this framework, DLNR can authorize its parking concessionaire to issue modest parking notices (e.g., approximately \$35) as a first step in enforcement, consistent with systems used at other public facilities.

We respectfully request that the DLNR Chair amend its existing contract with Secure Parking to allow for the issuance of these civil parking notices. The current use of License Plate Recognition (LPR) technology can provide photographic documentation to support such notices, ensuring transparency and consistency.

Importantly, this approach maintains appropriate governmental oversight. DOCARE officers can remain involved in the appeals process or in cases involving safety concerns, abandonment, or repeated non-compliance, without requiring routine deployment for initial enforcement.

A notice-based system would:

- Provide fair warning and opportunity for voluntary compliance
- Ensure enforcement remains proportionate to the violation
- Reduce reliance on punitive towing practices
- Utilize existing technology (LPR) for consistent documentation
- Maintain due process through structured appeals with DOCARE oversight

Towing, if used, should be reserved as a last resort—not a first response.

SCR SD1, HD1 represents an important opportunity to align DLNR’s enforcement practices with principles of fairness, legality, and public access. Hawai‘i’s harbors are public resources, and their management should reflect balanced, transparent, and reasonable enforcement policies.

Thank you for your consideration.  
Captain Maggie Hallahan

**SCR-58-HD-1**

Submitted on: 4/21/2026 11:15:19 AM

Testimony for JHA on 4/22/2026 3:00:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Elizabeth Weitz	Individual	Support	Remotely Via Zoom

Comments:

Aloha,

Please support SCR58 the Senate Concurrent Resolution, that seeks a progressive parking penalty system as the first financial penalty, not towing.

I have experienced personally and observed inconsistent standards for towing as a form of parking enforcement on state land. I conducted a survey showing that when people were towed immediately (no exaggeration) after a parking violation, with no warning, that led people to distrust the state and also reduce their use of public land. Parking should be simple to manage - its not rocket science. For drivers, it should be forgettable, not the main event.

Instead, inconsistent and unaccommodating rules lead to extremely memorable, negative experiences. This causes people to view the state as incapabale and unreasonable. A headache for everyone, that deteriorates the relationship between the government and the public.

These protections in this bill will allow people to live their lives more seamlessly, and do more interesting things with their days than go get their car after its been aggressively towed. And, it'll build respect between community members and the state.

Let's be known for something other than terrible parking management!

Mahalo,

Elizabeth Weitz

**SCR-58-HD-1**

Submitted on: 4/21/2026 12:07:49 PM

Testimony for JHA on 4/22/2026 3:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Greg Tamon	Individual	Support	Written Testimony Only

Comments:

**Issue small kine parking tickets — don't tow as the first financial penalty for minor parking violations. This is public land, and parking enforcement should be fair and proportional.**

There needs to be a warning then enforcement.

**SCR-58-HD-1**

Submitted on: 4/21/2026 1:59:20 PM

Testimony for JHA on 4/22/2026 3:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Korynn Grenert	Individual	Support	Written Testimony Only

Comments:

Aloha Chair Tarnas, Vice Chair Poepoe, and Members of the House Judiciary Committee,

My name is Korynn Grenert, and I am a 3L law student at the William S. Richardson School of Law at UH Mānoa. I am respectfully submitting testimony in support of SCR 58 and the development of a fair, citation-based parking enforcement framework at all Hawai‘i Small Boat Harbors.

I surf, sail, and outrigger paddle from the Ala Wai Harbor on a regular basis, and I have personally experienced having my car towed from the harbor, as have many of my friends, teammates, and family members.

From a legal perspective, the current reliance on towing as the first financial penalty for minor parking violations raises concerns related to due process and proportionality under the Fourteenth Amendment. Towing imposes an immediate and significant deprivation of property, often without meaningful prior notice or an opportunity to cure the violation, and imposes an extreme financial burden on the owner of the vehicle.

The Due Process Clause requires that individuals receive notice reasonably calculated to apprise them of the alleged violation and an opportunity to respond before being deprived of property. At the Ala Wai Boat Harbor, however, the signage is unclear, difficult to read based on the small, tall font, and hard to interpret, making it challenging for users to understand where parking is and is not allowed, for how long, and when towing will occur. When unclear signage is coupled with towing as the initial, immediate enforcement mechanism, harbor users are deprived of their vehicles without fair notice or a meaningful opportunity to correct the issue.

These constitutional concerns are further underscored by the balancing framework articulated in *Mathews v. Eldridge*, which evaluates (1) the private interest affected, (2) the risk of erroneous deprivation under existing procedures, and (3) the government’s interest. Here, the private interest in access to one’s vehicle is substantial, the risk of erroneous deprivation is heightened by unclear signage and the absence of intermediate enforcement measures like citations, and the government’s interest would not be unduly burdened by implementing a citation-based system. This framework strongly supports the use of notice and an opportunity to remedy the violation prior to towing.

These concerns are exacerbated by the current enforcement structure. The Division of Boating and Ocean Recreation has declined to rely on Division of Conservation and Resources Enforcement officers for routine parking enforcement, and although harbor agents were previously authorized to issue citations, that authority was rescinded due to concerns about arbitrary and inconsistent ticketing practices. Rather than addressing those concerns through training or oversight, the State eliminated the citation mechanism altogether. The result is a system in which similarly situated individuals are subject to drastically different outcomes, ranging from no enforcement to immediate towing, without clear standards or intermediate steps. This variability raises not only due process concerns, but also potential equal protection issues where enforcement appears arbitrary or unevenly applied in different parts of the harbor.

Where the State cannot provide consistent personnel to administer a fair warning or citation system, it should authorize qualified private operators to do so. Comparable public parking systems already operate effectively under this model. For example, at the Honolulu Zoo parking lot, ProPark issues citations pursuant to statutory authority under Act 163. Allowing operators such as Secure Parking LLC to issue warnings or citations would provide a practical, immediate solution that ensures consistency, accountability, and adequate notice.

A citation-based system provides clear and documented notice, establishes a record of the alleged violation, and affords individuals an opportunity to respond or cure the issue before more severe penalties are imposed. Such a system better aligns with fundamental constitutional principles by:

- Providing fair and constitutionally adequate notice of violations
- Allowing a meaningful opportunity to comply or contest the citation
- Ensuring that penalties are proportional to the nature of the offense

I respectfully support an enforcement framework that includes:

- A citation-based phase for minor parking violations
- Modest fines comparable to DOCARE and HPD citations (approximately \$35.00)
- Towing reserved for repeat violations, safety concerns, or after-hours enforcement

This approach promotes fairness, transparency, and consistency while strengthening public trust in the State's management of public lands.

SCR 58 provides an important opportunity to establish a more balanced and constitutionally sound enforcement framework.

Thank you for the opportunity to testify.

Mahalo,  
Korynn Grenert

**SCR-58-HD-1**

Submitted on: 4/21/2026 2:45:25 PM

Testimony for JHA on 4/22/2026 3:00:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Jan Koehler	Individual	Support	Written Testimony Only

Comments:

Dear Chair Tarnas, Vice-Chair Poepoe, and Members of the House Judiciary Committee, I strongly support SCR SD1, HD1 to improve fairness and accountability in parking enforcement at Hawaii's small boat harbors, where DOBOR's proposal-two warnings followed by towing as the first financial penalty—remains disproportionate and lacks a lawful, intermediate step. The DLNR Chairperson can amend its contract with Secure Parking under Act 163 authority to allow modest civil fines, consistent with City and County practice at the Honolulu Zoo where its parking concessionaire issues approximately \$20 citations as the first financial penalty, ensuring proportional enforcement while reserving towing as a true last resort with proper oversight.

Testimony in Support of SCR 58

Dear Chair and Members of the Committee,

I am writing in strong support of SCR 58 from the perspective of a member of Hawai'i's boating community.

Our small boat harbors are critical public infrastructure that support local residents, ocean access, and maritime safety. Policies that improve harbor management, transparency, and fair access are essential to ensuring these spaces serve the public as intended.

Boaters rely on consistent, reasonable, and clearly communicated rules. When management practices prioritize fairness, due process, and public access, it strengthens trust and compliance within the community. Conversely, inconsistent or overly punitive enforcement undermines that trust and can limit access to our shared coastal resources.

SCR 58 represents an important step toward improving oversight and accountability in how our harbors are managed. Supporting this resolution will help ensure that decisions are made in a way that balances enforcement with fairness, protects public access, and respects the needs of local harbor users.

Mahalo for the opportunity to testify in support of this measure.

Sincerely, Claire Rausch

**SCR-58-HD-1**

Submitted on: 4/21/2026 4:04:08 PM

Testimony for JHA on 4/22/2026 3:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Morgan merrill	Individual	Oppose	Written Testimony Only

Comments:

SUPPORT SCR58 / SR56

Dear Chair C. Lee, Vice Chair Inouye, and Committee Members:

Aloha, my name is Morgan and I am writing after seeing first hand how quickly vehicles are towed at our small boat harbors—often without a citation stage in parking enforcement. I strongly support SCR58 / SR56 because the current system is not balanced. At Ala Wai Small Boat Harbor in 2025, there were only 25 citations issued compared to 2,589 tows. This is not normal enforcement—it is excessive and punitive.

Towing should not be the first response for minor parking violations such as an expired meter. In other public parking systems across Hawai‘i, a citation is issued first.

I respectfully urge you to support the following:

- A citation-first system
- Reasonable fines (\$35.00, consistent with standard expired meter penalties)
- Towing only when truly necessary (repeat or safety-related violations)
- A fair appeal process (typically 21 days through traffic court)
- Transparency through quarterly public reporting of citations and tows
- Clear, accurate, and visible signage and ground markings
- A pause on LPR (License Plate Recognition) enforcement until a citation-based system is fully implemented

This is about fairness, accountability, and protecting public access to our harbors—both today and for future generations.

Mahalo for your consideration,

Morgan M

**SCR-58-HD-1**

Submitted on: 4/21/2026 7:32:50 PM

Testimony for JHA on 4/22/2026 3:00:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Randy Nishimoto	Individual	Support	Written Testimony Only

Comments:

Support SCR 58, SD1 and HD1.

A small fine, or citation, for minor parking violations at our state boats harbors, seems appropriate. Towing as the first penalty is inappropriate.