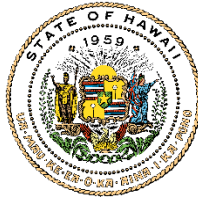


JOSH GREEN, M.D.  
GOVERNOR | KE KIA'ĀINA

SYLVIA LUKE  
LIEUTENANT GOVERNOR | KA HOPE KIA'ĀINA



STATE OF HAWAII | KA MOKU'ĀINA 'O HAWAII'  
DEPARTMENT OF LAND AND NATURAL RESOURCES  
KA 'OIHANA KUMUWAIWAI 'ĀINA

P.O. BOX 621  
HONOLULU, HAWAII 96809

Testimony of  
DAWN N. S. CHANG  
Chairperson

Before the Senate Committee on  
WAYS AND MEANS

Wednesday, February 19, 2025  
10:02 AM  
State Capitol, Conference Room 211

In consideration of  
SENATE BILL 1083, SENATE DRAFT 1  
RELATING TO PORT INFRASTRUCTURE

Senate Bill 1083, Senate Draft 1 proposes to make an appropriation to the Department of Land and Natural Resources to conduct maintenance dredging at state small boat harbors, boat launch ramp facilities, and waterways. **The Department of Land and Natural Resources (Department) supports this measure provided that its passage does not replace or adversely impact priorities indicated in the Executive Budget request.**

Currently, the Department must obtain funding for dredging through the Capital Improvement Project (CIP) budget, which can delay the start of dredging work because such funding would only be available once the budget is passed around July of each year. The resulting shoaling and additional accumulation of material in the meantime often ends up increasing dredging costs, interfering with vessel navigation, and hinders launching and retrieving of vessels at small boat harbors, channels, ramps, and other state boating facilities and waterways. If routine dredging is not done, the Department anticipates costs increasing approximately 40% to 60% above initial estimates due to further accumulation of sediment and debris.

The Department estimates that the average cost of routine maintenance dredging is between \$3 million to \$5 million for one project and has identified the following facilities that would benefit most from regular maintenance dredging: Māla, Mā'alaea, Lāhainā, Kīkīaola, Waika'ea, Kawaihae, Wailoa, Poho'iki, and Maunaloa Bay. Therefore, the Department recommends an appropriation of \$5 million in General Funds added to the base budget of the Division of Boating and Ocean Recreation (DOBOR) to allow DOBOR to conduct proactive maintenance dredging.

Mahalo for the opportunity to testify on this measure.

DAWN N.S. CHANG  
CHAIRPERSON  
BOARD OF LAND AND NATURAL RESOURCES  
COMMISSION ON WATER RESOURCE  
MANAGEMENT

RYAN K.P. KANAKA'OLE  
FIRST DEPUTY

CIARA W.K. KAHAHANE  
DEPUTY DIRECTOR - WATER

AQUATIC RESOURCES  
BOATING AND OCEAN RECREATION  
BUREAU OF CONVEYANCES  
COMMISSION ON WATER RESOURCE  
MANAGEMENT  
CONSERVATION AND COASTAL LANDS  
CONSERVATION AND RESOURCES  
ENFORCEMENT  
ENGINEERING  
FORESTRY AND WILDLIFE  
HISTORIC PRESERVATION  
KAHOOLAWE ISLAND RESERVE COMMISSION  
LAND  
STATE PARKS

**SB-1083-SD-1**

Submitted on: 2/17/2025 12:13:15 PM

Testimony for WAM on 2/19/2025 10:02:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Zachary LaPrade	Testifying for Calypso Charters	Support	Written Testimony Only

Comments:

Chair, Vice Chair and Members of the Committee.

My name is **Zachary LaPrade**, and I am submitting testimony on behalf of **Calypso Charters** in **strong support** of **SB1083**, which provides funding for **maintenance dredging at state small boat harbors, boat launch ramps, and waterways**.

As a business operating in Hawai‘i’s boating industry, we rely on **safe and accessible harbors and launch facilities** to serve our customers and operate effectively. However, **dredging in Hawai‘i has been inconsistent and unpredictable**, both in terms of **when it will happen and how it will be funded**. This uncertainty creates **hazards for vessels, disrupts business operations, and reduces accessibility for recreational and subsistence users**.

**Why SB1083 is Necessary**

1. **Eliminates the uncertainty around dredging schedules** – Instead of waiting until conditions are critical, this bill ensures a **structured, proactive approach** to harbor maintenance.
2. **Addresses chronic funding issues** – Securing dredging funds has always been a challenge. SB1083 creates a **reliable funding mechanism**, preventing emergency shutdowns that negatively impact businesses and ocean access.
3. **Supports economic activity and safety** – Sediment buildup can **damage vessels, block harbor access, and create unsafe conditions for operators and passengers**. Keeping our waterways clear is essential for **Hawai‘i’s economy, tourism, and local boaters**.

By requiring DLNR to **include maintenance dredging in future budget requests**, this bill moves Hawai‘i toward a **more predictable and sustainable** harbor maintenance plan. It will **reduce emergency costs, improve safety, and keep boating facilities open for all users**.

For these reasons, **I respectfully urge you to pass SB1083** to ensure our harbors remain functional, safe, and accessible.

**Mahalo for your time and consideration.**

Sincerely,  
**Zachary LaPrade**  
**Calypso Charters**



THE SENATE  
KA 'AHA KENEKOA

THE THIRTY-THIRD LEGISLATURE  
REGULAR SESSION OF 2025

COMMITTEE ON WAYS AND MEANS

Senator Donovan M. Dela Cruz, Chair  
Senator Sharon Y. Moriwaki, Vice Chair

NOTICE OF DECISION MAKING

DATE: Wednesday, February 19, 2025  
TIME: 10:02 AM  
PLACE: Conference Room 211 & Videoconference  
State Capitol  
415 South Beretania Street  
TIMESLOT: WAM

---

**TESTIMONY OF THE OCEAN TOURISM COALITION IN SUPPORT OF  
SB1083 SD1.**

Dear Chair Dela Cruz, Vice Chair Moriwaki, and Members of the Committee on Ways and Means:

My name is Denver Coon. I am the president of the Ocean Tourism Coalition (“OTC”). OTC represents hundreds of locally owned ocean tourism businesses statewide, many being family businesses. OTC is in strong support of SB1083 SD1, which appropriates funds for maintenance dredging at small boat harbors, boat launch ramp facilities, and other state waterways. This bill is essential to ensuring Hawaii’s ports and waterways remain safe, navigable, and operational for ocean tourism businesses, recreational boaters, and the broader community.

**Ensuring Safe and Navigable Waterways**

Proactive dredging is essential to maintaining open, functional waterways that serve both commercial and recreational users. SB1083 establishes a clear process for addressing these concerns before they become crises.

**Reducing Economic Disruptions for Ocean Tourism Businesses**

Hawaii’s ocean tourism industry, made up of small boat tour operators, charter companies, and diving excursions, relies on safe and accessible harbors. When dredging is delayed, businesses face trip cancellations, increased maintenance costs, and revenue losses, all of which impact the local economy. By securing dedicated funding for maintenance dredging, SB1083 ensures that commercial tour operators can continue providing services that support jobs and local businesses.

### **Creating a Predictable and Efficient Funding Process**

The current method of waiting until dredging is critically necessary before allocating funds leads to delays, higher costs, and inconsistent maintenance schedules. This bill ensures that the Department of Land and Natural Resources (DLNR) proactively plans for dredging by including it in its annual budget requests. A structured approach will prevent harbors from deteriorating to the point of emergency intervention, allowing for more cost-effective, routine maintenance.

### **Protecting Public Access to Marine Resources**

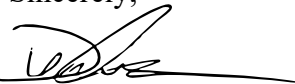
Many Hawaii residents rely on small boat harbors and launch ramps for fishing and other forms of ocean recreation. However, harbors that are silted in or poorly maintained reduce public access to state waters. By funding regular dredging, SB1083 SD1 safeguards public ocean access and ensures that harbors remain available to all users, not just commercial operators.

### **Conclusion**

Hawaii's small boat harbors and waterways are critical infrastructure that support public safety, commercial operations, and recreational use. SB1083 SD1 provides a necessary and overdue solution by establishing a structured, proactive approach to maintenance dredging. Ensuring that harbors remain safe, accessible, and economically viable is essential to the continued success of Hawaii's maritime industries and local communities.

We urge the committee to pass SB1083 SD1 to strengthen the long-term management of our state's boating infrastructure and protect ocean access for all.

Sincerely,



Denver S. Coon  
President, Ocean Tourism Coalition

COMMITTEE ON WAYS AND MEANS

Senator Donovan M. Dela Cruz, Chair  
Senator Sharon Y. Moriwaki, Vice Chair

DATE: Wednesday, February 19, 2025  
TIME: 10:02 AM  
PLACE: Conference Room 211 & Videoconference  
State Capitol  
415 South Beretania Street

**Testimony in Strong Support of SB1083**

Aloha Chair Dela Cruz, Vice Chair Moriwaki, and Committee members on Ways and Means.

The Maui Hotel and Lodging Association is in **Strong Support** SB1083.

Hawaii's small boat harbors and waterways are critical infrastructure that support public safety, commercial operations, and recreational use. SB1083 provides a necessary and overdue solution by establishing a structured, proactive approach to maintenance dredging. Ensuring that harbors remain safe, accessible, and economically viable is essential to the continued success of Hawaii's maritime industries and local communities. We urge the committee to pass SB1083 to strengthen the long-term management of our state's boating infrastructure and protect ocean access for all.

Mahalo for your consideration and the opportunity to provide testimony.

John Pele  
Executive Director-Maui Hotel and Lodging Association  
[john.pele@mauihla.org](mailto:john.pele@mauihla.org)

**SB-1083-SD-1**

Submitted on: 2/16/2025 6:33:37 PM

Testimony for WAM on 2/19/2025 10:02:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
William K. Chang	Individual	Support	Written Testimony Only

Comments:

I support SB 1083

**LATE**

**SB-1083-SD-1**

Submitted on: 2/18/2025 10:29:59 AM

Testimony for WAM on 2/19/2025 10:02:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
len nakano	Individual	Support	Written Testimony Only

Comments:

I am in support of the this bill. Our small boat infrastructure is what holds our community together. The upkeep of the ramps, parking, and stalls will help to keep the culture of ocean enjoyment and gathering in our community. The small boat fishery is what feeds many of our ohana here in Hawaii whether if its from subsistance or commercial sales. This locally sourced fresh seafood is what many of us have grown up on. Much of the sought after seafood are not accessible directly from shore and require a boat to attain. This, in turn, requires a working ramp. With such a small demographic of people with a boat, of that population a smaller group that fishes for the desired seafood, and even a smaller portion of that group with a working knowledge of how to catch, properly store, and prepare the catch it is imperative to keep this culture alive.