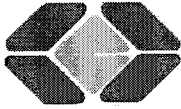


SCR109/SR68

THE GENTRY COMPANIES



March 30, 2009

The Honorable J. Kalani English, Chair
Senate Committee on Transportation, International
and Intergovernmental Affairs
State Capitol, Conference Room 205
415 South Beretania Street
Honolulu, Hawaii 96813

Dear Chair English and Committee Members:

RE: **S.R. 68/S.C.R. 109** **ENCOURAGING THE ESTABLISHMENT OF A FERRY
SYSTEM FROM THE HOAKALEI RESORT AND MARINA IN
EWA BEACH TO DOWNTOWN HONOLULU**

My name is **Debbie Luning** and I am testifying on behalf of **Gentry Homes, Ltd.** in SUPPORT of S.R. 68 and S.C.R. 109, which would encourage the State Department of Transportation to engage in and facilitate discussions with the City and County of Honolulu Department of Transportation Services, private developers, and other stakeholders to explore the possibility of establishing a ferry operation from the Hoakalei Resort and Marina to downtown Honolulu.

Traffic congestion is a major problem, negatively affecting the quality of life for the thousands of residents who live in Ewa and other parts of West Oahu. Establishment of a ferry operation in Hoakalei's planned marina would be a wonderful alternative form of transportation that would help to alleviate traffic congestion, increase mobility, and get people out of their cars and to their downtown destinations efficiently. Providing a multi-modal transportation system is needed in West Oahu in order to service this rapidly growing area and we believe that a ferry operation should be an integral part of that system.

We urge your **support** of these measures and request that they be passed out of committee.

Sincerely,

GENTRY HOMES, LTD.

Debra M. A. Luning
Director of Governmental Affairs and
Community Relations

[REDACTED]

From: BettyJean Anderson [ladyvalledor@earthlink.net]
Sent: Friday, March 27, 2009 12:49 PM
To: TIATestimony; Sen. Will Espero
Subject: SCR109 and SR68 & Super Ferry

To Senator Willie Espero,
To the Transportation Committee &
To whom it may concern:

Regarding SCR109 and SR68.

I was thrilled to hear that there is consideration for a public ferry landing at Hoakalei Resort and Marina (Ocean Pointe, Ewa Beach). As a West Loch Fairways resident these past 16 years, I have always thought that to ease congested traffic for Ewa residents, that the short route from Ewa across the waters to Honolulu was a great idea in the making. This would also be great fun for tourists who wish to stay at the new upcoming Hoakalei Hotel in Ewa to have easy access to restaurants and shops in Honolulu as well as the restaurants and shops that will be built in the new Marina at Hoakalei as they traveled easily back and forth from Hoakalei, Ewa to Honolulu.

A public ferry at Hoakalei would also ease traffic for Ewa residents who work in Honolulu. A public ferry should go to Ko'Oolina as well to make it easy for visitors to spend their vacation dollars in as many places in Hawaii as possible. If we should do this, remember that all people are likely to ride it many times a day if the price is not too high. When prices are high, people will still not want to use it. However, with low enough prices, the ferry should be full on a regular basis.

Let's do it!

Mrs. BettyJean Anderson
91-1101 A'awa Drive
Ewa, HI 96706
ladyvalledor@earthlink.net
Telephone/Fax: (808) 681-3232

[REDACTED]

From: Dick Dodge [dodger001@hawaii.rr.com]
Sent: Friday, March 27, 2009 3:11 PM
To: TIATestimony
Cc: Sen. Will Espero
Subject: public ferry landing

I support SCR 109 and SR68.
Richard L. Dodge, Ewa Beach

[REDACTED]

From: Gary Johnson [waikikigary@yahoo.com]
Sent: Friday, March 27, 2009 2:59 PM
To: TIATestimony
Subject: Alternate Transportation to Honolulu

I'm **in favor** of a ferry system from Hoakalei resort and Marina in Ewa Beach to downtown Honolulu.

W. **Gary Johnson**
91-1321 Kaileolea Drive
Ewa Beach, HI 96706
808-265-1021
waikikigary@yahoo.com

[REDACTED]

From: Mun-Won Chang [mwchang@hawaiyatech.com]
Sent: Friday, March 27, 2009 11:55 AM
To: TIATestimony
Cc: Sen: Will Espero
Subject: SCR109 and SR68 public ferry landing at Hoakalei Resort and Marina (Ocean Pointe, Ewa Beach)

As a resident of Ewa Beach, I **support** this measure and hope the Senate passes these bills. This will greatly ease the traffic congestions in Ewa Beach and will promote economic growth in the area as well. Should you have any questions, please feel free to contact me at [REDACTED]

Mahalo, Mun-Won Chang

Ms. Mun-Won Chang
COO/CFO
Hawaiya Technologies, Inc.
98-1809 Nahele St. Aiea HI 96701
[REDACTED]
[REDACTED]
(808) 486-7337 (Fax)
MWChang@HawaiyaTech.com

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[REDACTED]

From: Audrey Enseki-Tom [audrey@hiff.org]
Sent: Friday, March 27, 2009 12:47 PM
To: TIATestimony
Subject: Public Ferry landing at Ocean Pointe

I **support** this measure because I believe it will help to alleviate traffic on the freeways.

--
Audrey Enseki-Tom
Grants & Project Specialist
Hawaii International Film Festival
680 Iwilei Road, Suite 100
Honolulu, HI 96817
website: www.hiff.org
HIFF Office Phone: 808-528-3456
[REDACTED]

TESTIMONY: SCR109 See Attached Word Doc

To: Senator J. Kalani English, Chair
Senator Mike Gabbard, Vice Chair

COMMITTEE ON TRANSPORTATION, INTERNATIONAL AND
INTERGOVERNMENTAL AFFAIRS

From: **John Bond**, Creative Ewa Transit Solutions

Aloha and Thank You for allowing me to submit testimony for SCR109.

I believe that having any passenger ferries for the Ewa area are **very good ideas** and **should be encouraged**, since the ocean is such a natural transportation medium.

I have personally thought a lot about this idea and have reviewed some past histories where this has been tried on Oahu. I have also consulted with Panos D. Prevedouros, PhD, Professor of Transportation Engineering Department of Civil Engineering, University of Hawaii at Manoa on this very subject.

I believe that the very best creative solution to furthering the goal of providing comfortable, reliable and expedient transportation service from the Ewa area to Honolulu and return is by the following system:

Have two ferry boat/barges able to carry long city stretch buses, so that commuters can just step into a very comfortable, roomy new City bus on the Ewa side- cross the Pearl Harbor channel in just 2-3 minutes- then the buses continue to PH, Hickam, Airport and Downtown locations- and make the reverse trip in the afternoon.

The City is getting new Federal Stimulus money to buy these new buses- so that part is already being paid for. The bus ferry barges would cost about \$1 Million each and would be built in local shipyards, based upon studies already done for this project. Potential landings already exist on each side of the channel, but some further changes would be required to make it very efficient to load and off-load the city buses. These costs could also be paid 100% with Federal funds

There would be few security issues because checks of passengers and the city buses could be made with the same security technologies used at Honolulu Airport and military bases now. Bus passengers would never set foot on military property in this brief transit crossing, so security would not have to be that tight- but it could always be implemented very quickly as needed in an emergency.

US Navy ships would have right-of-way in the Pearl Harbor channel, and the ferry/barges would be operated by the same defense contractor that manages all the water traffic in Pearl Harbor now- so there would be complete coordination with Navy ship movements. No US Navy

ship would ever be endangered or delayed. It's the same basic traffic control concept as used at Honolulu International Airport.

There would no big EIS issues, like the inter-island ferry, because the entire transit process would be within an enclosed inland waterway under complete control of the Federal government. No whales would be harmed in this cross channel operation, or no excessive noise or pollution would be created.

It would be hard to see how the US Navy would object to this kind of transportation plan where they would have total control of the security and safety issues. I really believe that is their main concern, and that they would cooperate, if asked by our congressional representatives, with backing from our governor, mayor and state legislature.

Has anyone ever proposed this to the US Navy? I doubt it. Some history:

This is how, during WW-II, trucks, planes and cargo was taken from the Hickam side, where a road still leads down today to the channel across from Iroquois Point, to the West Loch side. The trip across only took a few minutes connected by a road that still exists today!

Why don't we just do what the Navy Seabees were doing very logically and efficiently in WW-II? They didn't drive the massive amount of wartime supplies all the way around Pearl Harbor- they just ferried it across to West Loch in just a few minutes in 2 ½ ton military trucks.

In the old days, people could cross from Watertown (where PH Shipyard is today) to Pu'uloa (where Iroquois Point and Ewa Beach are today) by canoe or small barge. The trip in the 1900's from Honolulu to Ewa was much faster than that it is today by driving all the way around Pearl Harbor. Why have we gone so backwards in our transportation thinking? What is the agenda behind making Ewa to Honolulu transit so incredibly expensive when logical thinking already suggests what the right answer is based upon known past history.

Quickly crossing Pearl Harbor in city buses would take a lot of cars off H-1 and have many Ewa commuters riding existing low-cost mass transit. Is this just too cheap and logical for us to do?

1. What is different about this plan from the ideas of running passenger ferry service between Ewa area harbors, marinas or landings?

A. Passenger ferries carry relatively small groups of people on foot. These people, once transferred to another location by ferry still have to make further connections once they arrive at the downtown harbor. This decreases ridership because multiple connections must be arranged and depended on. This has been one of the main disadvantages of TheBoat currently in service by the City and why so many people choose not to ride it. It is inherently unreliable due to weather and sea conditions, and has to make a relatively long trip on the open sea.

However, City buses on special bus ferries carry large loads of people in air conditioned, comfortable seats, from their secure West Loch parking lot, all the way to their actual

destinations in PH, Hickam, Airport, Downtown and Waikiki by simply crossing a very short span of inland waterway. It is a complete and totally reliable service. People can get on the stretch buses- go to sleep, listen to music, read, and then arrive within a short walk from their workplace. This is a superior service over TheBoat or what any walk-on ferry boat can offer.

Unlike TheBus "E" Express service around Pearl Harbor on H-1 now, which makes many stops and takes two hours to get to Waikiki from Ewa, a Bus-Ferry service would put people on the airport side in just a few minutes from Ewa! They could be in Downtown in just another 15 minutes and in Waikiki within 30 minutes. This is a superior service over any other transit plan, including the proposed Rail, because most passengers would not have to make any additional connections to go to major work centers or the University, as the buses would travel through all of these areas- no expensive overhead railways required. All the other infrastructure is ready now!

The proposed Bus Ferry service would also actually service commuters from Kapolei and Waipahu as well- Many commuters from Kapolei and Waipahu would likely want to drive on wide open and nearly traffic free Kapolei Parkway and Fort Weaver Road (going opposite to the morning/evening rush traffic) to the Ewa bus loading location where there would be secure parking areas. This would take large amounts of traffic OFF H-1 in the West Oahu area and also benefit those joining H-1 from H-2, as well as the commuters living in Pearl City and Aiea. Kapolei and Waipahu commuters would SAVE at least an hour by making the Ewa cross channel connection, where their cars would be parked in secure lots and waiting for their short rides back to their homes in Ewa, Kapolei and Waipahu.

2. A draw-back for passenger only ferries: Because they would operate in coastal waters they are subject to:

A. Weather conditions. At any time, service could be cancelled at the last minute- ruining a planned commute and hurting future ridership plans. This is exactly what has largely stifled "TheBoat"- the lack of any real dependability. Morning commuters want 100% dependable service. Off-shore weather can change very quickly.

Buses on ferries are using a totally protected inland waterway which is nearly 100% free of weather conditions. In the very worst situation, the buses can always use the existing H-1 highway around Pearl Harbor anyway- so there is always 100% dependable service.

3. US Navy Objections?

A. The US Navy "may" have already objected to some previous ferry proposal but I don't believe they have considered exactly what the Bus Ferry plan is proposing. It is different from anything anyone has previously proposed before because buses on ferries, are self-contained "cargo packages", not like walking passengers or private cars. Passengers can get hurt, fall overboard. Private cars can stall, hit other cars, causing delay issues. Self contained City bus passengers are entirely safe and secure in their seats in air-conditioned stretch buses.

There are no security risks for the Navy, especially because the defense contractor that already moves all the Pearl Harbor ships around for the US Navy in PH would be the actual operator of the service. So it would be highly coordinated and secure. This is no doubt the single most important issue for the Navy.

The US Navy has an additional incentive in participating in an effective local transportation system. Department of Defense employees- military and civilian, are paid up to \$230 each, per month, to subsidize transportation to their duty stations on Pearl Harbor, Hickam, etc. from places like Ewa Beach. By moving DoD employees across Pearl Harbor in an expeditious manner would be a major time and cost savings for the Department of Defense and be a significant morale booster because DoD employees will enjoy substantially more time in their homes, with families, rather than in long, horrendous traffic jams on H-1. In fact, DoD employees would enjoy a savings of over 40 hours a week! This is the time they currently spend in bumper to bumper traffic on H-1 now. It's a massive waste of time, money, gasoline and Causes significant air pollution and personal hardship.

4. Is there sufficient depth to operate bus ferry barges in the Pearl Harbor channel?

A. If sufficient depth does not exist today for ferry barges loaded with buses, then just dredging those spots would be the answer. All the dredging equipment needed is already close at hand, which already handles PH dredging support and maintenance.

However, because the Pearl Harbor channel already supports huge Nimitz class aircraft carriers, battleships and heavy cruisers- there should be more than enough draft to support buses on ferry barges.

Ultimately- creating more Pearl Harbor WORK would be very popular I believe- and this would ALL be money spent in Hawaii and much of the services operated and maintained by local UNION labor.

One other point to again make is that the bus ferry barges would be made locally in Hawaii shipyards. There have been previous issues raised about passenger ferries being made in overseas shipyards, which may create other legal or political operational problems. Bus ferry barges would be a 100% locally built and operated transportation service.

John Bond
CREATIVE THINKING for West Oahu Traffic Solutions

[REDACTED]

From: walden [thewalden@hawaiiantel.net]
Sent: Saturday, March 28, 2009 7:45 AM
To: TIATestimony
Subject: re:public ferry landing

We support wholeheartedly a public ferry landing at Ocean Pointe Harbor.

Gary and Heide Walden, Ewa Beach

[REDACTED]

From: Edward Naihe [anisurfhawaii@yahoo.com]
Sent: Sunday, March 29, 2009 6:27 AM
To: TIATestimony
Subject: Public Ferry Landing at Hoakalei

To whom it may concern,

I am an Ewa Beach resident and my family and I are in **support** of a ferry landing at Hoakalei. It was disheartening to first discover that the harbor was only for yachts and people of the new subdivision. What a terrible message this sends to the public that a beautiful Hawaiian coastline has been permanently disfigured to serve only the "exclusive". The waterways and coastlines such as the harbor at hoakalei should belong to the everyone.

Mahalo,
Edward Naihe
91-025 Popoi Place
Ewa Beach 96706