

LATE TESTIMONY

February 11, 2008

trntestimony@capitol.hawaii.gov

Rep. Joseph M. Souki, Chairman
Rep. Scott Y. Nishimoto, Vice Chairman
Committee on Transportation

Testimony of PHT, Inc.
HB 2951 relating to Transportation
TRN hearing Wednesday, Feb 13, 2008
at 9 am House Cf. Rm. 309

IN SUPPORT OF HB 2951 "Performance & Accountability Act"

PHT, Inc. dba Polynesian Hospitality is in the business of transporting tourist and is therefore a stakeholder in seeing that the roads are in good condition.

Having an open, transparent and accountable Transportation Asset Management (TAM) program can provide the necessary forum and information to make responsible decisions within a statewide perspective to prioritize scarce needs and resources and to justify funding on basis of severest needs and safety first, cost-benefits. Preserving and modernizing our highways and bridges is a fundamental government responsibility.

We are in a transportation funding crisis with the anticipated bankruptcy of the federal highway trust fund (HTF) to actually occur in May this year.

Federal gas taxes were last raised in the early 90s, and have never been indexed for inflation. Hawaii currently receives at least \$120 million annually from the federal HTF. ⁱ As a donee state, Hawaii receives 175.54% of its total contribution to the fund. ⁱⁱ

Construction costs are multiplying but we also need to increase the carrying capacity of our roads, highways and bridges. Hiking gas taxes is an option to fill the inevitable funding shortfall; however, a better alternative is for the government to cut wasteful spending, avoid costly delays, seek private financing sources and invest wisely.

Every county in the state has experienced a drop in road miles to population since 1970 to 2000. On Oahu population increased 39% (630,500k to 876,200) Road/highways increased 28% (1212.2 miles to 1547.6 miles or a net +335.4 miles) equivalent to - 1.8mi/1000 population decline.

nishimoto2-Bryce

From: Dale Evans [dale@charleystaxi.com]
Sent: Sunday, February 10, 2008 7:55 PM
To: TRNtestimony
Subject: <no subject>

LATE TESTIMONY

February 10, 2008

Rep. Joseph M.Souki, Chairman
Rep. Scott Y. Nishimoto, Vice Chairman
Committee on Transportation

Testimony of Charley's Taxi
HB 2951 relating to Transportation
TRN hearing Monday, Feb 11, 2008 at 9 am House Cf. Rm. 309

**IN STRONG SUPPORT OF HB 2951
"Performance & Accountability Act"**

Charley's was founded in 1938 and is Hawaii's oldest passenger ground transportation company. Charley's Taxi is a private, small business with about 250 taxicabs, vans and limousines. Our 300-plus drivers carry over 2.5 million passengers a year on Oahu. Charley's provides the finest, highest quality premium taxicab and limousine service in Hawaii. In addition to conventional taxicab services, Charley's offers boutique services such as MediCab, TaxiShuttle and Executive Taxi.

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The people and businesses of Hawaii expect to know what we get for paying the highest gas prices and taxes in the nation.

To achieve high quality mobility, we need to raise performance and standards of the transportation system. Having an open, transparent and accountable Transportation Asset Management (TAM) program can provide the necessary forum and information to make responsible decisions with a statewide perspective:

- systematic up-to-date statistics, assessments and reports
- an innovative toolkit to share, exchange, communicate new and latent ideas, solutions and strategies, sometimes unique to isolated circumstances.
- help prioritize scarce needs and resources
- justify funding on basis of severest needs and safety first, cost-benefits

TAM is the foundation of a winnable strategic transportation plan. Failure is not an option. Preserving and modernizing our highways and bridges is a fundamental government responsibility.

FUNDING DEFICIT: = SHORTFALL

Citizens and community interests are entitled to check on the process, priorities and integrity of transportation investments.

We are in a transportation funding crisis. Bankruptcy of the federal highway trust fund has been predicted for several years — to actually occur in May this year.

Federal gas taxes were last raised in the early 90s, and have never been indexed for inflation. Hawaii currently receives at least \$120 million annually from the federal HTF. [i] As a donee state, Hawaii receives 175.54% of its total contribution to the fund. [ii]

To avoid wasting extra-millions in costs for deferred maintenance, we need to "apply the right fix, at the right time, at the right place." The current backlog is growing. Construction costs are multiplying. We also need to increase the carrying capacity of our roads, highways and bridges.

Hiking gas taxes is an unacceptable option to fill the inevitable funding shortfall. Instead, the government must cut wasteful spending, avoid costly delays, seek private financing sources and invest wisely.

February 11, 2008

LATE TESTIMONY

Rep. Joseph M. Souki, Chairman
Rep. Scott Y. Nishimoto, Vice Chairman
Committee on Transportation

Testimony of Hawaii Highway Users Alliance
In Strong Support of HB 2951 relating to Transportation
TRN hearing Monday, Feb 11, 2008 at 9 am House Cf Rm. 309

The Hawaii Highway Users Alliance (HHUA) is a state conference of the American Highway Users Alliance (AHUA, commonly known as "the highway users.") HHUA's mission is to promote highway safety, congestion relief, quality growth and freedom of mobility, to ensure a strong and efficient transportation infrastructure and distribution system for Hawaii.

HHUA strongly supports HB2951 to officially implement a Transportation Asset Management process for Hawaii's transportation infrastructure.

The predicted bankruptcy of the federal highway trust fund in May this year begs for answers: what happens to our transportation projects, how many, which projects will be stalled, what priorities will be followed, how much worse will potholes get, how much worse will traffic congestion get next year and after, what's the funding shortfall? Even if funding remained at current levels, the backlog of transportation projects is growing, not keeping up with basic needs to preserve the infrastructure.

Hawaii must have a performance-based program to measure, monitor and report the conditions and performance of Hawaii's roads, highways and bridges. A systematic program to "apply the right fix, at the right time, at the right place" is vital to catch-up with repairs and to properly maintain the public's investment in the physical infrastructure. The public expects an open and transparent system to assess the needs, costs, priorities and funding shortfalls to improve the conditions and performance of the statewide transportation infrastructure

Driving conditions are dangerous and unsafe due to chronic traffic congestion and potholes on a daily occurrence. According to U.S. Census figures for 2006, Hawaii's commuters had the 12th longest mean travel time in the country with a 25.5-minute drive time. The national mean travel time was 25 minutes in 2006.

According to the TRIP Report, Paying the Price for Inadequate Roads in Hawaii, the costs in reduced safety, lost time and increased vehicle wear amounts to \$997 per driver in Hawaii. The April 2005 report summarized its findings as follows:

- The lack of desirable safety features, inadequate capacity to meet travel demands, poor pavement conditions costs motorists \$677 million annually in the cost of traffic accidents, additional vehicle operating costs and congestion-related delays.

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- Two-thirds of major roads in Hawaii are in substandard condition: % of Hawaii's roads are rated in poor condition. 53 % are in fair condition. The ideal goal for road maintenance is to have 75 % of major roads in good condition, but only 15 % of Hawaii's roads are in good condition.
- 46 % of Hawaii's bridges are in substandard condition, 14 % are structurally deficient, and 32 % are functionally obsolete.
- Improving safety features on Hawaii's roads and highway can reduce fatal traffic accidents. Highway improvements such as adding turn lanes, removing obstacles, adding medians, widening lanes, widening and paving shoulders, improving intersection layouts, providing better road markings, shielding or removing obstacles and installing or upgrading traffic signals could reduce the severity of serious traffic crashes.
- Traffic congestion has increased with increased population and vehicle travel miles have outpaced highway and road capacity.

The efficiency of Hawaii's highways to move products and services are key to our economic stability and future competitiveness in a global economy. Business and commerce rely on the access and efficiency of our highway system to move customers, markets, materials and workers. ⁱⁱ

It is a fundamental responsibility of government to preserve and protect the assets and resources of the public infrastructure. HB 2951 will start the process to promote accountability and transparency to properly manage and monitor the performance measures and qualitative goals and standards for Hawaii's transportation infrastructure, and the operations and management of the facilities. ⁱⁱⁱ

The concept was mandated by ISTEA 1991 (while some programs have since become "optional") many states have performance-based management programs. Hawaii DOT must provide the public and this Legislature, with the standards, systematic measurements and regular reports on our transportation infrastructure.

Thank you for the opportunity to testify.

Panos D. Prevedouros, PhD
Professor of Civil Engineering
University of Hawaii at Manoa
President, Hawaii Highway Users Alliance

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Notes and Citations

ⁱ Paying the Price for Inadequate Roads in Hawaii, The Road Information Program (TRIP), April 2005, p. 2, <http://www.tripnet.org/HawaiiReport042505.pdf>

ⁱⁱ *ibid*, pp 2-4

ⁱⁱⁱ **Performance Measures and Targets for Transportation Asset Management, National Cooperative Highway Research Program (NCHRP) Report 551, Transportation Research Board of the National Academies, Cambridge Systematics, PB Consult, Texas Transportation Institute, 2006 (181 pp)**

http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_rpt_551.pdf

Current state of practice on use of performance measures in transportation asset management. 1- investigate performance measures suitable to asset management, 2- framework for establishing performance measures and setting target values to be used. (Executive Summary pp i-ix, 12-20 of 181) Appendix B. Example State DOT Performance Targets (p B-1 to B-5, 176-180 of 181)

Management of Transportation Assets, David R. Geiger, P.E., Director, Office of Asset Management, US DOT, FHWA, presentation to Association of Metropolitan Planning Organizations (AMPO), 10/13/05

PowerPoint delivery remarks shown below each slide

Purpose of Transportation Asset Management

- Maximizing transportation service performance
- Minimizing life cycle costs
- Being more accountable
- Being better positioned to anticipate and secure needed funding
- Matching service provided to public expectation

How Does Transportation Asset Management Work?

- Decisions are based on merit, accurate data, and sound engineering and economic analysis
- More robust management and monitoring systems
- Improved decision-making supported by policies, performance-based goals, performance measures, and appropriate service levels
- Long-term view of assets

How Can MPO Apply TAM?

- Directly compare needs to funding constraints/available funding, including operating and maintenance costs considerations.
- Tradeoffs between capacity building, preservation, operations, and safety across functional areas and modes.
- Track system condition, needs, and performance.

Asset Management: Preserving a \$1 Trillion Investment, FHWA, 5/8/05

<http://www.fhwa.dot.gov/infrastructure/asstmgmt/presinv.htm>

Transportation Asset Management and Stewardship, Designing Public Private Partnerships to Achieve High Performance Corridors and Plans, Michael Replogle, Environmental Defense, 19 Apr 2006

http://www.environmentaldefense.org/documents/5256_AssetManagementandStewardship.pdf

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CASE STUDIES: STATES

North Carolina

The North Carolina Experience, Part One – Case Studies, Asset Management – Infrastructure, FHWA, 4/16/07

<http://www.fhwa.dot.gov/infrastructure/asstmgmt/wsnc0701.cfm#s03>

In 1998, NC DOT developed a maintenance quality assurance program to report maintenance needs to the NC General Assembly. In 2001, NCDOT also began a pavement preservation initiative that develops system preservation strategies based on the maintenance condition report. NCDOT's mission: "to provide and support a safe and integrated transportation system that enhances the State." It has demonstrated its commitment to this mission by 1) working to eliminate the highway maintenance backlog and reduce congestion while protecting and improving the State's natural resources, and 2) working to develop and improve the State's infrastructure through maximization of existing resources and continual process improvement. TAM has played a vital role in this effort.

Ohio

The Ohio Experience – Case Studies, FHWA, Dec 20, 2007

<http://www.fhwa.dot.gov/asset/if07029/wsoh0701.cfm#execsumm>

By the mid-1990s, ODOT had 24.68 % of its multi-lane pavement in need of immediate rehabilitation. VISION 2000, was a groundbreaking philosophy for the department to continually reexamine itself in order to achieve excellence and meet the demands of its customers. ODOT developed an Organizational Performance Index (OPI) that tied accountability to performance at all levels of the organization, empowering employees, making asset management a team effort, and establishing ODOT as a nationally recognized leader in the field of innovation.

(Source: "What is VISION 2000?", Ohio Department of Transportation VISION 2000, <http://www.dot.state.oh.us/Vision2000/V2000.HTM>. <<http://www.dot.state.oh.us/vision2000/v2000.htm>>)

Pennsylvania

Life Cycle Cost Analysis: The Pennsylvania Experience

<http://www.fhwa.dot.gov/infrastructure/asstmgmt/dipa203.cfm>

Engineering economic analysis tool useful in comparing the relative merit of competing pavement design alternatives. This analytical approach uses a structured methodology to account for the costs of agency activities and the effects of those activities on transportation users. By considering all of the relevant costs incurred during the service life of an asset, the LCCA process helps transportation officials to select the lowest total cost option and provides a means to balance user impacts with the construction, rehabilitation, and preservation requirements of the pavement itself.

Washington State

Transportation Asset Management Case Studies, Comprehensive Transportation Asset Management, the Washington State Experience, FHWA

<http://www.fhwa.dot.gov/infrastructure/asstmgmt/cswa0704.cfm>

The Washington State Experience – Asset Management, FHWA, 6/26/07

<http://www.fhwa.dot.gov/infrastructure/asstmgmt/cswa0700.cfm>

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In 1990, the Washington State Legislature directed WSDOT to perform a Programming and Prioritization Study (PAPS) to evaluate the agency's programming process from both a technical and a policy perspective. WSDOT worked with two consultants to complete the study. In their January 1992 summary of findings and recommendations, the firms identified six steps for WSDOT to incorporate into its programming process:

- > Clearly communicate need and strategy.*
- > Identify the projects.*
- > Define methods for project prioritization.*
- > Establish performance measures.*
- > Examine the investment tradeoffs and choices available.*
- > Establish means for allocation to districts.*

According to the 2005 pavement condition survey, the %age of all pavements in the "good" category increased from 89.9% in 2004 to 93.5% in 2005, an overall increase of 3.6%. The decrease in "poor" condition pavements is attributable to a reduction of 119 lane-miles of poor condition portland cement concrete (PCC) pavements, a reduction of 212 lane-miles of poor condition chip seal pavements and a reduction of 307 lane-miles of hot mix asphalt (HMA) pavements in poor condition.

Arizona

The Arizona Case Study, Transportation Asset Management Case Studies, FHWA (20 pp)
<http://www.fhwa.dot.gov/infrastructure/asstmgt/diaz.pdf>

Michigan

State Trunk Line Highway System (Excerpt) Act 51 of 1951
http://www.michigan.gov/documents/MDOT_AMC_AM_LAW_122436_7.pdf

Public Act 338 of 2006
http://www.michigan.gov/documents/mdot/AMC_MDOT_2006-PA-0338_195051_7.pdf

Paying the Price for Inadequate Roads in Michigan, The Road Information Program (TRIP), May 2007
<http://www.tripnet.org/MichiganStudyMay2007.pdf>

The Transportation Funding Dilemma
[http://www.semcoq.org/uploadedFiles/Programs and Projects/Transportation/Trans Fundin Dilemma.pdf](http://www.semcoq.org/uploadedFiles/Programs%20and%20Projects/Transportation/Trans_Fundin_Dilemma.pdf)

Asset Management in Michigan, Asset Management Council
[http://www.michigan.gov/documents/Asset Management Final Brochure 98092 7.pdf](http://www.michigan.gov/documents/Asset_Management_Final_Brochure_98092_7.pdf)

Asset Management, Preserving our Transportation Infrastructure, 2006 Annual Report, Transportation Asset Management Council, May 2007
[http://www.michigan.gov/documents/mdot/AMC-MDOT Approved Annual Report 195031 7.pdf](http://www.michigan.gov/documents/mdot/AMC-MDOT_Approved_Annual_Report_195031_7.pdf)

A dollar spent on a sound capital preventive maintenance program (CPM) can postpone costly repairs on major rehabilitations and reconstructions. CPM fixes can cost an average \$55,000 per lane mile while a fully reconstructed road costs \$1.2 million per lane mile. [21.8 times more.] p. 4

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SEMCOG Programs and Projects

<http://www.semcoq.org/ProgramsProjectsIndex.aspx?id=58>

Asset Management Road Conditions report, 2005, August 2006

<http://www.semcoq.org/WorkArea/showcontent.aspx?id=1892>

SEMCOG Pavement Management

<http://www.semcoq.org/Pavement.aspx>

Transportation Asset Management Council Work Program, June 1, 2006 – May 31, 2009,

http://www.michigan.gov/documents/MDOT_AMC_Final_2006_2009_167023_7.pdf

Asset Management Guide for Local Agencies in Michigan, Michigan Transportation Asset Management Council, Cambridge Systematics, Inc. Mar 21, 2006,

http://www.michigan.gov/documents/mdot/AMC_MDOT_Guide_Local_Agencies_180204_7.pdf

Status of Pavement Management Systems (PMS) in Southeast Michigan, May 2003

<http://www.semcoq.org/WorkArea/showcontent.aspx?id=1894>

Regional Transportation Plan for Southeast Michigan, Nov 2004 (100 pp)

<http://www.semcoq.org/WorkArea/showcontent.aspx?id=1268>

PAVEMENT PRESERVATION

Pavement Preservation Compendium II, Making High-Volume Roads Last Longer, Tom Kuenan, Pavements, FHWA, USDOT, 1/12/07

<http://www.fhwa.dot.gov/pavement/preservation/ppc0612.cfm>

Pavement Preservation Technical Assistance Review and Evaluation, 5/12/05, FHWA

<http://www.fhwa.dot.gov/pavement/preservation/051205.cfm>

The Federal Highway Administration (FHWA) provides support and technical assistance to State departments of transportation (DOT's) seeking to develop, expand, or improve their programs for pavement preservation. Over the next 2 years, the FHWA Office of Asset Management will lead an effort to conduct a series of comprehensive technical reviews and evaluations of DOT's pavement preservation programs at the request of individual States.

Pavement Preservation: Preserving out Investment in Highways, Robert M. Davies, Jim Sorenson, Jan/Feb 2000

<http://www.fhwa.dot.gov/infrastructure/asstmgmt/presinv.htm>

In 1997, an expert task group (ETG) with members from the American Association of State Highway and Transportation Officials (AASHTO), industry, and FHWA was established to provide guidance and technical assistance in the area of pavement preservation. This ETG provides technical advice and review on such things as training materials, courses, and research activities.

In July 1997, FHWA, AASHTO, and several industrial organizations signed a formal letter of understanding that committed industry and FHWA to jointly fund the development of short courses on pavement preservation and other mutual research interests. This is the first time industry has put up equal funding to develop this type of training program.

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The National Highway Institute (NHI) is developing a comprehensive pavement-preservation training program of at least four courses.

Wisconsin

A Pavement Preservation Strategy, Stephen F. Shober, David A. Friedrichs, WisDOT
<http://www.dot.wisconsin.gov/library/research/docs/finalreports/tau-finalreports/pavpreserv.pdf>

Pavement preservation is the planned strategy of cost-effective pavement treatments to an existing roadway to extend the life or improve the serviceability of the pavement. It is a program strategy intended to arrest deterioration, retard progressive failure and improve the functional or structural condition of the pavement. It is a strategy for individual pavements and for optimizing the performance for a pavement network."

AASHTO official definition of Pavement Preservation, p 3 of 28

Benefits of Pavement Preservation Strategy (PPS) p 6

- 1. Better quality transportation.*
- 2. Longer pavement service lives.*
- 3. Reduced customer inconvenience and delays.*
- 4. Reduced life cycle costs.*
- 5. Increased customer satisfaction.*
- 6. Improved decision making for transportation planning and programming.*
- 7. Increased uniformity and consistency in the design and construction of transportation facilities.*
- 8. More efficient use of transportation funds.*
- 9. Logical, objective, and defensible transportation policies based on research and proven performance.*

UNIVERSITY TRANSPORTATION CENTERS

Michigan State University National Center for Pavement Preservation
<http://newsroom.msu.edu/site/indexer/1638/content.htm>

Pavement Research Center of Excellence
<http://www.egr.msu.edu/prce/>

Est. 1995, research in transportation infrastructure. Researchers study the effects of conventional pavement materials, polymers, composite materials, design, construction quality, preventive maintenance and rehabilitation practices on pavement performance under traffic load and environmental conditions.

Michigan-Ohio (MIOH) University Transportation Center (UTC)

http://www.udmercy.edu/news_events/news.php?id=1165351673566
<http://mioh-utc.udmercy.edu/>

US DOT created, coalition of five regional universities to address transportation capabilities and competitive position of region and nation.

Univ of Michigan, Transportation Research Institute
<http://www.umtri.umich.edu/news.php>

Michigan Center for Advancing Safe Transportation throughout the Lifespan,
<http://www.umtri.umich.edu/divisionPage.php?pageID=220>

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Asset Management in Michigan, Asset Management Council

http://www.michigan.gov/documents/Asset_Management_Final_Brochure_98092_7.pdf

Asset Management, Preserving our Transportation Infrastructure, 2006 Annual Report, Transportation Asset Management Council, May 2007

http://www.michigan.gov/documents/mdot/AMC-MDOT_Approved_Annual_Report_195031_7.pdf

A dollar spent on a sound capital preventive maintenance program (CPM) can postpone costly repairs on major rehabilitations and reconstructions. CPM fixes can cost an average \$55,000 per lane mile while a fully reconstructed road costs \$1.2 million per lane mile. [21.8 times more.] p. 4

Honorable Joseph Souki, Chair
Committee on Transportation
House of Representatives
State of Hawaii

Late Testimony

Hearing: February 11, 2008 at 9:00 a.m.

RM 309

Re: HB 2951 --- Relating To Transportation

Chair Souki and Honorable Committee Members:

My name is Wayne Tanaka and I am the Legislative Committee Chair for Catrala-Hawaii. Catrala's members consists of the major u-drive (car rental) companies in Hawaii and the many businesses which support our industry.

Catrala supports this bill.

We urge you to pass this bill which we believe will help to ensure the needs of Hawaii's motorists are met with efficiency and accountability.

Thank you for allowing us to testify on this bill.

nishimoto2-Bryce

From: RawcoHI@cs.com
Sent: Sunday, February 10, 2008 4:59 PM
To: TRNtestimony
Subject: Testimony in support of HB2951

LATE TESTIMONY

**Testimony in Strong Support of HB 2951 relating to Transportation
Monday, Feb 11, 2008 at 9 am House Cf Rm. 309**

Rep. Joseph M.Souki, Chairman
Rep. Scott Y. Nishimoto, Vice Chairman
Committee on Transportation Members

This is a well considered and needed bill.

Utilizing the assets and resources of the University of Hawaii and the higher education system to address our local needs would be a worthwhile investment with potential to encourage students to pursue engineering and to make a positive contribution to the community in transportation.

Please support this bill, HB2951

Sincerely,

Rea White
Vice President, Royal Star Hawaii Transit
1540 S. King ST.
Honolulu, HI 96826-1919
(808) 222-9794
RawcoHI@cs.com

nishimoto2-Bryce

From: phil@aloha.net
Sent: Monday, February 11, 2008 12:50 PM
To: TRNtestimony
Subject: testimony 2951 and 3004

LATE TESTIMONY

February 11, 2008
Rep. Joseph M.Souki, Chairman
Rep. Scott Y. Nishimoto, Vice Chairman
Committee on Transportation

Testimony of Philip Blackman
HB 2951 and HB3004 relating to Transportation TRN hearing Monday, Feb 11, 2008 at 9 am
House Cf. Rm. 309

IN SUPPORT OF HB 2951

IN SUPPORT OF HB 3004

"Performance & Accountability Act" "Right of way assessment act"

The Acts describe plans of a sort that the people of the state of Hawaii should be able to expect to be produced and carried out by the full time government agency entrusted with transportation infrastructure design and maintenance. The Acts could be shortened significantly by re-labeling them the "Do your job to improve the highways act."

"The legislature finds that the State's worsening transportation problems are imposing substantial costs on the State's residents and businesses.
The department of transportation shall adopt an objective to provide freeway and arterial level of service E, as defined in the Highway Capacity Manual 2000 edition of the Transportation Research Board.

"Improvements are accomplished, along with other measures, by increasing capacity on existing roads: Overcoming poor maintenance, lack of route and system signal and access controls, and lack of capacity improving tolls, rules or appropriate and available technologies. Improvements, including new roadways, can be based on a careful analysis of actual or potential rights of way adjacent to existing highways.

"The department shall establish and use, to define cost effective task priorities, a method of measuring the impact of congestion and effectiveness of relief measures. Improvement tasks are to be addressed in annual reports publicly available and to the legislature. There shall be a measure of impact on property values generated by the quality and extent of the roadway system improvements to help guide the legislature in establishing sources of revenue most linked to those benefiting, to support the expenses of the road system."

Wording of this sort gives a way to measure the effectiveness of those in the top jobs dealing with transportation, and places more flexibility in accomplishment by those who recognize their employment is on the line.

A Footnote: In the Honolulu Advertiser this Monday, a headline stated the peak hourly flow with and without the "rail" is only a difference of about 800 cars per hour! If our State Department of Transportation were to accomplish in the next 6 years the equivalent congestion relief of taking away those 800 cars during the peak hours, it would be competitive with what will cost the city and island taxpayers 3-6 billion dollars to accomplish with a "rail" plan.

Many, including myself, see this IS the time for the State to step up to its responsibility. Thank you.

Philip Blackman, Waikiki phil@aloha.net