

Excerpts from relevant federal and federally-approved documents that clarify the discussions between Council Chair Marshall and Councilmember Kobayashi and City Chief Planner Toru Hamayasu on August 2 during Council Transportation Committee hearings.

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Source: [http://www.fta.dot.gov/funding/grants/grants\\_financing\\_3590.html](http://www.fta.dot.gov/funding/grants/grants_financing_3590.html)

#### Program Description

The transit capital investment program (49 U.S.C. 5309) provides capital assistance for three primary activities:

- new and replacement buses and facilities,
- modernization of existing rail systems, and
- new fixed guideway systems (New Starts).

Eligible recipients for capital investment funds are public bodies and agencies (transit authorities and other state and local public bodies and agencies thereof) including states, municipalities, other political subdivisions of states; public agencies and instrumentalities of one or more states; and certain public corporations, boards, and commissions established under state law. Funds are allocated on a discretionary basis.

#### **New Starts**

The New Starts program provides funds for construction of new fixed guideway systems or extensions to existing fixed guideway systems.

Eligible purposes are light rail, rapid rail (heavy rail), commuter rail, monorail, automated fixed guideway system (such as a “people mover”), or a busway/high occupancy vehicle (HOV) facility, or an extension of any of these. Projects become candidates for funding under this program by successfully completing the appropriate steps in the major capital investment planning and project development process.

Major new fixed guideway projects, or extension to existing systems financed with New Starts funds, typically receive these funds through a full funding grant agreement that defines the scope of the project and specifies the total multi-year Federal commitment to the project.

Funding allocation recommendations are made in an annual report to Congress: “Annual Report on New Starts.”

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Source: [http://www.fta.dot.gov/publications/reports/other\\_reports/publications\\_136.html](http://www.fta.dot.gov/publications/reports/other_reports/publications_136.html)

#### ***Fixed Guideway Modernization***

A “**fixed guideway**” refers to any transit service that uses exclusive or controlled rights-of-way or rails, entirely or in part. The term includes heavy rail, commuter rail, light rail, monorail, trolleybus, aerial tramway, inclined plane, cable car, automated guideway transit, ferryboats, that portion of motor bus service operated on exclusive or controlled rights-of-way, and high-occupancy-vehicle (HOV) lanes.

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Source: Excerpt from the 2003 FEIS, page 6-2, for the In-town BRT program. Available at:  
[www.honolulutraffic.com/feisfin6.pdf](http://www.honolulutraffic.com/feisfin6.pdf) It is no longer on the City's Oahutrans2k.com website.

Note that these Bus/Rapid Transit (BRT) lanes were being funded with Section 5309 New Starts fixed guideway funds.

Excerpt:

“The financial analysis concludes that the Refined LPA, along with the system-wide bus replacement and expansion program, can be funded without adding new taxes or raising taxes using the following revenue sources:

**Capital Funding for the Refined LPA Program**

FTA Section 5307 Urbanized Area Formula (UZA) Funds	22%
FTA Section 5309 Fixed Guideway Modernization (FGM) Funds	2%
FTA Section 5309 Bus Capital Funds	5%
FTA Section 5309 New Starts Funds	23%
Federal Highway Administration (FHWA) Funds	13%
City General Obligation (GO) Bonds	35%
TOTAL	100%

**Bus and BRT Operations & Maintenance Funding**

Passenger Fares	27%
FTA Section 5307 UZA Funds	7%
City Operating Support	66%
TOTAL	100%”