

To: Czauderna, Danielle[Danielle.Czauderna@sdgworld.net]
Cc: Powell, Rebecca[Rebecca.Powell@sdgworld.net]; Berman, Sarah[Sarah.Berman@sdgworld.net]; Kroes, Maarten[Maarten.Kroes@sdgworld.net]; Richards, Jim[Jim.Richards@sdgworld.net]; Daniel Haufschild[Daniel.Haufschild@metrolinx.com]; Eve Wyatt[Eve.Wyatt@metrolinx.com]; Bert Peverini[Bert.Peverini@gotransit.com]
From: David Pritchard
Sent: Tue 6/7/2011 3:49:27 PM
Subject: RE: Notes from Todays Call

Danielle,

We work with a tour-based travel demand model covering the AM and PM peak periods. I've extracted a few numbers to give you a sense of what it says about auto travel time growth from 2001 to 2031:

- AM inbound: 4% increase
 - AM outbound: no change
 - PM inbound: 10% increase
 - PM outbound: 8% increase
-
- I do not have data for intermediate years or the rate of increase; you'll have to make your own interpolation assumptions.

The details of how these numbers were calculated:

- Model is calibrated against 2001 data, and we forecast forward to a 2031 horizon year. This work uses our 2031 "business as usual" scenario.
- Data extracted: auto travel time matrix for 31 zones in PD9 (northwest Etobicoke, between Weston Rd. and airport, and 401 to Steeles) and 89 zones in PD1 (downtown area, Dupont to Lake Ontario). Matrix cells are averaged to give average inbound or outbound travel time.
- Percent change between 2001 modelled travel time and 2031 modelled travel time is quoted.
- Other assumptions in 2031 run:
 - network includes most funded & committed transit projects, but not unfunded projects.
 - network does not include Eglinton-SRT project or expanded level of GO service. Sensitivity tests for a.m. peak auto travel time show a -1% effect inbound, 0% effect outbound.
 - some increases in auto operating costs – a +50% increase in real terms from 2001 levels
 - land use is based on the 2031 "GGH" land use data I provided earlier.
- This trip distribution model is "gravity based" and does assume that residents will adapt to rising congestion by 2031 by shifting their travel patterns.

- David

David Pritchard, Senior Advisor

Metrolinx, Strategic Policy & Systems Planning

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From: Czauderna, Danielle [mailto:Danielle.Czauderna@sdgworld.net]

Sent: June 3, 2011 10:55 AM

To: David Pritchard

Cc: Powell, Rebecca; Berman, Sarah; Kroes, Maarten; Richards, Jim; Daniel Haufschild; Eve Wyatt; Bert Peverini

Subject: RE: Notes from Todays Call

David,

On yesterdays call we discussed using the Greater Golden Horseshoe model for the marginal changes in journey time between the model base year (2009) and the future (up to 2031).

In our previous work for SNC we made the following broad assumptions as there was no traffic model as such to rely on:

- No change in off peak times (09:30 to 16:00 and 18:30 to 06:00)
- Increase in journey times during peak times (AM and PM peaks)
 - 20% increase between 2009 and 2020, with a faster rate of change in initial years, slowing down to 2020
 - No change post 2020

Can you say in broad terms how this compares to what you have the Horseshoe model?

Thanks

Danielle

Danielle Czauderna

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From: Czauderna, Danielle
Sent: 02 June 2011 18:16
To: 'Bert Peverini'; 'Daniel Haufschild'; 'Eve Wyatt'; David Pritchard
Cc: Kroes, Maarten; Richards, Jim; Slaven, Neil; Powell, Rebecca
Subject: Notes from Todays Call

Daniel, Bert, Eve, David

A quick summary of what we discussed today:

1. Discussions ongoing between Metrolinx and SNC. Agreement in principle to the use of the model and its inputs.

Discussion around documentation is ongoing. The full report prepared in 2009/10 is not included in what can be used for this study.

2. SDG have not budgeted for the production of a report similar to the SNC. More thought and discussion needed on report format. See actions below.

3. KPMG are discussing access fees with GTAA and that they (KPMG) would like some discussion with SDG. Telecon to be arranged, see actions below.

4. SDG are progressing well on air traffic forecasts. Two points to note, one is an action:

- a. What is GTAA's latest position on connecting passengers. This assumption was changed during the previous work and had a big impact. Please add this to the data request
- b. That LBPIA will be capacity constrained post 2031. Given our forecasts will not extend beyond this date it is not an issue.

And an update on actions....

Metrolinx

- Continue dialogue with SNC
- Continue dialogue with GTAA, add query regarding connecting passengers to list (see point 4 above)
- Give some thought to what the final report needs to look like and who the audience will be
- Set up call between SDG and KPMG (see note 3 above, and comments below)

Steer Davies Gleave

- Circulate assumptions on journey time changes through time. David will then compare these to what is assumed in the Greater Golden Horseshoe Model
- Circulate working assumptions on ARL station to station run times before Monday so Bert can review.
- Circulate output template for review in advance of next week's call
- Circulate assumptions on Eglinton and other important schemes for discussion at next weeks call.

Specifically on the call with KPMG, it would be useful to understand a bit more on what kind KPGM are interested in. This will enable us to ensure the right people are on the call. If it is related to air traffic forecasts then we would like to include Neil Slaven in the discussion.

As we mentioned he will be in Azerbaijan next week and is flying on Monday - so Tuesday would be better if possible please.

Azerbaijan are 9 hours ahead of you so the best time for Neil would be during his evening, between 9am and 12noon EST.

If you put us in contact with KPMG we can arrange this directly.

Best wishes

Danielle

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From: Czauderna, Danielle
Sent: 02 June 2011 15:33
To: Bert Peverini; Daniel Haufschild; Eve Wyatt
Cc: Kroes, Maarten; Richards, Jim; David Pritchard
Subject: Todays Call

Bert, Eve, Daniel,

I think today's call will be quite brief unless you have specific points you want to discuss?

I suggest we run through the actions from last week and pick other points up as we go?

Best wishes

Danielle

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From: Bert Peverini [mailto:Bert.Peverini@gotransit.com]
Sent: 01 June 2011 19:38
To: Czauderna, Danielle
Cc: Daniel Haufschild; Eve Wyatt; Kroes, Maarten; Richards, Jim; Slaven, Neil; David Pritchard
Subject: RE: Notes from our earlier meeting

All: my responses are inserted into the original email below..

From: Daniel Haufschild
Sent: June 1, 2011 7:55 AM
To: Bert Peverini
Subject: Fw: Notes from our earlier meeting

Did you get this

Sent from my BlackBerry

From: Daniel Haufschild
To: 'Bert.perverini@gotransit.com' <Bert.perverini@gotransit.com>
Cc: Eve Wyatt
Sent: Wed Jun 01 07:15:28 2011
Subject: Re: Notes from our earlier meeting

Bert

Please make sure we are responding quickly, we can't hold them up.

Daniel

Sent from my BlackBerry

From: Czauderna, Danielle <Danielle.Czauderna@sdgworld.net>
To: Daniel Haufschild; Eve Wyatt; Bert.perverini@gotransit.com <Bert.perverini@gotransit.com>
Cc: Kroes, Maarten <Maarten.Kroes@sdgworld.net>; Richards, Jim <Jim.Richards@sdgworld.net>; Slaven, Neil <Neil.Slaven@sdgworld.net>

Sent: Wed Jun 01 06:41:39 2011

Subject: RE: Notes from our earlier meeting

Daniel, Eve, Bert

Just following up on few things in advance of our scheduled catch up tomorrow.

Firstly I wondered whether you have had an opportunity to review the operational assumptions as discussed last week.

These were noted as follows:

- Opening date 1st January 2015 (April 5th 2015)
- Operating times: 5am to 1am (for discussion at the next meeting)
- Operating days: *Metrolinx please confirm(i.e. 365 days/year)* (yes)
- Journey time: 25 minutes (yes)
- Frequency: 4 trains per hour all day (yes)

Exclusion per Committee Direction

- Stopping patterns: (correct)
 1. Base: Union, Bloor, Weston, Airport
 2. Option: Union, Bloor, Weston, Woodbine, Airport
- Dwell and run times: *Metrolinx to provide (5" at the airport & Union, 1" at line stations)*
- Capacity: 2 cars to begin with then 3 (yes)
- Forecast years: 2015 and 2031. *Metrolinx to consider if any further interim dates are required (yes)*

In particular would you be able to provide the dwell and run times for the base stopping pattern please. (as per above for the base, we currently do not have a Woodbine Scenario developed - we should discuss this tomorrow)

Second we wondered how you might be advancing with your contact at GTAA? (TBD)

We have another query to add to the list here with respect to Billy Bishop (City) Airport specifically.

The airport has been growing quickly over recent years, but given its location we assume that there is an upper limit to the amount of growth that can be sustained. Would you be able to enquire about the airport's capacity constraints or put us in touch with someone we could discuss this with

We have been trying to source publically available data on this but have had no success thus far so any help here would be gratefully received. (no immediate answer, David Pritchard will ask one of his contacts who may have a connection. We will advise if there is a positive response.)

Best wishes

Danielle

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From: Daniel Haufschild [mailto:Daniel.Haufschild@metrolinx.com]
Sent: 26 May 2011 21:30
To: Czauderna, Danielle; Eve Wyatt; Bert.perverini@gotransit.com
Cc: Kroes, Maarten; Richards, Jim; Slaven, Neil; David Pritchard
Subject: RE: Notes from our earlier meeting

Danielle.

David Pritchard can assist on population and employment. I have copied him and his number is (416) 874-5954

From: Czauderna, Danielle [mailto:Danielle.Czauderna@sdgworld.net]
Sent: May 26, 2011 2:59 PM
To: Daniel Haufschild; Eve Wyatt; Bert.perverini@gotransit.com
Cc: Kroes, Maarten; Richards, Jim; Slaven, Neil

Subject: Notes from our earlier meeting

Daniel, Eve, Bert

Just a quick email to summarise the actions I noted from our earlier call. Please let me know if you have any others noted down:

Metrolinx

- To follow up once more with Stephan Mehr at SNC Lavalin regarding permissions
- Consider what journey time data might be available and what is assumed about congestion in future. Provide information as necessary
- Contact GTAA to explore data availability
- Provide contact details for persons who can assist with population & employment forecasts, transport and other government initiatives of relevance, other future plans
- Confirm the operational assumptions for the ARL. I noted these as:
- Opening date 1st January 2015
- Operating times: 5am to 1am
- Operating days: *Metrolinx please confirm(i.e. 365 days/year)*
- Journey time: 25 minutes
- Frequency: 4 trains per hour all day

Exclusion per Committee Direction

- Stopping patterns
- Base: Union, Bloor, Weston, Airport
- Option: Union, Bloor, Weston, Woodbine, Airport
- Dwell and run times: *Metrolinx to provide*
- Capacity: 2 cars to begin with then 3

- Forecast years: 2015 and 2031. *Metrolinx to consider if any further interim dates are required*
- Circulate a meeting request for Thursdays at 4pm for the duration of the project

Steer Davies Gleave

- To provide a summary of GTAA data requirements
- To update the assumptions table as the project progresses with the source data and assumptions
- Produce a set of forecasts using the existing model (subject to SNC permission) testing the new agreed base case as a starting point. SDG to confirm by when this can be produced
- Produce an example of the outputs that will be generated by the forecasting model. This should include:
- Total annual passengers

Exclusion per Committee Direction

- Peak hour passengers
- Boarding and alighting by station for peak hour

Exclusion per Committee Direction

- Annual diversion from each existing mode

Exclusion per Committee Direction

- Noted that airport workers are not currently included in the forecasts, and that we are not aware of any data on this. This may be included at a later date subject to the availability of data
- Use flight capacities as a secondary check on peak movements

Best wishes

Danielle

Danielle Czauderna

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