

**Q1.** How are we expected to run scenarios without the latest TRANS model? We would at least need the equations made available.

**A1.** NCC will ask TRANS/City of Ottawa if the equations can be made available.

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**Q2.** What is driving the timeline?

**A2.** The NCC and PSPC have received policy direction from the federal Government to undertake several initiatives that will lead to the improvement of the capacity and condition of interprovincial crossings in the National Capital Region. Among the initiatives is the development of a Sustainable Interprovincial Crossings and Transportation Strategic Plan for the NCR led by the NCC and to be developed within the set timeline.

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**Q3.** Methodology is non-specific location links, but should we include locations considering the studies being done on Alexandra and Kettle Island Bridge.

**A3.** What is known at a given at the time, will need to be taken as a given.

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**Q4.** Can you give us some guidance regarding inter-governmental (PSPC, NCC, cities, provinces) coordination, challenges and issues?

**A4.** Effective intergovernmental coordination is essential to the successful study process. The Strategic Plan Steering Committee composed of senior officials from NCC, PSPC, Ontario, Quebec, Ville de Gatineau, the STO, the City of Ottawa and OC Transpo will provide advice and help guide the study process.

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**Q5.** What is the current status of JACPAT?

**A5.** JACPAT no longer exists.

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**Q6.** Should we consider scenarios beyond a population of 2 million?

**A6.** Scenarios sufficiently grounded in available socio-economic, demographic and land use data should be relied upon as much as possible. However, a longer term, broad regional level foresight may be useful when emerging mobility challenges and transitions can be anticipated and considered in strategic transport planning. Long-term foresight and understanding of socio-technical change, albeit somewhat speculative, can potentially be useful in supporting long-term transport strategy targets.

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**Q7.** There is interest in understanding the calibration of commuter trips across the Ottawa River. What level of calibration is achieved under the current TRANS model?

**A7.** An extract from a recent project which was undertaken to re-estimate, calibrate, and validate the mode choice elements of the Capital region travel demand model is made available. This work reflects the most recent large-scale modification to the model. The extract provides the calibration/validation results, including results for the Ottawa River screen lines.

TRANS is in the process of completing a project to improve the handling of special generators in the model (including universities and colleges, as well as transportation terminals), and there may be some impact to the calibration.

Note the extract is available upon request via email at [allan.lapensee@ncc-ccn.ca](mailto:allan.lapensee@ncc-ccn.ca) , NCC's Contracting Authority.