

RES26-206

Testimony

MISC. COMM. 388

*ENERGY, ENVIRONMENT & SUSTAINABILITY (EES)

***ENERGY, ENVIRONMENT & SUSTAINABILITY (EES)**
Meeting

Meeting Date: Sep 22, 2026 @ 01:00 PM

Support: 9

Oppose: 7

I wish to comment: 1

Name:	Email:	Zip:
Andy Crossland	across86@gmail.com	96816
Representing:	Position:	Submitted:
Self	Oppose	Sep 17, 2026 @ 12:05 PM
Name:	Email:	Zip:
Winston Welch	winston@outdoorcircle.org	96814
Representing:	Position:	Submitted:
The Outdoor Circle	Support	Sep 17, 2026 @ 03:54 PM
Name:	Email:	Zip:
Brett Kulbis	brett.kulbis@use.startmail.com	96706
Representing:	Position:	Submitted:
Self	Oppose	Sep 17, 2026 @ 04:08 PM
Name:	Email:	Zip:
Micah Costales	micahbc1@gmail.com	96706
Representing:	Position:	Submitted:
Self	Oppose	Sep 17, 2026 @ 10:01 PM
Testimony: Hawaii is already one of the highest expensive State to live in! I believe this bill will make it even less affordable to live in. I oppose resolution 26-206		
Name:	Email:	Zip:
Jonathan Huynh	jhweather123@yahoo.com	96792
Representing:	Position:	Submitted:
Self	Support	Sep 18, 2026 @ 08:54 AM
Testimony: Aloha, I participated in the CAP engagement process when the Office of Climate Change, Sustainability and Resiliency came to my neighborhood in Waianae. I was one of the younger participants in the room by. Most attendees were kupuna. What struck me was that every person there, across generations, supported this plan. They didn't need convincing. They came with questions about real challenges we face daily: infrastructure gaps, food security, transportation access, and flood mitigation. This CAP addresses each of those. The opposition testimony raised affordability concerns. I understand that instinct. Waianae residents know cost-of-living pressure better than most. But this plan's actions are designed to lower household costs, not raise them. Expanding transit, retrofitting homes for energy efficiency, and building housing near job centers reduce what families spend on		

transportation and utilities. The plan acknowledges that rural communities need different solutions than urban ones. That's built into the actions.

This plan reflects what I heard from my neighbors. It reflects what kupuna in Waianae asked for. I urge the Committee to pass RES26-206. Mahalo.

Name: Andrea Walker	Email: andreawalker808@gmail.com	Zip: 96744
Representing: Self	Position: Oppose	Submitted: Sep 18, 2026 @ 11:44 AM

Name: Alice Abellanida	Email: alicea2j@gmail.com	Zip: 96706
Representing: Self	Position: Oppose	Submitted: Sep 18, 2026 @ 01:52 PM

Testimony:
I strongly oppose this resolution. It just creates bigger government with more waste and goes against the people.

Name: Cheryl Rzonca	Email: cherylhawaii@yahoo.com	Zip: 96819
Representing: Self	Position: Oppose	Submitted: Sep 20, 2026 @ 07:25 PM

Testimony:
I am opposed to RES 26-206. This is a frivolous and costly proposal expected to be funded by tax payers. There is absolutely no need for this. It is obviously not even thought out well as who wants to be at a park smelling all the dust and fumes from cars and trucks. This is unnecessary and an added burden to us, the tax payers. Do not move forward on this resolution.

Name: Sheri Beth Crumrine	Email: sbethcrumrine@gmail.com	Zip: 96816
Representing: Self	Position: Oppose	Submitted: Sep 21, 2026 @ 04:54 AM

Testimony:
Aloha Honolulu City Council,

Thank you for the opportunity to express my views on RES26-206.

I oppose this plan in general, based on the implications that We The People will certainly experience government overreach in the effort to control the consumption of products and services in order to attain the proposed goals of the

plan.

More to the point...

What has the Office of Climate Change, Sustainability and Resiliency accomplished since its inception in 2016?

How much has CCSR spent so far?

How and where was the money spent?

Are there reports detailing the expenditures?

How much of the 2020-2025 Climate Action Plan has been implemented to date?

Where did the money come from?

The 2025-2030 Climate Action Plan (it's 2026, why is it late?) has vast and lofty visions which will require an immense budget. The City is already bearing the ever increasing expense of The Rail and The Stadium promises to be Rail 2.0. We The People are already pressed with the high cost of living and cannot be expected to deliver more revenue for a project of this magnitude.

Transportation is a key point of focus in the plan but currently, in addition to the ongoing issues with The Rail, the roads remain unsatisfactory and the Biki system, which was implemented fewer than 10 years ago, cannot even be adequately maintained and functional, to mention just a few sore points as examples

Electricity supply is insufficient, disasters are not addressed sufficiently or in a timely manner and the list goes on. The point is that MANY OF THE INFRASTRUCTURAL NEEDS ARE NOT BEING MET, and yet these fantastic transformations at large are being considered. These are unrealistic expectations.

I share here only a few of the many concerns I have regarding this misguided undertaking.

It is my sincere wish that the City Council will abandon this plan and give its attention to making certain that We The People have the basics first and foremost.

Mahalo for your time and consideration.

Sincerely,

S Beth Crumrine

Name:	Email:	Zip:
Damien Waikoloa	damien.waikoloa@gmail.com	96822
Representing:	Position:	Submitted:
Hawai'i YIMBY	Support	Sep 21, 2026 @ 08:49 AM
Name:	Email:	Zip:

Dylan Armstrong	dylan.p.armstrong@gmail.com	96822
Representing: Self	Position: I wish to comment	Submitted: Sep 21, 2026 @ 09:55 AM
Testimony: I am strongly supportive of climate action and appreciate the thought and effort behind this document. Having read the draft Climate Action Plan (CAP), and accompanying testimony, with particular interest given to those of The Outdoor Circle, Hawai'i YIMBY, and Mr. Brett Kulbis, I am still evaluating my evaluation and general reaction to this CAP. The public interest is perhaps best served by my providing technical comments at this time, which I will do in my oral testimony. Mahalo.		
Name: Zachary Silva	Email: thequadehunter@gmail.com	Zip: 96813
Representing: Self	Position: Support	Submitted: Sep 21, 2026 @ 02:17 PM
Testimony: People love to complain about how our government isn't proactive, but I think the truth is that people don't vote for proactive policy. This is a classic example of proactive action. People love to go to Tokyo and come home and talk about how nice it is, then continue to advocate for things that push us in the opposite direction, like opposing density, transit improvements, green spaces, and wanting more parking. When I hang out with friends I had in Japan who come for a visit, their biggest complaint next to the price of everything is just how hostile the environment is outside of Waikiki. This is because they are used to living in a sustainable environment. I've overheard many Japanese conversations on the bus about this as well. It reminds me of how Americans talk about their trips to poorer touristy countries-- as if they had a great time but acknowledge that the average citizen is getting a raw deal. We have a housing shortage. Time and time again, studies show that building more housing helps reduce prices. Where's the most obvious place to build that housing? Around rail stations. We have a shortage of good transit. I love TheBus and don't drive a car myself, and it's the #1 way I save money. Everybody talks about the cost of living, and having access to reliable transit is a huge way to allow people the freedom to save more.		

Zoning is big as well. It's nice to be able to walk to stores. I don't know how anyone could possibly not want this.

I understand that parking is a hard pill to swallow for people, but drivers are not the only people using these spaces. If we want to make Hawaii a nice place to live, one of the easiest ways is turning some of these hot, ugly concrete slabs into usable spaces. I'm not advocating for removal of all parking, but come on guys.

I could go on and on. The point I'm making is that sustainable practices make for a better environment and reduce costs in the long run.

If you oppose this bill, you need to contend with the following:

- 1. You oppose policies that make housing cheaper in Hawaii.
- 2. You oppose policies that reduce transportation costs per person in Hawaii.
- 3. You oppose policies that make transit more accessible in Hawaii.
- 4. You oppose policies that make streets safer particularly for youth and kupuna.
- 5. You oppose policies that contribute to the health of the island.

We have a budget, guys. If there's no tax hike in the proposal I don't understand the issue with using the budget on things that actually matter. This is something that actually does matter. Let's not sell out the islands, youth, and kupuna for cheap short-term gain like we usually do.

Name: Andrea Anixt	Email: andreapeatmoss6@gmail.com	Zip: 96730
Representing: Self	Position: Support	Submitted: Sep 21, 2026 @ 02:30 PM

Testimony:

Aloha Council Members

I support this Resolution and suggest all GHG emitting sources mitigations be greatly accelerated much sooner than this Action Plan is set to do even.

This is a time of long term crisis mode that our children and grandchildren are going to suffer more and more from the climate consequences of fossil fuels , etc. and we are now still dickering over bringing in LNG, a fossil fuel!

EPA federal money grants are being undermined by politicians in the Trump administration so we must do all possible by City and County and Hawai'i. Remember Senate Reso 44 in 2021 and C& C's in 2018.

Big help needed now!.

Mahalo for your consideration

Andrea

andreapeatmoss6@gmail.com

Name:	Email:	Zip:
-------	--------	------

John Allison	johnalli@hawaii.edu	96821
Representing: Self	Position: Support	Submitted: Sep 21, 2026 @ 04:31 PM

Testimony:

Many people will be offering testimony in response to this proposal based on their personal inconveniences. The truth is: every city, especially Honolulu, must take urgent and immediate action to prevent further climate catastrophe. We are particularly vulnerable to climate disaster, and to waffle or hesitate only makes our situation more dire. To say "it will make things harder" ignores the harsh realities that face us. Having our homes and islands destroyed by hurricane and flood will certainly make things harder. Do we choose to take difficult action now, or do we delay, as previous generations have, and pass an impossible bill and utter destruction to our keiki? We must act now to protect ourselves, our islands, our children, and our future. I strongly support the proposal.

Name: John Francis Sapigao	Email: johnfrancisosapigao@gmail.com	Zip: 96821
Representing: Self	Position: Support	Submitted: Sep 21, 2026 @ 04:35 PM

Testimony:

Aloha kākou,

Thank you Chair and Council Members for accepting testimonies for this resolution today.

I have heard a lot of complaints about the CAP making Honolulu less affordable because it makes us pay money now. You now what will make it way less affordable? When we have less housing because of sea level rise. When we have to pay for more house and home repairs because of an increasingly more violent climate. When we have to pay way more for gas because there's not enough to go around and no one's riding bikes and buses because we did not prioritize those. I would happily pay a dollar today than twenty tomorrow. Every step we put into helping the environment and the 'āina, helps our future selves and our future keiki and their keiki and their keiki.

I strongly urge the council to vote Yes on this resolution.

Mahalo.

v/r,
Francis Sapigao

Name: Jared Tsuchiyama-Sando	Email: jaredtsuchiyama@gmail.com	Zip: 96818
Representing:	Position:	Submitted:

Self	Support	Sep 21, 2026 @ 06:33 PM
Testimony: I support the adoption of the climate action plan as we look to build a Honolulu that is greener, more resilient, and less dependent on fossil fuels with better transit and infrastructure hardening.		
Name: Kirsten Oleson	Email: kirstenllo@gmail.com	Zip: 96734
Representing: Self	Position: Support	Submitted: Sep 22, 2026 @ 02:20 AM
Testimony: September 22, 2026 Councilmember Matt Weyer, Chair Councilmember Tyler Dos Santos-Tam, Vice Chair Members of the Committee on Energy, Environment & Sustainability Honolulu City Council Re: RES26-206 — Adopting the 2025–2030 Climate Action Plan Position: Strong Support Aloha Chair Weyer, Vice Chair Dos Santos-Tam, and Members of the Committee: My name is Kirsten Oleson, and I am a professor at the University of Hawai'i at Mānoa. I submit this testimony in my personal capacity in strong support of Resolution 26-206, adopting the 2025–2030 Climate Action Plan for the City and County of Honolulu. Climate change is already affecting O'ahu through extreme heat, coastal hazards, flooding, threats to water and food security, and rising costs for households and public infrastructure. The question is no longer whether the City should act, but how quickly, effectively, and equitably it can do so. The proposed Climate Action Plan provides an important five-year roadmap. Its 27 actions across transportation, waste, community energy solutions, sustainable communities, and food systems recognize that reducing greenhouse gas emissions can also improve residents' daily lives. Well-designed climate policies can lower household energy and transportation costs, improve air quality and public health, create local employment, strengthen food and energy security, and reduce future disaster losses. I especially appreciate the Plan's emphasis on community partnership, equity, cultural integrity, measurable implementation, and public accountability. These principles are essential. Climate investments should prioritize		

communities facing the greatest exposure to climate hazards and the highest energy, transportation, and housing burdens. They should also recognize the value of place-based knowledge and natural and working lands as part of O'ahu's climate response.

Adoption, however, must be followed by implementation. I encourage the Council to pair the Plan with:

1. Clear departmental responsibility, milestones, and publicly reported performance measures;
2. Sustained funding and staffing sufficient to carry out the identified actions;
3. Transparent assessment of costs, benefits, and distributional effects;
4. Meaningful, continuing partnerships with communities, researchers, businesses, and nonprofit organizations; and
5. Regular review so that programs can be strengthened when progress falls short.

Delaying action transfers greater costs and risks to O'ahu's families, future generations, and taxpayers. Adopting RES26-206 will provide the policy direction needed to move from isolated projects toward coordinated, accountable climate action across City government.

I respectfully urge the Committee to pass RES26-206 and support the resources necessary for timely and equitable implementation of the 2025–2030 Climate Action Plan.

Mahalo for the opportunity to testify.

Kirsten Oleson

Professor, University of Hawai'i at Mānoa

Submitted in personal capacity

HAWAII PATRIOT REPUBLICANS

**Written Testimony in Opposition to Resolution 26-206
Submitted to the Honolulu City Council
Committee on Energy, Environment & Sustainability
September 22, 2026**

Chair and Members of the Committee:

My name is Andy Crossland, and I am an Oahu resident submitting testimony in strong opposition to Resolution 26-206.

I support reasonable efforts to improve efficiency, reduce waste, and protect our environment. However, I have significant concerns about adopting this Climate Action Plan as a broad policy roadmap without greater certainty that its costs, requirements, and restrictions are justified by measurable benefits.

My primary concerns are:

- **Affordability.** The plan acknowledges that stronger energy codes may increase construction costs, burden smaller builders and contractors, and affect property values. In a place where housing and the overall cost of living are already extremely high, policies that could add further costs deserve especially careful scrutiny.
- **Uncertain results.** The plan itself acknowledges that the exact benefits of individual actions are inherently uncertain and that some actions may underperform. Several proposed actions also identify costs while leaving anticipated savings unquantified.
- **Cost versus measurable benefit.** Residents and businesses should not be asked to absorb higher costs or significant changes simply to satisfy broad policy targets. Before implementation, proposed measures should demonstrate that they are practical, achievable, affordable, and reasonably tied to measurable environmental benefits.
- **Accountability and future mandates.** The plan calls for Climate Action Plan targets to be incorporated into City departmental budgets and capital improvement programs. Any future mandates, regulatory changes, or major spending commitments arising from this plan should receive transparent, measure-specific public review rather than being treated as predetermined by adoption of the broader roadmap.

Oahu residents already face extraordinary costs just to live here. **Affordability, individual choice, measurable results, and fiscal responsibility should carry substantial weight in decisions that could affect how residents live, travel, build, and spend their money.**

For these reasons, I respectfully ask the Committee members to **VOTE NO** on Resolution 26-206.

Thank you for the opportunity to provide testimony.

Sincerely,

Andy Crossland

Hawaii Patriot Republicans
hawaiipatriotrepublicans@gmail.com

BOARD OF DIRECTORS

Diane Harding
President

Maureen Murphy
Vice President

Denise Soderholm
Treasurer

Bobbie Romero
Secretary

Whitney Bosel
Advisor

Joan Gossett
Advisor

Jonathan Sudler
Advisor

Directors:
Tyler Dang

Brenda Lam

Jack O'Neill

BRANCHES

Hawai'i

East Hawai'i

Kona

Waikoloa Village

Waimea

Kaua'i

O'ahu

East Honolulu

Lani-Kailua

Mānoa

North Shore

Greater Waikiki

STAFF

Winston Welch
Executive Director

Jacqueline Wah
Operations Director

Myles Ritchie, PhD
Programs Director

Keeping Hawai'i clean,
green and beautiful
since 1912



September 17, 2026

RE: Testimony in Strong Support of RES26-206, Adopting the 2025-2030 Climate Action Plan for the City and County of Honolulu

Dear Chair Waters and Members of the Committee on Energy, Environment & Sustainability,

The Outdoor Circle has spent over a century advocating for the protection and planting of trees throughout Hawai'i. On behalf of our members, I write in strong support of RES26-206, adopting the City's 2025–2030 Climate Action Plan, and to ask that large canopy shade trees get real priority as the Plan moves forward.

The Plan already has a piece built for this. Action SP-C covers the City's ongoing tree planning and planting work within the Stronger Public Assets focus area, and we'd like to see it get the same funding and staffing as the Plan's energy and transportation actions, both when new development comes in for review and in caring for the canopy Honolulu already has.

Large canopy trees do real work at every level, and Action SP-C's own analysis spells out much of it:

- Health and comfort. Canopy cools neighborhoods and eases O'ahu's rising temperatures on public health, the same relief the resolution's whereas clauses point to.
- Equity. During public input, residents in hot, lower-income neighborhoods asked for shaded, tree-lined streets they still don't have. Closing that gap is part of the Plan's equity goals.
- Dollars and jobs. A medium-sized tree returns about \$72 a year in public benefit, energy savings, cleaner air, cooler surfaces, better walkability, more than \$2.8 million a year citywide, and the workforce table lists urban forestry as a job category the City needs to grow.
- Water. Tree roots absorb rainfall and cut runoff, protecting streams and nearshore waters. This should be planned alongside the bioswales, permeable paving and rain gardens under the Complete Streets action, so the two reinforce each other.
- Carbon. The City's own greenhouse gas inventory found that land use change was O'ahu's largest carbon sink in 2021, offsetting 324,033 metric tons of carbon dioxide equivalent through sequestration by urban trees and forested areas, along with carbon stored in landfilled organics. Protecting the tree and forest share of that sink may be one of the City's most cost-effective climate actions.
- Habitat. None of this counts what canopy trees do for birds, insects and native plants, reason enough on its own to plant them well.

1314 S. King Street #306 | Honolulu, Hawai'i 96814

T: 808-593-0300 | mail@outdoorcircle.org | www.outdoorcircle.org

Action SP-C is tied to a City promise, in Council Resolution 18-55, to reach 35 percent canopy cover by 2035, and it budgets \$35.1 million to plant 39,000 more trees by 2030. O'ahu is not there yet, and this action's own analysis notes that trees need steady, long-term care to reach maturity. We ask that the Committee keeps that maintenance funding in view as budgets are set each year, since a strong planting number only becomes real canopy if the trees live long enough to grow.

We would also like to see the Plan's tracking reflect real canopy growth, not just tree count. If the mix leans toward small ornamentals instead of large shade trees, the planting number can look strong while Honolulu's actual shade grows much more slowly. The implementation should prioritize the right trees in the right places, chosen for decades of shade, with the right care to follow up.

Specifically, we are requesting that the Committee and CCSR to:

- Prioritize large canopy, climate-appropriate species for streetscapes and parks, where shade is the primary need, while keeping culturally significant, edible and native trees an important part of the citywide mix.
- Require canopy retention and new shade tree planting to come first, ahead of other landscaping choices, in design review, permitting and approval for new development and construction, including on City-controlled land.
- Make sure those requirements mean real room to grow, adequate soil volume, planting strip width and clearance from utilities and sidewalks, so trees are not later forced to be topped, stunted or removed.
- Fully fund Action SP-C's \$35.1 million, 39,000-tree commitment through 2030, and staff the Department of Urban Forestry so mature canopy isn't lost faster than new trees can replace it.
- Plan SP-C's tree planting together with the Complete Streets green infrastructure, so bioswales, permeable paving and shade trees serve the same street at once.
- Make Canopy Coverage Growth in Underserved Areas, already one of SP-C's own metrics, a headline number in the Annual Sustainability Report, tracked as closely as other targets.
- Bring the departments named in Action SP-C, DTS, DDC, BFS, the Department of Urban Forestry, DPR and DFM, together around one shared understanding of these goals, so tree planting, permitting and maintenance are coordinated rather than left to whichever department touches a project last. This coordination should be deep, sustained and funded if it is to be effective in carrying out these goals to overcome siloing of departments.

The Outdoor Circle is glad to serve as a resource to the Council and CCSR as this Plan moves into implementation. We urge the Committee to pass RES26-206 and give large canopy shade trees the priority they have earned throughout.

Mahalo nui loa,



Winston Welch
Executive Director
The Outdoor Circle

TESTIMONY ON RESOLUTION 26-206

Chair Weyer, and Members of the Committee,

Aloha, my name is Brett Kulbis. I am a proud resident of 'Ewa Beach and a 26-year U.S. Navy veteran. As a concerned citizen who values limited government, fiscal responsibility, and real accountability to the people, I submit this testimony in strong support/opposition of Resolution 26-206, which would adopt the City and County of Honolulu's 2025–2030 Climate Action Plan.

O'ahu needs responsible stewardship of its land, water, infrastructure, energy systems, and public finances. We should reduce waste, improve government efficiency, protect our communities from disasters, strengthen local food resilience, and pursue reliable energy solutions that lower, not raise, the cost of living.

However, Resolution 26-206 goes far beyond those common-sense objectives. It asks the Energy, Environment & Sustainability committee to adopt a sweeping 26-action policy framework affecting transportation, parking, housing, building codes, energy, food systems, waste, public procurement, land use, and City operations; without a complete, enforceable, taxpayer-protective implementation plan. The City should not adopt a roadmap first and leave the public to discover its costs, mandates, and consequences later.

The Plan itself states that its cost figures are preliminary estimates rather than budget commitments. That is precisely the problem. Before approving this resolution, the committee and the public deserve a consolidated five-year fiscal analysis identifying all expected costs: City appropriations, new staffing, consultant contracts, federal grant dependencies, future matching requirements, capital obligations, ratepayer impacts, parking revenues or fees, and long-term maintenance responsibilities.

The CAP contains individual initiatives that may appear modest when viewed one at a time. But their combined effect could be substantial. For example, the Plan estimates \$35.1 million by 2030 to plant and establish an additional 39,000 trees; \$2.8 million for energy-code staffing and training; and approximately \$750,000 each for several housing, parking, and resilience actions. Those figures do not necessarily include all downstream costs, administrative overhead, maintenance obligations, subsidies, enforcement, or future expansion.

Honolulu residents are already struggling with some of the nation's highest costs for housing, food, electricity, transportation, and taxes. The committee should not advance a plan that could make daily life still more expensive through stricter building codes, parking-price increases, costly procurement preferences, waste-diversion requirements, development restrictions, or policies that penalize residents for using cars when cars remain a necessity across much of O'ahu.

The parking provisions are especially concerning. The CAP calls for the City to reconsider parking management, including dynamic pricing, changes in parking supply, and repurposing underused parking areas. While the Plan recognizes that parking changes can burden seniors, people with disabilities, workers, businesses, and residents without dependable transit alternatives, those acknowledgments offer no enforceable protection.

For many O‘ahu families, a vehicle is not a luxury. It is how they get to work, take children to school, care for relatives, attend medical appointments, transport equipment, run small businesses, and reach communities where transit is limited or impractical. This is especially true for residents in Ewa, Wai‘anae, Central O‘ahu, the North Shore, the Windward side, and other areas outside the urban core. The City should improve transit and road safety, but it should not use climate planning as an excuse to make driving or parking more difficult and expensive for working people.

The Plan also depends heavily on projections and favorable outside assumptions. It claims that its actions could reduce approximately 3.8 million metric tons of greenhouse-gas emissions by 2030. Yet the document admits that exact benefits are inherently uncertain. Its more ambitious emissions-reduction scenario relies significantly on future federal and state policy changes and a much cleaner electric grid, factors beyond City Council control.

The committee should not bind the City to costly local action based on best-case forecasts, uncertain grant funding, or assumptions about private behavior, electric-vehicle adoption, utility performance, federal rules, or future energy markets. Honolulu residents deserve policies based on demonstrated results, not aspirational modeling.

There are practical elements in the Plan that could be considered individually through the normal legislative and budget process. City facility efficiency, public-safety resilience, landfill methane management, recycling, disaster preparedness, local agriculture, food recovery, and carefully evaluated energy improvements may all warrant support. But each proposal should stand on its own merits, with a public cost-benefit analysis, identified funding source, measurable performance standards, and a clear explanation of its impact on residents and businesses.

The City should first lead by example. Before asking households and businesses to change their behavior or bear additional costs, the City should reduce waste in its own operations, improve the efficiency of its own facilities, manage its own fleet responsibly, strengthen its own emergency preparedness, and publicly document the results.

If the committee proceeds, it should amend the resolution to provide at least the following safeguards:

- State unequivocally that adoption authorizes no new spending, debt, fees, taxes, staffing, contracts, mandates, zoning changes, or regulations without separate Council approval.
- Require a full action-by-action fiscal analysis, including lifecycle and maintenance costs, before implementation.
- Require an independent affordability analysis for each policy that affects housing, parking, transportation, food, construction, electricity, or small businesses.
- Prohibit parking-price increases, parking reductions, or vehicle-use restrictions unless safe, reliable, accessible alternatives are already available in the affected area.
- Require annual public reporting of money spent, grants received, consultant costs, staffing levels, claimed savings, actual, not projected emissions reductions, and cost per ton reduced.
- Require periodic independent audits of the Plan's financial claims, emissions methodology, grant obligations, and performance metrics.
- Establish sunset dates for new programs, pilots, contracts, and positions unless the Council affirmatively reauthorizes them based on proven results.
- Ensure that programs are geographically fair and do not concentrate benefits in urban, wealthy, or politically connected areas while shifting costs to rural, suburban, and working-class communities.

Honolulu should not confuse good intentions with good governance. A climate plan that raises costs, expands bureaucracy, weakens mobility, adds uncertainty to housing construction, and relies on speculative assumptions will not improve the quality of life for local families.

For these reasons, I respectfully urge the committee to **defer or reject Resolution 26-206** unless and until it is revised to include genuine fiscal discipline, affordability protections, measurable accountability, respect for residents' transportation needs, and clear limits on future government action.

Thank you for the opportunity to testify.

Respectfully submitted,

Brett Kulbis, Navy Veteran
Ewa Beach

Testimony in Opposition to Resolution 26-206

(Adopting the 2025–2030 Climate Action Plan for the City and County of Honolulu)

Chair and Members of the Council,

I am submitting this testimony in opposition to Resolution 26-206.

While I recognize the stated intent behind the Climate Action Plan, I am concerned that this measure expands government reach into residents' daily lives and private decisions without the accountability or specificity that should accompany that kind of authority.

Vague commitments, concrete new bureaucracy. Much of the Plan's language is exploratory — “explore,” “if feasible,” “continue to support” — yet it still creates new staff positions, review processes, and reporting structures under CCSR. Residents are being asked to fund permanent administrative growth in exchange for aspirational, non-binding outcomes.

Government-directed behavior change. Action SP-B proposes adjusting parking prices specifically to discourage driving, and the Plan's Consumption-Based Emissions Inventory tracks what residents eat, drive, and buy in order to “empower” different choices. I don't believe it's the City's role to use pricing and monitoring tools to steer personal transportation and consumption habits.

Real costs on residents and small builders. Action SP-D acknowledges its own building energy code changes could raise construction costs and burden small contractors, at a time when housing affordability is already a crisis on this island. Adding regulatory layers to construction should require far more scrutiny than a single up-or-down resolution vote.

Costs are real, even if the vote isn't binding. The Plan cites specific dollar figures — including a \$35.1 million tree-planting initiative and multiple \$150,000/year staff positions — while disclaiming that these are not formal budget commitments. That disclaimer doesn't erase the fact that adopting the Plan sets these programs in motion. The Council should not adopt spending direction of this scale without a full, binding cost accounting.

Federal funding conditions shaping local policy. This Plan was developed in part to satisfy conditions of an EPA Climate Pollution Reduction Grant. I'm concerned that federal grant requirements — not purely local priorities — are shaping the substance of this Plan.

For these reasons, I respectfully urge the Council to vote NO on Resolution 26-206, or at minimum to defer adoption until the Plan includes binding budget commitments, clearer limits on data collection and pricing interventions, and stronger safeguards against increased costs for residents and small businesses.

Thank you for your consideration.

Mahalo,

Andrea Walker



Hawai'i YIMBY
Honolulu, HI 96814
hawaiiyimby.org
info@hawaiiyimby.org

September 22, 2026

Honolulu City Council - Committee on Energy, Environment & Sustainability
530 South King St.
Honolulu, HI 96813

RE: SUPPORT RES 26-206 - 2025-2030 CLIMATE ACTION PLAN

Aloha Chair Weyer, Vice Chair Dos Santos-Tam, and Council Members,

On behalf of Hawai'i YIMBY, we are writing **in support of Resolution 26-206**, adopting the 2025-2030 Climate Action Plan for the City and County of Honolulu.

Housing policy is climate policy. Where people are able to live has a direct connection to how far they need to travel for work, school, recreation, and daily needs, and therefore to their transportation-related carbon footprint. Creating more opportunities for people to live closer to jobs, schools, recreation, and other destinations can help reduce the number of daily vehicle trips.

Residents should always have the choice to drive a personal vehicle when it is the best option for getting to work, school, the grocery store, or other destinations. **However, driving should not be the only choice** because residents lack access to public transit or are forced to live far from the places they regularly need to go.

We would like to highlight Action SP-A, which recognizes the importance of increasing housing affordability near transit and job centers, and Action SP-B, which calls for reevaluating the management and utilization of the City's parking resources. These actions recognize that climate policy is also land-use and transportation policy, and that we can reduce emissions while giving residents more choices in how they live and travel.



Hawai'i YIMBY

Honolulu, HI 96814

hawaiiyimby.org

info@hawaiiyimby.org

The 2025–2030 Climate Action Plan provides an important framework for coordinating these efforts across City departments and community partners. **We request that the Committee pass Resolution 26-206 and support adoption of the 2025–2030 Climate Action Plan.**

Hawai'i YIMBY (*Yes In My Backyard*) is a volunteer-led grassroots advocacy organization dedicated to supporting bold and effective solutions for Hawai'i's devastating housing crisis. Our members are deeply concerned about Hawai'i's chronic and worsening housing shortage, which has caused home prices to rise much faster than incomes and pushes thousands of kama'āina out to the mainland or into poverty and homelessness every single year.

Mahalo for the opportunity to testify on this resolution.

Mahalo,

Damien Waikoloa

Chapter Leads, Hawai'i YIMBY

Huey Kwik

Chapter Leads, Hawai'i YIMBY

