

TESTIMONY BY WESLEY K. MACHIDA
DIRECTOR, DEPARTMENT OF BUDGET AND FINANCE
STATE OF HAWAII
TO THE SENATE COMMITTEE ON WAYS AND MEANS
ON
HOUSE BILL NO. 134, H.D. 1, S.D. 1

April 7, 2015

RELATING TO TAXATION

House Bill No. 134, H.D. 1, S.D. 1, extends the half percent county surcharge on State tax from December 31, 2022 to December 31, 2027, and authorizes the Legislature to further extend the county surcharge for two, ten-year periods, from December 31, 2027 up to December 31, 2037, and from December 31, 2037 up to December 31, 2047, by concurrent resolution. The purpose of the two, ten-year extensions is to fund additional transit routes to the University of Hawaii at Manoa and West Kapolei, respectively. The bill specifies various requirements that must be completed before the Legislature may consider an extension.

The bill also authorizes counties that did not adopt the half percent county surcharge on State tax prior to December 31, 2005 to adopt a county surcharge prior to December 31, 2015, and specifies that the half percent county surcharge, if adopted by a county, is to take effect on January 1st of the year immediately succeeding the year of adoption. The bill specifies various requirements that must be completed before the Legislature may consider an extension for counties that did not adopt the county surcharge prior to December 31, 2005.

The Department of Budget and Finance believes that the information that the Honolulu Authority for Rapid Transportation (HART) provided the Committee is particularly helpful to the Legislature in making an informed decision on whether to extend the half percent county surcharge.

Further, because of the magnitude and complexity of the rail project (it is the largest public works undertaking in the State), we believe that it would be prudent to focus on completing the current scope of the project - the 20 mile route from East Kapolei to Ala Moana Center.

We are willing to assist the Committee in reviewing and analyzing the information provided by the HART.

**OFFICE OF THE MAYOR
CITY AND COUNTY OF HONOLULU**

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KIRK CALDWELL
MAYOR

ROY K. AMEMIYA, JR.
MANAGING DIRECTOR

GEORGETTE T. DEEMER
DEPUTY MANAGING DIRECTOR

April 6, 2015

The Honorable Jill N. Tokuda, Chair
and Members of the Committee on Ways and Means
State Senate
State Capitol, Room 211
415 South Beretania Street
Honolulu, Hawaii 96813

Dear Senator Tokuda and Members of the Committee:

SUBJECT: Testimony on House Bill No. 134 HD1, SD1 and Proposed SD2

As Mayor of the City and County of Honolulu, I appreciate this opportunity to submit testimony regarding House Bill No. 134, HD 1, SD1 and Proposed SD2.

I understand you are deliberating on two versions of HB 134. SD1 extends the county surcharge five (5) years to 2027, with the opportunity for the Legislature to extend the surcharge beyond 2027, by concurrent resolution, up to two (2) times for ten (10) year periods each, to no later than 2047. The proposed SD2 extends the county surcharge to 2027.

I prefer a twenty-five (25) year extension over a shorter term, principally because it allows the City and County of Honolulu to complete the Locally Preferred Alternative (LPA) to UH Manoa and west Kapolei and issue long term bonds which reduce project costs. I remind you there is no other near-term multi-modal transportation alternative to Oahu's confounding and growing traffic congestion problem but for the currently designed and under-construction Honolulu Authority for Rapid Transportation (HART) work on the rail project's Minimal Operating Segment (MOS). We must not lose sight of the relief this critical infrastructure project will bring to Oahu's residents and tourists alike, relief which will positively affect the quality of life of each and every one of us on Oahu.

The Honorable Jill N. Tokuda, Chair
and Members of the Committee on Ways and Means
April 6, 2015
Page 2

For your consideration, I have attached alternative legislation to the SD1. The benefit of the City's proposed draft version is that it simply authorizes the Legislature and Governor to do that which it already has the power to do, remove the county surcharge. I would be pleased to discuss the attached draft legislation at the hearing.

I look forward to our further discussions and thank you again for this opportunity to testify.

Sincerely,

A handwritten signature in black ink, appearing to read "Kirk Caldwell", with a long horizontal flourish extending to the right.

Kirk Caldwell
Mayor

Attachment

A BILL FOR AN ACT

RELATING TO TAXATION.

BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF HAWAII:

1 SECTION 1. The purpose of this Act is to address the county
2 general excise and use tax surcharge.

3 More specifically, this Act:

4 (1) Authorizes the extension of the surcharge by any
5 county that has adopted an ordinance to establish the surcharge
6 before the effective date of this Act;

7 (2) Authorizes other counties to adopt ordinances
8 establishing the surcharge; and

9 ~~(3) Limits the use of surcharge revenues to "capital~~
10 ~~costs"; and~~

11 ~~(34) Requires certain actions by the board of the transit~~
12 ~~transportation~~ agency that is constructing the ~~transportation~~
13 ~~system or~~ locally preferred alternative for a mass transit
14 project funded by the surcharge.

15 SECTION 2. This Act shall not affect the validity or
16 effect of any surcharge on state tax adopted pursuant to Act
17 247, Session Laws of Hawaii 2005, before the effective date of
18 this Act.

1 SECTION 3. Section 46-16.8, Hawaii Revised Statutes, is
2 amended to read as follows:

3 "~~[§]~~46-16.8~~[§]~~ County surcharge on state tax. (a) Each
4 county may establish a surcharge on state tax at the rates
5 enumerated in sections 237-8.6 and 238-2.6. A county electing
6 to establish this surcharge shall do so by ordinance; provided
7 that:

8 (1) No ordinance shall be adopted until the county has
9 conducted a public hearing on the proposed ordinance;

10 (2) The ordinance shall be adopted prior to December 31,
11 2005; and

12 (3) No county surcharge on state tax that may be
13 authorized under this ~~[section]~~ subsection (a) shall be levied
14 prior to January 1, 2007~~[-]~~, and any surcharge levied prior to
15 January 1, 2007, shall not be levied ~~or~~ after December 31, 2022,
16 unless extended pursuant to subsection (b).

17 Notice of the public hearing required under paragraph (1) shall
18 be published in a newspaper of general circulation within the
19 county at least twice within a period of thirty days immediately
20 preceding the date of the hearing.

21 ~~[(b)]~~ A county electing to exercise the authority granted
22 under this ~~[section]~~ subsection shall notify the director of

1 taxation within ten days after the county has adopted a
2 surcharge on state tax ordinance and, beginning no earlier than
3 January 1, 2007, the director of taxation shall levy, assess,
4 collect, and otherwise administer the county surcharge on state
5 tax.

6 (b) Each county that has established a surcharge on state
7 tax before ~~the effective date of this Act~~ December 31, 2047
8 under authority of subsection (a) may extend the surcharge from
9 January 1, 2023, ~~until~~ through December 31, 20427, at the same
10 rates. A county electing to extend this surcharge shall do so
11 by ordinance; provided that:

12 (1) No ordinance shall be adopted until the county has
13 conducted a public hearing on the proposed ordinance; and

14 (2) The ordinance shall be adopted prior to January 1,
15 2016, but no earlier than July 1, 2015.

16 A county electing to exercise the authority granted under
17 this subsection shall notify the director of taxation within ten
18 days after the county has adopted an ordinance extending the
19 surcharge on state tax. Beginning on January 1, 2023, the
20 director of taxation shall levy, assess, collect, and otherwise
21 administer the extended surcharge on state tax.

1 (c) Each county that has not established a surcharge on
2 state tax before ~~the effective date of this Act~~ December 31,
3 2005, may establish the surcharge at the rates enumerated in
4 sections 237-8.6 and 238-2.6. A county electing to establish
5 this surcharge shall do so by ordinance; provided that:

6 (1) No ordinance shall be adopted until the county has
7 conducted a public hearing on the proposed ordinance;

8 (2) The ordinance shall be adopted prior to January 1,
9 2016, but no earlier than July 1, 2015; and

10 (3) No county surcharge on state tax that may be
11 authorized under this subsection shall be levied prior to
12 January 1, 2017, or after December 31, 2027.

13 A county electing to exercise the authority granted under
14 this subsection shall notify the director of taxation within ten
15 days after the county has adopted a surcharge on state tax
16 ordinance. Beginning on January 1, 2017, the director of
17 taxation shall levy, assess, collect, and otherwise administer
18 the county surcharge on state tax.

19 (d) Notice of the public hearing required under subsection
20 (b) or (c) before adoption of an ordinance establishing or
21 extending the surcharge on state tax shall be published in a
22 newspaper of general circulation within the county at least

1 twice within a period of thirty days immediately preceding the
2 date of the hearing.

3 ~~[(e)]~~ (e) Each county with a population greater than five
4 hundred thousand that adopts or extends a county surcharge on
5 state tax ordinance pursuant to subsection (a) or (b) shall use
6 the surcharges received from the State for:

7 (1) ~~Operating or capital~~ Capital costs of a locally
8 preferred alternative for a mass transit project; and

9 (2) Expenses in complying with the Americans with
10 Disabilities Act of 1990 with respect to paragraph (1).

11 The county surcharge on state tax shall not be used to build or
12 repair public roads or highways, bicycle paths, or support
13 public transportation systems already in existence prior to July
14 12, 2005.

15 ~~[(d)]~~ (f) Each county with a population equal to or less
16 than five hundred thousand that adopts a county surcharge on
17 state tax ordinance pursuant to ~~[subsection (a)]~~ this
18 section shall use the surcharges received from the State for:

19 (1) ~~Operating or capital~~ Capital costs of public
20 transportation within each county for public transportation
21 systems, including public roadways or highways, public buses,

1 trains, ferries, pedestrian paths or sidewalks, or bicycle
2 paths; and

3 (2) Expenses in complying with the Americans with
4 Disabilities Act of 1990 with respect to paragraph (1).

5 [~~e~~] (g) As used in this section, "capital costs" means
6 nonrecurring costs required to construct a transit facility or
7 system, including debt service, costs of land acquisition and
8 development, acquiring of rights-of-way, planning, design, and
9 construction, and including equipping and furnishing the
10 facility or system."

11 SECTION 4. Section 237-8.6, Hawaii Revised Statutes, is
12 amended by amending subsection (b) to read as follows:

13 "(b) Each county surcharge on state tax that may be
14 adopted or extended pursuant to section [~~46-16.8(a)~~] 46-
15 16.8 shall be levied beginning in the taxable year after the
16 adoption of the relevant county ordinance; provided that no
17 surcharge on state tax may be levied [~~prior~~]:

18 (1) Prior to:

19 (A) January 1, 2007[-], if the county surcharge on
20 state tax was established by the adoption of an
21 ordinance prior to ~~January 1, 2007~~ December 31,
22 2005; or

1 (B) January 1, 2017, if the county surcharge on state
2 tax was established by the adoption of an
3 ordinance after June 30, 2015, but prior to
4 January 1, 2016; and

5 (2) After December 31, 20427."

6 SECTION 5. Section 238-2.6, Hawaii Revised Statutes, is
7 amended by amending subsection (b) to read as follows:

8 "(b) Each county surcharge on state tax that may be
9 adopted or extended shall be levied beginning in the taxable
10 year after the adoption of the relevant county ordinance;
11 provided that no surcharge on state tax may be levied [~~prior~~]:

12 (1) Prior to:

13 (A) January 1, 2007[-], if the county surcharge on
14 state tax was established by the adoption of an
15 ordinance prior to January 1, 2007; or

16 (B) January 1, 2017, if the county surcharge on state
17 tax was established by the adoption of an
18 ordinance after June 30, 2015, but prior to
19 January 1, 2016; and

20 (2) After December 31, 20427."

21 SECTION 6. Act 247, Session Laws of Hawaii 2005, is
22 amended by amending section 9 to read as follows:

1 "SECTION 9. This Act shall take effect upon its approval;
2 provided that:

3 (1) If none of the counties of the State adopt an
4 ordinance to levy a county surcharge on state tax by December
5 31, 2005, this Act shall be repealed and section 437D-8.4,
6 Hawaii Revised Statutes, shall be reenacted in the form in which
7 it read on the day prior to the effective date of this Act;

8 (2) If any county does not adopt an ordinance to levy a
9 county surcharge on state tax by December 31, 2005, it shall be
10 prohibited from adopting such an ordinance pursuant to this Act,
11 unless otherwise authorized by the legislature through a
12 separate legislative act; and

13 (3) If an ordinance to levy a county surcharge on state
14 tax is adopted by December 31, 2005:

15 (A) The ordinance shall be repealed on December 31,
16 2022[+], or in the event the ordinance is extended provided that
17 the repeal of the ordinance shall not affect the validity or
18 effect of an ordinance to extend a surcharge on state tax
19 adopted pursuant to Act , Session Laws of Hawaii 2015, the
20 ordinance shall be repealed on December 31, 2047;

1 (B) This Act shall be repealed on December 31,
2 ~~[2022+]~~ 20427; and

3 (C) Section 437D-8.4, Hawaii Revised Statutes, shall be
4 reenacted in the form in which it read on the day prior to the
5 effective date of this Act."

6 SECTION 7. (a) For the purposes of this section:

7 ~~"Board" means the board of directors of the transit agency.~~

8 "County" means the county, of which the ~~board~~

9 transportation agency is a part.

10 ~~"Transit agency"~~ "Transportation agency" means the agency

11 constructing the transportation system or locally preferred

12 alternative for a mass transit project, the capital costs of

13 which ~~is~~ are funded by the county surcharge on state tax

14 authorized under section 46-16.8, Hawaii Revised Statutes, ~~prior~~

15 ~~to the effective date of this Act.~~

16 ~~(b) The board shall submit annual reports to the~~

17 ~~legislature and governor on its transit-oriented development~~

18 ~~activities. The reports shall be submitted at least twenty days~~

19 ~~prior to each regular session from 2016 to 2027.~~

20 ~~The reports shall include a description of:~~

1 ~~(1) The actions and coordination undertaken to integrate~~
2 ~~transit-oriented development with anticipated population and~~
3 ~~housing growth; and~~

4 ~~(2) The plans and activities to integrate transit stations~~
5 ~~with surrounding structures, facilities, and uses.~~

6 ~~(c) With each annual report submitted pursuant to~~
7 ~~subsection (b), the board shall also submit the following:~~

8 ~~—— (1) Management and financial audits of the board, transit~~
9 ~~agency, and locally preferred alternative for a mass transit~~
10 ~~project under construction by the transit agency;~~

11 ~~(2) Project management reports on the construction of the~~
12 ~~locally preferred alternative for a mass transit project; and~~

13 ~~—— (3) Status reports submitted to the Federal Transit~~
14 ~~Administration by a third party contracted to monitor the~~
15 ~~construction of the locally preferred alternative for a mass~~
16 ~~transit project for the Administration.~~

17 ~~—— (d) The board shall place, as discussion items on its~~
18 ~~meeting agendas, each audit and report subject to subsection~~

19 ~~(e). The audit or report shall be placed on the agenda of the~~
20 ~~meeting next following the completion of the audit or report.~~

1 ~~The board shall make available an electronic copy of the audit~~
2 ~~or report on the board's website at the same time the meeting~~
3 ~~agendas are posted for the public notice.~~

4 ~~_____ The board shall receive public testimony on the audits or~~
5 ~~reports at the meetings, in accordance with chapter 92, Hawaii~~
6 ~~Revised Statutes. Prior to January 1, 2027, and January 1, 2037,~~
7 ~~the transportation agency shall provide the legislature with~~
8 ~~proof that it has complied with the following:~~

9 ~~(1) The transportation agency shall obtain all necessary~~
10 ~~state and federal environmental clearances for the~~
11 ~~transportation system or applicable additional transit route for~~
12 ~~the locally preferred alternative for a mass transit project;~~

13 ~~(2) The transportation agency shall have an updated~~
14 ~~financial plan reviewed and approved by the appropriate county~~
15 ~~council;~~

16 ~~(3) The transportation agency shall have an updated~~
17 ~~preliminary engineering costs estimate reviewed and approved by~~
18 ~~the appropriate county council; and~~

19 ~~(4) The auditor shall have completed a financial and~~
20 ~~management audit of the transportation agency.~~

21 ~~(c) The state may, through legislative action with~~
22 ~~concurrence from the governor, terminate any surcharge adopted~~

1 or extended pursuant to this Act, effective as of January 1,
2 2028 and January 1, 2038.

3 SECTION 8. Statutory material to be repealed is bracketed
4 and stricken. New statutory material is underscored.

5 SECTION 9. This Act shall take effect on July 1, 2050.

Report Title:

Public Transit; County Surcharge on State Tax

Description:

Reauthorizes the counties' authority to establish a county surcharge on state tax for a limited time period, with the surcharge to be effective from 1/1/2017 to 12/31/2027, if adopted. Allows counties that have already established a county surcharge on state tax to extend the surcharge on state tax to 12/31/20427. ~~Limits the use of surcharge revenues to capital costs. Specifies conditions that must be completed before 1/1/2027 and 1/1/2037. The state may, through legislative action with concurrence from the governor, terminate any surcharge adopted or extended pursuant to this Act, effective as of January 1, 2028, and January 1, 2038. Requires the board of directors of the transit agency constructing the locally preferred alternative for a mass transit project to conduct audits, submit annual reports to the governor and the legislature, and conduct public hearings and take testimony on the audits and reports.~~



IN REPLY REFER TO:
CMS-AP00-01193

HONOLULU AUTHORITY for RAPID TRANSPORTATION

Daniel A. Grabauskas
EXECUTIVE DIRECTOR AND CEO

BOARD OF DIRECTORS

Ivan M. Lui-Kwan, Esq.
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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 WAYS AND MEANS

Tuesday, April 7, 2015
9:00 a.m.
State Capitol, Conference Room 211

In consideration of
HB 134, HD1, SD1
RELATING TO TAXATION
and
HB 134, HD1, SD1 (PROPOSED SD2)
RELATING TO TAXATION

Chair Tokuda, Vice Chair Kouchi, and Members of the Senate Committee on Ways and Means,

The Honolulu Authority for Rapid Transportation (HART) supports House Bill 134, HD1, SD1, Relating to Taxation which, among other changes, proposes to allow all counties, including the City and County of Honolulu (City) to adopt ordinances allowing for county surcharges on the State general excise and use taxes (GET) to December 31, 2027, and authorizes the Legislature to extend the GET beyond December 31, 2027, by concurrent resolution, up to two (2) times for 10-year periods each, to no later than December 31, 2047.

HART would like to thank your Committee on Ways and Means for the proposed SD2, which requires, among other changes, any county that has already adopted a county surcharge on state tax to meet the proposed SD2 requirements in order to extend its surcharge on state tax from January 1, 2023, until December 31, 2027 (5-year extension).

HART acknowledges your Committee's consistent position that a 5-year extension of the GET sunset date would be sufficient to cover both costs and provide contingencies for the current 20-mile, 21-station project, also referred to as the minimum operable segment; however, HART respectfully requests your consideration to further the discussion for a 25-year extension to December 31, 2047, which would provide the clearest direction for planning purposes on the desire to start immediate plans for extensions to the University of Hawaii at Manoa (UH) and downtown Kapolei, selected as the locally preferred alternative.

While HART is continually in the process of re-engineering rail designs, reducing borrowing costs, and seeking public-private partnership costs to address its financial challenges, an extension of the GET surcharge is still necessary to provide funding for the Honolulu Rail Transit Project without unduly adding to the tax burden on citizens of Honolulu. Transit users, including visitors to Oahu, will help pay for rail transportation through the GET surcharge, which is a more equitable method of assessing the costs of this public transportation system. Most agencies in the United States fund mass transportation services with a dedicated source of funding, such as sales taxes rather than property taxes. Thus, this policy would be consistent with best practices in most jurisdictions.

As noted earlier, 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 of the Full Funding Grant Agreement. 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. With a dedicated source of financing, the City and HART will be better able to plan and construct a rail transit service in a secure financial position.

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

Thank you for this opportunity to provide written testimony.



HONOLULU AUTHORITY for RAPID TRANSPORTATION

IN REPLY REFER TO:
CMS-APO0-01194

Daniel A. Grabauskas
EXECUTIVE DIRECTOR AND CEO

BOARD OF DIRECTORS

Ivan M. Lui-Kwan, Esq.
CHAIR

Donald G. Horner
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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 WAYS AND MEANS

Tuesday, April 7, 2015
9:00 a.m.
State Capitol, Conference Room 211

In consideration of
HB 134, HD1, SD1
RELATING TO TAXATION
and
HB 134, HD1, SD1 (PROPOSED SD2)
RELATING TO TAXATION

Chair Tokuda, Vice Chair Kouchi, and Members of the Senate Committee on Ways and Means,

The Board of Directors of the Honolulu Authority for Rapid Transportation (HART) supports House Bill 134, HD1, SD1, Relating to Taxation which, among other changes, proposes to allow all counties, including the City and County of Honolulu (City) to adopt ordinances allowing for county surcharges on the State general excise and use taxes (GET) to December 31, 2027, and authorizes the Legislature to extend the GET beyond December 31, 2027, by concurrent resolution, up to two (2) times for 10-year periods each, to no later than December 31, 2047.

The HART Board of Directors thanks your Committee on Ways and Means for the proposed SD2, extending the sunset date of county surcharge. The HART Board of Directors favors and supports legislative and City Council measures which would allow for the county surcharge on State general excise and use taxes to be extended for twenty-five (25) years, as such an extension will enable HART to eliminate the projected project deficit and to start immediate plans for extensions to the University of Hawaii at Manoa and downtown Kapolei, as components of the Locally Preferred Alternative.

Please find attached Resolution 2015-5, stating the HART Board of Directors' refined position.

Thank you for this opportunity to provide written testimony.

Honolulu Authority for Rapid Transportation

RESOLUTION NO. 2015-5

**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 county surcharge to be collected by the State beginning January 1, 2007 and expiring on December 31, 2022; 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 H RTP); 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 have been various legislative measures introduced and discussed relating to the county surcharge on state general excise and use taxes; and

WHEREAS, two legislative measures, namely Senate Bill (SB) 19 and House Bill (HB) 134, as introduced would make the one-half percent county surcharge permanent; and

WHEREAS, following hearings in the Senate Transportation Committee and Public Safety, Intergovernmental and Military Affairs Committee, as well as the Senate Ways and Means Committee, an amended SB19 that would extend the county surcharge for five (5) years through December 31, 2027 passed the full Senate and has been transmitted to the House of Representatives for action; and

WHEREAS, following a recommendation of the House Finance Committee, an amended HB134 that would terminate the existing county surcharge on January 1, 2016 and authorize a new county surcharge, beginning January 1, 2017 for a period

to be specified in the final bill, at a reduced rate of .25%, passed the full House of Representatives and was transmitted to the Senate for action; and

WHEREAS, following a joint hearing on the amended HB134 the Senate Transportation and Public Safety, Intergovernmental and Military Affairs Committees voted to recommend further amendments to the bill to extend the existing county surcharge at the current rate through December 31, 2027, subject to up to two ten-year extensions at the current country surcharge rate of one-half percent for the purpose of funding two extensions of the LPA if approved by concurrent resolutions of the House of Representatives and Senate; and


WHEREAS, the Mayor of the City and County of Honolulu has submitted testimony to the State Legislature in support of extending the county surcharge and has advocated a twenty-five (25) year extension of the existing county surcharge beyond 2022; and

WHEREAS, the Chair of the Honolulu City Council has submitted testimony to the State Legislature in support of extending the county surcharge as it represents the most viable and equitable means to address the projected project deficit of the H RTP;

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

1. The HART Board of Directors favors and supports legislative and City Council measures which would allow for the county surcharge on State general excise and use taxes to be extended for twenty-five (25) years, as such an extension will enable HART to eliminate the projected H RTP deficit and to start immediate plans for extensions to the University of Hawaii at Manoa and downtown Kapolei, as components of the LPA.
2. This Resolution shall take effect immediately upon its adoption.

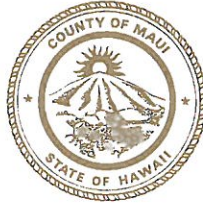
ADOPTED by the Board of the Honolulu Authority for Rapid Transportation on
APR 2 2015.


Board Chair

ATTEST:


Board Administrator

ALAN M. ARAKAWA
MAYOR



200 South High Street
Wailuku, Hawai'i 96793-2155
Telephone (808) 270-7855
Fax (808) 270-7870
e-mail: mayors.office@mauicounty.gov

OFFICE OF THE MAYOR

Ke'ena O Ka Meia

COUNTY OF MAUI – Kalana O Maui

**TESTIMONY OF ALAN ARAKAWA, MAYOR
COUNTY OF MAUI**

BEFORE THE SENATE COMMITTEE ON WAYS AND MEANS

Tuesday, April 7, 2015

9:00 a.m.

Conference Room 211

HB 134, HD1, SD1 RELATING TO TAXATION

Honorable Senator Jill N. Tokuda, Chair

Honorable Senator Ronald D. Kouchi, Vice Chair

Honorable Members of the Senate Committee on Ways and Means

Thank you for this opportunity to offer testimony in **SUPPORT** of HB 134, HD1, SD1, which authorizes all counties to adopt ordinances allowing for county surcharges on state general excise and use taxes.

While I strongly support the intent of this measure, I respectfully urge the Senate to increase the rate proposed by the House and allow the counties to establish said county surcharges at a maximum rate of 1%. The current rate is 0.5% and the House is proposing to reduce the rate to .25%.

As the population of Maui County continues to grow it's an on-going struggle to keep our islands a safe and enjoyable place for both residents and visitors. We rely primarily on real property taxes and therefore our options to address the ever-increasing costs needed to maintain our status as a world class destination remains limited.

Accordingly, I humbly ask that the Senate pass this important measure but allow the counties the flexibility to add a surcharge of up to 1%.

Bernard P. Carvalho, Jr.
Mayor



Nadine K. Nakamura
Managing Director

OFFICE OF THE MAYOR

County of Kaua'i, State of Hawai'i
4444 Rice Street, Suite 235, Līhu'e, Hawai'i 96766
TEL (808) 241-4900 FAX (808) 241-6877

Testimony of
Mayor Bernard P. Carvalho, Jr.
Before the Senate Committee on Ways and Means
Tuesday, April 7, 2015
9:00 a.m.
Conference Room 211
HB 134, HD1, SD1 Relating to Taxation
and
HB 134, HD1, SD1 (Proposed SD2)

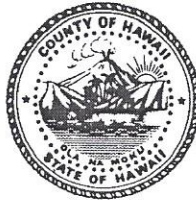
Aloha Chair Tokuda and members of the Committee,

On behalf of the County of Kaua'i, allow me to express my support for the overall intent of HB 134, HD1, SD1 Relating to Taxation. This measure allows all the counties, to adopt ordinances allowing for county surcharges on state general excise and use taxes at a .5% rate, beginning January 1, 2017.

I'm concerned that HB 134, HD1, SD2 (Proposed) deletes "operating" costs and limits use to "capital" cost. We request that counties with populations less than 500,000 be allowed to spend the revenue on "operating or capital" costs which will give the County of Kaua'i the flexibility to use funds to expand and increase frequencies of the Kaua'i Bus.

Mahalo for your consideration.

DENNIS "FRESH" ONISHI
Council Member
District 3



PHONE: (808) 961-8396
FAX: (808) 961-8912
EMAIL: donishi@co.hawaii.hi.us

HAWAI'I COUNTY COUNCIL
25 Aupuni Street, Hilo, Hawai'i 96720

April 6, 2015

The Honorable Jill N. Tokuda, Chair
and Members of the Senate Committee on Ways and Means

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

Thank you for the opportunity to provide testimony in support of House Bill No. 134, H.D.1 S.D1., Relating to Taxation which, among other changes, proposes to allow all counties to adopt ordinances allowing for county surcharges on the State general excise and use taxes at a .25%, beginning January 1, 2017.

I strongly support the intent of this measure, but respectfully urge your committee to **restore** the authority of the Counties to collect county surcharges of 0.5% state tax under Act 247, Session Laws of Hawaii 2005.

Also, I humbly request each County be given the flexibility to spend such funds on areas other than public transportation. For example, parks and recreation, elderly activities, emergency personnel, solid waste, etc. There are so many needs within our communities, and with a 0.5% surcharge and the flexibility to disburse the funds, we will be better equipped to provide quality services for our residents.

Thank you for your consideration and for the opportunity to provide testimony.

Sincerely,

A handwritten signature in black ink, appearing to read "Dennis Onishi".

Dennis "Fresh" Onishi
Hawai'i County Council Member

COUNTY COUNCIL

Mel Rapozo, Chair
Ross Kagawa, Vice Chair
Mason K. Chock
Gary L. Hooser
Arryl Kaneshiro
KipuKai Kualii
JoAnn A. Yukimura



OFFICE OF THE COUNTY CLERK

Ricky Watanabe, County Clerk
Jade K. Fountain-Tanigawa, Deputy County Clerk

Telephone (808) 241-4188
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Council Services Division
4396 Rice Street, Suite 209
Lihu'e, Kaua'i, Hawaii 96766

April 6, 2015

**TESTIMONY OF JOANN A. YUKIMURA
COUNCILMEMBER, KAUAI COUNTY COUNCIL
ON
HB 134, HD 1, SD 1 RELATING TO TAXATION
Senate Committee on Ways and Means
Tuesday, April 7, 2015
9:00 a.m.
Conference Room 211**

Dear Chair Tokuda and Members of the Committee:

Thank you for this opportunity to submit testimony in support of an amended version of HB 134, HD 1, SD 1. I am writing as an individual member of the Kaua'i County Council and Chair of the Housing and Transportation Committee.

As presently written, HB 134, HD 1, SD 1 ("Bill") allows counties that have not adopted a county surcharge on state tax (i.e., the neighbor island counties), to do so by passing an ordinance by December 31, 2015. The Bill also extends the sunset date to December 31, 2027. This is excellent, as neighbor island land transportation systems deserve adequate funding similar to the City and County of Honolulu. The growth of neighbor island economies is important to the State of Hawai'i.

The public transportation systems of the neighbor islands are at the approximate stage of development, as was the City and County of Honolulu's in the 1950's and 1960's. If the neighbor island counties can learn from the City and County of Honolulu's experience and use current best practices to develop land transportation systems that are multi-modal,¹ the counties may be able to avoid some of the mistakes and dilemmas that have haunted Honolulu.

A smooth functioning land transportation system is essential for economic growth. A community stymied in gridlock cannot grow or prosper.² Land transportation is an economic driver, and the State, by virtue of its interest in neighbor island economic growth, has a large stake in well-functioning land transportation systems on the neighbor islands. By authorizing the counties to levy a county surcharge on state tax and by earmarking the revenues for land

¹ I.e., based the "Complete Streets" approach giving balanced support to all modes of land travel: foot, bike, bus and vehicle.

² In addition to being the number one complaint of visitors in a recent Kaua'i Visitor Bureau exit survey, traffic congestion is fueling a large anti-development sentiment on Kaua'i. Residents are legitimately asking, "How can the County approve more development when we are caught in a daily gridlock and spend hours on the road right now?"

transportation, the State will be addressing one of its most pressing issues—traffic and land transportation.

In its present form, however, the Bill contains restrictions on the timing and use of revenues in neighbor island counties that severely limit its usefulness to neighbor island counties. The following amendments are requested to make HB 134, HD 1, SD 1 workable and usable for neighbor island counties, based on our experience on Kaua'i and our vision for our transit system. The proposed amendments would apply only to counties with a population equal to or less than 500,000:

1. Remove the limitation on use of revenues to “capital costs” for neighbor island counties. The revenues generated must not be limited to capital expenditures. While the transit systems on all neighbor islands need additional capital monies, there is also a huge need for operating monies. The growth of neighbor island transit systems will be severely limited if the revenues under this Bill are limited to meeting capital needs. Please remember that neighbor island transit systems are in a very different stage of development than the City and County of Honolulu. Flexibility in the use of revenues is highly important if neighbor island county systems are to grow to meet burgeoning demand and address traffic congestion.

Furthermore, disallowing revenues to be used for operating costs will defeat an ancillary purpose of providing the counties with additional revenues to enhance general fund needs. If the surcharge revenues cannot be used for operating costs, the counties will be unable to use the revenues to supplant operating costs and free up general fund monies.

Furthermore, surcharge monies will not be available for re-paving roads, defined as an operating cost by the Governmental Accounting Standards Board (GASB). This would appear to defeat the legislative intent behind the inclusion of roads as an eligible expense.

2. Allow the tax revenues authorized under this bill to be used by January 1, 2016 rather than January 1, 2017, or no longer after authorization by ordinance than the time it takes to set up administration of the tax. The need for additional revenues is NOW. Let us expand the system now while gas prices are low and everything is a little easier. On all neighbor islands, demand is outstripping services, meaning that it is not a matter of convincing people to ride the bus. When we provide additional services after assessing demand and properly prioritizing the roll-out of services, ridership generally skyrockets.
3. Remove “ferries,” an artifact from the past, from the list of land transportation systems that would qualify for use of revenues. Except for the word, “ferries,” the entire bill is focused on land transportation. “Ferries” do not constitute a form of land transportation nor a cost-effective substitute for land transportation.

Chair Tokuda and Members of the Committee
RE: HB 134, HD 1, SD 1 Relating to Taxation
April 6, 2015
Page 3

Without the above-mentioned amendments, HB 134, HD 1, SD 1 will not provide the kind of funding needed to build and grow neighbor island transportation systems.

Summary:

With the above proposed amendments, HB 134, HD 1, SD 1 will be a great assistance to neighbor island counties in growing their transit systems and other forms of multimodal transportation. In passing such a bill, the State will be funding one of its priorities—economic growth. Without a well-functioning land transportation system on each neighbor island, neighbor island growth will be in jeopardy. An adequate excise and use tax surcharge usable for operating as well as capital expenses, will enable the counties to address this pressing and pivotal issue of land mobility with a multi-modal approach. It will also offer the counties the possibility of freeing up general fund and county highway fund monies currently used for public transportation for other needs.

Revenues earmarked for both capital and operating costs of public transportation will be a wise investment in the future. By promoting economic development, lowering the household costs of transportation, and protecting the environment by reducing fossil fuel use and greenhouse gas production, HB 134, HD 1, SD1 will provide a sound foundation for a good future. If you agree it will be a wise investment, please allow the investment to take place as soon as possible.

For the reasons stated above, I respectfully ask the Senate Committee on Ways and Means to amend HB 134, HD 1, SD 1 accordingly. Thank you for this opportunity to provide input. If you have any questions, I can be reached at (808) 652-3988 or jjyukimura@kauai.gov.

Very sincerely,



JOANN A. YUKIMURA
Councilmember, Kaua'i County Council

COUNTY COUNCIL

Mel Rapozo, Chair
Ross Kagawa, Vice Chair
Mason K. Chock
Gary L. Hooser
Arryl Kaneshiro
KipuKai Kualii
JoAnn A. Yukimura



OFFICE OF THE COUNTY CLERK

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Council Services Division
4396 Rice Street, Suite 209
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April 2, 2015

TESTIMONY OF KIPUKAI KUALII
COUNCILMEMBER, KAUAI COUNTY COUNCIL
ON
HB 134, HD 1, SD 1 RELATING TO TAXATION
Senate Committee on Ways and Means
Tuesday, April 7, 2015
9:00 a.m.
Conference Room 211

Dear Chair Tokuda and Members of the Committee:

Thank you for this opportunity to submit comments for HB 134, HD 1, SD 1 relating to taxation and the county surcharge on state tax. My testimony is submitted in my capacity as an individual member of the Kauai County Council and as the Economic Development / Intergovernmental Relations Committee Chair.

In 2005, the counties were provided the opportunity to levy a county surcharge on state tax for public transportation. However, the counties were only allowed a specific amount of time to implement such tax. Throughout the years, each County's needs have changed and the need for additional revenue sources are being recognized. HB 134, HD 1, SD 1 in its current form allows counties who have not adopted a county surcharge on state tax to do so by way of an ordinance, and extends the county surcharge on state tax to December 31, 2027.

Levying a county surcharge on state tax to be used for important public transportation services will support economic growth for our counties. The use of these funds will assist many County of Kauai projects including the expansion of the transportation system and road maintenance. I support the idea of providing the counties the opportunity to levy a county surcharge on state tax, and would like to suggest extending the amount of time the counties will have in adopting such Ordinance.

Again, thank you for this opportunity to submit my comments. If you have any questions, please feel free to contact the Office of the County Clerk, Council Services Division, at (808) 241-4188.

Sincerely,

KIPUKAI KUALII
Councilmember, Kauai County Council



**Testimony to the Senate Committee on Ways and Means
Tuesday, April 7, 2015 at 9:00 A.M.
Conference Room 211, State Capitol**

**RE: HOUSE BILL 134 HD1 SD1 AND HOUSE BILL 134 HD1 SD1 PROPOSED SD2
RELATING TO TAXATION**

Chair Tokuda, Vice Chair Kouchi, and Members of the Committee:

The Chamber of Commerce Hawaii ("The Chamber") **supports** HB 134 HD1 SD1 and its Proposed SD2.

The Chamber is Hawaii's leading statewide business advocacy organization, representing about 1,000 businesses. Approximately 80% of our members are small businesses with less than 20 employees. As the "Voice of Business" in Hawaii, the organization works on behalf of members and the entire business community to improve the state's economic climate and to foster positive action on issues of common concern.

The Chamber supports an extension of the county surcharge on the excise tax for rail. The Chamber has always supported rail and would like to see the completion of the project as set forth in the Full Funding Grant Agreement between the City & County of Honolulu and the Federal Transit Administration. This transportation solution is in line with one of the Chamber's primary missions: to improve the quality of life for the people of Hawaii, while supporting initiatives that are the catalyst for business growth opportunities. Although the decision is a challenging one and concerns about the financial situation are valid, if we look at the big picture and long-term benefits of this project, we believe that rail will be a positive step for Hawaii.

Thank you for the opportunity to testify.

1065 Ahua Street
Honolulu, HI 96819
Phone: 808-833-1681 FAX: 839-4167
Email: info@gcahawaii.org
Website: www.gcahawaii.org



GCA of Hawaii

GENERAL CONTRACTORS ASSOCIATION OF HAWAII

Quality People. Quality Projects.

Uploaded via Capitol Website

April 7, 2015

TO: HONORABLE JILL TOKUDA, CHAIR, HONORABLE RON KOUCHI, VICE CHAIR, COMMITTEE ON WAYS AND MEANS

SUBJECT: **H.B. 134, HD1, SD1 RELATING TO TAXATION.** Extends the deadline for counties to adopt a county surcharge on state tax to 12/31/2015. Extends the county surcharge on state tax to 12/31/2027. Authorizes the legislature to extend the county surcharge on state tax beyond 12/31/2027, by concurrent resolution, up to two times for 10-year periods each, to no later than 12/31/2047. Specifies requirements that must be completed before the legislature may consider introduction of a concurrent resolution to extend the county surcharge on state tax. (SD1)

H.B. 134, HD1, SD1, PROPOSED SD2, RELATING TO TAXATION.

Reauthorizes the counties' authority to establish a county surcharge on state tax for a limited time period, with the surcharge to be effective from 1/1/2017 to 12/31/2027, if adopted. Allows counties that have already established a county surcharge on state tax to extend the surcharge on state tax to 12/31/2027. Limits the use of surcharge revenues to capital costs. Requires the board of directors of the transit agency constructing the locally preferred alternative for a mass transit project to conduct audits, submit annual reports to the governor and the legislature, and conduct public hearings and take testimony on the audits and reports. Effective 7/1/2050. (Proposed SD2)

Hearing

DATE: Tuesday, April 7, 2015
TIME: 9:00 a.m.
PLACE: Conference Room 211

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

The General Contractors Association of Hawaii (GCA) is an organization comprised of approximately five hundred eighty general contractors, subcontractors, and construction related firms. The GCA was established in 1932 and is the largest construction association in the State of Hawaii. The GCA's mission is to represent its members in all matters related to the construction industry, while improving the quality of construction and protecting the public interest.

The GCA is a supporter of the Honolulu Rail Transit project and supports efforts to ensure the project is completed in its entirety. The funding of the project is the most crucial component to make certain that the project is delivered to the City and County of Honolulu and its residents. With that GCA supports all efforts in finding the most viable solution of funding available and the due diligence required in uncovering all options.

The GCA continues to support the Honolulu Rail Transit Project together with the concerted efforts of all parties involved to plan and construct the rail transit project. Rail will provide the most reliable, cost-efficient and convenient transportation pipeline between urban Honolulu and West Oahu.

GCA appreciates the opportunity to share its testimony.

Hawai'i Construction Alliance

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

April 6, 2015

The Honorable Jill N. Tokuda, Chair
The Honorable Ronald D. Kouchi, Vice Chair
and members
Committee on Ways and Means
Hawai'i State Senate
Honolulu, Hawai'i 96813

RE: Support for HB134 HD1 SD1 and Comments on Proposed HB134 HD1 SD2

Dear Chair Tokuda, Vice Chair Kouchi, and members:

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.

Over the past several years, we 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.

These benefits, among others, will not be fully realized if the project does not have adequate funding to complete the Locally Preferred Alternative, which extends from West Kapolei to the University of Hawai'i at Mānoa.

Accordingly, we **support HB134 HD1 SD1**, which provides a mechanism to fully fund completion of the Locally Preferred Alternative. HB134 HD1 SD1 would extend the deadline for counties to adopt a county surcharge on state tax to 12/31/2015; extend the county surcharge on state tax to 12/31/2027; authorize the legislature to extend the county surcharge on state tax beyond 12/31/2027, by concurrent resolution, up to two times for 10-year periods each, to no later than 12/31/2047; and specify requirements that must be completed before the legislature may consider introduction of a concurrent resolution to extend the county surcharge on state tax.

The **proposed HB134 HD1 SD2, however, does not appear to provide a mechanism to fully fund completion of the Locally Preferred Alternative.** HB134 HD1 SD2 would, among other things, only allow counties that have already established a county surcharge on state tax to extend the surcharge on state tax to 12/31/2027 and limit the use of surcharge revenues to capital costs. By our analysis, the extension proposed in the SD2 version does not appear to be able to fully fund completion of the Locally Preferred Alternative from West Kapolei to the University of Hawai‘i at Mānoa. **Therefore, we respectfully recommend that your committee consider extending the surcharge of state tax to a longer period of no less than 25 years to 12/31/2047 in order to fully fund completion of the Locally Preferred Alternative.**

We are proud of the remarkable work that our members have accomplished so far in constructing the project, 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 two miles of the guideway. We look forward to having even more members work on this historic project in the years ahead as it advances toward full completion to West Kapolei and the University of Hawai‘i at Mānoa.

We thank you for the opportunity to provide these comments on HB134 HD1 SD1 and the proposed HB134 HD1 SD2.

Mahalo,



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



HAWAII GOVERNMENT EMPLOYEES ASSOCIATION

AFSCME Local 152, AFL-CIO

RANDY PERREIRA, Executive Director • Tel: 808.543.0011 • Fax: 808.528.0922

**The Twenty-Eighth Legislature, State of Hawaii
The Senate
Committee on Ways and Means**

**Testimony by
Hawaii Government Employees Association
April 7, 2015**

**H.B. 134, H.D. 1, S.D. 1 -
RELATING TO TAXATION**

The Hawaii Government Employees Association, AFSCME Local 152, AFL-CIO supports the purpose and intent of H.B. 134, H.D. 1, S.D. 1, which extends the county surcharge on the general excise tax in two 10-year increments for the rail project. While we remain concerned about the increased construction costs above what was originally projected, the residents of Oahu have determined a need for a viable rapid transit system and additional funds are needed to continue the construction of the rail project.

This bill also provides an opportunity for all counties to adopt an ordinance to establish a county surcharge for mass transit capital costs.

Thank you for the opportunity to testify in support of H.B. 134, H.D. 1, S.D. 1.

Respectfully submitted,

Randy Randy Perreira
Executive Director



HAWAII LABORERS-EMPLOYERS COOPERATION AND EDUCATION TRUST
650 Iwilei Road, Suite 285 · Honolulu, HI 96817 · Phone: 808-845-3238 · Fax: 808-845-8300

TESTIMONY OF HAWAII LECET
CLYDE T. HAYASHI - DIRECTOR

THE SENATE
THE TWENTY-EIGHTH LEGISLATURE - REGULAR SESSION OF 2015

COMMITTEE ON WAYS AND MEANS

Senator Jill Tokuda, Chair
Senator Ronald Kouchi, Vice Chair

NOTICE OF HEARING

DATE: Tuesday, April 7, 2015
TIME: 9:00 A.M.
PLACE: Conference Room 211
State Capitol, 415 South Beretania Street

TESTIMONY ON HOUSE BILL NO. 134, HD1, SD1, RELATING TO TAXATION.

TO THE HONORABLE JILL TOKUDA, WAM CHAIR, RONALD KOUCHI, WAM VICE CHAIR; AND MEMBERS OF THE WAYS AND MEANS COMMITTEE:

My name is Clyde T. Hayashi, and I am the Director of Hawaii LECET, 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 House Bill No. 134, HD1, SD1, which will allow the City and County of Honolulu to extend their .5% GET surcharge for an additional five years, to December 31, 2027 and with Legislative approval, an additional 20 years to December 31, 2047.

The Honolulu Rail Project's projected budget is now \$550 million to \$700 million more than originally projected. If 5307 Funds are excluded, the projected shortfall is \$910 million. At this point, the only option to allow the Rail Project to be completed is to extend the collection of the county surcharge.

The additional 25 years of surcharge will allow for the completion of the 20 miles from East Kapolei to Ala Moana Shopping Center and also the completion of the rail extensions from Ala Moana Shopping Center to the University of Hawaii at Manoa and from East Kapolei to West Kapolei.

Without the five-year extension of the .5% GET surcharge and if there are no other options, it is very likely that Rail is dead. The City will then default on the Full Funding Grant Agreement (FFGA) with the FTA. Defaulting on the FFGA will mean the City will have to repay up to \$1.55 billion back to the FTA.

The loss of the Rail Project 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** House Bill No. 134, HD1, SD1, and humbly ask that it passes this committee.



Randy Perreira
President

HAWAII STATE AFL-CIO

345 Queen Street, Suite 500 • Honolulu, Hawaii 96813

The Twenty-Eighth Legislature, State of Hawaii
Hawaii State Senate
Committee on Ways and Means

Telephone: (808) 597-1441
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Testimony by
Hawaii State AFL-CIO
April 7, 2015

H.B. 134, H.D.1, S.D.1 – RELATING TO TAXATION

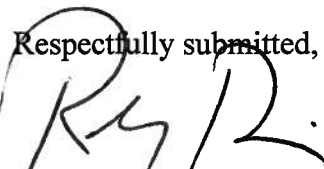
The Hawaii State AFL-CIO supports H.B. 134, H.D. 1, S.D. 1 which extends the deadline for counties to adopt a county surcharge on state tax to December 31, 2015, and extends the county surcharge on state tax to December 31, 2027. In addition, authorizes the legislature to extend the county surcharge on state tax beyond December 31, 2027, by concurrent resolution, up to two times for 10-year periods each, to no later than December 31, 2047.

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 HART will not be able to complete the 20-mile planned route and Oahu taxpayers will be on the hook of paying back the federal government the \$1.55 billion they provided. 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 H.B. 134, H.D. 1, S.D. 1 to ensure rail is built as planned.

Thank you for the opportunity to testify.

Respectfully submitted,

Randy Perreira
President

wam3 - Nicolas

From: mailinglist@capitol.hawaii.gov
Sent: Monday, April 06, 2015 6:28 AM
To: WAM Testimony
Cc: darakawa@lurf.org
Subject: Submitted testimony for HB134 on Apr 7, 2015 09:00AM

HB134

Submitted on: 4/6/2015

Testimony for WAM on Apr 7, 2015 09:00AM in Conference Room 211

Submitted By	Organization	Testifier Position	Present at Hearing
David Z. Arakawa	Land Use Research Foundation of Hawaii	Comments Only	No

Comments: Comments: The Land Use Research Foundation of Hawaii submits the following COMMENTS to HB 134, HD1, SD1, relating to TAXATION, which extends the deadline for counties to adopt a county surcharge on state tax to 12/31/2015; Extends the county surcharge on state tax to 12/31/2027; Authorizes the Legislature to extend the county surcharge on state tax beyond 12/31/2027, by concurrent resolution, up to two times for 10-year periods each, to no later than 12/31/2047; Specifies requirements that must be completed before the legislature may consider introduction of a concurrent resolution to extend the county surcharge on state tax.(HB 134 HD1, SD1) LURF understands and respects the concerns of the House and Senate Committees, however, under the circumstances, LURF respectfully recommends that HB 134, HD1, SD1, be AMENDED: (1) To restore the full .50 per cent amount of the City's surcharge on the State GET; and (2) To provide a 25-year extension of the sunset date, so the project can be completed to the University of Hawaii at Manoa (in the East) and to downtown West Kapolei (in the West).

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

Do not reply to this email. This inbox is not monitored. For assistance please email webmaster@capitol.hawaii.gov

TAX FOUNDATION OF HAWAII

126 Queen Street, Suite 304

Honolulu, Hawaii 96813 Tel. 536-4587

SUBJECT: MISCELLANEOUS, County surcharge on state tax

BILL NUMBER: HB 134, SD-1

INTRODUCED BY: Senate Committees on Transportation and Public Safety, Intergovernmental and Military Affairs

EXECUTIVE SUMMARY: Allows any county to impose a county surcharge on state tax of 0.25% on January 1, 2017, to sunset on _____, if a county adopts an ordinance prior to December 31, 2015. Allows the state to deduct ___% of the amounts received from the surcharge for costs of administration. This draft of the measure presents a number of issues. First, what is the goal to be accomplished? Is it merely to finish the project that was started, or is the scope going to creep to additional lines and stations or to an operating subsidy? Second, what is to be accomplished by shutting off the surcharge for one year if it is going to start up again immediately afterward? Is it worth the pain and confusion that tax rate changes inevitably bring? Third, is the legislature willing to do what our constitution requires and charge the counties no more than the reasonable cost of administration? And fourth, is this project worth putting Hawaii businesses and consumers through additional pain at the hands of our most regressive tax?

BRIEF SUMMARY: Amends HRS section 46-16.8 to allow any county to establish a surcharge on state tax if a county adopts an ordinance prior to December 31, 2015. A county that has adopted a county surcharge on state tax prior to December 31, 2005, shall not be allowed to establish another surcharge.

Amends Act 247, SLH 2005, to allow the legislature to extend the December 31, 2022 sunset date by concurrent resolution according to the following: (1) for a county surcharge on state tax adopted prior to December 31, 2005, the concurrent resolution shall: (a) provide the transit agency with sufficient time and access to financial resources to complete an additional transit route for the locally preferred alternative for a mass transit project; (b) each extension of the county surcharge on state tax beyond December 31, 2027 to complete an additional transit route for the locally preferred alternative for a mass transit project shall be for no longer than ten years; and (c) only one extension of the county surcharge on state tax shall be allowed for each additional transit route for the locally preferred alternative for a mass transit project; (2) for a county surcharge on state tax adopted after July 1, 2015, but prior to December 31, 2015, the legislature may extend the county surcharge on state tax no more than twice; provided further that each extension shall be for no longer than ten years; and (a) any extension of a county surcharge on state tax shall run consecutively to all other extensions of that county surcharge on state tax; (b) with regard to a county surcharge on state tax adopted prior to December 31, 2005, the legislature may adopt one concurrent resolution for each of the following additional transit routes for the locally preferred alternative for a mass transit project: (1) an additional transit route to the University of Hawaii at Manoa; and (2) an additional transit route to West Kapolei.

For a county surcharge on state tax adopted prior to December 31, 2005, prior to introduction and consideration of a concurrent resolution, the transit agency shall provide the legislature with proof that it has complied with the following: (1) the transit agency shall obtain all necessary state and federal

environmental clearances for the applicable additional transit route for the locally preferred alternative for a mass transit project; (2) the transit agency shall have an updated financial plan reviewed and approved by the appropriate county council; (3) the transit agency shall have an updated preliminary engineering costs estimate reviewed and approved by the appropriate county council; (4) the auditor shall have completed a financial and management audit of the transit agency; and (5) any other requirement that the legislature, by law, deems appropriate.

For a county surcharge on state tax adopted after July 1, 2015, but prior to December 31, 2015, prior to introduction and consideration of a concurrent resolution, the appropriate county council shall adopt a resolution requesting that the legislature extend the repeal date in Act 247, SLH 2005. The resolution shall include information and a financial plan on how the surcharge revenues will be used over the subsequent extension period.

Delineates the repeal date of the measure according to various scenarios.

EFFECTIVE DATE: July 1, 2015

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, sometimes known as the “rail surcharge.” 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 and additional funding is necessary.

This measure would allow any county that has not established a county surcharge on state tax to establish a county surcharge provided that they adopt an ordinance with the requisite public hearings by December 31, 2015. The measure also allows the legislature to extend Honolulu county’s surcharge on state tax if certain conditions are met.

Should the Surcharge Be Extended, and If So, By How Much? As originally introduced, this measure sought to make the surcharge permanent. An extension from 2022 to forever is a very long time, and it marks a shift in philosophy.

- If the surcharge is to pay for the *capital cost of the system, as it is now proposed* which seems to have been the original intent, then an extension to finish what was started appears to be unavoidable, but the legislature must be vigilant to make sure the scope does not creep beyond what the people are willing to allow.
- If the surcharge is to pay for the *capital cost of the system and extensions of it*, such as the mayor’s proposal to extend the system from Ala Moana Center to the University of Hawaii, then lawmakers need to ask themselves if this is properly part of the deal. If it is, then a somewhat longer extension of the surcharge may be needed to fund it.

- If the surcharge is to pay for the *capital cost and operations*, as was indicated in HART's initial testimony that it was looking to the surcharge for an "equitable operating subsidy" (where "equitable" means "a bunch of it is paid by tourists"), then an indefinite extension is required. But it will then be obvious to voters across the state either that the deal has changed or that they had been lied to when they were assured that the surcharge was to be temporary.

What Is to Be Done About the 10% Diversion for Administrative Costs? Under the existing surcharge in the case of the City and County of Honolulu, a contributing factor 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. This principle was discussed, but not applied, in *State v. City & County of Honolulu*, 99 Haw. 508, 57 P.3d 433 (2002). If all or some of these unlawfully collected receipts go back to the City, the problems that the City is now complaining about are easier to solve. This measure does not specify how much the state can deduct for the costs of administering the surcharge. However, if the measure were to approximate the costs involved, our estimate is that the deduction should be in the neighborhood of 40 or 50 basis points (0.4% to 0.5%).

What's the Bottom Line? 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 4/6/15

wam3 - Nicolas

From: mailinglist@capitol.hawaii.gov
Sent: Monday, April 06, 2015 9:00 AM
To: WAM Testimony
Cc: michelematsuo@yahoo.com
Subject: Submitted testimony for HB134 on Apr 7, 2015 09:00AM

HB134

Submitted on: 4/6/2015

Testimony for WAM on Apr 7, 2015 09:00AM in Conference Room 211

Submitted By	Organization	Testifier Position	Present at Hearing
michele matsuo	Time Out Honolulu Rail	Oppose	Yes

Comments: Good morning Chair Tokuda, Vice Chair Kouchi, and Members of the Committee, Thank you for this opportunity to testify before you. I am strongly opposed to HB 134. The below map shows the Pearl Harbor Aquifer ringed in Green. Along the shoreline, it is overlaid with other lines, so is difficult to see. However, please look closely along the shoreline and you will see the Green ring line peek out from time to time, showing the Makai border of the Green ring. You can also see the area ringed in Yellow, which changed colors when overlaid with the other colors of the map, but please look closely and you will see that the Yellow caprock (also known as Karst) also peeks out along the shoreline. This map below shows the Water Commission's red Underground Injection Control (UIC) line, and the (purple with red dots) Rail route mauka of that line traversing through the critical Pearl Harbor Aquifer. This indicates that the rail line is drilling in the drinking water section of the Pearl Harbor Aquifer! HART by its own admission is dewatering ! We have been informed that HART's pillars are 100-150' deep for normal pillars and 150-200' deep for anchor pillars. Yet, along Kamehameha Hwy, you can easily see the watercress farm lush with water from the fresh water springs that feed it. By looking at Sumida Farm's watercress operations, and the maps above, perhaps you can better understand how shallow our drinking water is in the areas being traversed by the Rail line. As you are well aware (pun intended, lol!), the state's Water Commission (Commission on Water Resource Management or CWRM) controls ALL onshore water in the State of Hawaii, both potable and not. Yet, where are HART's CWRM permits? HART should be required to produce the CWRM permits. Please ask HART for its CWRM permits! We believe that HART HAS NO CWRM PERMITS!!! Also, since HART is drilling deep into the caprock and hitting water (people have reported seeing water flowing out of a drill shaft and running down the street), and HART has admitted to dewatering, meaning also that it has hit the aquifer, we wonder how clean is the soil that HART is pushing or injecting into the aquifer. The area that HART is traversing and drilling in is known to have contaminated soils. Is contaminated soil being injected by drilling into the Pearl Harbor aquifer? Also, it has been alleged that significantly more concrete than expected has been needed for pillars at times, and that certain pillars have required long periods of time to construct. IS WATER BEING DIVERTED underground and to what effect ? Are non-soil contaminants being introduced into our aquifer as a result of the concrete being introduced into the aquifer ? What is happening to the concrete when it proves insufficient? We also wonder what effect the straight line deep drilling in the caprock protecting the Pearl Harbor Aquifer will have on the aquifer's caprock? Does anyone know? Will it break? And what effect will the dewatering have? Will we see sinkholes or subsidence,

buildings or roads cracking or disappearing ? I urge this committee to hold HB134 in committee this year and let HART produce its CWRM permits so all can see them. If HART does not have any, as we believe, then HART needs to take a time out and STOP pumping out the lifeblood of our people, without permission, illegally. Please do not be snookered and suckered by any statements by HART or anyone else that the Board of Water Supply says that HART and its work is fine. Only State of Hawaii CWRM permits will suffice, and no other part of DLNR may issue approvals for this work affecting our water and aquifers. Another item of concern is whether any of the GET surcharge funds are being used to subsidize developers of TOD projects. We need the forensic audit of all HART expenditures and all GET surcharge funds the City and HART received from 2007 to the Present, before any more time or money should be given to HART by the State, including via the GET surcharge. Also, it has been alleged that there are no cultural monitors in the first 10 miles of the HART project. How can this be? The Ewa Plain was a major population center for Hawaiians. The Hawaiian community suffered a massive death rate there as well as in the rest of the State after the introduction of Westerners. It has been estimated that upwards of one million Hawaiians lived, farmed, and were buried in Ewa. There are also significant traditional cultural properties (TCPs) which have been identified but not protected by the HART project, and its associated Transit Oriented Development projects (TOD), in HART's first 10 miles. Not only is it extremely disrespectful to fail to protect these Traditional Cultural Properties, it is unwise. 3 of the properties relate to caves of the Shark Goddess, the Shark God, and the Eel Boy who warned humans of man-eating sharks. This speaks to the possibility of very real dangers constructing in these karst cavern areas open to the sea. Also, there is a Leina a Ka Uhane, or Hawaiian spiritual leaping off area, a kind of spiritual portal area which the rail line reportedly goes right through. This rail project is fraught with problems. Please do not extend the GET surcharge. If anything, shorten the time, and reduce the surcharge rate. Our seniors have been saying that this could be a life and death matter for them, or a shortening of their lives, or drive them to hunger and/or homelessness, or drive them from Hawaii. Mahalo nui loa!
Michele Matsuo

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April 4, 2015

Aloha Chair Tokuda and members of the Senate Ways and Means Committee,

I support the extension of the GET surcharge (HB 134) to ensure the completion of the Honolulu Rail project. The people of Oahu supported this project based on the promise it would extend to UH Manoa and West Kapolei, nothing less. In order to fund the extension to UH Manoa and West Kapolei, **please extend the .05 surcharge for not less than 25 years.** If we have learned anything from the gridlock caused by last week's malfunction of the Zipperlane, it's that we need a reliable transportation alternative for those who commute from Oahu's leeward side.

Thank you,
Kenji Uejo
Pearl City, HI 96782

Senate Ways and Means Committee
April 7, 2015 at 9:00AM
State Capitol Room 211
SUPPORT for HB 135, HD1, SD1

Aloha Chair Tokuda, Vice Chair Kouchi, and Members of Senate Ways and Means:

I am writing in support of HB 135. As a young professional living and working in Honolulu, I understand first hand the value of development that is focused on what we want Hawaii to look like in the future. Rail is an important part of ensuring that development will happen in a way that creates livable and walkable communities, strengthens our middle-class, and empowers our youth with a future that includes the infrastructure to be successful.

I live in Kaka'ako, but I grew up in 'Aiea. As planning and development was centralized on the Western plain, we always knew that it had to include the development of a mass transit system that would serve the commuting needs of those new communities. We can see now how development without transit infrastructure we have tried many times to build, results in longer commuter times and a quickly deteriorating quality of life for those communities.

The people of Hawaii spoke, and in 2008 voted to move forward with this rail project. Let's focus our energies on building the best rail system we can and ensure that TOD creates the future we want for Hawaii.

Please support the extension of the GET surcharge and at a level that allows for the full project, including UH and downtown Kapolei.

Mahalo,



Nathan Okubo

Senate Ways and Means Committee
April 7, 2015 at 9am, State Capitol Room 211

RE: Testimony in SUPPORT of HB 134, HD1, SD1

Aloha e Chair Tokuda, Vice Chair Kouchi, and members of the Senate WAM Committee,

I am writing today in staunch support of HB 134 and the extension of the GET surcharge for another 25 years.

When I was a sophomore in high school, we had the opportunity to build rail from UH to the H1-H2 Exchange by 2004. That would have meant that for working families such as mine, now living with our two young children in ‘Aiea, we would have a way today to commute into town in a reasonable amount of time, work a full day, and still be home to spend quality time raising our children.

We missed that opportunity then – we cannot miss it again. Rail is about many things – creating jobs, investing in local industries, building our physical and economic infrastructure – but at its core, it is about *our children’s future*.

No one likes taxes. But the GET surcharge is only 0.5% on a rate we already pay on our goods and services, and it is absorbed in our normal buying habits. For most people, this will range from \$50 to \$200 a year spread out in \$1 increments on the things we already buy. When the future of affordable housing, livable communities, and a quality life for our children is at stake, this is more than worth it.

Please extend the General Excise tax surcharge at its present rate of a half percent, and provide the necessary funding to complete the entire rail project through UH and downtown Kapolei.

Mahalo for the opportunity to share our mana‘o,



Cedric Duarte

April 7, 2015 9 a.m. State Capitol Room 211

To: Senator Jill Tokuda and members of the Senate Committee on Ways and Means

From: Amy Monk

Re: Testimony in Support of HB 134, HD1, SD 1

Senator Tokuda and members of the Senate Committee on Ways and Means,

My name is Amy Monk, and I am writing in support of HB 134. Much of the work as a commissioner on the Hawaii State Commission on the Status of Women and on the boards of various Hawaii non-profits focuses around women's issues and issues of social justice. Supporting rail is no different. Rail is an elderly issue, it's a family issue, it's a social equality issue – it's an issue about Hawaii's future and how more women, students and working class families can participate fully in that future.

Those that live on the West side now, or in the future, have less access to job opportunities, community activities, higher education, and a well-rounded family life. It is not fair to say that they choose to live out there. If we as an entire island made the decision to concentrate development in those communities, so we must provide them access to opportunities for quality way of life, educational, employment, healthcare, cultural opportunities which are principally centered in Honolulu.

For those of us that do not live on the rail line, we know that supporting rail is just as important for our communities as it is for those that are on the line. Please support HB134 and extend the GET surcharge for 25 years so we can build rail the right way.

Mahalo,

Amy Monk

April 6, 2015

To: Chair Tokuda
Vice Chair Kouchi

From: Sarah Miller, William S. Richardson School of Law J.D. Candidate, Class of 2015

Re: Testimony in **SUPPORT** of HB 134, HD1, SDI, Relating to Taxation

I strongly support House Bill 134, extending the 0.5% general excise tax (GET) surcharge for an additional 25 years.

Honolulu Rail is the next inevitable and necessary step to support the growing population and increasing need for transportation on Oahu. It would be foolish to stop the project now when we have come so far. I am especially in support of extending the route to the University of Hawai'i at Manoa (UHM) campus, which cannot be achieved without the extension of the GET.

Due to the limited on-campus housing and high cost of living, many students are forced to live at home or share an apartment off-campus. For this reason, UHM is a commuter school with students commuting from all over the island. Currently, students have limited options to get to school and they are often forced to juggle study, part-time job/s, and long commutes through terrible traffic. In addition, students who drive personal vehicles must deal with searching for parking. As a college student, this is more than one should be expected to manage.

The Rail will alleviate the latter problem for many students. It will allow students to be students and focus their time and energy on school rather than worrying about when to leave home in the morning so they can secure parking, or when to leave school in the afternoon so they don't have to hit traffic. Additionally, because students will be encouraged to utilize the Rail, this will improve traffic, especially around the UHM campus. This is a positive effect that will be felt by all on this island.

Rail will help ensure equal access to higher education for communities throughout the island and will encourage and promote the success of students. For this reason, I urge this committee to pass HB 134, HD1, SD1.

Thank you for this opportunity to testify.

From: rpl@hawaii.rr.com
To: [WAM Testimony](#)
Subject: I support the GET surcharge extension for Honolulu Rail project
Date: Monday, April 06, 2015 5:27:57 PM
Importance: High

Aloha Chair Tokuda and members of the Senate Ways and Means Committee,

I support the extension of the GET surcharge (HB 134) to ensure the completion of the Honolulu Rail project. The people of Oahu supported this project based on the promise it would extend to UH Manoa and West Kapolei, nothing less. In order to fund the extension to UH Manoa and West Kapolei, please extend the .05 surcharge for not less than 25 years. If we have learned anything from the gridlock caused by last week's malfunction of the Zipperlane, it's that we need a reliable transportation alternative for those who commute from Oahu's leeward side.

Thank you,

Richard LaJeunesse
Waimanalo

From: [Keoki Aiona](#)
To: [WAM Testimony](#)
Subject: Senate Ways and Means Committee
Date: Monday, April 06, 2015 5:16:51 PM

Name: Brian A.

Subject Committee: Senate Ways and Means Committee

Hearing date, time and location: April 7, 2015 at 9:00am, State Capitol Room 211.

Bill number: HB 134, HD1, SD1

Aloha Chair Tokuda and members of the Senate Ways and Means Committee,

I support the extension of the GET surcharge (HB 134) to ensure the completion of the Honolulu Rail project. The people of Oahu supported this project based on the promise it would extend to UH Manoa and West Kapolei, nothing less. In order to fund the extension to UH Manoa and West Kapolei, please extend the .05 surcharge for not less than 25 years. If we have learned anything from the gridlock caused by last week's malfunction of the Zipperlane, it's that we need a reliable transportation alternative for those who commute from Oahu's leeward side.

Thank you,
{Brian Aiona}
{Honolulu}

From: [Reynold Marcello](#)
To: [WAM Testimony](#)
Subject: Support rail
Date: Monday, April 06, 2015 4:58:33 PM

Subject: Support for HB134

Dear Chair Tokuda and members of the WAM committee,

My name is Rey Marcello, and I live in Pearl City. I am writing to you in support of HB 134. This bill considers the extension of the tax surcharge to complete the rail transit project on Oahu for 25 years.

Everyone knows traffic is bad, and its just going to get worse over time. Honolulu is perfect for rail because we are a compact city, about twenty miles long and four miles wide, bordered by the mountains and the ocean.

That is why traffic is so bad, because we don't have any more room to build new roads. Double-decking the freeway would also be ugly and expensive.

Rail is a solution for those of us, who don't want to drive in traffic congestion, but can't afford to move any closer into town. We have been building homes on the Leeward side for decades, we have to give them a reasonable way to come into town.

I see rail as an investment in major transportation infrastructure for our future. The key here is to continue the funding so that rail can move forward.

I respectfully ask the committee to provide sufficient funding so that the rail project can be completed, including up to UH Manoa.

Thank you,
Rey Marcello
Pearl City

From: [Judy](#)
To: [WAM Testimony](#)
Subject: Subject: Support for HB134
Date: Monday, April 06, 2015 4:13:22 PM

Subject: Support for HB134

Aloha Chair Tokuda and members of the committee,

I'm a supporter of rail, and am glad to see that construction is finally underway. As a long time resident of Ewa Beach, I especially can see the importance of this project for our future, as we continue building homes for families on this side of the Island. But we can't stop now - we need to finish the job.

HB 134 can provide the necessary funds for completing the rail project that we have discussed for years. HB134 will also help with planning for and funding future extensions to UH Manoa and West Kapolei. This is important for generations to come.

If we don't do it now, I'm concerned that costs will only increase in the future, and rail will once again be side tracked.

Please extend the General Excise tax surcharge at its present rate of a half percent for 25 years, and provide the necessary funding to complete the entire rail project. This is an investment in our future, for transportation and the quality of life for Oahu residents.

Mahalo,
Judy Yockman
Ewa Beach resident

From: [Renea Stewart](#)
To: [WAM Testimony](#)
Subject: Re: Support for HB134, HD1, SD1
Date: Monday, April 06, 2015 4:06:13 PM

My apologies,

This is in support of HB 134. Please see written testimony below.

Mahalo nui,
Renea Veneri Stewart

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thekoaman@me.com

On Apr 6, 2015, at 2:03 PM, Renea Stewart <thekoaman@me.com> wrote:

Senate Ways and Means Committee

April 7, 2015 at 9am, State Capitol Room 211

Support for HB134, HD1, SD1

Senator Tokuda and members of the Senate Committee on Ways and Means,

I am writing in support of HB 134.

As we move into the twenty first century, as a major city, Honolulu must move forward and plan for both growth and energy efficiency. Rail will help create a “greener”, more sustainable environment with less dependence on foreign oil.

Rail offers the public a mode of transportation that will be an energy efficient alternative means of commuting to and from work, school or other activities. Each train can carry 800 people, which can mean thousands of less cars on the road and motivating other communities around the island to take proactive steps towards decreasing their carbon footprint as well.

As a small business owner and resident in East Honolulu, I hear in the

papers that both of these communities oppose rail. That is not, however, consistent with the peers and neighbors I see and talk to every day. While we may not ride rail daily, many of us in Hawaii Kai understand how important rail is for Honolulu's future. As a small business owner, the GET surcharge does not impact our work, and in fact we know that being a part of this important step means being part of the narrative for Hawaii's future.

Rail is an investment in our future, and a wise choice to make for a more sustainable island community. Please support HB135 and extend the GET surcharge to allow the project to connect to UH.

Mahalo,

Renea Veneri Stewart

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thekoaman@me.com

From: amanda@pacificgatewaycenter.org on behalf of [Amanda Morales](#)
To: [WAM Testimony](#)
Subject: Re: HB 135 Support
Date: Monday, April 06, 2015 3:32:43 PM

Apologies, this was for HB 134!

On Mon, Apr 6, 2015 at 1:02 PM, Amanda Morales <amanda@solutionspacificllc.com> wrote:

Senate Ways and Means Committee
April 7, 2015 at 9:00AM
State Capitol Room 211
SUPPORT for HB 135, HD1, SD1

Chair Tokuda, Vice Chair Kouchi, and Members of WAM:

My name is Amanda Morales, and I am writing in support of HB 135. I am currently a resident of Wahiawa, but have been a resident of Kaneohe for the past 5 years. Even when living in Kaneohe, I understood how important rail was for the future of Hawaii, but being in a community more directly impacted really shed new light.

Our family has saved for many years to buy our own home. When we were finally able to do so, we found the homes we could afford in Leeward and Central Oahu. We love our community, but the biggest impact on our day-to-day quality of lives is the terrible traffic.

We need the reliable, efficient, and safe transportation alternative that rail would provide. Residents, especially those living in West and Central Oahu want an alternative to being stuck in traffic for hours each and every day. With all the housing growth planned for Oahu over the next decade, the two days of horrendous traffic due to the zipper lane could be a daily reality in the future if we don't finish rail.

Most importantly, there is a cost to the time we lose every day due to traffic congestion. The papers reported that Tuesday's "carmageddon" cost residents an estimated \$1 Million in lost time, productivity and gasoline. For our family, that means our children are getting picked up hours late, our pets aren't being cared for properly, and our family has almost no quality time together before we have to head straight to bed to start it all again at 5am the next morning.

Rail is for our future, for our children, and well worth the public investment through extending the GET for 25 years to ensure it is built properly.

Mahalo,

Amanda Morales

Amanda D. Morales
Office Manager/
Credit Specialist
Solutions Pacific LLC
808-564-3198
E-Fax 1-808-660-9161

From: mailinglist@capitol.hawaii.gov
To: [WAM Testimony](#)
Cc: kvessels@hawaii.edu
Subject: Submitted testimony for HB134 on Apr 7, 2015 09:00AM
Date: Monday, April 06, 2015 2:54:41 PM

HB134

Submitted on: 4/6/2015

Testimony for WAM on Apr 7, 2015 09:00AM in Conference Room 211

Submitted By	Organization	Testifier Position	Present at Hearing
Katherine Vessels	Individual	Support	No

Comments: Senate Ways and Means Committee April 7, 2015, 9:00AM State Capitol Room 211 HB134, HD1, SD1 Chair Tokuda, Vice Chair Kouchi, and Members of the Senate Committee on Ways and Means: I am providing this testimony to you in support of the HB134 as a measure to extend the GET surcharge for 25 years and allow the rail line to connect to UH Manoa and downtown Kapolei. I am currently a student at the University of Hawaii at Manoa and live at the Ko Olina boat harbor. Most days I commute via TheBus, and so I see first hand the value that would be brought to students, families, and businesses once the rail is built. If rail were built today, I would ride it every day. Instead, I spend an average of 5 hours on the road each day and have recently had to moor a boat at the Waikiki Yacht Club for days that traffic is even worse. Few students have this option and instead miss school, miss extra-curricular activities, or miss key studying time. The traffic makes going to school nearly impossible for non-traditional students, who may have childcare, work, or other demands that already make achieving higher education more challenging. The University of Hawaii System already has three campuses on the rail transit alignment: UH-West Oahu, Leeward Community College and Honolulu Community College. It doesn't make sense that the flagship campus, UH Manoa, isn't on the rail route. Each campus offers different programs and classes, and students need to have the option of being able to travel between campuses quickly and easily to access the courses they need and want. There are other private school campuses, including HPU, that will also benefit from the planned downtown rail station. Rail is an important part of Hawaii's future, not only in transportation and development of sound neighborhoods, but also to ensure equal access to education for communities throughout the island. I would like to ask the committee to extend the GET surcharge to 25 years to ensure that an extension will be built to UH Manoa as quickly as possible to expand the educational opportunities available to students in our institutions of higher learning. Thank you for the opportunity to testify, Katherine Vessels JD Candidate, c/o 2016

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

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From: [Renea Stewart](#)
To: [WAM Testimony](#)
Subject: Support for HB135, HD1, SD1
Date: Monday, April 06, 2015 2:03:22 PM

Senate Ways and Means Committee

April 7, 2015 at 9am, State Capitol Room 211

Support for HB135, HD1, SD1

Senator Tokuda and members of the Senate Committee on Ways and Means,

I am writing in support of HB 134.

As we move into the twenty first century, as a major city, Honolulu must move forward and plan for both growth and energy efficiency. Rail will help create a “greener”, more sustainable environment with less dependence on foreign oil.

Rail offers the public a mode of transportation that will be an energy efficient alternative means of commuting to and from work, school or other activities. Each train can carry 800 people, which can mean thousands of less cars on the road and motivating other communities around the island to take proactive steps towards decreasing their carbon footprint as well.

As a small business owner and resident in East Honolulu, I hear in the papers that both of these communities oppose rail. That is not, however, consistent with the peers and neighbors I see and talk to every day. While we may not ride rail daily, many of us in Hawaii Kai understand how important rail is for Honolulu’s future. As a small business owner, the GET surcharge does not impact our work, and in fact we know that being a part of this important step means being part of the narrative for Hawaii’s future.

Rail is an investment in our future, and a wise choice to make for a more sustainable island community. Please support HB135 and extend the GET surcharge to allow the project to connect to UH.

Mahalo,

Renea Veneri Stewart

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thekoaman@me.com

From: [Ryan Akamine](#)
To: [WAM Testimony](#)
Subject: HB 135, HD1, SD1
Date: Monday, April 06, 2015 1:49:28 PM

Senate Ways and Means Committee
April 7, 2015 at 9am, State Capitol Room 211

RE: HB 135, HD1, SD1

Chair Tokuda and members of the committee,

I am testifying in support of HB 134.

It seems to me that the GET is the fairest way to fund rail in the future, if that is your decision. Unlike real property taxes paid 100% by the homeowners, the non-residents, visitors and the military based here, pay a substantial portion of the GET.

Just a quick calculation of the tax shows that an average Oahu household would be paying between \$250 and \$300 per year for the entire family. This is much less than property tax assessments.

With the median income of a family around \$70,000 per year, if a family spends \$50,000, it would be \$250 annually. If a family spends \$60,000, that would amount to \$300 annually.

The amount of the surcharge would be less for families that are below the median income, but these are the very families that use public transit the most, since many cannot afford a car, pay for gas, maintenance, insurance, registration and other vehicle related expenses. These are the families that are most dependent on public transportation to get to work or school. Many of these are bus riders now and will benefit from a more reliable bus/rail system.

In conclusion, extending the GET surcharge, which we have already been paying since 2007, seems like the most reasonable way to keep rail construction going.

Thank you,

Ryan Akamine

From: amanda@pacificgatewaycenter.org on behalf of [Amanda Morales](#)
To: [WAM Testimony](#)
Subject: HB 135 Support
Date: Monday, April 06, 2015 1:02:45 PM

Senate Ways and Means Committee
April 7, 2015 at 9:00AM
State Capitol Room 211
SUPPORT for HB 135, HD1, SD1

Chair Tokuda, Vice Chair Kouchi, and Members of WAM:

My name is Amanda Morales, and I am writing in support of HB 135. I am currently a resident of Wahiawa, but have been a resident of Kaneohe for the past 5 years. Even when living in Kaneohe, I understood how important rail was for the future of Hawaii, but being in a community more directly impacted really shed new light.

Our family has saved for many years to buy our own home. When we were finally able to do so, we found the homes we could afford in Leeward and Central Oahu. We love our community, but the biggest impact on our day-to-day quality of lives is the terrible traffic.

We need the reliable, efficient, and safe transportation alternative that rail would provide. Residents, especially those living in West and Central Oahu want an alternative to being stuck in traffic for hours each and every day. With all the housing growth planned for Oahu over the next decade, the two days of horrendous traffic due to the zipper lane could be a daily reality in the future if we don't finish rail.

Most importantly, there is a cost to the time we lose every day due to traffic congestion. The papers reported that Tuesday's "carmageddon" cost residents an estimated \$1 Million in lost time, productivity and gasoline. For our family, that means our children are getting picked up hours late, our pets aren't being cared for properly, and our family has almost no quality time together before we have to head straight to bed to start it all again at 5am the next morning.

Rail is for our future, for our children, and well worth the public investment through extending the GET for 25 years to ensure it is built properly.

Mahalo,

Amanda Morales

From: [Jules Fairley](#)
To: [WAM Testimony](#)
Subject: Testimony for GET Surcharge Extension
Date: Monday, April 06, 2015 12:28:46 PM

Name: Jules Fairley
Subject Committee: Senate Ways and Means Committee
Hearing date, time and location: April 7, 2015 at 9:00am, State Capitol Room 211.
Bill number: HB 134, HD1, SD1

Aloha Chair Tokuda and members of the Senate Ways and Means Committee,

I support the extension of the GET surcharge (HB 134) to ensure the completion of the Honolulu Rail project. The people of Oahu supported this project based on the promise it would extend to UH Manoa and West Kapolei, nothing less. In order to fund the extension to UH Manoa and West Kapolei, please extend the .05 surcharge for not less than 25 years. If we have learned anything from the gridlock caused by last week's malfunction of the Zipperlane, it's that we need a reliable transportation alternative for those who commute from Oahu's leeward side.

Thank you,
Jules Fairley
Kaimuki, HI

From: [Roy Shibata](#)
To: [WAM Testimony](#)
Subject: GET
Date: Monday, April 06, 2015 12:04:30 PM

I support the extension of the GET surcharge (HB 134) to ensure the completion of the Honolulu Rail project. The people of Oahu supported this project based on the promise it would extend to UH Manoa and West Kapolei, nothing less. In order to fund the extension to UH Manoa and West Kapolei, **please extend the .05 surcharge for not less than 25 years.** If we have learned anything from the gridlock caused by last week's malfunction of the Zipperlane, it's that we need a reliable transportation alternative for those who commute from Oahu's leeward side.

Roy Shibata
Waipio

From: [John Rogers](#)
To: [WAM Testimony](#)
Subject: Support for HB 134
Date: Monday, April 06, 2015 11:04:26 AM

Aloha Chair Tokuda and members of the Senate Ways and Means Committee,

I support the extension of the GET surcharge (HB 134) to ensure the completion of the Honolulu Rail project. The people of Oahu supported this project based on the promise it would extend to UH Manoa and West Kapolei, nothing less. In order to fund the extension to UH Manoa and West Kapolei, **please extend the .05 surcharge for not less than 25 years.** If we have learned anything from the gridlock caused by last week's malfunction of the Zipperlane, it's that we need a reliable transportation alternative for those who commute from Oahu's leeward side.

Thank you,

John Rogers and Eileen Gawrys
91-1094 Aawa Drive
Ewa Beach, HI 96706
808.330.4540

From: [Glenna Wong](#)
To: [WAM Testimony](#)
Subject: Re: Vote to support GET rail surcharge
Date: Monday, April 06, 2015 9:05:52 AM

Sorry, forgot to add:

That I request extending the surcharge for at least 25 years, to ensure the project is complete.

And, my address below reflects that I am a resident of Hawaii Kai.

Thank you again,
Glenna Wong

On Apr 6, 2015, at 9:03 AM, Glenna Wong <gwpr@glennawong.com> wrote:

>
> To whom it may concern:
>
> I am writing to submit my testimony in support of extending the GET surcharge (HB 134) to ensure the rail mass transit project is completed quickly and responsibly, without additional delays, and to provide funding for future extensions to UH Manoa and West Kapolei.
>
> Thank you,
> Glenna Wong
> 238 Kaiolohia Pl.
> Honolulu, HI 96825
> (808) 395-4321 / (808) 291-4035
>
>
>

From: [Warren Hiromoto](#)
To: [WAM Testimony](#)
Subject: Testimony supporting extending GET Surcharge (HB 134)
Date: Monday, April 06, 2015 8:54:35 AM

Dear Chair Tokuda and members of the Senate Ways and Means Committee,

I support the extension of the GET surcharge(HB 134) to ensure the completion n of the Honolulu Rail project. Please extend the .05 surcharge for not

less than 25 years. Mahalo and God Bless.

Lion Warren Hiromoto
Waikele, Waipio Gentry

From: mailinglist@capitol.hawaii.gov
To: [WAM Testimony](#)
Cc: jsouki@hilanduselaw.com
Subject: Submitted testimony for HB134 on Apr 7, 2015 09:00AM
Date: Monday, April 06, 2015 8:39:30 AM

HB134

Submitted on: 4/6/2015

Testimony for WAM on Apr 7, 2015 09:00AM in Conference Room 211

Submitted By	Organization	Testifier Position	Present at Hearing
Jesse K. Souki	Individual	Support	No

Comments: I support the extension of the GET surcharge to ensure the completion of the Honolulu Rail project.

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

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From: [Steve Watanabe](#)
To: [WAM Testimony](#)
Subject: Extension of the GET Surcharge (HF 134)
Date: Monday, April 06, 2015 8:13:21 AM

Aloha Chair Tokuda and members of the Senate Ways and Means Committee,

I support the extension of the GET surcharge (HB 134) to ensure the completion of the Honolulu Rail project. The people of Oahu supported this project based on the promise it would extend to UH Manoa and West Kapolei, nothing less. In order to fund the extension to UH Manoa and West Kapolei, **please extend the .05 surcharge for not less than 25 years.** I truly believe that students going to UH campuses will utilize this system and will in turn help alleviate the congestion along Oahu's freeways and roads. I do not see any other alternative to this growing problem. Let's all make this work!

Mahalo,
Steve Watanabe
Mililani

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From: mailinglist@capitol.hawaii.gov
To: [WAM Testimony](#)
Cc: tomberg00@yahoo.com
Subject: Submitted testimony for HB134 on Apr 7, 2015 09:00AM
Date: Monday, April 06, 2015 12:51:28 AM

HB134

Submitted on: 4/6/2015

Testimony for WAM on Apr 7, 2015 09:00AM in Conference Room 211

Submitted By	Organization	Testifier Position	Present at Hearing
Tom Berg	Individual	Oppose	Yes

Comments: Please put in the bill that upon completion of the 20-mile segment, that any use of any funds, shall not be utilized for any preliminary or otherwise any advancement or any work beyond the 20-mile minimal operating segment of 20 miles and that it shall be a requirement that any county utilizing or extending the surcharge, must permit the public with an opportunity to vote on the type of rail technology to proceed afterwards- for the 34-mile locally preferred alternative. WE HAVE A RIGHT TO URBAN MAGLEV RAIL THAT CAN MOVE BOTH PASSENGERS AND GOODS SERVICES AND FREIGHT for less money....why are you denying us the right to get a rail system that costs less but can do more?

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From: mailinglist@capitol.hawaii.gov
To: [WAM Testimony](#)
Cc: tomberg00@yahoo.com
Subject: Submitted testimony for HB134 on Apr 7, 2015 09:00AM
Date: Monday, April 06, 2015 12:51:28 AM

HB134

Submitted on: 4/6/2015

Testimony for WAM on Apr 7, 2015 09:00AM in Conference Room 211

Submitted By	Organization	Testifier Position	Present at Hearing
Tom Berg	Individual	Oppose	Yes

Comments: Please put in the bill that upon completion of the 20-mile segment, that any use of any funds, shall not be utilized for any preliminary or otherwise any advancement or any work beyond the 20-mile minimal operating segment of 20 miles and that it shall be a requirement that any county utilizing or extending the surcharge, must permit the public with an opportunity to vote on the type of rail technology to proceed afterwards- for the 34-mile locally preferred alternative. WE HAVE A RIGHT TO URBAN MAGLEV RAIL THAT CAN MOVE BOTH PASSENGERS AND GOODS SERVICES AND FREIGHT for less money....why are you denying us the right to get a rail system that costs less but can do more?

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

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From: mailinglist@capitol.hawaii.gov
To: [WAM Testimony](#)
Cc: metroben@me.com
Subject: *Submitted testimony for HB134 on Apr 7, 2015 09:00AM*
Date: Sunday, April 05, 2015 11:44:06 PM

HB134

Submitted on: 4/5/2015

Testimony for WAM on Apr 7, 2015 09:00AM in Conference Room 211

Submitted By	Organization	Testifier Position	Present at Hearing
Ben Robinson	Individual	Support	No

Comments:

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

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From: [Sylvia Simmons](#)
To: [WAM Testimony](#)
Subject: In support of the Honolulu Rail project
Date: Sunday, April 05, 2015 10:10:33 PM

Aloha Chair Tokuda and members of the Senate Ways and Means Committee,

I support the extension of the GET surcharge (HB 134) to ensure the completion of the Honolulu Rail project. The people of Oahu supported this project based on the promise it would extend to UH Manoa and West Kapolei, nothing less. In order to fund the extension to UH Manoa and West Kapolei, **please extend the .05 surcharge for not less than 25 years.** If we have learned anything from the gridlock caused by last week's malfunction of the Zipperlane, it's that we need a reliable transportation alternative for those who commute from Oahu's leeward side.

Thank you,
Sylvia Simmons
47 Akamu Place
Honolulu, Hawaii 96817

From: [Colette](#)
To: [WAM Testimony](#)
Subject: Rail
Date: Sunday, April 05, 2015 3:50:44 PM

Please extend get to get rail done. Have hearings in kapolei so residents in honolulu can travel to leeward side of island to understand what we are going through everyday .

By
V
Colette Ruiz
Makakilo

Sent from my iPad

From: [Mignonette Agustino-Flora](#)
To: [WAM Testimony](#)
Subject: RAIL: GET SURCHARGE
Date: Sunday, April 05, 2015 3:48:13 PM

Aloha Chair Tokuda and members of the Senate Ways and Means Committee,

I support the extension of the GET surcharge (HB 134) to ensure the completion of the Honolulu Rail project. The people of Oahu supported this project based on the promise it would extend to UH Manoa and West Kapolei, nothing less. In order to fund the extension to UH Manoa and West Kapolei, **please extend the .05 surcharge for not less than 25 years.** If we have learned anything from the gridlock caused by last week's malfunction of the Zipperlane, it's that we need a reliable transportation alternative for those who commute from Oahu's leeward side.

The rail will definitely and categorically improve the quality of life of those who live here in Kapolei and the rest of western part of the island.

Thank you and very respectfully,
Mignonette Agustino-Flora
Kapolei

From: [Athan Adachi](#)
To: [WAM Testimony](#)
Subject: I Support the Honolulu Rail project
Date: Sunday, April 05, 2015 3:39:56 PM

I support the extension of the GET surcharge (HB 134) to ensure the completion of the Honolulu Rail project. As a former transportation engineer, I know that Honolulu needs a different mode of transportation other than cars and buses. With limited space on our island, there is no more room to add additional lanes necessary to eliminate gridlock either within the City or getting to the City from the West side. Most major projects face increases in cost over time. This is not news to me. We need rail. Please approve the necessary means to assure the project is completed as soon as possible.

Athan Adachi
1702 Kalaepaa Drive
Honolulu, HI 96819-3011

From: kkk737aq@hawaii.rr.com
To: [WAM Testimony](#)
Subject: GET surcharge (HB 134)
Date: Sunday, April 05, 2015 2:22:08 PM

Aloha Chair Tokuda and members of the Senate Ways and Means Committee,

I support the extension of the GET surcharge (HB 134) to ensure the completion of the Honolulu Rail project. The people of Oahu supported this project based on the promise it would extend to UH Manoa and West Kapolei, nothing less. In order to fund the extension to UH Manoa and West Kapolei, please extend the .05 surcharge for not less than 25 years. If we have learned anything from the gridlock caused by last week's malfunction of the Zipperlane, it's that we need a reliable transportation alternative for those who commute from Oahu's leeward side.

Thank You,
Kerry Kita
Waipio Gentry, Waipahu

From: [Martin Abel](#)
To: [WAM Testimony](#)
Subject: Extend GET Surcharge HB 134
Date: Sunday, April 05, 2015 1:57:38 PM

Aloha Chair Tokuda and members of the Senate Ways and Means Committee,

I strongly support the extension of the GET surcharge (HB 134) to ensure the completion of the Honolulu Rail project. The people of Oahu supported this project based on the promise it would extend to UH Manoa and West Kapolei, nothing less.

In order to fund the extension to UH Manoa and West Kapolei, **please extend the .05 surcharge for not less than 25 years.** If we have learned anything from the gridlock caused by last week's malfunction of the Zipperlane, it's that we need a reliable transportation alternative for those who commute from Oahu's leeward side.

Much mahalo,

Martin Abel,
Waipahu

From: [Tom's Email](#)
To: [WAM Testimony](#)
Subject: I support Rail
Date: Sunday, April 05, 2015 12:58:56 PM

Aloha Chair Tokuda and members of the Senate Ways and Means Committee,

Though I live in Hawaii Kai and will receive only secondary benefits from rail, I support the extension of the GET surcharge (HB 134) to ensure the completion of the Honolulu Rail project. The people of Oahu supported this project based on the promise it would extend to UH Manoa and West Kapolei, nothing less. In order to fund the extension to UH Manoa and West Kapolei, **please extend the .05 surcharge for not less than 25 years.** If we have learned anything from the gridlock caused by last week's malfunction of the Zipperlane, it's that we need a reliable transportation alternative for those who commute from Oahu's leeward side.

Thank you,

Thomas Nakagawa
Hawaii Kai

From: [Albert](#)
To: [WAM Testimony](#)
Subject: Testimony in support of extending the GET surcharge (HB 134)
Date: Sunday, April 05, 2015 10:01:09 AM

Aloha Chair Tokuda and members of the Senate Ways and Means Committee,
I support the extension of the GET surcharge (HB 134) to ensure the completion of the Honolulu Rail project. The people of Oahu supported this project based on the promise it would extend to UH Manoa and West Kapolei, nothing less. In order to fund the extension to UH Manoa and West Kapolei, please extend the .05 surcharge for not less than 25 years. If we have learned anything from the gridlock caused by last week's malfunction of the Zipperlane, it's that we need a reliable transportation alternative for those who commute from Oahu's leeward side.

Thank you,
Celerina Pamalayaon

From: [Albert](#)
To: [WAM Testimony](#)
Subject: Testimony in support of extending the GET surcharge (HB 134)
Date: Sunday, April 05, 2015 9:59:49 AM

Aloha Chair Tokuda and members of the Senate Ways and Means Committee,
I support the extension of the GET surcharge (HB 134) to ensure the completion of the Honolulu Rail project. The people of Oahu supported this project based on the promise it would extend to UH Manoa and West Kapolei, nothing less. In order to fund the extension to UH Manoa and West Kapolei, please extend the .05 surcharge for not less than 25 years. If we have learned anything from the gridlock caused by last week's malfunction of the Zipperlane, it's that we need a reliable transportation alternative for those who commute from Oahu's leeward side.

Thank you,
Melissa Carcueva
Makiki

From: [Jose Miramontes](#)
To: [WAM Testimony](#)
Subject: Go Rail
Date: Sunday, April 05, 2015 9:59:19 AM

Aloha Chair Tokuda and members of the Senate Ways and Means Committee,

I support the extension of the GET surcharge (HB 134) to ensure the completion of the Honolulu Rail project. The people of Oahu supported this project based on the promise it would extend to UH Manoa and West Kapolei, nothing less. In order to fund the extension to UH Manoa and West Kapolei, **please extend the .05 surcharge for not less than 25 years.** If we have learned anything from the gridlock caused by last week's malfunction of the Zipperlane, it's that we need a reliable transportation alternative for those who commute from Oahu's leeward side.

Thank ,
Jose Miramontes

From: [Albert](#)
To: [WAM Testimony](#)
Subject: Testimony in support of extending the GET surcharge (HB 134)
Date: Sunday, April 05, 2015 9:58:47 AM

Aloha Chair Tokuda and members of the Senate Ways and Means Committee,
I support the extension of the GET surcharge (HB 134) to ensure the completion of the Honolulu Rail project. The people of Oahu supported this project based on the promise it would extend to UH Manoa and West Kapolei, nothing less. In order to fund the extension to UH Manoa and West Kapolei, please extend the .05 surcharge for not less than 25 years. If we have learned anything from the gridlock caused by last week's malfunction of the Zipperlane, it's that we need a reliable transportation alternative for those who commute from Oahu's leeward side.

Thank you,
Albert Carcueva
Moiliili

From: [Norma Ebisu](#)
To: [WAM Testimony](#)
Subject: Act responsibly!
Date: Sunday, April 05, 2015 9:32:22 AM

Aloha Chair Tokuda and members of the Senate Ways and Means Committee,

I support the extension of the GET surcharge (HB 134) to ensure the completion of the Honolulu Rail project. The people of Oahu supported this project based on the promise it would extend to UH Manoa and West Kapolei, nothing less. In order to fund the extension to UH Manoa and West Kapolei, **please extend the .05 surcharge for not less than 25 years.** If we have learned anything from the gridlock caused by last week's malfunction of the Zipperlane, it's that we need a reliable transportation alternative for those who commute from Oahu's leeward side.

If you do not allow the rail project to continue by not allowing funding, you risk the project being another half-baked legislative mess. We need to allow this to progress to the end. Whether rail is going to be the solution to our traffic problems or not, we need to see it through and **make sure that the end product is a quality one.** Hawaii's problem is that legislators too often don't see the whole picture. If this project does not get proper funding, we will end up with a product that will not sufficiently serve the people of Hawaii.

Coming from the west side all my life, I have had to drive through the horrible traffic everyday. I attended and eventually worked at the University of Hawaii in Manoa and the traffic is extra bad whenever the UH was in session. **I have always been an advocate of the rail going to the UH (not to Ala Moana Center). The original project should have had the UH as the east terminus.** Then extensions could have been built to Ala Moana and Waikiki.

As for the .05% excise tax, I don't understand what the problem is. As a lifelong resident of Hawaii, I'm thankful that the excise tax is **ONLY 4.5%**. Compared to other metropolitan areas in the mainland (NYC, LA, etc) we have it relatively ok. Cost of living in Hawaii is granted, higher, but the pluses outweigh the minuses.

For once, Legislators of Hawaii, follow through! Do the right thing.

Thank you,
Norma Ebisu
Aiea, HI

From: [Cheryl Allen](#)
To: [WAM Testimony](#)
Subject: Testimony in Favor of Rail Project
Date: Sunday, April 05, 2015 9:30:36 AM

Chair Tokuda and members of the Senate Ways and Means Committee,

I support the extension of the GET surcharge (HB 134) to ensure completion of the Honolulu Rail Project. The people of Oahu supported this project realizing the need for a reliable transportation alternative for those who commute from Oahu's leeward and central areas.

Thank you,

Brian Allen
Mililani

From: [Barry Lienert](#)
To: [WAM Testimony](#)
Subject: *****SPAM***** HART funding
Date: Sunday, April 05, 2015 9:15:19 AM

Aloha Chair Tokuda and members of the Senate Ways and Means Committee,

I grew up in Wellington, New Zealand, a city of only 200,000 which has had two 30 mile fixed-rail transit systems for many years. My whole family used these rail systems to commute to work to avoid the inevitable rush-hour grid-lock such as we saw last week in Honolulu. We desperately need an alternative to cars, particularly one that contributes less to global warming and atmospheric pollution. I therefore support the extension of the GET surcharge (HB 134) to ensure the completion of the Honolulu Rail project. The people of Oahu supported this project based on the promise it would extend to UH Manoa and West Kapolei, nothing less. In order to fund the extension to UH Manoa and West Kapolei, **please extend the .05 surcharge for not less than 25 years.** We need a clean, fast and reliable transportation alternative for those who commute from Oahu's leeward side.

Thank you,
Barry Lienert, Waimanalo

From: [Wil Estrada](#)
To: [WAM Testimony](#)
Subject: Extend the sales tax for rail now!
Date: Sunday, April 05, 2015 8:53:38 AM

Aloha Chair Tokuda and members of the Senate Ways and Means Committee,

I support the extension of the GET surcharge (HB 134) to ensure the completion of the Honolulu Rail project. The people of Oahu supported this project based on the promise it would extend to UH Manoa and West Kapolei, nothing less. In order to fund the extension to UH Manoa and West Kapolei, **please extend the .05 surcharge for not less than 25 years.** If we have learned anything from the gridlock caused by last week's malfunction of the Zipperlane, it's that we need a reliable transportation alternative for those who commute from Oahu's leeward side.

The people on the West Side have been battered with heavy traffic for a long time.

Double the workers and finish this rail project much ahead of schedule, we beg you.

We need it badly.

Mahalo

Wil Estrada
Waipahu

From: [Charles Baugh](#)
To: [WAM Testimony](#)
Subject: Fund the Complete Rail Project (Gridlock Matters)
Date: Sunday, April 05, 2015 8:17:14 AM

Aloha Chair Tokuda and members of the Senate Ways and Means Committee,

I support the extension of the GET surcharge (HB 134) to ensure the completion of the Honolulu Rail project. The people of Oahu supported this project based on the promise it would extend to UH Manoa and West Kapolei, nothing less. In order to fund the extension to UH Manoa and West Kapolei, **please extend the .05 surcharge for not less than 25 years.** If we have learned anything from the gridlock caused by last week's malfunction of the Zipperlane, it's that we need a reliable transportation alternative for those who commute from Oahu's leeward side.

Thank you,
Charles Baugh
Downtown

Charles Baugh
808-545-2004 Home
808-223-7164 iPhone
baugh@mac.com

From: [Charles Baugh](#)
To: [WAM Testimony](#)
Subject: Fund the Complete Rail Project (Gridlock Matters)
Date: Sunday, April 05, 2015 8:15:23 AM

Aloha Chair Tokuda and members of the Senate Ways and Means Committee,

I support the extension of the GET surcharge (HB 134) to ensure the completion of the Honolulu Rail project. The people of Oahu supported this project based on the promise it would extend to UH Manoa and West Kapolei, nothing less. In order to fund the extension to UH Manoa and West Kapolei, **please extend the .05 surcharge for not less than 25 years.** If we have learned anything from the gridlock caused by last week's malfunction of the Zipperlane, it's that we need a reliable transportation alternative for those who commute from Oahu's leeward side.

Thank you,
{Add First & Last Name}
{Area of residence, ex: McCully, Makakilo, Kaneohe, etc..}

Charles Baugh
808-545-2004 Home
808-223-7164 iPhone
baugh@mac.com

From: [Andrew Key](#)
To: [WAM Testimony](#)
Subject: Extension of the GET Surcharge
Date: Sunday, April 05, 2015 8:04:08 AM

Aloha Chair Tokuda and members of the Senate Ways and Means Committee,

I support the extension of the GET surcharge (HB 134) to ensure the completion of the Honolulu Rail project.

Thank you,
Andrew Key
91-1012 Hamoula Street
Ewa Beach, HI 96706
(808) 681-0478

From: [Wally Ingebritson](#)
To: [WAM Testimony](#)
Subject: For the gods sakes...
Date: Sunday, April 05, 2015 8:02:42 AM

...find a way to fund the rail! (maybe Cayetano and friends could pay) so that the abomination of the H! blight on Hawaii can transform into a 21st century solution. Rail should have gone in long, long ago. This is the price we have pay. Pay for it. Eventually, rail will be a huge success.

Wally Ingebritson
92-100 Kohea Way
Kapolei 96707

From: [Ronald FitzGerald](#)
To: [WAM Testimony](#)
Cc: [Ronald FitzGerald](#)
Subject: Please extend the .05 surcharge for not less than 25 years.
Date: Sunday, April 05, 2015 7:16:14 AM

Aloha Chair Tokuda and members of the Senate Ways and Means Committee,

I support the extension of the GET surcharge (HB 134) to ensure the completion of the Honolulu Rail project. The people of Oahu supported this project based on the promise it would extend to UH Manoa and West Kapolei, nothing less. In order to fund the extension to UH Manoa and West Kapolei, **please extend the .05 surcharge for not less than 25 years.** If we have learned anything from the gridlock caused by last week's malfunction of the Zipperlane, it's that we need a reliable transportation alternative for those who commute from Oahu's leeward side.

Thank you,

Ronald FitzGerald

From: [Tom Jacobs](#)
To: [WAM Testimony](#)
Subject: Rail Tax Surcharge
Date: Sunday, April 05, 2015 2:17:58 AM

Dear Sirs/Madam,

Please extend the excise tax surcharge as necessary to fund our rail system. It's an important improvement to our overcrowded highway situation.

Thanks, and aloha,

Thomas Jacobs

61-749 Papailoa Road

Haleiwa, Hi 96712

Tom Jacobs
Pau Pono Publishing
www.mymysterynovel.com
tom@mymysterynovel.com
808-371-9111

From: aet002@hawaiiantel.net
To: [WAM Testimony](#)
Subject: Pro testimony-- Rail Surcharge extension HB 134
Date: Sunday, April 05, 2015 12:51:41 AM

Aloha Chair Tokuda and members of the Senate Ways and Means Committee,

I support the extension of the GET surcharge (HB 134) to ensure the completion of the Honolulu Rail project. The people of Oahu supported this project based on the promise it would extend to UH Manoa and West Kapolei, nothing less. In order to fund the extension to UH Manoa and West Kapolei, please extend the .05 surcharge for not less than 25 years. If we have learned anything from the gridlock caused by last week's malfunction of the Zipperlane, it's that we need a reliable transportation alternative for those who commute from Oahu's leeward side.

Thank you,
Alvin E. Toda
Pearl City, Hawaii

From: [GRACE KATAKURA](#)
To: [WAM Testimony](#)
Subject: Extending The GET surcharge (HB 134)
Date: Saturday, April 04, 2015 10:51:45 PM

Aloha Chair Tokuda and members of the Senate Ways and Means Committee,

I support the extension of the GET surcharge (HB 134) to ensure the completion of the Honolulu Rail project. The people of Oahu supported this project based on the promise it would extend to UH Manoa and West Kapolei, nothing less. In order to fund the extension to UH Manoa and West Kapolei, **please extend the .05 surcharge for not less than 25 years.** If we have learned anything from the gridlock caused by last week's malfunction of the Zipperlane, it's that we need a reliable transportation alternative for those who commute from Oahu's leeward side.

Thank you,
Grace Katakura
Hawaii Kai

From: [BOB SCHUSTER](#)
To: [WAM Testimony](#)
Cc: [BOB SCHUSTER](#)
Subject: Continuing rail
Date: Saturday, April 04, 2015 10:47:38 PM

I have been involved in light rail and ultra light rail; and I have been a supporter of rail and HART from the beginning, but not the limited route and the existing funding.. Although I discussed my thoughts with a few of the City Council, County and others, I was simply told that the style, type and funding and the consultants have been in the works for 20 years and it was not open to suggestions or any changes, so I sat down and shut up.

But anyone who has been subject to the freeway traffic daily recently has to want to get the rail in place as soon as possible, no matter its funding and configuration. I drive the H1 Freeway daily. When you add up all of the cars, It costs drivers millions of dollars daily in wasted fuel, production and lost wages.

So my testimony is whatever it takes, get it done at this point, because of all the hardships mentioned above as well as host of other reasons and hardships.

Sincerely, Bob Schuster

Contacts:

808-228-8500 or bschuster@hawaii.rr.com

From: [Robert Nehmad](#)
To: [WAM Testimony](#)
Subject: Get Surcharge Extension HB134
Date: Saturday, April 04, 2015 10:21:20 PM

To Whom It May Concern,

I support the GET Surcharge Extension HB134

Please remember that the population of the City & County of Honolulu voted to have this GET Surcharge and it should continue to be applied to ensure that HART construction is not delayed any further.

Thanks & Regards

Robert Nehmad
935 Kaku Place
Honolulu, HI 96825

Telephone (808) 227-0448

From: [Ronald Frystak](#)
To: [WAM Testimony](#)
Subject: RE: The Honolulu Rail Project
Date: Saturday, April 04, 2015 8:36:31 PM

Aloha Chair Tokuda and members of the Senate Ways and Means Committee,

I support the extension of the GET surcharge (HB 134) to ensure the completion of the Honolulu Rail project. The people of Oahu supported this project based on the promise it would extend to UH Manoa and West Kapolei, nothing less. In order to fund the extension to UH Manoa and West Kapolei, **please extend the .05 surcharge for not less than 25 years.** If we have learned anything from the gridlock caused by last week's malfunction of the Zipperlane, it's that we need a reliable transportation alternative for those who commute from Oahu's leeward side.

Thank you,
Katherine Frystak
45-995 Waialele Road Unit 11
Kaneohe, Hawaii 96744
takaucsap@yahoo.com

From: rogeryhase@aol.com
To: [WAM Testimony](#)
Subject: GET 0.5 % tax extension
Date: Saturday, April 04, 2015 8:01:45 PM

Please approve legislation to extend the 1/2% GET tax for Oahu to fund the Rail Project for the completion of Phase I and Phase II. Also, appropriate & approve \$ 11.0 M to purchase 2 each new Zip Mobile machines this legislative session.

I am convinced the quality of life for current residents and visitors will improve significantly I am currently 69 years old and a retired Engineer. Myself & my wife look forward to using the shuttle buses and Rail to travel to Kapolei, Airport, Aloha Stadium and Ala Moana Center. We currently reside in Mililani and have lived in this master planned community since 1973. We currently have a shuttle that makes the rounds w/n Mililani and returns to the Transit Center near Mililani Town Center Shopping Center.

My wife is disabled as a result of a ischemic stroke that incapacitated her left side in 2008. I currently am able to drive my van, but one day I become unable to drive. We will have to rely on the Handi-van, Bus and Rail for mobility.

The recent Zip Mobile crisis proves a elevated rail system w/ its own track is the best alternative to traffic gridlock. The Rail provides a choice which we currently do not have. Any further delay to finish the Rail Project in a timely manner will be a disaster for Leeward/Central Oahu citizens.

Without a modern Mass Transit System on Oahu, Hawaii will be viewed by Asian Tourists as a 3rd World Country. Tourists coming from China, Japan, S. Korea, Taiwan, etc. have trains and subways to move their population. Honolulu Intl Airport is also an embarrassment compared to airports at those countries.

Please do the right thing and Move Hawaii Forward

Roger

From: [Cheney, Richard](#)
To: [WAM Testimony](#)
Subject: Rail
Date: Saturday, April 04, 2015 7:32:36 PM

I support extension of the GET to insure funding of rail.

Richard Cheney
Account Executive
KARL STORZ Endoscopy-America, Inc.
Hawaii, Alaska, & Guam
808-237-9651
new email: Richard.cheney@karlstorz.com

From: mailinglist@capitol.hawaii.gov
To: [WAM Testimony](#)
Cc: mz9995@hotmail.com
Subject: *Submitted testimony for HB134 on Apr 7, 2015 09:00AM*
Date: Friday, April 03, 2015 3:58:02 PM

HB134

Submitted on: 4/3/2015

Testimony for WAM on Apr 7, 2015 09:00AM in Conference Room 211

Submitted By	Organization	Testifier Position	Present at Hearing
Michael Zehner	Individual	Oppose	No

Comments:

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

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TESTIMONY ON HB 134, HD 1, SD 1

Senate Ways and Means Hearing
Tuesday, April 7, 2015, 9:00 a.m.

Dear Chair Tokuda and members of the committees:

I STRONGLY OPPOSE HB 134, HD 1, SD 1 (and the PROPOSED version).

It remains to be seen what the true financial status of the City/HART Rail project, “the biggest public works project in Hawaii history,” really is.

According to its own documents on the HART Web site, the City/HART has plenty of cash. The problem, however, is that like “magic numbers,” the cash on hand number keeps changing:

- **\$360 million** per HART Project Risks Update (12/18/14);
- **\$243 million** surplus per Fig. 10 (Project Revenue vs. Incurred Costs) at page 17 of the Jan. 2015 HART report to its board of directors (as of Dec. 26, 2014). HART reported receiving overall \$1.584 billion and having "incurred costs" are \$1.341 billion, leaving an on-hand surplus.
- But in the same Jan. 2015 HART report at the same page 17, Fig. 11 (Cash Balance Summary), shows a cash balance of **\$322,005,547** (as of Dec. 31, 2014).

Yet despite its own reports, the City/HART have been claiming that there's a \$910 million cost overrun, with only 10% (2 miles of the 20-mile) fixed guideway built as of 2/18/15. (If that figure is extended to 100% of the guideway, the overrun could amount to as much as \$9.1 billion!). As a result, they claim that they may run out of money by June and really, really need an extension of the 0.5% GET Rail surcharge. (Remember that the City/HART will receive from the State the next quarterly payment of GET Rail surcharge money in June).

There are also troubling news reports regarding the “magic numbers” touted by the City/HART as necessitating a GET Rail surcharge extension:

- Nick Grube/Bob Porterfield, Civil Beat – “At Least \$1.25 B Has Been Spent on Rail So Far, But Where Has All the Money Gone?” (01/30/15); and
- Bob Porterfield/Nick Grube, Civil Beat – “Math Problem: Does Honolulu Rail GET Shortfall Really Add Up?” (03/04/15).

In light of all the City/HART obfuscation and the lack of transparency (and accountability), thorough and independent financial and management AUDITS are long overdue, not the eyewash audits done to date on the City/HART's behalf. Such audits should be done **PRIOR** to taking any hasty action to extend the GET Rail surcharge. (And Governor Ige reportedly has publicly expressed doubts that there is a need for the Legislature to pass an extension bill this session).

I therefore respectfully ask that the members of this committee DEFER any action on this bill until there has been a trustworthy audit and complete accounting of GET spending by the City/HART.

Thank you for your time and consideration.

Gerald Chang
gerryC88@gmail.com

From: mailinglist@capitol.hawaii.gov
To: [WAM Testimony](#)
Cc: mikenakas@hotmail.com
Subject: *Submitted testimony for HB134 on Apr 7, 2015 09:00AM*
Date: Monday, April 06, 2015 2:31:24 PM

HB134

Submitted on: 4/6/2015

Testimony for WAM on Apr 7, 2015 09:00AM in Conference Room 211

Submitted By	Organization	Testifier Position	Present at Hearing
Michael S. Nakasone	Individual	Oppose	No

Comments:

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From: mailinglist@capitol.hawaii.gov
To: [WAM Testimony](#)
Cc: MSMatson@Hawaii.rr.com
Subject: Submitted testimony for HB134 on Apr 7, 2015 09:00AM
Date: Monday, April 06, 2015 1:54:45 PM

HB134

Submitted on: 4/6/2015

Testimony for WAM on Apr 7, 2015 09:00AM in Conference Room 211

Submitted By	Organization	Testifier Position	Present at Hearing
Michelle Matson	Individual	Oppose	No

Comments: STRONGLY OPPOSE. Stop the bleeding -it's time for a tight tourniquet!

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From: mailinglist@capitol.hawaii.gov
To: [WAM Testimony](#)
Cc: lisayoshiro@gmail.com
Subject: *Submitted testimony for HB134 on Apr 7, 2015 09:00AM*
Date: Monday, April 06, 2015 10:26:25 AM

HB134

Submitted on: 4/6/2015

Testimony for WAM on Apr 7, 2015 09:00AM in Conference Room 211

Submitted By	Organization	Testifier Position	Present at Hearing
Lisa Oshiro	Individual	Oppose	No

Comments:

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