



## RESOLUTION

APPROVING THE MINIMUM OPERABLE SEGMENT (MOS) FOR THE HONOLULU HIGH-CAPACITY TRANSIT CORRIDOR PROJECT.

WHEREAS, 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; and

WHEREAS, the council determined that the selected LPA best meets the long-term needs and demands of Oahu; and

WHEREAS, the LPA is defined in Ordinance 07-001 as a fixed guideway system between Kapolei and the University of Hawaii at Manoa, 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 or MOS by the federal guidelines; now, therefore,



**RESOLUTION**

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 Transit Corridor Project the portion of the Locally Preferred Alternative between the University of Hawaii-West Oahu, near the future Kroc Center, and Ala Moana Center, via Farrington Highway and Kamehameha Highway, to Salt Lake Boulevard, to Dillingham Boulevard, to Nimitz Highway, to Halekauwila Street, and to Ala Moana Center; and

BE IT FURTHER RESOLVED that necessary planning and preliminary engineering for the MOS shall commence; 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 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:

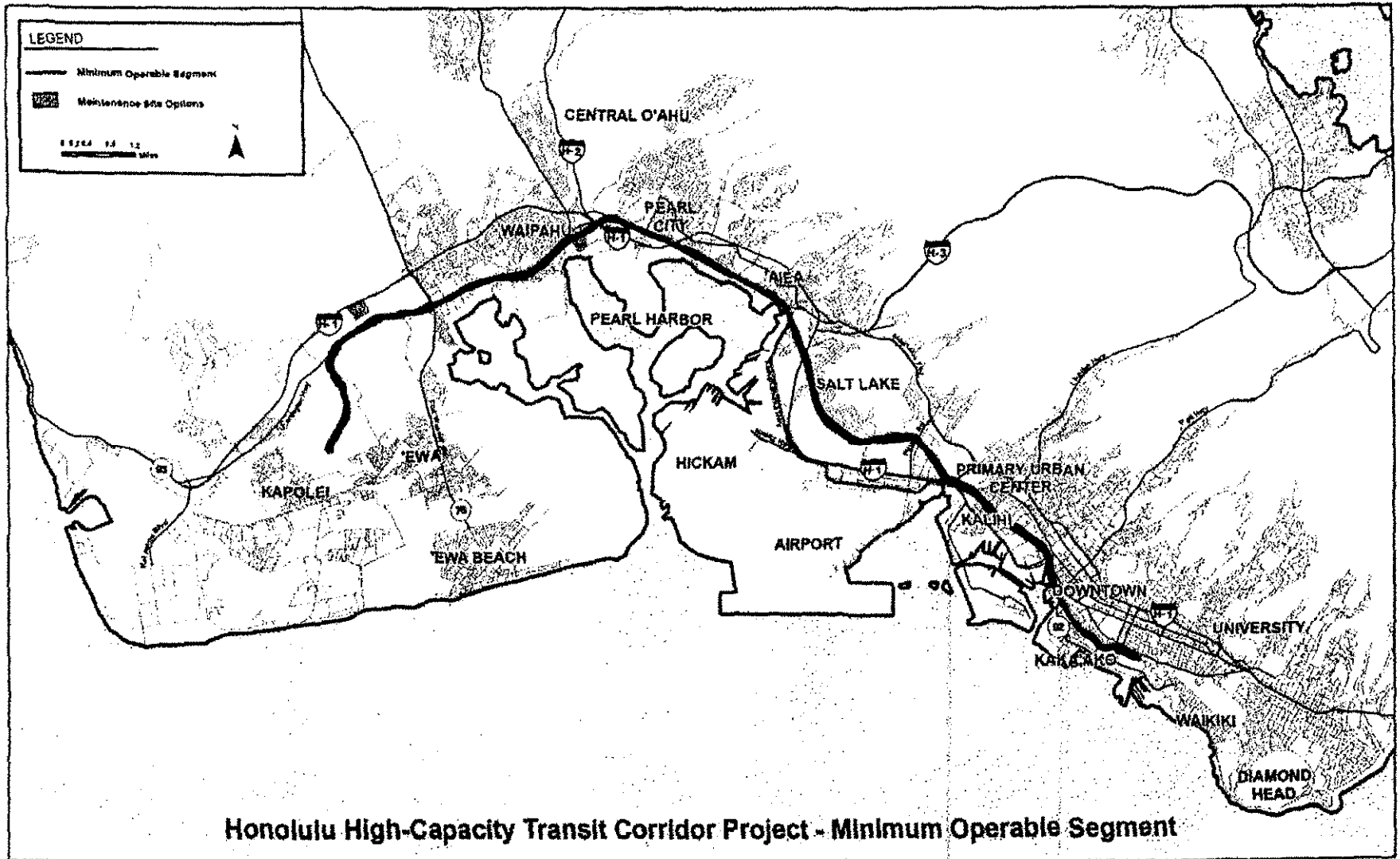
Barbara Marshall (BR)

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DATE OF INTRODUCTION:

January 30, 2007  
Honolulu, Hawaii

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Councilmembers



**Attachment 3: Recommended MOS**  
 Minimum Operable Segment (MOS) Options  
 Honolulu High-Capacity Transit Corridor