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April 1, 2016

HEARING BEFORE THE
HOUSE COMMITTEE ON FINANCE

TESTIMONY ON SB 2618, SD1, HD1
RELATING TO TRANSPORTATION

Room 308
11:00 AM

Aloha Chair Luke, Vice Chair Nishimoto, and Members of the Committee:

I am Randy Cabral, President of the Hawaii Farm Bureau (HFB). Organized since 1948, the HFB is comprised of 1,900 farm family members statewide, and serves as Hawaii's voice of agriculture to protect, advocate and advance the social, economic and educational interest of our diverse agricultural community.

HFB strongly supports SB 2618, SD1, HD1, appropriating funds for a feasibility study relating to an interisland ferry system.

During the Superferry debate, there was a consensus within the agricultural sector that such a service was needed between the islands. The cause of the conflict was the methodology, thus emphasizing the need to understand the various ramifications associated with these measures. As Hawaii grows, the need for improved transportation services is urgently needed. Agriculture cannot depend on air transport and new food safety regulations coupled with market needs require improvements in surface transportation.

HFB believes that the scope of this study should not be limited to the feasibility of an interisland ferry system but to analyze this option along with other surface transportation options. It is only with a comprehensive review that the best option for Hawaii can be identified and minimize later questions and conflict.

HFB respectfully requests the passage of this measure, with further clarification that the feasibility study include a comprehensive review to identify the most affordable and reliable means for interisland transport of goods, people, and cargo.

Thank you for this opportunity to provide our opinion on this important matter.

March 9, 2016

John Roth, Inspector General
US Department of Homeland Security
245 Murray Dr.; Building 410
Washington, DC 20528

Adam Trzeciak, Inspector General
Government Accountability Office
441 G Street, N.W.; Room 1808,
Washington, D.C. 20548

Robert J. Fenton, Jr.
Regional Administrator FEMA Region IX
1111 Broadway, Suite 1200
Oakland, CA 94607-4052

David Y. Ige, Governor,
State of Hawaii
Executive Chambers, State Capitol
Honolulu, Hawaii 96813

Kirk Caldwell, Mayor
City and County of Honolulu
530 South King Street, Room 300
Honolulu, Hawaii 96813

Arthur A. Elkins, Jr., Inspector General
Environmental Protection Agency
1200 Pennsylvania Ave., NW Mail Code: 2410T
Washington, D.C. 20460-0001

Office of Inspector General
U.S. Department of Commerce
1401 Constitution Avenue N.W.
Washington, DC 20230

US Army Corps of Engineers
ATTN: CEIG-A, Kingman Building
7701 Telegraph Road
Alexandria, VA

HART Rail is not using scientific research and FEMA maps to plan rail routes and is heading directly into an infrastructure train wreck and public safety disaster.

Aloha,

Based upon a huge amount of scientific evidence, reports and studies, there really appears to be a need to revisit the HART Rail EIS in light of updated FEMA flood maps, recent White House Executive Orders and Federal infrastructure funding policy. HART is not complying. Reopening the EIS is an option according to the January 2015 HART Rail Consulting Parties meeting.

Agency Comments Received on the Final EIS and FTA Responses

- U.S. Department of Homeland Security, Federal Emergency Management Agency (FEMA) – this agency reminded the City that it is a participant in the National Flood Insurance Program (NFIP) and, as such, must comply with NFIP floodplain management building requirements as described in 44 C.F.R. §§ 59 through 65. Compliance with Executive Order 11988, *Floodplain Management*, is addressed in Section 4.14 of the Final EIS. The City will comply with the NFIP requirements in final design.

However the City is NOT complying with NFIP floodplain management and EO 11988

Honolulu transit consultant Parsons Brinckerhoff wrote in the 2003 Final EIS:

"...extreme disruption of existing underground utilities and constant dewatering made necessary by a high water table and poor soils would drive (rail) construction costs to unacceptable levels." -2003 FEIS



Approximately 14 HART Rail Stations and 70% of the Rail route are subject to extreme floods, tsunami, hurricane storm surge and sea level rise.

Boxed in RED show the HART rail route sections most affected by floods, tsunami, hurricane storm surge and sea level rise.

There have been some significant changes and updates in 2015 that the HART Rail FEIS did not address. New FEMA Flood Plain maps have been released and President Obama issued EO 13690. Since HART Rail is being built in sections, **HART has not adequately addressed the new maps, EO 11988 and EO 13690 in their route and station plans.** Especially the DOT requirements Order 5650.2 and FEMA Code of Federal Regulations (CFR) for the National Flood Insurance Program: 44 CFR Parts 59, 60, 65, and 70.

<https://www.fema.gov/national-flood-insurance-program-laws-regulations>

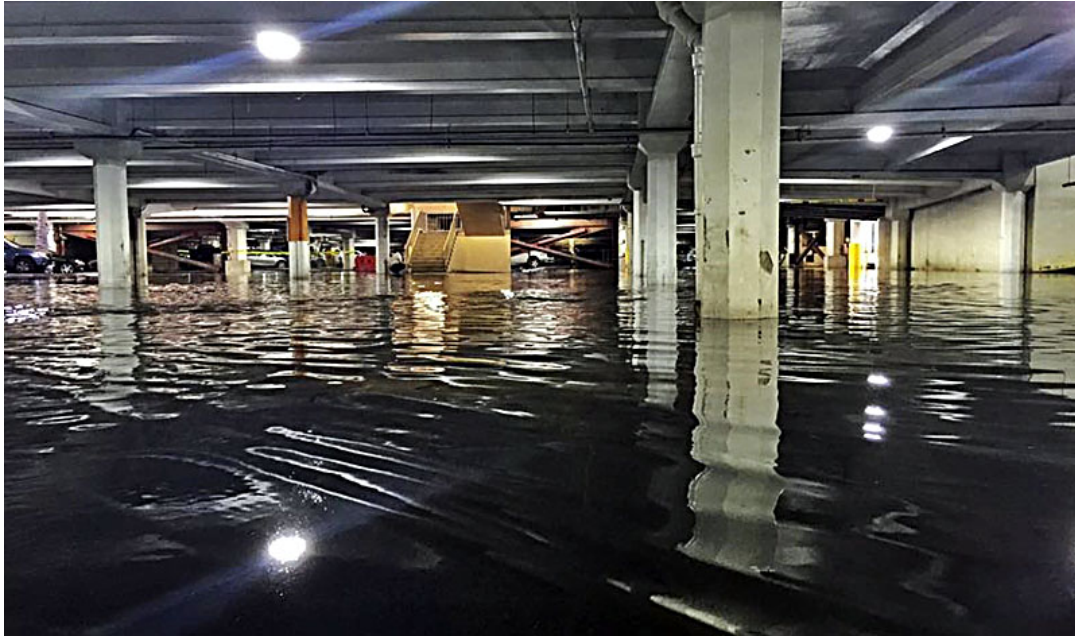
https://www.fema.gov/pdf/floodplain/nfip_sg_appendix_e.pdf

The Floodplains Compliance Process according to all of the online Federal documents can grandfather already built facilities BUT NOT those not yet built. HART Rail is being built in sections and the final construction design plans for most of the flood plain sections have not been issued. There is still time to correct the very badly planned and highly vulnerable rail route.

Elevated Rail Guideway does NOT protect vulnerable station access, parking, utilities support

While the HART rail is on elevated pylons, planned sections 2, 3 and 4 station access are near sea level and in FEMA mapped flood zones. The measured subsurface groundwater level in many areas of downtown Honolulu is just 3-4 feet and steadily rising. Most of the entire HART rail construction geology is in very porous ancient coral limestone reef karst with known subsurface voids, caves and waterways.

Approximately 14 HART Rail Stations and 70% of the Rail route are subject to extreme floods, tsunami, hurricane storm surge and sea level rise.



HART Rail stations, access stairs, elevators and escalators and parking facilities will be flooded while sewer, water and power service vaults will be in corrosive salt water.

The December 2015 HART rail Project Management report shows that contractors are having continuous problems with drilled column cement pours. A flood event by either heavy rains, hurricane storm surge or tsunami will create standing salty water far inland. Encroaching sea level rise is also driving the ground water level up further inland.

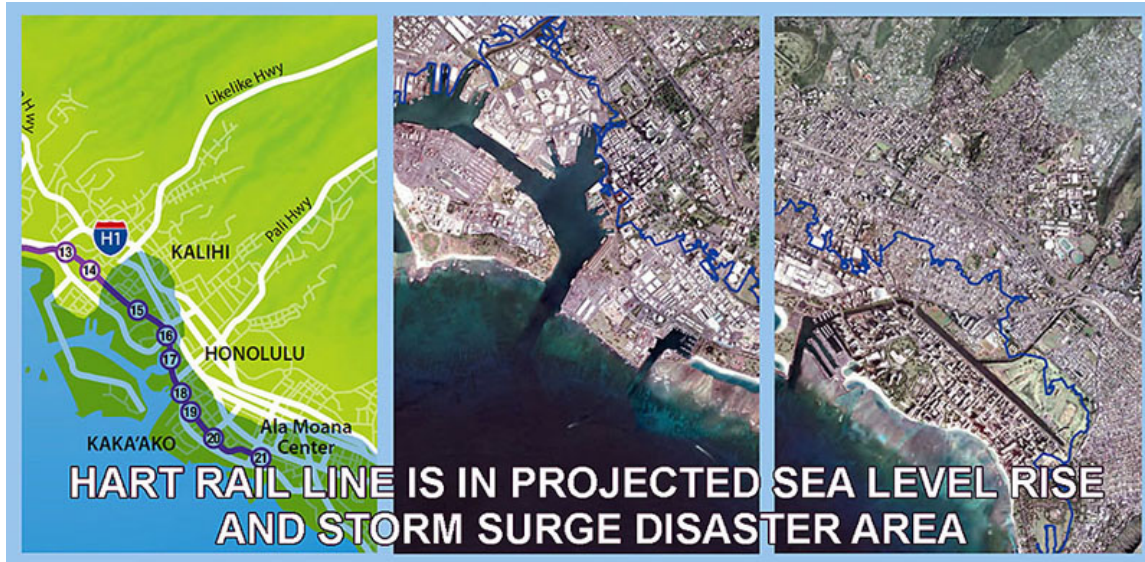
There MUST be an analysis showing **why** there is **NO OTHER ALTERNATIVE** than the low sea level flood plain route HART Rail is planning into downtown Honolulu. In fact there ARE reasonable alternative routes but they have never been discussed in light of the 2015 FEMA Flood plain maps and the POTUS Executive Order.

Manoa professor Fletcher studies coastal hazards and says 70 percent of beaches on Kauai, Maui, and Oahu are eroding.

<http://khon2.com/2016/03/03/expert-urges-action-as-stronger-el-nino-years-further-coastal-erosion-predicted/>

University of Hawaii at Manoa professor Chip Fletcher predicts stronger El Nino years in the future, which means more beach erosion.

“We’re overdue,” he said. “We need to start making things happen now. We need to catch up.”



Low level water inundation by hurricane storm surge and tsunamis will cause massive electrical, sewer and water damage flooding underground vaults. Powerful sea water forces will knock down structures, slam cars and trucks into structures. *The useful capacity of HART rail to provide operational service in low land flooded areas will be reduced to ZERO.*

The costs to repair and rebuilt will take many years and many billions of dollars. Honolulu cannot expect Federal bailouts as these environmental conditions will be happening all over the United States. Hurricane Sandy, a classic storm surge case, has greatly depleted available FEMA disaster recovery funds. Honolulu will have to expect FEMA recovery fund delays and relatively little funds to rebuilt transportation infrastructure.

The State of Hawaii and the Federal Emergency Management Administration (FEMA) flood maps clearly show major sections of the rail route are in floodplains. The many additional Federal studies on Sea Level Rise, tsunamis and hurricane storm surge all show the same areas - - and MUCH MORE - will inundate with rain and sea water the low level Honolulu ground infrastructure of planned HART Rail stations and Transit Oriented Developments. ***There will be Billions in damage and huge costs to rebuild away from the vulnerable low shoreline.***



HART Rail stations, access stairs, elevators and escalators and parking facilities will be flooded while sewer, water and power service vaults will be in corrosive salt water. Power will be shut off, sewage will spill into the downtown areas and repair costs will be in the billions.

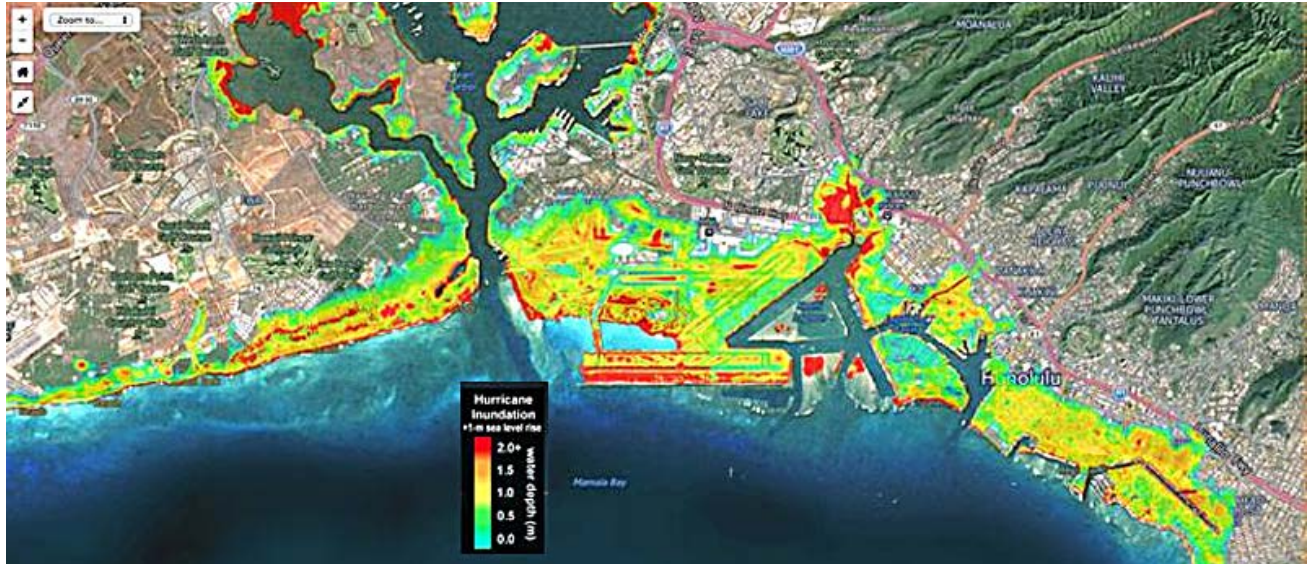
<http://www.soest.hawaii.edu/coasts/sealevel/>

The University of Hawaii SOEST program has provided very extensive details, 3D graphics and animations showing how vulnerable Honolulu low lands are to flooding from sea level rise, hurricane storm surge and tsunamis. Updated new City tsunami maps all show a much greater inland evacuation area than previous maps.

<http://seagrant.soest.hawaii.edu/csp/benifits>

All City, State and Federal data ALL SHOW that building new Federally funded infrastructure in extremely low areas is a MAJOR RISK and alternatives need to be planned as soon as possible.

https://www.honolulu.gov/rep/site/dem/dem_docs/tsunami_evac/etez_final/Index.pdf



The Honolulu project study illustrates the effect of three feet of sea-level rise on the coastal inundation zones (hurricane and tsunami) and showed that 80 percent of the area's economy, nearly half of the population, and much of the infrastructure and land area at risk of coastal inundation.

US DOT Flood Zones

Protection of floodplains and floodways is required by Presidential Executive Order 11988, US DOT Order 5650.2, the Federal Aid Highway Program Manual (FHWA 1992b); and 23 CFR 650 (CFR 1999). These regulations place special importance on floodplains and floodways and require Federal agencies to avoid conducting, allowing, or supporting actions on a floodplain or within a floodway. If a project is located within a floodplain or floodway, results from sufficient analysis must be included in the project's Final EIS, as specified in USDOT Order 5650.2.

http://www.fta.dot.gov/printer_friendly/12347_2237.html

"Floodplain Management," places special importance on floodplains and directs federal agencies to avoid conducting, allowing or supporting actions on a floodplain. When contemplating a mass transportation project, maps of the Federal Insurance Administration should be consulted to determine if the proposed project site is located within the 100-year floodplain. [Executive Order 11988 \(PDF\)](#).

FEMA Flood Insurance Rate Maps (FIRMs) are available for review here:

<https://msc.fema.gov/portal/search> (Hawaii or Honolulu)

<http://gis.hawaiiifip.org/FHAT/> (This Hawaii site is somewhat easier to use)

Significant floodplain encroachment would involve one or more of the following impacts:

- A considerable probability of loss of human life;
- Likely future damage associated with the encroachment that could be substantial in cost or extent, including interruption of service on or loss of a vital transportation facility; and
- A notable adverse impact on natural and beneficial floodplain values.



In Mapunapuna small fish including baby Hammerhead sharks have been seen coming up through the storm drains which are directly connected to the ocean.

The Environmental Impact Statement (EIS) document must identify why the Proposed Action is the only practicable alternative, and provide supporting documentation reflecting the consideration of alternatives to avoid or reduce adverse impacts on the floodplain.

THE WHITE HOUSE
January 30, 2015.

On January 30th, President Obama issued Executive Order (EO) 13690 that revises Executive Order 11988 and proposes a new Federal Flood Risk Management Standard (FFRMS).

<https://www.whitehouse.gov/the-press-office/2015/01/30/executive-order-establishing-federal-flood-risk-management-standard-and->

The Federal Government must take action, informed by the best-available and actionable

science, to improve the Nation's preparedness and resilience against flooding. Executive Order 11988 of May 24, 1977 (Floodplain Management), *requires executive departments and agencies to avoid, to the extent possible, the long- and short-term adverse impacts associated with the occupancy and modification of floodplains and to avoid direct or indirect support of floodplain development wherever there is a practicable alternative.*

As part of a national policy on resilience and risk reduction consistent with my Climate Action Plan, the **National Security Council staff coordinated an interagency effort to create a new flood risk reduction standard for federally funded projects.** The views of Governors, mayors, and other stakeholders were solicited and considered as efforts were made to establish a new flood risk reduction standard for federally funded projects.

Unless an exception is made under paragraph (2), the floodplain shall be:

(i) *the elevation and flood hazard area that result from using a climate-informed science approach that uses the best-available, actionable hydrologic and hydraulic data and methods that integrate current and future changes in flooding based on climate science.* This approach will also include an emphasis on whether the action is a critical action as one of the factors to be considered when conducting the analysis;

"(ii) the elevation and flood hazard area that result from using the freeboard value, reached by adding an additional 2 feet to the base flood elevation for non-critical actions and by adding an additional 3 feet to the base flood elevation for critical actions;

"(iii) the area subject to flooding by the 0.2 percent annual chance flood; or

"(iv) the elevation and flood hazard area that result from using any other method identified in an update to the FFRMS.

Aloha,

A handwritten signature in black ink that reads "John M. Bond". The signature is written in a cursive style with a large, stylized initial "J".

John Bond
Kanehili Hui
P.O. Box 75578
Kapolei, Hi. 96707

From: mailinglist@capitol.hawaii.gov
Sent: Wednesday, March 30, 2016 4:53 PM
To: FINTestimony
Cc: mauibrad@hotmail.com
Subject: Submitted testimony for SB2618 on Apr 1, 2016 11:00AM

SB2618

Submitted on: 3/30/2016

Testimony for FIN on Apr 1, 2016 11:00AM in Conference Room 308

Submitted By	Organization	Testifier Position	Present at Hearing
Brad Parsons	Aloha Analytics	Oppose	No

Comments: COMMENTS AND OPPOSED TO SB2618 Representatives: In 2015, the Legislature passed the following resolution: SCR181/ SR116 (2015) REQUESTING THE DEPARTMENT OF TRANSPORTATION TO STUDY THE FEASIBILITY OF ESTABLISHING AN INTERISLAND FERRY SYSTEM SIMILAR TO THE FERRY SYSTEM OPERATED BY WASHINGTON STATE. (Report to the Legislature in 2016) We inquired with the LRB, they show no study by HIDOT resulting from that resolution. We assumed the reason for the new bill this legislative session is to appropriate some \$ to pay for the study since it did not get done in the past year as a resolution. We notice there still is no dollar figure mentioned in the bill sent over from the Senate-WAM and passed by House subject matter committee. Having studied this issue and all related technology for the past decade in Hawaii and abroad, the technology currently being considered for this interisland ferry system will not be economically nor structurally feasible over the intermediate to long-term. Of significance, the list of items to be studied in this bill, reveals assumptions in water-born technology that while used elsewhere in the past, will not be optimal going forward in Hawaii, and are directly related to past interisland ferry system failures in Hawaii. Nevertheless, short of deferring this bill, and given the amended, expanded list of items to study listed in the bill, I recommend you budget NO MORE THAN \$200,000 for the study for HIDOT to do in the coming year, a sum that is adequate but significantly less than the \$1,000,000 'consultants full employment study plan' being asked for in some of the prior testimony on this bill. I'll close with this point, it doesn't matter what dollar amount you spend on this study, if it begins with the wrong assumptions, the resulting interisland ferry system is likely to fail again in Hawaii, as has happened not just once but many times in the past. Aloha, Brad Parsons

Please note that testimony submitted less than 24 hours prior to the hearing, improperly identified, or directed to the incorrect office, may not be posted online or distributed to the committee prior to the convening of the public hearing.

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April 1, 2016
11:00 AM
Conference Room 308

To: House Committee on Finance
Rep. Sylvia Luke, Chair
Rep. Scott Y. Nishimoto, Vice Chair

From: Grassroot Institute of Hawaii
President Keli'i Akina, Ph.D.

RE: SB 2618 -- RELATING TO TRANSPORTATION
Comments Only

Dear Chair and Committee Members:

The Grassroot Institute of Hawaii would like to offer its comments on SB 2618, which would require the Department of Transportation to feasibility study of establishing an interisland ferry system.

It is a tribute to the enduring impact of the Superferry that so many years after its demise, there remains a strong interest in seeing it restored. That this continues to come before the Legislature on an annual basis speaks both to the local need for an interisland transport solution and the inability of the state to put forth a sound and viable plan for a replacement system. In this bill, there is the opportunity to create real leadership on this issue and rescue it from the mire of studies and debate that it has been bogged down in for years.

What is needed is a comprehensive consideration of all of the factors that could further hold up the creation of a ferry system. In addition to those identified in the bill, therefore, it might be useful to also consider:

- What type of ferry system is envisioned—a fast ferry or more traditional ferry service? Because serious questions have been raised about the economic viability of a fast ferry, the state must do an honest assessment as to which is the most beneficial and frame the remaining questions around that solution. Moreover, while the bill specifically mentions studying domestic ferry systems in Alaska and Washington, it would also be useful to expand the scope of that directive to encompass successful international ferry

systems, such as Australia/Tasmania ferry. This would also allow for serious consideration as to whether a publicly-owned and subsidized ferry would be better for the state than a private one.

- What remaining regulatory hurdles remain for the construction of a viable ferry service? There are a number of regulatory considerations that could sink a ferry project from the outset or make its cost so burdensome that it will be difficult for it to survive. Foremost among such considerations is construction. For this reason, it would be wise for the feasibility study to consider how an exemption from the US-build requirement of the Jones Act may make a significant difference in the cost of construction and how that might affect the ongoing cost and operations of the ferry system.
- How will routes and harbors be determined? The bill asks that the study identify appropriate routes and harbors for a ferry system, but neglects to offer any guidance on how such a determination should be made. Given that not all routes may be economically viable, it may be best to require the study to consider the probable use and popularity of the various routes, identifying which are ideal and which may compromise the profitability of the ferry.

At the time that the Superferry was discontinued, it had support from approximately 88% of Hawaii's citizens.¹ This was a service that not only helped create jobs, but also provided a substantial benefit to local businesses. Companies like Love's Bakery were able to use the ferry to improve distribution and save costs, making it a boon to Hawaii's citizens and economy.

We have seen multiple failed attempts to bring back the Superferry in some form. What we truly need now is decisive action and leadership that will move the project forward. A study that effectively addresses the barriers to a new ferry and outlines a practical way forward is an important first step.

Thank you for the opportunity to submit our comments.

Sincerely,
Keli'i Akina, Ph.D.
President, Grassroot Institute of Hawaii

¹ Michael A. Lilly, "Why Hawaii Lost the Superferry." *Building Industry*. (July 2009).

Katherine T. Kupukaa
Mililani Town, HI 96789

COMMITTEE ON FINANCE
Rep. Sylvia Luke, Chair
Rep. Scott Y. Nishimoto, Vice Chair

DATE: Friday, April 1, 2016

TIME: **11:00** a.m.

PLACE: Conference Room 308

State Capitol

415 South Beretania Street

RE: OPPOSE S.B. 2618, SD1, HD1 RELATING TO TRANSPORTATION

I oppose this bill as the purpose is to require the department of transportation to conduct a study on the feasibility of establishing an interisland ferry system and to make an appropriation for expenses accordingly. This is total waste of tax payers' money. We had the Super Ferry years ago and it was good for Hawaii and it was forced to shut down. Do not waste any more time and money on this venture.

Thank you for giving me the opportunity to voice my concern.

From: mailinglist@capitol.hawaii.gov
Sent: Wednesday, March 30, 2016 5:18 PM
To: FINTestimony
Cc: mendezj@hawaii.edu
Subject: *Submitted testimony for SB2618 on Apr 1, 2016 11:00AM*

SB2618

Submitted on: 3/30/2016

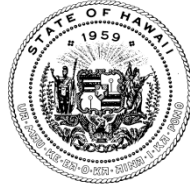
Testimony for FIN on Apr 1, 2016 11:00AM in Conference Room 308

Submitted By	Organization	Testifier Position	Present at Hearing
Javier Mendez-Alvarez	Individual	Oppose	No

Comments:

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LATE

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

Testimony by:
FORD N. FUCHIGAMI
DIRECTOR

Deputy Directors
JADE T. BUTAY
ROSS M. HIGASHI
EDWIN H. SNIFFEN
DARRELL T. YOUNG

IN REPLY REFER TO:

April 1, 2016
11:00 a.m.
State Capitol, Room 308

S.B. 2618, S.D. 1, H.D. 1
RELATING TO TRANSPORTATION

House Committee on Finance

The Department of Transportation (DOT) strongly **supports** S.B. 2618, S.D. 1, H.D. 1 that proposes to fund a feasibility study for the establishment of an interisland ferry.

There is much data and analysis that needs to occur prior to making a the decision on whether to implement such a system. As example, attached, please find a link to the US DOT Office of the Assistant Secretary for Research and Technology, Bureau of Transportation Statistics' (BTS) National Census of Ferry Operators (NCFO) data.

Moving Ahead for Progress in the 21st Century Act (MAP- 21) (Public Law 112-141, section 1121(a))1 set aside \$67 million in 2013 and 2014 for the maintenance and improvement of the Nation's ferry system. It also required the Federal Highway Administration to use the BTS NCFO data for 2010 to set the specific formula for allocating Federal ferry funds.

(LINK: https://www.rita.dot.gov/bts/sites/rita.dot.gov.bts/files/subject_areas/ncfo/highlights)

The link highlights Ferry Operators in the US for calendar year 2009, and covers general information on subjects such as:

Ferry Passenger and Vehicle Traffic Volume
U.S. Ferry Operations
The U.S. Ferry Fleet
The U.S. Ferry System
Methodology of the census

And tables covering

Table 1: Passenger and Vehicle Boarding Estimates by Census Region (2009)

Table 2: Ferry Operators by Census Region (2009)

Table 3: Percent of Revenue from Funding Source (2009)
Table 4: Ferry Vessels by Census Region (2009)
Table 5: Ferry Fleet Vessel Characteristics (2009)
Table 6: Ferry Terminals by Census Region (2009)
Table 7: Route Segments by Census Region (2009)
Table 8: Ferry Route Miles by Census Region (2009)
Table 9: Segment Type and National Park Service by Census Region (2009)
Appendix A - Passengers, Vehicles, and Route Miles by State, 2009
Appendix B – State Groupings by Census Region
Appendix C – Operator, Fleet, and Terminal Characteristics, 2009
Appendix D - Operators, Vessels, Terminals, and Route Segments by State, 2009

In addition to these statistics, the proposed feasibility study should look at the data collected for the prior State DOT ferry pilot project, the City's TheBoat operation, and the former SuperFerry concept. We believe a market survey and business plan would also need to be a part of the study to determine how such a ferry operation could be fiscally sustainable with minimal impact to consumers and tax payers

We appreciate the renewed interest in the discussions of a ferry system, and if such a proposal is approved and adopted by the Legislature, an Environmental Impact Statement will be conducted after studying factors such as possible routes, speed, impacts, benefits and ridership.

Thank you for the opportunity to testify.



LATE

Email: communications@ulupono.com

HOUSE COMMITTEE ON FINANCE
Friday, April 1, 2016 — 11:00 a.m. — Room 308

Ulupono Initiative Strongly Supports SB 2618 SD 1 HD 1, Relating to Transportation

Dear Chair Luke, Vice Chair Nishimoto, and Members of the Committee:

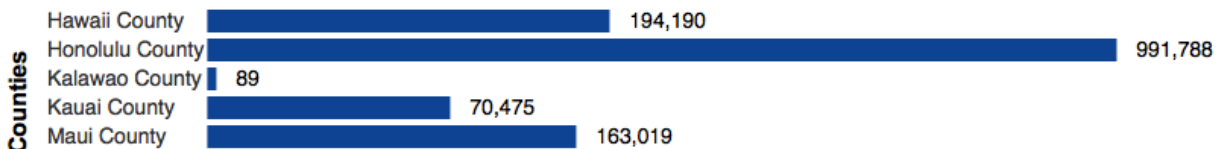
My name is Kyle Datta and I am General Partner of Ulupono Initiative, a Hawai'i-based impact investment firm that strives to improve the quality of life for the people of Hawai'i by working toward solutions that create more locally produced food; increase affordable, clean, renewable energy; and reduce waste. We believe that self-sufficiency is essential to our future prosperity and will help shape a future where economic progress and mission-focused impact can work hand in hand.

Ulupono strongly supports SB 2618 SD 1 HD 1, which creates a feasibility study for an interisland ferry system, because it aligns with our goal of creating more locally produced food and reducing the use of imported fossil fuels in Hawai'i.

One of the biggest challenges for increasing local food is creating a cost-effective transportation link between the population centers and the agricultural regions of Hawai'i.

Population By County

Hawaii: 1,419,561



[View Table](#)

Source: 2014 Population Estimates

Source: United States Census

Investing in a Sustainable Hawai'i

2015 Crop Summary by Acreage							
Crop Types	Hawai'i	Kaua'i	Maui	Moloka'i	Lāna'i	O'ahu	State Total
Aquaculture	165	183	-	28	-	274	651
Banana	536	26	62	-	-	345	969
Coffee	5,525	3,788	545	123	-	168	10,149
Commercial Forestry	21,061	1,743	33	-	-	26	22,864
Dairy	1,855	-	-	-	-	-	1,855
Diversified Crop	3,266	1,199	1,582	937	54	9,865	16,904
Flowers / Foliage / Landscape	1,612	165	134	26	10	484	2,432
Macadamia Nuts	21,359	-	186	-	-	-	21,545
Papaya	2,566	-	-	93	-	166	2,824
Pineapple	-	-	1,094	-	-	3,414	4,508
Seed Production	-	13,299	754	2,342	-	7,333	23,728
Sugar	-	-	38,810	-	-	-	38,810
Taro	61	443	54	2	-	51	612
Tropical Fruit	3,144	463	104	43	-	227	3,980
Crop Total:	61,149	21,310	43,360	3,593	65	22,354	151,831
Pasture	554,324	41,934	108,447	38,261	-	18,464	761,429
Total Agriculture	615,473	63,244	151,808	41,854	65	40,818	913,261

Source: Hawai'i Department of Agriculture Statewide Agricultural Land Use Baseline 2015

Currently, local farmers and ranchers either ship or fly their goods between islands via transportation companies with a monopoly in shipping and air freight. Through an interisland ferry service, our local farmers and ranchers will have another option to consider.

Through increased transportation networks, our neighbor island agricultural producers can grow and sell more food and our urban population centers can consume more local food. This will lead to a virtuous cycle and reduce our dependence upon imported foods.

On the energy front, an inter-island ferry system would promote energy efficiency and can use more alternative fuels. First, transportation of people and cargo by boat expends much less fuel on a per unit basis than would an airliner, which helps to reduce the demand for imported fossil fuels. Second, alternative fuels like hydrogen and biofuels are more easily utilized for boats than airplanes. Therefore, when technologies improve and costs come down in the future, transitioning from imported fossil fuels to alternative fuels will be more rapid.

As Hawai'i's local food and energy issues become more complex and challenging, organizations need additional resources and support to address and overcome them. We appreciate this committee's efforts to look at policies that support local food production and reduce usage of imported fossil fuels.

We believe that by collaborating, we can help produce more local food and support an economically robust homegrown agriculture industry, which strengthens our community



with fresh, healthy food. Furthermore, as Hawai'i's energy and transportation issues become more complex and challenging, we appreciate this committee's efforts to look at policies that better prepare Hawai'i for the future.

Thank you for this opportunity to testify.

Respectfully,

Kyle Datta
General Partner



Testimony of

Mufi Hannemann
President & CEO
Hawai'i Lodging & Tourism Association

Committee on
Finance

Senate Bill 2618 SD1 HD1: Relating to Transportation

Chair Luke, Vice Chair Nishimoto, and members of the Committee on Finance:

Thank you for the opportunity to testify. On behalf of the Hawai'i Lodging & Tourism Association, we support Senate Bill 2618 SD1 HD1, which would require the state Department of Transportation to conduct a feasibility study of establishing an interisland ferry system, as well as make an appropriation for the study.

HLTA supports this measure because an interisland ferry system would offer a transportation alternative for passengers and vehicles traveling between the Hawaiian Islands. A local ferry system would also provide an attractive shipping option for small businesses and farmers, while enabling kupuna, disabled individuals, families with infants, and youth groups to enjoy another mode of travel between the islands. We also believe during times of statewide emergencies caused by natural or man-made disasters, it would be a practical way to move people, equipment, food, and supplies between the islands.

When the interisland ferry was last implemented, it proved to be a popular transportation choice. Surveys continue to show that an overwhelming majority of the people of Hawaii want a ferry service. This bill enables the state to take a critical first step in addressing important environmental issues that were bypassed the first time and a major reason the ferry service was halted.

Mahalo.

Testimony to the House Committee on Finance
Friday, April 1, 2016
11:00 a.m.
State Capitol - Conference Room 308

LATE

BIA-HAWAII
BUILDING INDUSTRY ASSOCIATION

THE VOICE OF THE CONSTRUCTION INDUSTRY

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RE: S.B. 2618 S.D. 1- Relating to Transportation.

Dear Chair Luke, Vice-Chair Dela Cruz, and members of the Committee:

My name is Gladys Marrone, Chief Executive Officer for the Building Industry Association of Hawaii (BIA-Hawaii), the Voice of the Construction Industry. We promote our members through advocacy and education, and provide community outreach programs to enhance the quality of life for the people of Hawaii. BIA-Hawaii is a not-for-profit professional trade organization chartered in 1955, and affiliated with the National Association of Home Builders.

BIA-Hawaii is in **support** of the intent of of revisiting an inter-island ferry system. This bill would authorize and fund a study on the feasibility of establishing an interisland ferry system. We are supportive of this course of action.

Given the fiasco of the Superferry, there needs to be a more coordinated effort among the agencies and potential operators in developing an environmental assessment that would meet the requirements of Chapter 343 HRS as a "public disclosure" document, and avoid future challenges that "sunk" the Superferry's operations in Hawaii.

Thank you for the opportunity to express our views on this matter.