

Mistry, Natasha (MTO)

From: Amirali, Abid (MTO)
Sent: November-01-16 8:30 PM
To: Patrick Miller; Leslie Buckman
Cc: Adams, Krista (MTO); Lively, Jacqueline (MTO)
Subject: RE: RER and 250 vs 200 km/h costs- follow up call at 9:00 tomorrow

Hi Patrick,

Thank you. Apologies for the late email, for our discussion tomorrow, in regards to slide 3 in your 'Update on Technical Note 1 v.2.0' deck, we would like to obtain a confirmation on the following with you. The key question is the allocation of costs in the 'interoperability' column versus the costs in the 'provision of 250 km/h' column and how these two relate in regards to HSR speeds in the corridor:

- RER will be delivering infrastructure to Kitchener that can support speeds of up to 200km/hr (This is included in Scenario 6 planning work that is currently underway at Metrolinx). These are referred to as RER costs
- Incremental to this infrastructure, the HSR business case has included costs to a) allow interoperability between HSR and RER and b) increase speed from 200km/hr to 250km/hr
- These three sets of costs (RER costs, Interoperability costs and provision of 250km/hr costs) are the costs shown from left to right on page 3 of 'Update on Technical Note 1 v2.0.pdf.
- Given this background, the way in which the table on page 3 is interpreted is that if HSR was only going to go at speeds up to 200km/hr, the costs in the final column would reduce to zero. This is because the interoperability and costs to get to 200km/hr would be covered by columns 2 and 1 respectively.

Thanks again,
Abid

From: Patrick Miller [mailto:Patrick.Miller@sdgworld.net]
Sent: November-01-16 5:20 PM
To: Amirali, Abid (MTO); Leslie Buckman
Cc: Adams, Krista (MTO); Lively, Jacqueline (MTO)
Subject: RE: RER and 250 vs 200 km/h costs- follow up call at 9:00 tomorrow

Hello Abid,
I am available tomorrow at 9:00 am. Please let me know which number to dial into.

Cheers,
Patrick

Patrick Miller
Principal Consultant, PhD

Steer Davies Gleave
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switchboard +1 (647) 260 4860

From: Amirali, Abid (MTO) [mailto:Abid.Amirali@ontario.ca]
Sent: November-01-16 5:08 PM
To: Patrick Miller

Cc: Adams, Krista (MTO); Lively, Jacqueline (MTO)

Subject: FW: RER and 250 vs 200 km/h costs- follow up call at 9:00 tomorrow

Hi Patrick,

Thanks very much for the call today and the email below. We have a few follow up questions for clarification on the costing, particularly on the allocation of costs between interoperation of HSR and RER and provision of 250 km/h.

Would you be available for a teleconference at 9:00 am tomorrow (November 2, 2016) to discuss?

Apologies for the short notice on this. Please let me know if this time works and we'll send out an invite.

Thank you,
Abid

From: Patrick Miller [<mailto:Patrick.Miller@sdgworld.net>]

Sent: November-01-16 3:50 PM

To: Adams, Krista (MTO); Lively, Jacqueline (MTO); Amirali, Abid (MTO)

Cc: Leslie Buckman; Junkin, Karl (karl.junkin@hatch.com)

Subject: RER and 250 vs 200 km/h costs

Hello Krista,

Thank you for the productive meeting today. I have worked with my team to set out some further information for your consideration:

- The cost estimation team does not foresee a significant cost saving for switching to 200 km/h from 250 km/h along that corridor – there may be an opportunity to save <5% of the %1.6 billion associated with providing a speed increment above and beyond the RER speeds along the corridor through a deeper dive (however, we expect this to have marginal impact on our analysis)
- The cost of Scenario 5 along the corridor is being explored by our technical team and we can provide clarity on the evolution of rail costs by Thursday

Please let us know if you have further questions – in the meantime, we will continue our analysis of 200 km/h service along the corridor between Union/KW.

Regards,
Patrick

Patrick Miller

Principal Consultant, PhD

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