To: Philip Safos[Philip.Safos@metrolinx.com]
From: Stephan Mehr
Sent: Fri 5/17/2013 11:53:31 AM
Subject: FW: Questions for SDG forecasting

Phil:

These are the questions I want to go over with Arup today when I get to the BCA status meeting.

Stef

From: Daniel Haufschild
Sent: Tuesday, May 14, 2013 2:57 PM
To: Stephan Mehr
Subject: FW: Questions for SDG forecasting

Stephan,

How do you want to handle?

From: Wayne Duong
Sent: Tuesday, May 14, 2013 10:12 AM
To: Daniel Haufschild
Cc: Daniel Fisher
Subject: Questions for SDG forecasting

Hi Daniel,

After speaking with our consultants running the UP Express BCA here are some questions that they have coming out of the redacted version of the SDG work. I know there are items that have been removed due to “commercial” sensitivity, however, having looked at some of the content that appears to be removed I'm not sure how it can be deemed commercially sensitive given that the numbers relate to a project that SNC is no longer responsible for the project. I can understand if they were an operator but their core business would be in the engineering and construction side so it's not apparent how keeping info like ridership forecast/demand would be construed as commercially sensitive but such info is important to establishing a business case. We greatly appreciate your assistance in this matter and in helping influence SDG or others in understanding the importance of the info for confirming and building the business case. Below are the question from our consultants:

Passenger Demand – Central forecasts:

· What is the future year forecast?

· What annualization factors are applicable?

· How ~~is~~ are ridership and costs distributed across the line? (UPE passenger OD matrix)

o Please can the following O-D matrices be provided for all 'in-scope' trips, for the Do-minimum (i.e. without UPE) and Do-Something (i.e. with UPE) scenarios and for all modeled (i.e. not 'projected') years:

§ Total demand

§ Demand by 'in-scope' mode

§ Journey times

§ Average wait time

Exclusion per Committee Direction

· What future year transportation baseline is assumed? (i.e. definition of the transportation base case for all modeled years)

· Are there any material differences between the performance of the transportation baseline assumed for the creation of the UPE forecasts and the performance of the currently assumed Big Move future year rtransport baseline? (in other words, can we be confident that no changes have occurred to alter relative journey times for competing and complimentary modes?)

· What assumptions are made about the cost of competing modes over the forecast period to 2061?

· What assumptions are made about the availability of airline passenger car parking (and cost) at the airport?

· What is the anticipated mode share of UPE for airline passengers and does that mode share alter during the forecast period to 2061?

Exclusion per Committee Direction

· What behavioral assumptions underscore the analysis? (eg – the parameters used to modify Journey time and create Generalised Journey Times?)

Please, can the utility functions used in the logit models described in Section 4 of the redacted report be provided

· What assumptions were made about interchange times at Union Station, in particular for subway interchange movements? Are Union Station improvements taken into account? When and what is the estimated impact in terms of journey time or other relevant variables?

· What assumptions were made about the location of station facilities at Pearson and travel journey and time to each terminal from that facility?

Exclusion per Committee Direction

Forecast assumptions

· Can the general definition of low and high cases be provided?

· Could we see the results of any sensitivity tests on these transportation baseline assumptions?

· What future year economic activity assumptions drive the forecasts?

· Could we see the results of any sensitivity tests on these economic assumptions?

Exclusion per Committee Direction

Exclusion per Committee Direction

Ramp up from opening year is described as 65% first year, 80% second year and 95% 3rd year. Is that profile still anticipated? What is it based on and how does it compare to other schemes? Should it be considered optimistic/pessimistic?

Has any work been completed to estimate demand growth beyond the ramp up period? If yes, please provide details and assumptions.

What is the existing modal split of access for a) workers and b) passengers and what is the forecast mode split once ARL demand has built to a mature state? (eg Year 4 of operation).

Have any sensitivity tests been performed on the service specification

What land use assumptions are made for the airport and intermediate stations?

What air passenger growth is assumed to 2061?

Best,

Wayne

Wayne Duong

Sr Advisor – Investment Strategy and Project Evaluation

Metrolinx

20 Bay St, Suite 1000

Toronto, ON

M5J 2W3

P: 416 869 3600 xt 5731

M: 416 697 8419

E: wayne.duong@metrolinx.com