
From: Ben Porter
To: Scheibe, Mark
Sent: 9/1/2009 7:29:33 AM
Subject: Re: question on operating plan, 2009 vs. 2008

Thanks for the clear explanation, Mark.

On another note, do you think you can provide the Phase 1 costs today?
I'm trying to wrap up my draft financial assessment report.

regards,
Ben

On Sep 1, 2009, at 10:24 AM, Scheibe, Mark wrote:

> Ben,
>
> Yes, the L-O-S assumptions are consistent with the ridership model.
> Four changes have occurred that affect the operating plan. First,
> choice of the Airport alignment rather than the Salt Lake alignment
> has
> increased the length of the rail line and thus the vehicle miles.
> Second, a re-examination of annualization factors has resulted in an
> increase in the annualization factor both for service variables and
> for
> ridership. Third, a closer examination of current transit midday
> ridership led to the conclusion that we were probably providing too
> little rail capacity in periods adjacent to the peaks so more service
> has been added. Fourth, the process of working through the ridership
> models with Jim Ryan has led to an increase in future forecasts,
> primarily on rail but with some increase on bus as well; rail and bus
> service has then been equilibrated to accommodate these increases.
>
>
> Mark
>
>
> -----Original Message-----
> From: Ben Porter [mailto:bporter@porter-inc.com]
> Sent: Tuesday, September 01, 2009 9:31 AM
> To: Scheibe, Mark
> Subject: question on operating plan, 2009 vs. 2008
>
> Mark:
>
> I noticed some changes in the operating costs in the 8/09 financial
> plan
> compared to the plan you submitted last year (Sept. 2008), so I took a
> look at the level of service assumptions.
>
> Fixed guideway vehicle miles at 2030 in the current plan are 56%
> higher
> than in the plan submitted last year (8.6 million now vs. 5.5 million
> then).
>
> Bus vehicle miles at 2030 in the current plan are 6% higher than last
> year's plan (21.6 million now vs. 20.3 million then).
>
> My understanding is that the level of service assumptions used in the
> financial plan are supposed to mirror the L-O-S assumptions used in
> the
> ridership model.
>

> Can you confirm that the current L-O-S assumptions are consistent with
> the ridership model?
>
> Do you have a ready explanation for the changes in the current
> operating
> plan versus that submitted last year?
>

> thanks,
> Ben Porter

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