
From: Welbes, Matt <FTA>
To: Steinmann, Richard <FTA>; Borinsky, Susan <FTA>
Sent: 2/28/2007 8:48:38 AM
Subject: Fw: Facts for Gov. Lingle

I wonder if the reply to the Gov is solely about transit? If yes, FTA would usually send the information, especially since Sherry met with the Gov.

----- Original Message -----

From: Fisher, Ronald <FTA>
To: Welbes, Matt <FTA>; Borinsky, Susan <FTA>
Cc: Little, Sherry <FTA>; Steinmann, Richard <FTA>
Sent: Wed Feb 28 12:06:26 2007
Subject: RE: Facts for Gov. Lingle

Matt,
Thanks for doing all of this. We will incorporate what we have already developed into that. FYI Tyler identified a different list of what was to be in the letter as noted in Sherry Riklin's email below. Riklin has been tasked with writing the letter.
Ron

From: Riklin, Sherry <OST>
Sent: Monday, February 26, 2007 12:34 PM
To: Fisher, Ronald <FTA>; Borinsky, Susan <FTA>
Cc: Steinmann, Richard <FTA>
Subject: FW: Hawaii Letter

Susan and Ron

It looks like I am drafting the letter with the basic information from you. My notes indicates that Tyler wants to inform the Governor about the following:
Data on the range of transit options including non rail (typical costs)
Realistic schedule for implementation of the current option
Realistic levels of federal participation.

Thanks for your help.... Could you also forward a copy of the OMB comments on the New Starts Rule?
Thanks again.

Sherry

-----Original Message-----
From: Duvall, Tyler <OST>
Sent: Monday, February 26, 2007 11:57 AM
To: Riklin, Sherry <OST>
Subject: RE: Hawaii Letter

We're drafting with FTA input. Please work with Tom and Todd. Thanks.

From: Riklin, Sherry <OST>
Sent: Monday, February 26, 2007 11:51 AM
To: Duvall, Tyler <OST>
Subject: Hawaii Letter

Tyler

FTA wants to know if they are drafting the Hawaii letter or is OST drafting the letter with FTA input?

Sherry

From: Welbes, Matt <FTA>
Sent: Wednesday, February 28, 2007 11:26 AM
To: Fisher, Ronald <FTA>; Borinsky, Susan <FTA>
Cc: Little, Sherry <FTA>; Steinmann, Richard <FTA>
Subject: Facts for Gov. Lingle

Ron,

Rich mentioned that you're working with Sherry Riklin in OST-Policy on information to follow up on a discussion that Sec. Peters, Sherry Little and Tyler Duvall had with Gov. Lingle of Hawaii. Please send along the material you develop to Sherry L. with a cc to me so that she can review it before transmittal to OST. The three items Sherry L. identified to provide are:

- 1) Cost per mile for bus and light rail major capital projects
- 2) Average operating efficiency information from NTD for bus and light rail
- 3) The average time it takes for a project to move from AA to an FFGA

Perhaps Sherry Riklin has requested other transit facts too.

Here is information I found after a conversation with Sherry L. and before I talked to Rich and found you were already on the beat. Please edit, supplement as you see fit:

- 1) Cost per mile for bus and light rail major capital projects

Federal Transit Administration
New Starts FFGAs during ISTEA, TEA-21, SAFETEA (1992 to Present)
Mode Projects FFGA Amount (in 2006 dollars) Miles FFGA \$/mile
Bus 3 \$1,345,821,071 17 \$79,259,191
CommRail 10 \$10,849,048,742 182 \$59,771,080
HeavyRail 9 \$9,511,898,680 48 \$197,219,546
LightRail 26 \$17,838,538,796 252 \$70,897,575
Other 2 \$1,267,208,694 0 Not Applicable
PeopleMover 1 \$187,328,964 1 \$312,214,939
Trolley 2 \$258,864,250 7 \$34,840,410
TOTAL 53 \$41,258,709,196 506 \$81,480,980
See attached spreadsheet (below) for details

The above summary portrays "FFGA cost per mile by mode" so it includes rolling stock and other facilities associated with the each project. The New Starts time period examined includes 26 light rail project and three bus projects (Pittsburgh, Boston, and Cleveland).

- 2) Average operating efficiency information from NTD for bus and light rail

2005 National Transit Profile (FTA National Transit Database):

Operating Expense per revenue mile
LRT \$14.4 / mile
Bus \$7.8 /mile

Operating Expense per revenue mile
LRT \$214.3 / hour
Bus \$98.7 / hour

Operating Expense per passenger mile
LRT \$0.60 / mile
Bus \$0.80 / mile

Operating Expense per unlined trip
LRT \$2.8 / trip
Bus \$2.6 / trip

Unlinked passenger trips per vehicle revenue mile
LRT 5.6 / mile
Bus 2.8 / mile

Unlined passenger trips per vehicle revenue hour
LRT 83.4 / hour
Bus 35.2 / hour

3) The average time it takes for a project to move from AA to an FFGA

For project that have received FFGA's since ISTEA was enacted, it has taken just over four years for a project to go from approval into preliminary engineering to award of a FFGA. Since 2001, the time is closer to five years. This doesn't account for the time that a project spends in alternatives analysis (approx 6-24 months?). Based on the FY07 Small Starts process, it appears that these lower capital cost projects are advancing to a funding commitment faster than New Starts projects. (See attached spreadsheet)

<< File: 2007 0105 FFGAs in constant dollars RW.xls >>

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