

HAWAIIAN CONNECTIONS

THE HAWAII LOCAL TECHNICAL ASSISTANCE PROGRAM

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Please pass this on to other interested parties in your office.

9TH ANNUAL SUPERINTENDENT / OVERSEER'S CONFERENCE

By: C.S. Papacostas, Juli Kobayashi & Gail Ikeda, Hawaii LTAP

The county of Maui hosted Hawai'i's 9th highway superintendent meeting on September 16-19, 2008 at Kaanapali. **Earle Ray Kukahiko** served as the Master of Ceremonies and Maui Mayor **Charmaine Tavares** expressed her full support and her appreciation for the contributions of the often-unsung heroes assembled at the meeting. As it has become traditional, the Army Corps of Engineers sent two representatives, and, for the first time, a 5-person contingent from the Hawai'i DOT (Maui District) joined the group.

The program incorporated suggestions given at last year's meeting, supplemented with ideas generated by the planning committee. It was designed with the following thrusts in mind: Pavement Preventive Maintenance, County Updates, Senior Supervisors' Panel, Army Corps of Engineers Update, and Lessons Learned in Emergency Response.

Pavement Preventive Maintenance

Hawai'i Asphalt Paving Industry (HAPI), one of Hawai'i LTAP's long standing partners, provided a primer on the subject covering practical information that can be readily translated to field operations. **John Dupuis**,

Maui Manager of Construction Engineering Labs, described pavement condition inspection procedures and led the group on a field tour where he actually demonstrated how to recognize different types of distresses. **Bart Lungren**, HAPI Executive Director, and **Larry Galehouse**, Director of the National Center for Pavement Preservation headquartered at Michigan State University, illustrated the advantage of a well-designed pavement maintenance program over one that stresses "worst sections first." To complete this module, **Stanley Nakasone** shared the lessons learned in starting up an in-house pavement-resurfacing program on the Big Island. **Tyler Sugihara** and **Raoul Self** described the new paving equipment that

the City & County of Honolulu purchased as they gear up their operations.

County Updates

As usual, each of the four counties took the floor to discuss some of the year's experiences and new developments.

Leonard Costa of Maui described, among other items, how to deal with a whale carcass considering new requirements for necropsy

(Continued on Page 8)



Maui Mayor **Charmaine Tavares** welcomes superintendents.

HAWAII CONSTRUCTION CAREER DAYS

October 23-14, 2008

By Juli Kobayashi, Hawaii LTAP

Purpose & Goals:

Similar to national trends, Hawai'i's construction industry is quickly facing a shortage of skilled workers. In response to this shortage, one of the primary goals of Hawai'i Construction Career Days (CCD) is to expose our State's high school students to the broad range of construction job opportunities that are available. Activities such as operating heavy equipment, manipulating machine simulators, balancing across a wooden beam, using a jackhammer, putting on hazmat suits and many other exciting things were available for students to participate in.

Another goal was to spark enthusiasm among interest groups to help Hawai'i's youth see the potential of a construction career. The event brought together a diverse group of volunteers from government agencies, private construction companies, trade organizations, architect and engineering firms, college departments as well as from other businesses that support the construction industry. Industry representatives were present to answer students' questions regarding job opportunities and descriptions, salaries, benefits and growth potential.

The event was held at Honolulu Community College

Campus where three areas were available for students to participate in: Heavy Equipment, Trades and Exhibit Booths.

2008 Participants:

- Number of students attending: 1100
- Number of high schools participating: 23
- Number of volunteers: 112
- Number of sponsors: 48

Partnerships:

Hawai'i's CCD develops partnerships between the construction industry, government, and educational institutions which are vital to promoting the CCD program. Construction Career Days relies heavily on volunteers working together for youth, industry and community. Hawai'i CCD partnerships reach beyond planning and coordinating the event. These associations also work towards enhancing career technology education, developing curricula that better prepare students for careers in the industry and increasing the diversity of the construction industry workforce.



PEDESTRIAN SAFETY ACTION PLAN WORKSHOPS

By: *Brennon Morioka, Ken Tatsuguchi, Darell Young, and Rachel Roper, HDOT*

Pedestrian safety is an issue of concern to residents, community groups, and government agencies around the State. Hawaii had the fifth highest pedestrian fatality rate nationwide due to traffic related crashes during the 2001-2005 period. In addition, 22% of traffic crashes statewide involve pedestrians. These traffic crashes involve a high percentage of the senior population.

Over 4,000 miles of roadways statewide are managed by the Hawaii Department of Transportation (HDOT). The HDOT plays a pivotal role in creating infrastructure for pedestrians and is committed to improving the pedestrian environment through a variety of engineering, enforcement, and educational strategies, as well as through partnerships with various government and community organizations.

In August 2008, the HDOT, the Hawaii Local Technical Assistance Program (Hawaii LTAP), and the Federal Highway Administration (FHWA), hosted a five day Pedestrian Safety Action Plan (PSAP) workshop. The workshop was led by national experts, **Charles Zegeer**, Director of the Pedestrian and Bicycle Information Center (PBIC), and **Rudolph Umbs**, Pedestrian Safety Program Manager for the FHWA. It brought together a diverse mix of people from Federal, State, County, and community organizations. The sixty participants learned from national experts, actively participated in discussions, and formed strategies to improve pedestrian safety in their communities.



Pedestrian Safety Action Plan workshop.

The workshop was held at a valuable time as the HDOT will begin development of a Statewide Pedestrian Master Plan during the Spring of 2009. The plan will receive funding from the FHWA, the Oahu Metropolitan Planning Organization (OMPO), and the HDOT. It will take approximately one year to develop the plan which will include policy guidelines, an inventory of existing conditions, and a prioritized project list. An extensive public involvement process, which will include the workshops participants, will be an important component of plan development.

The HDOT looks forward to continuing the partnerships built at the workshop and working with the community to develop a Statewide Pedestrian Master Plan that will enhance the pedestrian environment in Hawaii.

Year	Hawaii		Nationwide	
	Pedestrian Fatalities	% of Pedestrian related Traffic Fatalities	Pedestrian Fatalities	% of Pedestrian related Traffic Fatalities
2001	30	21.4	4901	11.6
2002	33	27.7	4851	11.3
2003	23	17.2	4774	11.1
2004	30	21.1	4675	10.9
2005	35	25.0	4892	11.2
2006	31	19.3	4795	11.2
2007	27	19.6	4654	11.3

*Table 1: Traffic Crashes Involving Pedestrians
Information taken from the Fatality Analysis Reporting System Encyclopedia
www-fars.nhtsa.dot.gov*

NEWS FROM OUR PARTNERS

Cement and Concrete Products Industry of Hawaii

By Wayne Kawano, CCPI of Hawaii President



Whether we're enjoying the performing arts in a theatre of a concrete building or driving over a concrete viaduct, we really don't pay much attention to its structural integrity...because we take it for granted.... that concrete performs!



Constructed with precast concrete blocks (early local use of reinforced concrete), Kamehameha V Post Office building was completed in 1871. Recently renovated in the mid-1990's to create an auditorium, the building still maintains its original concrete structure, now hosts the Kumu Kahua Theatre group. A true testament of concrete's durability and longevity through 137 years and going! Now that's an encore performance!



The landmark H-1 freeway system started construction during the 1960's...the Waialae Viaduct, with concrete bridge decks and adjoining concrete pavements, was completed in 1969. Built to last, even through 40 years of higher than anticipated volume of vehicles as well as heavier truck loads, it has well exceeded its original design use. And, did you know, that there has not been any major repairs or rehabilitation done on the concrete pavement surfaces? We do take it for granted that it will continue to perform!

Throughout our 44 years, we have developed a reputation among industry peers for providing highly regarded seminar speakers on concrete design and construction. We plan to have several informative seminars and workshops to keep you informed on the latest technological developments and best practices in the concrete industry. Please check our website periodically at www.ccpihawaii.org for upcoming events. We look forward to continuing our partnership with the Hawaii LTAP in the coming year.

We welcome your questions or suggestions. Please contact us at 808-848-7100 or email: wkawano@ccpihawaii.org.

Wishing Everyone a Prosperous and Happy New Year!

A MOMENT IN HISTORY

By C.S. Papacostas, Hawaii LTAP

DRUNKEN AUTOISTS SHOULD BE JAILED SAYS ASHFORD; DELIVERS STRONG LECTURE

This was a headline that appeared in the Honolulu Sunday Advertiser on January 24, 1915.

Part of circuit court judge Ashford's lecture after convicting a fellow by the name of D. P. McGregor "on a charge of furiously and heedlessly driving an automobile in Kalakaua avenue" went so:

It is an absolute outrage that any man under the influence of liquor should be permitted to drive an automobile upon the public highways of the Territory, and where such conditions are found to exist, and the party is convicted, he ought to be sevelly dealt with.

For reasons not made clear in the newspaper story, McGregor was prosecuted only for wreckless driving and not for being under the influence of alcohol. So the judge continued:

But you have not been prosecuted for driving a machine while in an intoxicated condition. I sincerely trust that the county officials will prosecute you for that offense... because under the ordinance of the city and county, not only is imprisonment for the offense, but it is also competent for the magistrate or judge to suspend or revoke or cancel the driver's license.

Ninety-three years later, facing the same problem, the 2008 Hawai'i Legislature enacted enabling legislation for a new device, the ignition interlock, that is intended to prevent a driver who has been convicted of driving under the influence (DUI) of alcohol from starting his or her car if "blowing" in the device shows that a certain level of blood alcohol concentration (BAC) is exceeded. The bill established a task force to "meet as necessary for the implementation of this Act, including the preparation of reports and proposed legislation."

GOT A BETTER MOUSETRAP?

Better Mousetrap?

Have you or one of your co-workers built a better mousetrap recently? A modified gadget? An improved way to do a job? Please let us know about it. The best entries will be featured in a future issue of Hawaiian Connections.



Your name and phone number:

Inventor's name and phone:

Invention:

Please fax this form to (808) 956-8851.

HAWAII'S HARBORS M

By Michael D. Formby, HDOT

The Genesis

In 2005, concern that Hawaii's commercial harbor infrastructure could not sustain historical growth in cargo imports and harbor use led a group of major harbor users to do something unique: Collaborate in proposing to the State of Hawaii an aggressive six-year state-wide harbor modernization plan. That process would be easier said than done, but after three years of perseverance and close work with Governor Linda Lingle's administration and key legislative leaders, the Harbors Modernization Plan (HMP), now known as Act 200, was signed into law by the Governor on June 20, 2008.

Understanding that major shippers and maritime operators in a state-run, principally tariff-funded, commercial harbor system usually advocate only for state-funded projects benefiting their particular operations, the formation of the Hawaii Harbor Users Group (HHUG) was a brilliant means to research the negative economic impact associated with failing to modernize Hawaii's commercial harbor, as well as encourage the state to recognize the looming problem and take the lead in crafting a solution.

HHUG laid their foundation through the funding of key studies that clearly outlined the significant relationship between Hawaii's commercial harbor system and the state's continued economic growth, noting that roughly eighty percent (80%) of Hawaii's consumer goods are imported into the state and, of that eighty percent (80%), ninety-eight percent (98%) come into the state through the commercial harbor system. Those statistics alone were meaningful enough to catch the eye of Governor Lingle, her administration and savvy legislators, such as the transportation chairs, but future projections of a ninety-three percent (93%) increase in cargo volume by 2020 solidified the critical need to modify Hawaii's commercial harbor system.

The Process

Committed to making an aggressive state-wide harbors modernization plan a reality, the state began bi-monthly meetings led by the Hawaii Department of Transportation (HDOT) with HHUG and administration officials. The goal of the meetings was to identify and prioritize the projects to be included in HMP and come up with revised tariffs that would fund the debt ser-

vice on the harbor revenue bonds which would directly support the specific projects. The deliberative meeting process took approximately one year, but at the end, the group had collaboratively agreed on which harbor projects merited inclusion in HMP and how the commercial harbor tariffs would be raised to meet project costs.

The HMP Projects

Very early on, the group agreed that Kahului Harbor on Maui was most in need of critical harbor upgrades. Maui, unlike Oahu, Hawaii and Kauai, has only one functioning commercial harbor and Kahului Harbor has but three piers and is severely limited in its yards and space for terminal operations. Kahului Harbor will get additional land contiguous with the current east-harbor operations, upgrades to the Pier 1 fuel line, hardening of Pier 2B and necessary paving and fencing. As an addition to HDOT's commercial harbors, Act 200 placed Hana Harbor under HDOT's jurisdiction so that HDOT could undertake repairs to Hana's condemned commercial pier. While the full extent of repairs is not known at this time, the current thought is to repair the pier so that it can be functionally beneficial to the community in the event a natural disaster cuts off the currently limited access to Hana.

On Hawaii, Hilo Harbor, on the east side of the island, will get a new Pier 4 to be used for inter-island cargo operations, with direct access via Kumau Street to Kalaniana'ole Street. Direct access to Kalaniana'ole will assist HDOT in safely separating harbor cruise passenger traffic



Kahului Harbor aerial view.

MODERNIZATION PLAN

from cargo operations. In Kawaihae Harbor, on Hawaii's west side, paving of currently unpaved yard space will be a priority at Pier 2A and 2B, with Pier 2B also getting a southerly extension of the pier face. Significant improvements will also be made to the currently unimproved South gate, allowing HDOT to reduce congestion at the currently used central entrance to the commercial harbor. In addition, South gate improvements will facilitate recreational boating traffic to the Division of Boating and Ocean Recreation (DOBOR)'s south small boat harbor. HDOT will also explore available locations for bulk fuel storage facilities at Kawaihae.

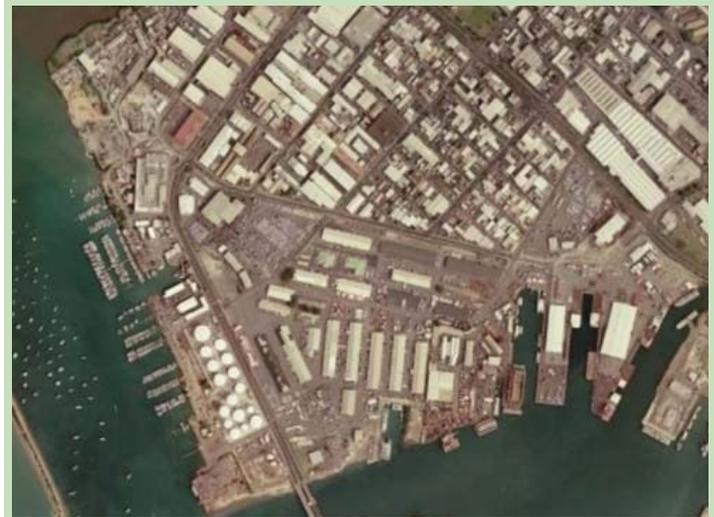
On Oahu, the former Kapalama Military Reservation (KMR) in Honolulu Harbor will be developed into a 70 acre container terminal yard with two deep draft berths. In addition to reducing congestion in Honolulu Harbor, the new container yard will have a direct connect to the harbor's inter-island terminal, thereby reducing cargo traffic on the neighboring Kalihi roadways. At Kalaheo Barbers Point Harbor on Oahu, Pier 4 will be converted into a dedicated fuel pier, with infrastructure improvements, including paving and utilities, run to the currently undeveloped north-east end of the harbor.

Finally, Nawiliwili Harbor on Kauai, which has undergone recent improvements, will obtain a development plan to assist HDOT in identifying future harbor needs.

The total cost for the approved HMP projects is \$618 million.

Project Implementation

To assist HDOT in completing the HMP projects within the aggressive six-year time frame, Act 200 provided that



Kapalama Military Reservation (KMR).

HDOT partner with the Aloha Tower Development Corporation (ATDC), a development corporation with project management experience. ATDC is under the Department of Business, Economic Development and Tourism (DBEDT). Since July 1, 2008, ATDC and HDOT have been busy working on the HMP projects and finalizing the details of ATDC's partnership with HDOT.

Conclusion

From beginning to end, the State of Hawaii's Harbors Modernization Plan has been the product of creative thinking and unique collaborations between the maritime industry, Governor Lingle's administration, the island communities and the legislature. Smart planning and foresight will ensure that Hawaii's commercial harbors continue to meet the needs and demands of Hawaii's businesses, industries and residents well into the future.

What did YOU think?

Editor's Note: In this feature, we quote our associates and stakeholders about our activities. This selection, highlights the Chainsaw Training held in October.

"I would like to thank you and LTAP for providing us with yet another outstanding training program. Most recently Tim and Laura Ard of Forest Applications Training conducted a three day work shop on Chainsaw Safety and Application for 40 employees with the Department of Parks and Recreation, Division of Urban forestry; It was the most informative well planned thought out program that I have ever seen in



long time. Mr. Ard's presentation was magnificent, he held everyone's attention in the palm of his hands. Believe me I have never seen our employees take to an instructor like this ever before!..."

Submitted by: **Nelson Ng**, City & County of Honolulu, Department of Parks & Recreation

9TH ANNUAL SUPERINTENDENT

and the involvement of several county and State agencies, a joint project with the Parks Dept. on beach sand and dune restoration at Kamaole, dealing with flooding at Kula and Kihei and concerns about housing developments in flood zones, a federal flood control project at Iao Stream in response to bank erosion and levee sloughing, a new sign machine to create wooden signs for the historic Lahaina District that minimized costs (as compared to outsourcing), and the repair of the Front Street sea wall where his crews found a way to fix spalling and corrosion problems. The other three counties were interested in the fact that Maui also hired a safety specialist to deal in-house with OSHA compliance and similar requirements rather than relying on other county agencies.

Ken Morikawa of Kauai concentrated on the county's efforts to maintain Waimea Canyon, site of the famous Menehune Ditch and road. The county crews must respond to a constant need over the years to control fast growing buffalo grass, and to address the issue of runoff into the streams from taro patches along the banks and natural erosion processes upstream. The famous "swinging bridge" was rebuilt in 1996 after Hurricane Iniki destroyed the old one in 1992. A Waimea native, Ken recollected his childhood years and "diving from the swinging bridge and river banks."

Joe Kalili and **Patrick Costa** spoke on behalf of the City & County of Honolulu. Joe talked about regular street and stream maintenance and emphasized the advantages of maintaining good relations with the communities served by the various maintenance shops. "It's better to work with them than against them," he said. "They come out to help, if you ask." Patrick, the Signs Supervisor for the County, made a presentation on the equipment used for signs and pavement markings. His crew uses a computer driven system to manufacture about 10,000 retro-reflective traffic and street signs per year. In special districts, such as Chinatown, they made street signs in both English and Chinese. A new Norland Striper for pavement markings was modified in-house to improve its guidance controls, and, as it has been doing for decades, county crews manually cone contra-flow traffic lanes in congested corridors during peak periods.

The County of Hawai'i made two presentations: **Bobby Aguiar** described a new pile driver and auger that he uses to place sign supports that comes with a variety of attachments for other tasks. **Mack Asato** chose to discuss the interview process for laborer II positions, and union approved practices followed when selecting employees to "temporary assignment" training for advancement.

Senior Supervisors' Panel

This new activity was introduced this year because we realized that many of the senior members of the group were nearing retirement age: A panel of "old timers" was assembled to respond to questions that ran the gamut from interpersonal dynamics and disciplinary procedures to job scheduling and emergency response.



Senior Supervisors' Panel

Army Corps of Engineers Update

This module has become a regular offering at the meeting, beginning prior to the Hurricane Katrina experience in 2005: **Lincoln Gayagas** described in detail the national levee safety program, along with the applicable federal emergency responses. **Daniel Meyer** unveiled a new GIS/GPS levee inventory tool that the Corps has developed. A preliminary field test was done on the Big Island. This is the method by which levee monitoring will proceed in the future.

Lessons Learned in Emergency Response

Each county was assigned to discuss major lessons learned during actual emergencies within the State. **Ken Morikawa** talked about the response to Hurricane Iniki on Kauai, **Brian Hashiro** discussed wildland fires, a common occurrence on Maui, **John Nigro** spoke about a flood that devastated Manoa Valley in Honolulu, and **Stanley Nakasone** addressed the responses to a major earthquake off Kihono Bay on the Big Island. A list of lessons learned appeared in our fall 2008 newsletter. Some overarching lessons include the following: personnel training and preparation must be continuous; cooperative relationships and communication channels with other agencies must be constantly reviewed; local knowledge of existing conditions is of the utmost importance (particularly if "outside" agencies appear on the scene); and reimbursements from FEMA and other federal and state agencies require systematic documentation. Regarding

/ OVERSEER'S CONFERENCE (Continued from Page 1)

the last point, **Melanio Lorenzo**, an accountant assigned to the Big Island's Highway Division, described in detail a daily reporting system developed by that County that keeps track of labor, equipment, materials, and other resources. This system is capable of generating efficiency

reports and of providing sufficient information to satisfy FEMA requirements in the case of a declared disaster.



HAWAII LTAP ACTIVITIES

Compiled by Gail Ikeda, Hawaii LTAP

During the end of our fall quarter we invited **Dee Hadfield**, from the Utah LTAP Center, back to the State for six weeks of "Heavy Equipment Operator Training" on the islands of Kaua'i & O'ahu. He continues to provide invaluable training to the counties each year. The operators learned new techniques on such equipment as the grader, track loader, back hoe and tire loader. We hope to have Dee return next year for more training.

Another successful training offered in October was the Chainsaw training. **Tim & Laura Ard** of Forrest Applications Training, conducted a three day workshop on chainsaw safety and application for approximately 40 people from the City & County of Honolulu Department of Parks & Recreation, Division of Urban Forestry. This hands on training covered basic chainsaw usage, maintenance and complex felling tree techniques. Tim & Laura also participated in this year's Hawai'i Construction Career Days event (see page 2 for details.)

In November, we held a three day "Urban Drainage Design" workshop conducted by **Jim Ruff** and **Jim Schall**. This course provided attendees with a detailed introduction to urban roadway drainage design. Some topics included soil conservation method, highway drainage including gutter flow, roadway inlet interception, storm drain systems, and stormwater management.

December included two workshops in cooperation with the FHWA Hawai'i Division and the HDOT. The first was a three day "Risk Management" workshop led by **Connie Yew** and **Jon Schans**. This course provided an understanding of Risk Management concepts and processes, included terminology, benefits of use, risk management planning, and a framework for implementation. The second workshop was "A Conversation on Congestion Management". This intense group discussion allowed invitees from the State, City & County of Honolulu and representatives from other states to share knowledge on the state of congestion in Hawai'i. They looked at case studies and had facilitated group discussions focusing on congestion strategies in the H-1 corridor.

Ending the winter quarter was an intense two week "Safety Inspection of In-Service Bridges" course instructed by **Philip Fish** and **Ronald Ladyka**. This course focused on the evaluation of a variety of bridges. Participants were expected to determine critical areas for inspection, including fatigue-prone details, and common points of deterioration and/or distress. A mid-term and final examination during the two weeks determined if participants would be certified bridge inspectors.

For more information on any of these workshops please contact us at (808) 956-9006.

Director's Note

by C.S. Papacostas



2008 was the tenth anniversary of Hawai'i LTAP's operations within the College of Engineering (COE) at the University of Hawai'i. It was also the centennial of the COE, and we are pleased that our LTAP program was featured in the College's commemorative report as one of its achievements that has had a significant impact on the State of Hawai'i.

Over the past ten years, we witnessed several major changes in the ways in which transportation-related agencies deliver their services to their clients, the public. The following are some major trends:

Greater sensitivity to issues of equity and fair distribution of benefits and costs have shifted our focus from simple attention to the needs of "transportation disadvantaged" groups to a full blown concern about Environmental Justice (EJ).

In a related development, attention is increasingly paid to all users of our transportation system, including those with disabilities, pedestrians and bicyclists.

To accomplish these goals, a stronger and more genuine involvement of all stakeholders, and their often-conflicting perspectives, early in our planning processes has become necessary.

In my mind, the so called "Context Sensitive Design" or "Context Sensitive Solutions (CSS)" approach represents the confluence of these major trends with flexibility in design and more traditional elements of planning, design and operation. Examining the overall context of our contemplated actions should always be a first order priority.

This shift in perspective calls for a new set of skills in our workforce at a time of serious attrition due to retirements and in the face of fundamentally changing revenue generation methods.

We at Hawai'i LTAP are ready to face this challenge in full cooperation with our many partners in the public and private sectors.

Season's Greetings!

Program Manager's Note

by Juli Kobayashi



Happy Holidays!

It is amazing how quickly the year goes by and 2008 is almost over! Here is an update on another exciting year for the Hawai'i LTAP. We held 26 workshops (some of them held more than once) with over 3,000 participants and this resulted in over 32,000 training hours. Our five focus areas of Safety, Workforce Development, Infrastructure Management, Value Delivery and Environment were covered in these important training sessions.

Some of the highlights this year included the Managing Risk in Construction Projects workshop, Emergency Relief Manual Training, the Pedestrian Safety Action Plan workshop, Heavy Equipment Operator Training, 2008 Superintendent/Overseers Conference and the 2nd Construction Career Days Event (see page 2). We would like to thank all the members of the planning committees, instructors and presenters that helped make these training opportunities so successful.

In 2009 we are looking forward to working with our newest partner, Peoples Advocacy for Trails Hawai'i (PATH) on educational training opportunities. The first joint effort will be the Complete Street Design workshop that will be held in January. We also have a FREE OSHA 10 Hour Certification Training, TCCC Construction Inspection course, Context Sensitive Solutions workshop and the HDOT Highways Design Conference coming up this year.

May you all have a safe and wonderful Holiday Season with many blessings in 2009!



Jordyn, Jenna & Christian

*Hawaiian Connections features scenic pictures from various locations in Hawaii. (Photos courtesy of the Hawaii Visitors and Convention Bureau).

In this issue, we are featuring the State Flower of Hawaii, the yellow hibiscus (*hibiscus brackenridgei*). Although the people of Hawai'i adopted the hibiscus as the official Territorial flower in the early 1920's, it was not until 1988 that the yellow hibiscus was legally adopted as Hawaii's official state flower. This tall shrub is listed as an endangered species by the USFWS.

HAWAII LTAP NEWS

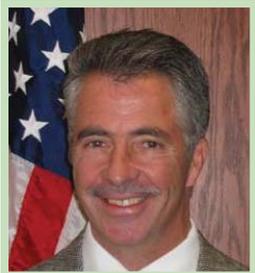


The Hawaii LTAP would like to welcome our new student assistant, **Tyler Tanabe**. He is a graduate of Pearl City High school and Leeward Community College with a liberal arts degree. He is currently taking general education classes and is planning on majoring in mechanical engineering. He has worked at Palisades Elementary and Kanoelani Elementary as a part time computer technician for the past four years. During his free time he enjoys fishing.

The Hawaii LTAP would like to congratulate **Keoni Wasano** for graduating with a Bachelor's Degree in Electrical Engineering. Keoni worked really hard for 5 ½ years in school and at work for us and we are very proud of his accomplishments. He has brought a lot of laughter and energy to the program and has always been enthusiastic about our training programs and all the people that he came into contact with. We have seen him mature and learn to focus on his goals for the future and wish him all the best that life has to offer. Thank you Keoni for all the joy that you brought to us throughout the years and all the blessings for a happy future!



NEW APPOINTMENTS



Paul Harker is the new Hawai'i Assistant Division Administrator for FHWA.

Born in Oklahoma to a large Air Force family, Paul joined the USAF out of high school, where he spent 4 years with a tour in Italy, and a tour outside Las Vegas, NV. He attended Cal Poly State University (SLO) earning a B.S. in Civil Engineering and then joined the FHWA.

He has been with the FHWA for 20 years, working at both the Division Office level and at FHWA Headquarters in D.C. Field locations include Oregon, Idaho, Minnesota, South Carolina, Alaska, Washington State, and Wyoming. Positions held include Highway Engineer Trainee, Assistant Area Engineer, Area Engineer, Transportation Specialist (HQ), FHWA Engineering

Liaison to the NHTSA (Pacific NW Region), Safety, ITS, Traffic Operations Program Manager, and Field Operations Team Leader.



Jiro Alan Sumada, Deputy Director for Highways, was appointed into this position on August 27, 2008. He is responsible to assist the Director of the Department of Transportation (DOT) in overseeing the Highways Division for the State DOT. This Division is responsible for the operations and maintenance of all State owned highways throughout the State.

Previously, He was the Deputy Director for the County of Hawaii's Department of Public Works on the Big Island of Hawaii. He was also a member of our Advisory Board.

Over a combined period of 11 years, he has also work in the private sector with Project Managers Hawaii, th Willocks Construction Corporation, and W.H. Shipman, Limited.

He graduated from Hilo High School, earned a CE degree from the U.S. Air Force Academy and a Masters in Business Administration from the University of Hawaii. Upon completion of his undergraduate degree, he served nine years in the U.S. Air Force at Yokota Air Base in Japan, and also as a program engineer for the Pacific Air Forces Headquarters in Honolulu Hawaii.



HAWAII LOCAL TECHNICAL ASSISTANCE PROGRAM

Executive Board

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Hawaii Department of Transportation
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Department of Civil and Environmental
Engineering
University of Hawaii at Manoa

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Safety Engineer
FHWA Hawaii Division

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Department of Public Works

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Jan Murakami
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Highways Division, Personnel Staff

Paul Santo
Engineer
Hawaii Department of Transportation
Highways Division, Design Branch

Cary Yamashita
Engineering Division Chief
County of Maui
Department of Public Works

The Hawaii Local Technical Assistance (LTAP) is a cooperative program of the University of Hawaii Department of Civil and Environmental Engineering, the Hawaii Department of Transportation, Highway Division, State of Hawaii and the U.S.. Department of Transportation Federal Highway Administration, Hawaii. The LTAP program provides technical assistance and training programs to local transportation related agencies and companies in order to assist these organizations in providing cost-effective improvements for the nation's highways, roads and bridges. Our office is located at:

*Hawaii LTAP
Department of Civil and
Environmental Engineering
University of Hawaii at Manoa
2540 Dole Street - Holmes Hall 383
Honolulu, Hawaii 96822*

*Please contact:
C.S. Papacostas, Director
Tel: (808) 956-6538
Fax: (808) 956-5014
E-mail: csp@eng.hawaii.edu
or*

*Juli Kobayashi, Program Manager
Tel: (808) 956-9006
Fax: (808) 956-8851
E-mail: juli@eng.hawaii.edu*

*Website:
<http://hltap.eng.hawaii.edu/>*

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Hawaii Local Technical Assistance Program
Department of Civil and Environmental Engineering
University of Hawaii at Manoa
2540 Dole Street - Holmes Hall 383
Honolulu, Hawaii 96822

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