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

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Testimony of
RYAN K.P. KANAKA'OLE
Acting Chairperson

Before the Senate Committee on
WAYS AND MEANS

Tuesday, March 3, 2026
10:17 AM
State Capitol, Conference Room 211

In consideration of
SENATE BILL 2367, SENATE DRAFT 1
RELATING TO STATE BOATING FACILITIES

Senate Bill 2367, Senate Draft 1 proposes to require the Department of Land and Natural Resources (Department) to develop and implement a project to improve portions of Ala Wai Small Boat Harbor, as envisioned by the 2022 University of Hawai'i Community Design Center Ala Wai Small Boat Harbor Vision Report; and authorizes the Board of Land and Natural Resources to lease the remaining portion of Ala Wai Small Boat Harbor; provided that the lease shall expire on or before 6/30/2046. **The Department supports this measure and offers recommended amendments.**

The Department notes that there are currently four harbor facilities under the jurisdiction of DOBOR on O'ahu already being managed under a public-private partnership (P3) model: La Mariana Sailing Club, Ke'ehi Marine Center, Waikiki Yacht Club, and Hawai'i Yacht Club. The Department believes that the P3 model for management and operation of small boat harbors is the most effective way to manage these facilities due to the private sector's ability to provide adequate staffing, faster responses for repairs & maintenance, and facility improvements, all while providing lease revenue to the State.

Kewalo Basin Harbor, which is under the jurisdiction of the Hawai'i Community Development Authority (HCDA), is also a prime example of a State-owned harbor under a P3 management model. The Department is grateful to HCDA, which has expressed its willingness to advise and work with the Department to help set up the lease of AWSBH, should this measure become law.

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
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FORESTRY AND WILDLIFE
HISTORIC PRESERVATION
KAHOOLAWE ISLAND RESERVE COMMISSION
LAND
STATE PARKS

The Department notes two common misconceptions among critics regarding the P3 management model proposed by this measure: (1) private management would lead to exorbitantly high mooring fee rates; and (2) private management would lead to the transfer of State lands under public trust to the private sector. The Department clarifies that: (1) the authority and method for determining fees remains unchanged, where the Department will set fees pursuant to Section 200-10, Hawai'i Revised Statutes (HRS), with the Board maintaining authority for approval of any proposed fee increases; and (2) this measure will not authorize any sale or transfer of State lands and only proposes to allow a lease for AWSBH and associated submerged lands in the State to attract private partners who plan to make improvements, provide adequate management, and transform AWSBH into the paragon that it should be as the Gateway to Waikiki. The Department has no plans to sell any State lands and will only offer a lease as part of a P3 model.

The Department requests the following language from the original version of the measure be re-inserted on page 6, immediately below line 8, as Section 3, and that subsequent Sections be appropriately renumbered, for the purpose of removing the reference to HRS Section 200-2.6 (which is being repealed):

SECTION 3. Section 200-2.5, Hawaii Revised Statutes, is amended by amending subsection (a) to read as follows:

"(a) Notwithstanding any law to the contrary, the board may lease fast lands and submerged lands within [~~an~~] any existing state boating facility by public auction, a request for proposals, or by direct negotiation pursuant to section 171-59 and chapter 190D, for private development, management, and operation[~~;~~ ~~provided that any lease of fast lands or submerged lands pursuant to a request for proposals shall be subject to section 200-2.6,~~ ~~regardless to which state boating facility the fast or submerged lands are attached].~~

As used in this section, the term "state boating facility" means a state small boat harbor, launching ramp, offshore mooring, pier, wharf, landing, or any other area under the jurisdiction of the department pursuant to this chapter."

Mahalo for the opportunity to comment on this measure.



March 3, 2026

SENATE COMMITTEE ON WAYS & MEANS

Sen. Donovan Dela Cruz, Chair; Sen. Sharon Moriwaki, Vice Chair; and Committee Members
Public Hearing, March 3, 2026, 10:17 a.m. – Conference Room 211, State Capitol

Testimony of William F. Anonsen
Managing Partner/Principal of The Maritime Group
Offering Comments on S.B. 2367 SD1, Relating to State Boating Facilities

My name is William F. Anonsen, the Managing Partner/Principal of The Maritime Group, and a recreational boat owner with boat mooring at the Waikiki Yacht Club, and respectfully offer these comments on S.B. 2367, S.D. 1. as amended in the Senate WLA's Standing Committee Report No. 2682.

DOBOR's senior management and staff are doing an exceptional job under challenging circumstances and severe fiscal constraints. The Division manages sixteen small boat harbors while facing approximately \$1.1 billion in deferred maintenance against an annual operating budget of roughly \$30 million, a situation that would strain any organization. The current conditions reflect long-standing structural funding constraints, not a lack of effort or commitment.

The WLA amendments appropriately narrowed the measure by clarifying that it authorizes a state boating facility lease, limiting the lease term through June 30, 2046, strengthening oversight, and requiring annual reports to the Legislature. Importantly, S.D. 1 authorizes a lease of the Ala Wai Small Boat Harbor, while preserving public ownership and civil service protections, and is a significant policy decision. It is important to emphasize that this measure authorizes a lease, not a sale or transfer of public trust lands. The State must retain full ownership, regulatory authority, and fee-setting oversight to ensure the harbor remains a public asset held in trust for the people of Hawai'i nei.

As the bill is now before WAM, the fiscal question is whether this framework can reduce long-term capital pressures, accelerate modernization at Ala Wai, and allow DOBOR to refocus on ocean recreation management. The blank appropriation in the amendment warrants careful fiscal review. Public access protections should be clearly defined.

Ala Wai Small Boat Harbor is a vital public trust asset. Any action should reinforce ownership, public access, workforce stability, and fiscal accountability. Ala Wai is a key access point to Waikiki waters, making shoreline access, recreational parking, and Native Hawaiian rights essential. Workforce protections are appropriate, and ongoing dialogue with labor will ensure fairness. Annual reports should include clear performance benchmarks on capital improvements, maintenance, revenue, and public access, with strong oversight to safeguard the public interest.

Respectfully submitted,

William F. Anonsen

William F. Anonsen
Managing Partner/Principal
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HAWAII GOVERNMENT EMPLOYEES ASSOCIATION

AFSCME Local 152, AFL-CIO

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The Thirty-Third Legislature, State of Hawaii
The Senate
Committee on Ways and Means

Testimony by
Hawaii Government Employees Association

March 3, 2026

S.B. 2367, S.D. 1 – RELATING TO STATE BOATING FACILITIES

The Hawaii Government Employees Association, AFSCME Local 152, AFL-CIO provides comments on S.B. 2367, S.D. 1, which requires the Department of Land and Natural Resources to develop and implement a project to improve portions of Ala Wai Small Boat Harbor, as envisioned by the 2022 University of Hawai'i Community Design Center Ala Wai Small Boat Harbor Vision Report. This bill authorizes the Board of Land and Natural Resources (BLNR) to lease the remaining portion of Ala Wai Small Boat Harbor, provided that the lease shall expire on or before 6/30/2046. We appreciate the amendments made in S.D.1 and have no objections to the redevelopment of the harbor envisioned by the 2022 University of Hawai'i Community Design Center Vision Report.

The HGEA is opposed however, to the language that would allow the BLNR to lease the remaining portion of the harbor not included in the redevelopment plan(s). We strongly believe that the State should be the sole authority to operate and manage the harbor in its entirety. The harbor is a valuable public asset, and we do not believe the legislature and the State should surrender control of such assets via a lease to a private entity. Such leases would deprive the State of potential revenue that could be collected and reinvested back into the harbor or other essential State programs. In addition, the leasing of such public lands could result in the reduction of public access and use of the harbor, which to us is an unacceptable price to pay for a long-term private lease.

Thank you for the opportunity to provide comments on S.B 2367, S.D. 1.

Respectfully submitted,

Randy Perreira
Executive Director



UNITED PUBLIC WORKERS

AFSCME Local 646, AFL-CIO

THE SENATE KA 'AHA KENEKOA

THE THIRTY-THIRD LEGISLATURE REGULAR SESSION OF 2026

COMMITTEE ON WAYS AND MEANS
Sen. Donovan M. Dela Cruz, Chair
Sen. Sharon Y. Moriwaki, Vice Chair

Tuesday, March 3, 2026, 10:17 AM
Conference Room 211 & Videoconference

Re: Testimony on SB2367, SD1 – RELATING TO STATE BOATING FACILITIES

Chair Dela Cruz, Vice Chair Moriwaki, and Members of the Committee:

The United Public Workers, AFSCME Local 646, AFL-CIO (“UPW”) is the exclusive bargaining representative for approximately 14,000 public employees, which includes blue collar, non-supervisory employees in Bargaining Unit 1 and institutional, health, and correctional employees in Bargaining Unit 10, in the State of Hawaii and various counties.

UPW provides **comments** on SB2367, SD1, which requires the Department of Land and Natural Resources (“DLNR”) to develop and implement a project to improve portions of Ala Wai Small Boat Harbor, as envisioned by the 2022 University of Hawaii Community Design Center Ala Wai Small Boat Harbor Vision Report. This measure also authorizes the Board of Land and Natural Resources to lease the remaining portion of Ala Wai Boat Harbor and repeals provisions relating to the leasing of certain fast and submerged lands of Ala Wai Boat Harbor.

We appreciate the amendments contained in the SD1, which largely address our concerns relating to the duties and responsibilities of public employees at Ala Wai Small Boat Harbor, as well as historical lack of investment in the facilities. However, we do remain concerned about the Legislature preauthorizing the lease management of the submerged and fast lands outside the scope of the improvement project. UPW continues to be wary about the unintended impacts private-public partnerships will have on the State’s most precious recreational resources.

Mahalo for the opportunity to testify on this measure.

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**Testimony Requesting Amendment of SB 2367, SD1
Relating to State Boating Facilities**

Submitted to Senate Committee on Ways and Means
Tuesday, March 3, 2026, 10:17 AM, Hearing in State Capitol Room 211

Please amend SB 2367, SD1 to require that:

Any lease of fast lands and submerged lands of Ala Wai Small Boat Harbor shall provide for the maintenance of at least three hundred public parking stalls at no cost to users for recreational ocean access and for the practice of traditional and customary Native Hawaiian rights.

This amendment will guarantee future Hawaii residents the same recreational ocean access that I had. I am 78. I have parked at Ala Wai Harbor for access to Waikiki Beach and surf spots for 61 years. For a few years, before my wife talked some sense into me, I owned a 22' trimaran daysailer moored in a slip at Ala Wai Harbor. When my friends and family went sailing with me, we all used the public parking at Ala Wai Harbor.

It's simply wrong for public agencies to charge fees for Hawaii residents to park on public property to use the beach, swim, fish, or surf. And it's simply wrong to allow private lessees, concessions, or contractors to charge fees for Hawaii residents to park on public property to use the beach, swim, fish, or surf. Public parking lots which Hawaii residents use for recreational ocean access should be managed like a kind of park facility. Public parking for beach access should NOT be used to generate revenues.

SB-2367-SD-1

Submitted on: 3/2/2026 12:09:14 PM

Testimony for WAM on 3/3/2026 10:17:00 AM

Submitted By	Organization	Testifier Position	Testify
Blake Parsons	Testifying for Scouting America, Aloha Council	Comments	Written Testimony Only

Comments:

Chair and Members of the Committee,

My name is Blake Parsons, and I serve as Chief Executive Officer of Scouting America, Aloha Council. I appreciate the opportunity to provide comments on SB2367 SD1.

Scouting America operates Sea Scout units that provide maritime education, seamanship training, and leadership development for young people in Hawai'i. These units are volunteer led, supported by parents, and operate with limited financial resources. Access to harbor facilities is essential to their continued operation.

As this measure moves forward, we respectfully request inclusion of the following language to ensure clarity and continuity for nonprofit youth maritime education programs:

“Any lease executed pursuant to this section shall include terms to preserve continued access for Sea Scout units and other qualifying nonprofit youth maritime education programs. The lessee shall provide a reasonable number of slips or moorings, subject to availability, at no charge consistent with section 200 7, and may not impose additional fees inconsistent with this section. The board shall ensure such provisions are included in any lease agreement or management contract.”

We humbly ask that this language remain part of the measure.

Mahalo for your consideration.

Blake Parsons
Chief Executive Officer
Scouting America, Aloha Council

February 13, 2026

TESTIMONY IN OPPOSITION TO SB2367
Water and Land Committee

Chair Lee, Vice Chair Inouye, and Members of the Committee:

My name is Kate Thompson. I have moored my sailboat at the Ala Wai Small Boat Harbor for 28 consecutive years. I am a Registered Nurse and Director of SurfParking.org. I respectfully submit **strong opposition to SB2367** and urge this Committee to HOLD this measure.

“SB2367 is last year’s SB364 with a new number — but the same privatization risk.”

Public Trust Obligations

The Ala Wai Small Boat Harbor consists of Section 5(b) Public Trust lands under the Hawaii Admission Act; lands protected by Executive Order 1795 (1958) for public recreational use; historically preserved lands dating back to the Great Māhele; and submerged lands protected under federal law.

Under the Public Trust Doctrine, the State has a constitutional obligation to preserve these lands for present and future generations. A 55–65 year lease to a private entity represents an extraordinary transfer of long-term control over public trust lands.

SB2367 does not clearly define protections for free public access, the number of recreational slips guaranteed, limits on commercial expansion, protections for submerged lands, Duke Kahanamoku Beach access, or statutory guarantees for the 300 free public parking stalls.

Affordability Concerns

For 28 years I have paid monthly mooring fees into the Boating Special Fund — approximately \$100,000 over that time. Harbor users have invested in this public system.

In 2024, new insurance requirements for ‘wreckage removal’ increased my annual sailboat insurance from \$250 to \$1,800 — a 620% increase in one year. Local families, retirees, and working boaters cannot absorb increases of this magnitude.

Kewalo Basin Harbor, often cited as a PPP model, currently charges approximately \$21 per foot, compared to Ala Wai’s current rate of about \$14 per foot — roughly one-third higher. When fees rise, local small boat owners are priced out, and harbors shift toward mega-yachts and commercial use.

Deferred Infrastructure

The Ala Wai Harbor has not had a functioning fuel dock for 16 years. A fuel dock is basic marine infrastructure and restoring one is routine harbor management. Deferred maintenance should not become justification for privatization.

Parking Enforcement Concerns

Parking is essential for ocean access. In 2025 alone, 2,589 vehicles were towed from the Ala Wai Small Boat Harbor, while only 25 parking tickets were issued. Towing has become the primary enforcement tool, and none of that revenue returns to the State. This demonstrates a serious breakdown in public oversight.

Past Monetization Failure

In 2008, the Honey Bee development project was pursued under a similar “monetization” philosophy. The project failed, the corporation went bankrupt, and approximately \$700,000 remains owed to the State. Before repeating this approach under SB2367, the Legislature should consider this prior outcome.

Recommendations

Before authorizing a long-term PPP lease, the Legislature should require:

- Open public meetings
- A publicly presented Master Plan
- **Statutory guarantees for free and Kama’āina parking** (See 2023, SB1034)
- A lease term capped at 30 years
- Legislative approval for submerged land use
- Phased development, one lot at a time, rather than control of the entire harbor

This harbor was preserved for generations for public recreation. It was never intended to become a private yacht enclave, or commercial boating hub.

For these reasons, I respectfully urge the Committee to HOLD SB2367.

Mahalo for your consideration.

Kate Thompson, R.N., MPH
Director, SurfParking.org. 808-383-3334