

LATE

**From:** mailinglist@capitol.hawaii.gov  
**Sent:** Monday, March 08, 2010 12:17 PM  
**To:** TIATestimony  
**Cc:** jeffy3@earthlink.net  
**Subject:** Testimony for HB2667 on 3/8/2010 1:15:00 PM  
**Attachments:** Senate HB 2667 Kahului Harbor Coalition.doc

Testimony for TIA 3/8/2010 1:15:00 PM HB2667

Conference room: 224  
Testifier position: oppose  
Testifier will be present: No  
Submitted by: Jeffrey Parker  
Organization: Kahului Harbor Coalition  
Address: Hana Hwy. Haiku, HI  
Phone: 808 572-8569  
E-mail: [jeffy3@earthlink.net](mailto:jeffy3@earthlink.net)  
Submitted on: 3/8/2010

**Comments:**

Sorry - late - just found out about it. Since our organization was an important and key citizen group involved in this issue I hope a special effort can be made to include our testimony.

Mahalo

J.P.

Kahului Harbor Coalition  
P.O. Box 170  
Haiku, HI 96708

LATE

Testimony

Measure: HB2667 Relating to Ferries

Position: oppose and we request the inclusion of our organization in any "Study Group".

To: Chairman Kalani English and Members of the House Committee on Finance

From: Jeffrey Parker

Director, Kahului Harbor Coalition

3-7-10

Dear Chairman English and Members,

Our organization opposes Bill HB2667 for reasons outlined in this testimony. Also, should this ill-conceived and ill-written Bill actually pass and a "DOT Study Group" is authorized, then our group, a group who has been intimately involved in the Superferry debacle for approx. 5 years, formally requests to be named to any "Study Group" studying a State-run ferry system.

### I. Study

The best model to look at when deciding whether or not the State should embark on something like the study proposed in HB2667 is the "Superferry Task Force" (OTF) that was required by the unconstitutional Act 2. Our members attended all the OTF meetings held on Maui and some of our associates even attended meetings in Honolulu. We hoped that the OTF members would listen to the concerns of the many organizations and individuals who appeared before them and would make recommendations which might mitigate some of the impacts of the Superferry operation. Instead, with the notable exception of 2 or 3 individuals, the Task Force members were political appointees who seemed to be only acting as cheerleaders for the Superferry.

When we asked the OTF to recommend procedures to limit or stop the "resource extraction" (the taking of Maui's reef fish, opihi, seaweed, rocks, etc) enabled by the Superferry, the OTF failed to do that. When we asked that the OTF recommend additional procedures that would have helped limit the spread of dangerous invasive species between the islands, the OTF failed to do that. When we asked that the OTF recommend alternate routes and procedures that would have reduced the likelihood of whale strikes, the OTF did not make those recommendations.

So any study like the one proposed by HB2667 must include real citizens with real expertise, not political appointees merely acting as cheerleaders for a State-run ferry system.

### II. Why a State-run ferry system now?

Conducting a costly "Study" at a time when our State faces unprecedented financial challenges, is counter to good and responsible policy. Shall we lay off more teachers and agricultural inspectors, close more libraries, to pay for this study? Of course we see the same old inferences in the Bill - alluding to financing a ferry and the "study" through "Special Funds" or fees and charges. We heard this time and again during the Superferry debacle. For example, that the \$50 Million for the barges and harbor improvements would eventually be covered by increased harbor fees paid by the Superferry and other harbor users. No, what happened instead was that the State was left holding the bag. And please remember that the increased fees charged to users like Young Brothers and Matson were passed along to Hawaii's consumers through higher freight charges on almost every item passing through Hawaii's harbors. How will jacking up the costs of goods and services passing through the harbors help Hawaii's people recover from severe economic downturn?

### III. And all of this to achieve what?

Contrary to statements in the introduction of the Bill, the Hawaii Superferry definitely proved to NOT be "a very successful mode of transportation of both persons and property...." In the end the Hawaii Superferry could not generate enough rider ship and could not operate on enough days to do much more than cover its outrageous fuel consumption cost. (Even this, that it covered its fuel, is questionable)

This despite:

- A. a multimillion dollar public relations campaign
- B. an owner, John Lehman, who bragged about his investors "deep pockets"
- C. massive subsidy by the State of Hawaii and subsidy by other harbor users
- D. a Loan Guaranty backed by the U.S. taxpayers,

Why does the State now believe that it can accomplish what these super-savvy businessmen could not?

Additionally, we have a problem with enshrining into legislation this assertion in the Bill:

*"By way of example, had the airport at Lihue been shut down operationally in the aftermath of Hurricane Iniki, it would have taken days, if not weeks, before any major aid and relief in the form of water, food, medical supplies, and rescue workers could have reached the island."*

Young Bros. submitted testimony to Rep. Souki's Transportation Committee (on HB2433) refuting this assertion and detailed Young Bros. rather rapid response to the Hurricane Iniki disaster.

#### IV. Compliance with HRS Chapter 343.

After the landmark decisions handed down by the Hawaii Supreme Court regarding the errors of the Administration and the Legislature in exempting the Superferry from Chapter 343, and the broad condemnation of the State Auditor Marion Higa, we find it both troubling and alarming that this Bill does not specifically require compliance with HRS Chapter 343 for any ferry system proposed by the HDOT or the "Ferry Authority".

Instead the Bill rather weakly suggests:

*"The Study shall also include (b-2) "(2) Any impact a statewide ferry system would have on the state and the counties;" and (b-5)*

*"(5) Information on the impact a statewide ferry system would have on the other water carriers in the state."*

And then the Bill ends with an extremely worrisome condition:

*(c-3) "The study shall also include the following information on the development of a Hawaii state ferry system authority:*

*(3) The ability of the authority to eliminate or reduce barriers to travel between the Hawaiian islands and provide a positive and competitive business environment.*

What does this mean? Is this supposed to be a foot in the door for those who see environmental protection as a barrier to travel or as a barrier to business?

So, if this Bill is passed (and we hope not) very strong specific language should be inserted regarding compliance with HEPA and NEPA such as

*"all ferry systems proposed by the Ferry Authority or studied by HDOT must comply with HRS Chapter 343 (HEPA) and further must comply with NEPA (National Environmental Policy Act). All projects which are proposed as a result of this "Ferry Authority" or this "HDOT Study" will be subject to full environmental review under the law, and not merely some other kind of environmental review such as the pseudo-EIS required by Act 2."*

Thank you for the opportunity to comment and we urge you to table this proposal at least until economic prospects for Hawaii vastly improve.

Sincerely  
Jeffrey Parker

LATE

**From:** mailinglist@capitol.hawaii.gov  
**Sent:** Monday, March 08, 2010 8:54 AM  
**To:** TIATestimony  
**Cc:** athurston@irmt.org  
**Subject:** Testimony for HB2667 on 3/8/2010 1:15:00 PM  
**Attachments:** HB2667.doc

Testimony for TIA 3/8/2010 1:15:00 PM HB2667

Conference room: 224  
Testifier position: oppose  
Testifier will be present: No  
Submitted by: Anne Thurston  
Organization: Individual  
Address: 3639 Keoniana Road Princeville, Hawaii  
Phone: 808 826 7002  
E-mail: [athurston@irmt.org](mailto:athurston@irmt.org)  
Submitted on: 3/8/2010

Comments:

Measure: HB2667 Relating to Ferries: Testimony

To: Chairman Oshiro and Members of the House Committee on Finance

From: Anne Thurston

Date March 7, 2010

2-22-10

Dear Chairman Oshiro and Members,

I am very concerned about the latest effort to return to the idea of a state ferry system. We have not yet recovered from the last, disastrous effort to introduce a ferry system, one that was in violation of environmental law and that left the tax payer with a very large bill at a time when the state is struggling even to keep schools open five days a week. Our children's education is suffering and state workers are being laid off from their jobs, and we should not add to the high degree of waste that the state has already suffered.

The pros, cons and risks of the SuperFerry were discussed at great length, and after a great deal of study the system proved itself to be unreliable and it did not reach its financial targets. It was, moreover, shown to be illegal, having bypassed environmental law. Given that it posed high risks for endangered species, represented a serious threat of the spread of invasive species, and met strong opposition on the neighbor islands (concern about traffic, the use of beaches, crime), it is unlikely that a high speed ferry would meet environmental legal standards; it certainly would continue to meet strong opposition unless an Environmental Assessment were required.

I hope very much that you will not agree to further wasteful expenditure, especially at a time of crisis in the state budget. Please do not pass this bill.

Yours sincerely,

Anne Thurston  
3639 Keoniana Road  
Princeville, Hawaii 96722

LATE

**From:** mailinglist@capitol.hawaii.gov  
**Sent:** Monday, March 08, 2010 8:48 AM  
**To:** TIATestimony  
**Cc:** chris@poipubeach.com  
**Subject:** Testimony for HB2667 on 3/8/2010 1:15:00 PM

Testimony for TIA 3/8/2010 1:15:00 PM HB2667

Conference room: 224  
Testifier position: oppose  
Testifier will be present: No  
Submitted by: Chris Moore  
Organization: Individual  
Address: 1792 Pee Road Koloa, HI 96756  
Phone:  
E-mail: [chris@poipubeach.com](mailto:chris@poipubeach.com)  
Submitted on: 3/8/2010

**Comments:**

Please defer or vote down this bill. My family and I as taxpayers residing in Kauai county are strictly opposed to a state run, subsidized, supervised or any other sort of involvement with an inner island ocean ferry service. Our children's education is underfunded, services are being cut and the last ferry service and one on Oahu are losing propositions. Mahalo, Chris Moore and my family.

LATE

**From:** mailinglist@capitol.hawaii.gov  
**Sent:** Monday, March 08, 2010 7:48 AM  
**To:** TIATestimony  
**Cc:** robear.macd@hawaiiantel.net  
**Subject:** Testimony for HB2667 on 3/8/2010 1:15:00 PM

Testimony for TIA 3/8/2010 1:15:00 PM HB2667

Conference room: 224  
Testifier position: oppose  
Testifier will be present: No  
Submitted by: Robert MacDougall  
Organization: Individual  
Address: 5708 Lokelani RD Kapaa  
Phone: 808 635-0112  
E-mail: [robear.macd@hawaiiantel.net](mailto:robear.macd@hawaiiantel.net)  
Submitted on: 3/8/2010

Comments:  
Testimony for TIA 3/8/2010 1:15:00 PM HB2667:

Aloha Senators:

Commenting on the revised text of this bill HB 2667 HD2:

"While the Hawaii superferry operation had its shortcomings, rocky start, and questionable financial forecast, it proved to be a very successful mode of transportation of both persons and property between the islands of Maui and Oahu."

Actually, it did not. The financial failings were because of the amount of fuel consumed by these particular vessels, the distances involved, and low ridership partly due to conditions. These were intrinsic to it's failure.

"The purpose of this Act is to require the department of transportation to conduct a study on the feasibility of establishing a statewide ferry system..."

Interesting that this bill as a fallback was turned into a study that's already been done, not once, but twice before.

Enterprise Honolulu did a study on the ferry for the Legislature in 2004/2005 and Market Scope Inc. also did a more comprehensive study presented to the PUC at that time.

As written, this bill would task the State Department of Transportation (DOT) with doing this study. That's a DOT that has shown itself to be biased and unobjective on even basic logistical matters of a prospective ferry, such as passenger-only, cargo, size, speed, and propulsion. Should newfound objectivity on this matter be expected from DOT-Harbors?

Further, the hastily substituted current version of this bill does not indicate where this study's funding will come from (General Fund?) nor how much money is to be wasted on this study, a matter the House Finance Committee did not clarify as it is tasked to do.

An undeniably realistic conclusion expected from the repetitive study envisioned by this bill would be

\*subsidizing\* a state run ferry service, most likely at a \*loss\*, to compete with a number of private sector companies by water and air. Not an outcome any better than the present.

Now, when there's not enough money for keiki here to have 5 decent, full days of school a week, you are being asked to spend more money on a study that has effectively been done, not once, but twice before?

Ladies and Gentlemen, we recommend responsibly deferring this bill and leaving the private sector to do a ferry or not based on studies and experience that are already out there. The State of Hawaii cannot waste any more money on this face-saving, redundant proposed study.

Respectfully,  
Robert MacDougall, MS



LATE

**From:** mailinglist@capitol.hawaii.gov  
**Sent:** Monday, March 08, 2010 7:46 AM  
**To:** TIATestimony  
**Cc:** annalia@hawaii.rr.com  
**Subject:** Testimony for HB2667 on 3/8/2010 1:15:00 PM

Testimony for TIA 3/8/2010 1:15:00 PM HB2667

Conference room: 224  
Testifier position: oppose  
Testifier will be present: No  
Submitted by: Annlia Russell  
Organization: Individual  
Address: POBox 1670 HI  
Phone: (808) 822-2688  
E-mail: [annalia@hawaii.rr.com](mailto:annalia@hawaii.rr.com)  
Submitted on: 3/8/2010

Comments:  
Aloha Senators:

Commenting on the revised text of this bill HB 2667 HD2:

"While the Hawaii superferry operation had its shortcomings, rocky start, and questionable financial forecast, it proved to be a very successful mode of transportation of both persons and property between the islands of Maui and Oahu."

Actually, it did not. The financial failings were because of the amount of fuel consumed by these particular vessels, the distances involved, and low ridership partly due to conditions. These were intrinsic to it's failure.

"The purpose of this Act is to require the department of transportation to conduct a study on the feasibility of establishing a statewide ferry system..."

Interesting that this bill as a fallback was turned into a study that's already been done, not once, but twice before.

Enterprise Honolulu did a study on the ferry for the Legislature in 2004/2005 and Market Scope Inc. also did a more comprehensive study presented to the PUC at that time.

As written, this bill would task the State Department of Transportation (DOT) with doing this study. That's a DOT that has shown itself to be biased and unobjective on even basic logistical matters of a prospective ferry, such as passenger-only, cargo, size, speed, and propulsion. Should newfound objectivity on this matter be expected from DOT-Harbors?#160;

Further, the hastily substituted current version of this bill does not indicate where this study's funding will come from (General Fund?) nor how much money is to be wasted on this study, a matter the House Finance Committee did not clarify as it is tasked to do.

An undeniably realistic conclusion expected from the repetitive study envisioned by this bill would be

\*subsidizing\* a state run ferry service, most likely at a \*loss\*, to compete with a number of private sector companies by water and air. Not an outcome any better than the present.

Now, when there's not enough money for keiki here to have

5 decent, full days of school a week, you are being asked to spend more money on a study that has effectively been done, not once, but twice before?

Ladies and Gentlemen, we recommend responsibly deferring this bill and leaving the private sector to do a ferry or not based on studies and experience that are already out there. The State of Hawaii cannot waste any more money on this face-saving, redundant proposed study.

Mahalo,  
A. Russell, Ph.D.

LATE

**From:** mailinglist@capitol.hawaii.gov  
**Sent:** Monday, March 08, 2010 7:28 AM  
**To:** TIATestimony  
**Cc:** cal@ofcstudio.com  
**Subject:** Testimony for HB2667 on 3/8/2010 1:15:00 PM

Testimony for TIA 3/8/2010 1:15:00 PM HB2667

Conference room: 224  
Testifier position: oppose  
Testifier will be present: No  
Submitted by: Charles Lewin  
Organization: Individual  
Address: Edmonds, WA  
Phone:  
E-mail: [cal@ofcstudio.com](mailto:cal@ofcstudio.com)  
Submitted on: 3/8/2010

**Comments:**

Please do not pass HB2667. Or at a minimum please make HB2667 apply to study all ferries, by deleting all reference to a "high speed ferry." As a frequent visitor and former resident of Hawai'i, the environment of Hawai'i is the main reason I visit and enjoy being a tourist. Thank you.

LATE

**From:** mailinglist@capitol.hawaii.gov  
**Sent:** Monday, March 08, 2010 6:53 AM  
**To:** TIATestimony  
**Cc:** naturadoc@gmail.com  
**Subject:** Testimony for HB2667 on 3/8/2010 1:15:00 PM

Testimony for TIA 3/8/2010 1:15:00 PM HB2667

Conference room: 224  
Testifier position: oppose  
Testifier will be present: No  
Submitted by: Bonnie Marsh  
Organization: Individual  
Address: 905 Kokomo Rd. Haiku, HI 96708  
Phone: 808-575-2051  
E-mail: [naturadoc@gmail.com](mailto:naturadoc@gmail.com)  
Submitted on: 3/8/2010

**Comments:**

I would like to see the language of "High Speed Ferries" be dropped from the bill and an open study be initiated to include normal speed ferries also.

In a time of financial hardship as we are in right now where school days are being cut along with social services, the issue of a ferry should be tabled until the economy rebalances.

Mahalo

LATE

**From:** mailinglist@capitol.hawaii.gov  
**Sent:** Monday, March 08, 2010 2:12 AM  
**To:** TIATestimony  
**Cc:** koadonheacock@yahoo.com  
**Subject:** Testimony for HB2667 on 3/8/2010 1:15:00 PM

Testimony for TIA 3/8/2010 1:15:00 PM HB2667

Conference room: 224  
Testifier position: oppose  
Testifier will be present: No  
Submitted by: Don Heacock  
Organization: Nawiliwili Bay Watershed Council  
Address: 2265 Hulemalu Road Lihue, HI  
Phone: 808-645-0532  
E-mail: [koadonheacock@yahoo.com](mailto:koadonheacock@yahoo.com)  
Submitted on: 3/8/2010

Comments:

I oppose this bill because it is economically inefficient, unsustainable, too costly, and will produce adverse environmental and cultural impacts. We are already beyond Peak Oil, any business that has fossil fuels as its number one operating expense is dead, just like the dinosaurs! Instead, give money to the Polynesian Voyaging Society to build a fleet of double-hulled canoes that will sail people (not cars!) back and forth between the main Hawaiian Islands. This way you keep the culture alive and thriving and you won't pollute the water and run over honu and whales!

LATE

**From:** mailinglist@capitol.hawaii.gov  
**Sent:** Sunday, March 07, 2010 11:39 PM  
**To:** TIATestimony  
**Cc:** peemer@kula.com  
**Subject:** Testimony for HB2667 on 3/8/2010 1:15:00 PM

Testimony for TIA 3/8/2010 1:15:00 PM HB2667

Conference room: 224  
Testifier position: oppose  
Testifier will be present: No  
Submitted by: Pamela Polland  
Organization: Individual  
Address: 226 Kulalani Drive Kula, HI 96790  
Phone:  
E-mail: [peemer@kula.com](mailto:peemer@kula.com)  
Submitted on: 3/7/2010

Comments:

It is nothing short of insane to create legislation that would help bring back the Superferry. The public voted on this last year by not supporting it. The Supreme Court voted on it by qualifying its standing as illegal. We don't want our tax dollars paying for it!! Please... Please do NOT support this bill. Thank you.

LATE  
LATE

**From:** mailinglist@capitol.hawaii.gov  
**Sent:** Sunday, March 07, 2010 8:21 PM  
**To:** TIATestimony  
**Cc:** richoep@aloha.net  
**Subject:** Testimony for HB2667 on 3/8/2010 1:15:00 PM

Testimony for TIA 3/8/2010 1:15:00 PM HB2667

Conference room: 224  
Testifier position: oppose  
Testifier will be present: No  
Submitted by: Rich Hoepfner  
Organization: Individual  
Address: 4865G Nonou Rd Kapaa, HI  
Phone: 808-639-1954  
E-mail: [richoep@aloha.net](mailto:richoep@aloha.net)  
Submitted on: 3/7/2010

**Comments:**

What did we not learn from the "superferry" fiasco? How is a ferry operation between our islands going to be financially feasible, when there were only 160 citizens available on average per trip for superferry before they went bankrupt. Who is going to pay for the "Study", and who is going to pay for the Environmental Impact Statement that will be required? Look at the budget closely and determine what other services will be eliminated if this project continues any further than your committee

LATE

**From:** mailinglist@capitol.hawaii.gov  
**Sent:** Sunday, March 07, 2010 6:57 PM  
**To:** TIATestimony  
**Cc:** judie@aloha.net  
**Subject:** Testimony for HB2667 on 3/8/2010 1:15:00 PM

Testimony for TIA 3/8/2010 1:15:00 PM HB2667

Conference room: 224  
Testifier position: oppose  
Testifier will be present: No  
Submitted by: Judie Hoepner  
Organization: Individual  
Address:  
Phone:  
E-mail: [judie@aloha.net](mailto:judie@aloha.net)  
Submitted on: 3/7/2010

Comments:

This bill must be a joke - the State is laying people off right and left and this bill proposes a study (with no limit of cost) of the viability of the Superferry - a study which has been done twice before!! With a company that is bankrupt, because between the cost of fuel and low ridership, it wasn't viable, not to mention that it couldn't pass an EIS - our waters are a marine sanctuary. Fast ferries aren't the answer for Hawaii. Please don't waste the few dollars the state has.



LATE

**From:** mailinglist@capitol.hawaii.gov  
**Sent:** Sunday, March 07, 2010 5:31 PM  
**To:** TIATestimony  
**Cc:** inunyabus@gmail.com  
**Subject:** Testimony for HB2667 on 3/8/2010 1:15:00 PM  
**Attachments:** TIA-hb2667-ferry

Testimony for TIA 3/8/2010 1:15:00 PM HB2667

Conference room: 224  
Testifier position: oppose  
Testifier will be present: No  
Submitted by: elaine dunbar  
Organization: Individual  
Address:  
Phone: 808-635-7006  
E-mail: [inunyabus@gmail.com](mailto:inunyabus@gmail.com)  
Submitted on: 3/7/2010

Comments:  
PLEASE KILL HB2667

LATE  
LATE

**From:** mailinglist@capitol.hawaii.gov  
**Sent:** Sunday, March 07, 2010 5:00 PM  
**To:** TIATestimony  
**Cc:** gabriela@keapana.net  
**Subject:** Testimony for HB2667 on 3/8/2010 1:15:00 PM

Testimony for TIA 3/8/2010 1:15:00 PM HB2667

Conference room: 224  
Testifier position: oppose  
Testifier will be present: No  
Submitted by: Gabriela Taylor  
Organization: Individual  
Address: 5620 Keapana Rd Kapaa, Hi 96746  
Phone: 808 823-9013  
E-mail: [gabriela@keapana.net](mailto:gabriela@keapana.net)  
Submitted on: 3/7/2010

**Comments:**

I am strongly opposed to the waste of money for a study or any gas guzzeling ferry that has already been shown to be a waste of tax payers money. Please do not even thing about such an unnecessary expense when the state is struggling to stay afloat.

LATE

**From:** mailinglist@capitol.hawaii.gov  
**Sent:** Monday, March 08, 2010 10:55 AM  
**To:** TIATestimony  
**Cc:** joedoggy@earthlink.net  
**Subject:** Testimony for HB2667 on 3/8/2010 1:15:00 PM

**Categories:** Red Category

Testimony for TIA 3/8/2010 1:15:00 PM HB2667

Conference room: 224  
Testifier position: comments only  
Testifier will be present: No  
Submitted by: Joseph Sterling  
Organization: Individual  
Address:  
Phone: 808-870-1685  
E-mail: [joedoggy@earthlink.net](mailto:joedoggy@earthlink.net)  
Submitted on: 3/8/2010

**Comments:**

Why are you planning a ferry when you can not even send school kids to school 5 days a weeeek????

A ferry will help with invasive species getting to other islands. i.e. coqui frogs.

Why does it have to be a high speed super ferry?

Is there a Enviornmental study on this ferry?

will this ferry and harbor improvements involve the destruction of any surf breaks?

I do not support any destruction of surf breaks.

Thank you Joseph Sterling , Wailuku, Maui

LATE

**From:** mailinglist@capitol.hawaii.gov  
**Sent:** Sunday, March 07, 2010 10:49 PM  
**To:** TIATestimony  
**Cc:** jdancer@kula.us  
**Subject:** Testimony for HB2667 on 3/8/2010 1:15:00 PM

Testimony for TIA 3/8/2010 1:15:00 PM HB2667

Conference room: 224  
Testifier position: comments only  
Testifier will be present: No  
Submitted by: john Naylor  
Organization: Individual  
Address: p.o. Box 1749 makawao, Hi 96768  
Phone: 808 573 1941  
E-mail: [jdancer@kula.us](mailto:jdancer@kula.us)  
Submitted on: 3/7/2010

Comments:

Aloha Committee Members,  
I opposed the Superferry because of it's failure to get a EIS.  
I am concerned that at this time of budget restraints a ferry would be to expensive.  
The fuel costs for the Superferry were not sustainable.  
Who will inspect the good brought on the ferry? The transfer of invasive Species and our natural resources is of great concern. And budget cuts have reduced the number of inspectors even though we all know in Hawaii our environment is our Economy.

Please remove the language "high speed"; Hawaii should study slower ferries which although they take more time, will use less fuel, reduce green house gases, and lessen the risk of a whale strike

Sincerely,  
John Naylor

LATE

**From:** mailinglist@capitol.hawaii.gov  
**Sent:** Sunday, March 07, 2010 6:22 PM  
**To:** TIATestimony  
**Cc:** alohajade@aol.com  
**Subject:** Testimony for HB2667 on 3/8/2010 1:15:00 PM

Testimony for TIA 3/8/2010 1:15:00 PM HB2667

Conference room: 224  
Testifier position: comments only  
Testifier will be present: No  
Submitted by: Jade English  
Organization: Individual  
Address: PO Box 954 Kihei, HI  
Phone:  
E-mail: [alohajade@aol.com](mailto:alohajade@aol.com)  
Submitted on: 3/7/2010

**Comments:**

The Bill number is HB2667.

1. We don't have enough money to send our kids to school. This is not the right time to throw money away.
2. The Superferry operated at a loss because of its huge fuel bill. And "Highspeed" ferry would require massive state funds in the \$millions to be poured into it.
3. The bill only studies "highspeed" ferries when it is far more likely that a normal speed (slower) ferry would be more economical and comfortable and have more chance of success. At the very least "highspeed" should be removed from the language of the bill so that all alternatives are studied.

Even people who are strongly pro-ferry will benefit if the restriction that they study only "Highspeed" ferries is removed since there will be far more chance of them coming up with an economic plan.

LATE

**From:** mailinglist@capitol.hawaii.gov  
**Sent:** Sunday, March 07, 2010 5:38 PM  
**To:** TIATestimony  
**Cc:** c\_m\_stanton@hawaiiantel.net  
**Subject:** Testimony for HB2667 on 3/8/2010 1:15:00 PM

Testimony for TIA 3/8/2010 1:15:00 PM HB2667

Conference room: 224  
Testifier position: comments only  
Testifier will be present: No  
Submitted by: charles stanton  
Organization: Individual  
Address: maile st paho, hi  
Phone: 8086405581  
E-mail: [c\\_m\\_stanton@hawaiiantel.net](mailto:c_m_stanton@hawaiiantel.net)  
Submitted on: 3/7/2010

Comments:

A nice idea we taxpayers can not afford when school kids are being furloughed, elections postponed, hospitals being cut back, State AG inspectors are laid off, invasive species being cut back etc. Wait a few years.