

BILL078(25)
Testimony

MISC. COMM. 81

*BUDGET (BUD)

***BUDGET (BUD) Meeting**

Meeting Date: Mar 3, 2026 @ 10:00 AM

Support: 7

Oppose: 2

I wish to comment: 0

Name: Leah Laramee	Email: Leah.J.Laramee@hawaii.gov	Zip: 96813
Representing: Climate Change Mitigation and Adaptation Commission	Position: Support	Submitted: Feb 26, 2026 @ 12:14 PM
Name: Eduardo Hernandez	Email: eduardo@hbl.org	Zip: 96816
Representing: Hawai'i Bicycling League	Position: Support	Submitted: Feb 26, 2026 @ 12:32 PM
Name: Damien Waikoloa	Email: damien.waikoloa@gmail.com	Zip: 96822
Representing: Self	Position: Support	Submitted: Feb 26, 2026 @ 12:40 PM
Name: Kylie Wager Cruz	Email: kwager@earthjustice.org	Zip: 96813
Representing: Earthjustice	Position: Support	Submitted: Feb 26, 2026 @ 01:54 PM
Name: Mark Garrity	Email: OahuMPO@OahuMPO.org	Zip: 96813
Representing: Oahu Metropolitan Planning Organization	Position: Support	Submitted: Feb 27, 2026 @ 09:58 AM
Name: Abbey Seitz	Email: abbey@hiappleseed.org	Zip: 96816
Representing: Hawaii Appleseed Center for Law and Economic Justice	Position: Support	Submitted: Feb 27, 2026 @ 12:03 PM
Name: Micah Munekata	Email: mmunekata@ulupono.com	Zip: 96813
Representing: Ulupono Initiative	Position: Support	Submitted: Feb 27, 2026 @ 09:31 PM
Name: Kauanui Sabas	Email: Ksabas@hgea.org	Zip: 96813
Representing: Hawaii Government Employees Association (HGEA)	Position: Oppose	Submitted: Mar 2, 2026 @ 10:14 AM

Name: Benjamin Sadoski	Email: bsadoski@5.unitehere.org	Zip: 96818
Representing: UNITE HERE Local 5	Position: Oppose	Submitted: Mar 2, 2026 @ 03:18 PM

To: The Honorable Tommy Waters, Chair and Presiding Officer and Members
of the Honolulu City Council

From: Leah Laramée, State Climate Change Coordinator
Climate Change Mitigation and Adaptation Commission

SUBJECT: Bill 78 (2025) – Amending Sections of Title IV, Chapter 15, Article 2,
Article
22, Article 23, and Article 28, Revised Ordinances of Honolulu 2021,
Relating to Parking in the City Traffic Code

Dear Mayor Blangiardi, Chair Waters and Councilmembers:

I am writing in **strong support of Bill 78 (2025)** which updates regulations and rates for on-street and off-street public parking in the Revised Ordinances of Honolulu, 2021, Title IV, Chapter 15 - Traffic and Vehicles. Pricing for parking to reflect market demand and over-use is identified in the states “Investing in Transportation Choices: Recommendations for Safe, Sustainable, Affordable, and Reliable Mobility” report as a method to support mode shift and promoting unbundling parking costs from consumer costs.

Parking reform provides many community benefits including reducing the amount driven per person or household, therefore, reducing the contribution of transportation to Greenhouse Gas. Parking rates reduce public subsidies for privately parked vehicles and generates revenue for other community projects. Less parking means more space for affordable transportation options and green infrastructure which is vital as climate change pushes temperatures to dangerous levels and increases frequency of severe storms and flooding. Behaviors like cruising for parking and double parking in residential neighborhoods is unsafe for those walking and biking, especially for children, seniors, and people with disabilities who may be harder to see from a car.

Mahalo for the opportunity to provide comments in **strong support of Bill 78 (2025)**.

**ADDRESS**

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EMAIL

bicycle@hbl.org

Honolulu City Council
Committee on Budget

Tuesday, March 3, 2026 – 10:00am

Hawai'i Bicycling League Strongly Supports Bill 78(2025), Relating To Parking

Aloha Chair Okimoto, Vice Chair Nishimoto and Members of the Council,

My name is Eduardo Hernandez and I am the Advocacy Director for the Hawai'i Bicycling League (HBL). We are a non-profit organization founded in 1975 with the mission of enabling more people to ride bicycles for health, recreation, and transportation. We strive to create communities across our islands that have safe, accessible, and inclusive environments for people to bike, walk, roll, and use public transit.

Hawai'i Bicycling League strongly supports Bill 78 (2025), relating to updating how parking — a shared public resource — is managed. This bill amends the the traffic code established by Chapter 15, Revised Ordinances of Honolulu 2021; establishes a citywide Parking Meter Zone for on-street and off-street parking; authorizes variable parking meter rates and operation hours for all zones; establishes criteria for periodically adjusting parking meter rate and operation hours; repeals facility-specific regulations; and authorizes reduced parking rate programs. This aligns with other statutes like Complete Streets and a voter approved Charter Amendment to make the island more pedestrian- and bicycle friendly (codified as Section 6-1706).

Our city needs environmentally and financially sustainable pricing structures for public parking. **We need to repurpose funds and space to make it easier and safer for people to walk, bike, or use public transit.** We need to reduce congestion and related greenhouse gas emissions.

This bill is an important step towards equity. Currently, parking is heavily subsidized, including by people who do not use public parking or own a car. This makes no sense. This bill helps shift the cost burdens of parking to users, and modulates pricing to encourage parking behavior that matches need, especially short-term parking in high demand areas. Better parking management can also stimulate more sustainable transportation choices like public transit, biking, or walking, especially for short trips or in areas well served by other options. This is ultimately more cost-effective for everyone.

I hope you will pass this bill.

Mahalo for the opportunity to provide testimony.

Eduardo Hernandez
Advocacy Director
Hawai'i Bicycling League

Damien Waikoloa
Honolulu, HI 96822

Honolulu City Council
530 S. King St.
Honolulu HI 96813

March 3, 2026

RE: Support Bill 78 (2025) - Relating to Parking

Aloha Chair Okimoto, Vice Chair Nishimoto, and Council Members,

I am writing in **strong support of Bill 78 (25)** because it gives the City better tools to manage limited parking in a fair, efficient, and practical way. Parking is a shared public resource, and this bill helps ensure it is used as intended. By allowing DTS to better monitor parking demand and adjust rates and time limits accordingly, this bill helps keep short-term parking available for drivers who need it, reduces unnecessary circling for parking, and balances parking availability across different neighborhoods and commercial areas.

This bill also addresses a long-standing issue with how parking is funded. The current system is heavily subsidized, including by people who do not use public parking at all. This is neither fair nor sustainable. Parking spaces require land, maintenance, enforcement, and administration, all of which come at a cost. This bill helps shift the cost burden so it better reflects actual use of the system. People who benefit most from parking should bear a more appropriate share of its cost, while the City can use pricing to encourage parking behavior that matches the intended purpose of each space, especially short-term parking in high-demand areas.

Importantly, this bill is **not about making parking cost-prohibitive or punishing drivers**. Instead, **it is about nudging better decision-making**. By considering factors such as length of stay, proximity to a destination, and price, drivers can make more informed choices about where and how long they park. For example, someone staying all day may choose more cost-effective off-street parking, while short-term visitors can more reliably find curbside spaces. This kind of balanced decision-making improves access for everyone and reduces frustration caused by full blocks and overused spaces.

Better parking management can also encourage more sustainable transportation choices. When parking is priced and managed appropriately, some trips may shift to public transit, biking, or walking, especially for short trips or in areas well served by other options. This supports broader transportation and climate goals without forcing anyone to change how they travel.

Finally, this bill recognizes the reality that land in our city is limited. Poorly managed and excessive parking takes space away from more productive and community-serving uses such as housing, jobs, recreation, and public gathering spaces. By managing parking demand more effectively, we can make better use of the parking we already have and avoid sacrificing valuable land for additional parking that may not be needed in the long term.

For these reasons, I urge support for this bill. It represents a thoughtful, balanced approach to parking that benefits drivers, non-drivers, and the city as a whole.

Mahalo,

Damien Waikoloa



COUNCIL MEMBER VAL A. OKIMOTO, CHAIR
COUNCIL MEMBER SCOTT Y. NISHIMOTO, VICE CHAIR
COMMITTEE ON BUDGET
HONOLULU CITY COUNCIL

TESTIMONY IN **SUPPORT** OF BILL 78 (2025)
RELATING TO PARKING

March 3, 2026, 10 a.m.
530 King St.
Honolulu Hale

Chair Okimoto and Vice Chair Nishimoto,

Earthjustice is a non-profit environmental law organization with a Mid-Pacific Office in Honolulu for more than 30 years. One of our core focus areas is addressing the climate crisis by advocating for a swift and equitable transition off fossil fuels to 100% clean energy and zero emissions transportation. Earthjustice, along with Our Children's Trust, represented 13 Hawai'i youth in the lawsuit *Navahine v. Hawai'i Department of Transportation*, which culminated in a landmark settlement in 2024 affirming the State's obligations, in coordination with the counties, to: decarbonize Hawai'i's transportation system pursuant to Haw. Rev. Stat. §§ 225P-5 and -8; protect the youth plaintiffs' rights to a life-sustaining climate system under Haw. Const. art. XI, § 9; and protect public trust resources harmed by transportation emissions under Haw. Const. art. XI, § 1.

Earthjustice **supports Bill 78 (2025)**, which: amends the traffic code established by Chapter 15, Revised Ordinances of Honolulu 2021; establishes a citywide Parking Meter Zone for on-street and off-street parking; authorizes variable parking meter rates and operation hours for all zones; establishes criteria for periodically adjusting parking meter rate and operation hours; repeals facility-specific regulations; and authorizes reduced parking rate programs. The bill aligns with the *Navahine* settlement's objectives and mandate to decarbonize ground transportation by enabling:

- Environmentally and financially sustainable pricing for public parking;
- Repurposing of funds and space to make it easier and safer to walk, bike, or use public transit;
- Reduced vehicle travel and emissions from "cruising" to find a parking space; and
- Reduced pressure on off-street parking.

Earthjustice, therefore, **supports Bill 78 (2025)** and commends the Department of Transportation Services for its leadership in modernizing Honolulu's public parking program.

Honolulu City Council – Bill 78 (2025)

March 3, 2026

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Mahalo nui for this opportunity to testify. Please do not hesitate to contact me at kwager@earthjustice.org with any further questions or for further information.

A handwritten signature in dark ink, appearing to read 'Kylie Wager Cruz', with a long horizontal flourish extending to the right.

Kylie Wager Cruz
Earthjustice, Mid-Pacific Office



Testimony of the Oahu Metropolitan Planning Organization

Honolulu City Council
Committee on Budget

March 3, 2026 at 10:00AM
City Council Chamber & Videoconference

Bill 78 (2025)
Relating to Parking in the City Traffic Code

Dear Chair Okimoto, Vice Chair Nishimoto, and Committee Members,

The Oahu Metropolitan Planning Organization (OahuMPO) **supports Bill 78 (2025)** which updates regulations and pricing for on-street and off-street parking in the Revised Ordinances of Honolulu 2021, Title IV, Chapter 15 - Traffic and Vehicles. The purpose of this ordinance is to amend the traffic code to establish a citywide parking meter zone for on-street and off-street parking, authorize variable parking meter rates and operation hours, repeal facility-specific regulations, and authorize reduced parking rate programs.

This bill is consistent with several goals of the Oahu Regional Transportation Plan including supporting active and public transportation, promoting an equitable transportation system, and improving air quality and protecting environmental and cultural assets. Allowing DTS to adjust parking meter rates and operation hours will allow for the better management of parking demand, ensure parking spaces are available when needed, reduce “circling” of vehicles looking for parking and its related vehicle congestion and emissions, and establish a financially self-sufficient parking program. More efficient parking management can result in an increase in multimodal transportation, safer roads, support to the local economy through attractive streets, and reinvestment in revenue into more multimodal transport options.¹

Excessive and underpriced parking is one of the key factors influencing people’s decision to drive when other options are available. Parking management reform, including optimizing parking supply and identifying more efficient parking rates, can encourage people to consider other travel options and make more informed choices about relative costs and benefits. Implementing parking management reform is estimated to reduce vehicle miles traveled (and related congestion) by 20% in urban areas², and can be even

¹ https://oahumpo.org/?wpfb_dl=3324

² https://climate.hawaii.gov/wp-content/uploads/2023/07/USCA_Hawaii_VMT_strategies_Feb22.pdf

more effective when paired with high-quality walk, bike, and transit options and more mixed-use communities.

More efficiently managed parking is particularly important to help the State and County address cost of living and equity concerns as well as meet [the State's codified carbon net-negative goal](#) and [requirements in the Navahine Settlement](#). The bill is consistent with strategies and actions identified in other regional plans, including the [Honolulu Urban Core Parking Master Plan](#), [Climate Action Plan](#), [Honolulu Transportation Demand Management Plan](#), and [Energy Conservation and Emissions Reduction Plan for Honolulu Transportation Systems](#), [Investing in Transportation Choices](#), and [Drivers of Vehicle Miles Traveled and Priority Reduction Strategies](#).

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

Thank you for the opportunity to provide testimony.



Testimony for Hawai'i Appleseed Center for Law and Economic Justice
Support for Bill 78
Honolulu City Council
Tuesday, March 3rd at 10:00AM

Aloha Chair Okimoto and Vice Chair Nishimoto,

Mahalo for the opportunity to express **SUPPORT** to Bill 78, which amends the traffic code established by Chapter 15, Revised Ordinances of Honolulu 2021; establishes a citywide Parking Meter Zone for on-street and off-street parking; authorizes variable parking meter rates and operation hours for all zones; establishes criteria for periodically adjusting parking meter rate and operation hours; repeals facility-specific regulations; and authorizes reduced parking rate programs.

This measure represents an important step toward modernizing Honolulu's parking management system and addressing the real costs our community currently bears in increased congestion and a lack of parking access. Under the status quo, Honolulu taxpayers subsidize parking to the tune of \$4-5 million annually, regardless of whether they have a car or use these spaces.¹ This proposed reform ensures that those who actually use on-street parking contribute more to cover the costs of parking, freeing up the currently used general funds that could be redirected toward vital community needs such as constructing new sidewalks and supporting much-needed transit services.

The present system also increases congestion by up to 30 percent as drivers circle excessively searching for spaces, creating more safety hazards and wasting time.² By managing our limited land resources more effectively through demand-responsive pricing, this ordinance will ensure parking spaces are actually available when needed while making our streets safer for all users.

Furthermore, this bill prioritizes residents' needs through thoughtful, people-centered design. The ordinance establishes clear parameters for rate adjustments based on actual demand, with rates only increasing when utilization exceeds 80 percent or 90 percent and potentially decreasing when demand drops below 60 percent. This means pricing will respond to real-world neighborhood and community conditions. Experience from cities like Austin, San Francisco, and Sacramento demonstrates that well-managed parking systems actually improve access for local businesses by increasing turnover and ensuring people can reliably find spaces when they need to.

¹ City and County of Honolulu, Department of Transportation Services.

² Cities Today, "City mobility: how parking solutions reduce traffic," January 16, 2025.
<https://cities-today.com/industry/city-mobility-how-parking-solutions-reduce-traffic/>

As such, the proposed measure will increase the fairness and efficiency of our parking system. Currently, all residents pay for parking whether they use it or not, while the system fails to ensure spaces are available when drivers actually need them. This bill creates a simpler, more equitable system that uses modern technology and data-driven decisions to serve our community's transportation needs, reduce the general burden on taxpayers, and ensure that O'ahu's limited land is used more effectively for housing, jobs, schools, and other community priorities rather than underutilized parking spaces.

Mahalo for the opportunity to testify.

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

Abbey Seitz

Hawai'i Appleseed Center for Law and Economic Justice
Director of Transportation Equity



Email: communications@ulupono.com

HONOLULU CITY COUNCIL COMMITTEE ON BUDGET
Tuesday, March 3, 2026 — 10:00 A.M.

Ulupono Initiative strongly supports Bill 78 (2025), Relating to Parking

Dear Chair Okimoto and Members of the Committee:

My name is Micah Munekata, and I am the Vice President of Government Affairs at Ulupono Initiative. We are a Hawai'i-focused impact investment firm that strives to improve the quality of life throughout the islands by helping our communities become more resilient and self-sufficient through locally produced food, renewable energy and clean transportation choices, and better management of freshwater resources.

Ulupono strongly supports Bill 78 (2025), which amends the traffic code established by Chapter 15, Revised Ordinances of Honolulu 2021; establishes a citywide Parking Meter Zone for on-street and off-street parking; authorizes variable parking meter rates and operation hours for all zones; establishes criteria for periodically adjusting parking meter rate and operation hours; repeals facility-specific regulations; and authorizes reduced parking rate programs.

Bill 78(25) represents an important step toward modernizing Honolulu's parking management system and addressing the real costs our community currently bears in increased congestion and a lack of parking access. Under the status quo, all taxpayers subsidize parking to the tune of \$4-5 million annually, regardless of whether they have a car or use these spaces.¹ This proposed reform ensures that those who actually use on-street parking contribute more to cover the costs, freeing up the currently used general funds that could be redirected toward vital community needs such as constructing miles of new sidewalks, supporting TheBus services, and leveraging millions in federal transportation funds. The present system also increases congestion by up to 30% as drivers circle excessively searching for spaces, creating more safety hazards and wasting time.² By managing our limited land resources more effectively through demand-responsive pricing, this ordinance will ensure parking spaces are actually available when needed while making our streets safer for all users.

¹ Honolulu Department of Transportation Services

² <https://cities-today.com/industry/city-mobility-how-parking-solutions-reduce-traffic/>

Furthermore, this bill prioritizes residents' needs through thoughtful, people-centered design. The ordinance establishes clear parameters for rate adjustments based on actual demand, with rates only increasing when utilization exceeds 80% or 90% and potentially decreasing when demand drops below 60%. This means pricing will respond to real-world neighborhood and community conditions. Experience from cities like Austin, San Francisco, and Sacramento demonstrates that well-managed parking systems actually improve access for local businesses by increasing turnover and ensuring people can reliably find spaces when they need to.

It's important to understand that this is about fairness and efficiency in public parking. Currently, we're all paying for parking whether we use it or not, while the system fails to ensure spaces are available when drivers actually need them. This measure creates a simpler, more equitable system that uses modern technology and data-driven decisions to serve our community's transportation needs, reduce the general burden on taxpayers, and ensure that O'ahu's limited land is used more effectively for housing, jobs, schools, and other community priorities rather than underutilized parking spaces.

Thank you for the opportunity to testify.

Respectfully,

Micah Munekata
Vice President, Government Affairs



HAWAII GOVERNMENT EMPLOYEES ASSOCIATION

AFSCME Local 152, AFL-CIO

RANDY PERREIRA, Executive Director • Tel: 808.543.0011 • Fax: 808.528.0922

City and County of Honolulu
City Council
Committee on Budget

Testimony by
Hawaii Government Employees Association

March 3, 2026

BILL 78 – RELATING TO PARKING

The Hawaii Government Employees Association, AFSCME Local 152, AFL-CIO opposes the purpose and intent of Bill 78 (2025), Section 7, which allows for outsourcing parking violation enforcement including the lawful issuance of tickets by designees of the Honolulu Police Department.

The HGEA represents civil service employees within the Traffic Division of the Honolulu Police Department that enforces city parking and metered violations. We have concerns about the proposed language in this measure that would authorize the Honolulu Police Department to outsource civil service duties and responsibilities. The Parking Enforcement and Collections section is currently short-staffed, which proves that the civil service system must become more flexible and competitive to recruit and retain employees. The department should look to adequately price these positions to appropriately reflect a competitive salary, and reform its hiring process so prospective employees are not waiting to hear back from a job they applied for months ago.

While we understand that the proposed changes in this measure would expand city parking enforcement, more resources should be directed towards the department so that they have enough staff to enforce these proposed changes. Compared to civil service employees, private contractors operate with less oversight and accountability, and it is concerning that this measure would equip them with the authority to issue city citations.

Thank you for the opportunity to testify in opposition to Bill 78 (2025).

Respectfully submitted,

Randy Perreira
Executive Director



Cade Watanabe, Financial Secretary-Treasurer

Gemma G. Weinstein, President

Eric W. Gill, Senior Vice-President

March 2, 2026

Budget Committee, Honolulu City Council
Councilmember Val Okimoto, Chair
Councilmember Scott Nishimoto, Vice Chair

Testimony in Opposition to Bill 78 (2025)

Chair Okimoto, Vice Chair Nishimoto, and Councilmembers,

UNITE HERE Local 5 represents 10,000 working people in the hotel, food service and health care industries across Hawaii. As written, this bill is a tax on working people. We support public transportation and transit solutions that can get people to stop using cars; however, this currently is not feasible for a lot of people. Some people rely on their cars for gig work. Some have to transport tools or other heavy items every day. People have to transport groceries, with wholesale clubs often being the cheapest - yet bulkiest – option. Many people have children they need to transport – sometimes multiple children at the same time. Some people need to drop kids off on the way to work, or pick them up on the way home, and/or make multiple other stops, all of which would have increased difficulties and time costs when taking public transportation.

Allowing for public parking meters on any city street at any time, at a cost of \$4+ per hour, represents a regressive charge against people who must have cars and don't have off-street parking. The State Legislature is considering bills that would ban counties from imposing off-street parking minimums for projects in various zones. This County has already done away with statutory parking minimums in some areas since 2020, but these bills could expand that further. While this again might have the effect of getting people to stop using cars, it is not feasible for everyone and the alternative transportation infrastructure is not sufficient to replace them yet. If those bills pass, that would make Bill 78 that much more costly for people in that position.

These costs represent hours of additional work; hours of working people's lives, that they will have to pay every single day just to park cars. It depends where the parking meters will be installed; but this bill does not put many limits on where that could be.

We ask that you defer this bill until it is paired with movements toward alternative transportation solutions.

Thank you.