

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 Senate Committee on
WATER, LAND, CULTURE AND THE ARTS

Monday, March 30, 2026
1:00 PM
State Capitol, Conference Room 224

In consideration of
**SENATE CONCURRENT RESOLUTION 58/SENATE RESOLUTION 56
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 Resolution 56 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 by 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.

SR-56

Submitted on: 3/29/2026 9:35:53 AM

Testimony for WLA on 3/30/2026 1:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Donn Viviani	Testifying for Climate Protection and Restoration Initiative: cprclimate.org	Support	Written Testimony Only

Comments:

Aloha, I am Donn Viviani. I live in Kailua. I am Board President of the Climate Protection and Restoration Initiative: <https://cprclimate.org/> . I am writing on behalf of the organization. While it may not seem like parking enforcement is related to climate change, in fact it is. There isn't one answer to addressing climate change, or to reach net zero, there are thousands. Hawaii must utilize every available opportunity to reduce their carbon footprint. After all, Hawaii was the first State to formally recognized it is in a Climate Emergency and set ambitious goals to reach net zero GHG emissions.

One opportunity which could reduce about 30 metric tons of CO2/y is available and is completely under State control, i.e., the decision whether to tow illegally parked cars in the Ala Wai small boat harbor and the Maalea small boat harbor -or rely on ticketing

Towing results in CO2, N2O emissions and ozone formation. Also, tire and brake debris as well as road abrasion which all wash into the fragile ecosystem in Oahu's precious and vulnerable shoreline

Ticketing on the other hand provides revenue to the state These funds can be used to pay for the meter reader jobs provided, or the cost of an automated reader

How big a difference in pollution and revenue can switching to ticketing make? Here are some estimates... Keep in mind the estimates below stand in contrast to the FOUR tickets issued last year... and tickets do not have the following climate implications.

There were 2512 vehicles towed last year (2024) from 1651 Ala Moana Blvd (Ala Wai harbor) to 123 Puuhale Road in Kalihi ~5.5 miles each way. That is ~ 25,000 miles per year with half under load which also added to vehicular traffic on a busy throughfare.

Additionally the tow trucks operate 24/7 circulating looking for violators, assume they travel 10 miles a day (a very conservative guess) that's an additional ~ 3600 miles not under load (for an average of about 7 towed vehicles a day: for a total fuel use of ~3300gal/y and ~30 metric tons of CO2

In addition, tire wear and brake wear will run off into the fragile ecosystem in the harbor and along the towing route. This microplastic pollution and leached chemicals will contribute to marine life mortality and morbidity

The vehicle emissions contribute to asthma and other respiratory effects.

All of these disbenefits are the result of towing, for which there is a sustainable and beneficial alternative- ticketing

30 metric tons may not sound like much, but this could serve as a template for other areas where illegally parked vehicles are not a safety hazard, increasing the benefit in carbon emission reduction, increased revenue and more aloha, as residents and tourists aren't inconvenienced

Ticketing is the better choice: Last year the 2512 towed vehicles if ticketed (\$40) would have provided \$100,480 in revenue. Enough to hire a meter reader with associated expenses. Some will not pay, but others will pay late (\$50)

The Legislature are stewards of Hawaii's environment and financial health, doesn't that role demand ticketing over towing?

Mahalo

Donn Viviani PhD

LATE

SR-56

Submitted on: 3/29/2026 1:18:10 PM
Testimony for WLA on 3/30/2026 1:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Jon Brunold	Testifying for Ilikai Vacation rental cleaners and support staff	Support	In Person

Comments:

Sample testimony you can cut and paste:

SUPPORT SCR58 / SR56

Dear Chair C. Lee, Vice Chair Inouye, and Members of the WTL Committee:
I strongly support SCR58 / SR56 and urge adoption of fair, citation-based parking enforcement at Ala Wai Small Boat Harbor on O‘ahu and Ma‘alaea Small Boat Harbor on Maui. 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. People should not be towed for minor issues like meter overstays. Across Hawai‘i, parking systems rely on citations—not immediate towing—for these violations. I respectfully request: 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 Clear signage and ground markings such as PERMIT ONLY on the boater permit stalls
6) No LPR enforcement until a citation system is in place




These changes will restore fairness, transparency, and public trust.

Mahalo,
[Your Name]

Fix Harbor Parking in Hawai'i

Towing in Hawaii State Harbors versus Government Buildings

ALL 2025 DATA SHOWN

ALA WAI (DLNR - O'AHU)	MA'ALAEA (DLNR - MAUI)	DAGS - GOV'T PARKING (HONOLULU)
		
941 PARKING STALLS	ABOUT 200 PARKING STALLS	934 PARKING STALLS
<ul style="list-style-type: none"> • Lieeme plate based 	<ul style="list-style-type: none"> • Lieeme plate based 	<ul style="list-style-type: none"> • Receipt on Dash
2,589 TOWS / 25 TICKETS	1,000+ TOWS / 49 TICKETS	1 TOW / 5,028 tickets
\$165+ per tow	\$225 per tow	\$35-\$40 tickets
<ul style="list-style-type: none"> • Free & paid parking • Monthly permit parking for boaters. 	<ul style="list-style-type: none"> • Smaller harbor, mostly paid parking • Monthly permit parking for boaters 	<ul style="list-style-type: none"> • Citation-first enforcement • public pay parking system
Tow-first enforcement	Tow-first enforcement	Citation-first enforcement

This is some of the background data. We can provide more upon request.

DAGS has 939 paid parking stalls.

Category	Ala Wai Small Boat Harbor (DLNR)	DAGS (State Public Parking) (Oahu)
1 Number of stalls	350 stalls that have an hourly rate of \$1.00 an hour, and 300 Free Recreational, 5am-10:30 PM,	939
2 Parking cost per hour	One dollar per hour	\$2.00/Hr Civic Center & \$1.00/HR Outside Civic Center
3 Authority to manage parking	ACT 163, Parking concession since 2022, Reviewed by DLNR and AG	Chapter 3-30, and no procurement managed with state employees
4 Authority to tow vehicles	Direct contract DLNR with Towing company, DLNR pays \$1.00 a year, 100% of towing \$ to LLC	We contact Honolulu Towing Company and will need to pay \$350.00 if patron don't pick up the vehicle aft
5 Enforcement Model	Tow-first; digital plate-based computer data inspected by tow truck driver using a cloud-based application; drive is on-site to inspect, document, and tow the vehicle	Patron will prepay for parking at the Pay Station, display paid ticket on the dash board, our Parking & Securi and issue violation citation as needed.
6 License Plate Entry Required	Yes - user must manually enter plate number and select the number of hours parking to buy	No - client selects only the number of hours of parking to buy
7 Citation / Warning Stage	No parking ticket stage prior to tow. Tow minimum charge \$165.00	Parking citation issued; cost \$40.00 for expired meter/pay station
8 Tow Frequency	Range of 150-330 tows per month; generally more than 200 per month	None per month (approximately one per year)
9 Parking Revenue Structure	80/20 revenue-split under concession model	100% to DAGS Automotive Management Division
10 Parking Concessionaire Earnings (Parking Management LLC)	About \$40,000 per month	Is this comparable to DAGS parking staff costs per month? No
11 Tow Contractor Revenue (Paid by vehicle owner)	~\$35,000/month (est.); 200 tows x \$165.00 = \$33,000+	Essentially none; as no vehicles are towed
12 State Revenue Retention	~\$100,000/month (est.)	\$8,000/month
13 Cash Payment Option	No cash option	Every pay station has a cash payment option, we accept Cash and Credit Cards
14 On-Site Parking Monitors	Primarily automated / contractor enforcement through cloud data; alerts tow truck driver to tow	Yes, Monday to Friday from 6:30am to 6:00pm except State Holidays and Weekends
15 Appeal Process	Must file a request for a post-tow hearing request to DOBOR within 5 days	Must file an appeal through District Court of the First Circuit, Traffic Violations Bureau within 21 calendar
16 Public Notice / Signage Standards	Using the phrase 'Unauthorized vehicle' when the meter has expired	Uses the phrase 'Unauthorized Vehicles' when the meter has expired
17 Grace Period Policy	No grace period before a tow	Towing occurs after issuing 4 or more parking citation for unauthorized parking/unpaid parking
18 Oversight Authority	DLNR Chairperson	DAGS Comptroller
19 Which agency paid for the parking kiosk?	DOBOR/ Boating Special Fund	DAGS Automotive Management Division
20 Public Access / Equity Considerations 1	This non parking area does not have a traffic lane 'tow away' zone	This area does not have a traffic lane 'tow away' zone
21 Public Access / Equity Considerations 2	This lot does not offer a Hawaii Resident discount	This lot does not offer a Hawaii resident discount
22 ADA inspection is done once a year, ratio of ADA stalls per lot size and signage	Date of last inspection and corections made on date: ___	Date of last inspection and corections made on: July 2025
23 Are monthly citation and towing records maintained	No	Yes

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
Totals:	1920	2305	2512	2586

- 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.



CJ Wainwright <cjwainwright28@gmail.com>

Fwd: [EXTERNAL] Board of Land Natural Resources Meeting on 11-8-2024

Kate Thompson <katet@me.com>
To: CJ Paddling <cjwainwright28@gmail.com>

Sun, Mar 29, 2026 at 4:33 PM

Begin forwarded message:

From: "Saraswati, Henny" <henny.saraswati@hawaii.gov>
Subject: FW: [EXTERNAL] Re: Board of Land Natural Resources Meeting on 11-8-2024
Date: March 9, 2026 at 8:45:02 AM HST
To: "katet@icloud.com" <katet@icloud.com>
Cc: "Arakaki, Michael J" <michael.j.arakaki@hawaii.gov>, "Hung, Richard F" <richard.f.hung@hawaii.gov>

Aloha kakahiaka, Kate:

Hope you had a relaxing weekend. Thank you for your email below received on Saturday, March 7th, 2026.

It was great to reconnect. After our call last Friday, I thought I recognized your voice, and I appreciate you reminding me of our previous correspondence regarding the BLNR meeting agendas you sent me. Please note that I am no longer the Land Board Secretary with the DLNR, as I have accepted a position with the Automotive Management Division at DAGS on March 2025.

I hope you received the information I sent regarding the citation reports. As I have not yet received confirmation of receipt, I have included the citation reports for Oahu by fiscal year below for your reference and I am included Richard and Mike on this email for information.

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

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

Mahalo,

Henny Saraswati – Henny Saraswati (she/her)
 Secretary
 Automotive Management Division
 Department of Accounting and General Services
 869-A Punchbowl Street
 Honolulu, Hawaii 96813
 Email: henny.saraswati@hawaii.gov
 Phone: (808) 586-0341

From: Kate Thompson <katet@me.com>
Sent: Saturday, March 7, 2026 1:35 PM
To: Saraswati, Henny <henny.saraswati@hawaii.gov>
Subject: [EXTERNAL] Re: Board of Land Natural Resources Meeting on 11-8-2024

Mahalo 🙏

On Nov 1, 2024, at 3:13 PM, Saraswati, Henny <henny.saraswati@hawaii.gov> wrote:

Aloha,

Please see the attached agenda for the Board of Land and Natural Resources **November 8, 2024**, meeting.

Mahalo,

Land Board Secretary
 Board of Land Natural Resources
 Email: blnr.testimony@hawaii.gov

<11-08-2024 BLNR AGENDA-FINAL.pdf>
 <POST SEPARATELY_D-4 EXHIBIT A.pdf>
 <POST SEPARATELY_E-3 EXHIBIT A - RP Renewal for 2025.pdf>

On Feb 12, 2026, at 3:11 PM, Li, Bin C <bin.c.li@hawaii.gov> wrote:

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

From: Kate Thompson <katet@me.com>
Sent: Wednesday, February 11, 2026 12:06 PM
To: Li, Bin C <bin.c.li@hawaii.gov>
Cc: OIP <oip@hawaii.gov>
Subject: [EXTERNAL] Draft letters offered.
Thompson, K. UIPA Request. Please update
DOCARE parking citations 2022-2025

SR-56

Submitted on: 3/28/2026 4:11:45 PM

Testimony for WLA on 3/30/2026 1:00:00 PM

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

Comments:

SUPPORT SCR58 / SR56

Dear Chair C. Lee, Vice-Chair Inouye, and Members of the WTL Committee:

I strongly support SCR58 / SR56 and urge the adoption of fair, citation-based parking enforcement at the Ala Wai Small Boat Harbor on O‘ahu and Ma‘alaea Small Boat Harbor on Maui.

For the past four years, parking citations have been rare in our State Small Boat Harbors, while towing has become a daily routine—this must change.

Current practices are deeply unbalanced. In 2025, at the Ala Wai Small Boat Harbor, only 25 parking citations were issued, while 2,589 vehicles were towed—a ratio of 1 citation to over 100 tows, based on data from DLNR and HPD. This is not standard enforcement—it is excessive and punitive.

People should not be towed for minor issues like meter overstays. Across Hawai‘i, county and state parking systems rely on citations—not immediate towing—for these types of violations.

I respectfully ask you to require:

- Citation first, not towing
- Fair fines (~\$35, consistent with HPD)
- Towing only for repeat violations or clear safety issues
- A 21-day appeal process
- Quarterly public reporting of parking citations and tows, accessible on the DLNR website
- Independent review of parking signage and ground markings to ensure clarity and prevent unfair enforcement

This measure is about restoring fairness, transparency, and public trust at our state small boat harbors.

Mahalo,
Jan Koehler

SR-56

Submitted on: 3/28/2026 5:01:37 PM

Testimony for WLA on 3/30/2026 1:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Karen Boyer	Individual	Support	Written Testimony Only

Comments:

SUPPORT SCR58 / SR56

Dear Chair C. Lee, Vice-Chair Inouye, and Members of the WTL Committee:

I strongly support SCR58 / SR56 and urge the adoption of fair, citation-based parking enforcement at the Ala Wai Small Boat Harbor on O‘ahu and Ma‘alaea Small Boat Harbor on Maui.

For the past four years, parking citations have been rare in our State Small Boat Harbors, while towing has become a daily routine—this must change.

Current practices are deeply unbalanced. In 2025, at the Ala Wai Small Boat Harbor, only 25 parking citations were issued, while 2,589 vehicles were towed—a ratio of 1 citation to over 100 tows, based on data from DLNR and HPD. This is not standard enforcement—it is excessive and punitive.

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- Towing only for repeat violations or clear safety issues
- A 21-day appeal process
- Quarterly public reporting of parking citations and tows, accessible on the DLNR website
- Independent review of parking signage and ground markings to ensure clarity and prevent unfair enforcement
- No use of a License Plate Recognition (LPR) vehicle for parking enforcement until a citation-based enforcement system is fully functional and operational

This measure is about restoring fairness, transparency, and public trust at our state small boat harbors.

Mahalo,
Karen Boyer

SR-56

Submitted on: 3/28/2026 9:12:06 PM

Testimony for WLA on 3/30/2026 1:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Lauren Deming	Individual	Support	Written Testimony Only

Comments:

SUPPORT SCR58 / SR56

YOU CAN CUT AND PASTE the letter below: MAYBE introduce yourself in the first line and tell them you experience being towed or witnessing it.

SUPPORT SCR58 / SR56

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

I strongly support SCR58 / SR56 and urge the adoption of fair, citation-based parking enforcement at the Ala Wai Small Boat Harbor on O‘ahu and Ma‘alaea Small Boat Harbor on Maui.

For the past four years, parking citations have been rare in our State Small Boat Harbors, while towing has become a daily routine—this must change.

Current practices are deeply unbalanced. In 2025, at the Ala Wai Small Boat Harbor, only 25 parking citations were issued, while 2,589 vehicles were towed—a ratio of 1 citation to over 100 tows, based on data from DLNR and HPD. This is not standard enforcement—it is excessive and punitive.

People should not be towed for minor issues like meter overstays. Across Hawai‘i, county and state parking systems rely on citations—not immediate towing—for these types of violations.

The public respectfully requests the following key recommendations:

- Citation first, not towing
- Fair fines (\$35.00, consistent with HPD ‘expired meter’)
- Towing only for repeat violations or clear safety issues

- A 21-day appeal process
- Quarterly public reporting of parking citations and tows, accessible on the DLNR website
- Independent review of parking signage and ground markings to ensure clarity and prevent unfair enforcement
- No use of a License Plate Recognition (LPR) vehicle for parking enforcement until a citation-based enforcement system is fully functional and operational

These interventions can restore fairness, transparency, and public trust in parking management at our state small boat harbors.

Thank you for considering these requests.

Mahalo,
Lauren Deming

SR-56

Submitted on: 3/29/2026 6:48:24 AM

Testimony for WLA on 3/30/2026 1:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Angela Huntemer	Individual	Support	Written Testimony Only

Comments:

Members,

Please support SCR 58 / SR 56 and the State’s responsibility to manage parking in recreational areas. Enforcement must be fair, proportional, and consistent with public access principles.

At the September 26, 2025 Board of Land and Natural Resources meeting, it was stated that the DLNR Chair could authorize the use of a license plate recognition “camera car” to identify vehicles exceeding the 6-hour limit and initiate towing. This raises serious concerns.

Time limits in free recreational areas during the day should be enforced but the penalty for exceeding a 6-hour limit should be a citation—such as a \$35 ticket—not immediate towing!

Towing is a severe and disproportionate response to a minor parking violation. It imposes significant stress and financial burdens. Individuals are denied access to their vehicles without prior notice or an opportunity to comply.

SCR 58 needs to be amended to require a mandatory citation stage prior to any towing in non-emergency situations. Enforcement should follow a clear progression:

- First violation: citation
- Repeated violations: escalating penalties
- Towing only as a last resort

Additionally, the use of automated enforcement tools such as license plate recognition must not be used to bypass due process or eliminate discretion and warning.

Public recreational areas must remain accessible to all residents. Enforcement should support compliance and allow the public to participate in activities without fear of inordinate responses from authorities.

Mahalo,

Angela Huntemer

SR-56

Submitted on: 3/29/2026 9:59:13 AM

Testimony for WLA on 3/30/2026 1:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Ryan Dadds, PA-C	Individual	Support	Written Testimony Only

Comments:

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

I strongly support SCR58 / SR56 and urge adoption of fair, citation-based parking enforcement at Ala Wai Small Boat Harbor on O‘ahu and Ma‘alaea Small Boat Harbor on Maui.

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.

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I respectfully request:

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- Fair fines (e.g., \$35, consistent with HPD expired meter)
- Towing only for repeat or safety issues
- A 21-day appeal process
- Quarterly public reporting of citations and tows
- Clear signage and markings
- No LPR enforcement until a citation system is in place

These changes will restore fairness, transparency, and public trust.

Mahalo,
ryan Dadds

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

TESTIMONY SUPPORTING SCR 58 & SR 56 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 Senate Committee on Water, Land, Culture and the Arts
Monday, March 30, 2026, 1 PM Hearing in State Capitol Room 224

I support SCR 58 and SR 56. "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.

SR-56

Submitted on: 3/29/2026 10:57:43 AM

Testimony for WLA on 3/30/2026 1:00:00 PM

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

Comments:

Aloha,

I am writing to express my strong support for **SCR58 / SR56**, which seeks to reform parking enforcement at Hawaii state harbors by requiring a "citation-first" approach rather than immediate towing. As a resident who commutes across Maui daily, I have witnessed how the current "tow-first" policy at Ma‘alaea Harbor functions as a predatory barrier to public access rather than a helpful management tool.

The data regarding harbor parking versus other government-managed parking is staggering. While **DAGS government parking** in Honolulu operates on a "citation-first" model—averaging over 5,000 tickets to a single tow—our state harbors are moving in the opposite direction.

At **Ma‘alaea Harbor**, with only about 200 stalls, there have been over 1,000 tows compared to just 49 tickets. This represents a systemic reliance on high-cost towing that disproportionately penalizes residents for minor administrative or navigational errors in a confusing "permit" system.

I personally experienced the severity of this policy when I was towed at Ma‘alaea. Despite being a law-abiding citizen who **paid for parking**, I accidentally parked in a newly designated "permit" area during a transition period when signs were unclear.

The result of this honest mistake was not a reasonable \$35 fine, but a **\$225 towing fee**. For many working families, an unexpected \$225 expense is a financial emergency. A citation-first policy would provide a fair warning and a proportional penalty (\$35–\$40) without stripping a resident of their primary means of transportation.

The current enforcement structure appears to prioritize the revenue of private parking companies over the public good. When a business model relies on the volume of tows to be profitable, the incentive is to maximize removals rather than ensure clear communication and compliance. Public harbors belong to the people of Hawaii, and access to them should not be gatekept by predatory enforcement tactics.

Transitioning to a **citation-first enforcement** model would bring our harbors in line with other state-managed parking facilities. It would ensure that enforcement is fair, transparent, and focused on compliance rather than profit.

I urge the committee to pass **SCR58 / SR56** to protect Hawaii's residents from these excessive and unnecessary financial burdens.

Thank you for the opportunity to testify.

Mahalo,
Fitz

SR-56

Submitted on: 3/29/2026 11:45:53 AM

Testimony for WLA on 3/30/2026 1:00:00 PM

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

Comments:

SUPPORT SCR58 / SR56

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

I strongly support SCR58 / SR56 and urge adoption of fair, citation-based parking enforcement at Ala Wai Small Boat Harbor on O‘ahu and Ma‘alaea Small Boat Harbor on Maui.

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.

People should not be towed for minor issues like meter overstays. Across Hawai‘i, parking systems rely on citations—not immediate towing—for these violations.

I respectfully request: 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 Clear signage and ground markings such as PERMIT ONLY on the boater permit stalls

6) No LPR enforcement until a citation system is in place

These changes will restore fairness, transparency, and public trust.

Mahalo,

Jason Brewster

SR-56

Submitted on: 3/29/2026 11:55:07 AM

Testimony for WLA on 3/30/2026 1:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Wendy Gibson-Viviani	Individual	Support	Written Testimony Only

Comments:

From Wendy Gibson-Viviani BSN/RN, Sailor.

To: COMMITTEE ON WATER, LAND, CULTURE AND THE ARTS

RE: Support of Resolutions: SCR58 and SR56

HEARING: Monday, March 30, 2026 AT 1:00 PM | Conference Room 224

Dear Senate Committee Chair Chris Lee, Vice-Chair, Lorraine R. Inouye, and Members of the WLA Committee,

As a 32-year resident of Oahu and a sailor, I strongly support SCR58 and SR56. I would like to see the harbors adopt a fair, citation-based parking enforcement at Ala Wai Small Boat Harbor on O‘ahu and Ma‘alaea Small Boat Harbor on Maui.

My husband, Donn Viviani, a retired EPA Chief of Climate Policy tells me that:

“Towing results in CO2, N2O emissions and ozone formation. Debris from tires and brake as well as road abrasion wash into the fragile ecosystem in Oahu’s precious and vulnerable shoreline.

Ticketing on the other hand provides revenue to the State of Hawaii. These funds can be used to pay for the meter reader jobs provided, or the cost of an automated reader.”

My friends at Surfparking.org tell me that in 2025 **only 25 citations** were issued at the Ala Wai Small Boat Harbor, **compared to 2,589 tows**. This is excessive and punitive.

I know from personal experience how traumatic and expensive towing can be. I lived on a boat for about one year and had a parking pass. Every night, I watched the tow trucks line up, in wait for 10:00 pm when they could start towing.

On Christmas eve, my car was towed from the Ala Wai boat harbor, because my parking pass fell off of my rearview mirror. I managed to find nearly 200.00 cash and a ride to the towing

yard so I could retrieve my car. I also had to pay for a ticket. Would much rather have paid for just the 40.00 ticket and had a nice Christmas. Even better, if the tow truck driver had remembered seeing my car parked in the same spot for nearly a year –or peeked in the window to see my fallen parking pass.

Please support these bills. Thank you for the opportunity to provide testimony on this important subject.

Wendy Gibson-Viviani BSN/RN, Sailor.

Kailua, HI

SR-56

Submitted on: 3/29/2026 12:30:10 PM

Testimony for WLA on 3/30/2026 1:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Hardy Spoehr	Individual	Support	Written Testimony Only

Comments:

Aloha. Both SCR 58 and its companion SR 58 address a long-standing issue of parking equity that DLNR's Division of Ocean and Boating Recreation has been sadly unable to address for a number of years. Other departments within the State of Hawai`i such as DAGS have developed processes which are considered fair to the public. The current DOBR parking policy is not consistent with other public agency parking enforcement as well as being extremely costly to the agency as it awards contracts for towing to towing companies who are making thousands of dollars. We strongly support this legislation.

Hardy Spoehr

SR-56

Submitted on: 3/29/2026 12:36:31 PM

Testimony for WLA on 3/30/2026 1:00:00 PM

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

Comments:

I am the Vice Chair of the Waikiki Neighborhood Board. We have heard from constituents at the Ala Wai about these problems and we are very concerned. We have written to DLNR requesting that this be addressed. I think it would be great if the Legislature could go on record expressing the same sentiment because it makes no sense that cars are being towed for simple expired meter violations.

LATE

SR-56

Submitted on: 3/29/2026 1:34:06 PM

Testimony for WLA on 3/30/2026 1:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Jeannie Chesser	Individual	Support	Written Testimony Only

Comments:

Support SCR58/SR56

Parking at Ala Wai Small Boat Harbor. Please ticket offenders instead of towing. I've been regularly surfing in the harbor area, Ala Moana since early 70's, owned a boat there in 1973. I am all for ticketing violators in the parking lot, but Mr.Tow gotta go. Too much towing going on and not benefitting the state. Tickets will bring revenue. Thanks for considering ticketing over towing. Respectfully, Jeannie Chesser

LATE

SR-56

Submitted on: 3/29/2026 2:31:41 PM

Testimony for WLA on 3/30/2026 1:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Daniel Falardeau	Individual	Support	Written Testimony Only

Comments:

Sample testimony you can cut and paste:

SUPPORT SCR58 / SR56

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

I live in Waimanalo and keep my sailboat at Ala Wai Harbor. I vote in every election.

I strongly support SCR58 / SR56 and urge adoption of fair, citation-based parking enforcement at Ala Wai Small Boat Harbor on O‘ahu and Ma‘alaea Small Boat Harbor on Maui.

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.

People should not be towed for minor issues like meter overstays. Across Hawai‘i, parking systems rely on citations—not immediate towing—for these violations.

I respectfully request: 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 Clear signage and ground markings such as PERMIT ONLY on the boater permit stalls

6) No LPR enforcement until a citation system is in place

These changes will restore fairness, transparency, and public trust.

Mahalo,

Daniel Falardeau

LATE

SR-56

Submitted on: 3/29/2026 3:01:04 PM
Testimony for WLA on 3/30/2026 1:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Kristine Wallerius Chung	Individual	Support	Written Testimony Only

Comments:
SUPPORT SCR58 / SR56

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

I strongly support SCR58 / SR56 and urge adoption of fair, citation-based parking enforcement at Ala Wai Small Boat Harbor on O‘ahu and Ma‘alaea Small Boat Harbor on Maui.

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, for both locals and visitors, to whom we should be putting our best foot forward.

People should not be towed for minor issues like meter overstays. **Across Hawai‘i, parking systems rely on citations—not immediate towing—for these violations.**

It is also very puzzling to me that when I drive in to surf at 6 am, the same vehicles are parked on the left side of the road at 6 am. When I see persons exiting their vehicles they are dressed in uniforms or work clothes (e.g. an aloha shirt and long pants and shoes, not beach slippers). In 13 years I have yet to see any of these vehicles be cited or towed. This has the appearance of favoritism for hotel workers/management.

The proposed LPR "random" patrols would not help this issue because the license plate is captured whenever the LPR vehicle "randomly" drives through. This does not accurately capture a 6 hour limit; only 6 hours from the time the LPR vehicle captures the license plate. Therefore, the LPR system is neither fair nor effective.

The inconsistency and fairness issues with LPR aside, as a first step towards equitable parking policy:

- I respectfully request:
- Citation first, not towing
 - Fair fines (e.g., \$35, consistent with HPD expired meter)
 - Towing only for repeat or safety issues
 - A 21-day appeal process
 - Quarterly public reporting of citations and tows

- Clear signage and marking
- No LPR enforcement until a citation system is in place

These changes will restore fairness, transparency, and public trust.

Ending a surf session happy and calm with a surfboard, in a bathing suit, and with no phone or money to find your vehicle has been TOWED for being 15 minutes over the metered time is an ugly shock and not proportional to the infraction.

Mahalo,
Kristine Wallerius Chung

LATE

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

March 29, 2026

Position: SUPPORT SCR58 / SR56

Aloha Chair C. Lee, Vice Chair Inouye, and Members of the WLA 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.

Though I am an active water-woman, I increasingly find myself questioning if ocean-based activities are worth the hassle of the getting there – the barriers to accessing public spaces, particularly beaches, are growing, no matter the chosen mode of transportation. When coming from across O'ahu, I will drive to the Ala Wai Small Boat Harbor for various activities. Within the last few years that make me second guess if it's worth it, given the lack of trust I have that my car will be there when I return.

Since becoming a regular at the Harbor, 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.

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.

To support this request, I add the following considerations for DLRN/DOBOR:

- Citation first, not towing
- Fair fines (e.g., \$35, consistent with HPD expired meter)
- Towing only for repeat offenses or safety issue
- A 21-day appeal process
- Quarterly public reporting of citations and tows
- Clear signage and markings of paid, permitted, and free stalls in each harbor
- No onward 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

LATE

SR-56

Submitted on: 3/30/2026 4:47:19 AM
Testimony for WLA on 3/30/2026 1:00:00 PM

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

Comments:

Aloha Commitee Members,

As a resident of Honolulu I strongly support this measure. Towing has become an aggressive business and the results have been unnecessarily punitive. An overhaul including first warning, then ticketing, before towing is critical. Thank you

LATE

SR-56

Submitted on: 3/30/2026 8:37:20 AM

Testimony for WLA on 3/30/2026 1:00:00 PM

Submitted By	Organization	Testifier Position	Testify
ROBERT DUERR	Individual	Support	Written Testimony Only

Comments:

Parking fees are becoming the tax that killed the golden goose of tourism. Drivers of tourists at Hawaii Island tourist spots are reporting folks who spend big money to come to Hawaii are not happy getting nickel and dined to death at spots that they visit for a few minutes. Now add towing to the mix. There needs to be an organized understanding of parking and enforcement plans statewide.

LATE

SR-56

Submitted on: 3/30/2026 9:53:02 AM
Testimony for WLA on 3/30/2026 1:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Tina Wildberger	Individual	Support	Written Testimony Only

Comments:

Aloha Chair, Vice Chair and Water Land Committee Members,

Thank you for hearing this important issue. For 4 years, DoBOR has engaged in mafioso style punitive towing practices around Hawaii harbors. In Maalaea, tow companies are snatching vehicles with expired parking and abandoning the vehicles at a nearby park and ride, where another tow truck lifts the vehicle to take to the tow yard. This double teaming of car abandonment on state hwy property allows the tow company to tow twice as many cars. Does DoT give them permission to conduct their business there? Is the State DoT indemnified by a liability policy?

Towing for hundreds of dollars in costs for moments of unpaid parking is like assigning the death penalty for shoplifting. The punishment does not fit the crime. Do you even know if the parking app is advising harbor users to extend their parking in a timely basis? ...before the tow truck hooks it up?

Our crowded harbors now have tow trucks laying in wait to predate parking-overstay victims. Has DoBor been required to provide an accounting for every dime of tow money? It sure looks like a scheme where DoBOR principals could be personally profiting from such a high stakes high dollar conspiracy.

The Lej can put an end to this opaque predatory practice and institute parking tickets for parking infractions. This has gone on long enough without oversight.

Mahalo.