

SB-1009-HD-1

Submitted on: 3/17/2025 3:29:03 PM
Testimony for JHA on 3/19/2025 2:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Michael Arakaki	DEPARTMENT OF ACCOUNTING AND GENERAL SERVICES	Comments	Remotely Via Zoom

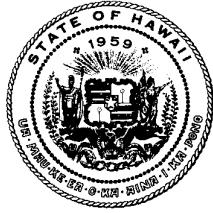
Comments:

TESTIFIER - ON BEHALF OF DAGS COMPTROLLER KEITH REGAN

MICHAEL ARAKAKI

DAGS AUTOMOTIVE MANAGEMENT DIVISION

(SUBJECT MATTER EXPERT)



DISABILITY AND COMMUNICATION ACCESS BOARD

1010 Richards Street, Rm. 118 • Honolulu, Hawai'i 96813
Ph. (808) 586-8121 (V) • Fax (808) 586-8129 • (808) 204-2466 (VP)

March 19, 2025

TESTIMONY TO THE HOUSE COMMITTEE ON CONSUMER PROTECTION AND COMMERCE

Senate Bill 1281 SD2 HD1 – Relating to Telehealth

The Disability and Communication Access Board (DCAB) supports Senate Bill 1281 SD2 HD1 – Relating to Telehealth. This bill extends the sunset date of Act 107, SLH 2023, which allows for the reimbursement of services provided through telehealth via an interactive telecommunications system, until 12/31/2027.

Telehealth is a valuable option for people with disabilities. Telehealth appointments assist patients with mobility disabilities who may have transportation difficulties to attend in-person. Patients with disabilities who have certain underlying conditions such as COVID-19 may be at a higher risk for severe illness and will continue to have an option to schedule telehealth appointments. While video appointments are superior to audio only ones, personal and technological reasons may make audio the only option.

By extending the sunset date to 12/31/2027, the 2026 Legislature can propose legislation based on any changes to federal policy that may occur.

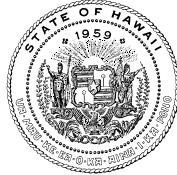
Thank you for considering our position.

Respectfully submitted,

A handwritten signature in blue ink, appearing to read "KIRBY L. SHAW".

KIRBY L. SHAW
Executive Director

JOSH GREEN, M.D.
GOVERNOR
KE KIA'ĀINA



KEITH A. REGAN
COMPTROLLER
KA LUNA HO'OMALU HANA LAULĀ
MEOH-LENG SILLIMAN
DEPUTY COMPTROLLER
KA HOPE LUNA HO'OMALU HANA LAULĀ

STATE OF HAWAI'I | KA MOKU'ĀINA O HAWAI'I
DEPARTMENT OF ACCOUNTING AND GENERAL SERVICES | KA 'OIHANA LOIHELU A LAWELAWE LAULĀ
P.O. BOX 119, HONOLULU, HAWAII 96810-0119

WRITTEN TESTIMONY
OF
KEITH A. REGAN, COMPTROLLER
DEPARTMENT OF ACCOUNTING AND GENERAL SERVICES
TO THE

COMMITTEE ON JUDICIARY AND HAWAIIAN AFFAIRS

MARCH 19, 2025, 2:00 P.M.
CONFERENCE ROOM 325 AND VIA VIDEOCONFERENCE, STATE CAPITOL

S.B. 1009, S.D. 2, H.D. 1

RELATING TO PARKING

Chair Tarnas, Vice Chair Poepoe, and Members of the Committee, thank you for the opportunity to submit testimony on this measure.

The Department of Accounting and General Services (DAGS) offers comments S.B. 1009, S.D. 2, H.D. 1 which establishes a state reserved parking space enforcement fine for parking in parking spaces reserved for persons with disabilities or electric vehicles, increases the fines for any person who parks a non-electric vehicle in a space designated and marked as reserved for electric vehicles, and requires the fine to be deposited into the Safe Routes to School Special Fund.

Although the measure identifies that only the reserved parking space enforcement fines be deposited into the safe routes to school program special fund, DAGS Automotive Management Division (AMD) which employs 29 staff that operates,

maintains, and performs enforcement at all DAGS parking facilities, is self- funded through the state parking control revolving fund. For all fines collected by DAGS enforcement staff at DAGS managed facilities, we request that these fees continue to be deposited into the state parking control revolving fund. This fund will continue to support our current operations and maintain DAGS AMD as a self-funded agency. The proposed statute conflicts with DAGS statute, Hawaii Revised Statutes section 107-11, which directs fines collected to the state parking revolving fund.

Thank you for the opportunity to provide testimony on this measure.

JOSH GREEN, M.D.
GOVERNOR

SYLVIA LUKE
LIEUTENANT GOVERNOR

EMPLOYEES' RETIREMENT SYSTEM
HAWAII EMPLOYER-UNION HEALTH BENEFITS TRUST FUND
OFFICE OF THE PUBLIC DEFENDER



LUIS P. SALAVERIA
DIRECTOR

SABRINA NASIR
DEPUTY DIRECTOR

ADMINISTRATIVE AND RESEARCH OFFICE
BUDGET, PROGRAM PLANNING AND MANAGEMENT DIVISION
FINANCIAL ADMINISTRATION DIVISION
OFFICE OF FEDERAL AWARDS MANAGEMENT

**STATE OF HAWAI'I
DEPARTMENT OF BUDGET AND FINANCE**
Ka 'Oihana Mālama Mo'ohelu a Kālā
P.O. BOX 150
HONOLULU, HAWAI'I 96810-0150

WRITTEN ONLY

TESTIMONY BY LUIS P. SALAVERIA
DIRECTOR, DEPARTMENT OF BUDGET AND FINANCE
TO THE HOUSE COMMITTEE ON JUDICIARY AND HAWAIIAN AFFAIRS
ON
SENATE BILL NO. 1009, S.D. 2, H.D. 1

**March 19, 2025
2:00 p.m.
Room 325 and Videoconference**

RELATING TO PARKING

The Department of Budget and Finance (B&F) offers comments on this bill.

Senate Bill No. 1009, S.D. 2, H.D. 1, does the following: 1) establishes a State reserved parking space enforcement fine for parking in parking spaces reserved for persons with disabilities or electric vehicles; 2) increases the fines for any person who parks a non-electric vehicle in a space designated and marked as reserved for electric vehicles; and 3) requires the fine to be deposited into the Safe Routes to School Program Special Fund (SRSPSF).

B&F notes that pursuant to Section 37-52.3, HRS, special funds should reflect a clear nexus between the benefits sought and charges made upon the users or beneficiaries or a clear link between the program and the sources of revenue. As such, it is unclear on the nexus between the assessment of fines collected from parking violations in spaces reserved for persons with disabilities or electric vehicles and the SRSPSF.

Thank you for your consideration of our comments.



Email: communications@ulupono.com

HOUSE COMMITTEE ON JUDICIARY AND HAWAIIAN AFFAIRS
Wednesday, March 19, 2025 — 2:00 p.m.

Ulupono Initiative supports SB 1009 SD 2 HD 1, Relating to Parking.

Dear Chair Tarnas and Members of the Committee:

My name is Micah Munekata, and I am the Director 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 supports SB 1009 SD 2 HD 1, which establishes a state reserved parking space enforcement fine for parking in parking spaces reserved for persons with disabilities or electric vehicles; increases the fines for any person who parks a non-electric vehicle in a space designated and marked as reserved for electric vehicles; and requires the state reserved parking space enforcement fine to be deposited into the Safe Routes to School Program Special Fund.

Although current transportation planning and decision-making have provided important Safe Routes to School (SRTS) projects and have added facilities through Complete Streets approaches, many schools remain less accessible for keiki walking or rolling to school. The lack of complete, safe and comfortable bike and pedestrian networks puts keiki at risk, especially among growing safety concerns in these areas. An analysis of Hawai‘i EMS calls found that pedestrian and bicycling injuries to children are most likely to occur during the hours they are traveling to and from school.¹ Overall, walking and biking in Hawai‘i have gotten progressively more dangerous in the last 20 years, and we are now ranked the 12th most dangerous state to walk and bike.²

Other states have made firm commitments to protect children’s school trips. For example, Colorado dedicates more than \$2.5 million per year in both infrastructure and programmatic monies. These projects range from new sidewalks, lighting and trails, to softer solutions like walking school buses, maps and trip trackers to encourage healthier active living. The more we can support affordable options for keiki to get to school and protect them when they are walking and rolling, the better off our communities will be.

¹ <https://www.hiphi.org/wp-content/uploads/2022/01/SRTS-Fact-Sheet.pdf>

² <https://smartgrowthamerica.org/dangerous-by-design/>

The Safe Routes to School (SRTS) Advisory Committee's January 2025 Annual Report³ outlines several critical findings regarding school transportation and safe routes to school in Hawai'i. National research shows that SRTS programs can significantly increase walking and biking to school, with participation rising 18-37 percent, while simultaneously reducing pedestrian injuries in school zones by 44-75 percent. The need for these programs is widespread, as approximately 77 percent of Hawai'i residents live within one mile of a school. Furthermore, a preliminary analysis has already identified more than \$800 million in SRTS infrastructure needs across the state.

Furthermore, a preliminary analysis has already identified more than \$800 million in SRTS infrastructure needs across the state. The SRTS Program needs consistent funding to meet growing safety challenges. A sustainable funding source, such as the proposed fee, is critical for projects that protect our communities and students.

Thank you for the opportunity to testify.

Respectfully,

Micah Munekata
Director of Government Affairs

³ <https://hidot.hawaii.gov/wp-content/uploads/2025/01/HWY-S-25-2.45019-DOT-Report-for-Act-244-SLH-2023-Safe-Routes-to-School.pdf>



**Testimony in Support for SB1009 - Relating to Parking
House Committee on Judiciary & Hawaiian Affairs (JHA)**
March 19, 2025 at 2PM

Dear Chair Tarnas, Vice Chair Poepoe, and members of the JHA committee,

Mahalo for the opportunity to provide **COMMENTS for SB1009**, which would establish a state reserved parking space enforcement fine for parking in parking spaces reserved for persons with disabilities or electric vehicles. The bill would also require that these enforcement fines would be deposited into the Safe Routes to School Program (SRTS) Special Fund.

Support for Safe Routes to School Program Funding

There is an urgent need to improve the safety of vulnerable roadway users in Hawai'i. In 2024 alone, there were 102 traffic fatalities statewide and a staggering 42% of those fatalities involved pedestrians and bicyclists.¹ Between 2015 and 2020, nearly 49% of pedestrian fatalities on O'ahu occurred on state-owned roadways.² Pedestrian fatalities and serious injuries are also growing. For example, the average annual number of statewide pedestrian fatalities rose by 26 percent during the 2014–2018 time period, when compared to the 2009–2013 time period.³

The SRTS program encourages keiki to walk, bike, and roll to school by supporting pedestrian and bicycle infrastructure projects within a one-mile radius of public schools. Despite the importance of this program, it is severely underfunded. The current dedicated annual revenue source for the SRTS program are traffic violation surcharges. At the same time the *Navahine* agreement mandates that Hawai'i Department of Transportation (HDOT) complete its multimodal network within 5 years. This undertaking will require a significant investment, as the Hawai'i Climate Commission identified nearly \$1 billion in high-priority pedestrian, bicycle, and multimodal projects across the state that are currently unfunded.⁴ With a majority of these projects located near schools, it's critical that the SRTS program be enhanced.

Concerns for Proposed Fines and Suggested Amendments

While Hawai'i Appleseed understands that there are negative impacts associated with vehicles illegally parked in disabled and EV parking spots, we are concerned with the regressive nature of the proposed fines for these violations. For the violation of illegally parking in a space reserved for persons with disabilities or electric vehicles, the proposed measure would impose a fine of \$250 to \$500, and also add

¹ HDOT, "Traffic Fatalities Up 10% From 2023," December 31, 2024.

² CCH-DTS, "O'ahu Vision Zero Action Plan," 2024.

³ State of Hawai'i Department of Transportation, "State of Hawai'i Traffic Fatalities," 2022.

⁴ State of Hawai'i Climate Commission, "Transportation Projects," 2025.

<https://climate.hawaii.gov/grants-to-projects-bridge/transportation-projects/>.

an additional state reserved parking space enforcement fine of \$100. As discussed in Hawai'i Appleseed's recent policy report ["Beyond the Ticket Recommendations for a More Equitable Traffic Enforcement System"](#), traffic fines can exacerbate economic hardship, pushing families deeper into debt and making it more difficult for them to meet basic needs. The steep fines outlined in SB1009 could have profound negative impacts on low-income residents, with the potential of turning into debt and damaged credit.

We believe it is important to regulate the use of parking, particularly the units reserved for disabled individuals. However, we encourage the state to consider adjusting the proposed fines and offer the following amendments for your consideration:

- **Reduce the proposed state-reserved parking enforcement fine to \$25** (proposed in SB1009 to be \$100).
- **Remove Section 3(b)** of the bill, as to maintain the current fines (between \$50 and \$100) applied to individuals who park non-electric vehicles parked in spaces designated for electric vehicles or who park vehicles in a parking space equipped with an electric vehicle charging system while not actively charging shall (proposed in SB1009 to be increased to \$250 to \$500).

Mahalo for the opportunity to testify on this important measure.



Abbey Seitz

Director of Transportation Equity

Hawai'i Appleseed Center for Law and Economic Justice

Hawaii Electric Vehicle Association

hawaiiev.org
info@hawaiieva.com



March 17, 2025

SUPPORT FOR SB1009 SD2 HD1 (RELATING TO PARKING)

Dear Chair Tarnas, Vice-Chair Poepoe, and members of the Committee,

Hawaii Electric Vehicle Association supports SB1009 SD2 HD1, which establishes a state reserved parking space enforcement fine for parking in parking spaces reserved for persons with disabilities or electric vehicles to be deposited into the Safe Routes to School Program Special Fund. Increases the fines for any person who parks a non-electric vehicle in a space designated and marked as reserved for electric vehicles.

Rules that are not enforced are ignored, and we see evidence of this happening. The parking rules for persons with disabilities and electric vehicle charging help to ensure proper access to these critical resources. Relying on voluntary compliance alone is inadequate and has resulted in hardships for those needing access to these parking resources.

SB1009 SD2 HD1 will help ensure that designated stalls are properly utilized. Please pass this measure.

Thank you for the opportunity to testify.

Noel Morin
President
Hawaii EV Association

Hawaii EV Association is a grassroots non-profit group representing electric vehicle owners in Hawaii. Our mission is to accelerate the electrification of transportation through consumer education, policy advocacy, and electric vehicle charging infrastructure expansion. For more information, please visit hawaiiev.org.

Here's a recent picture from the Kailua-Kona Costco. This truck is parked at the retailer's only EV charging stall.



SB-1009-HD-1

Submitted on: 3/17/2025 8:27:16 PM

Testimony for JHA on 3/19/2025 2:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Ted Bohlen	Climate Protectors Hawaii	Support	Written Testimony Only

Comments:

Climate Protectors Hawai‘i **SUPPORTS this bill!**

This bill will deter disruptive parking behaviors while promoting cleaner modes of transportation and supporting the Safe Routes To Schools program.

As Hawai‘i moves to address climate heating and reduce greenhouse gas emissions, **designated charging spaces for electric vehicles are essential infrastructure**. Unauthorized use of these spaces interferes with the purpose of this essential infrastructure, undermines the State’s carbon neutrality goals, and discourages EV adoption.

This bill's establishing a State reserved parking space enforcement fine and raising fines for vehicles parked in an EV charging space while not actively charging will help keep the spaces available for the intended use of essential charging infrastructure.

Please pass this bill!

Mahalo!

Climate Protectors Hawai‘i (by Ted Bohlen)



**TESTIMONY OF TINA YAMAKI, PRESIDENT
RETAIL MERCHANTS OF HAWAII**
March 19, 2025
SB 1009 SD2 HD1 RELATING TO PARKING

Aloha, Chair Tarnas, and members of the House Committee on Judiciary and Hawaiian Affairs. I am Tina Yamaki, President of the Retail Merchants of Hawaii and I appreciate this opportunity to testify.

The Retail Merchants of Hawaii was founded in 1901 and is a statewide, not for profit trade organization committed to supporting the growth and development of the retail industry in Hawaii. Our membership includes small mom & pop stores, large box stores, resellers, luxury retail, department stores, shopping malls, on-line sellers, local, national, and international retailers, chains, and everyone in between.

We support the intent of SB 1009 SD2 HD1. This measure establishes a state reserved parking space enforcement fine for parking in parking spaces reserved for people with disabilities or electric vehicles; increases the fines for any person who parks a non-electric vehicle in a space designated and marked as reserved for electric vehicles; and requires the state reserved parking space enforcement fine to be deposited into the Safe Routes to School Program Special Fund. (SD2).

Every day we see people who do not have electric vehicles or who are not the holders of the ADA card parking in designated EV and ADA stalls in our retailers and shopping centers parking lots. As a result, those who are entitled to park there are unable to with non-authorized cars parking in these designated stalls.

We applaud the strengthening of the enforcement of reserved parking spaces by establishing a state reserved parking space enforcement fine for violations related to spaces designated for people with disabilities or electric vehicles. Additionally, I support the increased fines for non-electric vehicles improperly using EV-designated parking spaces, as proper enforcement is necessary to ensure accessibility and compliance with existing parking regulations.

However, we have concerns regarding the allocation of these fine revenues to the Safe Routes to School Program Special Fund. While Safe Routes to School is an important program that promotes safe pedestrian and biking pathways for students, there does not appear to be a clear correlation between the enforcement of reserved parking violations and funding for school transportation safety initiatives.

Given that these fines are intended to deter violations and improve compliance with parking regulations, a more appropriate use of the funds would be directing them toward ADA accessibility improvements, EV infrastructure expansion, or enforcement efforts related to parking violations. Allocating the revenues to such initiatives would ensure that the impact of these fines directly addresses the issues they are intended to remedy.

I respectfully urge the committee to consider revising the bill to allocate the fines toward programs directly tied to accessibility and transportation enforcement rather than the Safe Routes to School Program.

Mahalo again for this opportunity to testify.





Testimony of the Oahu Metropolitan Planning Organization

COMMITTEE ON JUDICIARY & HAWAIIAN AFFAIRS

March 19, 2025 at 2:00 PM
Conference Room 325

SB1009
Relating to Parking

Dear Chair Tarnas, Vice Chair Poepoe, and Committees Members,

The Oahu Metropolitan Planning Organization (OahuMPO) **supports SB1009**, which would increase enforcement for improper use of parking spaces designated for persons with disabilities and electric vehicles (EVs). This bill proposes the following provisions: 1) establishing a state reserved parking space enforcement fine for parking in parking spaces reserved for persons with disabilities or electric vehicles; 2) increasing the fines for any person who parks a nonelectric vehicle in a space designated and marked as reserved for electric vehicles; and 3) requiring the fine to be deposited into the Safe Routes to School Special Fund.

This bill is consistent with several goals of the Oahu Regional Transportation Plan, including support for active and public transportation, promoting an equitable transportation system, and improving air quality and protecting environmental assets.¹

The OahuMPO strongly supports the provision that mandates fines collected from parking violations be deposited into the Safe Routes to School Program Special Fund. Safe and accessible routes to school are crucial for ensuring that our keiki can safely walk and bike to school. National studies have shown that Safe Routes to School projects and programs can increase walking and biking by up to 37 percent, while simultaneously reducing traffic dangers and improving safety.² Walking and biking are not only healthier, more equitable and affordable transportation options, but they also produce significantly lower emissions compared to driving personal vehicles, thus contributing to a reduction in Oahu's carbon footprint and helping to meet the state's 2045 carbon neutrality mandate.

Another key strategy in reducing Oahu's carbon footprint is the adoption of EVs and ensuring that EV owners have adequate access to charging stations. This bill directly addresses this challenge by imposing higher fines for non-EVs parked in designated EV spaces. By ensuring that EV owners have access to proper charging infrastructure, this bill supports the transition to cleaner energy and encouraging greater adoption of EVs.

¹ https://oahumpo.org/?wpfb_dl=2215

² <https://www.saferoutespartnership.org/safe-routes-school/101/benefits>

Lastly, the need to protect parking spaces designated for persons with disabilities is critical to create a more inclusive and accessible transportation system. By enforcing stricter penalties for unauthorized use of these parking spaces, this bill ensures that those with mobility challenges can access essential services and participate in daily activities without unnecessary barriers.

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 on this measure.



TESTIMONY BEFORE THE HOUSE COMMITTEE ON JUDICIARY & HAWAIIAN AFFAIRS

SB 1009 SD2, HD1 Relating to Parking

Wednesday, March 19, 2025
2:00 PM
State Capitol, Conference Room 325

Timur Tufail
Commercial Strategy & Innovation Manager
Electrification of Transportation
Hawaiian Electric

Dear Chair Tarnas, Vice Chair Poepoe, and Members of the Committee,

My name is Timur Tufail and I am submitting written testimony on behalf of Hawaiian Electric in support of SB 1009 SD2, HD1 with a proposed amendment, which establishes a State reserved parking space enforcement fine for parking in parking spaces reserved for persons with disabilities or electric vehicles (EV).

The transportation sector is a significant contributor to Hawaii's carbon footprint, and transitioning to EVs is an important step towards achieving a sustainable and resilient energy future. Hawaiian Electric recognizes that this transition is a critical component of the State's efforts to reduce greenhouse gas emissions and achieve our renewable energy goals, especially to achieve the 2030 goal of reducing carbon emissions by 50% from 2005 levels. The 2024 Report to the Hawaii State Legislature, "Hawaii Pathways to Decarbonization," forecasts scenarios where all light-duty vehicle sales are zero-emission vehicles by 2035. Designating EV-only parking spaces is vital for encouraging the adoption of EVs by ensuring that drivers have reliable access to

charging infrastructure. However, improper use of these spaces can limit access for those who genuinely need them, such as EV owners needing to charge their vehicles.

SB 1009 SD2, HD1 aims to prevent the misuse of parking spaces reserved for EVs while enhancing enforcement by establishing fines for violations. The fines collected from both disability and EV parking violations are to be deposited into the Safe Routes to School Program Special Fund.

Hawaiian Electric proposes an amendment to SB 1009 SD2, HD1, recommending that fines collected from non-electric vehicles parked in EV-only spaces be allocated to the Electric Vehicle Charging System Subaccount, as established under section 269-33(e). By routing these fines into an EV-focused fund, we can help mitigate uncertainties around federal funding and shore up essential financial resources for the State of Hawaii. This approach can provide a stable and dedicated funding source to support the expansion and maintenance of EV infrastructure, which is vital for our transition to a sustainable and clean energy future.

Accordingly, Hawaiian Electric supports SB 1009 SD2, HD1 with a recommendation to modify where the EV related portion of the fines will be deposited. Thank you for this opportunity submit written testimony.

SB-1009-HD-1

Submitted on: 3/17/2025 1:56:00 PM
Testimony for JHA on 3/19/2025 2:00:00 PM

Submitted By	Organization	Testifier Position	Testify
B.A. McClintock	Individual	Support	Written Testimony Only

Comments:

Please support this important bill. Mahalo.