

JOSH GREEN, M.D.
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STATE OF HAWAII | KA MOKU'ĀINA 'O HAWAI'I
DEPARTMENT OF LAND AND NATURAL RESOURCES
KA 'OIHANA KUMUWAIWAI 'ĀINA

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

Before the House Committee on
WATER & LAND

Thursday, April 16, 2026
9:00 AM
State Capitol, Conference Room 411

In consideration of
**SENATE CONCURRENT RESOLUTION 58, SENATE 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 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.



April 16, 2026

Testimony on SCR 58 SD1 : Support and request an HD1 addendum

Aloha Chair Hashem, Vice Chair Morikawa, and Members of the House Water and Land

I strongly support SCR 58 SD1 and respectfully request that it be strengthened with an HD1 amendment, to ensure a citation-first (fine/penalty) parking enforcement system at State Small Boat Harbors.

I have had a sailboat moored at Ala Wai Small Boat Harbor for over 30 consecutive years and hold a U.S. Coast Guard 50-ton Master Captain's license. I am also a retired healthcare professional, and I submit this testimony based on both long-term harbor use and professional experience. In 2022, I co-founded Save Surf Parking Coalition, surfparking.org, when I realized the free recreational parking was at risk of being reduced.

In over years at Ala Wai Small Boat Harbor, I have regularly observed vehicles being towed—often nearly every time I'm in the harbor. On one occasion, I witnessed an individual return to the parking lot after surfing, still dripping wet, only to find their vehicle had been towed. Their phone and wallet were locked inside, leaving them stranded without immediate access to resources, while carrying their surfboard and trying to resolve the situation. The individual had paid to park but was in the wrong type of stall. Parking enforcement with this heavy of an outcome to members of the public is not a proportional or reasonable response to minor violations.

This testimony is submitted to document the current enforcement structure, the inconsistencies in agency positions, and the available legal and operational pathways to implement a fair, modern, and effective system.

I. Core Issue: Towing as the First Financial Penalty

Towing should not be used as the first financial penalty for minor parking violations.

It is excessive, disproportionate, and inconsistent with standard parking enforcement practices across public lands in Hawai'i. In nearly all other public systems, enforcement begins with a warning or citation. Towing is reserved for safety hazards, obstruction, or repeated violations.

At DOBOR-managed harbors, this sequence is reversed.

II. Committee Findings Support Reform

As stated in Stand. Com. Rep. No. 3546, your Committee has found that towing—an enforcement mechanism often used by DOBOR—is an excessively harsh penalty for minor parking violations.

This finding is critical. It establishes that the current enforcement model is not aligned with principles of proportionality, fairness, or public accountability.

SCR 58 recognizes the need for a progressive enforcement framework. However, without a clear mechanism for citation-based enforcement, the underlying problem remains unresolved.

III. Enforcement Data Demonstrates a Tow-First System

See written testimony 3/30/2026 on SSCR58 for these receipts obtained by UIPA requests.

Available data confirms that towing is functioning as the primary enforcement mechanism:

- Ala Wai Small Boat Harbor (2024): 2,512 tows / 4 citations
- Ala Wai Small Boat Harbor (2025): 2,589 tows / 25 citations

In contrast:

- DAGS-managed parking facilities (2025): 5,028 citations / 1 tow

This comparison demonstrates that DOBOR-managed harbors operate under a fundamentally different and more punitive model than other State-managed parking systems.

IV. DOBOR Position and Internal Inconsistencies

“If DLNR cannot issue citations internally, it can structure the parking concession contract to do so externally.”

The BLNR J-1 submittal (September 26, 2025) states that DOBOR does not have authority to issue parking citations and therefore relies on towing as the only practical enforcement mechanism. The submittal further explains that DOCARE officers are not available due to staffing limitations and mission priorities.

However, the same submittal acknowledges that other State agencies operate citation-based systems, that enforcement functions can be structured through contracts, and that the contractor’s scope includes “violation handling.”

This creates a clear inconsistency.

If violations are already being identified, documented, and processed under contract, then the system already performs the core functions required for citation-based enforcement.

The conclusion that towing is the “only practical enforcement remedy” is therefore not supported by the full scope of available tools.

V. Harbor Agent History Confirms Deputizing Is Not the Solution

DLNR testimony (HCR 176, March 22, 2022) confirms that harbor agents previously had authority to issue citations, but that authority was revoked due to concerns about favoritism, arbitrary enforcement, and lack of court-ready testimony.

This history demonstrates that returning to a system of deputized harbor staff is not appropriate.

The issue is not whether citations should exist—it is how they should be implemented.

VI. Modern Enforcement Tools Address Prior Concerns

The proposed system includes License Plate Recognition (LPR) technology, which provides objective, time-stamped documentation of parking violations.

This directly addresses prior concerns about arbitrary enforcement and lack of evidence.

Additionally, the contractor is already responsible for monitoring parking activity, identifying violations, and *violation handling*.

This confirms that the operational infrastructure for citation-based enforcement already exists.

VII. Legal Pathway: Act 163

Since 2022, Act 163 provides a viable legal framework for implementing citation-based enforcement through contract-based systems, in state boat harbors.

This model is already in use in Hawai'i, including at the Honolulu Zoo parking lot, where a parking management contractor issues fines and manages compliance without relying on towing as the primary enforcement mechanism.

VIII. Financial Considerations

The proposed system costs approximately \$15,316 per month, with annual increases of 5 percent, totaling approximately \$183,000 per year.

This includes staffing, patrol vehicles, software systems, administrative services, and *violation handling*.

At this level of public expenditure, the system should prioritize fair and proportional enforcement.

A citation-based (parking fines/penalties) system would improve compliance, reduce disputes, and generate revenue to offset costs.

IX. Proportional Fine Structure

Parking fines (penalties) should be set at amounts equal to or less than comparable DOCARE and HPD traffic violation fines.

Examples include:

- Meter overstay: \$35
- Wrong stall: \$40
- Expired safety or expired registration: \$70

X. Policy Conclusion

The current tow-first enforcement model is not required by law, is not consistent with standard public parking practices, and is not aligned with Senate Committee findings.

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



The State already has the technology, the administrative structure, and the legal pathway under Act 163 to implement a fair graduated parking penalty system. What is needed is a policy decision from the Chairperson of DLNR.

XII. Supporting Exhibits

Exhibit A – DLNR Testimony vs. Law and Practice
[Insert Table Here]

Exhibit B-2 – License Plate Recognition Vehicle: photos in the public documents, of the 9-26-2025 BLNR meeting

Exhibit B-2



Screenshot

XI. Requested Addendum (HD1 Amendment)

BE IT FURTHER RESOLVED that the Chairperson of the Department of Land and Natural Resources is encouraged to amend the parking concession contracts, as needed, to establish a citation-based (parking fines/penalties) enforcement system by authorizing the parking management concessionaire to issue parking fines (penalties) for minor parking violations as part of a progressive enforcement framework, with fines set at affordable amounts consistent with comparable DOCARE and DLNR traffic violation penalties; and

XIII. Final Statement

Equitable parking management systems are well established both nationally and in the state of Hawai'i.

Ticket first. Tow only when necessary.

Mahalo for your consideration. Thank you for the opportunity to testify.

Respectfully submitted,

Captain Kate Thompson R.N.

Director, SurfParking.org

808-383-3334

SCR-58-SD-1

Submitted on: 4/16/2026 8:22:20 AM

Testimony for WAL on 4/16/2026 9:00:00 AM

Submitted By	Organization	Testifier Position	Testify
John & Rita Shockley	Free Access Coalition	Support	Written Testimony Only

Comments:

Aloha!

The Free Access Coalition supports SCR58. We need fair regulation of parking at the Ala Moana Boat harbor area. Let's keep the people's access to this area fair.

Mahalo for your time.

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

TESTIMONY SUPPORTING SCR 58, SD1 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 Water and Land
Thursday, April 16, 2026, 9 AM Hearing in State Capitol Room 411

I support SCR 58, SD1. “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-SD-1

Submitted on: 4/14/2026 3:19:55 PM

Testimony for WAL on 4/16/2026 9:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Louis Erteschik	Individual	Support	Written Testimony Only

Comments:

Support.

SCR-58-SD-1

Submitted on: 4/14/2026 7:47:18 PM

Testimony for WAL on 4/16/2026 9:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Aj Jaeger	Individual	Support	Written Testimony Only

Comments:

Aloha,

I totally support SCR58 SD1 and I want fair citation-first enforcement system.

Everywhere on Oahu pretty much is get a ticket first for overstaying parking.

As a Kupuna who uses and has used the surf and harbor parking for well over 30 years, I cannot run to my car when I realize I'm needing to move my car pronto, as I've seen how quickly those trucks come grab and go!

Somehow I still feel like having a camera car roaming and calling the tow trucks is a backroom deal with them as well as a waste of my taxes.

If DLNR can afford the cost of the LPR car, you can afford to pay a meter person like every other city and county lot.

State should be for US the people not ream us! Especially as the whole parking was suppose to be free for the people! It should also be only \$20.00 like at the Zoo.

Aj Jaeger

Kailua

SCR-58-SD-1

Submitted on: 4/14/2026 10:42:41 PM

Testimony for WAL on 4/16/2026 9:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Catherine Marquette	Individual	Support	Written Testimony Only

Comments:

Dear Legislators,

SCR 58 puts important consumer protection guardrails in place. I support this Senate Concurrent Resolution 58.

Parking enforcement should begin with citations, not towing, as the first financial penalty. Designated parking staff should issue citations or modest fines that provide notice and a real opportunity to comply. Instead, the current DOBOR proposal allocates approximately \$180,000 annually to a private contractor, Secure Parking LLC, to operate a camera-based enforcement vehicle. Although the system may provide one or two warnings, it ultimately uses surveillance technology to identify vehicles for towing, making towing the first significant financial penalty.

That is not how fair public parking enforcement should work. It would not be acceptable in other City and County of Honolulu parking systems, and it should not be accepted as the standard for public harbor facilities. The fair solution is straightforward: ticket first, tow only when truly necessary.

Thank you for your consideration. Please protect the public. Mahalo.

SCR-58-SD-1

Submitted on: 4/14/2026 10:44:57 PM

Testimony for WAL on 4/16/2026 9:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Henry Bennett	Individual	Support	Written Testimony Only

Comments:

Dear Legislators,

The Legislature should review the current parking and towing contracts at State Small Boat Harbors.

Immediate towing for minor parking violations must end, and priority should be given to preserving access to boat-owner parking stalls. I respectfully request that a public meeting be held, including a Zoom option, to allow broader community participation.

In 2024 alone, 2,512 vehicles were towed at Ala Wai Harbor, while only 4 parking citations were issued. This reflects a system where towing—not ticketing—is the primary form of enforcement. This is not a fair or balanced approach.

Parking enforcement should begin with citations, not towing. Designated parking staff should be issuing parking citations or modest fines, providing notice and an opportunity for compliance. Instead, the current proposal allocates approximately \$180,000 annually to a private contractor to operate a camera-based enforcement vehicle.

While the system may include one or two warnings, it ultimately relies on surveillance technology to identify vehicles for towing. This effectively makes towing the first financial penalty.

This approach would not be acceptable in other City and County of Honolulu parking systems. It should not be the standard for public harbor facilities.

A fair system is simple: ticket first, tow only when necessary.

Thank you for your consideration.

Respectfully,

Henry Bennett

SCR-58-SD-1

Submitted on: 4/14/2026 11:14:59 PM

Testimony for WAL on 4/16/2026 9:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Jason Brewster	Individual	Comments	Written Testimony Only

Comments:

Parking enforcement should begin with citations, not towing. Designated parking staff should issue parking citations or modest fines, providing notice and an opportunity for compliance. Instead, the current proposal allocates approximately \$180,000. annually to a private contractor, Secure Parking LLC, to operate a camera-based enforcement vehicle. While the system may include one or two warnings, it ultimately relies on surveillance technology to identify vehicles for towing, making towing the first financial penalty. This approach would not be acceptable in other City and County of Honolulu parking systems and should not be the standard for public harbor facilities. A fair system is simple: ticket first, tow only when necessary. Thank you for your consideration. Please protect the public. Mahalo.

April 15, 2026

Position: SUPPORT SCR58 / SR56

Aloha Chair Hashem, Vice Chair Morikawa, and Members of the WAL Committee:

I write today in strong of support SCR58 / SR56 and the Division of Boating and Ocean Resources' transparent and public-serving parking policies that enable, not punish, communal use of and gathering in public spaces.

I believe we owe the public (which includes all of us as individuals) a fierce protection over shared and public resources. This also includes access to them. Privatization and barriers to access—which includes punitive and prohibitive and taunting measures that become the preconditions or justifications that ultimately enable privatization—are threats to the commons. What is public, what is communal, is where we derive shared meaning; it's where we build and protect culture, tradition, ritual, and meaning. We've already paved much of paradise to put up a parking lot; why should the winner of all of that be a towing company?

Since becoming a regular at the Ala Wai Harbor for various community-related weekly water activities and traditions, I've witnessed several illegal tows at the Ala Wai Small Boat Harbor. While parking is free in certain stalls until 10:30pm, tow trucks stake out waiting for those not returning to their cars—some begin hooking up at 10:31pm. In other instances, unclear signage led customers of paying spots to pay in the wrong place, or park in the wrong stalls (but pay anyway), and many were towed during their “paid” parking hours, only to return to find their car gone. I've heard many frustrating stories from friends on Maui, too. For the past four years, citations have been rare while towing has become routine—this must change. In 2025 at Ala Wai, only 25 citations were issued compared to 2,589 tows. This is excessive and punitive.

These instances, among many others, create a sense of private predatory practices and mistrust. Parking policies meant to protect fair and equal access/use and incentivize behavior – time limits on free parking stalls and closing non-permitted stalls overnight hours for lot safety, for example – are supportive mechanisms for distributed and fair access. Along with a progressive citation system, these sorts of behavior incentive mechanisms are needed. Immediate towing, however, is punitive; it does not serve the purpose or aim of making the beach more accessible to others, nor does it make the lots safer. But it does allow for a private company to extract easy cash from the public, capitalizing on lack of clarity and loopholes in the system, We must resist this extraction of our people and our public spaces by enabling protective policies that ensure towing is a last resort.

I respectfully request the following:

1. Citation first, not towing
2. Fair fines (e.g., \$35, consistent with HPD expired meter)
3. Towing only for repeat or safety issues
4. A 21-day appeal process
5. Quarterly public reporting of citations and tows
6. Clear signage and ground markings, such as PERMIT ONLY, on the boater permit stalls
7. No LPR enforcement until a citation system is in place

Thank you for your consideration of these requests and for prioritizing continuous public access to the places that make Hawai‘i a place of we want to build community, spend time, and build trust. Enabling and protective policies—not punitive ones—foster that kind of future for our public spaces.

Mahalo nui,

Samantha Happ

Supporter of Public Goods, Public Spaces, and the Collective Responsibility to Protect and Preserve Them

SCR-58-SD-1

Submitted on: 4/15/2026 9:16:55 AM

Testimony for WAL on 4/16/2026 9:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Margaret Hallahan	Individual	Support	Written Testimony Only

Comments:

I strongly support SCR58 SD1 and we are seeking an HD1 amendment for parking penalty fines issued by Secure Parking LLC, as ProPark does at the Honolulu Zoo, City and County also under Act 163 authority.

SCR-58-SD-1

Submitted on: 4/15/2026 9:53:45 AM

Testimony for WAL on 4/16/2026 9:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Alethea Rebman	Individual	Support	Written Testimony Only

Comments:

Towing for minor violations of the metered time is disproportionate, does not benefit the state in either keeping the parking lots clear (witness the multiple abandoned vehicles in the harbor lots that are apparently not towed because they will not be lucrative for the companies) or monetarily (since the state doesn't get any revenue) while being very expensive and inconvenient for the surfers and harbor users. Vehicles with expired meters should first be ticketed and then when tagged abandoned, towed. Don't keep punishing young surfers who are willing to pay a ticket to surf a little longer and can't afford a \$300 towing bill for being 15 minutes late, as well as punishing everyone else. Mahalo for your consideration.

SCR-58-SD-1

Submitted on: 4/15/2026 10:31:37 AM

Testimony for WAL on 4/16/2026 9:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Jan Koehler	Individual	Support	Written Testimony Only

Comments:

I support SCR58.

If DLNR chooses to use LPR "camera car" enforcement, it should be used to issue citations or modest parking fines—not to trigger towing.

Towing should not be used as the first financial penalty for minor violations such as meter overstays. This practice is excessive and undermines fair public access.

SCR-58-SD-1

Submitted on: 4/15/2026 11:14:44 AM

Testimony for WAL on 4/16/2026 9:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Sienna Streamfellow	Individual	Support	Written Testimony Only

Comments:

Please make parking citation fair and not allow instant towing. State Boat Harbors are public spaces should be fair parking citation as instant tows leave many people unable to pay or even get to there cars if said they left there phones in the car. Please support this bill.

SCR-58-SD-1

Submitted on: 4/15/2026 9:08:48 PM

Testimony for WAL on 4/16/2026 9:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Katarina Ruiz	Individual	Support	Written Testimony Only

Comments:

Secure Parking LLC should issue the \$35.00 financial fines for parking violations, similar to ProPark LLC issues the parking violation fines at the Honolulu Zoo, under Act 163 authority.