



Oahu Metropolitan Planning Organization Citizen Advisory Committee

April 19, 2017



I. Call to order by Chair



II. Approval of the March 15, 2017 Meeting Minutes



III. Report of Policy Board Meeting



IV. Unfinished Business

- a. None



V. New Business

a. Separate Left-Turn Phase Alternatives Study

–Kelly Akasaki

Updated Guidelines for Warranting Left-Turn Signal Phasing

Prepared for:

City and County of Honolulu

Department of Transportation Services

Prepared by:



Purpose and Goals

- Update warrant guidelines for left-turn phasing at signalized intersections to reflect current national and jurisdictional guidelines
- Apply guidelines to various intersections as examples:
 - Kapiolani Boulevard/Kamakee Street
 - Moanalua Road/Kuala Street/Waimano Home Road
 - Waialae Avenue/6th Avenue
 - Monsarrat Avenue/Leahi Avenue
 - Nuuanu Avenue/North Kuakini Street/South Kuakini Street
 - Kailua Road/Hamakua Drive/Kainehe Street
 - Dillingham Boulevard/Kalihi Street

Major Tasks and Deliverables

- Task 1 – Update Left-Turn Signal Phasing Guidelines
 - Review existing federal and jurisdictional literature for left-turn phasing warrants.
 - Consult with DTS staff to identify issues with current left-turn phasing warrant guidelines.
 - Synthesize existing left-turn phasing warrant guidelines that consider factors such as design speed, peak hour volume, vehicle delay, roadway geometrics, and accident data.
 - Report of findings and resulting warrant guidelines.
- Task 2 – Warrant Application
 - Traffic data collection and observations at project intersections.
 - Apply warrants developed in Task 1 to each of the intersections.
 - Report of assessment and analysis, recommendations, and conclusions.

Conclusions/Recommendations

- To date, no nationally established warrants for left-turn phasing, although some local and federal agencies have developed own guidelines.
- The Traffic Signal Timing Manual was the only federal publication found to:
 - Arrange guidelines in a flowchart format.
 - Provide guidelines that differentiate between protected-only, permissive, and protected + permissive phasing.
- Recommended criteria to determine left-turn phasing:
 - Crash history
 - Sight distance
 - Roadway geometry and vehicle speeds
 - Intersection volumes and operation
- Resulting left-turn phasing warrant guidelines:
 - Mostly adapted from the flowchart and guidelines provided in the Traffic Signal Timing Manual.
 - Includes additional considerations for use.
 - Engineering judgment should always be applied in making the final determination.



V. New Business

a. Separate Left-Turn Phase Alternatives Study

–Kelly Akasaki

Requested Action: Recommend Policy Board approval as evidence that the work was carried out and direct staff to use the study recommendations in the OahuMPO's planning processes.



V. New Business

b. CAC Self-Evaluation

–Kiana Otsuka



V. New Business

c. CAC By-Laws Permitted Interaction Group

-Dick Poirier

Requested Motion: Establish Bylaws Permitted Interaction Group to evaluate the effectiveness of Section III.A.7-11, and recommend changes as appropriate.



V. New Business

d. Other Land Use/Transportation Planning Topics of Interest

–Andrea Anixt



Kaaawa



January 2015 Conditions





April 2017 Conditions

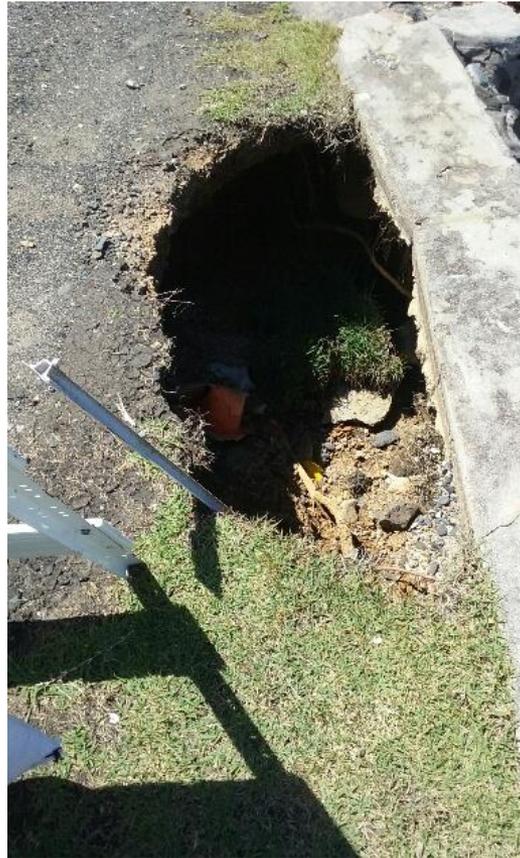


Courtesy Helen Matheus



Oahu MPO

April 2017 Conditions



Courtesy Helen Matheus

Bus Stop: Ka'a'awa Transit Station





Bus Stop: Ka'a'awa Transit Station



Courtesy Helen Matheus

SITE PHOTOS



CRM Wall Overturning



SITE PHOTOS



Temporary Fix



STATE OF HAWAII

Department of Transportation

Courtesy HDOT April 21, 2015 Public Meeting Presentation (from website)

CONSTRUCTION OPTIONS

- **Option 1 – 24/7 Lane Closure**
 - 1 Lane closed 24/7
 - No night work
 - Approx. Construction Duration: 3½ - 4 months
 - Probable Construction Cost: ~\$5.4M
- **Option 2 – 24/7 Lane Closure with Continuous Work**
 - 1 Lane closed with work on-going 24/7 (including nights and weekends)
 - Approx. Construction Duration: 3 months
 - Probable Construction Cost: ~\$7.1M
- **Option 3 – Lane Closure during Working Hours Only**
 - 1 Lane closed during daytime working hours
 - 2 Lanes open during night-time non-working hours
 - Approx. Construction Duration: 5 months
 - Probable Construction Cost: ~\$6.6M





2016

- ½ mile down the road...
- Week of repairs
- Makai lane closed 24/7

khon2

NEWS ▾ WEATHER ▾ WAKE UP 2DAY ▾ LIVING808 ▾ SPORTS ▾ TRAFFIC ▾ REPORT IT

Repairs to crumbling Kamehameha Hwy. in Kaaawa begin Saturday

By Kristine Uyeno and Web Staff

Published: February 11, 2016, 4:53 pm | Updated: February 15, 2016, 2:31 pm



Related Coverage

State outlines long-term plan to fix crumbling Windward Oahu highway

The Hawaii Department of Transportation is moving forward with repair plans on Kamehameha Highway near Kaaawa.

Courtesy KHON2 website



Oahu MPO

May 2016 conditions



Courtesy Brian Walsh/Andrea Anixt

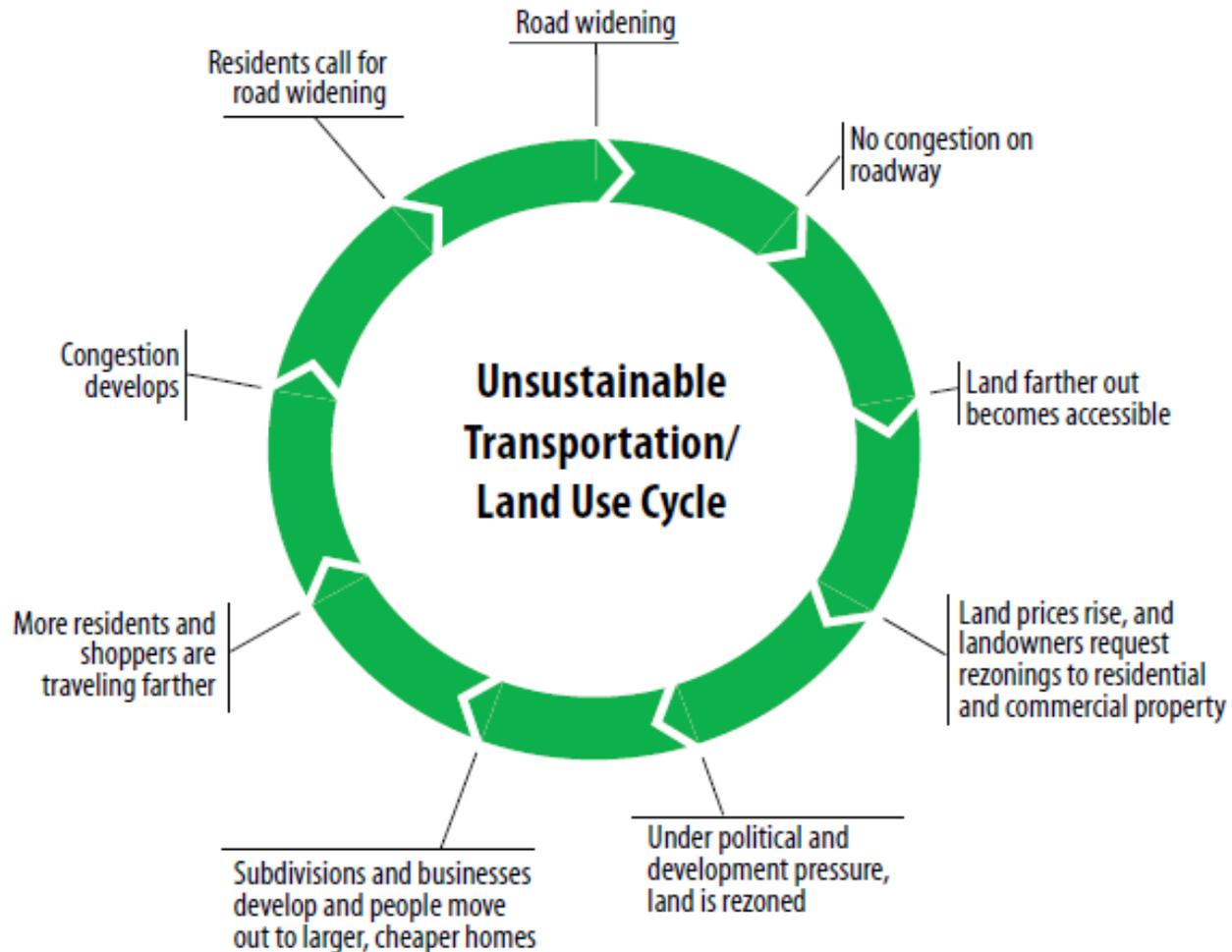


May 2016 conditions



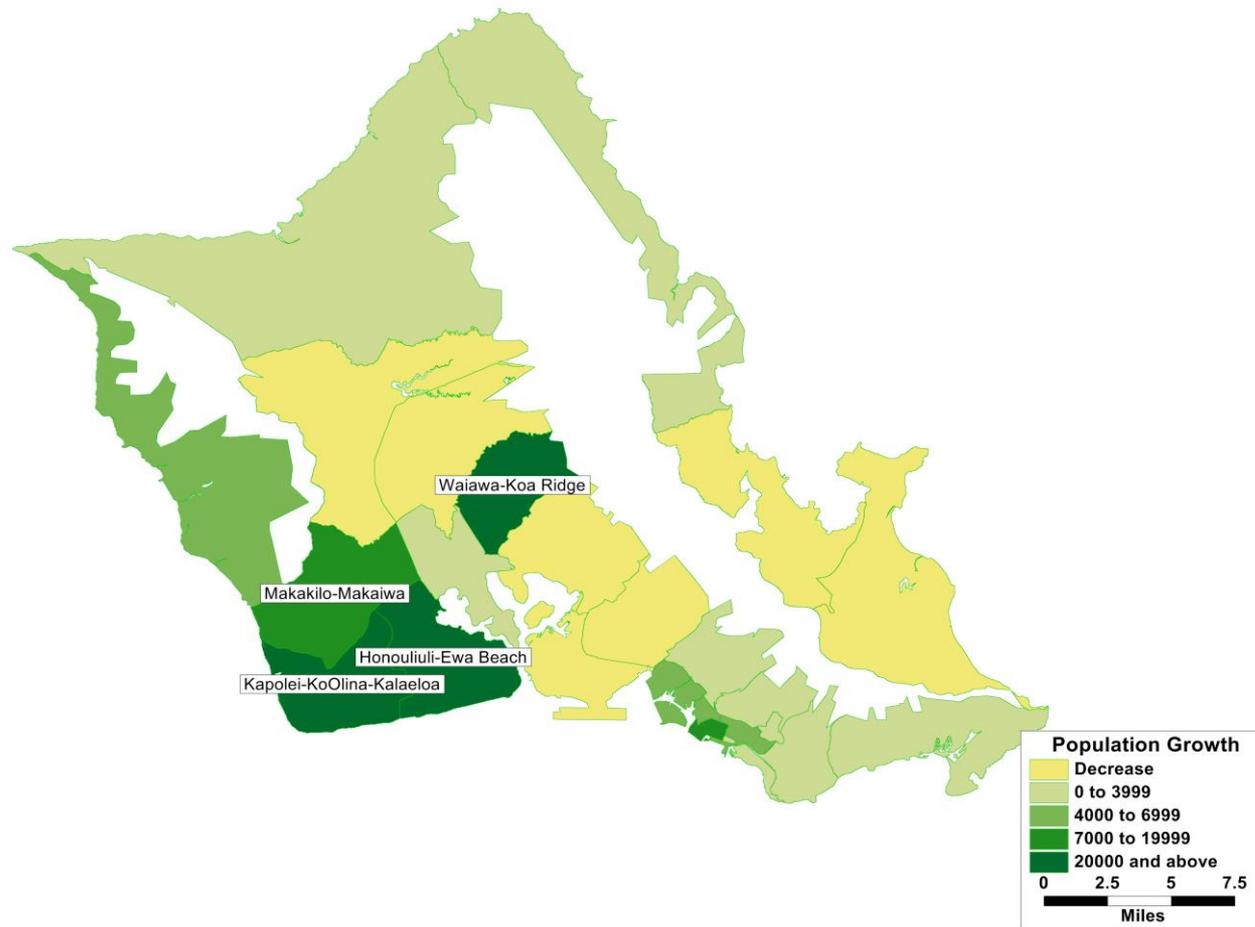
Courtesy Brian Walsh/Andrea Anixt

ORTP 2040: Figure 1-1 Transportation/Land Use Cycle



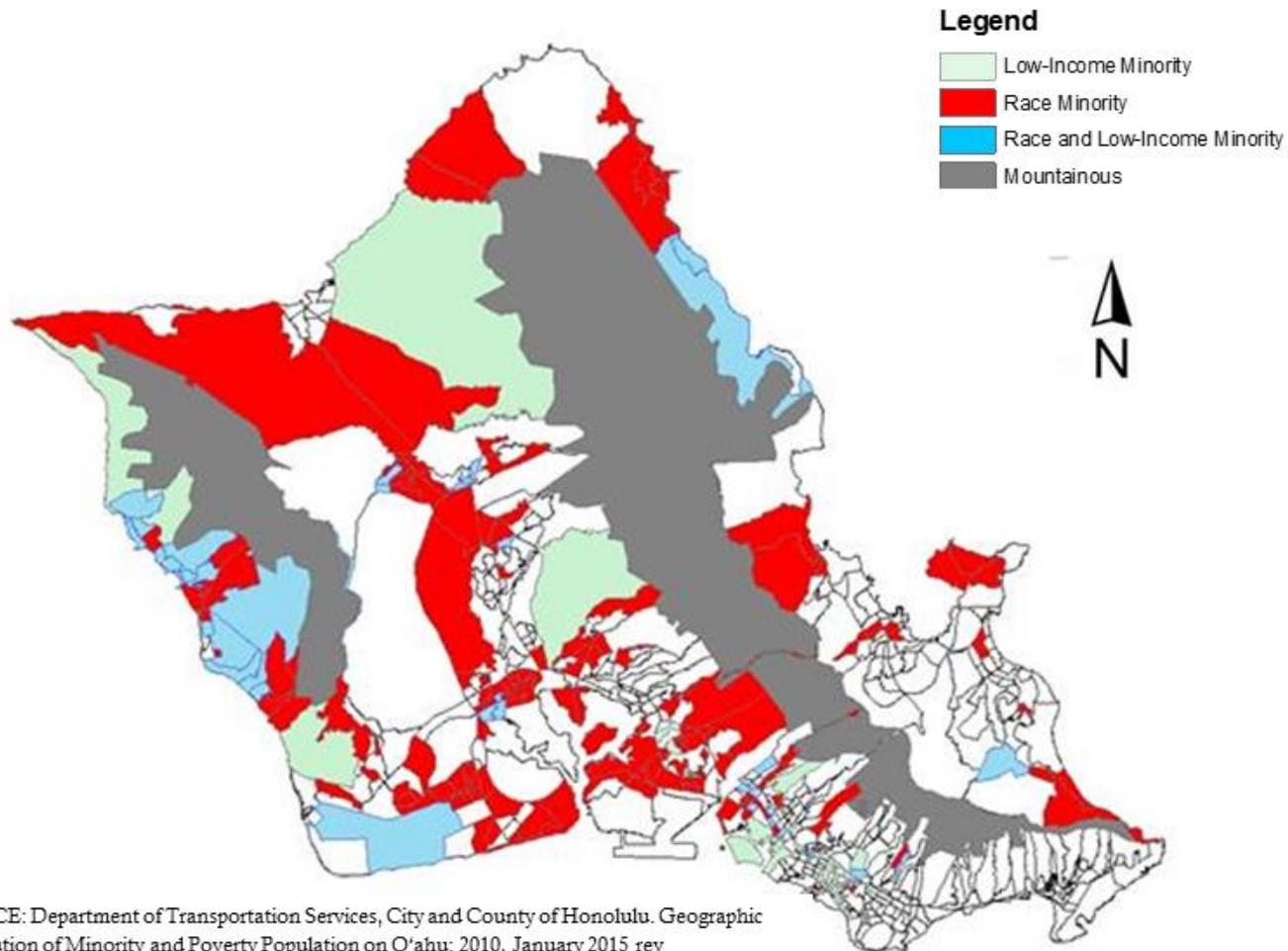


ORTP 2040: Figure 2-6 Population Growth, 2010-2040





ORTP 2040: Figure 6-13 Minority and Low-Income Title VI/EJ Areas: 2010



SOURCE: Department of Transportation Services, City and County of Honolulu. Geographic Distribution of Minority and Poverty Population on O'ahu: 2010, January 2015 rev



ORTP 2040: Figure 6-14 Investment by Geography

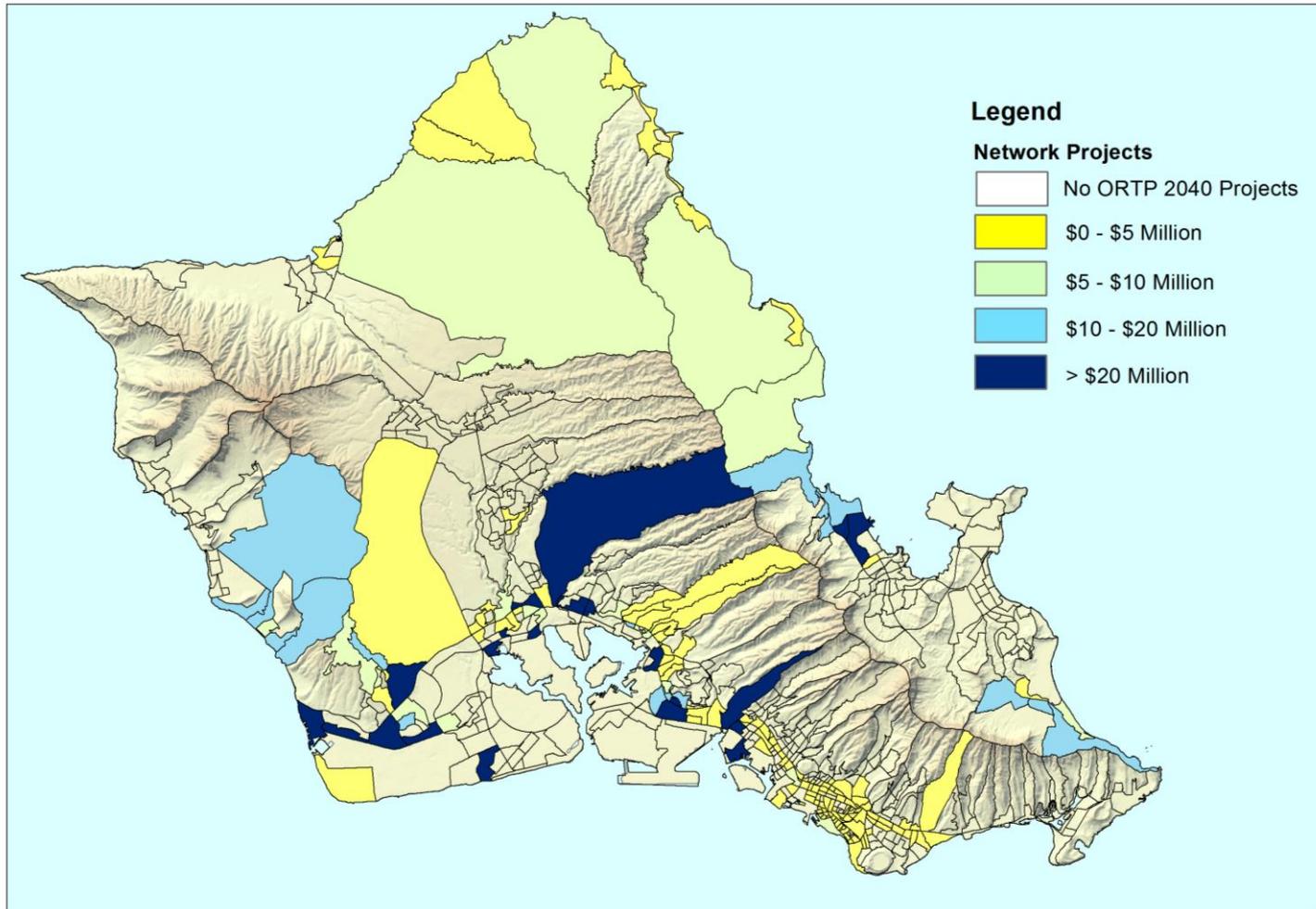




Table A-1 Public and Intergovernmental Comments Received during Comment Period

Comment #	Content/ Section	Originator (Person/ Agency sending in comment)	Comments	Response
90	General	CAC - Andrea Anixt	<p>Congestion on the North Shore is detrimental to quality of life and will be exacerbated by additional development.</p> <p>(Support for this comment was also shown through petitions with 10 signatures and 13 resolutions from neighborhood boards and community associations, all of which had been previously submitted in comment on the FY2015-16 Overall Work Program.)</p>	<p>A copy of this comment and all ORTP 2040 comments were made available for review by the Policy Board on the OahuMPO website.</p>



Table A-1 Public and Intergovernmental Comments Received during Comment Period

Comment #	Content/ Section	Originator (Person/ Agency sending in comment)	Comments	Response
91	General	CAC - Andrea Anixt and Brian Walsh	<p>A comprehensive study of the North Shore transportation system should be performed because the roadway system is unable to support existing traffic and proposed development would overwhelm it.</p> <p>(Support for this comment was also shown through petitions with 136 signatures, 5 resolutions from neighborhood boards and community associations, and 182 letters of support, all of which had been previously submitted in comment on the FY2015-16 Overall Work Program.)</p>	<p>Planning studies are programmed by OahuMPO through the Overall Work Program (OWP). If a comprehensive North Shore Corridor Study were completed, and if it resulted in a recommendation that was supported by an implementing agency, that project could then be considered for inclusion in the ORTP in the future.</p>



Table A-1 Public and Intergovernmental Comments Received during Comment Period

Comment #	Content/ Section	Originator (Person/ Agency sending in comment)	Comments	Response
92	General	CAC - Andrea Anixt and Brian Walsh	Population figures used in the ORTP 2040 seem not to accurately reflect ongoing and anticipated development.	Population forecast presented are consistent with the State of Hawaii Department of Business and Economic Development's population projections for Oahu in 2040 and do not represent an ultimate build out scenario. The forecasts presented are DPP's interim forecast, additional consultant support has been funded in the OahuMPO's OWP, and an official update to the DPP population forecast from 2007 is anticipated.



Table A-1 Public and Intergovernmental Comments Received during Comment Period

Comment #	Content/ Section	Originator (Person/ Agency sending in comment)	Comments	Response
93	General	Christopher Goody	The ORTP should NOT allow for any new major expansion in roadways in Koolau Loa, and instead focus on fixing and protection our current roadways. It is a clear case of the special interests of a portion of a single community in Laie and Turtle Bay wanting to impose their vision upon the rest of Koolau Loa, while they make enormous personal profits, leaving the rest of us to pay for it in the form of lost natural resources, increased traffic, stressed infrastructure, and quite possibly a manmade disaster.	A copy of this comment and all ORTP 2040 comments were made available for review by the Policy Board on the OahuMPO website.



Table A-2 Public and Intergovernmental Comments Received after Comment Period Deadline

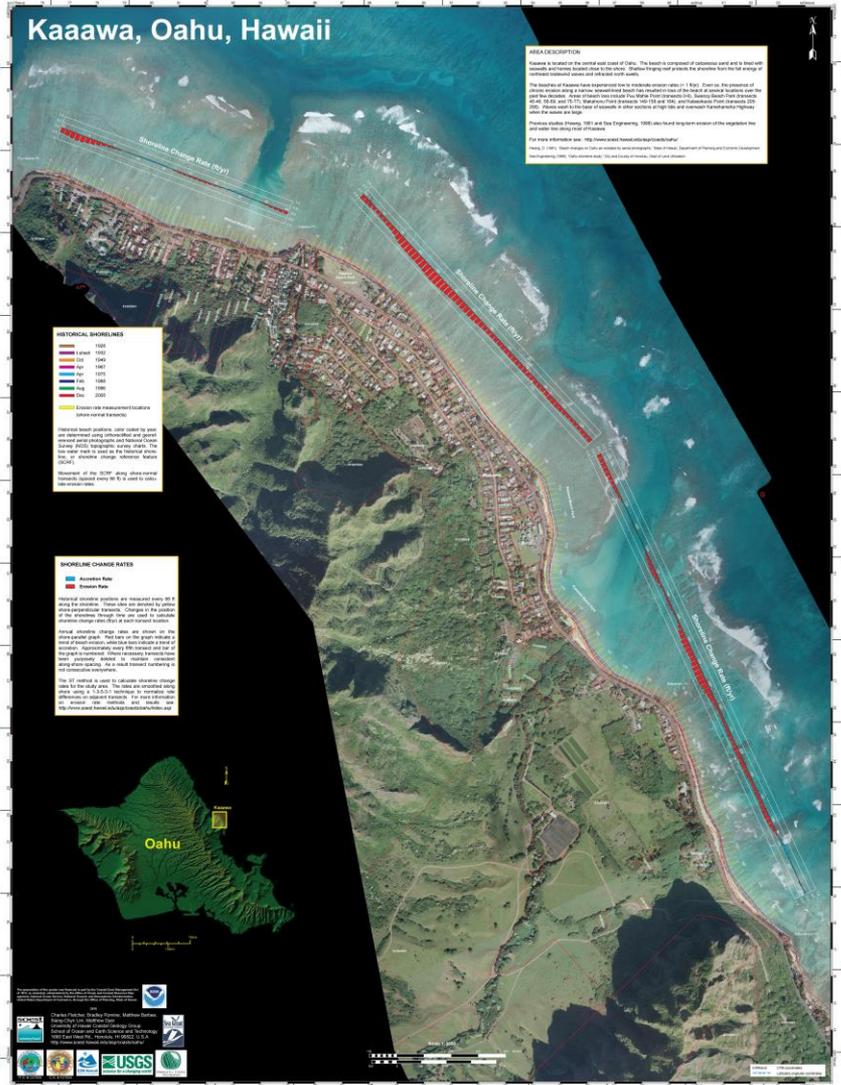
Comment #	Content/ Section	Originator (Person/ Agency sending in comment)	Comments	Response
8-L	General	Andrea Anixt + 23 signatures	A petition requesting HDOT and the City/County of Honolulu "to expedite the solution to the flooding of the only road, Route 83, on Kamehameha Highway at Waikane."	This comment was provided to HDOT and DTS for consideration. A copy of the petition and all ORTP 2040 comments were made available for review by the Policy Board on the OahuMPO website.
9-L	General	Andrea Anixt + 19 signatures	A petition stating "No "third" city on North Shore's Gunstock Ranch in Malankahana."	This comment was provided to DTS for consideration. A copy of the petition and all ORTP 2040 comments were made available for review by the Policy Board on the OahuMPO website.

Kaaawa, Oahu, Hawaii

AREA DESCRIPTION
Kaaawa is located on the central east coast of Oahu. The beach is composed of calcareous sand and is lined with seawalls extending landward to the ocean. Seawall fringe and protect the properties from the force of northeast tradewind waves and refracted north swells.
The beaches of Kaaawa have experienced low to moderate erosion rates (< 1 ft/yr). Despite the presence of chronic erosion along a narrow, seawall-lined beach has resulted in loss of the beach at several locations over the past few decades. Areas of beach loss include Puu Mahie Point (transects 0-6), Swanzey Beach Park (transects 45-46, 56-69, and 75-77), Makahonu Point (transects 149-158 and 164), and Kalaekoaio Point (transects 205-206). Waves wash to the base of seawalls in other sections at high tide and overwash Kamehameha Highway and other sections at high tide and overwash Kamehameha Highway when the waves are large.
Previous studies (Hwang, 1981 and Sea Engineering, 1988) also found long-term erosion of the vegetation line and water line along most of Kaaawa.
For more information see: <http://www.soest.hawaii.edu/asp/coasts/oahu/>

HISTORICAL SHOVELINES
1948
1951
1954
1957
1960
1963
1966
1969
1972
1975
1978
1981
1984
1987
1990
1993
1996
1999
2002

SHORELINE CHANGE RATES
Accretion Rate
Erosion Rate



AREA DESCRIPTION

Kaaawa is located on the central east coast of Oahu. The beach is composed of calcareous sand and is lined with seawalls and homes located close to the shore. Shallow fringing reef protects the shoreline from the full energy of northeast tradewind waves and refracted north swells.

The beaches at Kaaawa have experienced low to moderate erosion rates (< 1 ft/yr). Even so, the presence of chronic erosion along a narrow, seawall-lined beach has resulted in loss of the beach at several locations over the past few decades. Areas of beach loss include Puu Mahie Point (transects 0-6), Swanzey Beach Park (transects 45-46, 56-69, and 75-77), Makahonu Point (transects 149-158 and 164), and Kalaekoaio Point (transects 205-206). Waves wash to the base of seawalls in other sections at high tide and overwash Kamehameha Highway when the waves are large.

Previous studies (Hwang, 1981 and Sea Engineering, 1988) also found long-term erosion of the vegetation line and water line along most of Kaaawa.

For more information see: <http://www.soest.hawaii.edu/asp/coasts/oahu/>

Hwang, D. (1981), "Beach changes on Oahu as revealed by aerial photographs," State of Hawaii, Department of Planning and Economic Development.

Sea Engineering (1988), "Oahu shoreline study," City and County of Honolulu, Dept of Land Utilization.

Kaaawa, Oahu, Hawaii

AREA DESCRIPTION

Kaaawa is located on the central east coast of Oahu. The beach is composed of calcareous sand and is lined with seawalls and houses located close to the shore. Shoring fringing reef protects the shoreline from the full range of northeast trade wind waves and reflected north waves.

The beaches of Kaaawa have experienced low to moderate erosion rates of 1 ft/yr. Even so, the presence of chronic erosion along certain shore-normal transects has resulted in loss of the beach at several locations over the past few decades. Areas of beach loss include the Makaha Point (transsects 143, Quarry Point Park (transsects 45-48, 56-60, and 70-77), Makaha Point (transsects 140-143 and 104, and Kalaheo Point (transsects 200-202). There were no full bank of seawalls in other sections at high tide and down-drift Kalaheo Point Highway when the waves are large.

Previous studies (Hwang, 1981 and Lee Engineering, 1988) also found long term erosion of the vegetation line and water line along most of Kaaawa.

For more information see: <http://www.coast.hawaii.edu/ehp/kaawa/>

Hwang, C. (1981). "Beach changes on Oahu as viewed by aerial photography". State of Hawaii, Department of Planning and Economic Development, Honolulu, Hawaii. 100 p. (Available at: <http://www.coast.hawaii.edu/ehp/kaawa/>)

HISTORICAL SHORELINES

1928
1932
1949
1967
1975
1988
1996
2005

Erosion rate measurement locations (shore-normal transects)

Historical beach positions, color coded by year, are determined using orthorectified and georeferenced aerial photographs and National Ocean Survey (NOS) topographic survey charts. The low water mark is used as the historical shoreline, or shoreline change reference feature (SCRF). Shoreline change reference features (SCRF) are shown as red lines.

Movement of the SCRF along shore-normal transects (spaced every 66 ft) is used to calculate erosion rates.

SHORELINE CHANGE RATES

Accretion Rate
Erosion Rate

Historical shoreline positions are measured every 66 ft along the shoreline. These sites are marked by yellow shore-normal transects. Change in the position of the shoreline through time are used to determine shoreline change rates (SCR) at each transect location.

Annual shoreline change rates are shown on the shore-normal transect. Red bars on the graph indicate a trend of beach erosion, while blue bars indicate a trend of accretion. Approximately every fifth transect and low of the plot is highlighted. When highlighted, transects have been purposely selected to maintain consistent along-shore spacing. As a result transect numbering is not consecutive everywhere.

The ST method is used to calculate shoreline change rates for the study area. The data are measured along shore-normal transects. For more information on erosion rate methods and results see: <http://www.coast.hawaii.edu/ehp/kaawa/>



Charles Pacheco, Bradley Rytting, Matthew Burrows, Greg O'Neil, Matthew Day
 University of Hawaii Coastal Geology Group
 School of Ocean and Earth Center and Sustainable
 1505 East West Rd, Honolulu, HI 96822, U.S.A
<http://www.coast.hawaii.edu/ehp/kaawa/>

HISTORICAL SHORELINES

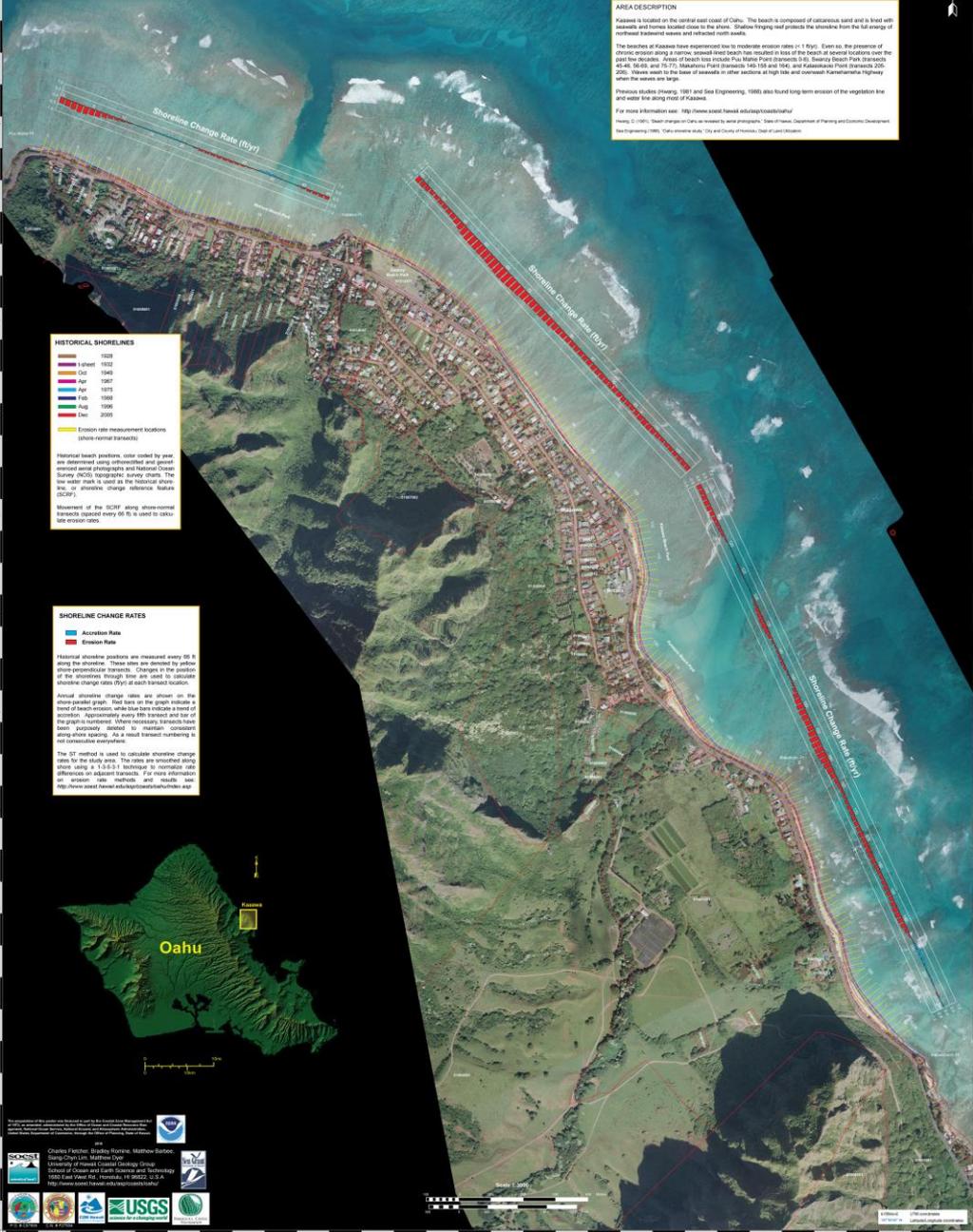
1928
t-sheet 1932
Oct 1949
Apr 1967
Apr 1975
Feb 1988
Aug 1996
Dec 2005

Yellow box: Erosion rate measurement locations (shore-normal transects)

Historical beach positions, color coded by year, are determined using orthorectified and georeferenced aerial photographs and National Ocean Survey (NOS) topographic survey charts. The low water mark is used as the historical shoreline, or shoreline change reference feature (SCRF).

Movement of the SCRF along shore-normal transects (spaced every 66 ft) is used to calculate erosion rates.

Kaaawa, Oahu, Hawaii



SHORELINE CHANGE RATES

- Accretion Rate
- Erosion Rate

Historical shoreline positions are measured every 66 ft along the shoreline. These sites are denoted by yellow shore-perpendicular transects. Changes in the position of the shorelines through time are used to calculate shoreline change rates (ft/yr) at each transect location.

Annual shoreline change rates are shown on the shore-parallel graph. Red bars on the graph indicate a trend of beach erosion, while blue bars indicate a trend of accretion. Approximately every fifth transect and bar of the graph is numbered. Where necessary, transects have been purposely deleted to maintain consistent along-shore spacing. As a result transect numbering is not consecutive everywhere.

The ST method is used to calculate shoreline change rates for the study area. The rates are smoothed along shore using a 1-3-5-3-1 technique to normalize rate differences on adjacent transects. For more information on erosion rate methods and results see: <http://www.soest.hawaii.edu/asp/coasts/oahu/index.asp>

Kualoa, Oahu, Hawaii

AREA DESCRIPTION

Kualoa is located on the east coast of Oahu between Kalaeokaoio Point and Kaneohe Bay. The northern half of the study area (transects 0-81) is lined with seawalls, shore-perpendicular groins, and homes located close to the shore. Shallow fringing reef protects the narrow calcareous sand beach from the full energy of northeast tradewind waves and refracted north swells.

The shoreline at Kualoa Regional Park (transects 82-197) has experienced some of the highest erosion and accretion rates on Oahu. The highest erosion rates were found at Kualoa Point (around transect 125, > 5 ft/yr) where the shoreline has retreated over 400 ft since 1928. A low concrete structure at Kualoa Point (now offshore, between transects 119 and 138) has failed to slow erosion. Accretion rates of similar magnitude (> 4 ft/yr) are found along Molii Fishpond and Secret Island (transects 145-197). The shoreline at Secret Island has grown seaward as much as 400 feet since 1928 and a sand spit has extended to the west toward the Kaneohe Bay shoreline, suggesting that eroded sand from Kualoa Park is being deposited in this area.

Previous studies (Hwang, 1981 and U.S. Army Corps of Engineers, 1977) also documented long-term erosion at Kualoa Regional Park.

For more information see: <http://www.soest.hawaii.edu/asp/coasts/oahu/>

HISTORICAL SHORELINES

1928	1928
1932	1932
1940	1940
1947	1947
1955	1955
1960	1960
1965	1965
1970	1970
1977	1977

Current 100-year inundation boundary (blue shaded area)

SHORELINE CHANGE RATES

Accretion Rate
Erosion Rate

Individual shoreline positions are measured using 30 x 30 m grid cells. The shoreline is defined as the center of the grid cell. Changes in the position of the shoreline change rate are used to calculate accretion/erosion rates (ft/yr) at each transect location.

Shoreline change rates are shown on the above aerial photo. Red bars on the grid indicate a loss of shoreline. Blue bars indicate a gain of shoreline. The length of the bar represents the change in shoreline position (ft) over the time period of the study. The length of the bar is proportional to the change in shoreline position (ft) over the time period of the study. The length of the bar is proportional to the change in shoreline position (ft) over the time period of the study.

AREA DESCRIPTION

Kualoa is located on the east coast of Oahu between Kalaeokaoio Point and Kaneohe Bay. The northern half of the study area (transects 0-81) is lined with seawalls, shore-perpendicular groins, and homes located close to the shore. Shallow fringing reef protects the narrow calcareous sand beach from the full energy of northeast tradewind waves and refracted north swells.

The beaches at northern Kualoa (transects 0-81) have experienced low to moderate shoreline change rates (< 1 ft/yr) since 1928. Long-term accretion at transects 0-56 results from accumulation of sand, transported to the south, against the north sides of groins constructed in the early to mid 1900's. Inspection of plots of shoreline positions for northern Kualoa shows that accretion ended at most transects in the last few decades as the shoreline reached the seaward end of the groins.

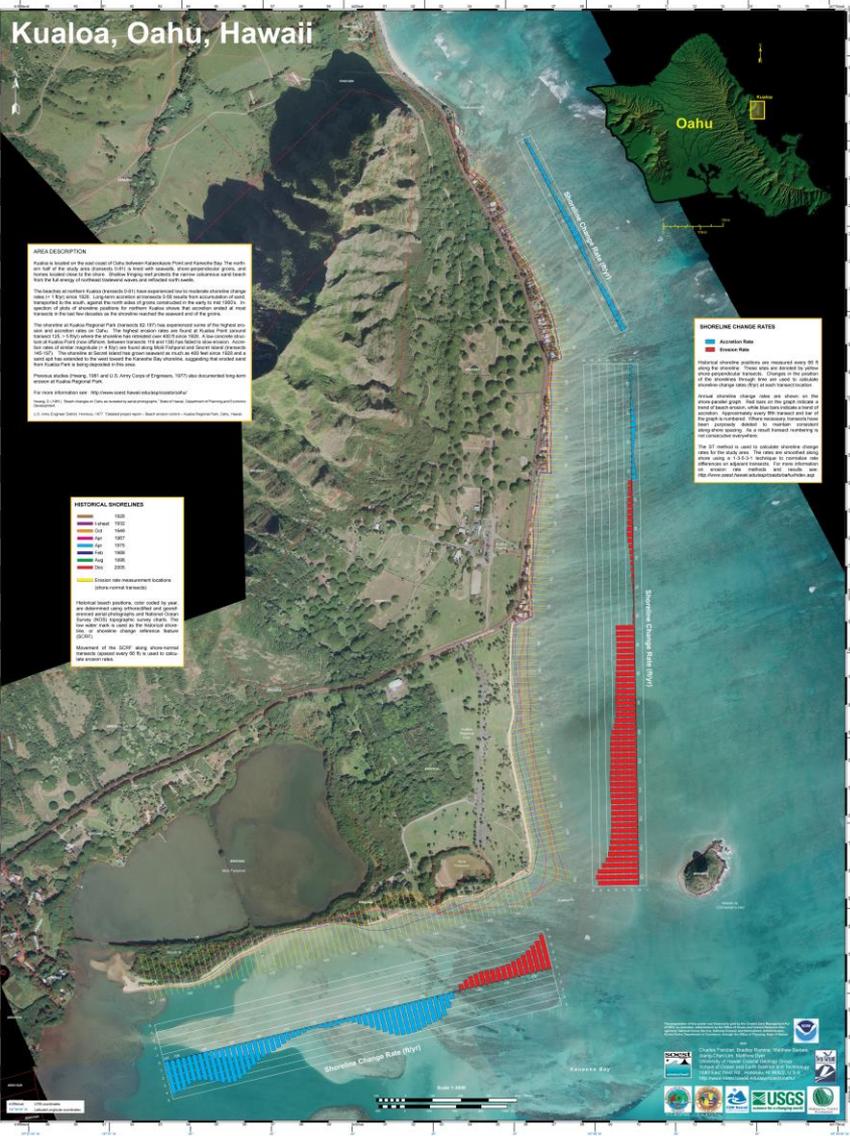
The shoreline at Kualoa Regional Park (transects 82-197) has experienced some of the highest erosion and accretion rates on Oahu. The highest erosion rates are found at Kualoa Point (around transect 125, > 5 ft/yr) where the shoreline has retreated over 400 ft since 1928. A low concrete structure at Kualoa Point (now offshore, between transects 119 and 138) has failed to slow erosion. Accretion rates of similar magnitude (> 4 ft/yr) are found along Molii Fishpond and Secret Island (transects 145-197). The shoreline at Secret Island has grown seaward as much as 400 feet since 1928 and a sand spit has extended to the west toward the Kaneohe Bay shoreline, suggesting that eroded sand from Kualoa Park is being deposited in this area.

Previous studies (Hwang, 1981 and U.S. Army Corps of Engineers, 1977) also documented long-term erosion at Kualoa Regional Park.

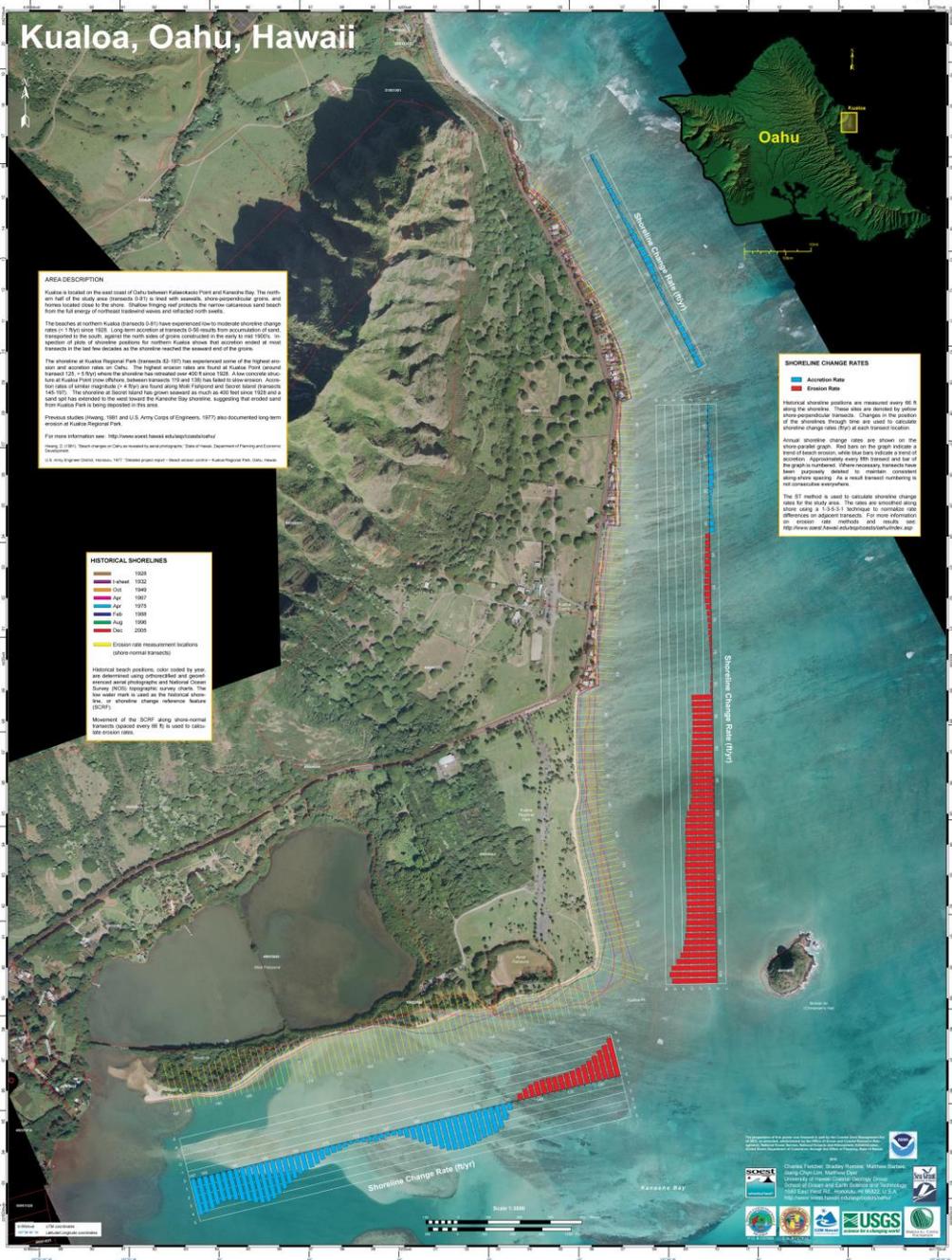
For more information see: <http://www.soest.hawaii.edu/asp/coasts/oahu/>

Hwang, D. (1981), "Beach changes on Oahu as revealed by aerial photographs," State of Hawaii, Department of Planning and Economic Development.

U.S. Army Engineer District, Honolulu, 1977. "Detailed project report – Beach erosion control – Kualoa Regional Park, Oahu, Hawaii.



Kualoa, Oahu, Hawaii



AREA DESCRIPTION

Kualoa is located on the east coast of Oahu between Kalaheoanai Point and Kaneohe Bay. The northern half of the study area (transects 1-51) is forest with scattered, open agricultural fields, and homes located close to the shore. Shoreline fringing reef protects the warmer calcareous sand beach from the full energy of northeast trade winds and associated north waves.

The locations at northern Kalaheoanai (transects 5-21) have experienced low to moderate shoreline change rates (1928 until 1975). Long-term accretion of transects 10 results from accumulation of sand transported to the south, against the north sides of groves constructed in the early to mid 1950's. The location of gaps in shoreline positions for northern Kalaheo grove has eroded inland of most transects in the last few decades as the shoreline reached the seaward end of the grove.

The shoreline at Kalaheoanai Point (transects 50-100) has experienced some of the highest erosion and accretion rates on Oahu. The highest erosion rates are found at Kalaheo Point (transect 122, 14.8 ft/yr) where the shoreline has retreated over 400 ft since 1928. A low accretion area for all Kalaheo Point (over offshore between transects 110 and 130) has failed to slow erosion. Accretion rates of entire magnitude (2 ft/yr) are found along the Kalaheoanai and Kalaheo Point (transects 140-150). The shoreline at Kalaheo Point has grown inland as much as 400 feet since 1928 and a sand spit has developed to the east based on the same time processes, suggesting the eroded sand can be used for beach nourishment (USACE, 1977).

Previous studies (Hwang, 1981 and U.S. Army Corps of Engineers, 1977) also documented long term erosion at Kalaheo (Regional Park).

For more information visit: <http://www.hawaii.gov/dnr/land/landuse/landuse.html>
 Hwang, C. J. (1981). Beach Erosion Control Measures by Shoreline Profile. State of Hawaii, Department of Planning and Economic Development.
 U.S. Army Engineer District, Honolulu, 1977. Technical report - Beach erosion control - Kalaheo Regional Park, Oahu, Hawaii.

SHORELINE CHANGE RATES

■ Accretion Rate
 ■ Erosion Rate

Historical shoreline positions are measured every 66 ft along the shoreline. These sites are located by yellow shore-normal transects. Changes in the position of the shoreline through time are used to calculate shoreline change rates (ft/yr) at each transect location.

Annual shoreline change rates are shown on the shore-normal graphic. Red bars on the graphic indicate a trend of beach erosion, while blue bars indicate a trend of accretion. Representative areas (RA) transects and the location of the transects are shown in yellow. Areas that have been previously studied to monitor consistent along-shore erosion, such as a small beach nourishing to not consistent everywhere.

The USGS method is used to calculate shoreline change rates for the study area. The sites are identified along shore using a 1:25,000 topographic to consider site differences in adjacent transects. For more information on exact site methods, visit: <http://www.water.usgs.gov/landuse/landuse.html>

HISTORICAL SHORELINES

- 1928
- 1932
- Oct 1949
- Apr 1967
- Apr 1975
- Feb 1988
- Aug 1996
- Dec 2005

Erosion rate measurement locations (shore-normal transects)

Historical beach positions, color coded by year, are determined using orthorectified and georeferenced aerial photographs and National Ocean Survey (NOS) topographic survey charts. The low water mark is used as the historical shoreline, or shoreline change reference feature (SCRF).

Movement of the SCRF along shore-normal transects (spaced every 66 ft) is used to calculate erosion rates.

HISTORICAL SHORELINES

- 1928
- t-sheet 1932
- Oct 1949
- Apr 1967
- Apr 1975
- Feb 1988
- Aug 1996
- Dec 2005

Erosion rate measurement locations (shore-normal transects)

Historical beach positions, color coded by year, are determined using orthorectified and georeferenced aerial photographs and National Ocean Survey (NOS) topographic survey charts. The low water mark is used as the historical shoreline, or shoreline change reference feature (SCRF).

Movement of the SCRF along shore-normal transects (spaced every 66 ft) is used to calculate erosion rates.

USGS Coastal and Estuarine Science Center
 University of Hawaii
 USGS
 NOAA
 Hawaii Department of Planning and Economic Development
 Hawaii Department of Land and Natural Resources
 Hawaii Department of Water Supply
 Hawaii Department of Health
 Hawaii Department of Transportation
 Hawaii Department of Public Safety
 Hawaii Department of Education
 Hawaii Department of Agriculture
 Hawaii Department of Labor and Industrial Relations
 Hawaii Department of Public Works
 Hawaii Department of Corrections
 Hawaii Department of Social Services
 Hawaii Department of Health Services
 Hawaii Department of Mental Health
 Hawaii Department of Youth Services
 Hawaii Department of Elder Affairs
 Hawaii Department of Veterans Affairs
 Hawaii Department of Housing and Community Development
 Hawaii Department of Public Safety
 Hawaii Department of Education
 Hawaii Department of Agriculture
 Hawaii Department of Labor and Industrial Relations
 Hawaii Department of Public Works
 Hawaii Department of Corrections
 Hawaii Department of Social Services
 Hawaii Department of Health Services
 Hawaii Department of Mental Health
 Hawaii Department of Youth Services
 Hawaii Department of Elder Affairs
 Hawaii Department of Veterans Affairs
 Hawaii Department of Housing and Community Development



VI. Invitation to interested members of the public to be heard on matters not included on the agenda

VII. Announcements

VIII. Announcement of next scheduled meeting

The next anticipated meeting is May 17th

IX. Adjournment