

From: Bruce McCuaig
Sent: Thur 10/18/2012 7:21:19 PM
Subject: RE: ARL

How about the following:

The Air Rail Link will provide express, direct and reliable service connecting Canada's two busiest transportation hubs: Union Station and Pearson Airport. It is a priority project of The Big Move and it is scheduled to open in 2015.

As we move towards the launch of the ARL, we will continue to use "best-in-class" ridership information to guide our internal decision making as well as to inform our business model. We will continue to work with the Ministry of Transportation to finalize the business model.

Like we would with any new service, Metrolinx will closely monitor the Air Rail Link over the first years of operation and make adjustments based on the actual response of customers to the service.

Bruce

From: Judy Pfeifer
Sent: Thursday, October 18, 2012 3:06 PM
To: Bruce McCuaig
Cc: Rose Butler; Robert Siddall
Subject: ARL

Key Issues

Recommendation

Agency Response

Audit Working Papers

- Setting and meeting an objective of operating the ARL on a break-even basis may not be feasible (although they note that a final decision has not been made on whether the ARL must recover its annual operating costs and any of its capital construction costs).

- A market assessment conducted by Metrolinx also suggests that ARL ridership may not meet the initial assumptions about ridership.

Metrolinx should work with Ministry of Transportation to clearly define the business model under which the ARL should operate to ensure that the ARL will be a viable and sustainable operation. Given the importance of having a reliable estimate of projected ridership at the various possible fare levels, Metrolinx should periodically update its ridership forecast.

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To date Metrolinx has engaged in independent and comprehensive analysis in support of our ridership projects and will continue to update these materials.

Judy Pfeifer

Vice President, Strategic Communications



Description: cid:image001.png@01CD0046.D61762E0

20 Bay Street - Suite 600 - Toronto, ON M5J 2W3

T: 416-874-5902

C: 416-574-7950

E-mail: judy.pfeifer@metrolinx.com

Web: www.metrolinx.com

Executive Assistant: angela.mastrangelo@metrolinx.com

T: 416-874-5946