

# Bill 40 Testimony

**MISC. COM. 541**

Testimony of  
Pacific Resource Partnership

City Council  
City & County of Honolulu  
Councilmember Tommy Waters, Chair  
Councilmember Esther Kia'āina, Vice Chair

Bill 40 (2021)—Relating to the transient accommodations tax  
Wednesday, October 6, 2021

Aloha Chair Waters, Vice Chair Kia'āina, and Members of the Council:

Pacific Resource Partnership (PRP) writes in **strong support** of Bill 40 (2021), which establishes a transient accommodations tax (TAT) for the City and County of Honolulu. We respectfully request that the final version of this bill have a fixed percentage of the TAT dedicated to fund the Honolulu Rail Transit Project (Rail) for the completion of 20 miles with 21 stations, from West Kapolei to Ala Moana.

A dedicated percentage of the TAT to Rail will help the City complete this important infrastructure project, which will provide many benefits to the residents of Oahu, including but not limited to:

- Support the development of equitable transit-oriented communities where housing, commercial/retail, and community services will be facilitated by a robust multimodal transportation network comprised of public and private modes.
- Encourage the development of housing around rail stations, including much-needed affordable housing.
- Generate more real property tax revenue for the city from the construction of additional homes, businesses, and other facilities built around rail stations.
- Provide more job opportunities for our local workforce who will build rail and its surrounding communities in TOD areas, and who will work at businesses in these new communities.
- Reduce Greenhouse Gas (GHG) emissions and other local air pollution by allowing drivers of vehicles to use Rail as an alternative mode of transportation.
- Incentivize increased density in TOD areas thereby releasing growth pressures from other areas, which are important to maintain open space and other rural community characteristics.

[cdelaunay@prp-hawaii.com](mailto:cdelaunay@prp-hawaii.com)



**(Continued From Page 1)**

Given the above, we request your favorable decision on this bill.

Thank you for this opportunity to testify.

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**From:** CLK Council Info  
**Sent:** Monday, October 4, 2021 4:50 PM  
**Subject:** Council Testimony

## Written Testimony

Name	Joy Kimura
Phone	
Email	jkimura@hawaiiilecet.org
Meeting Date	10-06-2021
Council/PH Committee	Council
Agenda Item	Bill 40 (2021)
Your position on the matter	Support
Representing	Organization
Organization	Hawaii LECET
Written Testimony	
Testimony Attachment	
Accept Terms and Agreement 1	

IP: 192.168.200.67



## **HAWAII LABORERS-EMPLOYERS COOPERATION AND EDUCATION TRUST**

650 Iwilei Road, Suite 285 · Honolulu, HI 96817 · Phone: 808-845-3238 · Fax: 808-845-8300

**October 4, 2021**

### **HONOLULU CITY COUNCIL**

**City Council Chamber**

**Honolulu, Hawaii 96813**

**DATE: Wednesday, October 6, 2021**

**TIME: 10:00 a.m.**

### **TESTIMONY ON BILL 40 (2021) - RELATING TO THE TRANSIENT ACCOMMODATIONS TAX**

**To Committee Chair Waters, Vice Chair Kia`aina and members of the Honolulu City  
Council:**

Hawaii LECET is a labor-management partnership between the Hawaii Laborers' International Union of North America, Local 368, its' 5000+ members and its' 250+ unionized contractors. The Laborers' International Union of North America is the largest construction union in the United States.

Mahalo for the opportunity to testify in support of Bill 40 (2021), which seeks to establish a County Transient Accommodations Tax to support restoration of funding which was diverted by the Hawaii State Legislature. Bill 40 would also ensure that visitors share in the costs for services provided by the City and County of Honolulu, as well as fund efforts to mitigate the impacts on natural resources due to tourism.

For these reasons, Hawaii LECET supports Bill 40 (2021) and asks for your consideration and support.

With respect,

**Hawaii Laborers-Employers Cooperation & Education Trust**

TO: Members of the Honolulu City Council

FROM: Natalie Iwasa, CPA, CFE  
808-395-3233

DATE: Wednesday, October 6, 2021

SUBJECT: Bill 40, Transient Accommodations Tax - **OPPOSED**

Aloha Chair Waters and Councilmembers,

Thank you for allowing testimony on Bill 40, which would implement a transient accommodations tax (TAT) at the county level and assign certain, currently unspecified, amounts to the general fund, the transit fund (for rail construction) and a new special fund. **I oppose this bill for several reasons and am testifying in my individual capacity.**

#### TAT Related to the Transit Fund

No additional funding should go to rail for the following reasons:

- The financial plan has not yet been updated, and the recovery plan, which will include an updated financial plan, isn't due until early next year.
- There has been no public discussion of the 25+ alternative ideas that were discussed by HART staff earlier this year.
- The current shortfall for rail construction has been estimated at > \$3 billion. If the city provided \$100 million/year from the TAT for rail construction, it would take 30 years to pay off the current shortfall, excluding additional financing costs.
- HART still has no internal audit function, and the Internal Audit Committee of the HART board that was recently added to the approved board rules is on hold.
- There is no tip hotline or fraud policy.

It would be irresponsible for councilmembers to approve any additional funding for rail construction until these matters are taken care of.

### Special Fund

According to Chapter 6 of the Revised Ordinances of Honolulu, we already have 50 special or revolving funds. Please clean up what is already there before adding any new funds.

### Administration

Sec. 8A-1.9, Rent collection by third party, includes a requirement that a copy of the first page of the rental agreement *or* IRS Form 1099 and certain other documents must be filed with the city. Rental agreements may include private personal information about tenants. I therefore **oppose the requirement to provide this information to the city.**

In addition, the Form 1099 may include a landlord's social security number. I **oppose the requirement to provide this to the city. These requirements go too far in an attempt to enforce a county TAT.**

Sec. 8A-1.13(a)(1), Application of tax, indicates that any rental for less than 180 consecutive days is presumed to be for a transient purpose. This presumption does not take into consideration the fact that locals may need to rent for less than 180 days for various reasons. I **therefore oppose this section.**

MARRIOTT  
VACATIONS  
WORLDWIDE  
SM

October 5, 2021

TO: Councilmember Tommy Waters, Chair  
Councilmember Esther Kia'aina, Vice- Chair  
Members of the Honolulu City Council

FR: Denis Ebrill, Marriott Vacations Worldwide Corporation  
RE: Comments on Bill 40 Relating to Transient Accommodations Tax

Aloha Chair Waters, Vice Chair Kia'aina and members of the Honolulu City Council,

Thank you for allowing me to submit testimony on behalf of Marriott Vacations Worldwide Corporation ("MVWC") **providing Comments and Amendments** to Bill 40 establishing a transient accommodations tax for the City and County of Honolulu. MVWC is a global leader in the timeshare industry with ten resort properties in Hawaii. Timeshare resorts are an important and stabilizing part of the tourism industry, and resort development provides thousands of construction jobs in Hawaii per year.

Bill 40 establishes a county transient accommodation tax of three percent (3%) ("**County TAT**"). The new County TAT imposes a tax on the gross rental or gross rental proceeds derived from the furnishing of transient accommodations. Every transient accommodation broker, travel agency, and tour packager that arrange transient accommodations and every plan manager shall pay the County TAT. Further, every time share vacation plan must be represented by a plan manager. Pursuant to Section 7, the new County TAT is considered levied on the effective date of Bill 40.

MVWC understands the County's intentions in establishing the County TAT, however, we have concerns with the implementation of the additional 3 percent increase. Implementing the County TAT upon approval puts hotel operators at a disadvantage. Essentially, this would mean that the County TAT would be retroactively applicable to reservations made on the effective date even though the bill has not been signed by the Mayor. Furthermore, hotel operators will not be able to: 1) disclose the new tax to guests in advance; and 2) adjust booking systems and rental agreements to collect the new tax from guests after the County TAT has been officially established. Additionally, timeshare resorts will need to update their Hawaii disclosure statements and file with the Department of Commerce and Consumer Affairs ("**DCCA**").

Accordingly, MVWC respectfully requests the County TAT not be levied until, at a minimum, not earlier than 30 days after Bill 40's approval to allow: 1) appropriate notice to be given to travel partners that the law has been signed; 2) booking systems to be updated with the new County TAT; and 3) rental agreements to be modified with the new required language. Furthermore, an additional 30 days provides resorts an adequate amount of time to provide proper notice to guests, update disclosure statements with DCCA, and coordinate with third party booking platforms to accommodate new tax.



Councilmember Tommy Waters, Chair  
Councilmember Esther Kia'aina, Vice- Chair  
October 5, 2021  
Page 2

Moreover, an additional 30 days after signing would be consistent with the timeframe of previous increases in TAT at the state level and recent implementation in other counties. Typically, when the TAT was increased at the state level in the past, the legislation would allow for several months to enable the hotel industry to adjust internal booking systems to properly disclose and charge for the increased rate. Further, Maui County recently passed their own county TAT with a levied date of November 1, 2021, which will be approximately 30 days after it is signed into law. Maui County found the additional time to be a fair comprise to allow the hotel industry to account for the County TAT.

Based upon the foregoing, MVWC recommends the following amendments to Bill 40:

1. Amend Section 7 to state "This ordinance takes effect upon its approval. The transient accommodations tax established by this ordinance is considered levied 30 days after approval."

Mahalo for your consideration of these amendments.

Aloha,



Denis Ebrill  
Senior Vice President  
Marriott Vacations Worldwide Corporation

Evan Oue  
[eooue@imanaka-asato.com](mailto:eooue@imanaka-asato.com)

# AQUA-ASTON

## HOSPITALITY

October 5, 2021

TO: Councilmember Tommy Waters, Chair  
Councilmember Esther Kia'aina, Vice- Chair  
Members of the Honolulu City Council

FR: Aqua-Aston Hospitality

RE: Comments on Bill 40 Relating to Transient Accommodations Tax

Aloha Chair Waters, Vice Chair Kia'aina and members of the Honolulu City Council,

Thank you for allowing Aqua-Aston Hospitality, LLC ("**Aqua-Aston**") to provide **Comments and Amendments** to Bill 40 establishing a transient accommodations tax for the City and County of Honolulu. Aqua-Aston has engaged in hotel and resort management in the state of Hawaii for over 75 years.

Bill 40 establishes a county transient accommodation tax of three percent (3%) ("**County TAT**"). The new County TAT imposes a tax on the gross rental or gross rental proceeds derived from the furnishing of transient accommodations. Every transient accommodation broker, travel agency, and tour packager that arrange transient accommodations and every plan manager shall pay the County TAT. Pursuant to Section 7, the new County TAT is considered levied on the effective date of Bill 40.

Aqua-Aston understands the County's intentions in establishing the County TAT in response to Act 1, Special Session Laws of Hawai'i, which stripped the County of allocated State Transient Accommodations Tax. Nevertheless, we have concerns with the implementation of the additional 3 percent increase. Having the County TAT levied upon approval puts hotel operators at a disadvantage. Hotel operators: 1) will not be able to disclose the County TAT to guests who have already booked in advance of or on the effective date; nor 2) sufficient time to adjust booking systems and rental agreements to enable them to collect the County TAT on the effective date. Similarly, the County TAT would be retroactively applicable to reservations made on the effective date even though the bill has not yet been signed by the Mayor.

Aqua-Aston respectfully requests the County TAT be levied until, at a minimum, not earlier than 30 days after Bill 40's approval to allow: 1) appropriate notice to be given to travel partners; 2) booking engines to be updated with the new County TAT; and 3) rental agreements to be modified with the new required language. Furthermore, an additional 30 days provides resorts an adequate amount of time to provide proper notice to guests and coordinate with third party booking platforms to accommodate the County TAT.

Moreover, an additional 30 days after signing would be consistent with the timeframe of previous increases in TAT at the state level and recent implementation in other counties. Typically, when the TAT was increased at the state level in the past, the legislation would allow for several months to enable the hotel industry to adjust internal booking systems to properly disclose and charge for the increased rate. Further, Maui County recently passed their own county TAT with a levied date of November 1, 2021, which will be approximately 30 days after it is signed into law. Maui County found the additional time to be a fair compromise to allow the hotel industry to account for the County TAT.

Accordingly, Aqua-Aston recommends the following amendment to Bill 40:

1. Amend Section 7 to state "This ordinance takes effect upon its approval. The transient accommodations tax established by this ordinance is considered levied 30 days after approval."

Mahalo for your consideration of these amendments.

Respectfully submitted,



Denis Ebrill  
Aqua Aston Hospitality, LLC, Managing Director

Evan Oue  
[eoque@imanaka-asato.com](mailto:eoque@imanaka-asato.com)

Office: 820 Mililani St, Ste. 600, Honolulu, HI 96813 T 808-931-1400  
Mailing Address: 6649 Westwood Blvd., Orlando, FL 32821

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**From:** CLK Council Info  
**Sent:** Tuesday, October 5, 2021 10:47 AM  
**Subject:** Council Testimony

## Written Testimony

Name	Evan Oue
Phone	
Email	eoue@imanaka-asato.com
Meeting Date	10-06-2021
Council/PH Committee	Council
Agenda Item	Bill 40
Your position on the matter	Comment
Representing Organization	Organization ARDA Hawaii
Written Testimony	Please find attached ARDA Hawaii's Testimony providing comments on Bill 40.
Testimony Attachment	
Accept Terms and Agreement	1

IP: 192.168.200.67



October 5, 2021

TO: Councilmember Tommy Waters, Chair  
Councilmember Esther Kia'aina, Vice- Chair  
Members of the Honolulu City Council

FR: AMERICAN RESORT DEVELOPMENT ASSOCIATION – HAWAII (ARDA Hawaii)

RE: Comments on Bill 40 ("**Bill 40**") RELATING TO THE TRANSIENT ACCOMMODATIONS TAX. (ESTABLISHING A TRANSIENT ACCOMMODATIONS TAX FOR THE CITY AND COUNTY OF HONOLULU, PROVIDE FOR ITS IMPOSITION AND DISPOSITION, AND FACILITATE THE RECEIPT AND DEPOSIT OF THE REVENUES DERIVED FROM THE TRANSIENT ACCOMMODATIONS TAX.)

Aloha Chair Waters, Vice Chair Kia'aina and members of the Honolulu City Council,

Thank you for allowing ARDA Hawaii to submit testimony **providing Comments and Amendments** to Bill 40 establishing a transient accommodations tax for the City and County of Honolulu. ARDA Hawaii is the local chapter of the trade association for the timeshare industry. Timeshare is an important and stabilizing part of the tourism industry and Honolulu's economy. Timeshare owners have made a long-term commitment to Honolulu by purchasing and owning real property in the County. These owners are consistent and dependable visitors who bring substantial tax dollars and continue to come even during periods of economic downturn.

Bill 40 establishes a county transient accommodation tax of three percent (3%) ("**County TAT**"). The new County TAT imposes a tax on the gross rental or gross rental proceeds derived from the furnishing of transient accommodations. Every transient accommodation broker, travel agency, and tour packager that arrange transient accommodations and every plan manager shall pay the County TAT. Further, every time share vacation plan must be represented by a plan manager. Pursuant to Section 7, the new County TAT is considered levied on the effective date of Bill 40.

ARDA Hawaii understands the need for the County to establish the County TAT, however, we have concerns with the timing of the application of the additional 3 percent increase. Having the County TAT levied upon approval puts hotel operators at a disadvantage. Essentially, this would mean that the County TAT would be retroactively applicable to

reservations made on the effective date even though the bill has not been signed by the Mayor. Furthermore, hotel operators will not be able to: 1) disclose the new tax to guests in advance; and 2) adjust booking systems and rental agreements to collect the new tax from guests after the County TAT has been officially established. In turn, operators will need to pay for the County TAT themselves for reservations on the effective date.

Moreover, timeshare resorts will need to update their Hawaii disclosure statements and file with the Department of Commerce and Consumer Affairs ("**DCCA**"). This is often a time-consuming process requiring approval from the DCCA. Having Bill 40 be levied upon approval, will lead to inadequate disclosure to customers. Imposing the County TAT in this manner will make it impossible for developers and operators to provide full and fair disclosure to buyers, owners, and other occupants.

Accordingly, ARDA Hawaii respectfully requests the County TAT be levied, at a minimum, not earlier than 30 days after Bill 40's approval to allow: 1) appropriate notice to be given to travel partners that the law has been signed; 2) hotel operators to charge for the County TAT that is officially passed; 3) booking engines to be updated with the new County TAT; and 4) rental agreements to be modified with the new required language. Further, the any additional time will provide developers and timeshare operators time to update disclosure statements with DCCA and provide consumers with full and fair disclosure.

Specifically, ARDA Hawaii recommends the following amendment to Bill 40:

1. Amend Section 7 to state "This ordinance takes effect upon its approval. The transient accommodations tax established by this ordinance is considered levied 30 days after approval."

Mahalo for your consideration of our comments. We look forward to working with the Council on implementing a policy that will enhance the ability of developers and operators to comply with the new existing laws and requirements that compel fair and full disclosure of the County TAT to consumers.

Respectfully Submitted,

A handwritten signature in black ink, consisting of a large, stylized loop followed by a horizontal line extending to the right.

Mitchell A. Imanaka  
Chair  
American Resort Development Association of Hawaii

## HAWAII OPERATING ENGINEERS INDUSTRY STABILIZATION FUND



Affiliated AFL-CIO  
OPEIU - 3 - AFL-CIO (3)

*Uniting our strengths and working together  
for a better tomorrow.*

October 5, 2021

Honorable, Tommy Waters, Honolulu City Council, Chair  
Honorable, Esther Kia'āina, Honolulu City Council, Vice Chair  
Honorable Members of the Honolulu City Council

RE: Bill 40 (2021) Relating to the transient accommodations tax. (Establishing a transient accommodations tax for the City and County of Honolulu, provide for its imposition and disposition, and facilitate the receipt and deposit of the revenues derived from the transient accommodations tax.)

Chair Waters:

My name is Pane Meatoga III and I am the Community Liaison representing the Hawaii Operating Engineers Industry Stabilization Fund (HOEISF). We are a labor management fund representing 3000 unionized members in heavy engineering site work and 500 general contractors specializing in heavy site and vertical construction. Our organization would like to offer our written testimony in support of Bill 40 (2021).

Construction of the rail guideway and stations continues at a steady pace. Work on utility relocation also continues. Currently, construction work has either been bid out or is ready to start the bidding process and design work is ongoing for the most difficult section of Dillingham Boulevard. We are getting closer to the finish line and members of Operating Engineers Local 3 and other trade unions are hard at work making this project a reality.

We believe a dedicated local revenue source, that is not from real property taxes, will allow for the completion of a rail system that will transform Oahu for the benefit of future generations. A fixed percentage of the City's Transient Accommodation Tax (TAT) dedicated to rail is exactly what the county needs now to continue this project. **We recommend that the Honolulu City Council consider allocating a percentage of the County's TAT to the Honolulu Rail Project.**

We appreciate the Honolulu City Council taking up this bill. We look forward to Bill 40 progressing through the legislative process, and we look forward to a rigorous debate and discussion in the months ahead.

Sincerely,

A handwritten signature in black ink that reads "Pane Meatoga III". The signature is written in a cursive, flowing style.

Pane Meatoga III  
Hawaii Operating Engineers Industry Stabilization Fund

[pane@hoeisf.com](mailto:pane@hoeisf.com)



October 5, 2021

Councilmember Tommy Waters, Chair  
Councilmember Esther Kia'aina, Vice- Chair  
Members of the Honolulu City Council

RE: Comments on Bill 40 ("**Bill 40**") Relating to the Transient Accommodations Tax  
**Hearing date: Wednesday, October 6, 2021 at 10:00 AM**

Aloha Chair Waters, Vice Chair Kia'aina and members of the Honolulu City Council,

Mahalo for the opportunity to submit testimony on behalf of D.R. Horton Hawaii LLC ("**D.R. Horton**") in **Support** of Bill 40 relating to the transient accommodations tax. D.R. Horton is one of Hawaii's largest home builders and has been providing affordable housing and first-time buyer homes for Hawaii's families throughout Oahu for nearly fifty years.

Bill 40 establishes a county transient accommodation tax of three percent (3%) ("**County TAT**"). The new County TAT imposes a tax on the gross rental or gross rental proceeds derived from the furnishing of transient accommodations. Every transient accommodation broker, travel agency, and tour packager that arrange transient accommodations and every plan manager shall pay the County TAT. Additionally, Bill 40 allocates percentages of the tax revenue generated by the County TAT into: 1) the general fund; 2) the transit fund established under Chapter 6, Article 61; and 3) a special account in the general fund specifically used to mitigate the impacts of visitors on public facilities, including the restoration and maintenance of beaches and parks.

Primarily, D.R. Horton supports an allocation of the County TAT to be dedicated to funding the rail project. We favor a fixed allocation of funding that will enable the city to finish and maintain the project in a fiscally responsible way, allowing the rail project to be completed without raising property taxes or endangering the County's bond rating. Furthermore, funding the rail project will restore confidence with the FTA and potentially unlock much needed federal funding.

Additionally, the completion of the rail project will directly influence the creation of a significant inventory of much needed affordable housing. Completing the rail project will incentivize transit oriented development around the downtown and Ala Moana rail stations projected to create an additional 11,600 housing units. Failing to complete the rail project will put us that much further behind the curve in reaching our collective affordable housing goals.



Councilmember Tommy Waters, Chair  
Councilmember Esther Kia'aina, Vice- Chair  
October 5, 2021  
Page 2

Finally, completion of the rail has the added benefit of decreasing our dependence on imported oil and reduce our greenhouse gas emissions by encouraging multi-modal forms of transportation that are both walkable and bikeable, consistent with the City's long term planning goals. Further, the completion of the rail project will create a much needed connection between master planned communities in Ewa and downtown Honolulu, enhancing the quality life for families living in West Oahu.

In summary, D.R. Horton supports Bill 40 and the proposed allocations. Mahalo for your time and consideration. It is very much appreciated. Should you have any questions, please do not hesitate to contact me at #808-782-4109 or [ttonaki@drhorton.com](mailto:ttonaki@drhorton.com).

Sincerely,

A handwritten signature in black ink, appearing to be 'M.' or similar, written in a cursive style.

Tracy Tonaki  
Senior Vice President

Evan Oue  
[eoque@imanaka-asato.com](mailto:eoque@imanaka-asato.com)

1065 Ahua Street  
Honolulu, HI 96819  
Phone: 808-833-1681 FAX: 839-4167  
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Website: [www.gcahawaii.org](http://www.gcahawaii.org)



# GCA of Hawaii

GENERAL CONTRACTORS ASSOCIATION OF HAWAII

Quality People. Quality Projects.

October 16, 2021

Councilman Tommy Waters, Chair  
Members of the City Council  
City & County of the Honolulu City  
Honolulu, HI 96813

**Re: Bill 40, Relating to the Transient Accommodations Tax.**

Dear Chair Waters and Members of the City Council,

The General Contractors Association of Hawaii (GCA) is an organization comprised of approximately five hundred (500) general contractors, subcontractors, and construction related firms. The GCA was established in 1932 and is the largest construction association in the State of Hawaii. Our mission is to elevate Hawaii's construction industry and strengthen the foundation of our community.

GCA is in **STRONG SUPPORT** of Bill 40, which establishes a transient accommodations tax for the City and County of Honolulu.

Of this amount, we respectfully request that a portion be set aside for the completion of the Honolulu rail project. This new revenue source, a tourist tax, comes from our visitors rather than our residents, both of whom will use and ride a finished rail system.

Construction of the rail guideway and stations continues at a steady pace. Work on utility relocation also continues. A dedicated local revenue source will allow for the completion of a system that will transform Oahu. Westside families will have the option to ride the rail to work and school, rather than spending an hour+ in traffic.

Further, transit-oriented developments include affordable units along the route. This will help address our housing shortage as 11,600 housing units along the downtown and Ala Moana rail stations will be completed as a result of the TOD planning. This creates multi-modals form of transportation that allow for walkable, bikeable communities and safe streets for families.

Thank you for the opportunity to provide testimony in support of Bill 40.

Ryan Sakuda  
[ryan@gcahawaii.org](mailto:ryan@gcahawaii.org)



Testimony by Harry Saunders  
President, Castle & Cooke Hawai'i  
October 5, 2021

City and County of Honolulu City Council  
Regarding:  
BILL 40 (2021)  
RELATING TO THE TRANSIENT ACCOMMODATIONS TAX  
SUPPORT WITH COMMENTS

Chair & Presiding Officer Tommy Waters, Vice Chair Esther Kia'āina, and Members of the City Council,

I am Harry Saunders, President of Castle & Cooke Hawai'i. Thank you for the opportunity to submit testimony regarding Bill 40 (2021).

Castle & Cooke Hawai'i supports the intent of Bill 40 that will dedicate a portion of the transient accommodations tax into a transportation fund. It is critical that this bill have a fixed percentage of the transient accommodations tax dedicated towards the funding of the rail, so the city can finish the project in a fiscally responsible way without raising property taxes and endangering our city's bond rating.

Allocating a fixed percentage of the transient accommodations tax to fund the rail transit project will have long term benefits to visitors and kama'aina alike.

Rail will provide multi-modal opportunities giving residents transportation options. It will help reduce the dependence on vehicles and its requisite imported oils, with overall benefits to the health of our environment. Rail will reduce commute times for residents living in outlying communities. The time they gain back will enhance their quality of life.

It also provides housing and redevelopment opportunities to communities. With this redevelopment comes affordable housing. Affordable housing planned in Transit Oriented Development for the downtown and Ala Moana rail stations is a combined 11,600 housing units.

Allocating a fixed percentage of the TAT funding to Rail will pay for the ongoing operations and maintenance of the system after construction has been completed, again, without the need to raise property taxes.

Mahalo for your consideration of my testimony. Should you have any questions, please feel free to contact us:

Harry Saunders  
President  
Castle & Cooke Hawai'i  
[fsakai@castlecooke.com](mailto:fsakai@castlecooke.com)  
Phone: 548-4884  
[lkodama@castlecooke.com](mailto:lkodama@castlecooke.com)

Garret Matsunami  
Vice President Residential Operations  
Castle & Cooke Hawai'i  
[gmatsunami@castlecooke.com](mailto:gmatsunami@castlecooke.com)  
Phone: 626-3625

680 Iwilei Road, Box 510, Honolulu, Hawaii 96817  
Phone: (808) 548-4811 Fax: (808) 548-6690

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**From:** CLK Council Info  
**Sent:** Tuesday, October 5, 2021 1:10 PM  
**Subject:** Council Testimony

## Written Testimony

**Name** Mufi Hannemann  
**Phone**  
**Email** mhannemann@hawaiilodging.org  
**Meeting Date** 10-06-2021  
**Council/PH Committee** Council  
**Agenda Item** Bill 40  
**Your position on the matter** Comment  
**Representing Organization** Organization  
Hawai'i Lodging & Tourism Association  
Testimony of  
Mufi Hannemann  
President & CEO  
Hawai'i Lodging & Tourism Association  
  
Honolulu City Council  
Bill 40 (2021)  
October 6, 2021

Chair Waters and members of the Honolulu City Council, mahalo for the opportunity to submit testimony on behalf of the Hawai'i Lodging & Tourism Association, the state's largest private sector visitor industry organization.

**Written Testimony** The Hawai'i Lodging & Tourism Association—nearly 700 members strong, representing more than 50,000 hotel rooms and nearly 40,000 lodging workers—strongly opposed the passage of House Bill 862 which, among myriad other issues, stripped the State Transient Accommodations Tax (TAT) allocation to the counties and allowed for up to an additional, three percent surcharge to be levied on lodging properties. The surcharge proposed by this measure represents a 29% increase to the TAT that comes at a highly inopportune time for an industry that has been drastically affected by the pandemic and travel restrictions. However, with the veto, override by the Legislature, and the ultimate passage of HB 862, we recognize the financial position in which the City & County of Honolulu finds itself and the need to deliberate on the introduced bill. As the latest version of Bill 40 (2020) does not stipulate the percentages by which the collected tax monies

will be divided between the general fund, transit fund, and the unnamed visitor impact fund, we would like to provide comments on the proposed measure at this time.

As the vast majority of monies raised by the TAT—and the new, three percent surcharge—will undoubtedly come from the pockets of visitors, it is our position that the lion's share of these funds should be utilized to address tourism related needs and the impacts created by travelers to Hawai'i. The opportunities in this regard are seemingly endless and could include more routine county tasks such as road refinishing and updates to our infrastructure, but should also be used on projects more directly associated with tourism impacts like trail management, beach and park maintenance, additional support for first responders, and the provision of adequate public safety staffing at beaches and other City installations.

We are all aware of the discussions currently happening in the community that focus upon tourism, its impact on our natural resources and communities, and the significant role it plays in our economy. Anti-tourism sentiments are at an all-time high, and both the tourism industry and the community are working to strike a fine balance that suits both residents and visitors to our home. Relegating a significant portion of funds generated by the surcharge to the tourism impact fund would ensure that the City is appropriately addressing the various issues surrounding tourism with visitor dollars and would make transparency in the process that much more likely. The Hawai'i Tourism Authority's Destination Management Action Plan process—which aims to better manage tourism for our entire state—has been completed for O'ahu, and this would be an ideal jumping off point to begin discussion of how surcharge funds are utilized for some of their priorities. Finally, we would also like to better understand who will oversee the special tourism impact fund and ensure that said funds will be used for their intended purposes through a transparent process.

We look forward to a robust public discourse on this measure and thank you for the opportunity to provide these comments.

Testimony  
Attachment  
Accept Terms and Agreement 1

IP: 192.168.200.67



Mobile: 808.428.8717  
Email: lindaschatz@schatzcollaborative.com  
Schatzcollaborative.com

October 5, 2021

**Via email to: Honolulu City Council**

**SUBJECT: Bill 40 (2021) – Relating to the Transient Accommodations Tax  
Council Meeting, October 6, 2021, 10:00a.m.**

Dear Council Members,

I am submitting written testimony to offer comments to Bill 40.

**This bill must have a fixed percentage of the TAT dedicated to funding the rail to avoid raising property taxes or jeopardizing our bond rating.**

I've been a housing advocate and developer for the last 20 years and have supported efforts to create multi-modal neighborhoods in the primary urban core. If a fixed percentage of at least half of the TAT to the county goes to rail construction, operations, and rail focused activities such as TOD it will help create ripe conditions for housing redevelopment and walkable communities. Rail is also a catalyst to begin the efforts to bring back socially equitable planning efforts to disadvantaged neighborhoods on Oahu. Without a dedicated source of funding, we lose so much more in terms of equitable opportunities for Oahu's community and future generations.

Thank you again for the opportunity to submit this testimony. If there are any questions, or if additional information is needed, please do not hesitate to contact me at (808)428-8717.

Warmest Regards,

A handwritten signature in black ink, appearing to read "Linda Schatz".

Linda Schatz  
Principal



# HAWAII REGIONAL COUNCIL OF CARPENTERS

October 6, 2021

City Council  
City & County of Honolulu  
Councilmember Tommy Waters, Chair  
Councilmember Esther Kiaʻaina, Vice Chair

## **Statement of the Hawaii Regional Council of Carpenters – SUPPORT for Bill 40 (2021)—Relating to the transient accommodations tax**

Chair Waters, Vice Chair Kiaʻaina, and Members of the Council:

The Hawaii Regional Council of Carpenters would like to offer their support for Bill 40 relating to the transient accommodations tax.

Specifically, this bill must contain a fixed percentage of the TAT that is dedicated to funding for rail, so the city can finish the project in fiscally responsible way without the need to raise property taxes.

Dedicating a percentage of the TAT will also pay for the ongoing operations and maintenance of the system after construction has been completed, again, without the need to raise property taxes.

Modernizing our infrastructure is important piece of the Biden administration's plan to "Build Back Better". Allocating a fixed percentage of TAT funding to Rail will restore confidence with the FTA, and could potentially unlock additional federal funding opportunities.

The downtown and Ala Moana rail stations will have a combined 11,600 housing units as a result of the Transit Orientated Development planning, and without a completed Rail project, TOD and our affordable housing goals cannot be met.

Mass transit will decrease our dependance on imported oil, reduce our greenhouse gas emissions, and allow for the creation of walkable, bikeable communities and safe streets for families.

The Centers for Disease Control (CDC) has studied the impact of public transportation systems and rail is associated with reductions in several health risk factors such as motor vehicle crashes, air pollution, and physical inactivity.

### **STATE HEADQUARTERS & BUSINESS OFFICES**

OAHU: 1311 Houghtailing Street, Honolulu Hawaii 96817-2712 • Ph. (808) 847-5761 Fax (808) 440-9188  
HILO OFFICE: 525 Kilauea Avenue, Room 205, Hilo, Hawaii 96720-3050 • Ph. (808) 935-8575 Fax (808) 935-8576  
KONA OFFICE: 75-126 Lunapule Road, Kailua-Kona, Hawaii 96740-2106 • Ph. (808) 329-7355 Fax (808) 326-9376  
MAUI OFFICE: 330 Hookahi Street, Wailuku, Maui 96793-1449 • Ph. (808) 242-6891 Fax (808) 242-5961  
KAUAI OFFICE: Kuhio Medical Ctr Bldg., 3-3295 Kuhio Hwy, Suite 201, Lihue, Kauai 96766-1040 • Ph. (808) 245-8511 Fax (808) 245-8911

A completed rail system will afford greater transportation options for Honolulu, especially for seniors and those who cannot afford the high costs of owning a vehicle.

And it will enhance the quality life for leeward families who spend hours in traffic each day.

Mahalo for your consideration.

Nathaniel Kinney  
[nkinney@hrcc-hawaii.com](mailto:nkinney@hrcc-hawaii.com)





October 6, 2021

Chairman Tommy Waters and members of the Honolulu City Council:

Aloha, my name is Jennifer Sabas and I serve as the Executive Director of Move Oahu Forward, a non-profit organization, supporting the Honolulu rail project as an integral part of a robust public transportation system on Oahu. I am submitting testimony in support of Bill 40 to establish a transient accommodations tax for the City and County of Honolulu. Of this amount, I would respectfully request that a portion be set aside for the completion of the Honolulu rail project. This new revenue source, a tourist tax, comes from our visitors rather than our residents, both of whose will ride the finished rail system.

Construction of the rail guideway and stations continues at a steady pace. Work on utility relocation also continues. Work either out to bid or ready to bid, and with design ongoing the most difficult section of Dillingham Boulevard. We are getting closer to the finish line and a dedicated local revenue source will allow for the completion of a system that will transform Oahu - Westside families will have the option to ride the rail to work and school, rather than spending an hour+ in traffic. Transit-oriented developments to include affordable units along the route will allow for better work-life balances for many Oahu families.

Thank you for the opportunity to submit my statement of support, and look forward to a rigorous debate and discussion in the months ahead.

Aloha,

A handwritten signature in black ink that reads "Jennifer Sabas". The signature is fluid and cursive, with the first name and last name clearly distinguishable.

Jennifer Sabas  
Executive Director  
Move Oahu Forward  
PO Box 1329  
Honolulu, HI 96807

[jennifer@moveoahuforward.org](mailto:jennifer@moveoahuforward.org)

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**From:** CLK Council Info  
**Sent:** Tuesday, October 5, 2021 3:53 PM  
**Subject:** Council Testimony

## Written Testimony

Name	Nelisa Asato
Phone	
Email	nasato@matson.com
Meeting Date	10-06-2021
Council/PH Committee	Council
Agenda Item	Bill 40
Your position on the matter	Support
Representing	Organization
Organization	Matson Navigation Company, Inc.
Written Testimony	
Testimony Attachment	
Accept Terms and Agreement 1	

IP: 192.168.200.67

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**From:** CLK Council Info  
**Sent:** Tuesday, October 5, 2021 4:19 PM  
**Subject:** Council Testimony

## Written Testimony

Name	Denise Boisvert
Phone	
Email	infofordenise@yahoo.com
Meeting Date	10-06-2021
Council/PH Committee	Council
Agenda Item	Bill 40
Your position on the matter	Support
Representing	Self
Organization	
	YES! I FULLY SUPPORT Bill 40 proposed by Chair Waters.
Written Testimony	All the requirements in the proposed bill are EXCELLENT!
	Mahalo to all for your kind consideration to more this bill forward.
Testimony Attachment	
Accept Terms and Agreement	1

IP: 192.168.200.67

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**From:** CLK Council Info  
**Sent:** Tuesday, October 5, 2021 4:18 PM  
**Subject:** Council Testimony

## Written Testimony

Name	Mary Kate Duggan
Phone	
Email	mary.kate.elizabeth.duggan@gmail.com
Meeting Date	10-06-2021
Council/PH Committee	Council
Agenda Item	Resolution 21-234
Your position on the matter	Support
Representing	Self
Organization	
Written Testimony	
Testimony Attachment	
Accept Terms and Agreement 1	

IP: 192.168.200.67

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**From:** CLK Council Info  
**Sent:** Tuesday, October 5, 2021 4:23 PM  
**Subject:** Council Testimony

## Written Testimony

Name	Kim Jorgensen
Phone	
Email	hawaiiicondo@yahoo.com
Meeting Date	10-06-2021
Council/PH Committee	Council
Agenda Item	Bill 40
Your position on the matter	Support
Representing	Self
Organization	
Written Testimony	Thank you for the opportunity to submit testimony on Bill 40. I fully SUPPORT it.
Testimony Attachment	
Accept Terms and Agreement	1

IP: 192.168.200.67



Randy Perreira  
President

# HAWAII STATE AFL-CIO

888 Mililani Street, Suite 501 • Honolulu, Hawaii 96813

Telephone: (808) 597-1441

Fax: (808) 593-2149

City Council  
City and County of Honolulu

Testimony by  
Hawai'i State AFL-CIO  
October 6, 2021

Testimony in SUPPORT of Bill 40 Relating to  
the Transient Accommodations Tax

The Hawai'i State AFL-CIO is a state federation of 74 affiliate local unions and councils with over 68,000 members across both public and private sectors. We appreciate the opportunity to testify in support of Bill 40.

Of all counties in the state, swift measures must be taken to mitigate the negative impact overtourism has on Honolulu's infrastructure. Traffic congestion in Honolulu is exacerbated by the visitor industry. Establishing a three percent transient accommodations tax is key to generating the revenue needed to invest in O'ahu's public transportation system. The Honolulu Rail Transit Project is a public good that will benefit O'ahu workers, residents, and visitors alike by providing a public transportation option that complements The Bus and further relieves traffic congestion where it is most needed.

We appreciate your consideration of our testimony in support of Bill 40 and strongly urge you to pass this bill.

Respectfully submitted,

Randy Perreira  
President

Dion Dizon  
[COPE@hawaflcio.org](mailto:COPE@hawaflcio.org)





# HAWAI'I APPLESEED

CENTER FOR LAW & ECONOMIC JUSTICE

## Testimony of the Hawai'i Appleseed Center for Law and Economic Justice

### SUPPORT – Relating to Transient Accommodations Tax

City and County of Honolulu

Wednesday, October 6, 2021 10AM

Aloha Chair Waters and Councilmembers,

We at Hawai'i Appleseed **strongly support** Bill 40 and efforts to use TAT funds to complete the rail project as it will dramatically increase the housing stock in TOD areas, and create efficient and equitable access to transit. To support the affordable housing that Oahu desperately needs, we must finish the rail and provide the subsidies needed to ensure that housing is prioritized for local residents and stays affordable over the long-term.

In addition, we urge the council **to provide that a fixed percentage of the TAT be allocated to rail funding** so the project can be completed in a fiscally responsible way with a secure funding stream. Ideally, all of the necessary funds for completion and ongoing maintenance can come from this dedicated funding which is paid for by visitors to Oahu.

**Finishing the rail will enable thousands of homes to be built along the rail corridor.** With appropriate affordability restrictions and public support these homes can address the severe shortage of affordable housing here on Oahu. A recent 2020 study prepared by PBR Hawaii for the Hawaii Office of Planning, estimates the addition of 50,900 residential units around the East Kapolei, Stadium, and Iwilei TOD areas alone.<sup>1</sup> Although these homes will be built in phases over the next 40 years, it is clear that development around rail can substantially contribute to our supply of affordable housing. According to the 2019 Hawaii Housing Planning Study, Oahu will need an additional 22,168 residential units by 2025, with half of the need for households with combined incomes of \$75,000 or less.

### **Rail is needed to alleviate traffic and provide walkable neighborhoods.**

As Oahu plans for the future we should be focused on housing constructed in walkable urban neighborhoods with easy access to amenities, parks and transit. To support the smart, affordable, and sustainable growth that is needed we should be building around rail-but first we must complete the rail. Access to rail offers an alternative to driving, is likely to reduce traffic for

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<sup>1</sup> July 2020, State Transit-Oriented Development (TOD) Planning and Implementation Project for the island of Oahu, by PBR Hawaii for the Hawaii State Office of Planning, Attachment C

communities along the Leeward Coast, and will create a more equitable way to access the urban core of Honolulu.

We strongly urge the council to pass Bill 40 and to continue to work towards creating a comprehensive affordable housing strategy for the residents of Oahu. Completing the rail is vital to enable housing construction, but it will take further efforts to ensure that a majority of housing is reserved for local residents and stays affordable over time.

Mahalo for the opportunity to testify.

Kenna Stormogipson  
[kenna@hibudget.org](mailto:kenna@hibudget.org)



October 5, 2021

The Honorable Tommy Waters, Chair and  
Presiding Officer And Council Members  
Honolulu City Council  
530 South King Street, Room 202  
Honolulu, Hawaii 96813

Subject: Bill 40 Relating to the Transient Accommodation Tax

Dear Chair Waters and Members;

I am submitting testimony in support of Bill 40 to establish a transient accommodations tax for the City and County of Honolulu. In addition, I respectfully request a portion of this generated tax to be set aside for the completion of the Honolulu rail project. We all realize the past challenges of the rail project but now have a great opportunity to position HART for a successful completion of the Rail system.

With the new leadership at HART, I am more confident than ever that we have the management, industry trust, transparency, technical expertise and action plan required to move this project ahead. This dedicated funding source, which will be shouldered by our tourist, will allow construction to continue toward a successful completion for ALL of us. This will also spur Transit Oriented Development around the system to help create housing and business opportunities in our communities.

Thank you for this opportunity to submit my support for Bill 40 and to generate an additional revenue source for HART.

Respectfully,

Dexter Kubota, P.E.  
Vice President

[dkubota@bowersandkubota.com](mailto:dkubota@bowersandkubota.com)



1001 Bishop Street | Suite 625 | Honolulu, HI 96813-2830  
1-866-295-7282 | Fax: 808-536-2882  
[aarp.org/hi](http://aarp.org/hi) | [aarphi@aarp.org](mailto:aarphi@aarp.org) | [twitter.com/AARPHawaii](https://twitter.com/AARPHawaii)  
[facebook.com/AARPHawaii](https://facebook.com/AARPHawaii)

Honolulu City Council  
October 6, 2021 10:00 a.m.

TO: The Honorable Tommy Waters, Chairperson  
RE: **Bill 40 – Relating to the Transient Accommodations Tax**

Dear Chair Waters and Members of the Committee:

My name is Keali'i Lopez and I am the State Director for AARP Hawai'i. AARP is a membership organization of people age fifty and over, with nearly 145,000 members in Hawai'i. AARP Hawai'i supports Bill 40 which seeks to establish transient accommodations tax (TAT) for the City and County of Honolulu, provide for its imposition and disposition, and facilitate the receipt and deposit of the revenue derived.

**We respectfully wish to add our comment and support** for a dedicated percentage of the TAT that will support the mass transit project. Having an ongoing dedicated source of funding will help pay for mass transit project, the ongoing operations and maintenance of the system after construction has been completed, and without the need to raise property taxes.

AARP has been a strong proponent of an age-friendly community that includes:

- Multi-modal forms of transportation for people of all ages. Rail affords another transportation option for Honolulu, especially for seniors and those who cannot afford the high costs of owning a vehicle.
- Transit Orient Developments (TOD) with affordable housings built within walking and biking distance of major rail stations.

Bill 40 provides an opportunity for the City to modernize and complete our transportation infrastructure. Allocating a fixed percentage of TAT funding to Rail will help restore confidence with the Federal Transportation Administration (FTA) and could potentially unlock additional federal funding opportunities and other public sources to finish the project. Thank you for the opportunity to testify in support of Bill 40.

Sincerely,

A handwritten signature in black ink that reads "Keali'i S. Lopez".

Keali'i Lopez, State Director  
[klopez@aarp.org](mailto:klopez@aarp.org)



**TESTIMONY TO THE HONOLULU CITY COUNCIL  
HONOLULU HALE  
COUNCIL CHAMBERS  
October 6, 2021  
9:00 AM**

Honorable Chair Waters, Vice Chair Kiaaina, and members of the Council:

RE: Bill 40, Relating to the Transient Accommodations Tax.

My name is Daryl Takamiya, Chair of the Government Relations Committee of the Building Industry Association of Hawaii (BIA-Hawaii). Chartered in 1955, the Building Industry Association of Hawaii is a professional trade organization affiliated with the National Association of Home Builders, representing the building industry and its associates. BIA-Hawaii takes a leadership role in unifying and promoting the interests of the industry to enhance the quality of life for the people of Hawaii. Our members build the communities we all call home.

BIA-Hawaii is in support of Bill 40, which would establish a transient accommodations tax for the City and County of Honolulu, specifically the portion of the bill that would provide for a deposit into the established transit fund.

BIA-Hawaii continues to support the transit system on the island of Oahu because it will increase the availability of housing as transit-oriented development communities are built. The lack of affordable housing and other quality of life issues continue to plague our communities. Improving transportation will only help to alleviate these issues, and without a completed rail project, affordable housing goals will not be met.. Bill 40 will be an important component to ensure that the transit system is brought to successful completion.

We appreciate the opportunity to express our views on Bill 40.

Stefanie Y Sakamoto  
[stef@sakamotoconsulting.com](mailto:stef@sakamotoconsulting.com)

tel. 808-629-7501  
fax. 808-629-7701

94-487 Akoki St., Ste 213  
Waipahu, HI 96797

[www.biahawaii.org](http://www.biahawaii.org)  
[info@biahawaii.org](mailto:info@biahawaii.org)

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**From:** CLK Council Info  
**Sent:** Tuesday, October 5, 2021 6:57 PM  
**Subject:** Budget Testimony

## Written Testimony

Name Stanford Masui  
Phone  
Email standamanmasui@gmail.com  
Meeting Date 10-06-2021  
Council/PH Committee Budget  
Agenda Item Bill 40  
Your position on the matter Oppose  
Representing Organization  
Organization RAILSOS (Study Other Solutions)

Chairman Waters and members of the council:

Our organization opposes this bill as written:

1. It assumes that a portion of the TAT will be set aside for a transit fund for the rail. This assumption should not be made without a vigorous discussion as whether funds should be siphoned off for a project that is no longer financially viable. To put it bluntly, why "throw good money after bad?"
2. The rail is at an inflection point as to whether it should be constructed beyond its current endpoint at Middle St. or further intensive study as to viable alternatives rather than continuing on to Ala Moana at a prohibitive cost. Past FTA administrators have urged the city to consider modification of its plans, a clear signal that additional funding may not be forthcoming.
3. Transit Oriented Development is a myth. Most of the building of condos in the Kapiolani corridor were planned without any consideration of the rail route. This is amply demonstrated by the fact that while HART struggles to come up with a funding plan and completion to Ala Moana is questionable, developers are proceeding to build. The numbers and actual cost of affordable housing in these condos are still too expensive for most people to afford. Only one major project currently is in Ewa and that was planned years before the rail was developed.
4. There are urgent issues that require immediate and priority funding: homelessness and the mental health system, police, fire, and emergency services funding, road and highway improvement, and cleanup and improvement of tourist recreational areas such as parks and beaches.
5. Rather than triggering economic growth, the public will be saddled with enormous debt by the borrowed funding, and operational expense estimated variously at present, at \$120- \$150

Written  
Testimony

million per year. Electricity costs will cause operational expense to double. This project could bankrupt the city.

6. HART should develop a funding or recovery plan before it comes to the council for a portion of TAT revenues.

7. The final Environmental Impact Statement indicates only a minimal effect in alleviating traffic congestion which is the major argument in favor of funding the rail. The motoring public will not see any improvement in driving times, and the studies were made years ago, and are no longer reliable.

The Council is urged to delete any provision that funds the rail, in favor of funding other urgent priorities.

Thank you for your consideration

Testimony

Attachment

Accept Terms  
and Agreement

1

IP: 192.168.200.67

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**From:** CLK Council Info  
**Sent:** Tuesday, October 5, 2021 7:30 PM  
**Subject:** Budget Testimony

## Written Testimony

Name Leslie M Inouye  
Phone  
Email linouye14@gmail.com  
Meeting Date 10-06-2021  
Council/PH Committee Budget  
Agenda Item Bill 40  
Your position on the matter Oppose  
Representing Self  
Organization

### Written Testimony

Chairman Waters and City Council: I, and many others who have only recently become aware of Bill 40, must oppose the the use of the TAT to help fund rail. It seems there are any number of backdoor plans to find the funds for rail, despite the ongoing litany of items that either have no clear fix and/or no specific bottom line. At some point, you must realize that the rail is not a sustainable, to use the popular contemporary term, project and to continue pursuing this immense burden portends financial ruin for all of us. Please let common sense rule your decisions.

### Testimony Attachment

Accept Terms and Agreement 1

IP: 192.168.200.67



# LIUNA!

## TESTIMONY OF THE HAWAII LABORERS' UNION LOCAL 368

**PETER A. GANABAN**  
*Business Manager/  
Secretary-Treasurer*

**ALFONSO OLIVER**  
*President*

**JOBY NORTH II**  
*Vice President*

**TONI FIGUEROA**  
*Recording Secretary*

**JAMES DRUMGOLD JR.**  
*Executive Board*

**ORLANDO PAESTE**  
*Executive Board*

**JOSEPH YAW**  
*Executive Board*

**ESTHER AILA**  
*Auditor*

**RUSSELL NAPIHAA**  
*Auditor*

**MARK TRAVALINO**  
*Auditor*

**MARTIN ARANAYDO**  
*Sergeant-At-Arms*

Honolulu City Council  
Council Meeting  
Wednesday, October 6, 2021  
10:00 AM

**RE: Bill 40 (2021) – RELATING TO THE TRANSIENT ACCOMMODATION TAX (TAT).**

Chair Waters, Vice-chair Kia'aina, and Council Members,

The Hawaii Laborers' Union Local 368 and its 5,000 working and retired men and women across the state of Hawaii stand in **strong support** of Bill 40 (2021), which establishes a transient accommodation tax of three percent (3%) for the City and County of Honolulu.

The TAT funding proposed in Bill 40 would allow the City and County of Honolulu to maintain and preserve our island while mitigating the impacts of our natural resources, while also building new and existing infrastructure - including the Honolulu Rail Project. This proposed measure would help generate much needed revenue while having our island visitors help in sharing the cost.

Hawaii Laborers' Union Local 368 respectfully requests that the council take favorable action on this measure and **support Bill 40**.

Thank you for the opportunity to submit this testimony.

Shingayi Masiya  
Government Relations Director

LIUNA Local 368  
1617 Palama Street  
Honolulu, HI 96817  
Phone: (808) 841-5877  
Fax: (808) 847-7829  
[www.local368.org](http://www.local368.org)

*Feel the Power*

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**From:** CLK Council Info  
**Sent:** Wednesday, October 6, 2021 7:54 AM  
**Subject:** Council Testimony

## Written Testimony

**Name** Paul Yonamine  
**Phone**  
**Email** paul.yonamine@cpb.bank  
**Meeting Date** 10-06-2021  
**Council/PH Committee** Council  
**Agenda Item** Testimony and Support for Bill 40  
**Your position on the matter** Support  
**Representing Organization** Self  
Testimony and Support for Bill 40

I am Paul Yonamine, Executive Chairman of Central Pacific Bank and I am submitting testimony in support of Bill 40 to establish a transient accommodations tax for the City and County of Honolulu. Of this amount, I would respectfully request that a portion be set aside for the completion of the Honolulu rail project. This new revenue source, a tourist tax, comes from our visitors rather than our residents, both of whom will use and ride a finished rail system.

**Written Testimony** Construction of the rail guideway and stations continues at a steady pace. Work on utility relocation also continues. Work either out to bid or ready to bid, and with design ongoing the most difficult section of Dillingham Boulevard. We are getting closer to the finish line and a dedicated local revenue source will allow for the completion of a system that will transform Oahu - Westside families will have the option to ride the rail to work and school, rather than spending an hour+ in traffic. Transit-oriented developments (TOD) to include affordable units along the route will allow for better work-life balances.

Rail and TOD represents the single most important economic driver for the City and County of Honolulu and the state of Hawaii. It also presents an invaluable opportunity for more affordable housing development for generations to come. Don't stop and impede progress of rail because of past project mismanagement. We should make sure the project is fully funded and that capable project managers are hired, positioned and empowered to complete this project.



Thank you for the opportunity to submit my statement of support, and look forward to a rigorous debate and discussion in the months ahead."

Testimony  
Attachment  
Accept Terms  
and Agreement 1

IP: 192.168.200.67

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**From:** CLK Council Info  
**Sent:** Wednesday, October 6, 2021 8:24 AM  
**Subject:** Council Testimony

## Written Testimony

**Name** Michael Kamaka  
**Phone**  
**Email** mkamaka@bowersandkubota.com  
**Meeting Date** 10-06-2021  
**Council/PH Committee** Council  
**Agenda Item** Bill 40 - Transient Accommodations Tax  
**Your position on the matter** Support  
**Representing Organization** Self

October 6, 2021

The Honorable Tommy Waters, Chair and  
Presiding Officer and Council Members  
Honolulu City Council  
530 South King Street, Room 202  
Honolulu, Hawaii 96813

**Written Testimony**

Subject: Bill 40 Relating to the Transient Accommodation Tax  
Dear Chair Waters and Members;  
Please accept this written testimony of my support of Bill 40 to establish a transient accommodations tax for the City and County of Honolulu. Under Bill 40,  
I believe a transient accommodations tax collects the fair and equitable amount from visitors who enjoy our City and County of Honolulu today and in the future. The tax will provide funding to mitigate impacts of visitors by providing money to support the restoration and maintenance of public facilities.  
As part of the mitigation to the impacts of visitors, I respectfully request a portion of this transient accommodations tax be set aside to support the completion of the Honolulu rail project. A rail system will help mitigate the impacts by visitors in the Honolulu area by providing a cleaner alternative of transportation, thereby minimizing pollutants caused by vehicle traffic and congestion.  
Although there has been fiscal, schedule and constructability challenges, there is a renewed hope and optimism for the completion of the rail system. A renewable source of funding is the opportunity to position HART for a successful completion of the rail system. With new

leadership at HART, I am confident HART has the people, industry trust, transparency, technical expertise, and viable action plan needed to move this project ahead. Funding through a portion of the transient accommodation tax will provide a sustainable and dedicated funding source to allow construction to continue.

Thank you for allowing me this opportunity to submit my support for Bill 40.

Respectfully,

Michael Kamaka, P.E. Principal

Testimony  
Attachment  
Accept Terms  
and Agreement 1

IP: 192.168.200.67