

Owner	Steer Davies Gleave
Project	22393203 - Toronto Union-Pearson Express
Version	4
Sheet	Assumptions (SDG)

UPE Service Assumptions

Dates

UPE Opening Date

	Year 1	Year 2	Year 3	Year 4
Year	2015	2016	2017	2018
Ramp Up	65%	80%	90%	100%

Service Specification and Fares

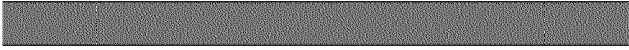
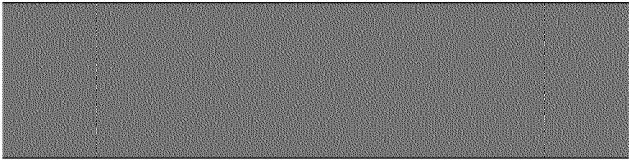
UPE opening time	5:00
UPE closing time	1:00

UPE Headway (minutes)

2013	2015	2020	2025	2031
15	15	15	15	15

Station	Open?	Minutes to LBPIA	Exclusion per Committee Direction
Union	1	25	
Bloor	1	18	
Weston	1	12	

END



5.3.1 P&L View

Projected P&L - Nominal	2015	2016	2017	2018	Fiscal Year (April 1 - March 31)
Baseline					
Exclusion per Committee Direction					
Commercially Sensitive Information					
Exclusion per Committee Direction					
Commercially Sensitive Information					
Exclusion per Committee Direction					

Commercially Sensitive Information
Exclusion per Committee Direction

UP Express Data:

Revenues	Nominal \$M - Fiscal Year (April 1 - March 31)				
Cost / Revenue Item	2015	2016	2017	2018	2019
Commercially Sensitive Information					

SDG 2013 Report Data:

Central Case UPE Ridership and Revenue (incorporating part year 2015)					
Calendar Year	2015	2016	2017	2018	2019
Proportion of Year	74%	100%	100%	100%	100%
Forecast UPE ridership (one-way) millions	1.07	1.81	2.08	2.35	
Exclusion per Committee Direction					

Fiscal Year			2015/16	2016/17	2017/18
Union	thousands		1,187.9	1,466.3	1,679.7
Bloor	thousands		226.0	276.0	312.8
Weston	thousands		112.2	136.8	154.7
Total	thousands		1,526.0	1,879.1	2,147.2

Exclusion per Committee Direction

SDG 2011 Report Data:

Slide 24: Summary of model sensitivity tests (% impact passengers compar

Test	Description	Passenger impact
1	Draft forecast as issued on 1 July	
2	ARL headway increased to 20 minutes	-4.67%
6	ARL Run time +5 minutes / 20%	-5.96%
7	ARL Run time +10 minutes / 40%	-11.38%
3	Terminal parking cost increased by 25%	0.52%
4	Terminal parking cost reduced by 35%	-0.63%
5	GTAA air traffic forecasts adopted	13.79%
8	GTAA taxi demand adopted	-2.73%
9	GTAA car demand adopted in metro area	-0.87%
10	GTAA mode splits adopted in metro area	6.64%

1 - March 31)

2020 2021 2022 2023 2024

Exclusion per Committee Direction

Commercially Sensitive Information

Exclusion per Committee Direction

Commercially Sensitive Information

Exclusion per Committee Direction

Commercially Sensitive Information

Exclusion per Committee Direction

1)

2020 2021 2022 2023 2024

Commercially Sensitive Information

2019	2020	2021	2022	2023	2024	2025	2026	2027
100%	100%	100%	100%	100%	100%	100%	100%	100%
2.40	2.46	2.50	2.55	2.61	2.66	2.72	2.75	2.79

Exclusion per Committee Direction

2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27
1,855.0	1,898.3	1,943.4	1,983.4	2,026.1	2,069.7	2,114.2	2,156.5	2,190.2
341.9	346.0	351.1	357.1	363.5	370.0	376.6	382.6	386.4
168.7	170.4	172.5	175.0	177.8	180.5	183.3	185.8	187.4
2,365.6	2,414.8	2,466.9	2,515.5	2,567.3	2,620.2	2,674.1	2,724.9	2,764.0



Exclusion per Committee Direction

ed to base case 2020)

Passenger impact
-4.67%
-5.96%
-11.38%
0.52%
-0.63%
13.79%
-2.73%
-0.87%
6.64%



2028	2029	2030	2031
100%	100%	100%	100%
2.83	2.87	2.92	2.94

Exclusion per Committee Direction

2027/28	2028/29	2029/30	2030/31
2,224.3	2,259.0	2,294.2	2,327.3
390.3	394.2	398.1	401.6
189.1	190.7	192.4	193.9
2,803.7	2,843.9	2,884.7	2,922.7



Exclusion per Committee Direction

Exclusion per Committee Direction

Central Case UPE Ridership and Revenue (incorporating part year 2015)

Calendar Year		2015	2016	2017	2018
Forecast UPE ridership (one-way)	millions	1.073	1.813	2.078	2.354

Exclusion per Committee Direction

Fiscal Year		2015/16	2016/17	2017/18
Forecast ARL ridership (one-way)	millions	1.540	1.881	2.149

Exclusion per Committee Direction

Fiscal Year		2015/16	2016/17	2017/18
Union	thousands	1,187.9	1,466.3	1,679.7
Bloor	thousands	226.0	276.0	312.8
Weston	thousands	112.2	136.8	154.7
Total	thousands	1,526.0	1,879.1	2,147.2

ARL Ridership and Revenue (incorporating part year 2015)

Exclusion per Committee Direction

Exclusion per Committee Direction

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Exclusion per Committee Direction

Exclusion per Committee Direction

2019	2020	2021	2022	2023	2024	2025	2026	2027
2.401	2.455	2.503	2.554	2.607	2.660	2.715	2.754	2.794

Exclusion per Committee Direction

2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27
2.366	2.415	2.467	2.516	2.568	2.621	2.675	2.725	2.764

Exclusion per Committee Direction

2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27
1,855.0	1,898.3	1,943.4	1,983.4	2,026.1	2,069.7	2,114.2	2,156.5	2,190.2
341.9	346.0	351.1	357.1	363.5	370.0	376.6	382.6	386.4
168.7	170.4	172.5	175.0	177.8	180.5	183.3	185.8	187.4
2,365.6	2,414.8	2,466.9	2,515.5	2,567.3	2,620.2	2,674.1	2,724.9	2,764.0

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Exclusion per Committee Direction

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2028	2029	2030	2031
2.834	2.874	2.916	2.944

Exclusion per Committee Direction

2027/28	2028/29	2029/30	2030/31
2.804	2.844	2.885	2.923

Exclusion per Committee Direction

2027/28	2028/29	2029/30	2030/31
2,224.3	2,259.0	2,294.2	2,327.3
390.3	394.2	398.1	401.6
189.1	190.7	192.4	193.9
2,803.7	2,843.9	2,884.7	2,922.7

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