

STATE OF HAWAII | KA MOKU'ĀINA 'O HAWAI'I  
OFFICE OF THE DIRECTOR  
DEPARTMENT OF COMMERCE AND CONSUMER AFFAIRS

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**Testimony of the Department of Commerce and Consumer Affairs**

**Before the  
House Committee on Consumer Protection & Commerce  
Wednesday, March 4, 2026  
2:00 p.m.  
Via Videoconference**

**On the following measure:  
H.B. 2386, H.D. 1, RELATING TO WATER CARRIERS**

Chair Matayoshi and Members of the Committee:

My name is Michael Angelo, and I am the Executive Officer of the Department of Commerce and Consumer Affairs' (Department) Division of Consumer Advocacy. The Department offers comments on this bill.

The purpose of this bill is to: (1) authorize the Public Utilities Commission (Commission) to establish automatic adjustment mechanisms to address economic factors sua sponte or on application by a water carrier; (2) require the Commission to establish a water carrier inflationary cost index automatic adjustment mechanism; and (3) authorize the Commission to waive or exempt any water carrier from any requirement under the Hawai'i Water Carrier Act.

The Department focuses its comments on the component of the legislation requiring that the Commission establish a water carrier inflationary cost index (WICI) automatic adjustment mechanism, for each water carrier no later than July 1, 2026.

While the Department understands the intent of this bill is to support the water carrier industry which plays a crucial role in sustaining each island's economy and community and the Department recognizes that any disruptions in intrastate water carrier services present significant hardships to customers, especially for communities on the neighbor islands, the Department has significant concerns that requiring the Commission to establish the WICI would result in unnecessarily burdening customers with increasing rates on an annual basis without the opportunity to evaluate whether a water carrier has undertaken steps to sufficiently control its costs and operate more efficiently.

To that point, the Commission recently considered whether establishing a WICI for Young Brothers, LLC (YB) was in the public's interest in YB's most recent rate case in Docket No. 2024-0255. The Commission issued its decision in that case on November 17, 2025, approving a rate increase of \$26,085,252, or approximately 25.75%, over previous permanent rates for YB while, among other matters, denying YB's request to establish a WICI. In so doing, the Commission specifically stated that such an adjustment mechanism could be revisited at an appropriate time. The Commission articulated that in establishing any type of automatic rate adjust mechanism YB must first demonstrate that it is prudently operating its business, including managing its expenses and debt, and maximizing operational efficiencies. The Commission noted that without such a demonstration, the automatic rate adjustment mechanism may inadvertently serve to offset inefficiencies in other areas and mask shortcomings in YB's operations, to the detriment of customers who ultimately bear these higher costs. The Department fully agrees with the Commission on this matter.

Additionally, for further context, the Department notes that the Commission already attempted to implement certain regulatory programs that are similar to the mechanism proposed in this bill with the intention of providing the regulated water carrier with flexibility that would allow the water carrier to gradually re-balance its rates so that the rates for less than container load service would better match the cost of providing that service. This flexibility was granted in a zone of reasonableness program, as well as an annual freight rate adjustment program. After the water carrier used both programs to raise rates for all customers as well as file general rate increases to further increase rates, the

Commission terminated both regulatory flexibility programs because they were not being used for their intended purposes.

In summary, the Department offers that it is premature to require the Commission to enable any automatic rate adjustment through this bill without first gaining a better understanding of, and potentially improving upon, the water carrier's business model as well as its ability to enact and implement cost control measures. And, rather than through a bill, such a mechanism should be established after careful review of YB's operations and processes for efficiencies in a Commission proceeding.

Thank you for the opportunity to testify on this bill.

JOSH GREEN, M.D.  
GOVERNOR

SYLVIA LUKE  
LT. GOVERNOR



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## Testimony of the Public Utilities Commission

To the  
House Committee on  
Consumer Protection & Commerce

March 4, 2026  
2:00 p.m.

Chair Matayoshi, Vice Chair Grandinetti, and Members of the Committee:

**Measure:** H.B. No. 2386, H.D. 1  
**Title:** RELATING TO WATER CARRIERS.

### Position:

The Public Utilities Commission ("Commission") offers the following comments for consideration.

### Comments:

The Commission appreciates the intent of this measure to address annual inflation and regulatory lags water carriers may experience by establishing a Water Carrier Inflationary Cost Index ("WICI") automatic adjustment mechanism<sup>1</sup>. As the Committee contemplates the advancement of this measure, the Commission offers the following comments and amendment.

Over the past five years, the two regulated water carriers in the State, Young Brothers and Hone Heke, have filed various applications with the Commission for general rate increases, financing, and automatic adjustment mechanisms. In 2024, Young Brothers included a request for approval of a WICI within their most recent rate case, which was eventually denied.<sup>2</sup> Given Young Brothers' extraordinary financial situation at the time, the Commission decided that it was not reasonable to allow automatic rate adjustments

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<sup>1</sup> The Commission notes that discussions of an automatic adjustment mechanism for water carriers in the State was reflected in the final report of the Hawaii Water Carriers Working Group ("HWCWG"). The HWCWG was formed as a result of Senate Resolution Number 125, Senate Draft 1, 2020 Legislative Session.

<sup>2</sup> Docket No. 2024-0255, 2025 Test Year Rate Case.

without Commission review. Nevertheless, the Commission did grant Young Brothers a final rate increase of 25.75% over previously approved rates.

As such, the Commission offers the following amendments to the measure.

Page 1, Line 14-16, addition in bold:

(b) **After** ~~By~~ July 1, 2026, the commission ~~shall~~ **may** establish a water carrier inflationary cost index automatic adjustment mechanism for each water carrier of property.

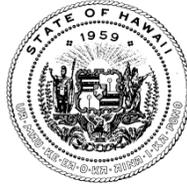
Page 2, Line 8--9, addition in bold:

(c) **After** ~~By~~ July 1, 2026, the mechanism ~~shall~~ **may** be applied at an ongoing, repealing three-year cycle, as follows:

The Commission appreciates that the current measure, as amended, provides the Commission the flexibility and discretion in establishing an automatic adjustment mechanism for regulated water carriers.

Thank you for the opportunity to testify on this measure.

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



EDWIN H. SNIFFEN  
DIRECTOR  
KA LUNA HO'OKELE

Deputy Directors  
Nā Hope Luna Ho'okele  
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**STATE OF HAWAII | KA MOKU'ĀINA 'O HAWAI'I**  
**DEPARTMENT OF TRANSPORTATION | KA 'OIHANA ALAKAU**  
869 PUNCHBOWL STREET  
HONOLULU, HAWAII 96813-5097

Wednesday, March 4, 2026  
2:00 PM  
State Capitol, 329

**HB2386, HD1**  
**RELATING TO WATER CARRIERS**

House Committee on Consumer Protection & Commerce

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The Department of Transportation (DOT) is in strong support of H.B. 2386, H.D. 1 that establishes an automatic adjustment mechanism for water carriers based on an inflationary cost index.

DOT was a member of the Water Carriers Working Group established by the legislature in 2020 and finds that H.B. 2386, H.D. 1 is also consistent with the recommendation of the working group. This new mechanism allows for water carrier rates to keep pace with inflation without requiring a formal rate case to be considered and approved by the Public Utility Commission each year. Formal rate cases are time consuming, and consequently rates are typically not adjusted annually and the lags between rate cases necessitate large increases when the rate cases are considered. This has a significant impact and burden on businesses that rely on water carriers.

Thank you for the opportunity to provide testimony on this bill.



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March 2, 2026

To:

Chair Scot Z. Matayoshi

Vice Chair Tina Nakada Grandinetti

The House Committee Members on Consumer Protection and Commerce

**Re: Opposition to HB2386 HD1 – Relating to Water Carriers**

Aloha Chair Matayoshi, Vice Chair Grandinetti, and members of the committee, ABC Stores respectfully submits testimony in **opposition to HB2386 HD1**.

As a retailer operating statewide, ABC Stores relies heavily on interisland water carrier services to move essential goods efficiently and cost-effectively. The reliability and affordability of these services are critical to maintaining stable pricing and consistent inventory for Hawai'i's residents and visitors.

HB2386 HD1 would authorize the Public Utilities Commission to establish automatic adjustment mechanisms for water carriers, including a mandatory inflationary cost index tied to wharfage rate increases and applied on an annual basis. While we recognize the intent to address inflation and regulatory lag, we are concerned that this framework may enable frequent and predictable rate increases without sufficient scrutiny of underlying operational efficiencies or broader impacts on shippers and end consumers.

For retailers such as ABC Stores, even incremental annual increases in interisland shipping costs can compound over time, placing upward pressure on consumer prices and disproportionately affecting businesses that depend on regular interisland freight movement. We are also concerned that the proposed automatic adjustment mechanism may reduce transparency and limit meaningful stakeholder participation compared to traditional rate case proceedings.

Given Hawai'i's unique reliance on water carriers and the critical role they play in the state's supply chain, we believe changes to rate-setting policy should be approached cautiously and with a balanced consideration of impacts on both carriers and the businesses and communities they serve.

For these reasons, ABC Stores respectfully urges the Committee to hold HB2386 HD1. Thank you for the opportunity to provide testimony.

Mahalo,

John Mark Mageo

Employee Relations & Government Affairs Manager

ABC Stores



*The  
Store  
With  
Aloha*

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Testimony of Matson Navigation Company, Inc.  
Support of HB2386, HD1  
Before the Committee on Consumer Protection and Commerce  
March 4, 2025

Dear Chair Matayoshi, Vice Chair Grandinetti, and Members of the Committee:

Matson Navigation Company, Inc. supports HB2386, HD1 which among other things, establishes a water carrier cost inflationary index mechanism.

As an island state, Hawaii is very dependent upon our commercial harbors to ensure the continued and unimpeded flow of cargo in and out of our State. It is estimated that over 90 percent Hawaii's imported goods pass through our commercial harbors, including consumer goods, motor vehicles, construction materials, and fuel. Given the critical role of our commercial harbors, it is imperative that the State support dependable and efficient cargo transportation and handling to service our residents and businesses. This measure will provide for water carriers and rate payers more predictability with respect to establishing rates for regulated, intrastate shipping.

Thank you for considering our testimony in support.



March 4, 2026

Rep. Scot Z. Matayoshi, Chair  
Rep. Tina Nakada Grandinetti, Vice Chair  
House Committee on Consumer Protection and Commerce

**RE: HB 2386 H.D. 1 – RELATING TO WATER CARRIERS**  
**Hearing date: March 4, 2026, 2:00 p.m.**

Aloha Chair Matayoshi, Vice Chair Grandinetti, and Members of the Committee:

Thank you for the opportunity to submit testimony on behalf of Young Brothers, LLC offering **STRONG SUPPORT** for **HB 2386 H.D. 1**. As drafted, this measure would:

- 1) Grant the Public Utilities Commission (“PUC”) discretionary authority and additional flexibility to establish rate-adjustment mechanisms for water carriers to address inflation, regulatory lag, and other economic factors.
- 2) Require the establishment of a capped water carrier inflationary cost index (“WICI”) annual rate-adjustment mechanism by July 1, 2026 coupled with mandated rate reviews for water carriers every three years.
- 3) Grant the PUC discretionary authority and flexibility to waive certain requirements for water carriers.

In sum, the changes proposed in this measure are designed to be a reasonable first step to modernize a rigid, outdated, and inefficient regulatory framework for water carriers, while offering more tempered and predictable rates and increased financial stability to facilitate the thoughtful and effective pursuit of necessary transformation.

**Who is Young Brothers, LLC (“YB”)?**

Young Brothers, LLC (“YB”) is a water carrier that transports cargo by tug and barge between the islands of O’ahu, Hawai’i, Kaua’i, Maui, Moloka’i, and Lāna’i. Since 1900, customers across the state have utilized YB’s frequent and regular sailings to serve as the “marine highway” that connects all island communities in this state. YB is currently the only water carrier statutorily authorized<sup>1</sup> to ship cargo from point-to-point within the state. As a regulated water carrier, YB is currently subject to the regulatory oversight of the Hawaii Public Utilities Commission (“PUC”).

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<sup>1</sup> Under Chapter 271G, Hawaii Revised Statutes (“HRS”) (i.e., the Hawaii Water Carrier Act).

### **How is YB currently regulated?**

As a PUC regulated cargo water carrier, unlike other water carriers, YB is required to secure PUC approval before making changes to rates, service offerings, or sailing schedule. Securing approval to make such adjustments typically requires YB to undergo a quasi-judicial rate review process conducted by the PUC and the State Consumer Advocate to justify that YB's cost and investment decisions were reasonable and in the public interest. This process, known as a **general rate case**, is rigorous, time-consuming (often multi-year), contentious, and extraordinarily expensive under the current regulatory framework. In other words, absent PUC approval following a rate case, **YB is required to maintain its PUC approved services and sailings at the previously approved rates – regardless of the effects of external pressures beyond YB's control (e.g., inflation) and regardless of whether YB makes a profit.**

### **Is the current regulatory framework sustainable for water carriers and the customers they serve?**

No. The current regulatory framework was first codified for Hawaii Water Carriers in 1974. Since then, technology, competition, and prevailing economic conditions affecting the interisland water carrier industry have changed significantly, throwing this existing regulatory framework out of balance, and compromising the sustainability of regulated water carriers in the state. Competition from air freight, freight forwarders, and national and international water carriers have increased, coupled with the advent of online shipping services and the highest inflationary period the nation has experienced since the 1980s. For YB, regulated cargo volumes have stagnated, and its costs have concurrently risen, leading to a repeating and worsening cycle of financial deterioration:

- 1) Reasonably incurred costs rise faster than rates are adjusted, creating a widening gap between actual costs and PUC-approved revenues;
- 2) Necessary expenses and investments are delayed in favor of cheaper short-term fixes that ultimately result in increased operating costs over time;
- 3) The resulting higher operating costs necessitate the filing of larger, more contentious rate cases, yet concerns about rate-shock and affordability often result in limited rate increases or mandatory multi-year "stay-out" periods before further rate adjustments can be filed – further entrenching the cycle of financial instability.

In the current iteration of this cycle, the PUC recently approved an imposing rate increase of 25.75%, which took effect on January 1, 2026. YB is extremely appreciative to the PUC for its recognition of the need to extend this lifeline and to its customers for bearing the brunt of this considerable increase. However, the PUC coupled this approval with a 2-year "stay-out" period (i.e., a prohibition on rate increases) – which, absent any mitigating action, threatens to send YB and the customers who rely on our service on a path to repeat this same cycle of financial instability.

### **What can be done to break the cycle of financial instability?**

First and foremost, YB recognizes that YB must play the largest part in breaking the cycle by transforming our business in a way that is thoughtful and effective, with cost control and the customers and communities we serve at top of mind. Indeed, under new leadership by seasoned shipping and logistics industry professionals, YB is aggressively pursuing additional transformational initiatives to effectively and efficiently change the business and rehabilitate the severe financial deterioration the company has experienced in recent years. However, these

efforts will take time, outreach and flexibility. While those efforts are ongoing, it must be acknowledged that there are inflationary pressures beyond the control and reach of a regulated water carrier – yet these pressures have tangible effects on YB’s costs and revenues. Changes to the regulatory framework that has led to this repeating cycle must also be made.

Fortunately, during the 2020 legislative session, the Hawaii State Senate adopted Senate Resolution No. 125, S.D. 1 (2020), requesting the PUC to convene a working group to discuss and recommend solutions to ensure continuous water carrier service throughout the State, balanced with the need for water carriers to maintain financial sustainability. Said working group (the Hawaii Water Carriers Working Group, hereinafter “HWCWG”) was comprised of 18 key stakeholders from both the public and private sectors and met 13 times from August 2020 through October 2021 to gather background information on water carriers, Hawaii’s harbor system, and regulatory oversight of water carriers.

### **What did the Hawaii Water Carriers Working Group recommend?**

In the HWCWG’s final report summarizing its findings and recommendations, the HWCWG recommended the WICI mechanism, an interim annual rate adjustment for regulated cargo rates, along with the requirement for the water carrier to submit a general rate case every three years.<sup>2</sup> **The working group found that WICI, combined with a regular three-year cadence<sup>3</sup> for general rate cases, would reduce the administrative burden associated with rate adjustments, provides a more contemporaneous means of pairing regulated cargo rates with inflation adjusted expenses, and be a “significant step forward” with respect to ensuring water carrier service throughout the State and supporting the financial sustainability of the water carrier.**<sup>4</sup> YB also contends that its customers will greatly benefit from the ability to plan for **smaller more predictable cadenced rate increases** rather than the less frequent, but less predictable and likely much larger rate increases necessitated under the current ratemaking system.

### **Does the WICI mechanism proposed in this measure differ from previous proposals?**

Yes. Previous versions of WICI proposed an annual rate adjustment tied to GDPPI to address the impact of inflation. Concerns were raised regarding the potential inapplicability of GDPPI or any such national index to a water carrier in Hawaii. **Instead, this version now addresses these concerns and ties the WICI annual rate adjustment to an annual inflation based increase that is already applied by the State of Hawaii in the exact same industry, to the exact same customers, for the exact same cargo: that is, the annual increases to the wharfage rates that are assessed by DOT-Harbors under Section 19-44-73, Hawaii Administrative Rules (“HAR”) to fund improvements to the local harbors that harbor users like YB must operate from.** See the attachment to this testimony for a comparative illustration of how an annual inflationary increase indexed to wharfage would work.

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<sup>2</sup> See Final Report of the HWCWG (December 27, 2021), available at: <https://puc.hawaii.gov/wp-content/uploads/2021/12/Final-Water-Carriers-Working-Group-Report-12-01-2021.pdf>

<sup>3</sup> Note that this version of the measure appears to inadvertently characterize this regular three-year cadence for rate cases as “an ongoing, repealing three-year cycle” (Emphasis added. See p. 2, ln. 9). For clarity, YB respectfully proposes that this be corrected to “an ongoing, repeating three-year cycle”.

<sup>4</sup> See Final Report of the HWCWG (December 27, 2021) at 15-17, available at: <https://puc.hawaii.gov/wp-content/uploads/2021/12/Final-Water-Carriers-Working-Group-Report-12-01-2021.pdf>

**Why should the legislature take action on this measure?**

YB has sought implementation of the WICI mechanism through the PUC twice, and both times the PUC has elected to decline implementation:

- On April 5, 2024, YB filed an application with the PUC seeking implementation of the first tier of the WICI mechanism.<sup>5</sup> On December 12, 2024, the PUC dismissed the application before beginning its independent substantive review, citing to, among other things, concerns over a lack of direct legal authority to support the Commission's review of YB's WICI application outside of a general rate case.<sup>6</sup>
- In response, YB included an identical request seeking the implementation of the first tier of the WICI mechanism as part of its recently completed rate case (Docket No. 2024-0255). Again, the PUC declined YB's request, stating that "[s]hould YB return to a state of financial stability, and the Commission develops confidence in YB's ability to reasonably control its costs, it may re-visit whether a WICI is appropriate at that time."<sup>7</sup>

While YB acknowledges that aggressive cost control is a critical area of focus on YB's path to financial sustainability, YB hopes that the legislature can see how WICI, a long-standing recommendation from a broad group of government and industry stakeholders is also a critical component of the solution. There is no reason to delay implementation any longer and risk putting YB and the customers and communities it serves through yet another iteration of the cycle of financial instability.

Further, by generally granting the PUC discretionary authority and flexibility to establish rate-adjustment mechanisms outside of a general rate case and waive certain requirements for water carriers, the legislature would be creating a more modern and adaptable regulatory framework that can mitigate the magnitude of rate increase requests, reduce the amount of time and resources that must be dedicated to such requests, and to establish and maintain financial sustainability in an evolving and increasingly competitive operating environment.

For the reasons stated above, YB offers **STRONG SUPPORT** for this measure, as amended.

Thank you for your service to the State of Hawaii, and for the opportunity to testify offering comments on this measure.

Sincerely,

Kris Nakagawa  
Vice President, External and Legal Affairs

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<sup>5</sup> See YB's Application for Approval of the First Tier of the WICI Mechanism, available at: <https://shareus11.springcm.com/Public/DownloadNative/25256/12e77d0e-75f3-ee11-b843-48df377ee718/54312051-83f3-ee11-b843-48df377ee718>

<sup>6</sup> See Order No. 41249 at 9-10, available at: <https://shareus11.springcm.com/Public/DownloadNative/25256/a9ccf1a8-d3b8-ef11-b848-48df377ee710/8bf3e05c-e3b8-ef11-b848-48df377ee710>

<sup>7</sup> See Order No. 42100 at 51, available at: <https://shareus11.springcm.com/Public/DownloadNative/25256/f1753d11-afe6-4002-a7fe-2d8794bc1aa5/fd077520-e4c3-f011-b84a-48df377ee718>

March 4, 2026

Aloha Chair Matayoshi, Vice Chair Grandinetti, and Members of the Committee on Consumer Protection and Commerce,

Re: HB 2386, H.D.1 Relating to Water Carriers

Thank you for the opportunity to submit comments in support of updating the decades-old regulatory rules for water carrier rate adjustments.

My name is Ashlee Kishimoto, and I am an employee of Young Brothers. As a state utility, Young Brothers' ability to provide reliable interisland shipping depends on customer rates covering the cost of providing the service, and on its ability to plan ahead and invest in the future. It requires having the equipment our skilled team needs to navigate challenging ocean conditions and deliver what matters most to Hawai'i. It means maintaining equipment, planning repairs or replacements before something breaks. It demands statewide infrastructure and a presence in each of our island communities, including routes that don't generate a profit.

Last year, as Young Brothers pursued a rate adjustment, we operated at a loss of more than \$23 million. While new rates in 2026 will help stabilize conditions, they do not resolve the underlying cycle created by regulatory lag and rising costs.

The State Water Carrier Working Group — made up of the Public Utilities Commission (PUC), Consumer Advocate, state agency leaders and elected officials, representatives from County government, and labor — met for over a year to identify opportunities to strengthen interisland shipping and the financial sustainability of water carriers. Building on the group's top recommendation, the proposed legislation would create a transparent new rate adjustment mechanism for water carriers. Each year, customer rates would be adjusted based on an existing framework to adjust the fees collected to maintain port infrastructure, administered by the Department of Transportation.

Reducing regulatory lag is a vital step toward securing the future of interisland shipping and Hawai'i's supply chain. This solution would modernize, not replace, the rules for interisland shipping. The PUC's oversight powers would remain unchanged, and it would retain complete control over setting Young Brothers rates as part of a comprehensive review required every three years. It also ensures that rate changes between reviews are incremental, with an annual cap of 5%.

I hope you will stand with Young Brothers' more than 400 team members and the communities we serve by supporting this legislation.

Mahalo,  
Ashlee Kishimoto

Jennifer Lim  
PO Box 883  
Aiea Hi 96701

March 4, 2026

Re: HB 2386, H.D. 1 Relating to Water Carriers

Aloha Chair Matayoshi, Vice Chair Grandinetti, and Members of the Committee on Consumer Protection and Commerce,

Thank you for the opportunity to submit comments in support of the Water Carrier Inflationary Index (WICI).

I've worked at Young Brothers for over 14 years and have seen how the decades old regulatory rules for water carrier rate adjustments are in serious need of revision. Prior to working at Young Brothers, I was also a customer of YB, who utilized its services and understood that as a state utility, Young Brothers' ability to provide reliable interisland shipping depends on customer rates covering the cost of providing the service.

Last year, as Young Brothers pursued a rate adjustment, I travelled with a team to visit with customers and community organizations and the one thing we heard the most was, "why couldn't YB adjust the rates every year in smaller increments?"

The State Water Carrier Working Group — made up of the Public Utilities Commission (PUC), Consumer Advocate, state agency leaders and elected officials, representatives from County government, and labor — met for over a year to identify opportunities to strengthen interisland shipping and the financial sustainability of water carriers. Building on the group's top recommendation, the proposed legislation would create a transparent new rate adjustment mechanism for water carriers. Each year, customer rates would be adjusted based on an existing framework to adjust the fees collected to maintain port infrastructure, administered by the Department of Transportation.

Reducing regulatory lag is a vital step toward securing the future of interisland shipping and Hawai'i's supply chain. This solution would modernize, not replace, the rules for interisland shipping. The PUC's oversight powers would remain unchanged, and it would retain complete control over setting Young Brothers rates as part of a comprehensive review required every three years. It also ensures that rate changes between reviews are incremental, with an annual cap of 5%. This is what makes sense for our customers and the community.

I hope you will stand with Young Brothers' more than 400 team members and the communities we serve by supporting this legislation.

Mahalo,  
Jennifer Lim



# Hawai'i Island Chamber of Commerce

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Carla Kuo

**2025-2026**

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Tracie Yoshimoto

## **Testimony to the House Committee on Consumer Protection & Commerce Representative Scot Z. Matayoshi, Chair Representative Tina Nakada Grandinetti, Vice Chair**

**Wednesday, March 4, 2026 at 2:00 PM**

### **RE: HB2386 HD1 Relating to Water Carriers - OPPOSE**

Aloha e Chair Matayoshi, Vice Chair Nakada Grandinetti, and Members of the Committee:

On behalf of the Hawai'i Island Chamber of Commerce, representing more than 350 businesses and individual members primarily on the east side of Hawai'i Island, we respectfully submit testimony in **opposition to HB2386 HD1**.

We recognize that water carriers play a unique and essential role in our island economy. A financially sustainable system for carriers that is equitable across all islands and functional in practice is critical to maintaining reliable interisland commerce. We understand that adjustments to rates may at times be necessary to ensure continued operations.

However, HB2386 HD1 authorizes the Public Utilities Commission to establish automatic adjustment mechanisms, including a mandatory water carrier inflationary cost index, and to waive or exempt carriers from requirements under the Hawai'i Water Carrier Act. Establishing a system of automatic rate increases without sufficient guardrails or a clear review of broader structural issues raises serious concerns for the small businesses that rely on interisland shipping every day.

Neighbor island producers must ship goods to O'ahu, our state's primary population center, to reach viable markets. Small local agricultural producers, manufacturers, suppliers, distributors, and retailers are already facing high and rising transportation costs. Automatically increasing interisland shipping rates, without evaluating the downstream impacts on these businesses and consumers, risks making local production cost prohibitive and stifles economic growth across the neighbor islands.

There is tremendous potential to expand agricultural production and manufacturing on Hawai'i Island and throughout the state. Yet that potential depends on predictable, transparent, and affordable shipping. Rate increases that occur automatically, without comprehensive oversight or concurrent reforms to improve efficiency, competition, or cost controls will only exacerbate existing challenges and ultimately increase the price of goods, including food, for Hawai'i residents.

We agree that changes are needed within the water carrier system. However, implementing automatic price adjustments before addressing root structural issues is not the appropriate solution. We respectfully urge the Legislature to pursue a more balanced approach that ensures carrier sustainability while protecting small businesses and consumers from unchecked cost escalation.

Mahalo for the opportunity to testify.

Sincerely,

Carla Kuo  
Executive Officer  
Hawai'i Island Chamber of Commerce



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**The Thirty-Third Legislature  
House Committee on Consumer Protection & Commerce  
Wednesday, March 4, 2026  
Conference Room 329  
2:00 p.m.**

TO: The Honorable Scot Z. Matayoshi, Chair  
FROM: Keali'i S. López, State Director  
RE: Strong Opposition to H.B. 2386 HD1 Relating to Water Carriers

Aloha Chair Matayoshi and Members of the Committee:

My name is Keali'i López, and I am the State Director of **AARP Hawai'i**, representing **135,000 members statewide**. We appreciate the opportunity to testify in **strong opposition to H.B. 2386 HD1**.

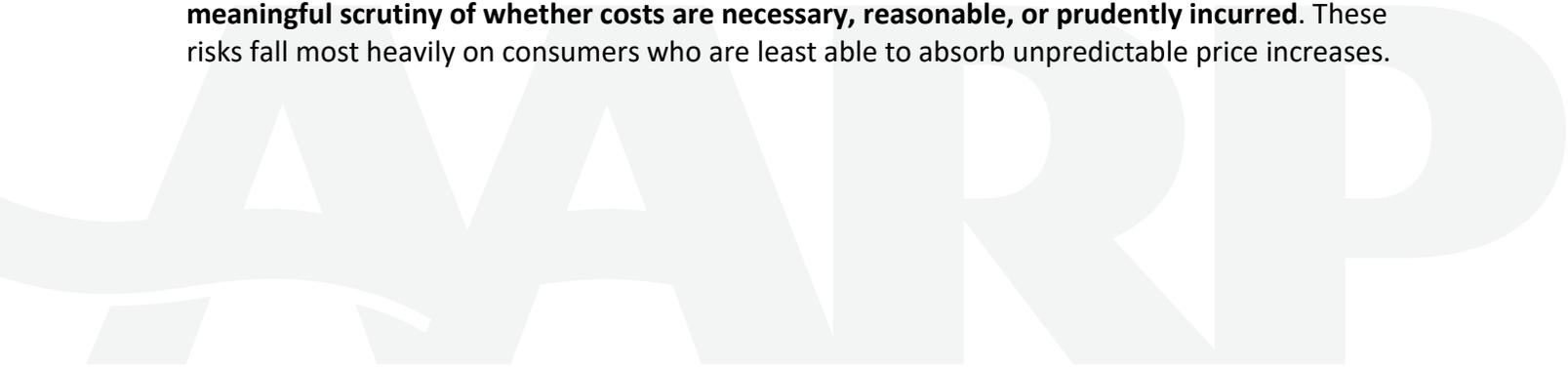
AARP is a nonprofit, nonpartisan organization dedicated to empowering people age 50 and older to choose how they live as they age. A core part of that mission is **protecting consumers, particularly older adults on fixed or limited incomes from automatic cost increases that erode affordability and weaken regulatory oversight**.

**Executive Summary: Why This Bill Harms Consumers**

H.B. 2386 HD1 would require the Public Utilities Commission (PUC) to approve **automatic annual rate increases** for water carriers of property in **two out of every three years**, without a full rate case review. These increases would be **indexed to Department of Transportation Harbors wharfage rate increases**, rather than to the carrier's actual operating costs.

Although the bill caps automatic increases at **up to five percent per year**, even capped increases when imposed automatically and repeatedly can place a significant burden on households over time.

AARP opposes this approach because **automatic adjustment mechanisms shift financial risk from companies to consumers**, reduce transparency, and allow rate increases to occur **without meaningful scrutiny of whether costs are necessary, reasonable, or prudently incurred**. These risks fall most heavily on consumers who are least able to absorb unpredictable price increases.



### **What the Bill Does**

Specifically, H.B. 2386 HD1 would:

- Require the PUC, by **July 1, 2026**, to establish an **automatic inflationary adjustment mechanism** for each water carrier of property;
- **Tie annual rate increases to wharfage fee increases**, rather than to the carrier's actual operating costs;
- Create a **repeating three-year cycle**, with **automatic increases in years one and two** and only a limited review in year three;
- Broadly define "automatic adjustment mechanism" in a way that allows **rate changes between full rate cases**; and
- Expand the commission's **waiver and exemption authority**, further weakening existing consumer protections.

### **Why Legislators Should Oppose H.B. 2386 HD1**

#### **Automatic increases undermine regulatory oversight.**

Traditional rate cases are the cornerstone of consumer protection in utility regulation. They require utilities to justify their costs through a transparent, evidentiary process with public participation. Automatic adjustment mechanisms bypass these safeguards, allowing rate increases to occur **without the same level of accountability or public review**, thereby weakening one of the most important checks on monopoly pricing.

#### **Tracker-style ratemaking shifts risk to consumers.**

When cost recovery is guaranteed through automatic mechanisms, companies have **reduced incentives to control expenses**. Instead of utilities bearing the risk of rising or poorly managed costs, that risk is transferred directly to consumers regardless of whether those costs were avoidable or efficiently incurred.

#### **Indexing does not establish prudence.**

Linking rate increases to wharfage fees does not demonstrate that a water carrier's own costs increased at the same rate, nor that those costs were prudently incurred. H.B. 2386 HD1 could occur **without requiring proof that higher charges are justified**, particularly during the automatic years.

**Affordability impacts are real, especially for older adults.**

Many older Hawai'i residents live on **fixed or limited incomes**. Even modest automatic increases, when compounded year after year, can make essential services less affordable and force difficult household tradeoffs. Policies that reduce oversight and predictability **disproportionately harm those least able to absorb new costs**.

**Better, Consumer-Centered Alternatives**

If the Legislature wishes to address inflationary pressures or regulatory lag, AARP urges consideration of solutions that **preserve strong consumer protections**, including:

- Keeping rate changes within **full rate cases or robust evidentiary proceedings** that examine all costs and revenues together; and
- If any indexing mechanism is considered, including **clear statutory safeguards**, such as:
  - Demonstrated linkage between indexed increases and **actual carrier costs**;
  - **Annual prudence reviews** with true-up or refund mechanisms;
  - Clear bill disclosure and **advance public notice**;
  - Strong caps paired with **affordability impact analysis**; and
  - Limits on waiver authority, or requirements for **explicit findings and public input**.

**Conclusion**

H.B. 2386 HD1 moves Hawai'i in the wrong direction by prioritizing administrative convenience over **consumer protection, transparency, and affordability**. For these reasons, **AARP Hawai'i respectfully urges the Committee on Consumer Protection & Commerce to defer H.B. 2386 HD1**.

Mahalo for the opportunity to testify and for your continued commitment to protecting Hawai'i consumers.



March 4, 2026, 2 p.m.  
Hawaii State Capitol  
Conference Room 329 and Videoconference

**To: House Committee on Consumer Protection & Commerce**  
**Rep. Scot Z. Matayoshi, Chair**  
**Rep. Tina Nakada Grandinetti, Vice Chair**

**From: Grassroot Institute of Hawaii**  
**Ted Kefalas, Director of Strategic Campaigns**

RE: TESTIMONY OPPOSING HB2386 HD1 — RELATING TO WATER CARRIERS

Aloha chair, vice chair and other committee members,

The Grassroot Institute of Hawaii **opposes** [HB2386 HD1](#), which would allow automatic price adjustments for water carriers.

Ideally, local water carriers would operate in an open market and be able to respond to changing conditions in a competitive context. However, interisland shipping in Hawaii is not an open market, and the Public Utilities Commission must act as a check on escalating shipping costs. At present, the PUC's role exists in part to address the concerns of local businesses and consumers regarding shipping rates.

Under the circumstances, automatic price increases would be harmful to local businesses and could contribute to the ever-rising cost of living and price of doing business in Hawaii. While the system as a whole might need reform, automatic price increases are not the answer.

Thank you for the opportunity to testify.

Ted Kefalas  
Director of Strategic Campaigns  
Grassroot Institute of Hawaii



P.O. Box 253, Kunia, Hawai'i 96759  
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March 4, 2026

HEARING BEFORE THE  
HOUSE COMMITTEE ON CONSUMER PROTECTION & COMMERCE

**TESTIMONY ON HB 2386, HD1**  
**RELATING TO WATER CARRIERS**

Conference Room 329 & Videoconference  
2:00 PM

Aloha Chair Matayoshi, Vice-Chair Grandinetti, and Members of the Committee:

I am Brian Miyamoto, Executive Director of the Hawai'i Farm Bureau (HFB). Organized since 1948, the HFB is comprised of 1,800 farm family members statewide and serves as Hawai'i's voice of agriculture to protect, advocate, and advance the social, economic, and educational interests of our diverse agricultural community.

**The Hawai'i Farm Bureau offers comments with concerns on HB 2386, HD1**, which would require the Public Utilities Commission to establish a mandatory automatic adjustment mechanism for water carrier rates.

Interisland shipping is one of the most significant cost drivers for Hawai'i's agricultural producers. Farmers and ranchers must ship essential inputs such as feed, fertilizer, equipment, and packaging materials, as well as transport finished products to market. Most producers are price takers and cannot pass increased transportation costs on to consumers.

Last year, the Public Utilities Commission approved a 25.75 percent rate increase for Young Brothers, effective January 1, 2026, to preserve interisland shipping services. Many agricultural producers are still adjusting to these higher operating costs. Even annual adjustments capped at five percent compound over time and could substantially increase transportation expenses across the agricultural sector.

HFB appreciates Young Brothers' Island Agricultural Product shipping discount, which provides reduced shipping rates for locally grown agricultural products. That program has been meaningful for many producers. However, increases to base shipping rates can quickly offset or diminish the benefit of those discounts, particularly for small and neighbor island farmers operating on thin margins.

While we understand the need for regulatory certainty and mechanisms to address inflationary pressures, shifting from discretionary rate review to a mandatory automatic adjustment structure reduces regulatory flexibility and limits the opportunity to fully evaluate cumulative impacts on essential industries such as agriculture.

HFB respectfully urges consideration of safeguards to ensure that any automatic adjustments:

- Maintain meaningful public input and review;
- Evaluate cumulative impacts over time;
- Preserve flexibility for the Commission to modify or suspend adjustments when warranted; and
- Protect agricultural shippers who rely on interisland transportation to sustain Hawai'i's local food production.

HFB values the critical role that interisland shipping plays in our economy and appreciates the longstanding partnership between water carriers and the agricultural community. At the same time, we ask that the economic realities facing local producers be carefully considered before establishing a mandatory rate adjustment mechanism.

Thank you for the opportunity to provide testimony.



Testimony in **SUPPORT** for HB 2386 HD1, Relating to Water Carriers

House Committee on Consumer Protection & Commerce  
March 4, 2026

Aloha Chair Matayoshi, Vice Chair Grandinetti, and members of the committee,

The Hawaii Harbors Users Group is in strong **support** of HB 2386 HD1, relating to water carriers.

This bill is a critical step toward ensuring the financial sustainability and operational stability of Hawai'i's interisland shipping transportation sector. Our state depends on a reliable and efficient hub-and-spoke intrastate water carrier system to move goods, supplies, and essential resources between our island communities. Each aspect of the supply chain is vital to our state's economy. However, without a modernized regulatory framework, intrastate carriers of passengers and property are forced to navigate an outdated rate-setting process that does not timely account for inflationary pressures or the rising costs of operation. Establishing a Water Carrier Inflationary Cost Index Mechanism will provide much-needed predictability and transparency, allowing carriers to continue serving our island communities without disruption, and offers a more incremental approach to adjusting intrastate rates, helping local families and businesses absorb cost increases over time and ensuring that rates keep up with rising costs.

The Water Carrier Working Group, convened under Senate Resolution No. 125, SD1 (2020), has studied the challenges facing our interisland shipping sector and identified regulatory lag as a primary issue. The current ratemaking process does not facilitate rate adjustments in a timely manner, making it difficult to respond to rising costs and market fluctuations due to increased competition. This bill provides the Public Utilities Commission with the necessary flexibility and authority to grant waivers and adopt cost-adjustment mechanisms, ensuring that our interisland water carriers remain financially viable while continuing to provide safe, efficient, and affordable service to all businesses and residents. Without these changes, our supply chain will face increasing strain, potentially leading to service reductions and higher long-term costs for consumers.

Mahalo for the opportunity to testify in strong support of this bill.



## Japanese Chamber of Commerce & Industry of Hawaii

March 3, 2026

Via Hawaii State Legislature Portal

House Committee on Consumer Protection & Commerce  
State Capitol  
Honolulu, HI 96813

**ATTN: Testimony Submittal on HB2386**  
**Hearing: Wednesday, March 4, 2026**

Dear Chair Matayoshi, Vice Chair Nakada Grandinetti and Members of the Committee:

I provide this testimony **IN OPPOSITION TO HB2386 RELATING TO WATER CARRIERS** on behalf of the Japanese Chamber of Commerce & Industry of Hawai'i (JCCIH). JCCIH's mission is "[t]o promote the well-being of our community through business and personal relationship" and we have been representing the interests of our 300+ business and individual members through education and advocacy. As President of JCCIH, our members prioritize Economic Development and Infrastructure, among other issues. One of JCCIH's priorities is:

***Infrastructure:***

*We support committing **financial investments** that address our island's current and future energy, waste management, water, transportation and broadband infrastructure.*

The proposed legislation seeks to establish a "water carrier inflationary cost index automatic adjustment mechanism for each water carrier of property" that will automatically adjust rates WITHOUT HEARING before the Public Utilities Commission ("PUC").

Our members have expressed the following concerns:

The automatic nature of the proposed inflation-based rate adjustment does not hold the regulated water carriers accountable to operate in an efficient and cost-effective manner. The application process before the PUC allows scrutiny and oversight that would be lost with an automatic price hike tied to inflation.

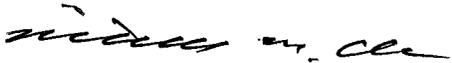
Pegging automatic increases to inflation does not make sense. Some of the major cost drivers may not necessarily move with inflation. Fuel cost is a major component of the cost of shipping. And that doesn't move with inflation. Labor costs are tied loosely to inflation, but it

seems to be more aligned with whenever the carriers negotiate labor agreements with the unions. It seems that rate setting SHOULD depend in large part on the carriers' investment in physical assets (barges, etc) so that automatic increases in the rates would provide a larger return on physical assets for which expenditures have already been made than is justified.

We believe the current method of having water carriers apply for rate changes with the PUC will produce a more justifiable means of establishing rate adjustments. Allowing the current PUC application process to continue will also allow more public participation and scrutiny that should provide a level of accountability and transparency that will benefit all parties.

**We therefore OPPOSE this bill and urge the Committee to vote AGAINST HB2386.**

Mahalo for considering our testimony,



**Mitchell Dodo**

*President of the Japanese Chamber of Commerce & Industry of Hawai'i*

4082802v1



March 3, 2026

Representative Scot Z. Matayoshi, Chair  
Representative Tina Nakada Grandinetti, Vice Chair  
House Committee on Consumer Protection and Commerce

**RE: House Bill 2386, HD1 – Relating to Water Carriers**  
**Hearing Date: March 4, 2026: 2 PM**

Aloha Chair, Vice Chair, and Committee Members,

My name is Erin Jefferson, Senior Vice President of DSR Logistics (DSR). Thank you for the opportunity to submit testimony in **STRONG SUPPORT** of House Bill 2386, HD1, relating to Water Carriers, on behalf of DSR.

As a local transportation, warehouse, and freight consolidation company that relies heavily on interisland shipping to distribute goods throughout Hawai'i, we understand firsthand the importance of ensuring that water carriers remain financially sustainable and able to provide reliable, consistent service.

Ocean shipping remains the most cost-effective and efficient way for businesses to move goods to market, manage inventory, and operate seamlessly across the islands. For companies like ours that depend on interisland shipping, the ability to more accurately forecast shipping rates would represent a meaningful and much-needed improvement.

We support the proposed annual rate adjustment mechanism modeled after the Hawai'i Department of Transportation framework for adjusting the fees shippers pay to maintain Hawai'i's commercial harbors. This approach would promote increased transparency, predictability, and stability in shipping rates, enabling businesses to better manage operating costs and maintain competitive pricing for consumers.

Importantly, this updated structure would also strengthen the long-term viability of interisland shipping by promoting regulatory efficiency and financial sustainability for water carriers. A stable and sustainable maritime system is essential to Hawai'i's economy and to the businesses and communities that depend on it every day.

Mahalo,

Erin Jefferson  
Senior Vice President  
DSR Logistics Company





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Aloha Chair Matayoshi, Vice Chair Grandinetti, and Members of the House Consumer Protection & Commerce Committee,

The Hawai'i Farmers Union is a 501(c)(5) agricultural advocacy nonprofit representing a network of over 2,500 family farmers and their supporters across the Hawaiian Islands. **HFU opposes HB2386.**

HB2386 poses a considerable threat to Hawaii's agricultural community by allowing the Public Utilities Commission (PUC) to implement automatic rate adjustments for water carriers, significantly reducing the effectiveness of public oversight and accountability. The ability for water carriers to automatically adjust rates based on economic indices could lead to unchecked increases in shipping costs, disproportionately impacting small and family-owned farms. These farms rely on consistent and affordable shipping to move their goods to market. By decreasing the interval for public testimony to once every three years, the bill effectively silences the voices of those who are the most vulnerable—undermining their capacity to advocate for fair rates and practices that are vital to their survival.

Moreover, the bill could exacerbate existing challenges in achieving regional food self-sufficiency by incentivizing large producers to seek private shipping solutions, leaving smaller farms to bear the brunt of rising costs. This shift could further stratify the agricultural sector, favoring big agribusiness at the expense of local, sustainable farming practices. It is imperative to maintain robust regulatory oversight to ensure the shipping sector supports—not hinders—Hawaii's agricultural goals. Without this oversight, Hawaii risks compromising its food security and the livelihoods of small-scale farmers who are integral to the state's cultural and economic fabric.

Mahalo for the opportunity to testify.

Hunter Heavilin  
Advocacy Director  
Hawai'i Farmers Union



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TO: Committee on Consumer Protection and Commerce  
FROM: HAWAII FOOD INDUSTRY ASSOCIATION  
Lauren Zirbel, Executive Director

DATE: March 4, 2026  
TIME: 2pm



RE: HB2386 HD1 Relating to Water Carriers  
Position: Oppose

The Hawaii Food Industry Association is comprised of two hundred member companies representing retailers, suppliers, producers, manufacturers and distributors of food and beverage related products in the State of Hawaii.

HFIA is in opposition to this measure. Water carriers play a unique and essential role in our islands. Creating a system that is financially sustainable for carriers and those that rely on them, equitable for all islands, and functional for everyone, presents a range of challenges.

We agree that changes are needed to address issues within the water carrier system, and we understand price adjustments may sometimes be necessary to continue to operate interisland water carrier shipping services.

However, automatically increasing prices on interisland shipping will not address the underlying issues that result in high prices and product loss. Systematically increasing prices at a time when 1 in 3 people can't afford enough food is not the right choice.



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**Interisland Shipping vs. Mainland Competition Model**

Structural Rate Increases (Fuel Surcharge Not Included)

Young Brothers (PUC-Approved Structural Increases)

2019: +4.32%

2020: +46.0%

2025: +25.75%

Compounded Impact (2018 = 100)

Year, Index

2018, 100

2019, 104

2020, 152

2025, 192

≈ 91% cumulative structural increase since 2018

This does NOT include fuel surcharges.



Mainland Competition Model (e.g., Matson / PASHA proxy)

Assuming 2.5% average annual increase from 2018–2026:

Compounded:

$1.025^8 \approx 1.218$

Year, Index

2018, 100

2026, 122



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≈ 22% cumulative increase since 2018

This does NOT include fuel surcharges.



**Direct Comparison**

**Interisland (YB): ~91% increase**

**Mainland competitive model: ~22% increase**

**Interisland structural increases have grown over 4 times faster than mainland competitive rate growth.**

Since 2018, interisland shipping rates have increased by approximately 91% on a structural basis, before fuel surcharges. By comparison, mainland routes operating under competitive conditions have increased at roughly 2.5% per year, or about 22% cumulatively over the same period.

In 2025, the PUC approved a 25.75% increase, with the understanding that rates would **not increase again for two years.** That pause was critical to provide stability to local farmers, manufacturers, grocery stores, and ultimately consumers.

The proposed bill would undermine the stated intent of the PUC in their decision.

The language in this bill requires an automatic inflationary cost index adjustment in years one and two of a three-year cycle — followed by a full rate case in year three. During the rate case, a much larger rate increase can be requested.

The PUC is put in an impossible situation, because if the one legislatively mandated monopoly servicing the islands stops doing business, there will be a crisis. Current law (HI Rev Stat § 271G-10) makes interisland water carrier competition nearly impossible – thus guaranteeing poor service and terrible prices. This is not a good system. We should try to do better. Competition, even when limited by strong regulations to ensure universal service to all islands, has produced better prices and better service globally.

For example, Spain’s Canary Islands (another remote archipelago) directly subsidize inter-island freight and air transport to reduce costs for residents and businesses. The



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**LATE**

Canary Islands government allocates millions of euros annually to compensate transport operators and keep shipping rates affordable. In the European Union generally, governments can impose “public service obligations” on essential ferry or shipping routes and award exclusive service contracts via competitive tender to private operators, often with subsidies, to ensure remote islands are served reliably. **This approach injects competition at the bidding stage (companies compete to win the route contract) while still guaranteeing service to less profitable islands.** In contrast, Hawaii’s approach has been to maintain a single interisland carrier with cross-subsidized routes, without any direct subsidy to shippers – an approach that now appears outdated and costly. Even within the United States, no other state enforces an inter-island shipping monopoly. For instance, Alaska and Washington provide inter-island ferry services via state-run or contracted operations. Meanwhile, most freight transportation in the continental U.S. is handled by competing carriers, leading to choices for consumers. The bottom line is that Hawaii’s regulated-monopoly shipping model is unique, and its shortcomings—high rates, an inflexible cost structure, and risk of service disruption—underscore the need for change.

Instead of providing predictability and protection for Hawai‘i’s food supply chain, the bill institutionalizes perpetual escalation while doing nothing to limit the size of the increase during a full rate case. It also provides no incentive for improving service. These automatic adjustments could approach 5% annually, regardless of broader economic conditions which may reduce or increase the cost of shipping.

Interisland shipping is not a luxury service. It is the backbone of Hawai‘i’s food distribution system. Every additional percentage point compounds through the food supply chain — raising prices on milk in Hilo, construction materials on Moloka‘i, and feed for local farmers statewide.

This is not a modest technical adjustment. It is a structural shift that would guarantee rising costs.

Having a dysfunctional and cost prohibitive interisland shipping system also stifles local economic growth. There is tremendous potential for increased agricultural production and manufacturing on the neighbor islands. Unfortunately, in order to reach our state’s



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**Maile Miyashiro**, C&S Wholesale, *Immediate Past Chair*

**LATE**

population center on Oahu neighbor island producers must pay for shipping that is already becoming prohibitively expensive for some small local businesses.

Producers on one neighbor island who want to sell product to customers on another neighbor island must pay for and navigate our complex and costly shipping system twice because almost all shipments go through Honolulu.

Increasing prices automatically without addressing any of the root problems with the interisland shipping system will just exacerbate the problems and provide no benefit for local businesses or Hawaii consumers.

We urge the Committee to hold this measure, and we thank you for the opportunity to testify.



March 4, 2026

**LATE**

**HOUSE COMMITTEE ON CONSUMER PROTECTION & COMMERCE**

Rep. Scot Matayoshi, Chair; Rep. Tina Grandinetti, Vice Chair; and Committee Members  
Public Hearing, March 4, 2026, 2:00 p.m. – Conference Room 329, State Capitol

**Testimony of William F. Anonsen, Managing Partner/Principal of The Maritime Group**  
**In Support of H.B. 2386 HD1, Relating to PUC Water Carriers**

My name is William F. Anonsen, Managing Partner/Principal of The Maritime Group, and I respectfully submit this amended testimony in support of H.B. 2386, HD1, reflecting the revisions contained in HD1 and HSCR432-26. These latest proposed amendments provide a thoughtful and balanced modernization of Hawai'i's regulatory framework for water carriers. The measure authorizes the Public Utilities Commission to establish automatic adjustment mechanisms and requires the creation of a water-carrier inflation-cost index for carriers of property. The index must reflect the applicable annual percentage change in harbor wharfage rates set by the Department of Transportation Harbors Division, which is applied annually and capped at no more than 5% per year.

Importantly, HD 1 establishes a structured three-year repeating cycle. During the first and second years, limited index-based adjustments may be applied. In the third year, regardless of whether additional rate changes are sought, the carrier must file a full rate application subject to standard statutory review. This ensures continued Commission oversight, transparency, and accountability, while reducing regulatory lag. The bill also clarifies tariff filing and notice requirements and maintains the Commission's authority to review, suspend, and investigate proposed rates, while retaining the burden of proof on the carrier to demonstrate that rates are just and reasonable. These safeguards protect customers while allowing carriers a predictable mechanism to address documented cost increases.

In Hawai'i, water carriers move fuel, food, construction materials, and essential goods that sustain daily island life. They operate in a high-cost environment where harbor fees, labor, insurance, and compliance expenses steadily increase. When the recovery of these costs significantly lags behind reality, it can strain service reliability, fleet investment, and overall supply chain resilience.

H.B. 2386, HD1 strikes the right balance between regulatory discipline and operational practicality. By allowing modest, capped, and transparent adjustments tied to objective cost indices—paired with recurring full-rate review, it supports financial stability while preserving strong consumer protections. For these reasons, we respectfully urge your support and passage of H.B. 2386, HD1.

Respectfully submitted,

*William F. Anonsen*

William F. Anonsen  
Managing Partner/Principal  
THE MARITIME GROUP



**MAUI**  
CHAMBER OF COMMERCE  
VOICE OF BUSINESS

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**HEARING BEFORE THE SENATE COMMITTEE ON CONSUMER PROTECTION & COMMERCE  
HAWAII STATE CAPITOL, SENATE CONFERENCE ROOM 329  
WEDNESDAY, MARCH 4, 2026 AT 2:00 P.M.**

To The Honorable Senator Scot Z. Matay, Chair  
The Honorable Senator Tina Nakada Grandinetti, Vice Chair  
Members of the Committee on Consumer Protection & Commerce

**OPPOSE HB2386 HD1 RELATING TO WATER CARRIERS**

The Maui Chamber of Commerce is concerned about HB2386 HD1 that authorizes the Public Utilities Commission to establish automatic adjustment mechanisms to address economic factors sua sponte or on application by a water carriers and establishes a water carrier inflationary cost index automatic adjustment mechanism.

Water carriers play a unique and essential role in our island state. A financially sustainable interisland shipping system is critical—not only for carriers, but for the businesses and residents who rely on them every day. We agree that improvements are needed within the current system, and we recognize that price adjustments may at times be necessary. However, automatically increasing interisland shipping prices without regard to the downstream impacts on local agricultural producers, manufacturers, suppliers, distributors, retailers, and ultimately consumers, is not the right approach.

For Maui and the other neighbor islands, interisland shipping is not optional—it is the backbone of commerce. Farmers, ranchers, food producers, construction suppliers, and small retailers already face significant transportation costs to ship their products across the state. For some small businesses, shipping costs are already becoming prohibitively expensive.

Increasing rates automatically without addressing the root structural issues within the interisland shipping system will only exacerbate these challenges. It will raise the cost of goods statewide, including food and essential household items, while providing no meaningful reform to improve efficiency, competition, or equity in the system. It also subverts the important public process where residents and businesses can share important feedback on the proposed rate increases.

For these reasons, the Maui Chamber of Commerce respectfully urges the committee to defer HB2386.

Sincerely,

Pamela Tumpap  
President

To advance and promote a healthy economic environment for business, advocating for a responsive government and quality education, while preserving Maui's unique community characteristics.

**HB-2386-HD-1**

Submitted on: 3/2/2026 1:14:37 PM

Testimony for CPC on 3/4/2026 2:00:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
warren serikaku	Individual	Support	Written Testimony Only

Comments:

Strongly support bill HB2386

**HB-2386-HD-1**

Submitted on: 3/2/2026 3:03:02 PM

Testimony for CPC on 3/4/2026 2:00:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Robert Hirota	Individual	Support	Written Testimony Only

Comments:

I am in strong support of HB2386.

My name is Steven Hunt, and I am submitting testimony **in support** of this measure in my capacity as the former Chair of the Hawai'i Water Carriers Working Group (HWCWG) small group on Rates. For context, the HWCWG small group on Rates was formed in late 2020, with the goal of coming up with recommendations that would support the sustainability and profitability of the water carrier, minimize the need for large adjustments between formal rate cases, and provide safeguards for consumers with respect to runaway or unreasonable automatic increases for the water carrier. I want to reiterate why our committee strongly advocated for the Water Carrier Inflationary Cost Index (WICI) mechanism, which was ultimately adopted as Recommendation No. 1 in the HWCWG Final Report.

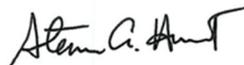
First, the current rate case method that's facilitated by the Hawai'i Public Utilities Commission tends to be slow, cumbersome, costly, and inefficient as the outcomes often result in large rate spikes that are necessary following extended periods without adjustment, rather than more contemporary incremental adjustments. Adhering to this current rate adjustment methodology discourages future capital investment, puts the water carrier at financial risk by having to incur unsustainable short-term debt to subsidize losses, and raises the ire of consumers that view these less frequent and large rate adjustments as being exorbitant.

Second, WICI is not meant to replace the general rate case process but rather provide a means for more timely, but limited, rate adjustments during the periods between burdensome and resource consuming rate cases. For example, keeping in mind that inflation could potentially be highly volatile, the small group on Rates recommended the annual rate adjustment have a cap of 5% to provide consumers with some level of price protection as well as hold the water carrier accountable for controlling their expenses.

Finally, as a safeguard for consumers against the potential for runaway automatic increases, the WICI mechanism also contemplated that rate cases would be *mandatory* at a consistent cadence (every third year) to reconcile any excessive adjustments *and* to account for costs and investments not covered by WICI.

As of 2026, it's clear that the concerns WICI was meant to address have not only persisted but have evolved, continuing to impact the industry. While I recognize that there have been many factors at play, it's worth considering whether earlier implementation of this recommendation might have helped mitigate some of the challenges the State's water carrier system is facing today.

Thank you for the opportunity to provide public comments on this issue.



Steven A, Hunt

**HB-2386-HD-1**

Submitted on: 3/2/2026 5:08:22 PM

Testimony for CPC on 3/4/2026 2:00:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Lucky Laureano	Individual	Support	Written Testimony Only

Comments:

I Fully support this Bill.

**HB-2386-HD-1**

Submitted on: 3/2/2026 5:37:37 PM

Testimony for CPC on 3/4/2026 2:00:00 PM

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

Comments:

I strongly support this bill

**HB-2386-HD-1**

Submitted on: 3/2/2026 6:37:40 PM

Testimony for CPC on 3/4/2026 2:00:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Royale Komomua Jr	Individual	Support	Written Testimony Only

Comments:

My name is Royale Komomua Jr. I live in Kahala and I am in support of this bill.

**HB-2386-HD-1**

Submitted on: 3/2/2026 6:59:03 PM

Testimony for CPC on 3/4/2026 2:00:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Jasmine Thorn	Individual	Support	Written Testimony Only

Comments:

Hi my name is Jasmine Thorn. I am in strong support of HB2386.

Thank you

**HB-2386-HD-1**

Submitted on: 3/2/2026 7:13:58 PM

Testimony for CPC on 3/4/2026 2:00:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Jonathan Hermosura	Individual	Support	Written Testimony Only

Comments:

I support this bill. Thank you.

**HB-2386-HD-1**

Submitted on: 3/2/2026 8:10:44 PM

Testimony for CPC on 3/4/2026 2:00:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Nicole Nagasawa	Individual	Support	Written Testimony Only

Comments:

In strong support of HB2386.

**HB-2386-HD-1**

Submitted on: 3/2/2026 8:13:01 PM

Testimony for CPC on 3/4/2026 2:00:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Roxanne HewLen	Individual	Support	Written Testimony Only

Comments:

**I strongly support this Bill HB2386.**

**HB-2386-HD-1**

Submitted on: 3/2/2026 8:46:27 PM

Testimony for CPC on 3/4/2026 2:00:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Casie Fuentes	Individual	Support	Written Testimony Only

Comments:

Hi, I am Casie Fuentes & i strongly support HB2386

**HB-2386-HD-1**

Submitted on: 3/2/2026 8:54:44 PM

Testimony for CPC on 3/4/2026 2:00:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Philip Guerrero	Individual	Support	Written Testimony Only

Comments:

I Philip Guerrero strongly support HB2386 young brothers plays a huge part in sustaining HAWAII And communities.

**HB-2386-HD-1**

Submitted on: 3/2/2026 9:03:44 PM

Testimony for CPC on 3/4/2026 2:00:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Craig Iwaishi	Individual	Support	Written Testimony Only

Comments:

In strong support for HB2386

**HB-2386-HD-1**

Submitted on: 3/2/2026 9:07:03 PM

Testimony for CPC on 3/4/2026 2:00:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Rey Viloría	Individual	Support	Written Testimony Only

Comments:

I support HB2386

**HB-2386-HD-1**

Submitted on: 3/2/2026 10:09:39 PM

Testimony for CPC on 3/4/2026 2:00:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
ROYALE KOMOMUA	Individual	Support	Written Testimony Only

Comments:

Strongly support.

**HB-2386-HD-1**

Submitted on: 3/2/2026 10:13:31 PM

Testimony for CPC on 3/4/2026 2:00:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
RENEE KOMOMUA	Individual	Support	Written Testimony Only

Comments:

Strongly support.

**HB-2386-HD-1**

Submitted on: 3/2/2026 10:43:53 PM

Testimony for CPC on 3/4/2026 2:00:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Stevie Yates	Individual	Support	Written Testimony Only

Comments:

My name is Stevie Yates and I strongly support this bill.

**HB-2386-HD-1**

Submitted on: 3/3/2026 3:50:37 AM

Testimony for CPC on 3/4/2026 2:00:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Kinsleykim kahumoku	Individual	Support	In Person

Comments:

<p>I support</p>

**HB-2386-HD-1**

Submitted on: 3/3/2026 3:52:33 AM

Testimony for CPC on 3/4/2026 2:00:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Kinsleykim kahumoku	Individual	Support	In Person

Comments:

I support

**HB-2386-HD-1**

Submitted on: 3/3/2026 6:08:15 AM

Testimony for CPC on 3/4/2026 2:00:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Kimberly Gerhardt	Individual	Support	Written Testimony Only

Comments:

I've worked for Young Brothers for over 20 years and I strongly support this bill.

**HB-2386-HD-1**

Submitted on: 3/3/2026 7:34:57 AM

Testimony for CPC on 3/4/2026 2:00:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Nichole Arce-Aricayos	Individual	Support	Written Testimony Only

Comments:

In strong support of HB2386!

**HB-2386-HD-1**

Submitted on: 3/3/2026 8:16:40 AM

Testimony for CPC on 3/4/2026 2:00:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Radford DeMotta	Individual	Support	Written Testimony Only

Comments:

In strong support of HB2386

**HB-2386-HD-1**

Submitted on: 3/3/2026 8:34:06 AM

Testimony for CPC on 3/4/2026 2:00:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Cy Morishige	Individual	Support	Written Testimony Only

Comments:

In strong support of HB2386

**HB-2386-HD-1**

Submitted on: 3/3/2026 8:35:07 AM

Testimony for CPC on 3/4/2026 2:00:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Peter Morishige	Individual	Support	Written Testimony Only

Comments:

In strong support of HB2386

**HB-2386-HD-1**

Submitted on: 3/3/2026 8:46:34 AM

Testimony for CPC on 3/4/2026 2:00:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Hugh Saffery	Individual	Support	Written Testimony Only

Comments:

Aloha

I support HB2386

I truly believe our neighbor island communities will benefit greatly from a SET PRICE for the shipping companies to charge each year as they continue to deliver goods as they have been safely during for the past 125 years!

Mahalo

**HB-2386-HD-1**

Submitted on: 3/3/2026 8:52:55 AM

Testimony for CPC on 3/4/2026 2:00:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Robert Decker	Individual	Support	Written Testimony Only

Comments:

Strong support for smaller consistent rate increases, rather than large increases all at once.

**HB-2386-HD-1**

Submitted on: 3/3/2026 9:03:43 AM

Testimony for CPC on 3/4/2026 2:00:00 PM

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

Comments:

Strongly support HB 2386

**HB-2386-HD-1**

Submitted on: 3/3/2026 9:06:17 AM

Testimony for CPC on 3/4/2026 2:00:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Randy Pacheco	Individual	Support	Written Testimony Only

Comments:

I strongly support HB2386. We need to sustain a reliable interisland shipping service. Which means to have the ability to adapt to the ever changing economy. Please pass HB 2386. It is vital to the states economy and survival of our communities.

**HB-2386-HD-1**

Submitted on: 3/3/2026 9:08:39 AM

Testimony for CPC on 3/4/2026 2:00:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Grayson Gonsalves	Individual	Support	Written Testimony Only

Comments:

I strongly support hb2386

**HB-2386-HD-1**

Submitted on: 3/3/2026 9:34:15 AM

Testimony for CPC on 3/4/2026 2:00:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Manuel Silva	Individual	Support	Written Testimony Only

Comments:

I strongly support hb2386

**HB-2386-HD-1**

Submitted on: 3/3/2026 9:36:40 AM

Testimony for CPC on 3/4/2026 2:00:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
David Yasukochi	Individual	Support	Written Testimony Only

Comments:

Support

**HB-2386-HD-1**

Submitted on: 3/3/2026 9:37:11 AM

Testimony for CPC on 3/4/2026 2:00:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Jason Furutani	Individual	Support	Written Testimony Only

Comments:

Strongly support hb2386

**HB-2386-HD-1**

Submitted on: 3/3/2026 9:45:41 AM

Testimony for CPC on 3/4/2026 2:00:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
destiny akita	Individual	Support	Written Testimony Only

Comments:

I'm destiny Akita from Kekaha Kauai and i strongly support HB2386.

**HB-2386-HD-1**

Submitted on: 3/3/2026 9:58:01 AM

Testimony for CPC on 3/4/2026 2:00:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Kenworth k Meyers	Individual	Support	Written Testimony Only

Comments:

I strongly support bill hb2386

**HB-2386-HD-1**

Submitted on: 3/3/2026 11:28:09 AM

Testimony for CPC on 3/4/2026 2:00:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Jesse Andrade	Individual	Support	Written Testimony Only

Comments:

I submit this testimony in strong support of HB2386.

Young Brothers is the backbone of Hawai'i's interisland supply chain. It is not an optional service, but a necessity that is not easily replaced. It is the lifeline that ensures food reaches grocery stores, medical supplies reaches hospitals, construction materials reach job sites, and essential goods reach families across every island. For neighbor island communities in particular, the stability of this service directly impacts cost of living, business continuity, and public health.

I speak not only as a concerned citizen, but as a member of the Water Carrier Working Group that carefully studied this issue and recommended the implementation of WICI. Our Final Report was formally submitted to the Governor's Office on December 27, 2021, for distribution to the Legislature.

I firmly believe that if WICI had been implemented at the time it was originally recommended, the water carrier's current financial position would be significantly stronger. In fact, there is a strong likelihood that the substantial rate increase could have been avoided altogether.

This bill is a positive step toward modernizing the outdated regulatory framework and creating stability for both the water carrier and the communities it serves. I urge you to support this bill. Thank you for the opportunity to testify.

Mahalo,

Jesse Andrade

**HB-2386-HD-1**

Submitted on: 3/3/2026 11:50:34 AM

Testimony for CPC on 3/4/2026 2:00:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Jeremy Hatori	Individual	Support	Written Testimony Only

Comments:

In strong support of HB2386

**HB-2386-HD-1**

Submitted on: 3/3/2026 11:58:03 AM

Testimony for CPC on 3/4/2026 2:00:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
George Keala	Individual	Support	Written Testimony Only

Comments:

I strongly support HB2386

**HB-2386-HD-1**

Submitted on: 3/3/2026 12:04:32 PM

Testimony for CPC on 3/4/2026 2:00:00 PM

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

Comments:

IN STRONG SUPPORT OF HB2386

**HB-2386-HD-1**

Submitted on: 3/3/2026 12:31:45 PM

Testimony for CPC on 3/4/2026 2:00:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Mike Sullivan	Individual	Support	In Person

Comments:

I'm in strong support of HB2386

**LATE**

**HB-2386-HD-1**

Submitted on: 3/3/2026 2:03:57 PM

Testimony for CPC on 3/4/2026 2:00:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Curtis Lott	Individual	Support	Written Testimony Only

Comments:

Strongly Support

**LATE**

**HB-2386-HD-1**

Submitted on: 3/3/2026 2:25:22 PM

Testimony for CPC on 3/4/2026 2:00:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Tiana Catekista	Individual	Support	Written Testimony Only

Comments:

I support HB2386

**LATE**

**HB-2386-HD-1**

Submitted on: 3/3/2026 2:33:15 PM

Testimony for CPC on 3/4/2026 2:00:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Kinohi Kelly-Paleka	Individual	Comments	Written Testimony Only

Comments:

In strong support of HB2386

**LATE**

**HB-2386-HD-1**

Submitted on: 3/3/2026 2:41:25 PM

Testimony for CPC on 3/4/2026 2:00:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Keith Marugame	Individual	Support	Written Testimony Only

Comments:

I Strongly Support HB2386

**LATE**

**HB-2386-HD-1**

Submitted on: 3/3/2026 3:28:13 PM

Testimony for CPC on 3/4/2026 2:00:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Gregory Silva	Individual	Support	Written Testimony Only

Comments:

In Strong support of HB2386

**LATE**

**HB-2386-HD-1**

Submitted on: 3/3/2026 5:38:32 PM

Testimony for CPC on 3/4/2026 2:00:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Nadine Yingst	Individual	Support	Written Testimony Only

Comments:

I am in full support of this Bill

**LATE**

**HB-2386-HD-1**

Submitted on: 3/3/2026 5:39:55 PM

Testimony for CPC on 3/4/2026 2:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Clare Cabacungan	Individual	Support	Written Testimony Only

Comments:

I strongly support HB2386.

**LATE**

**HB-2386-HD-1**

Submitted on: 3/3/2026 6:36:55 PM

Testimony for CPC on 3/4/2026 2:00:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Monica Kahumoku	Individual	Support	Written Testimony Only

Comments:

I STRONGLY SUPPORT THIS BILL

**LATE**

**HB-2386-HD-1**

Submitted on: 3/3/2026 6:39:53 PM

Testimony for CPC on 3/4/2026 2:00:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Geraldine Hirakawa	Individual	Support	Written Testimony Only

Comments:

I STRONGLY SUPPORT THIS BILL

**LATE**

**HB-2386-HD-1**

Submitted on: 3/3/2026 7:42:53 PM

Testimony for CPC on 3/4/2026 2:00:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
David Kauhane	Individual	Support	Written Testimony Only

Comments:

I strongly support this bill

**LATE**

**HB-2386-HD-1**

Submitted on: 3/3/2026 7:44:29 PM

Testimony for CPC on 3/4/2026 2:00:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Heather Mendonsa	Individual	Support	Written Testimony Only

Comments:

I strongly support this bill !

**LATE**

**HB-2386-HD-1**

Submitted on: 3/3/2026 7:46:13 PM

Testimony for CPC on 3/4/2026 2:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Alisa Yap Okunami	Individual	Support	Written Testimony Only

Comments:

As a 20+ year employee of Young Brothers, I strongly support bill HB2386. It will help the company help the people of Hawaii.

**LATE**

**HB-2386-HD-1**

Submitted on: 3/4/2026 6:19:18 AM

Testimony for CPC on 3/4/2026 2:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Mel Rapozo	Individual	Support	Written Testimony Only

Comments:

My name is Mel Rapozo, and I am submitting testimony in strong support of this measure.

I want to emphasize why the Water Carrier Inflationary Cost Index (WICI) mechanism is both necessary and timely.

Under the current rate case process administered by the Hawai'i Public Utilities Commission, adjustments tend to be slow, cumbersome, costly, and inefficient. Because rates often go unchanged for extended periods, the eventual adjustments can be significant and abrupt. These large increases create financial strain on consumers and uncertainty for the water carrier. At the same time, this outdated structure discourages capital investment and can force the carrier to rely on unsustainable short-term debt just to remain operational. That is not a stable or responsible path forward.

WICI was never intended to replace the formal rate case process. Instead, it was designed to provide a practical and balanced solution between rate cases. It allows for more timely, incremental adjustments while placing reasonable limits on increases. The recommended annual cap of 5 percent ensures consumer protection and requires the water carrier to maintain fiscal discipline and control costs.

Equally important, WICI includes safeguards. A mandatory rate case every third year would reconcile any excessive adjustments and address costs or investments not covered under the index. This ensures transparency, accountability, and fairness.

This measure is especially important for those of us who live on the neighbor islands. Our communities rely heavily on the interisland transport of essential goods, including fuel, construction materials, food supplies, and everyday necessities. When rate spikes occur, those costs are ultimately passed down to residents and small businesses on islands like Kaua'i, Maui, and Hawai'i Island, where the cost of living is already significantly higher. A more predictable and incremental rate structure helps stabilize the supply chain, supports local businesses, and protects families from sudden increases that disproportionately impact neighbor island communities.

As we look at the challenges facing the State's water carrier system today, it is clear that the concerns this mechanism was meant to address have not gone away. In fact, they have

intensified. It is worth asking whether earlier implementation might have helped prevent some of the financial and operational pressures we are now experiencing.

Thank you for the opportunity to submit testimony on this important issue.

**LATE**

**LATE**

**HB-2386-HD-1**

Submitted on: 3/4/2026 7:45:34 AM

Testimony for CPC on 3/4/2026 2:00:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Kelly Dowler	Individual	Support	Written Testimony Only

Comments:

I strongly support this bill.

**LATE**

**HB-2386-HD-1**

Submitted on: 3/4/2026 9:02:38 AM

Testimony for CPC on 3/4/2026 2:00:00 PM

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

Comments:

I Jason Langtad strongly support HB2386

**LATE**

**HB-2386-HD-1**

Submitted on: 3/4/2026 11:05:25 AM

Testimony for CPC on 3/4/2026 2:00:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Justin Silva	Individual	Support	Written Testimony Only

Comments:

In strong support of HB2386

**LATE**

**HB-2386-HD-1**

Submitted on: 3/4/2026 11:06:07 AM

Testimony for CPC on 3/4/2026 2:00:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Bron Dela Cruz	Individual	Support	Written Testimony Only

Comments:

In strong support of HB2386

**LATE**

**HB-2386-HD-1**

Submitted on: 3/4/2026 11:06:08 AM

Testimony for CPC on 3/4/2026 2:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Aaron domingcil	Individual	Support	Written Testimony Only

Comments:

I strongly support HB2386

**LATE**

**HB-2386-HD-1**

Submitted on: 3/4/2026 11:06:21 AM

Testimony for CPC on 3/4/2026 2:00:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Jameson Smith	Individual	Support	Written Testimony Only

Comments:

I strong support HB2386

**LATE**

**HB-2386-HD-1**

Submitted on: 3/4/2026 11:06:38 AM

Testimony for CPC on 3/4/2026 2:00:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Wailani Racelo	Individual	Support	Written Testimony Only

Comments:

I strongly support Bill. HB2386.

**LATE**

**HB-2386-HD-1**

Submitted on: 3/4/2026 11:06:44 AM

Testimony for CPC on 3/4/2026 2:00:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Jacob Planas	Individual	Support	Written Testimony Only

Comments:

In strong support of HB2386

**LATE**

**HB-2386-HD-1**

Submitted on: 3/4/2026 11:08:40 AM

Testimony for CPC on 3/4/2026 2:00:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Reggie Kealoha	Individual	Support	Written Testimony Only

Comments:

I strongly support hb2386

**LATE**

**HB-2386-HD-1**

Submitted on: 3/4/2026 11:10:18 AM

Testimony for CPC on 3/4/2026 2:00:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Michael Rivera	Individual	Support	Written Testimony Only

Comments:

I am in strong support of HB2386

**LATE**

**HB-2386-HD-1**

Submitted on: 3/4/2026 11:10:47 AM

Testimony for CPC on 3/4/2026 2:00:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Craig P.	Individual	Support	Written Testimony Only

Comments:

In strong support of HB2386

**LATE**

**HB-2386-HD-1**

Submitted on: 3/4/2026 11:10:57 AM

Testimony for CPC on 3/4/2026 2:00:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Jolynn Dean	Individual	Support	Written Testimony Only

Comments:

Strong Support HB2386

**LATE**

**HB-2386-HD-1**

Submitted on: 3/4/2026 11:11:41 AM

Testimony for CPC on 3/4/2026 2:00:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Jolynn Dean	Individual	Support	Written Testimony Only

Comments:

Strongly support HB2386

**LATE**

**HB-2386-HD-1**

Submitted on: 3/4/2026 11:12:04 AM

Testimony for CPC on 3/4/2026 2:00:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Daylan Saniatan	Individual	Support	Written Testimony Only

Comments:

I am in strong support of this bill

**LATE**

**HB-2386-HD-1**

Submitted on: 3/4/2026 11:12:18 AM

Testimony for CPC on 3/4/2026 2:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Jyen Akima	Individual	Support	Written Testimony Only

Comments:

Strongly support HB2386

**LATE**

**HB-2386-HD-1**

Submitted on: 3/4/2026 11:12:34 AM

Testimony for CPC on 3/4/2026 2:00:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Kawailoa Texeira	Individual	Support	Written Testimony Only

Comments:

In strong support of HB2386

**LATE**

**HB-2386-HD-1**

Submitted on: 3/4/2026 11:13:05 AM

Testimony for CPC on 3/4/2026 2:00:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Cy Chong	Individual	Support	Written Testimony Only

Comments:

Strongly Support HB2386

**LATE**

**HB-2386-HD-1**

Submitted on: 3/4/2026 11:13:36 AM

Testimony for CPC on 3/4/2026 2:00:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Chad Ah Puck	Individual	Support	Written Testimony Only

Comments:

I strongly support HB2386

**LATE**

**HB-2386-HD-1**

Submitted on: 3/4/2026 11:14:02 AM

Testimony for CPC on 3/4/2026 2:00:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Aukai Baybayan	Individual	Support	Written Testimony Only

Comments:

I strongly support Hb2386!

**LATE**

**HB-2386-HD-1**

Submitted on: 3/4/2026 11:15:09 AM

Testimony for CPC on 3/4/2026 2:00:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Lowen Moses	Individual	Support	Written Testimony Only

Comments:

In strong support

**LATE**

**HB-2386-HD-1**

Submitted on: 3/4/2026 11:15:10 AM

Testimony for CPC on 3/4/2026 2:00:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Tasha Lau Hee	Individual	Support	Written Testimony Only

Comments:

In strong support of hb2386

**LATE**

**HB-2386-HD-1**

Submitted on: 3/4/2026 11:15:13 AM

Testimony for CPC on 3/4/2026 2:00:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Dennis Jacintho	Individual	Support	Written Testimony Only

Comments:

I strongly support HB2386

**LATE**

**HB-2386-HD-1**

Submitted on: 3/4/2026 11:15:50 AM

Testimony for CPC on 3/4/2026 2:00:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Norman K Kaaihue III	Individual	Support	Written Testimony Only

Comments:

I strongly support this bill young brothers is a critical lifeline for our smaller communities on the smaller islands

**LATE**

**HB-2386-HD-1**

Submitted on: 3/4/2026 11:16:13 AM

Testimony for CPC on 3/4/2026 2:00:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Blaine Miura	Individual	Support	In Person

Comments:

Suppot

**LATE**

**HB-2386-HD-1**

Submitted on: 3/4/2026 11:16:41 AM

Testimony for CPC on 3/4/2026 2:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Michael Matsumura	Individual	Support	Written Testimony Only

Comments:

Strongly support HB2386

**LATE**

**HB-2386-HD-1**

Submitted on: 3/4/2026 11:17:02 AM

Testimony for CPC on 3/4/2026 2:00:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Cameron Hart	Individual	Support	Written Testimony Only

Comments:

Strong Support

**LATE**

**HB-2386-HD-1**

Submitted on: 3/4/2026 11:17:06 AM

Testimony for CPC on 3/4/2026 2:00:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Ronald Rapanot III	Individual	Support	Written Testimony Only

Comments:

IN STRONG SUPPORT OF HB2386

**LATE**

**HB-2386-HD-1**

Submitted on: 3/4/2026 11:17:12 AM

Testimony for CPC on 3/4/2026 2:00:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Elgin Meyer	Individual	Support	Written Testimony Only

Comments:

In strong support

**LATE**

**HB-2386-HD-1**

Submitted on: 3/4/2026 11:17:18 AM

Testimony for CPC on 3/4/2026 2:00:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Kevin Blackstad	Individual	Support	Written Testimony Only

Comments:

I strongly support bill HB2386. I believe its for the betterment of our community.

**LATE**

**HB-2386-HD-1**

Submitted on: 3/4/2026 11:17:20 AM

Testimony for CPC on 3/4/2026 2:00:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Christian Lum	Individual	Support	Written Testimony Only

Comments:

I Christian Lum am in strong support of bill hb2386 relating to water carriers.

**LATE**

**HB-2386-HD-1**

Submitted on: 3/4/2026 11:24:55 AM

Testimony for CPC on 3/4/2026 2:00:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Hawelu Alonzo	Individual	Support	Written Testimony Only

Comments:

I'm in support HB2386

**LATE**

**HB-2386-HD-1**

Submitted on: 3/4/2026 11:25:31 AM

Testimony for CPC on 3/4/2026 2:00:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Regina Kealoha	Individual	Support	Written Testimony Only

Comments:

In strong support of HB2386

**LATE**

**HB-2386-HD-1**

Submitted on: 3/4/2026 11:45:59 AM

Testimony for CPC on 3/4/2026 2:00:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Robert Kealoha	Individual	Support	Written Testimony Only

Comments:

Strongly support HB2386

**LATE**

**HB-2386-HD-1**

Submitted on: 3/4/2026 11:48:13 AM

Testimony for CPC on 3/4/2026 2:00:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Freline Pajimola	Individual	Support	Written Testimony Only

Comments:

IN STRONG SUPPORT OF HB2386

**LATE**

**HB-2386-HD-1**

Submitted on: 3/4/2026 11:49:53 AM

Testimony for CPC on 3/4/2026 2:00:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
daniel t pajimola	Individual	Support	Written Testimony Only

Comments:

IN STRONG SUPPORT OF HB2386

**LATE**

**HB-2386-HD-1**

Submitted on: 3/4/2026 11:51:07 AM

Testimony for CPC on 3/4/2026 2:00:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Jaydee Chung	Individual	Support	Written Testimony Only

Comments:

In strong support of HB2386

**LATE**

**HB-2386-HD-1**

Submitted on: 3/4/2026 12:18:28 PM

Testimony for CPC on 3/4/2026 2:00:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Kekaialoha Han-krael	Individual	Support	Written Testimony Only

Comments:

I am in strong support of HB2386

**LATE**

**HB-2386-HD-1**

Submitted on: 3/4/2026 12:19:40 PM

Testimony for CPC on 3/4/2026 2:00:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Charles long	Individual	Support	Written Testimony Only

Comments:

In strong support

**LATE**

**HB-2386-HD-1**

Submitted on: 3/4/2026 12:57:48 PM

Testimony for CPC on 3/4/2026 2:00:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Ryan Ray	Individual	Support	Written Testimony Only

Comments:

In stronger support!

**LATE**

**HB-2386-HD-1**

Submitted on: 3/4/2026 1:03:11 PM

Testimony for CPC on 3/4/2026 2:00:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Sheriann Sardinha	Individual	Support	Written Testimony Only

Comments:

STRONG SUPPORT

**LATE**

**HB-2386-HD-1**

Submitted on: 3/4/2026 1:26:10 PM

Testimony for CPC on 3/4/2026 2:00:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Maile Ahana	Individual	Support	Written Testimony Only

Comments:

In strong support of bill HB2386