

TESTIMONY

HB 2582

LATE

LATE TESTIMONY

From: mailinglist@capitol.hawaii.gov
Sent: Tuesday, March 09, 2010 3:03 PM
To: WTLTestimony
Cc: frudkiew@bigpond.net.au
Subject: Testimony for HB2582 on 3/10/2010 2:45:00 PM

Testimony for WTL 3/10/2010 2:45:00 PM HB2582

Conference room: 229
Testifier position: oppose
Testifier will be present: No
Submitted by: Frank, Andree & Melanie Rudkiewicz
Organization: Individual
Address: 1777 Ala Moana Blvd #2123 Honolulu HI 96815
Phone: 61 8 8295 1629
E-mail: frudkiew@bigpond.net.au
Submitted on: 3/9/2010

Comments:

Whilst the intention to increase funds for the Ala Wai Harbor may seem good, the environmental impact on the Ala Wai Harbor and surrounding areas such as Waikiki Beach and Magic Island have been overlooked.

The increase of commercial boats in this area will have major impact on marine life, tourism and the economy. In particular, the pollutants from commercial vessels such as oily bilge water, toxic metals from anti-fouling paints and hazardous wastes from hydrocarbons from motor operations and maintenance procedures will disrupt marine environment and cause irreversable damage to the local marine life including turtles.

Another environmental factor which may have been overlooked is that of elevated noise levels in the vicinity.

We suggest a more efficient management of the Ala Wai Harbor is the answer rather than risking major loss of economy in tourism to Waikiki.

LATE TESTIMONY

From: mailinglist@capitol.hawaii.gov
Sent: Tuesday, March 09, 2010 3:21 PM
To: WTLTestimony
Cc: pavelkubac@hotmail.com
Subject: Testimony for HB2582 on 3/10/2010 2:45:00 PM

Testimony for WTL 3/10/2010 2:45:00 PM HB2582

Conference room: 229
Testifier position: oppose
Testifier will be present: Yes
Submitted by: Pavel Kubac
Organization: Individual
Address: Honolulu, HI, 96830
Phone:
E-mail: pavelkubac@hotmail.com
Submitted on: 3/9/2010

Comments:

I too TOTALLY OPPOSE bill HB 2582 and am appalled by states intentions. Mick Kraft in his testimony spelled out for you very clearly what you have done wrong in past and future with HB 2582 spells a disaster. Is that what you call CHANGE ?

P Kubac

Sir/Madam,

I cannot attend the March 10 meeting as I (and others) have to work. Please take into account the following:

I own a boat moored at the Ala Wai marina and a resident of Hawaii for the last 7 years. I totally oppose HB2582. In regards to increasing live on board fees, this bill on the surface appears to be a punitive action directed at the residents of the harbor. The residents are the watch dogs of the harbor and in the past have been the first to point out the transgressions of DLNR/DOBOR . Residents provide indirect oversight. It appears that DNLNR's solution is to make it so expensive for residents that they will be forced to move, thereby eliminating a thorn in the side of the DLNR.

The DLNR has demonstrated its inability to enact sound business practices in a number of business decisions it has pushed through the Land board. These decisions created an unfriendly environment for both boaters and recreational users. This bill by increasing live on board fees and pushing Commercialization to the Ala Wai marine is another example of these unsound business practices.

Please take into consideration recent events:

1. Parking for boat owners has increased from an administrative fee of \$25 to \$300 year. (a 1200% increase). Traditionally parking is included in slip/mooring fees at most marinas.
2. Slip fees will increase 66% over the next 5 years. This slip fee increase was justified by comparing to full service commercial marinas. Full service marinas generally have full service, including 24 hour security, swimming pool, deluxe - well equipped bathrooms, pump-out facilities etc. Commercial facilities also have additional expenses such as bank loans, income taxes and property taxes. The Ala Wai marina does not have these additional expenses as the property was gifted to the state as a recreational facility to be used by the general public and not to be used for commercial use.
3. Slip Fees equate to fees similar to a Condo maintenance fee. A Condo owner owns his residence and pays a supplemental to operate the structure. A boat owner owns his boat (residence) and pays a supplemental (slip fee/live on board fee) to operate the marina. Condo

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fees are used to pay staffing, security, building maintenance, swimming pool, hot tub, cable, taxes, etc). The Marina has far less responsibility or facilities. One would surmise its expenses would be less. As it stands now, most slip fees exceed most Condo fees and when adding the current Live on Board fees, the fee far exceeds a condo fee.

4. The DNLR wants to increase Live on Board (LOB) fees 200 to 300 percent. The fee is based on the length of the boat. Currently the fee is: \$5.20 a foot, this is on top of the regular slip fee for mooring a boat at the harbor. The current (LOB) fee is in excess of what most marina charge. Most marinas charge \$50 per month for two occupants and do not take length of the boat in account. DOBOR has increased the regular slip fee based on what fees other marinas charge, but ignores other traditional marinas fee practices when it conflicts with their goal. DOBOR wants it both ways.

5. DOBOR claims it is losing money. Over the past several years it has allowed over 150 slips to remain vacant (there is a 2-7 year wait for slips): Losing \$30,000 to \$40,000 a month. They have blamed this on the way the administrative rules are written but have not found the time to change... yet they have forced through several unpopular administrative rule changes that have had a negative effect on boaters. If DOBOR had chosen first to change the administrative rules that affect granting slips, this action would have increased revenue and would have had a positive effect on boaters.

6. Over a year ago the Landboard approved paid parking at the harbor at \$.25 an hour. DLNR started generating additional revenue. This month they have increased the parking fee to \$1.00 an hour. The parking lot now is empty, people are not as wealthy as the DLNR feels they are. The public cannot afford these rates. They stay away.

7. The working dock has been vacant and losing revenue for the last two years while DLNR is looking for a new operator. One of the reasons they could not find an operator as they had over estimated the value of the lease. They have now found a taker.. a wedding chapel.. this doesn't even require comment.

8. Since the loss of the working facility DOBOR has strengthened the inspection requirements to have a buoy run every year and added a requirement to carry insurance. If a boat is having maintenance problems and cannot comply there is no local working dock to take the boat for repair. Very boater unfriendly.

9. Commercialization of the Ala Wai: Currently there are more commercial slips in Oahu then there are commercial boats. Moving commercial boats to the Ala Wai would increase boat road and harbor traffic resulting in more congestion. This will also crease safty problems for surfers and boaters.

I am a believer in democracy. Recent events have left me in doubt that the people's views have value. I have sat through numerous DLNR/DOBOR meetings for the purpose of requesting Public Comment. Most Public Comment opposes much of what is submitted by the DLNR. Their comments have traditionally been ignored by the DLNR. The director submits what she wants to the Land Board and gets a rubber stamp. At times I feel as if the DLNR is run by a small county dictator. Case in point: The DLNR submitted its Renaissance Plan to the legislators, it was defeated. The DLNR has now done an "end run" around the legislators and has or is in the process of getting what it wants in the plan. Any "Fee" increase is tantamount to a tax increase and should be subject to legislative review. DLNR employees are not elected officials. These decisions should be made by elected officials.

Boaters are not rich people if this additional fee gets enacted it will force boaters off their boats and into the streets.

Many residents are fearful of speaking out. I hope by speaking out, DLNR will not take punitive action on me.

Very Respectfully,
Michael C Kraft

From: claudia charters [claudia.charters@gmail.com]
Sent: Tuesday, March 09, 2010 4:07 PM
To: WTLTestimony
Subject: HB2582

Subject: HB2582

Oppose

Aloha Greetings Esteemed Representatives:

I cannot attend the March 10 meeting. But please take into account the following:

We have owned a boat moored at the Ala Wai marina for many years, and been residents of Hawaii for over 20 years.

WE totally oppose HB2582.

Please take into consideration the following:

1. **Parking for boat owners** has increased from an administrative fee of \$25 to \$300 year. (a 1200% increase). Traditionally parking is included in slip/mooring fees at most marinas.
2. **Slip fees will increase 66% over the next 5 years.** This slip fee increase was **justified by comparing to full service commercial marinas.** Full service marinas generally have full service, including 24 hour security, swimming pool, deluxe - well equipped bathrooms, pump-out facilities etc. Commercial facilities also have additional expenses such as bank loans, income taxes and property taxes. **The Ala Wai marina does not have these additional expenses as the property was gifted to the state as a recreational facility to be used by the general public and not to be used for commercial use.**
3. The DNLR wants to increase Live on Board (LOB) fees 200 to 300 percent. The fee is based on the length of the boat. Currently the fee is: \$5.20 a foot, this is on top of the regular slip fee for mooring a boat at the harbor. **The current (LOB) fee is in excess of what most marina charge. Most marinas charge \$50 per month for two occupants and do not take length of the boat in account.** DOBOR has increased the regular slip fee based on what fees other marinas charge, but ignores other traditional marinas fee practices when it conflicts with their goal. DOBOR wants it both ways.
4. DOBOR claims it is losing money. **Over the past several years DLNR has allowed over 150 slips to remain vacant (there is a 2-7 year wait for slips). Losing \$30,000 to \$40,000 a month.**
5. Over a year ago the Landboard approved paid parking at the harbor at \$.25 an hour. DLNR started generating additional revenue. This month they have increased the parking fee to \$1.00 an hour. **The parking lot now is empty.** The public cannot afford these rates. They stay away.
6. **The working dock has been vacant and losing revenue for the last two years while DLNR is**

LATE TESTIMONY

looking for a new operator.

7. Since the loss of the working facility DOBOR has strengthened the inspection requirements to have a buoy run every year and added a requirement to carry insurance. If a boat is having maintenance problems and cannot comply there is no local working dock to take the boat for repair.
8. Commercialization of the Ala Wai: Currently there are more commercial slips in Oahu than there are commercial boats. Moving commercial boats to the Ala Wai would increase boat road and harbor traffic resulting in more congestion. This will also crease safty problems for surfers and boaters.

Any "Fee" increase is tantamount to a tax increase and should be subject to legislative review. DLNR employees are not elected officials. These decisions should be made by elected officials.

Most local boaters are not rich people if this additional fee gets enacted it will force boaters off their boats and into the streets.

Many residents are fearful of speaking out.

Very Respectfully,

(Rev.) Cloudia W. Charters

1741 Ala Moana Blvd. #12

Honolulu, HI 96815

224 3960

Email Testimony Regarding HD2582

Position: Oppose

As an individual paddler for the past 20 years I've been a member of several canoe clubs, all of which are located in or near the Ala Wai canal. I feel it would be an extremely dangerous situation to include commercial vessels in an area that has this much congestion already.

- On any given day, including weekends, we may have 6 outrigger canoes practicing along side the coaches on a couple of 1 or 2-man outriggers.
- Add to that a many more clubs with similar numbers, and the fact the children perform the same type of practices in the afternoons, it is not uncommon to see between 20 and 30 canoes doing maneuvers and turns in the basin area from 3:00 until dark.
- Outrigger canoes are very long, 40+ feet and generally slow to react when turning.
- The basin area, and just outside the first channel buoy, is where the beginners (especially the children) are taught how to right and bail a canoe after purposely flipping it over.
- The junior sailing programs allow young children to learn to sail on their own. These kids fill the basin at times with their small sailboats, going in circles and taking instructions from their coaches.
- There are races, some for charitable fundraising, that begin and end in the channel or basin area.

All these paddlers using this waterway, not to mention the motorboats and sailboats, still amounts to only a fraction of the total population that utilizes the Ala Wai Small Boat Harbor. What about the surfers (and their contests that are conducted from Magic Island out across the channel), and the divers (some of which are tour groups), the paddle boarders and stand-up surfers, kayakers, surfskiers, one and two-man canoes that are all co-mingling while training for events or just out for pleasure?

There are literally thousands of people who use the Ala Wai Small Boat Harbor for recreation each and everyday.

Please don't forget the wildlife. We see turtles everyday in the Boat Harbor, we saw a monk seal there last week. There are pods of dolphins that join us at the end of the channel for our runs out to Diamond Head, and on several occasions we've been very near the whales when they cross right outside the last channel marker as they follow the coastline. Smaller vessels have a much easier time spotting these creatures and are able to avoid injuring them when they are in such close proximity to shore.

LATE TESTIMONY

From: mailinglist@capitol.hawaii.gov
Sent: Tuesday, March 09, 2010 5:14 PM
To: WTLTestimony
Cc: joy.arizumi@kp.org
Subject: Testimony for HB2582 on 3/10/2010 2:45:00 PM

Testimony for WTL 3/10/2010 2:45:00 PM HB2582

Conference room: 229
Testifier position:
Testifier will be present: No
Submitted by: joy
Organization: waikiki yacht club
Address: 293 mahimahi place honolulu, hi
Phone: 808-373-4796
E-mail: joy.arizumi@kp.org
Submitted on: 3/9/2010

Comments:

please DO NOT allow commercial vessels to moor at the Ala Wai Harbor. there aren't many places for us canoe paddlers at the commercial boats would cause congestion as well as danger to the many paddlers and children in their boats who practice in that area. the ala wai boat harbor is a safe place for these boats that have no motorized power.

LATE TESTIMONY

From: mailinglist@capitol.hawaii.gov
Sent: Tuesday, March 09, 2010 6:34 PM
To: WTLTestimony
Cc: steve.onken@gmail.com
Subject: Testimony for HB2582 on 3/10/2010 2:45:00 PM

Testimony for WTL 3/10/2010 2:45:00 PM HB2582

Conference room: 229
Testifier position: oppose
Testifier will be present: No
Submitted by: Steven Onken
Organization: Individual
Address: 2233 Ala Wai Blvd 18C Honolulu HI
Phone: 808-923-1951
E-mail: steve.onken@gmail.com
Submitted on: 3/9/2010

Comments:

As a paddler involved with the paddling clubs along the Ala Wai, Ala Wai basin access and safety is critical and essential to our operations. Currently we navigate through recreational craft, surfers, stand up paddlers, and divers. There are close calls in the basin almost daily, requiring the upmost attention and care. The addition of commercial traffic undermines our safety and access. It undermines our engagement in a historical and health promoting Hawaiian-based practice. There are available, empty commercial slips in other near-by locations. Please do not support HB 2582. Please invest in we, the people of Hawaii, instead. Thank you.

Maho Shaw Oppose

THE HONORABLE CLAYTON HEE, CHAIR
SENATE WATER, LAND, AGRICULTURE, AND HAWAIIAN AFFAIRS
Twenty-fifth State Legislature
Regular Session of 2010
State of Hawai'i

March 10, 2010

RE: S.B. 2582; RELATING TO VESSELS AT ALA WAI AND KEEHI BOAT HARBORS.

Chair Hee and members of the Senate Committee on Water, Land, Agriculture and Hawaiian Affairs, I Maho Shaw submits the following testimony in strong opposition of S.B. 2582.

I am a member of the paddling club at the Waikiki Yacht Club. As one of the few harbors not dominated by commercial use, the Ala Wai is an oasis for me and thousands of other recreational users. I am very grateful for the quiet atmosphere in the Ala Wai Harbor and allowing use to many commercial vessels would greatly and permanently disrupt the lives of so many residents. Not just the harbor users, but also visitors to Magic Island would be affected. For the sake of the quality of life of all Honolulu residents, please vote against this bill.

Thank you for this opportunity to testify.

Maho Shaw

LATE TESTIMONY

From: mailinglist@capitol.hawaii.gov
Sent: Tuesday, March 09, 2010 7:38 PM
To: WTLTestimony
Cc: n30kaw@hotmail.com
Subject: Testimony for HB2582 on 3/10/2010 2:45:00 PM

Testimony for WTL 3/10/2010 2:45:00 PM HB2582

Conference room: 229
Testifier position: oppose
Testifier will be present: No
Submitted by: Kawika Warren
Organization: Individual
Address: 23 Kimo Dr. Honolulu
Phone: 808 2712118
E-mail: n30kaw@hotmail.com
Submitted on: 3/9/2010

Comments:

Since the loss of the working facility DOBOR has strengthened the inspection requirements to have a buoy run every year and added a requirement to carry insurance. If a boat is having maintenance problems and cannot comply there is no local working dock to take the boat for repair. Very boater unfriendly.

LATE TESTIMONY

From: mailinglist@capitol.hawaii.gov
Sent: Tuesday, March 09, 2010 8:59 PM
To: WTLTestimony
Cc: fijitac1@juno.com
Subject: Testimony for HB2582 on 3/10/2010 2:45:00 PM

Testimony for WTL 3/10/2010 2:45:00 PM HB2582

Conference room: 229
Testifier position: oppose
Testifier will be present: No
Submitted by: Lyn Silva
Organization: Individual
Address: Ala Wai Blvd Honolulu, HI
Phone:
E-mail: fijitac1@juno.com
Submitted on: 3/9/2010

Comments:

LATE TESTIMONY

From: monets001@hawaii.rr.com
Sent: Wednesday, March 10, 2010 7:43 AM
To: WTLTestimony
Subject: oppose Wednesday, Mar 10th @ 2:45pm >WTL
Attachments: sm_dobor_financial.pdf

HB 2582

ala wai harbor tenants have positive cash flow (approx \$90,000 per month)

gross mismanagement at DLNR, increased inspections has overburdened harbor staff, leaving over 120 slips un leased. Commercial vessels will endanger our kids who surf and paddle at ala wai.

reduce administration at dlnc, that will save more money than this foolish bill.

sam monet, slip 741
ala wai harbor

Sam Monet Attachment

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	Revenue (A)										Expenditures (B)										A-B Net Revenue
	Administrative Allocation	Liquid Fuel Tax	Commercial Revenue	Recreational Revenue	Property Rental	Cruse Ship Income	Other Receipts	Other Revenue	Rev Subtotals	Operational	Debt Service	Budget & Finance	OHA	DCARE Allocation	District Allocation	Statewide Allocation	Exp Subtotals				
Oahu District	168	3,389	11,806	1,000	0	0	3,120	54	18,337	0	2,680	1,058	3,120	3,342	2,822	3,868	17,300				
Keolu Ramp	134	2,711	43,390	4,712	0	0	12,028	3,348	66,322	282	2,312	847	12,028	2,674	2,338	3,174	23,653				
South Shore ORMA	67	1,356	33,130	0	0	0	0	1,967	36,520	1,786	1,456	423	0	1,337	1,169	1,587	7,467				
Waialae	16,300	328,403	0	1,582,714	885,818	0	0	285,078	3,088,373	881,781	200,840	102,869	0	374,878	284,028	385,642	2,070,148				
Hawaii District	8,754	176,802	0	284,844	346,983	0	147,180	108,488	1,033,972	811,742	180,875	55,245	141,377	174,472	192,354	207,104	1,489,549				
Keolu	4,828	89,534	67,886	114,303	4,416	0	47,873	28,338	360,966	182,383	78,773	28,210	48,073	82,248	80,850	109,503	600,841				
Haleiwa	4,786	86,823	85,840	72,200	30,787	0	49,857	15,394	365,707	285,833	82,863	30,288	48,657	85,582	83,572	118,471	721,158				
Waianae	2,910	58,967	68,100	78,981	7,047	0	38,888	17,882	273,985	308,586	50,282	16,415	38,886	58,187	68,038	98,038	582,008				
Kahala Bay	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Maunaloa Bay	302	8,100	88,512	1,250	0	0	2,842	78,908	22,089	5,203	1,905	0	8,018	5,280	7,142	47,585	31,212				
Sand Island Ramp	201	4,087	10,180	0	0	0	2,383	485	47,277	83,845	1,270	0	2,383	4,011	3,507	4,781	115,025				
Oahu District Sub-Total	38,268	773,351	396,853	2,078,104	1,254,831	0	300,068	473,488	5,318,985	2,180,048	659,574	241,510	284,284	782,728	688,625	905,398	5,890,585				
Hawaii District	34	678	15,609	816	0	0	0	1,854	18,780	2,088	678	212	0	688	1,043	784	5,381				
Kaunakakai Bay	1,508	30,500	11,354	35,082	0	0	8,778	87,284	87,284	182,088	26,015	9,325	0	30,081	46,854	38,708	340,347				
Wailea	10,283	207,402	848,738	218,118	150,378	0	20,117	58,226	1,310,238	596,559	178,888	84,770	20,118	204,583	318,248	242,812	1,827,844				
Honolulu	704	14,233	181,581	2,325	0	0	1,248	200,242	200,242	87,377	12,158	4,445	0	14,038	21,812	18,864	168,575				
Kaunohou	1,040	21,011	49,011	9,878	0	0	14,698	101,288	101,288	78,743	17,820	8,582	14,889	20,723	32,548	24,588	185,582				
S. Kaula	67	1,356	1,790	432	0	0	548	4,178	891	1,458	423	0	548	1,337	1,587	8,028	3,853				
Kaunakakai	838	18,878	127,877	3,008	338	0	183,300	74,248	521,842	127,155	18,186	8,827	74,874	18,717	28,218	22,218	284,583				
Reeds Bay	1,241	26,078	82	11,283	0	0	2,850	40,787	40,787	838	21,388	7,832	2,020	24,784	28,308	28,308	121,778				
Pohokai Ramp	67	1,356	478	600	0	0	82	2,800	2,800	1,168	423	0	1,337	2,087	1,887	6,690	3,810				
Puako Ramp	101	2,033	5,448	400	0	0	1,382	8,864	11,878	1,724	835	0	1,382	2,005	3,150	23,123	13,460				
Hawaii District Sub-Total	15,884	322,828	1,038,985	282,218	150,714	0	183,300	178,161	2,286,788	1,110,589	275,160	180,783	113,716	318,183	498,887	377,701	2,782,787				
Kaui District	3,488	70,488	38,015	108,277	48,085	0	48,002	20,208	334,582	190,878	80,118	22,013	47,310	88,521	170,884	82,524	643,078				
Nanihale	1,274	26,758	47,890	36,074	0	0	4,907	4,907	115,741	65,014	21,887	6,043	0	28,402	62,300	30,153	127,136				
Port Allen	338	6,778	40,131	1,520	0	0	3,847	52,811	118,122	118,122	5,781	2,117	0	6,885	18,395	7,835	158,035				
Hanalei	288	5,422	48,828	91	0	0	12,988	43,873	83,571	83,571	4,825	1,883	12,388	5,348	13,118	8,348	97,887				
Kihei	388	7,458	41,553	1,351	0	0	10,760	175	61,604	61,604	8,358	2,338	10,700	7,383	18,034	8,728	89,838				
Kula	67	1,356	373	0	0	0	85	1,891	18,186	18,186	1,168	423	0	1,337	3,278	1,907	26,878				
Waialeale Ramp	671	13,558	44,083	56	38,883	0	20,482	2,822	117,845	73,350	11,281	4,233	20,428	13,388	32,748	15,870	173,788				
Waialeale River	0	0	0	0	0	0	0	0	4,744	0	0	0	0	0	0	0	58,155				
North Shore ORMA	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4,744				
Kaui District Sub-Total	8,473	130,812	281,702	147,389	82,078	0	81,860	47,502	787,988	364,010	111,287	40,851	81,210	128,015	318,418	153,148	1,408,215				
Mau District	3,857	77,845	615,452	80,486	113,832	257,381	231,204	28,201	1,307,136	255,388	88,478	24,342	231,071	78,874	200,884	81,283	948,171				
Lanikai	2,817	58,824	591,865	52,588	117,338	0	183,181	48,134	1,080,878	570,418	48,558	17,760	183,201	58,152	148,732	68,654	1,098,488				
Makalea	0	0	0	4	0	0	0	4	4	2,074	0	0	0	0	0	0	2,074				
Hana	838	18,845	73,480	1,782	0	0	18,808	781	112,822	22,983	14,452	5,282	18,808	18,712	43,870	18,808	141,753				
Kihuna Ramp	804	12,200	84,488	10,502	0	0	23,728	814	132,138	83,778	10,405	3,810	23,728	12,033	31,443	14,283	189,481				
Makua Ramp	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Kaunaloa Ramp	34	678	2,888	0	0	0	887	233	4,280	15,282	578	212	687	688	1,747	784	19,828				
Kaunaloa	1,040	21,011	14,028	24,800	1,701	0	10,212	8,428	78,518	105,904	17,920	8,582	10,212	20,723	54,181	24,588	288,771				
Kaunakakai	1,408	28,467	38,731	20,235	17,518	0	16,415	13,488	138,283	137,478	24,278	8,880	18,420	28,078	73,388	33,327	323,834				
Nanalei	838	18,845	73,480	10,502	0	0	55,430	5,282	300,280	2,982	14,452	5,282	53,350	18,712	43,870	18,838	184,570				
Kaunaloa ORMA	11,437	231,124	1,840,912	180,917	280,180	287,381	551,884	102,133	3,133,728	1,175,888	187,121	72,178	551,498	227,980	588,884	270,584	3,080,088				
Mau District Sub-Total	682,882	217,231	1,080,083	862,882	1,080,083	1,080,083	1,080,083	1,080,083	1,080,083	1,080,083	1,080,083	1,080,083	1,080,083	1,080,083	1,080,083	1,080,083	1,080,083				
Total	1,452,224	1,457,913	3,241,134	2,688,608	1,737,813	450,861	1,057,423	804,088	12,588,871	5,146,175	1,243,421	455,283	1,050,888	1,437,887	2,075,870	1,708,822	13,115,838				

See attached footnotes

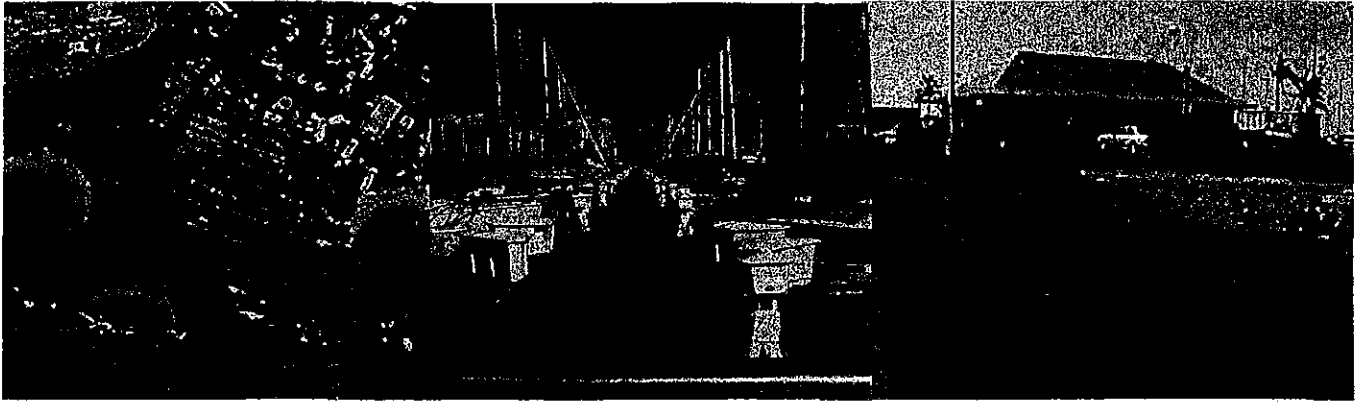
LATE TESTIMONY

ALA WAI HARBOR

1651 Ala Moana Blvd., Honolulu, Hawaii 96815

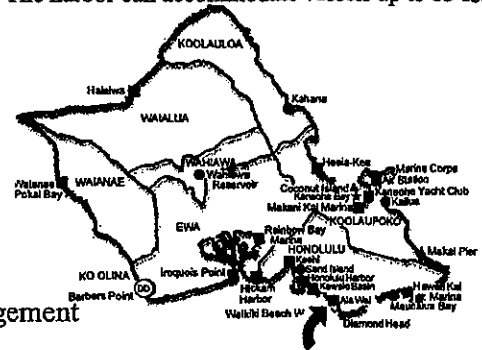
Ph: (808) 973-9727 Fax: (808) 973-9739

Sam Monet Attachment



Located on the south shore of Oahu between Waikiki and Ala Moana beaches with views of Diamond Head. The harbor includes areas used by Hawaii Yacht Club, Waikiki Yacht and Royal Hawaiian Ocean Racing Club. The harbor can accommodate vessels up to 85 feet in length.

- 699 berths with dock (120 currently out of service)
- 66 moorings
- 1 ramp
- 22 dry storage spaces
- vessel washdown
- MSD pumpout
- fuel dock
- harbor office, restrooms and showers



Profit/Loss under State Management

Allocation of District & District's Share of Statewide Income & Expenses 42.355%	2004				2003				2002			
	Location	District Overhead Allocation	State Overhead Allocation	Total	Location	District Overhead Allocation	State Overhead Allocation	Total	Location	District Overhead Allocation	State Overhead Allocation	Total
Income												
Commercial Percentage Rent	0	0	0	0	0	0	65	65	0	0	29	29
Federal Aid, Fish Restoration	0	0	0	0	0	0	0	0	0	0	0	0
Liquid Fuel Taxes	0	0	303,578	303,578	0	0	283,990	283,990	0	0	268,554	268,554
Investment Pool Interest	0	0	17,571	17,571	0	0	23,920	23,920	0	0	19,416	19,416
Parking Meter Collection	104,557	0	0	104,557	102,428	0	0	102,428	124,356	0	0	124,356
Boat Safety Act	0	0	194,107	194,107	0	0	242,309	242,309	0	0	285,810	285,810
Ramp Permit Fees	275	0	61,696	61,971	75	0	73,871	73,748	1,630	32	66,256	69,918
Facility Use Fees	1,581,487	0	16,439	1,597,928	1,647,837	0	2,098	1,649,933	1,489,781	171	1,723	1,491,675
Commercial Permits	848	0	169	1,017	4,542	0	460	5,002	2,757	0	237	2,994
Rental of Land & Wharf	833,737	0	0	833,737	774,505	0	0	774,505	844,653	21	0	844,674
Miscellaneous Income	43,193	950	1,155	45,298	107,193	17	2,318	109,528	49,661	2,039	3,070	54,970
Water	4,377	0	0	4,377	0	0	0	0	0	0	0	0
Boat Registration	19,275	4	46,247	65,527	1,485	0	44,663	46,148	785	19	42,436	43,240
OHA Ceded	0	0	0	0	0	0	0	0	0	0	0	0
Temporary Deposits	40,884	0	848	41,832	58,350	0	848	57,198	38,128	4	7	38,139
		0	0	0		0	0	0		0	0	0
Total Income	2,628,733	954	641,810	3,271,497	2,694,416	17	674,340	3,368,773	2,551,951	2,288	689,539	3,243,778
Expenses												
Payroll	210,087	126,546	226,382	563,015	235,210	140,675	243,724	619,609	274,438	102,966	205,837	583,242
Services Performed by Other State Agencies	49,239	1,465	14,624	65,328	2,652	8,777	32,257	41,886	15,797	7,244	37,561	60,601
Office Supplies and Expenses	8,366	1,171	21,639	32,177	42,781	8,400	33,057	84,238	28,837	15,487	25,074	69,399
Travel and Advertisement	95	86	6,524	6,706	639	1,547	8,401	10,588	0	453	7,242	7,695
Utilities	137,815	2,698	5,395	145,708	139,168	6	3	139,178	124,429	69	28	124,527
Rental Expenses	5,999	20,007	21,498	47,504	1,215	20,790	24,205	46,210	1,553	18,414	22,596	42,564
Repairs and Maintenance	151,184	11,666	4,130	166,960	177,951	13,619	1,811	193,382	224,908	2,613	21,739	249,260
GO Bond Principal and Interest	0	0	255,374	255,374	0	0	308,465	308,465	0	0	348,712	348,712
Budget and Finance Assessment	0	0	237,900	237,900	0	0	130,209	130,209	0	0	97,205	97,205
OHA Assessment	0	0	46,280	46,280	0	0	131,125	131,125	0	0	0	0
Service on a Fee Basis	79,610	4,208	2,839	86,658	115,667	1,385	15,679	132,732	71,340	2,182	21,268	94,790
Miscellaneous Expenses	3,838	244	376	4,459	37,463	592	510	38,565	7,053	395	868	8,316
Machinery and Equipment	16,505	4,431	2,917	23,853	74	2,009	5,023	7,106	687	331	2,279	3,297
DOCARE	0	0	281,569	281,569	0	0	264,539	264,539	0	0	178,209	178,209
Security Deposit Refunds	40,543	0	0	40,543	38,458	0	0	38,458	36,926	0	0	36,926
		0	0	0		0	0	0		0	0	0
Total Expenses	704,060	172,524	1,107,468	1,984,052	791,279	195,800	1,199,009	2,186,088	785,969	150,154	988,619	1,904,741
Income (Loss)	1,924,673	(171,570)	(465,657)	1,287,445	1,903,137	(195,783)	(524,669)	1,182,685	1,765,982	(147,868)	(279,080)	1,339,034

LATE TESTIMONY

From: mailinglist@capitol.hawaii.gov
Sent: Wednesday, March 10, 2010 9:59 AM
To: WTLTestimony
Cc: gdcarpmd@earthlink.net
Subject: Testimony for HB2582 on 3/10/2010 2:45:00 PM

Testimony for WTL 3/10/2010 2:45:00 PM HB2582

Conference room: 229
Testifier position: oppose
Testifier will be present: No
Submitted by: Gerald Carp
Organization: Individual
Address: 1600 Ala Moana Blvd #1504 Honolulu, HI
Phone: 8087794500
E-mail: gdcarpmd@earthlink.net
Submitted on: 3/10/2010

Comments:

LATE TESTIMONY

From: luellas@hawaii.rr.com
Sent: Wednesday, March 10, 2010 11:10 AM
To: WTLTestimony
Subject: S.B. 2582; RELATING TO VESSELS AT ALA WAI AND KEEHI BOAT HARBORS.

THE HONORABLE CLAYTON HEE, CHAIR
SENATE WATER, LAND, AGRICULTURE, AND HAWAIIAN AFFAIRS

Twenty-fifth State Legislature

Regular Session of 2010

State of Hawaii

March 10, 2010

RE: S.B. 2582; RELATING TO VESSELS AT ALA WAI AND KEEHI BOAT HARBORS.

Chair Hee and members of the Senate Committee on Water, Land, Agriculture and Hawaiian Affairs, I, Luella Tahara Sufrin submits the following testimony in strong opposition of S.B. 2582.

My daughter and I are paddlers and members of the Waikiki Yacht Club. We use this area several times a week almost yearly, to practice paddling and for recreational use. It is already an area that is heavily used by other 6 man canoes, yachts, sailboats - large and small, one man canoes, two-man canoes, stand up paddlers, surfers, divers and fishermen. Adding more traffic to this mix will only certainly create conditions that will be even more hazardous to the smaller crafts and divers in the area. Not to mention the increasing numbers of turtles and dolphins that we also share the waters with. I am strongly against this bill because I feel it will jeopardize the safety of those us who already use this well traveled area. During the high school paddling season, their races start and end right at the mouth of the channel. Unless other provisions are made for them, you risk their safety by adding more water traffic to this area. I am also against this bill because the Ala Wai is already filthy with the trash and debris and really cannot stand more of the same. Please consider the environmental consequences and safety issues that this bill - if passed, will have on these waterways and on those of us who use them almost daily.

Thank you for this opportunity to testify.

When e-mailing your testimony here is how you send it:

LATE TESTIMONY

HONORABLE CLAYTON HEE

March 10, 2010

Page 2

brought to the area to participate in these activities should benefit shops and restaurants in the area. Harbor residents that live aboard their boats should not experience any disturbance of their way of life because the volume of commercial activity is limited to only 15% of all berths and can be limited to a specific area of the harbor to minimize the risk of potential user conflicts. I also note that the slip fees charged recreational boaters will be lower in harbors where commercial activity is allowed.

If you have any questions, please do not hesitate to contact me.

Sincerely,



Bryan Y.Y. Ho

cc: Hon. Jill N. Tokuda (Vice Chair - WTL)
Hon. Carol Fukunaga
Hon. Robert Bunda
Hon. Russell S. Kokubun
Hon. Dwight Y. Takamine
Hon. Fred Hemmings

LATE TESTIMONY**Bryan Y.Y. Ho**

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Honolulu, Hawaii 96813

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Facsimile: (808) 533-8800
bryanho@admiraltyattys.com

March 10, 2010

HONORABLE CLAYTON HEE

Chair

Water, Land, Agriculture & Hawaiian Affairs

23rd Senatorial District

Room 228, Hawaii State Capitol

415 So. Beretania Street

Honolulu, Hawaii 96813

VIA FACSIMILE

Re: ***HB 2582***
WTL Committee Hearing
Date: March 10, 2010
Time: 2:45 p.m.
Conf Room 229

Senator Hee:

I represent X-Treme Parasail, Inc., Diamond Head Parasail, Inc., Diamond Head Parasail & Watersports, Inc., and Honolulu Screamer, LLC, four commercial water sports companies that operate out of Kewalo Basin. My clients support HB 2582 to the extent it proposes to open Ala Wai and Keehi Small Boat harbors for a limited volume of commercial activity.

At present, Kewalo Basin is the only harbor along the south shore of Oahu that caters to commercial vessel operators. Due to its distance from Waikiki, the logistics of supplying customers with free transportation to and from Waikiki on a reliable hourly schedule is very expensive and complex. Ala Wai Small Boat Harbor is considered one of the gateways to Waikiki. These companies welcome the opportunity to streamline operations and increase the potential for walk up sales by moving their businesses closer to their primary client base.

The proposal to convert not more than 15% of the berths at Ala Wai Small Boat Harbor for commercial use must be viewed as a positive change for all interested stakeholders. Commercial operators will provide additional revenue, which can be used to maintain and improve harbor facilities. The increased foot traffic of tourist and locals

From: Melissa Ling-Ing [commongroundhawaii@yahoo.com]
Sent: Wednesday, March 10, 2010 2:04 PM
To: WTLTestimony
Subject: HB2582 - OPPOSE

Aloha,

My name is Melissa Malulani Ling-Ing. I am a recreational ocean user. I am of Hawaiian ancestry. I am also a spokesperson for Common Ground Hawai'i that represents thousands of ocean users.

I do not have a problem with you raising slip fees to the boaters because as a homeowner, I too had a very large increase for my property taxes. They have ocean front property and do not pay fees like others that live on ocean front properties. I cant afford to live on ocean front property.

However, I do not agree on the commercializing of the Ala Wai Small Boat Harbor. This is exactly what it is, a small boat harbor, not a large harbor and I feel if you were to commercialize this harbor it will not only increase safety hazards for all ocean users but also do environmental damage too.

Please, do not pass HB 2582. Re-write the bill to not commercialize the Ala Wai Small Boat Harbor. Keep Hawaii HAWAII !!!

Mahalo,
Melissa Malulani Ling-Ing
Common Ground Hawai'i

LATE TESTIMONY

From: PRINCE WAIKIKI [princeofwaikiki@hotmail.com]
Sent: Wednesday, March 10, 2010 3:15 PM
To: WTLTestimony
Subject: FW: Testimony for HB2582 on 3/11/2010 2:45:00 PM CORRECTED TESTIMONY TYPO'S
CORRECTED ALOHA

> Subject: Testimony for HB2582 on 3/10/2010 2:45:00 PM

>

> Testimony for WTL 3/11/2010 2:45:00 PM HB2582

>

> Conference room: 229

> Testifier position: oppose

> Testifier will be present: No

> Submitted by: RAYMOND A. GRUNTZ

> Organization: Waikiki Neighborhood Board 9

> Address: 1765 Alamoana Bl. Apt 1482 Honolulu, HI. 96815

> Phone: 949-0492

> E-mail: princeofwaikiki@hotmail.com

> Submitted on: 3/9/2010

>

> Comments:

> Aloha, Chair and Members.

>

> For the last 10 years the Waikiki NHB # 9 has not been in favor of any Commercial Activity, in the Alawai Small Boar Harbor. The current Commerical Activity is Marine Related. I was told by DNLR off the record, that it is all about MONEY.

> To that end I suggested last year, that if DNLR would allow the DOUBLING OR TRIPLING of the current LIVE A BOARDS (people who use the boat as a HOME), from the current 15% to either 30 or 45%, this act would bring in MORE than DNLR wants in the current ACTIONS REQUESTED. When I suggested this to DNLR, I was told they did not like the suggestion WHY because LIVE A BOARDS DON"T MOVE!!!. This makes no seance to me or others.

>Bringing in the (BIG BOATS) 65 feet or less do not belong in a SMALL boat Harbor, the name SMALL BOAT HARBOR SAYS IT ALL.

> ANYTHING I TESTIFIED TO LAST SESSION HAS FALLEN ON DEFT EARS, that is a shame.This peaceful place will no longer be the same, The residence of the High rise Condos fronting the Harbor, will not be able to get a good nights sleep, which is a quality of life issue, as I said last session, at this time at 1:30AM, the Harbor pub drunks hit the Street,at 2:00AM the Chart House people also hit the Street saying good night to each other, and if they have had to much to drink as is the case most NIGHTS, they wake up our sleeping residences. If the BIG BOATS (COMMERCIAL) who will have to re-stock supply's for a day of fishing or tour boat loading, ICE DRINKS BEER etc. when do the Residences sleep, at this time I have observed the operation of these boats @ Ward Ave and Alamoana Bl. at 5AM and the noise that is made at that hour granted, the New High Rise Buildings cross the Street, knew what they were moving into.

> The fact that the Residence of the Buildings fronting the Alawai SMALL BOAT Harbor have NO SUCH KNOWLEDGE that this mess would put on them. I would suggest the Property Values as a result of this Commercial Boat Activity will cost the current owners a devaluation of property value. To my knowledge NO (E I S) HAS BEEN DONE or considered? I would suggest that Law Suits may be forth coming if this goes forward.

> Aloha for your time in reading my testimony on behalf of the WAIKIKI NHB 9

>

> Raymond A. Gruntz

> Alawai Harbor rep of the Waikiki NHB 9

LATE TESTIMONY

> Sub-Dist. #1

>

> PS, ON 3-10-2010 @ THE MARCH MONTHLY MEETING OF THE WAIKIKI NHB #9 THE MEMBERS DISAPPROVED HB 2582.

ONE COMMENT, MADE WAS THE THE LIVE A BOARDS WILL BE PUNISHED IF THEY DO NOT EXCEPT DNLR'S OFFER, THAT IF THEY DO NOT WANT THE COMMERCIAL BOATS, IN THE ALA WAI SMALL BOAT HARBOR, THE LIVE A BOARD FEE'S WOULD BE TRIPLED , IF THEY AGREED TO THE BIG BOATS BEING BERTHED IN THE ALA WAI HARBOR, THE LIVE A BOARD FEE WOULD ONLY DOUBLE. THIS IS A STICK UP WITHOUT A GUN.

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TESTIMONY

HB 2582

LATE

(END)