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OFFICE OF THE DIRECTOR
DEPARTMENT OF COMMERCE AND CONSUMER AFFAIRS

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Testimony of the Department of Commerce and Consumer Affairs

Office of Consumer Protection

**Before the
House Committee on Water and Land
Thursday, February 19, 2026
9:00AM
Via Videoconference
Conference Room 229**

**On the following measure:
H.B. 2375, H.D. 1, RELATING TO TOWING PRACTICES**

Chair Hashem and Members of the Committees:

My name is Melissa Enright, and I am an Enforcement Attorney at the Department of Commerce and Consumer Affairs' (Department) Office of Consumer Protection (OCP). The Department opposes this bill.

This bill proposes establishing a Uniform Towing Practices for Public Parking Facilities Working Group, and to include as a member of group the Director of the DCCA, or the director's designee.

Towing companies are regulated by existing state laws that set how much they can charge for a tow, requires the acceptance of credit and debit cards, requires clearly visible, posted notice requirements before a tow is authorized (§290-11, HRS), subjects them to penalties for violations of consumer protection law (§480-2, HRS), describes how they must handle tows requested by the police for disabled motor vehicles (§291C-165.5,

HRS) and requires them to have adequate signage and insurance coverage for their tow trucks (§291C-135, HRS).

While concern that parking enforcement is being applied inconsistently may be significant, concerns about parking enforcement at one boat harbor may be addressed by the agencies responsible for managing the public parking lots where the issues arise, bearing in mind the following considerations. When a vendor violates a state towing law, the contractual relationship with a state or county agency does not excuse the vendor from liability for the violation. State and county agencies that have questions or concerns, or receive public complaints about their vendors' conduct, can contact our office and refer complaints about their vendors to us.

Existing processes provide public agencies with the opportunity to evaluate their contractors' performance and to recommend debarment proceedings if a contractor's performance is particularly abysmal or they repeatedly violate state laws. State and county agencies are encouraged to make use of the existing performance review and debarment processes for contractors who repeatedly violate state law while performing publicly awarded contracts. State and county agencies can contact the State Procurement Office for details about contractor performance reviews and debarment proceedings.

In addition, public agencies soliciting contracts for towing or parking management services can require prospective offerors to make disclosures about their past performance on public contracts. When public agencies use the competitive proposals method of solicitation, we encourage them to add an evaluation category for consumer protection and responsiveness to public complaints. In particular, we suggest that public agencies require prospective offerors to disclose all legal actions brought by individuals against them for violations of state consumer protection laws. Prospective offerors should also be required to disclose past consumer complaints and how they have responded to them.

In addition, members of the public are encouraged to report violations of state towing laws, such as requiring payment in cash, to OCP. Members of the public may go

to consumercomplaint.hawaii.gov to file a complaint or to share a concern, or may call the DCCA toll free number, 1-844-808-DCCA (3222).

Our office has received complaints about the Ala Wai Small Boat Harbor; however, they do not suggest a statewide problem or warrant the convening of multiple authorities to compare practices statewide. Educating the public about their rights and educating public agencies about vendor management resources available to them are more practical solutions.

For the reasons above, we respectfully request that the bill be deferred.

Thank you for the opportunity to testify on this bill.

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

SYLVIA LUKE
LIEUTENANT GOVERNOR | KA HOPE KIA'ĀINA



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

P.O. BOX 621
HONOLULU, HAWAII 96809

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CONSERVATION AND RESOURCES
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FORESTRY AND WILDLIFE
HISTORIC PRESERVATION
KAHOOLAWE ISLAND RESERVE COMMISSION
LAND
STATE PARKS

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

Before the House Committee on
WATER & LAND

Thursday, February 19, 2026
9:00 AM
State Capitol, Conference Room 411

In consideration of
HOUSE BILL 2375 HOUSE DRAFT 1
RELATING TO TOWING PRACTICES

House Bill 2375, House Draft 1 proposes to establish a Uniform Towing Practices for Public Parking Facilities Working Group within the Department of Transportation (DOT) to examine existing state and county laws, ordinances, rules, and administrative practices relating to towing from public parking facilities and develop recommendations for uniform standards applicable to towing from state and county parking facilities. **The Department of Land and Natural Resources (Department) appreciates the intent and offers the following comments.**

House Bill 2375, House Draft 1 amended this measure by removing the proposed uniform standards for parking enforcement and towing practices and instead proposing the formation of a Uniform Towing Practices for Public Parking Facilities Working Group. The proposed working group would be housed within DOT and include 9 members. As written, the Department is not included in the proposed working group's membership although its divisions manage numerous parking facilities throughout the State. As any standards developed by the working group would directly impact the Department and its management of parking facilities under its jurisdiction, the Department respectfully requests to be added to the working group.

Mahalo for the opportunity to comment on this measure.



February 18, 2026

TESTIMONY IN SUPPORT OF HB2375, WITH AMENDMENTS

Parking Enforcement Standards for Public Lands, including State Boat Harbors

Aloha Chair Hashem, Vice Chair Moriwaki, and WAL Committee Members,

My name is Katie Thompson. I am the Director of Surfparking.org and an advocate for fair, transparent, and proportional parking enforcement on state lands. I submit this testimony in SUPPORT with amendments for HB2375.

I appreciate the intent of the HB2375, HD1 measure amendments to address problems associated with towing practices, including concerns expressed by the House Transportation Chair, Rep. Kila, during the hearing on February 5, 2026, regarding “a few bad actors” in the towing industry and the need for policy, oversight, and a working group report.

However, the most consistent and systemic harm experienced by the public is not limited to isolated towing contractors — it stems from the “tow-first” enforcement policy design within some state divisions and departments, where towing has become a routine response to minor, non-safety parking violations. The public outcry has been: “Tickets, Not Towing!”

This is especially true in state harbor environments, where enforcement practices have increasingly resulted in immediate towing for issues such as meter overstay or paying but parking in the wrong type of stall, without meaningful notice, proportionality, or independent oversight.

By way of example, in the four-year period from 2022 to 2025, there were 9,323 vehicles were towed from Ala Wai Small Boat Harbor, while only 34 parking citations were issued, based on official DLNR/DOCARE parking enforcement records and HPD towing records. This illustrates that towing has become the default enforcement response rather than a last resort.

The priority for immediate reform at state small boat harbors is the restoration of a meaningful citation stage in parking enforcement before towing is authorized for non-safety violations. While a working group may be useful for long-term study and broader towing reform, the public needs clear statutory parking enforcement standards now — not another year of preventable harm while the same practices continue daily.

There is a great variation in parking enforcement on state lands and the public does not know what to expect. The Department of Accounting and General Services (DAGS), in their written testimony during the first hearing on this bill, on Feb. 5, 2026, that they tow only about one vehicle a year. During a Board of Land and Natural Resources meeting in 2024, when asked specifically about towing at the Diamond Head Monument, the DLNR Division of State Parks (then) Administrator, Curt Cottrell said that essentially no vehicles are towed from that state park, but on rare occasions, a vehicle is ‘locked-in’ the park overnight when the park closes and the owner is not there. The DAGS Department and State Parks Divisions avoid towing.

COMMON-SENSE REMEDIES THAT COULD BE IMPLEMENTED UNDER THIS BILL

1. CLEAR POLE AND GROUND SIGNAGE FOR RESTRICTED STALLS

Any handicapped, employee, permit-only, or otherwise restricted stall should be clearly marked both by pole signage and by pavement striping. Ground lettering or symbols should be at least one foot high and maintained annually. The public should not bear the cost of a tow when stall markings are inadequate, unclear, faded, or inconsistent.

2. NO TOWING FOR REGISTRATION OR SAFETY CHECK EXPIRATION ALONE

Expired registration or safety inspection is already addressed through an established enforcement tool: the HPD citation schedule includes a \$70 ticket for these administrative violations. Towing should not be the first and only financial penalty for tag expiration alone.

3. PROPORTIONAL ENFORCEMENT AND TIME-LAPSE PROTECTIONS

Meter expiration information is transmitted through license plate recognition (LPR) technology from parking concession operations directly to towing companies. Some concession systems, and department contracts, allow electronic meter-expiration data to be transmitted directly to towing operators, enabling vehicles to be removed within minutes of an overstay, without warning or independent review. We believe the prevailing practice across most state departments is that towing should occur only for safety-related violations, and not for minor non-safety issues unless

there is a defined minimum time lapse, a clear warning process, and independent approval by a designated official.

4. NORMAL JUDICIAL REVIEW AND STANDARD APPEAL TIMELINES

Parking enforcement appeals should follow the standard Traffic Division and District Court process, with the customary 21-day appeal period. Appeals should not be adjudicated internally by the same division, department, or contracted entity responsible for issuing the citation or authorizing the tow. There have been reported instances in which parking concession operators have arranged refunds or vehicle returns following disputed tows without a formal court ruling or post-tow hearing.

5. CONSUMER PROTECTION: CREDIT AND DEBIT CARD ACCESS

Towing companies operating on public lands should be required to accept credit cards and debit cards and provide lawful receipts. Contractors operating under state authority should be limited to accepting no more than 25% of total towing-related revenue in cash transactions, with compliance verified through quarterly reporting.

6. QUARTERLY PUBLIC REPORTING THROUGH DAGS

We suggest that the Department of Accounting and General Services collect and publish quarterly public reports regarding parking enforcement and towing activities conducted under state contracts, including payment method reporting (cash versus credit/debit).

CONCLUSION: HB2375 presents an opportunity to implement clear, enforceable standards in this legislative session, rather than postponing reform through a future working group. These are common-sense safeguards that restore fairness, transparency, and proportional enforcement.

Thank you for the opportunity to testify.

Respectfully,

Kate Thompson, Director

Surfparking.org, (808)-383-3334

HB-2375-HD-1

Submitted on: 2/16/2026 7:53:48 PM

Testimony for WAL on 2/19/2026 9:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Ruth Blum	Individual	Support	Written Testimony Only

Comments:

Chair Hashem, Vice Chair Morikawa, and Members of the Committee,

My name is Ruth, and I strongly support HB2375.

Currently, some parking concession contracts on state land allow immediate tow-first enforcement, while others result in little to no towing. This patchwork system creates unequal treatment on public land. Enforcement should not depend on which contractor manages the lot. Hawai'i residents and visitors deserve consistent, predictable, and proportional parking penalties statewide.

If a working group is formed, parking enforcement must be a major part of the discussion. The group must establish uniform standards that require citation-based enforcement before towing is used for minor violations.

At a minimum, statewide policy should include:

- Written citation required prior to towing for minor, non-hazard parking violations
- Minimum notice period before towing in paid or permit parking areas
- Transparent public recordkeeping of citations, tows, and towing-related fee structures
- Immediate towing authority preserved only for true safety hazards and clearly posted closure hours

Towing should be a last resort — not the default penalty.

Mahalo for your time and attention,

Ruth

HB-2375-HD-1

Submitted on: 2/16/2026 8:00:17 PM

Testimony for WAL on 2/19/2026 9:00:00 AM

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

Comments:

My name is Catherine Marquette and I strongly support HB2375.

Currently, some parking concession contracts on state land allow immediate tow-first enforcement, while others result in little to no towing. This patchwork system creates unequal treatment on public land. Enforcement should not depend on which contractor manages the lot. Hawai'i residents and visitors deserve consistent, predictable, and proportional parking penalties statewide.

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- Immediate towing authority preserved only for true safety hazards and clearly posted closure hours

Towing should be a last resort — not the default penalty.

HB-2375-HD-1

Submitted on: 2/16/2026 9:16:00 PM

Testimony for WAL on 2/19/2026 9:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Marion Lyman-Mersereau	Individual	Support	Written Testimony Only

Comments:

Chair Hashem, Vice Chair Morikawa, and Members of the Committee,

My name is Marion Lyman-Mersereau and I strongly support HB2375.

Currently, some parking concession contracts on state land allow immediate tow-first enforcement, while others result in little to no towing. This patchwork system creates unequal treatment on public land. Enforcement should not depend on which contractor manages the lot. Hawai'i residents and visitors deserve consistent, predictable, and proportional parking penalties statewide.

If a working group is formed, parking enforcement must be a major part of the discussion. The group must establish uniform standards that require citation-based enforcement before towing is used for minor violations.

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- Immediate towing authority preserved only for true safety hazards and clearly posted closure hours

Towing should be a last resort — not the default penalty.

HB-2375-HD-1

Submitted on: 2/16/2026 9:21:13 PM

Testimony for WAL on 2/19/2026 9:00:00 AM

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

Comments:

Chair Hashem, Vice Chair Morikawa, and Members of the Committee,

My name is Mareva Minerbi, and I strongly support HB2375.

Currently, some parking concession contracts on state land allow immediate tow-first enforcement, while others result in little to no towing. This patchwork system creates unequal treatment on public land. Enforcement should not depend on which contractor manages the lot. Hawai'i residents and visitors deserve consistent, predictable, and proportional parking penalties statewide.

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- Immediate towing authority preserved only for true safety hazards and clearly posted closure hours

Towing should be a last resort — not the default penalty.

HB-2375-HD-1

Submitted on: 2/16/2026 10:04:40 PM

Testimony for WAL on 2/19/2026 9:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Marisa Pangilinan	Individual	Support	Written Testimony Only

Comments:

Chair Hashem, Vice Chair Morikawa, and Members of the Committee,

My name is Marisa Pangilinan and I strongly support HB2375.

Currently, some parking concession contracts on state land allow immediate tow-first enforcement, while others result in little to no towing. This patchwork system creates unequal treatment on public land. Enforcement should not depend on which contractor manages the lot. Hawai'i residents and visitors deserve consistent, predictable, and proportional parking penalties statewide.

If a working group is formed, parking enforcement must be a major part of the discussion. The group must establish uniform standards that require citation-based enforcement before towing is used for minor violations.

At a minimum, statewide policy should include:

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- Minimum notice period before towing in paid or permit parking areas
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- Immediate towing authority preserved only for true safety hazards and clearly posted closure hours

Towing should be a last resort — not the default penalty.

HB-2375-HD-1

Submitted on: 2/17/2026 1:05:35 PM

Testimony for WAL on 2/19/2026 9:00:00 AM

Submitted By	Organization	Testifier Position	Testify
John Fitzpatrick	Individual	Support	Written Testimony Only

Comments:

Aloha Chair and Committee Members,

My name is John Fitzpatrick, and I am writing to strongly support HB2375. As a former Captain and long-time user of Ma‘alaea Harbor, I have witnessed first-hand how the current parking management system has failed the public and harbor users.

The current system, where a private concessionaire has unchecked authority to tow vehicles, is predatory and damaging to our local community. I urge you to pass this bill to return oversight to the State and ensure that only state enforcement agents (such as DLNR/DOBOR) can authorize the towing of a vehicle.

I support this bill for three main reasons based on my experience at Ma‘alaea:

1. **Broken Promises and Lack of Investment:** When the current parking operator took over, they represented to the Division of Boating and Ocean Recreation (DOBOR) that they were investing approximately \$80,000 in a specialized vehicle equipped with cameras for enforcement. To date, I have never seen this vehicle at Ma‘alaea. Instead of the high-tech, fair management we were promised, we simply have a company that aggressively tows cars at a cost of \$225 to the owner, without ever issuing intermediate citations or warnings.
2. **Predatory Signage and Practices:** The signage at Ma‘alaea Harbor is horrific and confusing. I personally experienced this when I paid my \$7.00 to park for a shift. Despite paying, my vehicle was towed because I was allegedly in the "wrong section"—a distinction made impossible to understand by the poor signage. Instead of a fair citation or a ticket, I was hit with an immediate tow fee of \$225.
3. **Need for State Oversight:** A private company motivated by profit should not have the unilateral power to seize vehicles. This authority should belong to DLNR agents who can use discretion and issue citations where appropriate, rather than jumping immediately to towing.

The current operator’s behavior feels criminal in its lack of ethics. Please stop these predatory practices and pass HB2375 to restore accountability and proper oversight to our State Harbors.

Mahalo for the opportunity to testify.

John "Fitz" Fitzpatrick
Makawao Hi

HB-2375-HD-1

Submitted on: 2/17/2026 2:10:29 PM

Testimony for WAL on 2/19/2026 9:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Suzy Seymour	Individual	Support	Written Testimony Only

Comments:

STRONGLY SUPPORT HB2375 — Restore Fair Parking Enforcement Standards

Chair Hashem, Vice Chair Morikawa, and Members of the Committee,

My name is Suzy Seymour, and I strongly support HB2375.

Currently, some parking concession contracts on state land allow immediate tow-first enforcement, while others result in little to no towing. This patchwork system creates unequal treatment on public land. Enforcement should not depend on which contractor manages the lot. Hawai‘i residents and visitors deserve consistent, predictable, and proportional parking penalties statewide.

If a working group is formed, parking enforcement must be a major part of the discussion. The group must establish uniform standards that require citation-based enforcement before towing is used for minor violations.

At a minimum, statewide policy should include:

- Written citation required prior to towing for minor, non-hazard parking violations
- Minimum notice period before towing in paid or permit parking areas
- Transparent public recordkeeping of citations, tows, and towing-related fee structures
- Immediate towing authority preserved only for true safety hazards and clearly posted closure hours

Towing should be a last resort — not the default penalty.

HB-2375-HD-1

Submitted on: 2/17/2026 4:15:44 PM

Testimony for WAL on 2/19/2026 9:00:00 AM

Submitted By	Organization	Testifier Position	Testify
GWEN YOUNG	Individual	Support	Written Testimony Only

Comments:

Chair Hashem, Vice Chair Morikawa, and Members of the Committee,

My name is Gwen Young, and as a resident of Honolulu I strongly support HB2375.

Currently, some parking concession contracts on state land allow immediate tow-first enforcement, while others result in little to no towing. This patchwork system creates unequal treatment on public land. Enforcement should not depend on which contractor manages the lot. Hawai'i residents and visitors deserve consistent, predictable, and proportional parking penalties statewide.

If a working group is formed, parking enforcement must be a major part of the discussion. The group must establish uniform standards that require citation-based enforcement before towing is used for minor violations.

At a minimum, statewide policy should include:

- Written citation required prior to towing for minor, non-hazard parking violations
- Minimum notice period before towing in paid or permit parking areas
- Transparent public recordkeeping of citations, tows, and towing-related fee structures
- Immediate towing authority preserved only for true safety hazards and clearly posted closure hours

Towing should be a last resort — not the default penalty.

Thank you for your time and support.

HB-2375-HD-1

Submitted on: 2/17/2026 4:37:20 PM

Testimony for WAL on 2/19/2026 9:00:00 AM

Submitted By	Organization	Testifier Position	Testify
George Copeland	Individual	Support	Written Testimony Only

Comments:

STRONGLY SUPPORT HB2375 — Restore Fair Parking Enforcement Standards
Chair Hashem, Vice Chair Morikawa, and Members of the Committee,

My name is George Copeland, and I strongly support HB2375. Access to the ocean is very important to me and the community. Access to parking near the beach, the ocean and the canoe site is important to myself and the community. No one should have to fear their vehicle is being stalked and towed while accessing the ocean. When considering this bill and other bills please make Aloha and the Hawaiian Host Culture of Hawai'i Islands a priority. It is supposed to be The life of the land is perpetuated in righteousness. It is not supposed to be The life of the land is perpetuated in money. Please make righteous decisions good for the people living on the island.

Currently, some parking concession contracts on state land allow immediate tow-first enforcement, while others result in little to no towing. This patchwork system creates unequal treatment on public land. Enforcement should not depend on which contractor manages the lot. Hawai'i residents and visitors deserve consistent, predictable, and proportional parking penalties statewide.

If a working group is formed, parking enforcement must be a major part of the discussion. The group must establish uniform standards that require citation-based enforcement before towing is used for minor violations.

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- Minimum notice period before towing in paid or permit parking areas
- Transparent public recordkeeping of citations, tows, and towing-related fee structures
- Immediate towing authority preserved only for true safety hazards and clearly posted closure hours

Towing should be a last resort — not the default penalty.

HB-2375-HD-1

Submitted on: 2/17/2026 7:13:08 PM

Testimony for WAL on 2/19/2026 9:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Margaret Hallahan	Individual	Support	Remotely Via Zoom

Comments:

Date: February 18, 2026

To: Chair Hashem, Vice Chair Moriwaki, and WAL Committee Members

**TESTIMONY IN SUPPORT OF HB2375, WITH AMENDMENTS
Immediate Parking Enforcement Standards for State Harbors and Public Lands**

Chair and Members of the Committee,

My name is Captain Maggie Hallahan. I am a harbor user and advocate for fair, transparent, and proportional parking enforcement on state lands. I submit this testimony in SUPPORT WITH AMENDMENTS to HB2375.

While the HD1 amendments acknowledge concerns about “a few bad actors” in the towing industry, the core problem is broader: a systemic “tow-first” enforcement model in some state divisions, where towing has become the routine response to minor, non-safety violations.

At state harbors, vehicles are frequently towed for meter overstay or expired tags without meaningful notice or proportionality. Between 2022 and 2025, approximately 9,323 vehicles were towed from Ala Wai Small Boat Harbor, while only 34 citations were issued. Towing has become the default — not the last resort.

It is also fundamentally unfair that on public lands held in trust for the people, enforcement structures direct substantial revenue to private towing and parking contractors, particularly amid concerns about inconsistent and opaque practices. Public lands should not operate under financial models that incentivize maximum towing over fair compliance.

The Legislature can implement immediate, common-sense reforms through HB2375:

1. Clear Signage Standards

Restricted stalls must have clear pole signage and visible pavement markings. The public should not pay towing costs when markings are inadequate or faded.

2. No Towing for Administrative Expirations Alone

Expired registration or safety checks are already subject to citation. Towing should not be the first penalty for these non-safety violations.

3. Proportional Enforcement Protections

No tow for non-safety violations without a defined time lapse, warning process, and independent authorization.

4. Independent Judicial Review

Appeals should follow standard Traffic Division and District Court timelines, not be handled internally by the same entity authorizing the tow.

5. Consumer Protections

Require credit/debit card acceptance, lawful receipts, and limits on excessive cash transactions by contractors operating on public lands.

6. Quarterly Public Reporting

DAGS should publish quarterly data on citations, tows, revenue, and contractor compensation structures to ensure transparency.

HB2375 is an opportunity to restore fairness, proportionality, and public trust now — not after further delay.

Public lands should serve the public, not function as revenue engines for private contractors.

Thank you for the opportunity to testify.

Respectfully,
Captain Maggie Hallahan

HB-2375-HD-1

Submitted on: 2/17/2026 9:45:17 PM

Testimony for WAL on 2/19/2026 9:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Kate Paine	Individual	Support	Written Testimony Only

Comments:

Fair warning should be afforded every vehicle before tow. Mercenary practices by tow cos well known. Owners need protection

STRONGLY SUPPORT HB2375 — Restore Fair Parking Enforcement Standards

Chair Hashem, Vice Chair Morikawa, and Members of the Committee,

My name is Karen Boyer, and I strongly support HB2375.

Currently, some parking concession contracts on state land allow immediate tow-first enforcement, while others result in little to no towing. This patchwork system creates unequal treatment on public land. Enforcement should not depend on which contractor manages the lot. Hawai'i residents and visitors deserve consistent, predictable, and proportional parking penalties statewide.

If a working group is formed, parking enforcement must be a major part of the discussion. The group must establish uniform standards that require citation-based enforcement before towing is used for minor violations.

At a minimum, statewide policy should include:

- Written citation required prior to towing for minor, non-hazard parking violations
- Minimum notice period before towing in paid or permit parking areas
- Transparent public recordkeeping of citations, tows, and towing-related fee structures
- Immediate towing authority preserved only for true safety hazards and clearly posted closure hours

Towing should be a last resort — not the default penalty.

Mahalo for the opportunity to provide testimony.

HB-2375-HD-1

Submitted on: 2/19/2026 12:04:15 AM

Testimony for WAL on 2/19/2026 9:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Lainey Fischer	Individual	Support	Written Testimony Only

Comments:

****STRONGLY SUPPORT HB 2375 — Restore Fair Parking Enforcement Standards****

Chair Hashem, Vice Chair Morikawa, and Members of the Committee,

My name is Lainey Fischer, and I am writing to express my strong support for HB 2375.

Currently, the parking enforcement in our state is inconsistent, as some concession contracts on state land permit immediate tow-first enforcement, while others allow little to no towing at all. This creates a patchwork system that results in unequal treatment across public spaces. Parking enforcement should not vary based on the contractor managing the lot. Both Hawai'i residents and visitors deserve consistent, predictable, and proportional penalties statewide.

If a working group is established, it is crucial that parking enforcement be a central topic of discussion. The group must develop uniform standards that prioritize citation-based enforcement before resorting to towing for minor violations.

At a minimum, the proposed statewide policy should include:

- A written citation required prior to towing for minor, non-hazardous parking violations
- A minimum notice period before towing in paid or permit parking areas
- Transparent public recordkeeping of citations, tows, and associated fee structures
- Immediate towing authority reserved solely for genuine safety hazards and clearly posted closure hours

Towing should be considered a last resort, not the default penalty.

I urge you to pass this bill.

Thank you for your attention to this important matter.