



RESOLUTION

AMENDING THE MINIMUM OPERABLE SEGMENT FOR THE HONOLULU HIGH-CAPACITY TRANSIT CORRIDOR PROJECT.

WHEREAS, on December 22, 2006, the council selected a fixed guideway system as the Locally Preferred Alternative (“LPA”) for the Honolulu High-Capacity Transit Corridor Project through the approval of Ordinance 07-001, which defined the fixed guideway system as starting at or near the intersection of Kapolei Parkway and Kalaeloa Boulevard, with an alignment as follows:

- (1) Section I — Saratoga Avenue/North-South Road and Kamokila Boulevard, as determined by the city administration before or during preliminary engineering, to Farrington Highway;
- (2) Section II — Farrington Highway/Kamehameha Highway;
- (3) Section III — Salt Lake Boulevard and Aolele Street as determined by the city administration before or during preliminary engineering;
- (4) Section IV — Dillingham Boulevard; and
- (5) Section V — Nimitz Highway/Halekauwila Street/Kapiolani Boulevard to the University of Hawaii at Manoa, with the Waikiki branch;

and

WHEREAS, the council recognizes that a fixed guideway system covering the entire LPA alignment is the long-term goal and that a shorter system should be built first within the revenues available from the General Excise and Use Tax (“GET”) surcharge, and funds reasonably expected from the federal government and other state and private sources; and

WHEREAS, such a shorter system is known as a minimum operable segment (“MOS”) according to federal guidelines; and

WHEREAS, on February 27, 2007, the council approved the MOS for the Honolulu High-Capacity Transit Corridor Project via the adoption of Resolution 07-039, FD1(C), which specified the MOS as that portion of the LPA between the University of Hawaii-West Oahu and Ala Moana Center as follows:



RESOLUTION

Beginning at the University of Hawaii-West Oahu (near the future Kroc Center), via Farrington Highway and Kamehameha Highway, to Salt Lake Boulevard, to Dillingham Boulevard, to Nimitz Highway, to Halekauwila Street, and ending at Ala Moana Center;

and

WHEREAS, on October 29, 2008, the Federal Transit Administration and the city approved the Draft Environmental Impact Statement ("DEIS"); and

WHEREAS, on November 2, 2008, the city released the DEIS to the public via the Internet; and

WHEREAS, on November 4, 2008, a majority of Honolulu voters in the general election voted in favor of a city charter amendment to authorize the director of transportation services to establish a steel wheel on steel rail system; and

WHEREAS, the DEIS underscored the finding of the city's 2006 Alternatives Analysis Report that noted that a route serving Pearl Harbor and the Airport was a "better route" that would provide greater ridership and system access compared to a route serving the Salt Lake area; and

WHEREAS, the council recognizes that a route serving Pearl Harbor and the Airport is estimated to cost approximately \$200 million more than a route serving the Salt Lake area; and

WHEREAS, the council believes that the additional cost is justified by the increased ridership and long-term benefits that will result by serving airport workers, travelers and visitors, as well as military and civilian employees at Pearl Harbor; and

WHEREAS, the council further believes that the Salt Lake residents can access the future rail system via a modified bus route connecting to transit stations along the route serving Pearl Harbor and the Airport, and eventually be served by a rail system spur through the Salt Lake area; and

WHEREAS, the council wishes to amend the MOS to a route serving Pearl Harbor and the Airport, instead of a route along Salt Lake Boulevard; now, therefore,

BE IT RESOLVED by the Council of the City and County of Honolulu that it approves as the best minimum operable segment for the Honolulu High-Capacity



RESOLUTION

Transit Corridor Project that portion of the LPA between the University of Hawaii-West Oahu and Ala Moana Center as follows:

Beginning at the University of Hawaii-West Oahu (near the future Kroc Center), via Farrington Highway and Kamehameha Highway (adjacent to Pearl Harbor), to Aolele Street serving the Airport, to Dillingham Boulevard, to Nimitz Highway, to Halekauwila Street, and ending at Ala Moana Center;

and

BE IT FURTHER RESOLVED that necessary planning, engineering, design and construction shall be in accord with this MOS; and

BE IT FURTHER RESOLVED that the council urges the city administration to keep the council informed of the progress of the project on a periodic basis; and

BE IT FURTHER RESOLVED that this Resolution shall supersede in its entirety Resolution 07-039, FD1(C); and



RESOLUTION

BE IT FINALLY RESOLVED that copies of this Resolution be transmitted to the mayor, the managing director, and the director of the department of transportation services.

INTRODUCED BY:

[Handwritten signatures]

DATE OF INTRODUCTION:

NOV 13 2008

Honolulu, Hawaii

Councilmembers

CITY COUNCIL
CITY AND COUNTY OF HONOLULU
HONOLULU, HAWAII
CERTIFICATE

RESOLUTION 08-261

Introduced: 11/13/08 By: CHARLES DJOU

Committee: TRANSPORTATION &
PLANNING

Title: RESOLUTION AMENDING THE MINIMUM OPERABLE SEGMENT FOR THE HONOLULU HIGH-CAPACITY
TRANSIT CORRIDOR PROJECT.

Links: [RES08-261](#)

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|---------------------------------------|------------|---|-------------|--------|
| TRANSPORTATION AND PUBLIC WORKS | 11/20/08 | RESOLUTION DEFERRED IN COMMITTEE. | | |
| | 01/05/09 | CC-002(09) RESOLUTION RE-REFERRED FROM TRANSPORTATION AND PUBLIC WORKS COMMITTEE TO TRANSPORTATION AND PLANNING COMMITTEE. | | |
| TRANSPORTATION AND PLANNING | 1/15/09 | CR-19(2009) – RESOLUTION REPORTED OUT OF COMMITTEE FOR ADOPTION. | | |
| COUNCIL | 1/28/09 | CR-19(2009) AND RESOLUTION 08-261 WERE ADOPTED. | | |
| APO Y | BAINUM N | CACHOLA N | DELA CRUZ Y | DJOU Y |
| GARCIA Y | MARSHALL A | OKINO Y | TAM Y | |

I hereby certify that the above is a true record of action by the Council of the City and County of Honolulu on this RESOLUTION.


BERNICE K. N. MAU, ACTING CITY CLERK


TODD K. WPO, CHAIR AND PRESIDING OFFICER