CONTRACTORS LICENSE BOARD
Professional and Vocational Licensing Division
Department of Commerce and Consumer Affairs
State of Hawaii

Minutes of Meeting

Date: November 19, 2021

Place: Virtual Videoconference Meeting – Zoom Webinar
https://hawaii-gov.zoom.us/j/94139232808

Present: Leslie Isemoto, Chairperson
Neal K. Arita, Vice Chairperson
Paul K. Alejado, Member
Clyde T. Hayashi, Member
Eric Higashihara, Member
Leonard K. P. Leong, Chairperson
Jerry Nishek, Member
Joseph O'Donnell, Member
Nicholas W. Teves, Jr., Member
Maurice Torigoe, Member
Candace Ito, Executive Officer
Lei Ana Green, Executive Officer
Kerrie Shahan, Executive Officer
Christopher Leong, Deputy Attorney General
Faith Nishimura, Secretary
Rise Doi, Executive Officer
Kawehi Mau, Secretary

Guests: Anna Oshiro, Esq., Damon Key Leong Kupchak Hastert
Kathryn Jean Hoffman, Procurement Office, Board of Water Supply ("BWS")
Ryan Takahashi, Hawaii Electricians Market Enhancement Program ("HEMEP")
Anh-Tuan Le, Engineer Design Department, HART
Les Fujikami, BWS
Sarah Simmons
Ian Caliedo
Phil
Ronelle
Columbia Pacific Construction
Moki Silva
Berk Holm
Mike Boomsma
Caller No. 1
Robert
Daniel Winter
Dean Matro, Deputy Director, Procurement and Contract Administration, HART
In-Tae Lee,
Enli Li
Joe Stewart
Tina
Malcolm Barcarse
David C. Pickett, RME, Columbia Pacific Renewable LC

David Winber
Sunny Won, RME, Akimoto Construction Inc.
Kawika
Jadine Arakaki, BWS
Malcolm Barcarse, Jr.
Tina Silva

Agenda: The agenda for this meeting was posted on the State electronic calendar as required by HRS section 92-7(b).

A short video was played to explain procedures for this virtual meeting and how members of the public can participate and interact with the Board during the meeting.

Call to Order: There being a quorum present, Chairperson Isemoto called the meeting to order at 9:10 a.m.

Minutes: It was moved by Mr. Arita, seconded by Mr. Leong, and unanimously carried to approve the Applications Committee Meeting Minutes of November 1, 2021 and the Board Meeting and Executive Session Meeting Minutes of October 22, 2021, as circulated.

Amendments to the Agenda: It was moved by Mr. Arita, seconded by Mr. Leong, and unanimously carried to approve the following amendments to the agenda:

Delete Shizen Builders LLC/Scott H. Peterson, RME and WR Masonry LLC/William V. Ramones, RME from "Defer Applications; for further investigation or request for additional documentation" as these applications are incomplete.

Committee Reports:

1. Scope of Activity Committee:
Leslie Isemoto and Paul Alejado, Co-Chairpersons

a. Board of Water Supply

Requests the following determinations with regard to the Lanikai Water System Improvements Part II and Wahiawa Water System Improvements Part IV projects:

1) When a project involves the installation of a sacrificial/galvanic cathodic protection system, is a C-13 license required to perform all labor regarding test stations, electrical connections, bond cables, insulating flange kits, exothermic welds, and cables?

If the answer is that a C-13 license is not required for some, all, or any portion of any these things, please identify each with specificity.

a. Does the answer to this question change based on whether the cathodic protection system includes test stations?

b. Does the answer to this question change if the work is performed by a contractor with a C-68CC license?

2) When a project involved the installation of a sacrificial/galvanic cathodic protection system without testing stations, is a C-13 license required to perform labor regarding protective pipe coating, anodes, and setting anodes?

3) Would the electrical connection for a sacrificial/galvanic cathodic protection system be considered incidental and supplemental to the other cathodic protection system work such that a C-13 license is not required to make the electrical connection, assuming the following facts:

a. The contractor has a C-68CC license;
b. The electrical connection is less than two volts; and
c. The value of the electrical connection labor is less than 1 % of the total cost of materials and labor for the cathodic protection system?

Please identify if any of these facts are irrelevant to the answer.

4) Does the fact that a sacrificial/galvanic cathodic protection system creates a direct current ("DC") via an electrochemical reaction take the system and/or circuit out of the definition of electrical work that requires a C-13 license?

5) For an impressed current cathodic protection system, is a C-13 license required for any work from the DC output terminals through the anode and cathode circuit? If so, specifically what work requires a C-13 license?

6) For the installation of test stations, is a C-13 license required to do any of the following:

a. Installation of the test station itself;
b. Installation of anode wires;
c. Installation of pipe test lead wires;
d. Installation of permanent reference electrode lead wire;
e. Installation of the terminal board;
f. Performance of baseline potential tests;
g. Performance of anode open circuit tests;
h. Testing of electrical continuity between test stations; and
i. Operational testing of the cathodic protection system?

Please indicate which of these tasks (or portions of these tasks) require a C-13 license, if any.

7) Are exothermic/thermite welds incidental work such that a C-13 license is not required?

a. Does the answer change if the welds are needed only on an intermittent basis? For example, if only three to ten thermite welds are made in a day, with several days or weeks between sets of welds?

b. Does the answer change if the thermite weld procedure does not require any type of certification for the work?

Ryan Takahashi, Hawaii Electricians Market Enhancement Program ("HEMEP"), stated that he wanted to impress upon the Board a couple of concepts that have been followed by the Contractor's License Board ("Board") and the Board of Electricians and Plumbers ("E & P Board") for quite some time. While electrical work is defined in the E & P Board's Hawaii Administrative Rules, the Board has often used these definitions as guidelines in applying the description of the C-13 Electrical and C-15 Electronic systems classifications. He added that the definition of electrical work is work related to any item designed to use electrical energy within the scope of the National Electrical Code ("NEC").

Mr. Takahashi stated that the term "bonding and grounding" has been a key term for assigning work that falls within the scope of the C-13 Electrical and occasionally the C-15 Electronic systems classifications. This term is derived from Article 250 of the National Electric Code which is very detailed and comprehensive in bonding and grounding systems and standards.

Mr. Takahashi noted that the Board of Water Supply ("BWS") asked a lot of questions that used terminology like electrical connections, bond cables, and electrical testing. He believes that this work would fall under the C-13 Electrical license. He added that exothermic welding is an electrical bonding of the ground system and falls within the definition of bonding and grounding. He met with HEMEP electrical contractor members for input and they confirmed that historically the C-13 Electrical contractors have performed the majority of the work that is in the BWS inquiry. He went on to say that one of the largest electrical contractors mentioned that there is often specific training that goes along with these systems and only a handful of men and women are qualified to do that type of work.

Mr. Takahashi stated that in November 2019, Royal Contracting asked similar questions pertaining to cathodic protection work. The Board deferred this matter. He asked the Board to maintain the position that electrical work, specifically the bonding and grounding work, be performed by the C-13 Electrical contractor. Executive Officer Ito clarified that the Board deferred the Royal Contracting inquiry from November 2019, for additional information and the inquiry was subsequently withdrawn.

Chairperson Isemoto stated that it appears that based upon information provided by BWS, a C-13 Electrical contractor's license is required to perform the cathodic protection. He noted that for nearly all of the items that are being asked, the details show that conductors are connected; and there may be situations where a C-13 or C-68CC license could be used. The past determinations of the Scope Committee are always on a project-by-project basis and the details of these BWS projects may not be the same as the past projects on cathodic protection. Based on the information provided for the two BWS projects, it appears that any time you have a conductor involved with

cathodic protection, a C-13 license is required.

Mr. Leong asked if Chairperson Isemoto's comments were based upon the sacrificial/galvanic metal type of cathodic protection system where there is no hook up to an electrical source and the only electricity is from the dissimilar metal which is less than 2 amps. He inquired what work the electrical contractor would perform as there is no hook up to an electrical source. The other type of cathodic protection that uses an impressed current requires hooking up to electricity to provide a source of power for the protection system. On that type of system, he would agree that the work must be performed by an electrical contractor and electrician. Work that involves burying sacrificial anodes in the ground and hooking the wires to the anodes to take current that is less than 2 amps should be performed by the C-68CC or the "A" General engineering contractor, and an electrician is not necessary. Chairperson Isemoto shared an example of a solar lift station project where sacrificial anodes were required to be buried outside of the tank itself; he doesn't believe the types of sacrificial zinc anodes screwed to a particular vessel and/or material would require a C-13 or C-68CC license. Mr. Leong stated that the Board's responses should be based on the specific type of system.

Mr. Teves stated that when he was previously on the Board, to the best of his knowledge the Board determined that if there was a test station involved, a C-13 license was required. An "A" or C-68 CC contractor could perform cathodic protection if it is just to bond anodes to pipe or tanks with no test station. Executive Officer Ito stated that this is consistent with the Board's prior determination from the September 23, 2011 meeting.

Executive Officer Ito asked if both the Lanikai Water System Improvements Part II and Wahiawa Water System Improvements Part IV projects ("Projects") have test stations and what is the difference in the cathodic protection systems being installed for the two systems. The Board must answer the questions specific to the Projects. The Board noted that both projects have test stations.

Kathryn Jean Hoffman, Procurement Office, BWS, was present and stated that she does not have the expertise to answer the questions the Board is asking; however, Jadine Urasaki and Lester Fujikami from the BWS Engineering Section were present and would be able to answer questions.

Jadine Urasaki, BWS, was present and confirmed that both projects have test stations and that both projects have thermite and exothermic welding.

Mr. Leong asked if both systems have an external source of power feeding into the cathodic protection and are not sacrificial cathodic protection systems. Ms. Urasaki stated that they are sacrificial/galvanic cathodic protection and not impressed current cathodic protection.

Mr. Leong asked if the test station is used to check if the sacrificial cathodic protection system is hooked up correctly. If BWS considers that to be a test station, then that needs further clarification before the Board can make a determination. Lester Fujikami, BWS, was present and stated that test stations are used to make sure that the system is connected properly and are also used many years later to make sure that the system is still working and that the anodes are still functioning properly.

Mr. Leong noted that when BWS uses the term test stations it could be for both

impressed and sacrificial cathodic protection. Mr. Fujikami stated that is correct but for these projects, it's just anodes; there is no impressed cathodic protection for these Projects. Executive Officer Ito noted that the Board may not be able to answer question number 5 pertaining to an impressed cathodic protection system as the plans submitted do not include impressed cathodic protection systems. Mr. Fujikami stated that this question was asked for future projects that may require the installation of an impressed current cathodic protection system.

Mr. Leong stated that if impressed cathodic protection is installed, a C-13 license is required because there's power coming in from an external source that runs through the system. Mr. Teves agreed that a C-13 license is required for an impressed current cathodic protection system.

Mr. Leong felt that the installation of sacrificial cathodic protection could be performed by the C-68CC or "A" General engineering contractor. Mr. Teves stated the Board's previous determination was also based on test stations; if test stations were involved, including DC voltage, the C-13 Electrical contractor's license is required because the connection of cables is required.

Mr. Leong stated that if there is no current introduced, then a C-13 license is not required. Mr. Teves stated that a C-13 contractor is familiar with connecting both AC and DC wiring properly. A C-13 should be required for the installation of cathodic protection systems with test stations no matter the voltage and whether it is AC or DC. A person without the experience and knowledge may not connect the wiring correctly. Mr. Teves does not recall the installation of test stations being included in the scope of work for the C-68CC contractor.

Executive Officer stated that the Board clarified the September 23, 2011 determination at its October 21, 2011 meeting which stated that an "A" General Engineering or C-13 Electrical contractor may perform work involving the setting of anodes. It appears that once a test station is included, a C-13 is required because of the electrical wiring connections that must be performed. Mr. Teves stated that this is correct.

Chairperson Isemoto asked about performing the thermite welding. Mr. Teves stated that the "A", C-68 CC, or C-13 contractor may perform the thermite welding if there are no test stations.

Chairperson Isemoto noted that the Lanikai Water System Improvements Part II project ("Lanikai Project") did not include sacrificial anode details. Mr. Fujikami stated that there are sacrificial anodes in the Lanikai Project.

Mr. Leong inquired whether the "A" or C-68 CC contractor could install the test station and have the C-13 contractor take the reading. Mr. Teves stated that the C-13 contractor is required to perform the installation of the cables as well as take the reading. Anything related to the installation of the test station should be performed by the C-13 contractor. Mr. Teves added that if the test station cables are bonded to the pipe or tank, a C-13 contractor is required. He asked the BWS representatives whether the insulating flange kits are usually bonded. Mr. Fujikami and Ms. Urasaki stated that they don't have an answer to this question.

Mr. Leong inquired whether a C-13 would be required to set the sacrificial anode and

connect the anode to the pipe with a wire. Mr. Teves clarified that if there are no test stations involved, the "A" or C-68 CC contractor may install the anode and connect it to the pipe.

Executive Officer Ito asked Mr. Fujikami how many test stations are involved with the Projects. Mr. Fujikami stated that he does not know the distance between the test stations but there are multiple test stations on both projects.

Mr. Leong stated that he is trying to clarify whether the "A" or the C-68 CC contractor is allowed to set the anode and the C-13 install the test station and wiring that connects to the test station. Mr. Teves stated that to the best of his knowledge, the anodes are tied into the test station and the pipe would also be tied to the test station. Mr. Fujikami stated that the test station is connected to the pipe and also connected to the anodes. Mr. Leong inquired whether the "A" or the C-68 CC contractor would be allowed to set the anode and wiring connecting the anode to the pipe and the C-13 is required to connect the wire to the pipe, anode, and terminate at the test station so that the C-13 can do the reading. Mr. Teves stated that if the test station did not connect to an anode, the "A" or the C-68 CC contractor may install the anode and connect the anode to the pipe. If the anode is connected to the test station, the C-13 is required to perform all of the work. For example, if there are 50 anodes required for the project and only 5 of the anodes are connected to test stations, the "A" or the C-68 CC contractor may install the 45 anodes that are not connected to the test station. Mr. Fujikami stated that for the Projects, every anode has a test station.

Mr. Teves stated that insulating flange kits are like a gasket or rubber joints and is a bonding jumper cable to go across from one flange to the next. Since it is not tied to the test station, the "A" or C-68 CC contractor may install the insulating flange kit. Chairperson Isemoto noted that on the plans for the Lanikai Project there is an insulating PVC spool detail at connection and asked BWS if that is the insulating flange kit. Mr. Fujikami stated that the insulating PVC spool detail at connection is not referring to the insulating flange kits. He requested that the Board separate what is required at the test stations and the joints at the pipes. Mr. Fujikawa stated that the insulated flange kit is at the joints between the pipes and is not directly connected to the test stations.

Mr. Teves stated that if a test station is involved, any anode or bonding jumper connected to the test station must be installed by a C-13 contractor. Any anode or bonding jumper that is not connected to a test station may be installed by an "A" or C-68 CC contractor. Mr. Fujikawa stated that this would answer the BWS's questions. The Board and BWS representatives discussed amending BWS's questions to ask when is a C-13 contractor is required to install a cathodic protection system and which parts of the cathodic protection system would require a C-13 contractor. Because there are so many variables involved in the installation of cathodic protection systems, BWS's questions were not amended.

Recommendation:

1) When a project involves the installation of a sacrificial/galvanic cathodic protection system, is a C-13 license required to perform all labor regarding test stations, electrical connections, bond cables, insulating flange kits, exothermic welds, and cables?
Response: Any part of a cathodic protection system that is connected to a test station requires a C-13 Electrical contractor's license. Any part of a

cathodic protection system that is not connected to a test station does not require a C-13 Electrical contractor's license and may also be performed by an "A" General engineering, or C-68 CC Cathodic protection contractor.

If the answer is that a C-13 license is not required for some, all, or any portion of any these things, please identify each with specificity.

a. Does the answer to this question change based on whether the cathodic protection system includes test stations?

Response: Yes.

b. Does the answer to this question change if the work is performed by a contractor with a C-68CC license?

Response: No.

2) When a project involved the installation of a sacrificial/galvanic cathodic protection system without testing stations, is a C-13 license required to perform labor regarding protective pipe coating, anodes, and setting anodes?

Response: No, this work may be performed by a an "A" General engineering, C-68 CC Cathodic protection, or a C-13 Electrical contractor.

3) Would the electrical connection for a sacrificial/galvanic cathodic protection system be considered incidental and supplemental to the other cathodic protection system work such that a C-13 license is not required to make the electrical connection, assuming the following facts:

a. The contractor has a C-68CC license;
b. The electrical connection is less than two volts; and
c. The value of the electrical connection labor is less than 1 % of the total cost of materials and labor for the cathodic protection system?

Please identify if any of these facts are irrelevant to the answer.

Response: A C-13 Electrical contractor's license is required; C-13 Electrical work is not incidental and supplemental work.

4) Does the fact that a sacrificial/galvanic cathodic protection system creates a direct current ("DC") via an electrochemical reaction take the system and/or circuit out of the definition of electrical work that requires a C-13 license?

Response: See the response to question no. 1.

5) For an impressed current cathodic protection system, is a C-13 license required for any work from the DC output terminals through the anode and

cathode circuit? If so, specifically what work requires a C-13 license?

Response: Yes, see the response to question no. 1.

6) For the installation of test stations, is a C-13 license required to do any of the following:

a. Installation of the test station itself;
b. Installation of anode wires;
c. Installation of pipe test lead wires;
d. Installation of permanent reference electrode lead wire;
e. Installation of the terminal board;
f. Performance of baseline potential tests;
g. Performance of anode open circuit tests;
h. Testing of electrical continuity between test stations; and
i. Operational testing of the cathodic protection system?

Please indicate which of these tasks (or portions of these tasks) require a C-13 license, if any.

Response: See the response to question no. 1.

7) Are exothermic/thermite welds incidental work such that a C-13 license is not required?

a. Does the answer change if the welds are needed only on an intermittent basis? For example, if only three to ten thermite welds are made in a day, with several days or weeks between sets of welds?

b. Does the answer change if the thermite weld procedure does not require any type of certification for the work?

Response: See the response to question no. 1.

b. Honolulu Rapid Transit Authority ("HART")

Requests an exemption from the contractor licensing laws pursuant to HRS sections 444-2(9) and 444-2(10) with regard to the Double Crossover Flangeway Modifications and Weld Repair ("DMWR") Project.

Mr. O'Donnell disclosed that he is a non-voting member of the HART Board and feels he does not have a conflict of interest. DAG Leong confirmed that Mr. O'Donnell contacted him prior to this meeting. Based upon Mr. O'Donnell not being a voting member of the HART Board and the subject matter of the inquiry, DAG Leong stated that Mr. O'Donnell's participation would not raise any conflicts of interest.

HART representatives Dean Matro, Deputy Director, Procurement and Contract Administration, and Anh-Tuan Le, Engineer, Design Department were present.

Mr. Matro stated that trains are not able to traverse through their double crossovers at speed. HART has a wheel rail interface issue and the immediate fix is to modify the double crossover. They went through an exhaustive industry search on the island and performed a procurement that resulted in no bids.

HART is asking for an exemption to seek and contract with qualified and capable contactors to do this modification at the double crossover. Mr. Matro believes that the material submitted to the Board supports HART's request for an exemption pursuant to HRS sections 444-2(9) and/or 444-2(10).

Mr. Arita noted that a news article suggested a recommendation to resolve this issue would be to replace the wheels which would require special welding and asked if this is related to HART's request. Mr. Matro stated that replacing the wheels is a long-term solution; modifying the double crossover is their immediate fix. To redesign and install the new wheels will take approximately one year to eighteen months. The reason for the immediacy of this fix is that they want to allow the trains to traverse the crossovers at speed during trial running which is scheduled for spring of next year.

Mr. Leong asked how soon the modification of the double crossovers would take place if the Board grants the exemption. Mr. Matro stated that the exemption would allow them to make a more serious search for a more qualified welder. They received a report from TTCI, a renowned expert on track, design, and safety which made it clear that the modification to the double crossovers must be precise. It's not like welding two pieces of sheet metal together. The work requires precise laying of the weld, grinding, adding on more material, and then more regrinding at specific temperatures. With an exemption, they will be able to seek out qualified vendors. They are under an alternative procurement and would come to a commercial agreement and enter into a contract. This process will take a few months.

Mr. Leong asked DAG Leong if the exemption that HART is requesting is applicable to HRS sections 444-2(9) and/or 444-2(10). DAG Leong stated that he read HART's request and it would fit under HRS sections 444-2(9) and/or 444-2(10). Mr. Leong stated that there were no responses to HART's bid which indicates that they need to seek qualified welders outside of Hawaii.

Executive Officer Ito commented that HRS section 444-2(9) requires the Board to determine that there are less than ten persons who are qualified to perform the work and that the work does not pose a potential danger to public health, safety, and welfare. Based on her earlier email correspondence with Mr. Matro, it was her understanding that Hawaii contractors licensed in the welding classification could obtain the certification; they just need to be trained to get the certification to provide the weld that HART is describing. She is not sure if HRS section 444-2(9) pertains to HART's request as there may be more than ten persons who are qualified to perform the work, but they did not bid on the project. Mr. Leong asked Mr. Matro to confirm that HART received no response from the local community to their solicitation. Mr. Matro stated yes.

Executive Officer Ito noted that HART has known since July 2021 that there were no Hawaii licensed contractors that submitted bids for their project. It appears

that there was ample time for a qualified welder who is not licensed in Hawaii to get a license in Hawaii. Mr. Matro stated that at the time when they did not receive any bids, they sought out what they could do. The welders need specific experience and qualifications to modify the crossovers. The bottom line was that there were no qualified vendors that responded to their solicitation or were found during their industry outreach.

Executive Officer Ito asked if they have found people who are qualified. Mr. Matro stated yes and that kind of work is done on the mainland. Executive Officer Ito asked if they could apply for a Hawaii license. Mr. Matro stated that they could; however, the timing is an issue. They're willing to come and do this work, go through the process of getting a license and then bid for the HART job. That's a business decision that he can't answer for them; if they can or cannot or if they will or will not.

Executive Officer Ito stated that there is one licensee for which the C-68RR Railroad contractor was established. She sent Mr. Matro the description and the name of the contractor. She asked if the C-68 RR classification would encompass the welding work required for this project. Mr. Matro stated that he believes it could. He referred the Board to Anh-Tuan Le, Engineer Design Department, HART, who was in contact with the Hawaii licensed C-68RR contractor.

Mr. Le stated that he contacted the C-68RR contractor. That contractor had a different business strategy and thought this kind of work was too modest in size and didn't want to respond to the bid solicitation. That contractor referred HART to another firm on the mainland. That firm found that it would take them 4 to 6 months to get a license because Hawaii license requirements are similar to California requirements. HART published the goals for accomplishing the work which was part of the specifications that went out for bidding. Executive Officer Ito informed Mr. Le that the exam required for licensure would be the Business and Law exam. If the mainland contractor had applied at that time, he may have been licensed by now. Mr. Le stated that the Hawaii licensed C-68 RR contractor wasn't clear if he could do welding because in his experience was mainly track construction and track rehab which is mainly a civil engineering type of work involving layout track, layout ballast, repositioning ballast that may have settled and not welding; he may have to hire a C-56 Welding contractor.

Executive Officer Ito asked the Board if the C-68RR would be the appropriate classification for to perform the project and read the C-68RR description as follows:

"To install, remove, recondition, repair or maintain railroad rails, signaling, switches, turnouts, frogs, ties and the related components; to correct vertical and horizontal rail alignment by straightening rails or by removing or adding ballast; to recondition old track under where new roads may cross; to perform civil and under-drain work in connection with the track foundation; and to install, remove, or repair surfacing at rail tracks."

Executive Officer Ito asked whether the work described in the C-68 RR classification requires welding; if the work requires welding then a separate

license for welding would not be necessary. Mr. Le stated that the C-68 RR licensee thinks the C-68 RR is civil engineering work. Mr. Le stated that the C-68 RR description is related to general and civil engineering track work. Any welding would only be for minor repairs of cracks and not the type of welding required for their project. The C-68 RR contractor's business is to recondition tracks after they have been in use for five to seven years. Executive Officer Ito asked if the C-68RR is not pertinent to the work that needs to be done. Mr. Le stated no and that the way it is described, work required on the project is beyond the C-68RR classification and separate from the work that needs to be done on the project.

Chairperson Isemoto stated that based upon the information provided, it appears that either a C-48 Structural steel or C-56 Welding license would be required. Mr. O'Donnell stated that there was a qualified licensed contractor that was asked to perform the work; however, he will be closing his doors on December 31, 2021. This contractor holds the C-48 Structural steel, C-56 Welding, "A" General engineering and "B" General building licenses which dates back to the 1950s.

Mr. O'Donnell added that the article in the Honolulu Star-Advertiser which stated that there are no certified welders in the State to perform the work is incorrect; there are certified welders in Hawaii. This particular welding procedure comes under the American Welder Society section D-1 because it's magnesium rod which is no different than a low high rod or a wire fed rod. Certified welders need help in getting that certification. The ironworkers got together with their training department and with the American Welding Society Instructor ("AWSI"). They purchased additional equipment and currently have six certified welders that are working with their training division to get that expertise; it's just a matter of learning and following the procedures. As Mr. Matro claimed because of the nature and the responsibility of the track to carry these cars in order to protect the general public, these welds are not only required to be certified, it also must be structurally sound.

Mr. O'Donnell stated that the City and County of Honolulu bought the entire 20 miles of rail for the project and stored it at Kalaeloa; Kiewit did the first ten miles. Kiewit brought in a mainland contractor to perform similar work on the splicing of the rails where they did the fusion process. When they got into the maintenance and facility, someone else did the welding of over 70 plates that have to be repaired. When Hitachi came in, the wheels on the cars did not match the tracks. There is a considerable amount of repair work that must be done. This work must be done immediately as it delays the project and the rail. He agrees with Chairperson Isemoto in that the C-56 Welding or C-48 Structural steel licenses are required.

Mr. O'Donnell also noted that the C-68 RR railroad track license is for railroad tracks and are no different from any of the other railroad tracks used in the industry for overhead cranes, monorails at Waikoloa, the Board of Water Supply deep weld tracks, and the maintenance cars that run from the bottom of Red Hill all the way over into the Pearl Harbor station. The difference between those railroad tracks and the rail is that the rail is an elevated track. The rails are sitting on bearing plates and supports and are not sitting on the ground and there's no ground work to be done.

Mr. O'Donnell stated that the iron workers just found out about this last week and they are getting set up to have their six AWS certified welders that are not trained in the D series, which is welding magnesium. The AWS D series is under the Federal Department of Transportation and covers any type of rail (on the ground or elevated) and also includes bridgework. The iron workers' first class will be held this Monday night at their facility. They have the equipment and instructors that are familiar with this procedure. He went on to say that this is something that is not done in Hawaii. This magnesium welding could be done in the shipyard; however, as far as having certified welders in this classification for construction projects, it is rare. The six individuals will be trained under their welding inspector and also have the AWSI inspector test all of their welds and all of their plates. The HART inspectors will then re-certify or accept the certification on the job site and under the supervision of an independent AWSI inspector.

Mr. O'Donnell stated that the six candidates are from different companies and are all certified stick and wire welders. Mr. Leong asked Mr. Matro if having certified welders from different companies would present a contracting problem for HART. Mr. Matro clarified that the crossovers are made of manganese. The TCCI report states that working on the manganese crossovers requires specific qualifications because the tolerances are tight, and it requires a kind of welding that is very precise. The welders need to be quite patient because it is very temperature dependent. It can't get too hot and it can't be done quickly. In the event that there are multiple welders from multiple companies, they are under alternate procurement so a lot of things are in play, there are a lot of things they can do to include direct negotiations subject to what they decide is fair and reasonable. In terms of being qualified versus certified, he believes that welding and repairing and grinding of manganese frogs require experience and capability. HART wants this work to be done rather quickly so that they can continue with trial running. They agree that they should have trainers expand the local industry to do this kind of work; they are in support of bringing in qualified trainers to train local welders.

Mr. Matro stated that their preference is to get someone whose business is modifying manganese crossovers; they are finding that this business is rare. Mr. Le stated that they reached out to "A" General engineering, C-56 Welding and C-48 structural steel contractors extensively. Their specifications refer to AWS B15.2 which is focused on track welding. It does not have a certification process, but it does have a qualifying process where the welders who follow these procedures can achieve these special welds for the cast manganese. The arena people which are the railroad people and the AWS people which are the welding people are collaborating to come up with a standard by which the industry operates. This is an evolving process because many railroads have their proprietary approaches to welding this type of metal; different materials, techniques, and equipment. They are trying to equalize the playing field irrespective of contractor licensing in Hawaii to bring in training. The alternative procurement includes training in the scope. He was tasked to identify trainers available from the mainland who will come and train local people. The point is that training is very much needed and there is a strong feeling, like the TTCI report, that they must use experienced welders. He is assured by the trainers that within the training program they have the best of the best of the island people; the meticulous, the patient, the detail oriented, the precision oriented.

The welders of the island can do it with their training as well as the guidance to launch the work because it is not just the training, it is also supervising them as they go into production welding to make sure that they are heading the right way. A lot of the training is not in a book, not in a binder, not in a classroom. There must be a lot of practice with counseling and coaching and guidance by the trainers. Training will take two to three weeks to get underway in addition to getting the contract underway.

Chairperson Isemoto asked when Mr. O'Donnell described the type of welding procedures that need to be done, the closest that comes to mind is when he does welding for large dozer ripper shanks which are about 3.5 inches thick, you V it out, preheat it, do two passes, grind it, bury it overnight and repeat the process the next day. He inquired if this is a similar process with the manganese welding. Mr. O'Donnell stated that Chairperson Isemoto has the right idea; he has the right theory. It is not the same process but that is what you would do on hard steel blades and buckets. Without doing the proper procedure, the welds would just crack or they will not properly bond. Mr. Le added that the manganese steel is used for these frogs because these frogs are heavy and subject to heavy wheel pounding at the switches. The frogs must be very hard, strong and durable. This leads to the metal being brittle; they are very sensitive. If you are welding structural steel, you are in the thousands of degrees with the base metal but with manganese, you can't be beyond 500 degrees. The cross section of the casting varies. The double cross over is about 100 feet long consisting of 8 frogs; each of these frogs have different cross sections. The whole thermal profile varies from place to place. A welder must be knowledgeable and intuitive to ensure that he keeps that temperature within reason. To accomplish this the welder must work patiently with very small strips of very small wires and regrind; it is basically sculpting this. They work within very tight tolerances, 1/16 inch in some places, so that the wheels do not bang up against the steel. They need new tools to measure these things and maintain quality control and so on. The structural steel people or shipyard repair people perform a long weld until their rod runs out; this is not the kind of thing that they can do here because it is a very developed process.

Members reviewed a slide show regarding what a crossover is and the kind of weld of adding material onto the existing rail. The slideshow included the double crossovers and modifying the frogs. At a double crossover there are 8 frogs that are made out of manganese which is different from what the track is made of. The modification requires them to add material onto the guard. This will prevent the risk of derailment. Right now, for the trains to go over these crossovers, they have limited them down to 5 mph. With this modification, they're able to go up to 20 mph. With that, they are allowed to go into trial running tests which is again scheduled for next year. They need this modification done as quickly as possible. They're running several opportunities, one of which is to get the exemption to allow HART to seek mainland firms who are qualified and able to do this relatively quickly. Another path they are investigating is the training option bringing qualified trainers who understand what they require and can train local welders.

The main remediation is the powering up of the wells to make sure that the wheel doesn't climb because it is narrow. As you go along the length of the double

crossover, there will be weldment on the vertical face of the riser as well as on the adjacent horizontal flangeway groove. The wheels have a conical shape and change direction. The well must take a taper from one point to another. The weldment will vary in thickness, angle and so on. This is done by laying on welds at least 3/16 inch wire and continue to grind it to shape to a very tight tolerance.

The material of the frog requires specific capability and experience. Heat input and controls are extremely important when welding manganese. It's a slow laborious process of welding sections, then moving onto another section while letting the first section cool. The sections that can be welded are from 4 to 12 inches that create a gap, then work on the next 4 to 12 inches until it cools. Then you go back to work on the gaps. The work is very precise, very time consuming and you must know what you're doing. Their first choice is to bring in qualified welders; the second path is training local welders.

Mr. Le stated that just as important as the welding is the grinding. The grinding is basically the finishing to keep it to profile and to make sure there are no soft metals and slag at the top. Even with the two parallel paths they are pursuing, they foresee a problem because the mainland contractors are very busy. They are primarily tied to the large railroad contracts and are on call under FRA rules. The FRA rules require that they repair certain things right away because there is a risk of derailment. The availability of these people is not good because of scheduling. In the mid and long term for HART, having trained local welders in Hawaii is a better choice. Some mainland firms require two to three months' notice because of the demand for their services.

Mr. Matro stated that an exemption would give HART the ability to search, work out the schedules, and bring welders on quickly to get the double crossovers modified.

Mr. Leong asked how long it would take to complete all the modifications. Mr. Matro stated that they are just procuring welders for the west side. If everything lines up, he stated that he believes it will take two to three months. Mr. Le stated that based on the productivity and access to shifts, they think it requires at most, 2 ace welders, who know what they are doing, in about 4 to 6 weeks working full time for the section from East Kapolei to Aloha Stadium. This is very difficult because the mainland welders have other commitments and may not be available for blocks of time. If there are other issues or other interface issues, it could take up to three to four months.

Mr. Leong asked if it would be difficult for the local welders to get the specialized equipment to perform the work. Once they identify a firm, and they have their preference of doing this weld, the firm will provide their list to HART and HART will procure the special equipment. Mr. Le stated that some of the equipment is rare, such as the guide grinder. Some of the work requires a portal grinder because of the finesse and tolerances required. Some of the equipment will have to be sourced; it depends on the preferences of the welders, as well as the availability of the equipment.

Mr. Leong asked how they will contract out to local contractors; will a bond or warranty be required. Mr. Matro stated that it will be part of the discussions with

the company they contract. Mr. Leong stated that if a local contractor had two qualified welders, and the contract amount was $100,000.00, the contractor would probably not want to be on the hook for a one to three-year warranty because the amount of pounding that the train will put on the crossovers. He suggested that perhaps that is reason there were no responses to their invitation to bid.

Mr. Matro stated that the company they select will be licensed in another state, qualified and experienced in modification of manganese frogs. Mr. Le added that for a new frog, the manufacturer would provide the warranty. In this case, HART has provided the modification design and they know that this will be a temporary solution so the frogs will not have to last twelve to fifteen years. There may be different alternatives two years down the road including frog or wheel replacement. It is up to HART to accommodate these things in the contract. Insurance for railroad firms may have to be waived, bonding will be negotiated because they are looking at getting welders on the job and a lot of local welders don't have the capacity for this type of project. HART has passed on their streamlined contract to local contractors and they stated that they can handle his type of contract.

Mr. O'Donnell stated that the local contractors have an abundance of work. They have a lot of projects. For a contractor to take a temporary job with the bonding requirements would be difficult because a lot of them are stretched thin due to the number of projects they have; that is probably one of the reasons why they did not respond to the invitation to bid. He knows of one local contractor that is interested in doing the work and is talking with HART. Mr. O'Donnell added that when the first ten miles of the track was installed, on the fusion, the contractor was from the mainland. He recalls that Kiewit hired the mainland company under their payroll and their C-56 license. That is how a mainland company was able to perform the splicing of the rails.

Mr. O'Donnell stated that this thing just hit last week. This was not a request for proposals that went through the normal bid book procedure where people knew what was going on. This was something that he read about in the Advertiser on Wednesday morning; that there were no qualified welders in Hawaii. That was upsetting to him. Mr. Arita stated that the Board is responsible for protecting the public. The experience of the welder is critical, and he is concerned that if we had local people who are certified, would they have the experience to provide the quality of work that is expected for the safety that is involved. If an exemption is made, is the exemption temporary or permanent? The long-term solution would be to train local people because maintenance will be required in the future.

Executive Session: At 11:44 a.m., it was moved by Mr. Higashihara, seconded by Mr. Arita, and unanimously carried to enter into executive session to consult with Christopher Leong, Deputy Attorney General, on questions and issues pertaining to the Board's powers, duties, privileges, immunities, and liabilities pursuant to HRS section 92-5(a)(4).

At 1:22 p.m., it was moved by Mr. Arita, seconded by Mr. Leong, and unanimously carried, to move out of executive session and to reconvene to the Board's regular order of business.

Recommendation: Grant an exemption pursuant to HRS section 444-2(10) to and through July 31, 2022, provided that the out-of-state entity that HART procures shall apply for a Hawaii contractor's license within two months of signing the contract with HART and the out-of-state entity that HART procures shall obtain a Hawaii contractor's license no later than July 31, 2022.

After discussion, it was moved by Mr. Arita, seconded by Mr. Leong, and unanimously carried to approve the above scope recommendations.

Chapter 91, HRS, Adjudicatory Matters:

Chairperson Isemoto called for a recess from the Board's meeting at 1:37 p.m. to discuss and deliberate on the following adjudicatory matters pursuant to HRS chapter 91.

Mr. Teves left at 1:41 p.m.

1. Settlement Agreements

a. In the Matter of the Contractors' Licenses of M & R Roofing and Raingutters LLC and Roger B. Borce; CLB 2021-256-L

On or about March 29, 2021, the State of Hawaii, Department of Labor and Industrial Relations ("DLIR") issued M & R Roofing and Raingutters LLC and Roger B. Borce ("Respondents") a Notification of Violation ("Notification") based on work performed by M & R at Ewa Elementary School, DOE Job No. P81003-13.
According to the Notification, M & R failed to comply with Hawaii Revised Statutes ("HRS") sections 104-2(b), 104-2(c), 104-(d), and 104-3(a) in that M & R did not pay prevailing wages to employees, and copies of certified payroll records submitted by M & R to the DLIR incorrectly classified certain employees for payroll purposes.

Along with the Notification, the DLIR served M & R with a Wage and Penalty Assessment, assessing a penalty of $2,500.00 and $9,036.80 in prevailing wages and overtime.

Respondents did not report the Notification to the Contractors License Board within thirty (30) days.

If proven at an administrative hearing, the allegations would constitute violations of the following statutes: Hawaii Revised Statutes ("HRS") section 436B-16 (Each licensee shall provide written notice within thirty days to the licensing authority of any judgment, award, or disciplinary sanction, order, or other determinations, which adjudges or finds that the licensee is civilly, criminally, or otherwise liable for any personal injury, property damage, or loss caused by the

licensee's conduct in the practice of the licensee's profession or vocation) and 444-17(6) (Willful violation of any law of the State, or any county, relating to building, including any violation of any applicable ruled of the department of health, or of any applicable safety or labor law).

Respondents agree to pay an administrative fine in the amount of $500.00.

After discussion it was moved by Mr. Leong, seconded by Mr. Nishek, and unanimously carried, to approve the Settlement Agreement Prior to Filing of Petition for Disciplinary Action in the above case.

Following the Board's review, deliberation and decisions in these matters, pursuant to HRS chapter 91, Chairperson Isemoto announced that the Board was reconvening to its open meeting at 1:45 p.m.

Executive Session:

At 1:48 p.m., it was moved by Mr. Arita, seconded by Mr. Higashihara and unanimously carried to enter into executive session pursuant to HRS section 92-5(a)(1) to consider and evaluate personal information relating to individuals applying for professional or vocational licenses cited in HRS section 26-9, and to consult with Christopher Leong, Deputy Attorney General, on questions and issues pertaining to the Board's powers, duties, privileges, immunities, and liabilities pursuant to HRS section 92-5(a)(4).

At 4:18 p.m., it was moved by Mr. Arita, seconded by Mr. Leong, and unanimously carried, to move out of executive session and to reconvene to the Board's regular order of business.

Ms. Anna Oshiro, Esq., Damon Key Leong Kupchak Hastert asked for the status of the applications for Pacific Northern Environmental LLC/Steven E. Jabusch, RME.
Executive Officer Ito informed Ms. Oshiro that the applications were deferred, and she will contact her after the meeting.

Appearances Before the Board:

a. Noel K. Mutzenberg, RME
Colt Construction LLC
"B" General building

It was moved by Mr. Higashihara, seconded by Mr. Arita, and unanimously carried, to deny Mr. Mutzenberg's application for licensure in the "B" General building classification for lack of experience.

b. David C. Pickett, RME
Columbia Pacific Renewable LLC
"A" General engineering

It was moved by Mr. Higashihara, seconded by Mr. Arita, and unanimously carried to approve Mr. Pickett's application for licensure in the "A" General Engineering classification.

Committee Reports:

1. Applications Committee Report:
Candace Ito, Executive Officer

a. Lahui Builders LLC
James R. Akau, RME
C-31 Masonry

It was moved by Mr. Higashihara, seconded by Mr. Arita, and unanimously carried, to approve Lahui Builders LLC and Mr. Akau's application for licensure in the C-31 Masonry classification.

2. Conditional License Report:
Lei Ana Green, Executive Officer

None.

3. Applications Committee:
Nicholas W. Teves, Jr., Chairperson

It was moved by Mr. Higashihara, seconded by Mr. Arita, and unanimously carried, to approve, defer, deny or withdraw the license applications as indicated on the Applications Committee Attachment in the following categories as attached to the meeting minutes.

a. Request for Change in Business Status

b. Request for Waiver of Bond Requirement

c. Applications for Licensure

Ratification

Approve bond waiver:

1. Rickey G.K. Lau
"B" General building

It was moved by Mr. Higashihara, seconded by Mr. Arita, and unanimously carried to ratify the approval of Mr. Lau's application for a bond waiver.

4. Owner-Builder Exemption Applications

a. Michael Leslie
b. Todd Weinmann
c. Sandra Pickard
d. Dwight & Doris Stewart
e. Bradley K. & Pamela A. Hook

It was moved by Mr. Higashihara, seconded by Mr. Arita, and unanimously carried to approve a., c., and d.; approve b. pending receipt of requested information; and defer e. for additional information; of the

above owner-builder exemption applications.

5. Examination Committee:
Jerry Nishek, Chairperson

a. Contractors Examination Summary

The Contractors Examination Summary for September 2021 was distributed to the Board for their information.

Contractor Recovery Fund: Recovery Fund Report:
Zale T. Okazaki, Esquire

Ms. Okazaki's Recovery Fund Litigation Report dated November 1, 2021 was distributed to the Board.

Next Meeting: January 21, 2022

Adjournment: There being no further business to discuss, the meeting was adjourned at 4:30 p.m.

Reviewed and approved by:

/s/ Candace Ito
Candace Ito
Executive Officer
12/19/21

Taken and recorded by:

/s/ Faith Nishimura
Faith Nishimura
Secretary

[X] Minutes approved as is.
[ ] Minutes approved with changes. See minutes of _____.

CONTRACTORS LICENSE BOARD
Professional and Vocational Licensing Division
Department of Commerce and Consumer Affairs
State of Hawaii

November 19, 2021

APPLICATIONS COMMITTEE ATTACHMENT

3.a. **Request for Change in Business Status:**

3.b. **Request for Waiver of Bond Requirement**

3.c. **Approve applications, subject to all requirements except examinations.**

Applications A:

1. Akimoto Construction Inc.
   Sun N. Won, RME
   "B" General Building
   Bond: $26,000

2. Aloha Machine & Welding Ltd.
   Robert Acasio, RME
   C-2 Mechanical insulation
   C-4 Boiler, hot-water heating, hot water supply & steam fitting
   C-48 Structural steel
   C-56 Welding
   Bond: $137,000

3. APEX Plumbing LLC
   Alex Sorokovsky, RME
   C-37 Plumbing

4. Beylik/Energetic A JV
   Robert S. Beylik, RME
   "A" General Engineering
   "B" General Building
   C-23 Gunite
   C-31 Masonry
   C-34 Soil stabilization

5. Douglas A. Cameron (Individual) (Reactivate)
   "B" General Building
   Bond: $103,000

6. Randall S. Chung (Individual) (Reactivate)
   C-31 Masonry

7. Environet Inc. (Additional classification)
   Zachary M. Payne, RME
   C-13 Electrical

8. Geostabilization International LLC

Justin D. Petersen, RME
C-34 Soil stabilization
C-68RL Rockfall mitigation

9. Zachary K. Gonzales, RME
Maui Paving LLC
"A" General Engineering

10. KCK Builders LLC
David M. Freitas, RME
"B" General Building
C-33 Painting & decorating
C-48 Structural steel

11. Lahui Builders LLC
James R. Akau, RME
C-31 Masonry

12. Ken H. Loui, RME
HSI Mechanical Inc.
"A" General Engineering
"B" General Building
C-31 Masonry
C-37 Plumbing
C-41 Reinforcing steel
C-52 Ventilating & air conditioning

13. Paul J. Maselli (Individual) (RME to sole)
C-13 Electrical

14. PVH Construction LLC
Vitaliy A. Bublik, RME (Dual status – Modern Flooring LLC)
"B" General Building

15. Pacific Asphalt & Maintenance Inc. (Additional classification)
Gregory J. Cabanas, RME
"A" General Engineering

16. Pacific Aina Management LLC (Reactivate)
Christian D. Renz, RME
C-27 Landscaping

17. Edmond P.K. Renaud, RME (Reactivate)
DMK & Associates LLC
"A" General Engineering
"B" General Building

18. Restoration Services Hawaii LLC
Kenneth K.K. Lau, RME
"B" General Building

19. SNS Welding & Fabrication LLC
Scot Aiona, RME
C-56 Welding

20. War Mechanical LLC
Warren Aganos, RME
C-37 Plumbing

21. White Mountain Builders Inc.
Michael K. Anderson, RME
"B" General Building
C-6 Carpentry framing

Applications B: **Approve applications; subject to all requirements including examinations in Parts I and II, except as otherwise noted.**

1. Almighty Electrical Inc.
Bruce A. Niimoto, RME
C-13 Electrical

2. Chad A. Awai (Individual)
"B" General Building

3. Columbia Pacific Renewable LLC
David C. Pickett, RME
"A" General Engineering
Bond: $25,000

4. Concrete Arts Inc.
Thomas M. Graf, RME
C-31a Cement concrete
Bond: $611,000

5. Empowered Electric LLC
Daniel J. Uyeda, RME
C-13 Electrical

6. Jordan J. Ferrier (Individual)
"B" General Building
Bond: $6,000

7. Grayleaf Studio LLC
Jeffrey C. Koenig, RME
"B" General Building
Bond: $23,000

8. Thomas E. Griffith, Jr. (Individual)
C-5 Cabinet, millwork & carpentry remodeling & repairs
C-6 Carpentry framing
"B" General Building (withdraw)

9. HI Quality Electrical Services LLC
Jamieson D. McEachran, RME
C-13 Electrical

10. Lance Inoue (Individual)

C-33 Painting & decorating

11. International Cooling Tower USA Inc.
Joel C. Dyck, RME
"A" General Engineering

12. Prestin T.K. Lee (Individual)
C-13 Electrical

13. William D. Lough, RME
Gravitec Systems Inc.
C-68FP Fall protection

14. MVI Builders LLC
Marvin Gutierrez Iglesias, RME
"B" General Building
Bond: $24,000

15. Pacific Air Conditioning & Sheet Metal LLC (Additional classification)
Jovel F.I. Lee, RME (Dual status – Pacific
C-44 Sheet metal Roofing & Repair LLC)
C-52 Ventilating & air conditioning (approve 7/21)

16. Pacific Renovations & Repairs LLC (Additional classification)
Joel I. Zavala, RME
"B" General Building
Bond: $19,000

17. Premier Builders Construction Inc.
Ronald L. Quinton, RME
"B" General Building
C-12 Flooring
C-51 Tile

18. Maata Saunitoga (Individual)
C-31 Masonry
Bond: $5,000

19. Shuka Fire Protection LLC
Vlademir B. Landim, RME
C-20 Fire protection

20. Mokihana K. Silva, RME
4MG LLC
C-13 Electrical

21. Stan I. Tomimoto, RME
Economy Plumb & Sheetmtl Inc.
C-37 Plumbing
C-52 Ventilating & air conditioning

22. YK Drilling LLC
Yee Wah E. Ng, RME

C-57 Well
Bond: $127,000

Applications C: **Withdraw applications; previously deferred.**

1. Barrett Renewables Corp.
   Phillip R. Andrews, RME
   C-13 Electrical

2. Building Hawaii LLC
   Paul L. Orem, RME (Dual status - Photonworks Engineering LLP)
   "B" General Building
   C-13 Electrical

3. Columbia Pacific Renewable LLC
   Christopher J. Bokides, RME
   "A" General Engineering

4. Thomas E. Griffith, Jr. (Individual)
   "B" General Building
   C-5 Cabinet, millwork & carpentry remodeling & repairs (approve)
   C-6 Carpentry framing (approve)

5. Photonworks Engineering LLP (Additional classification)
   Paul L. Orem, RME (Dual status - Building Hawaii LLC)
   C-52 Ventilating & air conditioning
   C-63 High voltage electrical (approve 9/21)

6. Titan Industries LLC (Additional classification)
   Michael G. Keith, RME
   C-31e Concrete cutting, drilling, sawing, coring & pressure grouting

7. Alden Douglas Vienneau (Individual)
   C-21 Flooring
   C-33 Painting & decorating
   C-51 Tile
   C-5 Cabinet, millwork & carpentry remodeling & repairs (defer)

Applications D: **Deny applications; failure to show requisite experience and/or failure to show good reputation for honesty, truthfulness, financial integrity, and fair dealing.**

1. Noel K. Mutzenberg, RME
   Colt Construction LLC
   "B" General Building

Applications E: **Defer applications; for further investigation or request for additional documentation.**

1. A & G Builders Hawaii LLC
   Gary M. Goodrich II, RME
   "B" General Building

2. Janell R. Adams, RME
   Tower Construction Hawaii Inc.

"B" General Building

3. Reynald G. Agan (Individual)
   C-5 Cabinet, millwork & carpentry remodeling & repairs

4. Jeremy L. Agpalza, RME
   Les Carpet Drapery Installation Inc.
   C-7 Carpet laying
   C-21 Flooring

5. Elias Akinaka, RME
   Akinaka Construction Inc.
   "B" General Building

6. Allied Construction Management Inc.
   Robert P. Smith, RME
   "B" General Building

7. Allied Electrical Limited Liability Company (Additional classification)
   Melissa M. Treptow, RME
   "B" General Building

8. Atlas Trenchless LLC
   Dimitrios D.D. Lagios, RME
   C-68 Horizontal drilling and micro tunneling

9. Douglas P. Back, RME
   Pacific Decorative Concrete Inc.
   C-33a Surface treatment

10. Joseph S. Bakos, RME (Additional classification)
    Coconut Wireless LLC
    Dba Coconut Wireless Construction
    "A" General Engineering

11. Nicholas S. Bakos, RME
    Coconut Wireless LLC dba Coconut Wireless Construction
    C-15b Telecommunication
    C-68TN Communication tower

12. Boardmeeting, Inc.
    Vincent J. Furriel, RME
    "B" General Building

13. Bret Alan Briggs, RME
    New England Lead Burning Company Inc.
    "B" General Building

14. Bright Builders HI LLC
    Herbert N. Bright, RME
    "B" General Building

15. CW Customs LLC
    Clay Wyatt, RME
    C-5 Cabinet, millwork & carpentry remodeling & repairs

16. CFL Excavation & Trenching LLC
Albert K. Woods, RME
C-17 Excavating, grading & trenching

17. City Facilities Management (FL) LLC
Jeffery A. Coss, RME
C-13 Electrical

18. Clarkson Interiors LLC
Scott T. Clarkson, RME
"B" General Building
C-7 Carpet laying
C-21 Flooring

19. Christopher O. Corey, RME
Trane U S Inc.
"B" General Building

20. Corporate Vision Inc.
Horace W. Roberts, RME
C-5 Cabinet, millwork & carpentry remodeling & repairs

21. Da Kyhn Mechanical Inc. (Additional classification)
John I. Lloyd, RME
C-44 Sheet metal
C-40 Refrigeration (approve 10/21)

22. Da Pool Guy LLC
Jeremy R. Haupt, RME
C-49a Swimming pool service

23. Danny's Construction Company LLC
Christopher E. Rust, RME
C-48 Structural steel

24. Dawson Enterprises LLC
Michael W.D. Fonseca, RME (Dual status – Dawson
"B" General Building Technical LLC)

25. Dawson Technical Inc.
Michael W.D. Fonseca, RME (Dual status – Dawson
"B" General Building Enterprises LLC)

26. Day Night Construction Inc.
Solomon V. Crowner, RME
C-42 Roofing

27. George Edward Denise IV, RME
Swinerton Builders
"B" General Building

28. Diamond Quality Construction LLC

Taimane Lopes, RME
C-5 Cabinet, millwork & carpentry remodeling & repairs

29. Dynasty Plumbing LLC
Danilo J. Bantolina, RME
C-37 Plumbing

30. ECM Holding Group Inc.
Erik T. Larson, RME
"B" General Building

31. Environmental Chemical Corporation
Robert J. Tess, RME
"A" General Engineering
"B" General Building

32. Extreme Construction Inc.
Francis J. Pochopin, RME
"B" General Building

33. FFAN LLC
Freddy K.H. Fan, RME
C-5 Cabinet, millwork & carpentry remodeling & repairs
"B" General Building (withdraw 10/21)

34. Viliami Fangupo (Individual)
C-31 Masonry

35. Carpenter Tommy Freeman LLC
Thomas D. Freeman, RME
C-5 Cabinet, millwork & carpentry remodeling & repairs

36. GD Construction LLC
Gregory Lee Dressen, RME
"B" General Building

37. Dylan J. Gapp, RME
Drainpipe Plumbing and Solar LLC
C-37 Plumbing

38. Maurice Alfred Garcia, RME
Tri-State General Contractors Inc.
"B" General Building

39. Daniel J. Gardiner, RME
Exerplay Inc.
C-3b Play court surfacing
C-25 Institutional & commercial equipment

40. Garney Hawaii Inc.
Ronald D. Eckdahl, RME
"A" General Engineering
"B" General Building

41. Daniel Wayne Garza, RME

C M C Steel Fabricators Inc.
C-41 Reinforcing steel

42. Genesee Construction and Development LLC
Charles M. Comolli, RME
"B" General Building

43. Global Tiling Inc.
Thomas J. Jaggard, RME
C-51 Tile

44. Anthony H. Gregory, Jr., RME (Additional classification)
Mana Construction Inc.
"B" General Building

45. H.A. Builders Inc.
Herk Alcaraz, RME
"B" General Building

46. Hawaiian Building Maintenance Restoration LLC
Henry T.F. Chong, RME (Dual status – HBM
"B" General Building Acquisitions LLC)

47. Tim Ting Tong He (Individual)
"B" General Building

48. Peter K. Hett (Individual)
C-37 Plumbing

49. HI Power Group Inc.
Lopaka A. Lauaki, RME
C-13 Electrical

50. Ikeya Construction LLC
Kekoakulanakekuhaupio Kamalani, RME
"B" General Building

51. Innovative Constructions Limited Liability Company (Additional classification)
John W.Y. Lin, RME
C-33 Painting & decorating

52. Island Asphalt Maintenance Inc. (Additional classification)
Jade C. Rasmussen, RME
C-3 Asphalt paving & surfacing

53. JD Hawaii Contractor Inc. (Additional classification)
John C. Draffan, RME
C-1 Acoustical & insulation

54. JTI Electrical & Instrumentation LLC
Jason Allen Tackitt, RME
"B" General Building
C-13 Electrical (approve 10/21)

55. James Miller Contractor LLC
Arthur L. Pelkaus, RME
"B" General Building

56. Andrew K. Kahalewai, RME
Elite Concrete LLC
C-24 Building, moving & wrecking
C-31e Concrete cutting, drilling, sawing, coring & pressure grouting

57. Stoyan E. Katrandjiev (Individual)
"B" General Building

58. Bruce H.S. Kim, RME (Additional classification)
Akamai Roofing Inc.
C-42 Roofing

59. Kingstone Contracting LLC (Additional classification)
Viniseni L.T. Haunga, Jr., RME
C-31 Masonry

60. Spencer Y. Kurihara, Jr. (Individual)
"B" General Building

61. Lana'i Development and Construction LLC
William A. Patterson, RME
"A" General Engineering
"B" General Building

62. Landscape Structures Inc.
Dwayne A. Ganzel, RME
C-25 Institutional & commercial equipment

63. Larochelle Enterprises LLC
Evan K. LaRochelle, RME
C-12 Drywall

64. Lekili Nursery Inc.
Keone W. Blyth, RME
C-27 Landscaping

65. Chung Hsin Lin, RME (Additional classification)
Ohana Pacific Construction Inc.
C-41 Reinforcing steel

66. Brian Keith Lloyd (Individual)
"B" General Building

67. MW Building Systems LLC
Milton D. Kutaka, RME (Reactivate)
"B" General Building

68. Justin P. McCutcheon, RME
Goodfellow Bros. LLC
C-38 Plumbing

69. Robert K. McKee (Individual)
C-13 Electrical

70. John W.W. Makoff, RME (Additional classification)
Goodfellow Bros LLC
C-14 Sign

71. Holika Manupule (Individual) (Additional classification)
"A" General Engineering

72. Marble Works Inc.
Crispin P. Rodriguez, RME
C-51 Tile

73. Martin Steel Constructors Inc.
Jeffrey L. Martin, RME
C-41 Reinforcing steel
C-48 Structural steel
C-56 Welding

74. Faleaka L. Masaniai (Individual) (Additional classification)
C-31 Masonry

75. Mauka Contracting LLC
Colin J. Meehan, RME
C-5 Cabinet, millwork & carpentry remodeling & repairs

76. Jherard K. Miller, RME (Dual status – Headed
JV Testimonial Builders LLC Homes Roofing LLC/H2
C-33 Painting & decorating Roofing LLC)
C-42 Roofing

77. Miranda Electrical LLC
Melvin W. Miranda, RME
C-13 Electrical

78. Brian K. Mitsunaga, RME
DM Pacific Inc.
"B" General Building

79. Igor G. Mokan, RME
BMK Construction LLC
"B" General Building
C-21 Flooring
C-31 Masonry
C-31a Cement concrete
C-51 Tile

80. Joshua K. Mollier-Mangarin, RME
Pebblestone Hawaii Inc.
C-27 Landscaping

81. Morris-Shea Bridge Company Inc.
Richard J. Shea, RME
C-35 Pile driving, pile & caisson drilling & foundation

82. Mortar and Beam Hawaii LLC

Mitchell D. Burton, RME
"B" General Building

83. Mountain to Sea Construction LLC
Jeremiah J. Jones, RME
C-5 Cabinet, millwork & carpentry remodeling & repairs
C-33 Painting & decorating

84. Thibaut Moyne, RME
Johnson Builders LLC
"B" General Building

85. Nautilus General Contractors Inc.
Stefen E. Gustafson, RME
"B" General Building

86. Alireza T. Niksefat (Individual)
"B" General Building

87. Galenn S. Nitta, RME
Commercial Plumbing Inc.
C-4 Boiler, hot-water heating, hot water supply & steam fitting
C-37 Plumbing

88. Oahu Custom Construction LLC
Joseph C. Wood, RME
"B" General Building

89. Pacific Industrial Coatings LLC
Randall R. Belmonte, RME
C-42 Roofing

90. Pacific Northern Environmental LLC
Steven E. Jabusch, RME
"B" General Building

91. Pacific Roofing & Repair LLC
Jovel F.I. Lee, RME (Dual status – Pacific Air Conditioning & Sheet Metal LLC)
"B" General Building
C-55 Waterproofing
C-19 Asbestos (approve 7/21)

92. Pacific Tower Corporation
Kip T. Woodrum, RME
"B" General Building

93. Painting Crew LLC (Additional classification)
Calvin K.M. Lam, RME
C-19 Asbestos

94. Paulele Construction LLC
Joshua W. Lo, RME
"B" General Building

95. Eric K. Pompa (Individual) (Reactivate)

C-31 Masonry

96. Pool Experts LLC
Duke Pua, RME
“A” General Engineering

97. Preferred Construction Hawaii LLC
Jonothan G. Saunders, RME
“B” General Building

98. Pro Circuit Solar Inc.
Paul L. Orem, RME
“B” General Building
C-13 Electrical

99. Russell H. Pruitt, RME
Retro Tech Systems LLC
C-37 Plumbing

100. Rylie M. Richmond (Individual)
C-37a Sewer & drain line
C-37b Irrigation & lawn sprinkler systems

101. RIVCO Construction LLC
Gene-Paul H. Rivera, RME
“A” General Engineering
C-31b Stone masonry

102. Roots Development LLC
Levi G. McKay, RME
“B” General Building

103. SKW Painting Inc.
Sow W. Kim, RME
C-33 Painting & decorating

104. Shizen Builders LLC
Scott H. Peterson, RME
C-33 Painting & decorating

105. Skyline Steel Inc.
Rick L. Dancer, RME
C-48 Structural steel

106. Joseph Slevin (Individual)
“B” General Building

107. Spray Foam Kauai LLC
Somchai Thaopraseuth, RME
“B” General Building

108. Stattin Group Construction LLC
Derek C. Stattin, RME

"B" General Building

109. Benjamin K. Steele, RME
Swinerton Builders
"B" General Building

110. Kirk T. Story, RME
Barrett Renewables Corp.
C-13 Electrical

111. Stronghold Engineering Incorporated
Scott A. Bailey, RME
"A" General Engineering
"B" General Building
C-13 Electrical

112. Stronghold Engineering Incorporated
Shawn M. Steib, RME
"B" General Building

113. TST Service Inc.
Reginald Michael Sen, RME
C-25 Institutional & commercial equipment

114. TX2 Hawaii LLC
Lance K. Takehara, RME
"B" General Building

115. Vivieni Takai (Individual)
C-31 Masonry

116. Kelson J. Tanaka (Individual)
"B" General Building

117. Kent J. Tolley, RME
Nations Roof LLC
C-42 Roofing

118. Melvin L. Traughber (Individual)
C-13 Electrical

119. Valley Isle Pumping Inc. (Additional classification)
Dominck Marino, RME
C-37e Treatment & pumping facilities

120. Jason Ryan Van Housen, RME
C-40 Refrigeration
C-44 Sheet metal
C-52 Ventilating & air conditioning

121. Alden Douglas Vienneau (Individual)
C-5 Cabinet, millwork & carpentry remodeling & repairs
C-21 Flooring (withdraw)
C-33 Painting & decorating (withdraw)
C-51 Tile (withdraw)

122. W G Construction LLC
Wendell V. Guieb, RME
C-17 Excavating, trenching & grading
C-48 Structural steel

123. WR Masonry LLC
William V. Ramones, RME
C-31a Cement concrete

124. Wakayama Electrical LLC
Gregory D. Wakayama, RME
C-13 Electrical

125. Jeffrey Scott Walker, RME
Isec Incorporated
C-25 Institutional & commercial equipment
C-32 Ornamental, guardrail & fencing
C-5 Cabinet, millwork & carpentry remodeling & repairs (approve 10/22)

126. Wall Construction LLC
Gregory T. Wall, RME
"B" General Building

127. Water Tectonics Inc.
Barton D. Eames, RME
"A" General Engineering

128. Joel M. Weber, RME
Alternate Energy Inc.
C-52 Ventilating & air conditioning

129. Wen's Construction LLC
Wen Sheng He, RME
"B" General Building

130. Wired Hawaii LLC
James A. Dowsett, RME
C-13 Electrical

131. Zaino Tennis Courts Inc.
Richard J. Zaino, RME
C-3b Play court surfacing

132. Yu Zie Zhang (Individual)
"B" General Building