

Mistry, Natasha (MTO)

From: Deletsu, Jeanne-Marie (MTO)
Sent: April 21, 2021 11:10 AM
To: Tai, Arthur (MTO)
Subject: FW: Bradford Bypass Sensitivity Analysis Development Review and Comments

Good morning Arthur,

Below is a response also from WSP to your previous comments. I forgot to forward that to you.

My suggestion is to meet with WSP to discuss this further and direct them as to how to move forward particularly with regards to additional sensitivity testing that we require and which 3-scenarios they need to carry forward for business case development.

Your thoughts will be appreciated.

Thanks,
Jeanne-Marie

From: Pringle, Robert <Rob.Pringle@wsp.com>
Sent: April 16, 2021 9:34 PM
To: Deletsu, Jeanne-Marie (MTO) <Jeanne-Marie.Deletsu@ontario.ca>
Cc: Mendonca, Natalie <Natalie.Mendonca@wsp.com>; Costain, Cindy <Cindy.Costain@wsp.com>; Liu, Chloe <Chloe.Liu@wsp.com>
Subject: RE: Bradford Bypass Sensitivity Analysis Development Review and Comments

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Hi Jeanne-Marie

See our responses below in red. Additional clarification is available from the current presentation which I am guessing they had not seen yet.

Regards
rob

Rob Pringle P.Eng.



T +1 905-829-6265

Please consider the environment before printing...

From: Deletsu, Jeanne-Marie (MTO) <Jeanne-Marie.Deletsu@ontario.ca>
Sent: April-16-21 5:46 PM
To: Pringle, Robert <Rob.Pringle@wsp.com>

Cc: Mendonca, Natalie <Natalie.Mendonca@wsp.com>; Costain, Cindy <Cindy.Costain@wsp.com>

Subject: FW: Bradford Bypass Sensitivity Analysis Development Review and Comments

Hello Rob, Natalie and Cindy,

Attached and below are comments from Arthur Tai and our Policy office (System Optimization Office (SOO)).

We can discuss this next week.

Thank you and have a great weekend.

JM

From: Dhanjal, Sundip (MTO) <Sundip.Dhanjal@ontario.ca>

Sent: April 16, 2021 4:50 PM

To: Tai, Arthur (MTO) <Arthur.Tai@ontario.ca>; Deletsu, Jeanne-Marie (MTO) <Jeanne-Marie.Deletsu@ontario.ca>

Cc: Damodaran, Sundar (MTO) <Sundar.Damodaran@ontario.ca>; Alamillo, Mauricio (MTO)

<Mauricio.Alamillo@ontario.ca>; Lau, Johnson (MTO) <Johnson.Lau@ontario.ca>; Graham, Sheri (MTO)

<Sheri.Graham@ontario.ca>; Kuzmanovic, Sanja (MTO) <Sanja.Kuzmanovic@ontario.ca>; De Decker, Sarah (MTO)

<Sarah.DeDecker@ontario.ca>; Yuen, Vivian (MTO) <Vivian.Yuen@ontario.ca>; Persaud, Sachin (MTO)

<Sachin.Persaud3@ontario.ca>

Subject: RE: Bradford Bypass Sensitivity Analysis Development Review and Comments

Hi Jeanne-Marie and all,

Apologies for the delay in getting back to you on this. Please find attached our feedback. SOO is generally comfortable with the approach and the scenarios described in the two memos.

A question for clarification – we believe the various scenarios being tested will help evaluate the various policy objectives that are being contemplated. Wanted to confirm whether WSP will be analyzing all toll rate sensitivity scenarios outlined in the memo to evaluate the impacts on utilization and revenue.

The toll rate scenarios are discussed below – the presentation being circulated includes the results from those scenarios. Additional sensitivity scenarios have not yet been defined by MTO.

Please let us know if you have any questions or would like to discuss.

May you all have a restful and safe weekend.

Thanks kindly,
Sundip

Sundip Dhanjal (She/Her) | Senior Policy Advisor
System Optimization Office

☎ 437-227-3921 | ✉ Sundip.Dhanjal@Ontario.ca

Please note: As part of providing accessible service, please let me know if you have any accommodation needs, require communication supports or alternate formats.

From: Tai, Arthur (MTO) <Arthur.Tai@ontario.ca>
Sent: April 14, 2021 5:15 PM
To: Deletsu, Jeanne-Marie (MTO) <Jeanne-Marie.Deletsu@ontario.ca>; Dhanjal, Sundip (MTO) <Sundip.Dhanjal@ontario.ca>
Cc: Damodaran, Sundar (MTO) <Sundar.Damodaran@ontario.ca>; Alamillo, Mauricio (MTO) <Mauricio.Alamillo@ontario.ca>; Lau, Johnson (MTO) <Johnson.Lau@ontario.ca>; Graham, Sheri (MTO) <Sheri.Graham@ontario.ca>
Subject: RE: Bradford Bypass Sensitivity Analysis Development Review and Comments
Importance: Low

Jeanne-Marie & Sundip,

We have reviewed the documents submitted by WSP and below are our comments and recommendations.

Utilization revenue benefit expansion discussion

1. The document includes factors from AM Peak to 14 hour; 14 hours to a typical day & typical day to an average week. However the factor from “average week” to annual is missing in the report. Also it is not clear how “holidays” are considered in the process and how many of them are included in the calculations.

The factor from average week to annual is 51.25. It was obtained by substituting Sunday volumes for those on the 10 statutory holidays.

Sensitivity scenario development

1. Sensitivity tests will only be conducted only for 2031 while 2041 sensitivities will be inferred from the 2031 results. Congestion level in 2041 is going to be worse than 2031 and the driver’s response to tolls will be different. It is recommended to do some 2041 benchmark runs if results for 2041 are required.

It is not clear that congestion will be worse in 2041 since the configuration being tested in 2031 is 2+0 whereas the configuration to be tested for 2041 is 3+1 (in each direction). Based on the untolled and baseline tolled 2041 scenarios, we can revisit the question of what additional runs are required for 2041, keeping in mind that we budgeted for up to 15 scenarios and other sensitivity scenarios looking at changes in tolling structure have not yet been defined.

2. Table 3 (Toll Sensitivities) – We are not sure on the number of tests included for toll rates lower than the 407 East Toll rates. Instead we suggest to include additional toll scenarios that fall between the 407 East and the 407 ETR toll rates because it is likely where the implemented one will fall into.

We had set up the first round of scenarios with toll rates lower and higher than the 407 East since we did not yet have a sense of where the optimum revenue might be achieved. The first set of runs using the scenarios described had to be abandoned since we were unaware that 2011 toll rates had been embedded in the files provided. However, based on those runs, we did identify that the optimum revenue scenario likely lay between 40% and 60% so we abandoned runs with rates lower than 407 East and instead ran rates 25%, 40%, 50% 60% and 75% higher. This gives us enough points to plot revenue vs. utilization and toll rate vs. utilization or revenue curves that will cover both the optimum revenue point and the range that will likely be the focus of attention.

Please let us know if you have questions.

Thanks

Arthur

From: Deletsu, Jeanne-Marie (MTO) <Jeanne-Marie.Deletsu@ontario.ca>
Sent: Wednesday, March 31, 2021 5:24 PM
To: Dhanjal, Sundip (MTO) <Sundip.Dhanjal@ontario.ca>
Cc: Tai, Arthur (MTO) <Arthur.Tai@ontario.ca>; Damodaran, Sundar (MTO) <Sundar.Damodaran@ontario.ca>; Alamillo, Mauricio (MTO) <Mauricio.Alamillo@ontario.ca>; Lau, Johnson (MTO) <Johnson.Lau@ontario.ca>; Graham, Sheri (MTO) <Sheri.Graham@ontario.ca>
Subject: Bradford Bypass Sensitivity Analysis Development Review and Comments

Hello Sundip and everyone,

Attached please find two documents submitted by WSP, on the expansion process and scenario to be evaluated for your review, comments/feedback.

We need to collectively confirm these scenarios and provide any other scenarios or sensitivities that are required to be tested and evaluated.

We can meet next week Friday, April 9th, after your review, with the consultants to discuss this further and confirm their proposals in these two documents, so they can wrap up this project.

Sundip, you may circulate to the whole team if required.

Please let me know your thoughts and if you have any questions.

Best regards,
Jeanne-Marie

NOTICE: This communication and any attachments ("this message") may contain information which is privileged, confidential, proprietary or otherwise subject to restricted disclosure under applicable law. This message is for the sole use of the intended recipient(s). Any unauthorized use, disclosure, viewing, copying, alteration, dissemination or distribution of, or reliance on, this message is strictly prohibited. If you have received this message in error, or you are not an authorized or intended recipient, please notify the sender immediately by replying to this message, delete this message and all copies from your e-mail system and destroy any printed copies. You are receiving this communication because you are listed as a current WSP contact. Should you have any questions regarding WSP's electronic communications policy, please consult our Anti-Spam Commitment at www.wsp.com/cas/. For any concern or if you believe you should not be receiving this message, please forward this message to cascompliance@wsp.com so that we can promptly address your request. Note that not all messages sent by WSP qualify as commercial electronic messages.

AVIS : Ce message, incluant tout fichier l'accompagnant (« le message »), peut contenir des renseignements ou de l'information privilégiés, confidentiels, propriétaires ou à divulgation restreinte en vertu de la loi. Ce message est destiné à l'usage exclusif du/des destinataire(s) voulu(s). Toute utilisation non permise, divulgation, lecture, reproduction, modification, diffusion ou distribution est interdite. Si vous avez reçu ce message par erreur, ou que vous n'êtes pas un destinataire autorisé ou voulu, veuillez en aviser l'expéditeur immédiatement et détruire le message et toute copie électronique ou imprimée. Vous recevez cette communication car vous faites partie des contacts de WSP. Si vous avez des questions concernant la politique de communications électroniques de WSP, veuillez consulter notre Engagement anti-pourriel au www.wsp.com/lcap. Pour toute question ou si vous croyez que vous ne devriez pas recevoir ce message, prière de le transférer au conformitelcap@wsp.com afin que nous puissions rapidement traiter votre demande. Notez que ce ne sont pas tous les messages transmis par WSP qui constituent des messages électroniques commerciaux.

