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17 MAR -7 PM 12: 26

Item No. 5 R
Bill 3, CD1

TESTAMONY FOR 3-8-2017 HONOLULU HALE

OUR ASSOCIATION NAME IS
FINANCIAL ACCOUNTABILITY FOR RAIL MASS TRANSIT.

⑤ OPPOSE: BILL 3 CD 1 TRANSPORTION SURCHARGE
IS PREMATURE FOR PASSAGE.

BECAUSE THE LEGISLATURE HAS NOT AGREED TO EXTEND THE ½% EXCISE PERPETUALLY. FOR THE CITY'S RAIL DUE TO MAYOR CALDWELL FINANCIALLY ACCOUNTABLE AND FUTURE EXPENSES FOR THE RAIL'S CONSTRUCTION, ADMINISTRATIVE COSTS AND MAINTENANCE COSTS. ALL REMAIN A MYSTERY? A FEDERALLY ORDERED FINANCIAL ACCOUNTABILITY COULD CLEAR ALL THE MYSTERIES OF THIS OUT OF CONTROL RAIL PROJECT.

ROY NAKAMURA
PH 454-3548

C. C.

M-939 B

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2017 MAR -8 AM 7:50

Item No. 5
Bill 3, CD1

OUR ASSOCIATION NAME IS
FINANCIAL ACCOUNTABILITY FOR RAIL MASS TRANSIT.

5. OPPOSE: BILL 3 CD 1 TRANSPORTION SURCHARGE
IS PREMATURE FOR PASSAGE.

ON A WRITTEN STATEMENT WE HAVE A BUNCH OF TANOUE NAMES OPPOSING THE LEGISLATION FOR THE INCREASE IN PERPETUITY OF THE CITY + COUNTY OF HONOLULU'S .5% GENERAL EXCISE TAX FOR CONSTRUCTION— ADMINISTRATION AND MAINTENANCE OF THE RAIL. MAYOR CALDWELL HAS NO SOUND FINANCIAL ACCOUNTABLE BUDJECT FOR THE RAIL. THE F.T.A IS REQUIRING MAYOR CALDWELL TO DEVELOPE A CREDIBLE AND CONCRETE FINANCIAL ACCOUNTABLE BUDJECT BEFORE MORE FEDERAL MONEY IS GIVEN FOR THE RAIL. THEREFORE NO STATE TAXES SHOULD BE INCREASED TO FINANCE THE RAIL UNTIL A CREDIBLE AND CONCRETE FINANCIAL ACCOUNTABL COST AND REVENUE BUDJECT IS ESTABLISH THROUGH PUBLIC HEARING.

ROY NAKAMURA
PH 454-3548