

Regarding SB1549

In room 225 at 1315 on Tuesday, 8 February 2011

Senate Committee on Water, Land & Housing

Chair Dela Cruz and respected Members of the Committee;

My name is Reg White. I have been a tenant and resident of Ala Wai Small Boat Harbor for the past eleven years.

SB1549 seems to be just a bit out of touch with present conditions at the harbor. There is no waiting list for commercial slips at the harbor. I have no objection to commercial vessels being allowed into Ala Wai, so long as they do not jump the regular waiting list. Kewalo Basin, just down the street, is a commercial harbor and also has no waiting list for commercial space. I do suggest that you move Kewalo Basin, along with it's immediate surrounding real estate, out mauka to Ala Moana Blvd, makai to the ocean, ewa to Ahui St., and diamond head to the Ala Moana Park wall, from HCDA to DOBOR where it is a fine fit. HCDA does not want the harbor as it is a misfit into their expertise as neighborhood planners and developers. This will also get us back to only two types of permits for vessels to operate in Hawaii's harbors instead of the present three types of permits, DLNR, DOT and HCDA. Kewalo has a positive cash flow and will be a good addition to DOBOR's inventory.

The fees were already doubled two years ago and then the boaters authorized two additional 10% increases dependant on issuance of two \$25 million dollar reimbursable bond issues. One has been issued and the increase taken to pay for harbor improvements. The second is yet to be authorized to finish the work. We are already on the fee lists A & B. The first increase of the A boats towards B has already been made and increase two will soon come into effect. The new permittees and transients are already on list B. The present fees are right at the top of the list of all the municipal, county, and state owned and operated marinas on the west coast from San Diego to Bellingham.

The department has already entered into a contract for the boat repair yard and the fuel pier and is collecting space holder token rents while the permitting process takes place.

The marina parking has been contracted out and presently is producing about \$60,000.00 per month into the Boating Special Fund.

The lease out of the present harbor office site is next on the list and will also

produce revenue onto the BSF.

No lease may ever be negotiated that would result in fewer slips and or less linear feet of moorage available to the general public.

The work docks are under reconstruction right now and the 700 row condemned slips are next on the list at Ala Wai. The Loading dock at Waianae is contracted out and will start reconstruction very soon, the boat ramp piers are finished. At Keehi, dock repairs are under way.

The common area maintenance is already paid for in the regular fees collected for moorage. This is not required nor is it proper as under the HARs we get to have accountability and responsibility for fee increases and expenditures. A common Area Fee has no such protection or responsibility and is unacceptable! This is expressly forbidden under federal law as spelled out in MTSA 2002 and as amended in 2010.

Please do listen to our new chair of the department of DLNR. He is very different from those who allowed us to get into this pit in the first place. He has just taken over the department so we need to listen to him and support what he needs to get the job done. That includes holding a second guessing bill like this one.

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Testimony for WLH 2/8/2011 1:15:00 PM SB1549

Conference room: 225

Testifier position: oppose

Testifier will be present: No

Submitted by: Robert Winter

Organization: Individual

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Comments:

Testimony opposing an increase in mooring fees.

In these difficult times, the last thing we, your constituents, need is an increase in our fees or taxes. We are already paying an 80% increase in moorage fees being implemented over a five year period. An additional increase to those fees whether set by an appraiser or not is unconscionable.

In lieu of raising fees for live-aboard boaters, I would respectfully suggest that the State look into ways to improve the efficiency of the harbor management and concentrate on filling the large number of slips that have gone empty for long periods of time while hundreds of eager boaters have waited for 5 or more years for a slip assignment.

Testimony opposing commercial mooring at Ala Wai Small Boat Harbor.

I am opposed to the traffic congestion, parking problems, and disruption that would be caused by allowing commercial operators to moor boats at the Ala Wai Harbor.

The Sate already has a facility for commercial operators at nearby Kewalo Basin, a location much better able to handle traffic, parking and general disruption.

It's interesting to note that Kewalo Basin does not have enough demand from commercial operators to fill its slips and has begun allowing recreational boaters to use the facilities.

Considering the 5 year or longer waiting list for recreational slips at the Ala Wai, and the lack of demand for commercial slips at Kewalo Basin, it seems that your constituents would be much better served by leaving the Ala Wai Harbor dedicated solely to recreational use.