

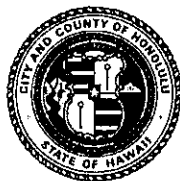
SB19

RELATING TO TAXATION.

Makes permanent the county surcharge on state tax.

OFFICE OF THE MAYOR
CITY AND COUNTY OF HONOLULU

530 SOUTH KING STREET, ROOM 300 • HONOLULU, HAWAII 96813
PHONE: (808) 768-4141 • FAX: (808) 768-4242 • INTERNET: www.honolulu.gov



KIRK CALDWELL
MAYOR

ROY K. AMEMIYA, JR.
MANAGING DIRECTOR DESIGNATE

GEORGETTE T. DEEMER
DEPUTY MANAGING DIRECTOR

February 11, 2015

The Honorable Clarence K. Nishihara, Chair
and Members of the Committee on Transportation
State Senate
State Capitol, Room 229
415 South Beretania Street
Honolulu, Hawaii 96813

The Honorable Will Espero, Chair
and Members of the Committee on Public Safety/
Intergovernmental and Military Affairs
State Senate
State Capitol, Room 229
415 South Beretania Street
Honolulu, Hawaii 96813

Dear Senator Nishihara and Senator Espero and Members of the Committees:

SUBJECT: Testimony on Senate Bill No. 19 - Relating to Taxation

The Office of the Mayor, City and County of Honolulu, strongly supports the passage of Senate Bill 19 Relating to Taxation.

Please allow me to take this opportunity to reaffirm my strong commitment to honoring the will of the people to develop the Honolulu Rail Transit Project (hereinafter "Rail"). I have tailored my written comments before these Honorable Committees to the subject matters and reserve additional comments before other Committees.

Rail is a critical component of a robust multi-modal transportation system, an integrated system designed to provide transportation options to Oahu's residents and visitors alike. A robust multi-modal transportation system will improve the quality of life of Oahu's residents, particularly those living in and/or traveling through Oahu's most densely congested leeward urban corridor.

As Mayor of the City and County of Honolulu, I believe in honoring City commitments, many of which are Rail-related and were made well before I was elected

The Honorable Clarence K. Nishihara, Chair
and Members of the Committee on Transportation
The Honorable Will Espero, Chair
and Members of the Committee on Public Safety,
Intergovernmental and Military Affairs

February 11, 2015

Page 2

Mayor on a pro-Rail platform. For example, a commitment was made to the people and residents of West Oahu, including new homeowners and businesses in and/or near Kapolei and students/faculty at University of Hawaii -- West Oahu and Leeward Community College, that the City would build Rail and provide these communities additional safe and convenient transportation options. A commitment was also made to the military regarding two stations located adjacent to Joint Base Pearl Harbor-Hickam, where a significant percentage of the workforce population, civilian and military, commute from points west.

The City also committed to the accelerated development of affordable housing in transit-enhanced neighborhoods, where seniors and those dependent on affordable transportation could age-in-place in dense neighborhoods providing the jobs and services they need (provisions, schools, medical/health care, community parks, etc.) without the need for a car, a commitment that prioritized development along the Rail line with the equally noble commitment of "keeping country country," thereby respecting the wishes of our rural communities. I might also add that we made economic commitments to our construction industry and unions and they stepped-up and provided jobs and skilled laborers, jobs that will be lost should we retreat on our commitments. The economic impact of such a decision on Hawaii's families is foreseeable and I would not wish that on anyone, let alone the hundreds of families dependent on Rail construction on Oahu.

To build less than the planned twenty (20) mile twenty-one (21) station fixed guideway system or worse, underfunding Rail and forcing the cancellation of the project in whole, abdicates the many commitments collectively made to the people of this great island. That is not my nature and, as Mayor, I will do everything within my power to uphold the good Rail-related commitments made to the many diverse communities on Oahu.

In closing, traffic congestion on Oahu has already reached unacceptable levels. We are actively working on the right solution: Building a robust multi-modal transportation system that includes a Rail line through Oahu's most densely congested urban core. In the face of financial adversity, now is the time for strength and fortitude. Now is not the time to retreat and renege on the many commitments made to the people.

The Honorable Clarence K. Nishihara, Chair
and Members of the Committee on Transportation
The Honorable Will Espero, Chair
and Members of the Committee on Public Safety,
Intergovernmental and Military Affairs
February 11, 2015
Page 3

We have a vision for a robust multi-modal transportation system and the vision is good. Let us pool together and collectively resolve the financial challenges facing the Rail project so that the people of this great island know we are committed to a better tomorrow.

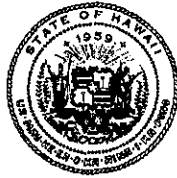
Sincerely,

A handwritten signature in black ink, appearing to read "Kirk Caldwell". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Kirk Caldwell
Mayor

DAVID Y. IGE
GOVERNOR

SHAN TSUTSUI
LT. GOVERNOR



MARIA E. ZIELINSKI
DIRECTOR OF TAXATION

STATE OF HAWAII
DEPARTMENT OF TAXATION
P.O. BOX 259
HONOLULU, HAWAII 96809
PHONE NO: (808) 587-1540
FAX NO: (808) 587-1560

To: The Honorable Clarence K. Nishihara, Chair
and Members of the Senate Committee on Transportation

The Honorable Will Espero, Chair
and Members of the Senate Committee on Public Safety, Intergovernmental and
Military Affairs

Date: Thursday, February 12, 2015
Time: 2:45 P.M.
Place: Conference Room 229, State Capitol

From: Maria E. Zielinski, Director
Department of Taxation

Re: S.B. 19, Relating to Taxation

The Department of Taxation (Department) appreciates the intent of S.B. 19 and provides the following comments for your consideration.

S.B. 19 amends Act 247, Session Laws of Hawaii 2005 (Act 247), to eliminate the December 31, 2022 sunset date of the Act. Act 247 authorized each county to establish a surcharge on state tax at rates no greater than one-half percent of all gross proceeds and gross income taxable under chapter 237, Hawaii Revised Statutes (HRS), General Excise Tax Law, and chapter 238, HRS, Use Tax Law, to fund public transportation systems in their respective counties. Act 247 required the surcharge to be established by ordinance adopted prior to December 31, 2005.

Act 247 also required the Department to levy, assess, and collect the county surcharge on State taxes. On August 10, 2005, the Honolulu City Council passed Ordinance 05-027 to establish the one-half percent surcharge to be collected by the Department beginning January 1, 2007. The Department notes that it is able to comply with a repeal of the Act 247 sunset date as proposed in this measure.

Thank you for the opportunity to provide comments.

TESTIMONY BY WESLEY K. MACHIDA
DIRECTOR, DEPARTMENT OF BUDGET AND FINANCE
STATE OF HAWAII
TO THE SENATE COMMITTEES ON TRANSPORTATION AND PUBLIC SAFETY,
INTERGOVERNMENTAL AND MILITARY AFFAIRS
ON
SENATE BILL NO. 19

February 12, 2015

RELATING TO TAXATION

Senate Bill No. 19 makes permanent the half percent county surcharge on State tax for the City and County of Honolulu's (C&CH) rail project.

The Department of Budget and Finance has serious reservations about making the half percent county surcharge permanent based on the information available to date. In order to make an informed decision on any type of extension, we strongly believe that the Honolulu Authority for Rapid Transportation (HART) and City Administration need to provide the Legislature, Governor and taxpayers of the C&CH with, at a minimum, the following information:

- Updated cost projections for all aspects of the rail project's construction and development (i.e., land and right-of-way acquisition, design and project management, construction, equipment, etc.) based on current economic conditions, and identification and explanation of differences greater than \$5.0 million in the updated construction and development cost projections versus the baseline cost projections that were in place when construction contracts were first awarded.
- Updated cost projections for all aspects of the rail's operations and maintenance (i.e., administration, staffing, utilities, maintenance and repairs, etc.) using appropriate inflation indices to adjust costs to the time period

when the rail will be operational, and identification and explanation of differences greater than \$5.0 million in the updated operations and maintenance cost projections versus the baseline cost projections that were in place when construction contracts were first awarded.

- Updated revenue estimates for all revenue sources for the rail project (i.e., the half percent county surcharge on State tax, federal funds, developer assessments, rider fees, etc.), and identification and explanation of differences greater than \$5.0 million in the updated revenue estimates versus the baseline revenue estimates that were in place when construction contracts were first awarded.
- A detailed accounting of all expenditures and revenues for the rail project from January 1, 2007 to December 31, 2014, and a detailed accounting of all outstanding contract commitments as of December 31, 2014.
- An updated financial plan for the rail project and future rail operations that reflects updated annual revenues and expenditures, annual surpluses (deficits), and ending balances on a cash basis for the period from fiscal year 2013-14 to fiscal year 2033-34.
 - Included in the financial plan should be the amounts necessary each fiscal year to keep the rail project progressing and operating along with an explanation of the financial plan's underlying assumptions.
 - Two financial plan scenarios should be presented:
 - One with the half percent county surcharge sun-setting on December 31, 2022; and
 - Another with the half percent county surcharge sun-setting on December 31, 2027.

- Any proposed bond financing plans with details on size of issue(s), structure and terms, projected interest rates, debt service schedules, repayment pledges, etc.
- Actions being taken or planned to minimize actual and/or anticipated cost overruns.
- Alternative, non-State revenue sources being proposed, including additional funding from the C&CH's sources of revenues, and if no non-State revenue sources are being proposed, an explanation of the reason(s) for not pursuing non-State funding.

Until this information is provided, consideration of any extension of the half percent county surcharge would be premature.



IN REPLY REFER TO:
CMS-APOO-01102

HONOLULU AUTHORITY for RAPID TRANSPORTATION

Daniel A. Grabauskas
EXECUTIVE DIRECTOR AND CEO

BOARD OF DIRECTORS

Ivan M. Lui-Kwan, Esq.
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Robert Bunda
Michael D. Formby
Ford N. Fuchigami
William "Buzz" Hong
Keslie W.K. Hui
Damien T.K. Kim
Carrie K.S. Okinaga, Esq.

Statement of
DANIEL A. GRABAUSKAS
Executive Director and CEO, Honolulu Authority for Rapid Transportation
before the

SENATE COMMITTEE ON TRANSPORTATION
and
**SENATE COMMITTEE ON PUBLIC SAFETY,
INTERGOVERNMENTAL AND MILITARY AFFAIRS**

Thursday, February 12, 2015
2:45 PM
State Capitol, Conference Room 229

in consideration of
SB 19
RELATING TO TAXATION

Chair Nishihara, Chair Espero, Vice Chair Harimoto, Vice Chair Baker, and Members of the Senate Committee on Transportation and Senate Committee on Public Safety, Intergovernmental and Military Affairs,

The Honolulu Authority for Rapid Transportation (HART) supports Senate Bill 19, which makes permanent the county surcharge on state tax.

HART believes eliminating the general excise tax (GET) sunset date of December 31, 2022 is the best option to meet multiple goals. These goals are: (1) to eliminate the current projected project deficit, (2) start immediate plans for extensions to the University of Hawaii at Manoa and downtown Kapolei; and (3) create an equitable source of operating subsidy, one-third of which is paid for by visitors to our island.

The Full Funding Grant Agreement (FFGA) provided the City with \$1.55 billion in federal New Starts funding. The FFGA also states the City has an obligation to complete this project under the time frame specified in the agreement (20-miles, 21 stations, 80 rail vehicles) regardless of any financial challenges the City might encounter. If the City defaults on this agreement, then the City would face even greater fiscal challenges, including repayment of these federal funds.

HART's major contracts must be advertised by the end of this year and awarded by mid-2016 to stay on schedule. Staying on schedule is critical to prevent costly delays and to comply with the terms FFGA. According to state law, Hawaii Revised Statutes Section 103D-309 and Hawaii Administrative Rules Section 3-122-102 pertaining to HART's

contracts, the City must have funding in place before HART can award contracts to complete the project. No contracts can be awarded without funding in place.

In addition, Honolulu's construction costs are among the highest in the nation, and rising. HART has consulted with a wide spectrum of the construction industry, including experts who track construction prices across the country as well as here in Hawaii. All projections lead us to believe that construction costs are expected to increase 12% to 15% each year over the next two years. Pushing the project schedule back will mean higher bids and higher costs. For example, on a billion-dollar contract, with these projections, simply waiting a year will cost our taxpayers more than \$120 million to \$150 million with no benefit. Time is money and this is particularly true in the construction field.

Based upon the legal necessity to have funding in place in order to sign contracts, coupled with rapidly rising market costs that are beyond our control, we believe eliminating the sunset on the GET now is the best course of action.

Thank you for this opportunity to submit written testimony.



IN REPLY REFER TO:
CMS-AP00-01106

HONOLULU AUTHORITY for RAPID TRANSPORTATION

Daniel A. Grabauskas
EXECUTIVE DIRECTOR AND CEO

BOARD OF DIRECTORS

Ivan M. Lui-Kwan, Esq.
CHAIR

Donald G. Horner
VICE CHAIR

George I. Atta
Robert Bunda
Michael D. Formby
Ford N. Fuchigami
William "Buzz" Hong
Keslie W.K. Hui
Damien T.K. Kim
Carrie K.S. Okinaga, Esq.

Statement of
IVAN LUI-KWAN
Chair of the Board of Directors of the
Honolulu Authority for Rapid Transportation
before the
SENATE COMMITTEE ON TRANSPORTATION
and
**SENATE COMMITTEE ON PUBLIC SAFETY,
INTERGOVERNMENTAL AND MILITARY AFFAIRS**

Thursday, February 12, 2015
2:45 PM
State Capitol, Conference Room 229

in consideration of
SB 19
RELATING TO TAXATION

Chair Nishihara, Chair Espero, Vice Chair Harimoto, Vice Chair Baker, and Members of the Senate Committee on Transportation and Senate Committee on Public Safety, Intergovernmental and Military Affairs,

The Board of Directors of the Honolulu Authority for Rapid Transportation (HART) supports Senate Bill 19 which makes permanent the county surcharge on state tax.

Please find attached Resolution 2015-3 stating the HART Board of Directors' position regarding the county tax surcharge collected by the State of Hawaii for the Honolulu Rail Transit Project.

Thank you for this opportunity to submit written testimony.

[D. Grabauskas, I.Lui-Kwan]

Honolulu Authority for Rapid Transportation

RESOLUTION NO. 2015-3

**REGARDING THE POSITION OF THE BOARD OF DIRECTORS OF THE
HONOLULU AUTHORITY FOR RAPID TRANSPORTATION ON THE COUNTY
TAX SURCHARGE PROCEEDS COLLECTED BY THE STATE OF HAWAII FOR
THE HONOLULU RAIL TRANSIT PROJECT**

WHEREAS, the Honolulu Authority for Rapid Transportation (HART) has been established pursuant to Article XVII of the Revised Charter of the City and County of Honolulu 1973, as amended; and

WHEREAS, with the enactment of Act 247, Hawaii Session Laws 2005, the Hawaii State Legislature authorized the City and County of Honolulu to levy a surcharge of one-half percent on the state general excise and use taxes by ordinance to fund operating or capital costs of a locally preferred alternative (LPA) for a mass transit project, and expenses in complying with the Americans with Disabilities Act of 1990 with respect to such project; and

WHEREAS, on August 10, 2005, the Honolulu City Council passed Ordinance 05-027 which established the one-half percent surcharge to be collected by the State beginning January 1, 2007; and

WHEREAS, through the approval of Ordinance 07-001, the Honolulu City Council selected a fixed guideway system as the LPA for the Honolulu High-Capacity Transit Corridor Project (now known as the Honolulu Rail Transit Project or HRTP); and

WHEREAS, Ordinance 07-001 requires that the LPA be financed only by general excise and use tax surcharge revenues, interest earned on the revenues, and any federal, state, or private revenues; and

WHEREAS, during the Twenty-Eighth State Legislature (2015-2016), there will be various legislative measures introduced and discussed relating to the county surcharge on state general excise tax; and


WHEREAS, in order to meet current and future financial needs of the HRTP, assurance of additional county surcharge amounts for building the HRTP will enhance HART's ability to avoid using funds from the Federal Transit Administration's Urbanized Area Formula Program (49 U.S.C. §5307), and without adversely impacting the city and county of Honolulu's fiscal status;

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of HART as follows:

1. The HART Board of Directors favors and supports legislative measures which seek to increase the amount that will be paid to the City for HART of the county surcharge on state tax revenues to construct the HRTP; and

2. The HART Executive Director and CEO is authorized to submit testimony on pertinent legislation consistent with the overall policies set forth herein; and
3. This Resolution shall take effect immediately upon its adoption.

ADOPTED by the Board of the Honolulu Authority for Rapid Transportation on
JAN 29 2015.


Board Chair

ATTEST:


Board Administrator

TAXBILLSERVICE

126 Queen Street, Suite 304

TAX FOUNDATION OF HAWAII

Honolulu, Hawaii 96813 Tel. 536-4587

SUBJECT: MISCELLANEOUS, Extend county surcharge on state tax

BILL NUMBER: SB 19; HB 19; HB 134 (Identical)

INTRODUCED BY: SB by Nishihara, Harimoto and 1 Democrat; HB 19 by Saiki by request; HB 134 by Souki

BRIEF SUMMARY: Amends Act 247, SLH 2005, to make the county surcharge on state tax permanent.

EFFECTIVE DATE: Upon approval

STAFF COMMENTS: This bill relates to the 0.5% surcharge on the general excise tax that is currently imposed in the City and County of Honolulu. It is currently scheduled to sunset on December 31, 2022.

When the surcharge legislation was adopted back in 2006, taxpayers, especially those in Honolulu, were assured that the 0.5% surcharge was going to be temporary. The funds were supposed to be paid to build the system, and not go toward ordinary maintenance. It now appears that the rail project may have cost overruns, but the proponents of the bill are not asking for an extension of the tax to cover the overruns. Instead, they are asking to extend the tax from 2022 to ... forever. That is a very long time.

Contributing to the financial woes of the City and County is the fact that the state is siphoning 10% of all surcharge collections into the general fund. This diversion was supposed to represent payment to the state for the costs incurred in administering the surcharge. After all, the department of taxation collects and enforces the tax and just writes the county a check. But the amount diverted turns out to be a massive amount of money, almost as much as the entire operating budget of the department of taxation, and is obviously far in excess of the costs involved. We believe this diversion to be in violation of the constitutional principle called “intergovernmental tax immunity” – governments don’t tax each other – and is therefore invalid. If all or some of these unlawfully collected receipts go back to the City, the problems that the City is now complaining about will be easier to solve.

Above all, lawmakers should be aware that of all the taxes imposed in Hawaii, the general excise tax imposes a serious burden on businesses and individuals alike. It is not only regressive, taking a larger percentage of a poorer family’s budgets than a high income family’s budget, but it also takes its share off the top of a business’ income without regard to the profitability of that business.

The bottom line is the same across the board. It is not a matter of not having enough revenue as it is the unwillingness of elected officials to tighten the counties’ or the state’s purse strings in bringing expenditures into line with resources and setting priorities for what resources are already available. Instead of doing the fiscally responsible thing, the easiest response is to just raise more taxes as evidenced by this measure.

Digested 2/10/15



International Brotherhood of Electrical Workers

LOCAL UNION NO. 1186 • Affiliated with AFL-CIO

1935 HAU STREET, ROOM 401 • HONOLULU, HI 96819-5003
TELEPHONE (808) 847-5341 • FAX (808) 847-2224

February 10, 2015

TO: **SENATE COMMITTEE ON TRANSPORTATION**
SENATE COMMITTEE ON PUBLIC SAFETY, INTERGOVERNMENTAL &
MILITARY AFFAIRS

For Hearing on Thursday, February 12, 2015, at 2:45 p.m., in Conf. Rm. 229

RE: **TESTIMONY IN STRONG SUPPORT OF SB19**

Honorable Chairs Nishihara & Espero, Vice Chairs Harimoto & Baker, and Committee Members,

The **International Brotherhood of Electrical Workers Local Union 1186** represents over 3,400 members working in electrical construction, telecommunications, and with Oceanic Cable. Our members include civil service employees at Pearl Harbor, Hickam, Kaneohe, and military facilities throughout Hawaii. IBEW Local 1186 also represents over 110 signatory electrical contracting companies that perform most of the electrical work in our state.

We strongly support SB19. The Honolulu Rail project will lessen traffic in the future and provide a viable transportation alternative for those who currently drive, as well as those who are not able to drive their own vehicles.

Rail will stimulate the local economy, and provide opportunities for smart growth and affordable housing through Transit Oriented Development. Future spurs linking the University of Hawaii at Manoa and Waikiki will require an extension of the half-percent General Excise Tax. The GE Tax is the best way for Hawaii residents to fund this important public project, and lower costs by having about a third of the revenue come from payments by visitors and non-residents.

For these reasons, IBEW Local Union 1186 strongly supports the passage of SB19. Thank you for giving us this opportunity to testify.

Mahalo and aloha,

Damien Kim
Business Manager – Financial Secretary
International Brotherhood of
Electrical Workers, Local Union 1186



Randy Perreira
President

HAWAII STATE AFL-CIO

320 Ward Avenue, Suite 209 • Honolulu, Hawaii 96814

The Twenty-Eighth Legislature, State of Hawaii
Hawaii State Senate
Committee on Transportation
&

Telephone: (808) 597-1441
Fax: (808) 593-2149

Committee on Public Safety, Intergovernmental, and Military Affairs

Testimony by
Hawaii State AFL-CIO
February 12, 2015

S.B. 19 – RELATING TO TAXATION

The Hawaii State AFL-CIO strongly supports S.B. 19 which makes permanent the county surcharge on state tax.

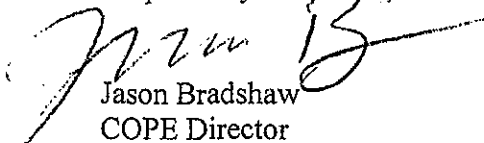
Traffic on Oahu is continually getting worse. Each year, there are thousands of new vehicles on the road creating additional gridlock, increased frustration, and more time spent in a vehicle instead of at home with loved ones. Increasingly, commuters from West Oahu face the daunting reality that traveling to Honolulu or back to West Oahu can take upwards of three to four hours round trip and on a bad day it could be considerably worse. Rail will help alleviate the daily traffic nightmare that so many commuters face and improve the quality of life for many.

Further, Oahu voters in 2008 approved the Honolulu Rail Transit project and were promised a rail system that would be operational no later than 2020. In addition, the U.S. Department of Transportation signed a \$1.55 billion federal funding agreement to help build the 20 mile rail project. Unfortunately, lawsuits and other complications caused significant delays resulting in a number of unexpected costs. As a result, the rail project has gone over budget. Without extending or making permanent the half-percent increase to the general excise tax the rail project will not be able to complete the 20 mile planned route and Oahu taxpayers could be on the hook of paying back the federal government the money they provided for rail. In addition, a shortened rail line may not have as great of an impact reducing traffic.

Consequently, the Hawaii State AFL-CIO strongly urges the passage of S.B. 19. to ensure rail is built as planned.

Thank you for the opportunity to testify.

Respectfully submitted,



Jason Bradshaw
COPE Director



HAWAII LABORERS-EMPLOYERS COOPERATION AND EDUCATION TRUST
1617 Palama Street · Honolulu, HI 96817 · Phone: 808-845-3238 · Fax: 808-845-8300 · URL: hilecet.org

TESTIMONY OF HAWAII LECET
CLYDE T. HAYASHI - DIRECTOR

THE SENATE
THE TWENTY-EIGHTH LEGISLATURE
REGULAR SESSION OF 2015

COMMITTEE ON TRANSPORTATION
Senator Clarence K. Nishihara, Chair
Senator Breene Harimoto, Vice Chair

COMMITTEE ON PUBLIC SAFETY, INTERGOVERNMENTAL AND MILITARY AFFAIRS
Senator Will Espero, Chair
Senator Rosalyn H. Baker, Vice Chair

NOTICE OF HEARING

DATE: Thursday, February 12, 2015
TIME: 2:45 PM
PLACE: Conference Room 229
State Capitol, 415 South Beretania Street

TESTIMONY ON SENATE BILL NO. 19, RELATING TO TAXATION.

TO THE HONORABLE CLARENCE NISHIHARA, TRA CHAIR, BREENE HARIMOTO, TRA VICE CHAIR;
AND MEMBERS OF THE TRANSPORTATION COMMITTEE:

TO THE HONORABLE WILL ESPERO, PSM CHAIR, ROSALYN BAKER, PSM VICE CHAIR; AND
MEMBERS OF THE PUBLIC SAFETY, INTERGOVERNMENTAL AND MILITARY AFFAIRS COMMITTEE:

My name is Clyde T. Hayashi, and I am the Director of Hawaii LECET. Hawaii LECET is a labor-management partnership between the Hawaii Laborers Union, Local 368, and its unionized contractors.

Mahalo for the opportunity to testify in **STRONG SUPPORT** of Senate Bill No. 19, which makes permanent the county surcharge on state tax.

SB 19 does not approve making the City and County of Honolulu .5% GET tax permanent, it allows the City and County of Honolulu to make that decision.

The Honolulu Rail Project's projected budget shows that the project will cost \$550 million to \$700 million more than originally projected. At this point, the only option to allow the Rail Project to be completed is to extend the collection of the county surcharge.

If this is not approved and if there are no other options, it is very likely that the Rail Project will be killed. That would be terrible for the residents of the City and County of Honolulu. It will eliminate the best solution to our massive traffic problems and it will erase all positive plans to build TOD (transit oriented development), to build affordable housing, and to help to develop the future Honolulu into a modern, sustainable city. It will also be disastrous to the construction industry and to our contractors and members.

For these reasons, we **strongly support** Senate Bill No. 19, and humbly ask that it pass both committees.

February 11, 2015

TO: Senator Clarence Nishihara, Chair
Senate Transportation Committee

Senator Will Espero, Chair
Public Safety, Intergovernmental and Military Affairs Committee

FROM: Bob Nakata, Co-Chair
FACE Housing Task Force

RE: **SB19 Relating to Taxation (GET Surcharge Extension for HART)**

Chairs and Committee Members:

Thank you for this opportunity to speak in strong support of SB19 to extend the 0.5 percent extension to support Honolulu's Mass Transit System. FACE has been a consistent supporter of the transit system because it supports a good and strong quality of life for the citizens of the City and County of Honolulu.

It provides jobs, efficient transportation for our lower-income residents, more time with their families, can save them the cost of a car (nearly \$10,000 a year in costs), controls urban sprawl, and enhances the creation of affordable housing through TOD (Transit Oriented Development).

Not extending the GET surcharge jeopardizes the continuation of the rail system or at least could create more delays, adding to the already escalated costs. The loss of the large investments already expended, the reimbursement to the Federal Government and costs of tearing down much of what has already been built will be huge, especially since the benefits of a completed system, we believe, will be great. We urge you to pass SB19.

Thank you.

Hawai'i Construction Alliance

P.O. Box 179441
Honolulu, HI 96817
(808) 348-8885

February 11, 2015

The Honorable Clarence K. Nishihara, Chair
The Honorable Breene Harimoto, Vice Chair
and members

Senate Committee on Transportation
Hawai'i State Capitol
Honolulu, HI 96813

The Honorable Will Espero, Chair
The Honorable Rosalyn H. Baker, Vice Chair
and members

Senate Committee on Public Safety, Intergovernmental, and Military Affairs
Hawai'i State Capitol
Honolulu, HI 96813

RE: Strong Support for SB19

Dear Senators,

The Hawai'i Construction Alliance is comprised of the Hawai'i Regional Council of Carpenters; the Operative Plasterers' and Cement Masons' Union, Local 630; International Union of Bricklayers & Allied Craftworkers, Local 1; the Laborers' International Union of North America, Local 368; and the Operating Engineers, Local Union No. 3. Together, the member unions of the Hawai'i Construction Alliance represent 15,000 working men and women in the basic crafts of Hawai'i's construction industry.

We are in strong support of SB19, relating to taxation, which makes permanent the county surcharge on state tax. Over the past several years, our unions have been strong advocates for the Honolulu Rapid Transit project, an important endeavor which will:

- Provide commuters with a fast, safe, and reliable alternative to driving in traffic congestion, eliminating tens of thousands of car trips that would otherwise be taken in private vehicles;
- Generate thousands of jobs in construction, engineering, and related fields, as well as additional indirect jobs in all sectors of our island's economy;
- Create the potential for transit-oriented development to take place in and around station areas, giving families the opportunity to affordably live, work, shop, and play closer to home; and
- Offer a more sustainable future for our island home through reduced CO2 emissions and less dependence on costly, imported oil.

We are proud of the remarkable work that our members have accomplished so far, including relocating utilities along the route, constructing facilities at the Rail Operations Center, drilling and pouring hundreds of shafts and columns, erecting balanced cantilever structures over the H-1 freeway, and casting and erecting numerous segments which comprise the westernmost portion of the guideway. We look forward to having even more members work on this historic project in the years ahead as it advances toward completion.

To ensure the successful completion of the project, to comply with the schedule and requirements set forth in the federal FFGA, and to assure that the benefits of rail can be fully realized for the people of Oahu, we respectfully request that your committees pass SB19, relating to taxation, which makes permanent the county surcharge on state tax.

Aloha,

A handwritten signature in black ink, appearing to read "Tyler Dos Santos-Tam". The signature is fluid and cursive, with a large initial "T" and "D".

Tyler Dos Santos-Tam
Executive Director
Hawai'i Construction Alliance
execdir@hawaiiconstructionalliance.org

Castle & Cooke
Hawai'i

680 Iwilei Road, Suite 510
Honolulu, Hawai'i 96817
(808) 548-4811 • Fax (808) 548-2980

February 11, 2015

Harry A. Saunders
President

Via Facsimile and Email: TRATestimony@capital.hawaii.gov

The Honorable Clarence K. Nishihara, Chair
Senate Committee on Transportation
Hawaii State Capitol Room 204
Fax Number: (808) 586-6879

and

The Honorable Will Espero, Chair
Senate Committee on Public Safety,
Intergovernmental and Military Affairs
Hawaii State Capitol Room 204
Fax Number: (808) 586-6361

Subject: S.B. 19 Regarding the County Surcharge on State Tax

Dear Chair Nishihara, Chair Espero and Members of the Senate Committees on Transportation and Public Safety, Intergovernmental and Military Affairs:

We support the concept of measures which will provide sufficient funding to support Honolulu's rail project.

Completion of the Honolulu rail project is essential for the welfare of Honolulu. It will provide an essential transportation alternative for residents, help to mitigate traffic issues, and stimulate transit oriented development, including affordable housing components of TOD.

Continued funding from the surcharge will help to ensure completion of the rail project, and also provide options for future expansion of the rail system to benefit a greater portion of the Honolulu community. Allowing the funding from the surcharge to sunset would be imprudent as it would also sunset the viability of the rail project.

Support for any tax is not universally favored. However, continuation of the surcharge tax for the rail may meet with greater public acceptance if it were done within the context of a prudent and predictable financial plan and budget for construction and operation and maintenance of the rail project.

Sincerely,



Testimony of Brooke Wilson
Pacific Resource Partnership

Senate Committee on Transportation
Senator Clarence K. Nishihara, Chair
Senator Breene Harimoto, Vice Chair

Senate Committee on Public Safety, Intergovernmental and Military Affairs
Senator Will Espero, Chair
Senator Rosalyn H. Baker, Vice Chair
SB 19 – Relating to Taxation

Thursday, February 12, 2015
2:45 PM
Conference Room 229

Dear Chairs Nishihara and Espero, Vice Chairs Harimoto and Baker and members of the committees,

PRP is a not-for-profit organization that represents the Hawaii Regional Council of Carpenters, the largest construction union in the state, and more than 240 of Hawaii's top contractors. Through this unique partnership, PRP has become an influential voice for responsible construction and an advocate for creating a stronger, more sustainable Hawaii in a way that promotes a vibrant economy, creates jobs and enhances the quality of life for all residents.

We support SB 19 which lifts the sunset on the general excise tax surcharge which funds most of Oahu's rail project and we respectfully urge you to pass this bill this year if we are to complete the rail transit construction and finish the project on time.

The State procurement law says Hawaii Rapid Transit (HART) cannot put out contracts to bid unless the source of the funds (GET surcharge, in this case) is identified. Contracts will need to be in place by mid-2016 or the project will not get completed. Any delays will add to the cost and make the project even more expensive to complete later.

Thank you for allowing us to voice our opinion on this matter. We respectfully request your support on SB 19.



nishihara1 - Amanda

From: mailinglist@capitol.hawaii.gov
Sent: Wednesday, February 11, 2015 10:24 AM
To: TRA Testimony
Cc: hawaiicarpenters@gmail.com
Subject: Submitted testimony for SB19 on Feb 12, 2015 14:45PM

SB19

Submitted on: 2/11/2015

Testimony for TRA/PSM on Feb 12, 2015 14:45PM in Conference Room 229

Submitted By	Organization	Testifier Position	Present at Hearing
Tammie Oka	Hawaii Regional Council of Carpenters	Support	Yes

Comments: Garrett Takara will testify on behalf of the Hawaii Regional Council of Carpenters in person.

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From: mailinglist@capitol.hawaii.gov
Sent: Wednesday, February 11, 2015 9:48 AM
To: TRA Testimony
Cc: 1mu630@gmail.com
Subject: *Submitted testimony for SB19 on Feb 12, 2015 14:45PM*

SB19

Submitted on: 2/11/2015

Testimony for TRA/PSM on Feb 12, 2015 14:45PM in Conference Room 229

Submitted By	Organization	Testifier Position	Present at Hearing
Nolan Moriwaki	Hawaii Masons' Union Local #1	Support	No

Comments:

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Subject: Submitted testimony for SB19 on Feb 12, 2015 14:45PM

SB19

Submitted on: 2/11/2015

Testimony for TRA/PSM on Feb 12, 2015 14:45PM in Conference Room 229

Submitted By	Organization	Testifier Position	Present at Hearing
Ricky Tamashiro	Hawaii Masons' Union Local #1	Support	No

Comments: the Masons Union Local #1 SUPPORT bill SB19

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From: mailinglist@capitol.hawaii.gov
Sent: Tuesday, February 10, 2015 10:07 AM
To: TRA Testimony
Cc: terence.mott@gmail.com
Subject: Submitted testimony for SB19 on Feb 12, 2015 14:45PM

SB19

Submitted on: 2/10/2015

Testimony for TRA/PSM on Feb 12, 2015 14:45PM in Conference Room 229

Submitted By	Organization	Testifier Position	Present at Hearing
Terence Mott	Individual	Support	No

Comments: I am in favor of continuing the 0.5% oahu county surcharge indefinitely. One of the purposes of government is to provide the infrastructure for a healthy community. This tax helps fund an infrastructure project that will benefit a large sector of the community directly and indirectly benefit the community as a whole. Once that project is completed, the continuance of this surcharge will provide funds for further infrastructure projects the benefit other locations in the county or the county as a whole.

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TO: Members of the Committees on Transportation and Public Safety, Intergovernmental & Military Affairs

FROM: Natalie Iwasa
Honolulu, HI 96825
808-395-3233

HEARING: 2:45 p.m. Thursday, February 12, 2015

SUBJECT: SB 19 County Surcharge Tax - **OPPOSED**

Aloha Chairs and Committee Members,

Thank you for allowing me the opportunity to provide testimony on SB 19, which would permanently extend the county general excise surcharge tax in perpetuity. I oppose this measure.

The general excise tax is regressive and hits low-income residents the hardest. That means that a higher percentage of their already very-limited money goes to the tax. Many residents are struggling to get by paycheck to paycheck, and an extension of this tax will continue to make it hard for people to make ends meet.

In addition, we were told over and over again that the surcharge would be temporary, that it would sunset at the end of 2022.

I urge you to vote "**NO**" on this tax extension.

tax.txt

Brendon Heal
Registered voter, Ewa Beach
Hawaii

This is an outrage to the hardworking taxpayers of this state. The misuse of tax dollars and rampant abuse of tax funding, along with NO ACCOUNTABILITY, is a stain upon the State of Hawaii.

I along with MANY voters vigorously OPPOSE making the surcharge permanent.

I respectfully suggest that the committee oppose this as well.

Thank you,
Brendon Heal

nishihara1 - Amanda

From: Dennis Callan <denniscallan@outlook.com>
Sent: Wednesday, February 11, 2015 1:56 PM
To: TRA Testimony
Cc: PSMTestimony
Subject: testimony on SB 19

Testimony on S.B. no. 19
Relating to Taxation
Submitted by Dennis Callan
1022 Prospect St., #1007, Honolulu HI 96822
ph 528 4411
denniscallan@outlook.com

Speaking in opposition to making this transit tax permanent.

Ladies and gentlemen are you aware that Hawaii ranks in the nation's top-seven states for reliance on revenue from sales and excise taxes, and all but two of those top-seven exempt food and drugs? The average state collects 34% of its revenue from sales tax while Hawaii collects 49%. We all know that sales taxes are extremely regressive, and this is extremely painful in Hawaii with our nation's highest cost of living. Our current unfair tax system is a product of the state legislature, so you should be ashamed and try to fix it instead of making it worse.

The other half of the argument against your tax is the folly of rail: you want to spend over \$6 billion on a transit project that will do practically nothing to help our severe traffic congestion. The city's own EIS numbers show that transit ridership, currently at 5% of trips, will only go up to 7% of trips with rail and bus. The city's numbers show congestion on H1 will increase 30% in the coming decade with rail, condemning those Leeward drivers you pretend to help, to permanent traffic hell. At the same time, less-expensive more effective alternatives are available, using managed lanes and bus rapid transit. We have already collected enough GET to pay for most of that option, and don't need your tax hike. This alternative was never properly examined by Mufi Hanneman's disgraced administration, and the proof might be too big to develop here, but if you have any questions I'm glad to discuss.

<http://taxfoundation.org/article/sources-state-and-local-tax-revenues>

Dennis Callan
www.tourvideos.com
528-4411

nishihara1 - Amanda

From: mailinglist@capitol.hawaii.gov
Sent: Wednesday, February 11, 2015 1:13 PM
To: TRA Testimony
Cc: ramironoguerol@hotmail.com
Subject: *Submitted testimony for SB19 on Feb 12, 2015 14:45PM*

SB19

Submitted on: 2/11/2015

Testimony for TRA/PSM on Feb 12, 2015 14:45PM in Conference Room 229

Submitted By	Organization	Testifier Position	Present at Hearing
Ramiro Noguero	Individual	Oppose	No

Comments:

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To: TRA Testimony
Cc: wusstig@gmail.com
Subject: *Submitted testimony for SB19 on Feb 12, 2015 14:45PM*

SB19

Submitted on: 2/11/2015

Testimony for TRA/PSM on Feb 12, 2015 14:45PM in Conference Room 229

Submitted By	Organization	Testifier Position	Present at Hearing
Kenny Wusstig	Individual	Oppose	No

Comments:

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nishihara1 - Amanda

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Sent: Tuesday, February 10, 2015 11:54 PM
To: TRA Testimony
Cc: jemray@hawaii.rr.com
Subject: Submitted testimony for SB19 on Feb 12, 2015 14:45PM

SB19

Submitted on: 2/10/2015

Testimony for TRA/PSM on Feb 12, 2015 14:45PM in Conference Room 229

Submitted By	Organization	Testifier Position	Present at Hearing
Jan Murray	Individual	Oppose	No

Comments: I oppose SB 19. Not good for Hawaii or Hawaiians. Thank you.

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From: mailinglist@capitol.hawaii.gov
Sent: Tuesday, February 10, 2015 9:36 PM
To: TRA Testimony
Cc: oldskipper1@hotmail.com
Subject: Submitted testimony for SB19 on Feb 12, 2015 14:45PM

SB19

Submitted on: 2/10/2015

Testimony for TRA/PSM on Feb 12, 2015 14:45PM in Conference Room 229

Submitted By	Organization	Testifier Position	Present at Hearing
Edward Hampton	Individual	Oppose	No

Comments: This was supposed to be temporary and was approved as such. If the county knew it needed more money for the rail project it should've said so to begin with. If you can't keep it within budget and run it without resorting to raising taxes, again, shut the project down. Keep your promises people.

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From: mailinglist@capitol.hawaii.gov
Sent: Tuesday, February 10, 2015 8:38 PM
To: TRA Testimony
Cc: hiipoikealoha@aol.com
Subject: *Submitted testimony for SB19 on Feb 12, 2015 14:45PM*

SB19

Submitted on: 2/10/2015

Testimony for TRA/PSM on Feb 12, 2015 14:45PM in Conference Room 229

Submitted By	Organization	Testifier Position	Present at Hearing
Cheryl O. Ho	Individual	Oppose	No

Comments:

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From: mailinglist@capitol.hawaii.gov
Sent: Tuesday, February 10, 2015 5:15 PM
To: TRA Testimony
Cc: cartergriffin@gmail.com
Subject: Submitted testimony for SB19 on Feb 12, 2015 14:45PM

SB19

Submitted on: 2/10/2015

Testimony for TRA/PSM on Feb 12, 2015 14:45PM in Conference Room 229

Submitted By	Organization	Testifier Position	Present at Hearing
Carter Griffin	Individual	Oppose	No

Comments: I have read through both sides of this bill. I admantly oppose SB 19. I live in Boston, MA & have many friends that live on Oahu. I watched the corrupt & insanely inflated Big Dig project from concept to completion waste taxpayer money over & over again with no accountability. It was an emmbaressment. Making this a permanent tax on such a large project stinks of the same situation as the mess that was (& is) the Big Dig in Boston. Once this tax is set it will not be removed & will only be another step towards continued corruption & waste. Please DO NOT pass this bill!

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From: mailinglist@capitol.hawaii.gov
Sent: Tuesday, February 10, 2015 4:02 PM
To: TRA Testimony
Cc: kahanakitty@gmail.com
Subject: Submitted testimony for SB19 on Feb 12, 2015 14:45PM

SB19

Submitted on: 2/10/2015

Testimony for TRA/PSM on Feb 12, 2015 14:45PM in Conference Room 229

Submitted By	Organization	Testifier Position	Present at Hearing
Kahana	Individual	Oppose	No

Comments: Re: STRONGLY OPPOSE SB19 RELATING TO TAXATION. Aloha Kākou Esteemed Chair Nishihara and Vice-Chair Harimoto, Chair Espero and Vice Chair Baker, and members of the Committee on Transportation and the Committee on Public Safety, Intergovernmental and Military Affairs: As a lifelong resident of O'ahu, State of Hawai'i, I am writing to express my STRONG OPPOSITION TO SB19 RELATING TO TAXATION, which make permanent the county surcharge on state tax currently in effect per Act 247, Session Laws of Hawaii 2005. There are several issues regarding this: 1) There is no evidence of how the current monies allocated from this surcharge are being used; 2) There is no mechanism to require such evidence and reporting; 3) There is no public input, approval process, or any other accountability to the public, who pays this surcharge; 4) There is no one held liable for misappropriation and misuse of these funds, whether through malfeasance or through neglect; 5) There is no evidence of benefit to the residents of the State of Hawai'i from either the surcharge or the project(s) to which it is earmarked; 6) There is no evidence that the project(s) which are being funded by the surcharge will ever be used at a level that offsets the costs of building, maintaining, and operating it. In light of these issues, I respectfully request the Senate Committee on Transportation and the Committee on Public Safety, Intergovernmental and Military Affairs to reject this bill in its entirety. Mahalo ā nui loa, ā me ke aloha pūmehana K. Ho

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nishihara1 - Amanda

From: mailinglist@capitol.hawaii.gov
Sent: Tuesday, February 10, 2015 11:57 AM
To: TRA Testimony
Cc: k.hokuokalani@gmail.com
Subject: *Submitted testimony for SB19 on Feb 12, 2015 14:45PM*

SB19

Submitted on: 2/10/2015

Testimony for TRA/PSM on Feb 12, 2015 14:45PM in Conference Room 229

Submitted By	Organization	Testifier Position	Present at Hearing
K. Hoku Cabebe	Individual	Oppose	No

Comments:

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From: mailinglist@capitol.hawaii.gov
Sent: Tuesday, February 10, 2015 11:11 AM
To: TRA Testimony
Cc: yorkcarlton@gmail.com
Subject: Submitted testimony for SB19 on Feb 12, 2015 14:45PM

SB19

Submitted on: 2/10/2015

Testimony for TRA/PSM on Feb 12, 2015 14:45PM in Conference Room 229

Submitted By	Organization	Testifier Position	Present at Hearing
Carlton York	Individual	Oppose	No

Comments: strongly Opposed !

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From: mailinglist@capitol.hawaii.gov
Sent: Tuesday, February 10, 2015 10:27 AM
To: TRA Testimony
Cc: kahiwal@cs.com
Subject: Submitted testimony for SB19 on Feb 12, 2015 14:45PM

SB19

Submitted on: 2/10/2015

Testimony for TRA/PSM on Feb 12, 2015 14:45PM in Conference Room 229

Submitted By	Organization	Testifier Position	Present at Hearing
Clarence Ching	Individual	Oppose	No

Comments: The legislature's use of the "false" impression that it has the "power to tax" without discretion must fail. Stop spending!

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nishihara1 - Amanda

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To: TRA Testimony
Cc: kahiwal@cs.com
Subject: Submitted testimony for SB19 on Feb 12, 2015 14:45PM

SB19

Submitted on: 2/10/2015

Testimony for TRA/PSM on Feb 12, 2015 14:45PM in Conference Room 229

Submitted By	Organization	Testifier Position	Present at Hearing
Clarence Ching	Individual	Oppose	No

Comments: The legislature's use of the "false" impression that it has the "power to tax" without discretion must fail. Stop spending!

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From: mailinglist@capitol.hawaii.gov
Sent: Tuesday, February 10, 2015 10:11 AM
To: TRA Testimony
Cc: occupyhilomedia@yahoo.com
Subject: *Submitted testimony for SB19 on Feb 12, 2015 14:45PM*

SB19

Submitted on: 2/10/2015

Testimony for TRA/PSM on Feb 12, 2015 14:45PM in Conference Room 229

Submitted By	Organization	Testifier Position	Present at Hearing
Kerri Marks	Individual	Oppose	No

Comments:

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Sent: Tuesday, February 10, 2015 10:06 AM
To: TRA Testimony
Cc: jdefeo@hawaii.rr.com
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SB19

Submitted on: 2/10/2015

Testimony for TRA/PSM on Feb 12, 2015 14:45PM in Conference Room 229

Submitted By	Organization	Testifier Position	Present at Hearing
Jack De Feo	Individual	Oppose	No

Comments: Mayor Caldwell has proven time and time again that he doesn't serve the will of the people and is in the pocket of the developers who support the boondoggle that is RAIL by taxing us into oblivion!

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Sent: Tuesday, February 10, 2015 9:58 AM
To: TRA Testimony
Cc: akamaimom@gmail.com
Subject: Submitted testimony for SB19 on Feb 12, 2015 14:45PM

SB19

Submitted on: 2/10/2015

Testimony for TRA/PSM on Feb 12, 2015 14:45PM in Conference Room 229

Submitted By	Organization	Testifier Position	Present at Hearing
Felicia Cowden	Individual	Oppose	No

Comments: This is a broken commitment to the people. GET is regressive in nature.

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From: mailinglist@capitol.hawaii.gov
Sent: Tuesday, February 10, 2015 9:51 AM
To: TRA Testimony
Cc: shannonkona@gmail.com
Subject: Submitted testimony for SB19 on Feb 12, 2015 14:45PM

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Submitted on: 2/10/2015

Testimony for TRA/PSM on Feb 12, 2015 14:45PM in Conference Room 229

Submitted By	Organization	Testifier Position	Present at Hearing
Shannon Rudolph	Individual	Oppose	No

Comments: Oppose.

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From: mailinglist@capitol.hawaii.gov
Sent: Tuesday, February 10, 2015 9:37 AM
To: TRA Testimony
Cc: phhlca@aol.com
Subject: Submitted testimony for SB19 on Feb 12, 2015 14:45PM

SB19

Submitted on: 2/10/2015

Testimony for TRA/PSM on Feb 12, 2015 14:45PM in Conference Room 229

Submitted By	Organization	Testifier Position	Present at Hearing
Bill Brown	Pana'ewa Hawaiian Home Lands Community Association	Oppose	No

Comments: Our community association opposes taxation on a project that has been a boondoggle from the get-up with obvious no benefit to our community on the Big Island.

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nishihara1 - Amanda

From: mailinglist@capitol.hawaii.gov
Sent: Tuesday, February 10, 2015 9:23 AM
To: TRA Testimony
Cc: kathy@passhawaii.org
Subject: Submitted testimony for SB19 on Feb 12, 2015 14:45PM

SB19

Submitted on: 2/10/2015

Testimony for TRA/PSM on Feb 12, 2015 14:45PM in Conference Room 229

Submitted By	Organization	Testifier Position	Present at Hearing
kathryn xian	PASS	Oppose	No

Comments: This is a really bad idea from an administration that does not know how to manage or budget money at the taxpayers' expense. Do not pass SB19.

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Sent: Tuesday, February 10, 2015 9:21 AM
To: TRA Testimony
Cc: slwsurfing@yahoo.com
Subject: Submitted testimony for SB19 on Feb 12, 2015 14:45PM

SB19

Submitted on: 2/10/2015

Testimony for TRA/PSM on Feb 12, 2015 14:45PM in Conference Room 229

Submitted By	Organization	Testifier Position	Present at Hearing
sharon	Individual	Oppose	No

Comments: NO!

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From: mailinglist@capitol.hawaii.gov
Sent: Tuesday, February 10, 2015 8:55 AM
To: TRA Testimony
Cc: refrey2001@yahoo.com
Subject: *Submitted testimony for SB19 on Feb 12, 2015 14:45PM*

SB19

Submitted on: 2/10/2015

Testimony for TRA/PSM on Feb 12, 2015 14:45PM in Conference Room 229

Submitted By	Organization	Testifier Position	Present at Hearing
Richard Frey	Individual	Oppose	No

Comments:

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From: mailinglist@capitol.hawaii.gov
Sent: Tuesday, February 10, 2015 8:17 AM
To: TRA Testimony
Cc: joel@prymis.com
Subject: Submitted testimony for SB19 on Feb 12, 2015 14:45PM

SB19

Submitted on: 2/10/2015

Testimony for TRA/PSM on Feb 12, 2015 14:45PM in Conference Room 229

Submitted By	Organization	Testifier Position	Present at Hearing
Joel dela Cruz	Individual	Oppose	No

Comments: I can't say I didn't see it coming but I'm submitting my testimony opposing it.

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Sent: Tuesday, February 10, 2015 6:35 AM
To: TRA Testimony
Cc: vsc@hawaiiantel.net
Subject: Submitted testimony for SB19 on Feb 12, 2015 14:45PM

SB19

Submitted on: 2/10/2015

Testimony for TRA/PSM on Feb 12, 2015 14:45PM in Conference Room 229

Submitted By	Organization	Testifier Position	Present at Hearing
Victoria Cannon	Individual	Oppose	No

Comments: No. Period.

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nishihara1 - Amanda

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Sent: Tuesday, February 10, 2015 7:26 PM
To: TRA Testimony
Cc: trykauai@gmail.com
Subject: Submitted testimony for SB19 on Feb 12, 2015 14:45PM

SB19

Submitted on: 2/10/2015

Testimony for TRA/PSM on Feb 12, 2015 14:45PM in Conference Room 229

Submitted By	Organization	Testifier Position	Present at Hearing
meredith murphy	Individual	Comments Only	No

Comments: no dont do it NO NO NO

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