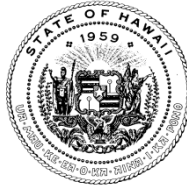


DAVID Y. IGE
GOVERNOR



TESTIMONY BY:

JADE T. BUTAY
DIRECTOR

Deputy Directors
LYNN A.S. ARAKI-REGAN
DEREK J. CHOW
ROSS M. HIGASHI
EDWIN H. SNIFFEN

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
869 PUNCHBOWL STREET
HONOLULU, HAWAII 96813-5097

March 24, 2021
2:00 p.m.
State Capitol, Teleconference

S.B. 32, S.D. 1, H.D. 1
RELATING TO INFRASTRUCTURE.

House Committee on Consumer Protection and Commerce

The Department of Transportation (DOT) **supports the intent** of S.B. 32, S.D. 1, H.D. 1 to minimize traffic disruptions on State roadways caused by public utility maintenance projects.

Note that the Hawaii Administrative Rules Title 19, Subtitle 4, Chapter 105 provides the policies, procedures, and regulations of DOT for utility work within State roadways and rights-of-way.

Thank you for the opportunity to provide testimony.

BOARD OF WATER SUPPLY

CITY AND COUNTY OF HONOLULU
630 SOUTH BERETANIA STREET
HONOLULU, HI 96843
www.boardofwatersupply.com



March 24, 2021

RICK BLANGIARDI, MAYOR

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ROGER BABCOCK, Jr., Ex-Officio

ERNEST Y. W. LAU, P.E.
Manager and Chief Engineer

ELLEN E. KITAMURA, P.E.
Deputy Manager and Chief Engineer

The Honorable Aaron Ling Johanson, Chair
and Members
Committee on Commerce Protection and Commerce
Hawaii State Capitol
Honolulu, Hawaii 96813

Dear Chair Johanson and Members:

Subject: Senate Bill No. 32, SD1, HD1 Relating to Infrastructure

The Honolulu Board of Water Supply (BWS) provides comments on Senate Bill (SB) 32, Senate Draft (SD) 1, House Draft (HD) 1, requiring public water or sewer utilities to consider the disruption to transportation as a criterion in planning future maintenance.

BWS prioritization criteria for the replacement of pipelines already includes the possibility of disruption of major transportation corridors in the assessment of risk of pipeline failure. In addition to using traffic disruption is a criterion for project prioritization for planned work, the BWS Capital Improvements Projects are required to have all permits and approvals in place before work can be performed in public rights-of-way. Traffic disruption is a consequence of pipeline failure in addition to the likelihood of failure based on historical main breaks and pipeline condition assessments.

Under conditions of a main break, since it impacts the public health safety and welfare, it is an emergency to get the main repaired and back into service we do not seek a permit before starting.

We appreciate the input of the legislature to identify important evaluation criteria to ensure dependable water service to our customers.

Thank you for your consideration of our testimony on SB 32, SD1, HD1.

Very truly yours,



ERNEST Y. W. LAU, P.E.
Manager and Chief Engineer



**Testimony to
The Committee on Consumer Protection & Commerce**

**Wednesday, March 24, 2021
2:00 PM
VIA Video Conference
Conference Room 329, Hawaii State Capitol**

SB 32 HD1

Chair Johanson, Vice Chair Kitagawa, and members of the committee,

Hawaii Gas offers **comments** on SB 32 HD1, which requires public utilities to consider the disruption to transportation as a criterion in planning future maintenance.

Hawaii Gas complies with Hawaii Administrative Rule Title 19 Section 19-105-5, which requires utilities to obtain a permit from the highways division for the installation of any utility facility within the state highway rights-of-way, except where work is to be performed under a utility agreement in conjunction with a highway project.

When seeking permits for maintenance, upkeep to infrastructure, and new installations, Hawaii Gas considers transportation and traffic disruption to the extent possible.

Thank you for the opportunity to testify.