

BILL078(25)
Testimony

MISC. COMM. 255

*BUDGET (BUD)

***BUDGET (BUD) Meeting**

Meeting Date: Jun 23, 2026 @ 10:00 AM

Support: 5

Oppose: 4

I wish to comment: 0

Name:	Email:	Zip:
Micah Munekata	mmunekata@ulupono.com	96813
Representing:	Position:	Submitted:
Ulupono Initiative	Support	Jun 19, 2026 @ 04:56 PM

Name:	Email:	Zip:
Jonathan Huynh	jhweather123@yahoo.com	96792
Representing:	Position:	Submitted:
Self	Oppose	Jun 21, 2026 @ 08:59 AM

Testimony:

Aloha,

I am writing in strong opposition to Bill 78 (2025), CD1, and urge the Committee to either adopt substantial amendments or defer this measure until it can be revised to achieve its stated goals.

Why CD1 is worse than status quo:

I support parking reform. The original Bill 78 had merit. But CD1 has been amended into a measure that is structurally designed to fail, one that will set back real parking reform in Honolulu for years.

CD1 creates a perverse pricing structure:

On-street parking (most convenient, highest demand): Fixed rates, cheap, no adjustment

Off-street garages (less convenient, lower demand): Dynamic pricing, likely higher rates

Result: Garages become more expensive than circling for curb parking. Drivers will keep cruising past garages to hunt for cheap on-street spots. Behavior doesn't change. Congestion persists. Revenue disappoints.

Then comes the political fallout:

When this "parking reform" shows no impact on traffic, cruising, or mode shift, opponents will cite it as proof that dynamic pricing doesn't work in Honolulu. The garage pilot becomes a cudgel against future on-street reform. We will hear: We tried that in 2026 and it failed.

Bill 78 CD1 is a poison pill.

What real reform requires:

For example, San Francisco's SFPark succeeded because it priced on-street parking to achieve 60-80% occupancy—the curb spaces people actually want. Peer-reviewed research found this approach reduced cruising by 50%. SFMTA data showed 30% less vehicle miles traveled from circling and 43% faster parking searches.

Source: <https://www.sciencedirect.com/science/article/abs/pii/S0965856414000470>

Source: <https://www.sfmta.com/blog/san-francisco-adopts-demand-responsive-pricing-program-make-parking-easier>

CD1 ignores this evidence. It applies dynamic pricing to the wrong asset class.

I will support Bill 78 if amended as follows:

Amendment 1: Restore on-street dynamic pricing.

Authorize DTS to implement demand-responsive pricing in commercial corridors (e.g., Chinatown, Waikiki, Downtown) as a pilot program. Dedicate a substantial portion of the revenue to public transit and Complete Streets. Without on-street pricing, this bill cannot achieve its goals.

Amendment 2: Fix the garage-curb relationship.

If dynamic pricing applies to garages, rates must be lower than on-street parking to reflect lower convenience. CD1 inverts this logic. Include a requirement that garage rates shall not exceed comparable on-street rates, with DTS authorized to dictate the rate difference.

Amendment 3: Include enforcement mechanisms:

CD1 lacks enforcement mechanisms. Add:

- Garage pricing operational within a specified period of time.
- On-street criteria established within a specified period of time.
- Quarterly reporting to city council with occupancy data.

If these amendments are not adopted, I urge the Committee to defer Bill 78. The status quo, while imperfect, does not actively undermine future reform. CD1 as written does.

Parking reform is too important to get wrong. Honolulu needs a bill that actually changes behavior, reduces car dependency, and funds alternatives. CD1 achieves none of these.

I appreciate the committee's consideration. Mahalo for your time.

Name: Damien Waikoloa	Email: damien.waikoloa@gmail.com	Zip: 96822
Representing: Self	Position: Support	Submitted: Jun 21, 2026 @ 10:31 AM
Name: Jared Tsuchiyama-Sando	Email: Jaredtsuchiyama@gmail.com	Zip: 96818
Representing: Self	Position: Oppose	Submitted: Jun 21, 2026 @ 02:00 PM

Testimony:

Hello council members,

Due to the changes made in the CD1 which weaken the measure to allow DTS to better regulate parking I oppose this measure and respectfully ask the original vision of this bill be considered.

Thank-you.

Name:

Leigh Ann Lopez

Email:

leighannlopez@hotmail.com

Zip:

96822

Representing:

Self

Position:

Support

Submitted:

Jun 22, 2026 @ 08:59 AM

Testimony:

Aloha Chair Waters and Members of the Council,

I support BILL 78 (2025) in its original form and respectfully urge you to reject CD1.

Bill 78 provides Honolulu with a modern, data-driven approach to managing public parking. By allowing parking rates to respond to actual demand, the bill will improve parking availability, reduce congestion caused by drivers searching for parking, and create a more financially sustainable parking program.

The current system is not meeting the needs of residents or drivers. Public parking remains difficult to find in many areas, while parking operations continue to require significant public subsidies. Bill 78 helps address both challenges by allowing the City to better manage a limited public resource.

CD1 would significantly weaken the bill and prevent it from achieving its intended objectives. The original bill provides the flexibility necessary to effectively manage parking demand and improve access to available parking.

For these reasons, I respectfully urge the Committee to pass Bill 78 as introduced and reject CD1.

Mahalo for the opportunity to testify.

Respectfully,

Leigh Ann Lopez

Name:

Malia Boksanski

Email:

malia@hiappleseed.org

Zip:

96789

Representing:

Hawai'i Appleseed Center for Law and Economic Justice

Position:

Support

Submitted:

Jun 22, 2026 @ 09:41 AM

Name:

Email:

Zip:

Michael Motoki	mike.motoki@gmail.com	96817
Representing: Self	Position: Oppose	Submitted: Jun 22, 2026 @ 09:59 AM

Testimony:

TO: The Honorable Val Okimoto, Chair, and Members of the Committee on Budget

FROM: Michael Motoki, PE, AICP

DATE: June 22, 2026

SUBJECT: OPPOSITION to Bill 78 (2025) Proposed CD1; SUPPORT for Original Bill 78 with Amendments to Establish Parking Benefit Districts

As a licensed Professional Engineer, certified urban planner, and advocate for transit riders across Oahu, I submit this testimony in opposition to the Proposed Committee Draft 1 (CD1) of Bill 78. While the original version of Bill 78 took a crucial step toward modernizing Honolulu’s curb management, CD1 guts the bill’s most important mechanism: dynamic on-street parking pricing. I urge the Committee to revert to the original language of Bill 78 and adopt further amendments to establish Parking Benefit Districts (PBDs) that will fund localized street improvements.

The original Bill 78 granted the Department of Transportation Services (DTS) the authority to monitor occupancy rates for on-street parking spaces and adjust prices dynamically. It established a sound methodology of increasing rates slightly when occupancy exceeds 80% and decreasing them when it falls below 60%, which is the industry gold standard. Proposed CD1 drastically walks this back by restricting variable parking rates exclusively to non-metered garage stalls, explicitly abandoning the crucial text allowing DTS to manage curb space demand where neighborhoods and small businesses need turnover the most.

DTS already has the meter infrastructure to execute dynamic pricing and localized revenue tracking at the necessary granular level. Director Morton’s memo dated March 2026 demonstrated that recent technology upgrades to single-space parking meters allow the City to collect and map peak hour occupancy and unpaid occupancy in real-time. Because DTS is already analyzing this data, the City has the infrastructure to manage the curb right now without administrative delays or expensive new software.

The overarching goal of a demand-based pricing model is to maintain one or two open spaces per block face at all times to eliminate the congestion caused by cruising for parking. Anyone trying to get dim sum from Sing Cheong Yuan Bakery on a Saturday morning knows that demand for on-street parking is hyper-local and highly time-dependent. Parking on Maunakea Street might be functionally over 100 percent occupied with drivers circling or idling, while parking spaces on Smith Street (just one block over) have plenty of openings.

Historical data from the “City and County of Honolulu Public Parking System Preliminary Feasibility Analysis of Monetization” shows that on-street parking in Honolulu’s commercial metered areas operates at over 85 percent capacity in the morning and afternoon. However, averaging occupancy rates over a large area (as shown in the March 2026 memo from Director Morton) mathematically smooths out these severe, block-by-block fluctuations.

Dynamic parking pricing is not a money grab. The fact that the DTS memo shows average peak hour occupancy fell below 80 percent in most zones is actually an indication in support of dynamic pricing. Setting prices based on current demand allows the City to lower rates to encourage usage on empty peripheral streets, as well as increase rates to discourage cruising on congested blocks when demand is high.

To fully achieve the benefits of dynamic pricing and increase community support, the City Council should amend Bill 78 to create Parking Benefit Districts (PBDs) to reinvest parking revenue where it is collected. Currently, parking revenue is absorbed into the general highway fund, but a true PBD framework would legally fence all or most of the generated meter revenue to be returned directly to the specific neighborhoods where it was collected. The funds can then be spent on visible public realm improvements within those exact district boundaries, including sidewalk repair, crosswalk enhancements, transit shelters, and bicycle infrastructure. The “Code of the District of Columbia § 50–2531.01. Performance Parking Program Fund” provides a model ordinance for the City Council to consider.

I urge the Committee to reject CD1, revert to the original Bill 78 language regarding ROH Section 15-22.4, and adopt amendments that establish Parking Benefit Districts. Restoring DTS's authority to adjust on-street parking meter rates based on occupancy is the necessary first step. Furthermore, the bill must be amended to stipulate that the ring-fenced PBD funds must be spent on visible public realm improvements within those exact district boundaries, including sidewalk repair, crosswalk enhancements, transit shelters, and bicycle infrastructure.

Thank you for the opportunity to submit this testimony.

Sincerely,

Michael Motoki, PE, AICP

Name:	Email:	Zip:
Benjamin Sadoski	bsadoski@5.unitehere.org	96818
Representing:	Position:	Submitted:
UNITE HERE Local 5	Oppose	Jun 22, 2026 @ 01:59 PM
Name:	Email:	Zip:
Luca Cuniberti	Lcuniberti8002@gmail.com	96712-9501
Representing:	Position:	Submitted:
Self	Support	Jun 22, 2026 @ 06:31 PM

Testimony:

Aloha Chair, Vice Chair, and Councilmembers,

Bill 78(25) is a pivotal bill for Honolulu, giving us the opportunity to promote public transportation, delay future fare increases, and improve the pedestrian experience for all residents. This is why I strongly support this bill, but NOT the CD1.

For far too long, cars have taken too much away from O'ahu: our walkability, our time, and, in the last few years, our neighbors. This bill will allow car users on the island to begin repaying their debt, while providing a new revenue stream for the city that can benefit all transportation users.

Revenue from surge or dynamic parking pricing can fund our public transportation, allowing us to hold off on the very controversial, highly divisive, and unequal bus fare hikes. Chair Waters expressed in a recent Spotlight Now segment that he wants to explore other ways to fund public transit without raising fares. Councilmembers Weyer, Cordero, and Dos Santos Tam have been amazing supporters of public transportation and the benefits we are already seeing across the island, and have been champions in seeking out alternative ways to fund TheBus and Skyline for riders. You can do that with this bill!

I urge all council members to recognize the importance of funding and maintaining affordable public transportation for O'ahu. If needed, I am more than willing to personally give each of you a tour of our system so you can see the benefits firsthand.

This bill also brings the possibility of funding our complete streets program more, bringing the much-needed improvements along the Skyline Segment 3 corridor that so many of our community members have been complaining about.

Regarding the CD1, watering down this bill will not help anyone, especially not the people parking! I know we have all heard the argument that a bus can hold 20, while an average car can only hold 5. As a North Shore resident, I must reckon with this every day, going to the beach, getting groceries, hanging out with friends. By allowing this CD1, we will make parking worse, traffic worse, and traffic-related fatalities worse.

Councilmember Okimoto, I understand why you thought of and introduced this amendment, because parking is such a big issue across O'ahu, but let's stop incentivizing deadly (both environmentally and physically) car commuting by going with the original bill.

Mahalo for your time,

Luca Z. Cuniberti



Email: communications@ulupono.com

HONOLULU CITY COUNCIL COMMITTEE ON BUDGET
Tuesday, June 23, 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 has strong concerns with the proposed CD1 and respectfully urges the Committee to advance Bill 78 (2025) in its original form. Bill 78 (2025) 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 public transportation 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.

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

¹ Honolulu Department of Transportation Services

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

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 that 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.

For these reasons, we do not support the amendments provided in CD1 that would weaken the City's ability to achieve the aforementioned goals and deliver the same benefits. Accordingly, UluPono urges this Committee to advance Bill 78 (2025) in its original form.

Thank you for the opportunity to testify.

Respectfully,
Micah Munekata
Vice President, Government Affairs

Damien Waikoloa
Honolulu, HI 96822

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

June 23, 2026

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

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

I support Bill 78 in its original form and respectfully **oppose the amendments** contained in the proposed CD1. I urge the Council to move the bill forward as originally introduced.

The original bill recognized that parking is a citywide transportation resource that should be actively managed to ensure availability, improve access, and make the most efficient use of limited public space. By allowing the Department of Transportation Services to monitor parking demand and adjust rates based on actual utilization, the original bill would have created a comprehensive framework for managing parking across Honolulu's transportation network.

Unfortunately, the proposed CD1 significantly narrows the bill's scope and loses sight of its original purpose. The most significant change is the removal of dynamic pricing and management tools for on-street parking and most off-street parking facilities, limiting these tools primarily to non-metered garage parking stalls. **Parking demand does not exist in isolated facilities.** Drivers make choices among on-street parking, municipal parking lots, garages, and other parking options based on factors such as price, convenience, duration of stay, and proximity to their destination. Focusing only on non-metered garage stalls creates an incomplete and fragmented approach to parking management.

A successful parking management system must account for the entire parking ecosystem. If dynamic pricing applies only to garage parking, users may simply shift to on-street metered parking in search of a lower-cost alternative. Rather than balancing demand across the system, the CD1 could unintentionally concentrate demand in certain locations while leaving other parking resources underutilized. The original bill recognized that all parking resources are interconnected and should be managed together.

The original bill also appropriately recognized that parking management is an operational function that should be administered by transportation professionals. **The Department of Transportation Services is best positioned to monitor parking occupancy, evaluate changing conditions, and respond to shifts in demand.** Parking utilization can change

quickly as a result of new development, changing travel patterns, special events, economic activity, or transportation investments. Effective management requires timely adjustments and ongoing monitoring.

By contrast, the City Council is not structured to serve as the day-to-day manager of the city's parking system. Legislative processes are necessarily slower and are not designed to make frequent operational adjustments. Requiring parking decisions to return repeatedly to the Council limits the City's ability to respond to changing conditions and creates unnecessary barriers to effective management of parking resources. The authority to manage parking supply, utilization, and pricing should rest with the Department of Transportation Services, subject to the policy direction established by the Council.

Honolulu has limited land resources and limited curb space. We should be managing these resources strategically and comprehensively. The original version of Bill 78 would provide the tools necessary to accomplish that goal. For these reasons, I respectfully request that the Council reject the proposed CD1 amendments and advance Bill 78 in its original form.

Mahalo,

Damien Waikoloa



Testimony for Hawai'i Appleseed Center for Law and Economic Justice
Support for Bill 78
Honolulu City Council
Tuesday, June 23rd at 10:00AM

Aloha Chair Okimoto and Vice Chair Nishimoto,

Mahalo for the opportunity to express **SUPPORT** to Bill 78 in its original form, 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.



Cade Watanabe, Financial Secretary-Treasurer

Gemma G. Weinstein, President

Eric W. Gill, Senior Vice-President

June 22, 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 considered 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. Rates could go as high as \$8 per hour; this is half the current minimum wage.

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

Thank you.