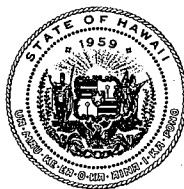


**HB 2667,**

**HD2**

**Testimony**

LINDA LINGLE  
GOVERNOR



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IN REPLY REFER TO:

**STATE OF HAWAII**  
**DEPARTMENT OF TRANSPORTATION**  
869 PUNCHBOWL STREET  
HONOLULU, HAWAII 96813-5097

March 31, 2010

TESTIMONY OF THE DEPARTMENT OF TRANSPORTATION

HOUSE BILL NO. 2667, HD 2, RELATING TO FERRIES.

COMMITTEE ON WAYS AND MEANS

The Department of Transportation (DOT) offers the following comments on this bill, which will require the DOT to conduct a study on the feasibility of establishing a statewide ferry system and the Hawaii State Ferry System Authority, for the operation of a ferry system between the islands.

The State would benefit by having a diversity of transportation choices, including the benefits from the establishment of an inter-island ferry system. The Hawaii Superferry has proven that the technology can successfully transport people and goods between the islands of Maui and Oahu. The deployment of the two former Superferry vessels for relief efforts in Haiti by the Maritime Administration also demonstrates the benefits of having such vessels in the State in times of natural disasters and emergencies.

The scope of the study, as set forth in the bill, requires a wide range of issues to be covered, including technical, operational and legal issues and detailed financial analysis. The bill does not provide funding for this costly study as consultants with the requisite expertise will be required to assist the DOT in this effort.

We believe a feasibility study can yield useful information for decision-making so long as its implementation does not impact nor replace the priorities set forth in the Executive Supplemental Budget for Fiscal Year 2010-11.

Thank you for the opportunity to testify on this matter.

pamela polland

Dear Legislators,

I'm writing to ask that you please oppose HB2667

Report Title: Transportation; Ferry System Study

I'm deeply disturbed to hear that a new inquiry is even being considered for this mode of transport. The general public made it VERY clear that they were not going to support a high speed ferry system, and the judicial system voted unanimously that such a system would be dangerous for our fragile ecosystems. The problems that this form of transport will bring to our islands FAR OUTWEIGH the benefits, and information proving that beyond a questionable doubt have been brought to your attention on countless occasions over the last several years.

To consider bringing a high speed ferry system "back to the table", and with a possible price tag to taxpayers, is nothing short of offensive.

PLEASE OPPOSE HB2667, "the bill that never should have been".

Mahalo,  
Pamela Polland

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## kim5 - Deborah

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**From:** mailinglist@capitol.hawaii.gov  
**Sent:** Tuesday, March 30, 2010 2:26 AM  
**To:** WAM Testimony  
**Cc:** mauibrad@hotmail.com  
**Subject:** Testimony for HB2667 on 3/31/2010 9:30:00 AM

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Testimony for WAM 3/31/2010 9:30:00 AM HB2667

Conference room: 211  
Testifier position: oppose  
Testifier will be present: No  
Submitted by: Brad Parsons  
Organization: Individual  
Address:  
Phone:  
E-mail: [mauibrad@hotmail.com](mailto:mauibrad@hotmail.com)  
Submitted on: 3/30/2010

Comments:  
STRONG OPPOSITION TO HB 2667

Aloha Senators:

Commenting on the revised text of this bill HB 2667:

"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 channel 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 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 Lingle's DOT?

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 does not have the luxury of wasting any more money on this face-saving, redundant proposed study.

Mahalo,  
Brad Parsons