
From: Welbes, Matt <FTA>
To: Fisher, Ronald <FTA>; Borinsky, Susan <FTA>
CC: Little, Sherry <FTA>; Steinmann, Richard <FTA>
Sent: 2/28/2007 6:26:20 AM
Subject: Facts for Gov. Lingle
Attachments: 2007 0105 FFGAs in constant dollars RW.xls

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)

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Matthew Welbes

Office of the Administrator

Federal Transit Administration

400 7th St SW

Washington DC 20590

202-366-1668 P

202-493-9379 F