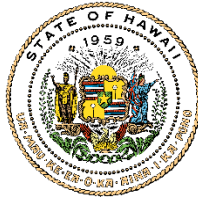


JOSH GREEN, M.D.
GOVERNOR | KE KIA'ĀINA

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 House Committee on
WATER & LAND

Tuesday, March 18, 2025
10:00 AM
State Capitol, Conference Room 411

In consideration of
SENATE BILL 1083, SENATE DRAFT 2
RELATING TO PORT INFRASTRUCTURE

Senate Bill 1083, Senate Draft 2 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.

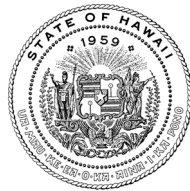
Mahalo for the opportunity to testify on this measure.

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



JOSH GREEN, M.D.
GOVERNOR

SYLVIA LUKE
LIEUTENANT GOVERNOR

EMPLOYEES' RETIREMENT SYSTEM
HAWAII EMPLOYER-UNION HEALTH BENEFITS TRUST FUND
OFFICE OF THE PUBLIC DEFENDER

LUIS P. SALAVERIA
DIRECTOR

SABRINA NASIR
DEPUTY DIRECTOR

STATE OF HAWAII
DEPARTMENT OF BUDGET AND FINANCE
Ka 'Oihana Mālama Mo'ohelu a Kālā
P.O. BOX 150
HONOLULU, HAWAII 96810-0150

ADMINISTRATIVE AND RESEARCH OFFICE
BUDGET, PROGRAM PLANNING AND MANAGEMENT DIVISION
FINANCIAL ADMINISTRATION DIVISION
OFFICE OF FEDERAL AWARDS MANAGEMENT

TESTIMONY BY LUIS P. SALAVERIA
DIRECTOR, DEPARTMENT OF BUDGET AND FINANCE
TO THE HOUSE COMMITTEE ON WATER AND LAND
ON
SENATE BILL NO. 1083, S.D. 2

March 18, 2025
10:00 a.m.
Room 411 and Videoconference

RELATING TO PORT INFRASTRUCTURE

The Department of Budget and Finance (B&F) offers comments on this bill.

Senate Bill No. 1083, S.D. 2, adds a new section to Chapter 200, HRS, to require the Department of Land and Natural Resources (DLNR) to include line-item funding for maintenance dredging at State small boat harbor (SBH) facilities as part of its annual budget. This bill also appropriates an unspecified amount of general funds for FY 26 and FY 27 for dredging at State SBHs, boat launch ramp facilities, and other State boating facilities and waterways.

B&F notes that DLNR is not precluded from requesting operating appropriations for annual or less frequent dredging of the State's SBHs and that enshrining a requirement for a department to request specific items in the budget in statute would set a precedent that could lead to overly burdening the State's budgeting process. B&F also believes that it would be more appropriate for such maintenance dredging to utilize DLNR's Boating Special Fund, which is funded by the sale of liquid fuel for use in small boats and fees assessed upon the users of the SBHs.

Thank you for your consideration of our comments.



COMMITTEE ON WATER AND LAND
DATE: Tuesday, March 18, 2025
TIME: 10:00 AM

Strongly Support 1083 SD2

Aloha Chair Hasham, Vice Chair Lamosoa and committee members,

My name is Antoinette Davis. It has been my honor to represent the Activities and Attractions Association of Hawaii (A3H), a not-for-profit 501c6 trade organization, as its executive director since 1997 (28 years). **A3H strongly supports SB1083 SD2.**

Currently, the practice is reactionary - DLNR waits until dredging becomes an urgent necessity before allocating funds. This results in delays, increased costs, and erratic maintenance schedules. This bill addresses these issues by ensuring the DLNR proactively includes dredging in its annual budget requests. This structured approach will prevent harbors from reaching a state that requires emergency intervention, leading to more cost-effective, routine maintenance.

This is not just for commercial operators; recreational boaters rely on small boat harbors and launch ramps for fishing and other ocean activities.

By funding regular dredging, SB1083 SD1 ensures the protection of public ocean access and guarantees that harbors remain open and accessible to all users.

SB1083 SD1 provides an essential, overdue solution by establishing a structured, proactive approach to maintenance dredging. Ensuring that harbors remain safe, accessible, and economically viable is crucial for the ongoing success of Hawaii's maritime industries and local communities.

Mahalo for your time, consideration, and opportunity to testify.



COMMITTEE ON WATER AND LAND

Strongly Support 1083 SD2

Aloha Chair Hasham, Vice Chair Lamosoa and committee members,

My name is Peter Wood and I have been operating tour boats from the West side of Maui for over 50 years. Our vessels have been moored offshore at the Mala Boat Ramp since 2000, this is currently **the only boating facility** left on this side of the island. Dredging is absolutely essential for this boat ramp to remain a functioning boating facility.

Currently, the practice is reactionary - DLNR waits until dredging becomes an urgent necessity before allocating funds. This results in delays, increased costs, and erratic maintenance schedules. This bill addresses these issues by ensuring the DLNR proactively includes dredging in its annual budget requests. This structured approach will prevent harbors from reaching a state that requires emergency intervention, leading to more cost-effective, routine maintenance.

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SB1083 SD1 provides an essential, overdue solution by establishing a structured, proactive approach to maintenance dredging. Ensuring that harbors remain safe, accessible, and economically viable is crucial for the ongoing success of Hawaii's maritime industries and local communities.

Mahalo, thank you for your time, consideration, and opportunity to testify.

Peter Wood 808-870-3672
Sailing Maui Inc.



COMMITTEE ON WATER AND LAND

Strongly Support 1083 SD2

Aloha Chair Hasham, Vice Chair Lamosoa and committee members,

My name is Inca Robbin and I have been operating tour boats from the West side of Maui for over 38 years. Our vessels have been moored offshore at the Mala Boat Ramp since 2000, this is currently **the only boating facility** left on this side of the island. Dredging is absolutely essential for this boat ramp to remain a functioning boating facility.

Currently, the practice is reactionary - DLNR waits until dredging becomes an urgent necessity before allocating funds. This results in delays, increased costs, and erratic maintenance schedules. This bill addresses these issues by ensuring the DLNR proactively includes dredging in its annual budget requests. This structured approach will prevent harbors from reaching a state that requires emergency intervention, leading to more cost-effective, routine maintenance.

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SB1083 SD1 provides an essential, overdue solution by establishing a structured, proactive approach to maintenance dredging. Ensuring that harbors remain safe, accessible, and economically viable is crucial for the ongoing success of Hawaii's maritime industries and local communities.

Mahalo, thank you for your time, consideration, and opportunity to testify.

Inca Robbin 808-870-3672
Sailing Maui Inc.

SB-1083-SD-2

Submitted on: 3/16/2025 3:50:26 PM

Testimony for WAL on 3/18/2025 10:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Thomas Brown	The Magic Merman Snorkel Charters	Support	Written Testimony Only

Comments:

Dear Chair, Vice Chair, and Members of the Committee,

Please support SB1074 for ocean tour boats. This bill is essential for ensuring that ocean tourism operators in Kaanapali can continue their operations while undergoing environmental review. Without this bill, these longstanding, regulated operators face the risk of being shut down for years—even when they have complied with all permitting requirements.

These tour operators allow residents and visitors to experience Hawaii’s marine environment with minimal disruption, supporting conservation efforts through education and sustainable tourism practices.

This bill strikes a fair balance between protecting our natural resources through 343 and supporting the small ocean tour businesses that have operated responsibly under state oversight for decades.

Please pass SB1074 to protect our local ocean tourism industry, the jobs it supports, and the families who depend on it.

Mahalo,

Austin Ernest & Derek Brown

Owners - The Magic Merman Snorkel Charters

SB-1083-SD-2

Submitted on: 3/17/2025 7:30:31 AM

Testimony for WAL on 3/18/2025 10:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Zachary LaPrade	Ocean Tourism Coalition	Support	Written Testimony Only

Comments:

**TESTIMONY IN SUPPORT OF SB1083, SD2
RELATING TO PORT INFRASTRUCTURE
House Committee on Water & Land (WAL)
Hearing Date: Tuesday, March 18, 2025, at 10:00 AM
Conference Room 411 & Videoconference**

Chair Hashem, Vice Chair Lamosao, and Honorable Members of the Committee:

My name is **Zachary LaPrade**, and I submit this testimony on behalf of the **Ocean Tourism Coalition (OTC)** in **strong support** of **SB1083, SD2**, which appropriates funding for **maintenance dredging at state small boat harbors, boat launch ramp facilities, and waterways.**

The Importance of Predictable Dredging and Funding

For Hawaii’s **ocean tourism industry, recreational boaters, and subsistence fishers, consistent harbor maintenance is essential.** However, **dredging in Hawaii has historically been unpredictable, both in timing and funding availability.** This leads to:

- **Hazardous conditions** due to sediment buildup, restricting safe navigation.
- **Disruptions to commercial and recreational boating,** impacting local businesses and tourism.
- **Costly emergency dredging projects** when deferred maintenance reaches a crisis point.

This bill **takes a proactive approach** by ensuring **scheduled, funded maintenance** rather than waiting for emergency appropriations, which are often **delayed and inefficient.**

Why SB1083 Benefits Hawaii’s Boating and Tourism Sectors

1. **Reduces uncertainty and operational disruptions** – Businesses, tour operators, and the public need **reliable access** to harbors and launch facilities.
2. **Enhances safety and infrastructure longevity** – Allowing sediment to accumulate can damage boats and create **navigation hazards.**
3. **Provides a sustainable funding mechanism** – This bill ensures **maintenance dredging is a priority in DLNR’s future budgets, reducing financial instability.**

Conclusion

The **Ocean Tourism Coalition** strongly supports **SB1083, SD2** and urges its passage to provide **long-term infrastructure stability, safety, and accessibility** for **Hawaii's marine-dependent industries**.

Mahalo for your time and consideration.

Sincerely,
Zachary LaPrade
Ocean Tourism Coalition

SB-1083-SD-2

Submitted on: 3/17/2025 9:43:27 AM

Testimony for WAL on 3/18/2025 10:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Marc Rubenstein	Polynesian Adventure Tours, LLC	Support	Written Testimony Only

Comments:

Aloha Chair, Vice Chair, and Members of the Committee,

I am submitting this testimony in **strong support of SB1083 SD2**, which addresses the critical need for proactive maintenance dredging at small boat harbors, boat launch ramp facilities, and other state boating infrastructure throughout Hawai‘i.

Currently, the Department of Land and Natural Resources (DLNR) employs a reactionary approach to dredging, allocating funds only when conditions reach crisis levels. This practice results in unnecessary delays, increased costs, and inconsistent maintenance schedules. SB1083 SD2 provides a long-overdue solution by ensuring that the DLNR includes maintenance dredging in its annual budget requests, establishing a structured and cost-effective approach to harbor upkeep.

Regular dredging is not only a financial and operational necessity but also a matter of public safety and accessibility. The accumulation of sediment and marine debris in harbors creates hazardous conditions that can damage vessels, restrict navigation, and ultimately force closures. These disruptions negatively impact not only commercial operators but also recreational boaters, fishers, and residents who rely on these facilities for subsistence and leisure activities.

By implementing a proactive dredging plan, SB1083 SD2 will:

- Reduce the frequency and severity of emergency interventions, minimizing costs over time.
- Ensure small boat harbors and launch ramps remain open, accessible, and safe for all users.
- Support the local economy by maintaining operational continuity for commercial and recreational maritime activities.
- Enhance the efficiency of DLNR’s permitting and budget allocation processes.

As an island state, our maritime infrastructure is a vital component of Hawai‘i’s economy, culture, and way of life. Neglecting its maintenance leads to cascading effects that burden taxpayers, local businesses, and community members alike. Proactive funding and planning for dredging efforts will provide long-term stability and sustainability for our harbors and waterways.

I respectfully urge the Committee to pass SB1083 SD2 to protect and preserve Hawai'i's port infrastructure for generations to come. Mahalo for your time and consideration.

Sincerely,

Marc Rubenstein

SB-1083-SD-2

Submitted on: 3/16/2025 10:01:57 AM

Testimony for WAL on 3/18/2025 10:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Monique L LeBlanc	Individual	Support	Written Testimony Only

Comments:

Aloha Chair Hasham, Vice Chair Lamosoa and committee members,

My name is Monique LeBlanc. I Strongly supports SB1083 SD2.

Currently, the practice is reactionary - DLNR waits until dredging becomes an urgent necessity before allocating funds. This results in delays, increased costs, and erratic maintenance schedules. This bill addresses these issues by ensuring the DLNR proactively includes dredging in its annual budget requests. This structured approach will prevent harbors from reaching a state that requires emergency intervention, leading to more cost-effective, routine maintenance.

This is not just for commercial operators, recreational boaters rely on small boat harbors and launch ramps for fishing and other ocean activities.

By funding regular dredging, SB1083 SD1 ensures the protection of public ocean access and guarantees that harbors remain open and accessible to all users.

SB1083 SD1 provides an essential, overdue solution by establishing a structured, proactive approach to maintenance dredging. Ensuring that harbors remain safe, accessible, and economically viable is crucial for the ongoing success of Hawaii's maritime industries and local communities.

Mahalo, thank you for your time, consideration, and opportunity to testify.

SB-1083-SD-2

Submitted on: 3/16/2025 1:22:14 PM

Testimony for WAL on 3/18/2025 10:00:00 AM

Submitted By	Organization	Testifier Position	Testify
John Helly	Individual	Support	Written Testimony Only

Comments:

Aloha kakou.

I am writing in support of SB1083 as a private citizen, boat owner and Lahaina resident.

I have kept a boat in the yard next to the Mala Ramp for ~12 years and have seen the good and the bad at that ramp. Some years ago, the State invested in fixing the piers of the ramp and the ramp itself. Since then, there has been little evidence of any maintenance even though the ramp is badly silted-in and there are boards missing from the sides of the piers. In numerous places, the concrete is palling badly.

This ramp is heavily used by the private and commercial boating communities and we deserve better treatment by those responsible for maintaining this facility. This aspect is especially poignant since our citizens on Molokai and Lanai have no regular means of transportation to Lahaina except through this ramp.

Our connection to the sea in Maui should be reflected in the condition of our marine resources. This reflection, currently, is sad.

This bill has been sought for years by those of us who regularly use the ramp at Mala and there are many more like us throughout the State. I urge you to vote for SB1083 and help us maintain a healthy and happy Maui community.

Respectfully,

Dr. John J Helly

SB-1083-SD-2

Submitted on: 3/16/2025 2:39:36 PM

Testimony for WAL on 3/18/2025 10:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Rocky Barnett	Individual	Support	Written Testimony Only

Comments:

Strongly Support SB 10823 SD2

Aloha Chair Hasam, Vice President Lamosa and Committee Members,

My name is Rocky Barnett, I have been a member of the West Maui Recreational Boating Community for 28 years.

I regularly launch and recover my 26 foot power boat at Mala Ramp, and would like to provide my testimony on the challenges we face when the tide is below 0.7' getting the boat on and off the trailer. The ramp area is silted up and is currently too shallow for many boaters to launch and recover at medium to low tides.

I strongly support SB 1083 SD2 which would allow funding for regular dredging of harbors to provide uninterrupted access for all users.

Mahalo for your kind consideration, and for providing the opportunity to testify.

Rocky L Barnett

orionmaui@gmail.com

SB-1083-SD-2

Submitted on: 3/16/2025 7:02:13 PM

Testimony for WAL on 3/18/2025 10:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Riley E. Coon	Individual	Support	Written Testimony Only

Comments:

Strongly Support 1083 SD2

Aloha Chair Hasham, Vice Chair Lamosoa and committee members,

My name is Riley Coon. I am a 3rd generation Lahaina Harbor captain and I strongly support SB1083 SD2.

Currently, the DLNR waits until dredging becomes an urgent necessity before allocating funds to take action. This is after many vessels have run aground on the shoal, and causes great anxiety and unsafe boating conditions for us captains.

when the dredging finally starts, This results in delays, increased costs, and erratic maintenance schedules that the boaters have a put up with.

This bill addresses these issues by ensuring the DLNR proactively includes dredging in its annual budget requests. This structured approach will prevent harbors from reaching a state that requires emergency intervention, leading to more cost-effective, routine maintenance.

This is not just for commercial operators, recreational boaters and the lahaina lanai passenger ferry rely on small boat harbors and launch ramps for fishing and other ocean activities.

By funding regular dredging, SB1083 SD1 ensures the protection of public ocean access and guarantees that harbors remain open and accessible to all users.

SB1083 SD1 provides an essential, overdue solution by establishing a structured, proactive approach to maintenance dredging. Ensuring that harbors remain safe, accessible, and economically viable is crucial for the ongoing success of Hawaii's maritime industries and local communities.

Mahalo, thank you for your time, consideration, and opportunity to testify.

Capt Riley E Coon

SB-1083-SD-2

Submitted on: 3/16/2025 7:41:28 PM

Testimony for WAL on 3/18/2025 10:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Uilani Naipo	Individual	Support	Written Testimony Only

Comments:

I strongly support SB1083 SD2.

There is no question about needing this appropriation for port infrastructure maintenance for harbor dredging. Subsistence and commercial fishers of Hilo and Puna were significantly impacted and landlocked for an extended period of time, and need reliable access to open waters.

Please pass SB1083.

SB-1083-SD-2

Submitted on: 3/17/2025 7:47:26 AM

Testimony for WAL on 3/18/2025 10:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Glen Kagamida	Individual	Support	Written Testimony Only

Comments:

This is a great idea that should have been done a long time ago. Mahalo!