

Facts vs Myths

RAIL for the VALLEY



COSTS OF VEHICLE TRAFFIC

Highways and roads cost BC taxpayers billions of dollars. The Provincial Transit Plan calls for expenditures of \$1.6 billion on buses alone over the next few years. Traffic congestion also has tremendous costs; economic, health, environmental pollution and global warming. Ultimately all of the Province's current transportation proposals for the Fraser Valley will only serve to increase traffic on our roads. Reducing road traffic also reduces all of these costs. It's estimated that the West Coast Express service is equivalent to taking 4,300 cars off the road and reducing greenhouse gas emissions by 21,502 tonnes per day.

WHAT ABOUT THE WEST COAST EXPRESS EXAMPLE?

The West Coast Express is heavily subsidized but the West Coast Express service would actually be profitable if it were not for the expensive lease fee that has to be paid to Canadian Pacific for use of their track. Trains *can* make money. Unlike the West Coast Express, the InterUrban track south of the Fraser River is already owned by the BC government, as are the rights to run passenger service on the track. No expensive lease fees here! The InterUrban could serve a population three times that of the West Coast Express, and with no lease fee there is little doubt the service would quickly turn an operating profit.



WHAT ABOUT TRACK UPGRADES, STATIONS, AND RAIL CAR EXPENSES?

According to a comprehensive independent analysis by the UK light rail research firm *Leewood Projects*, the InterUrban track can be upgraded for passenger service at just under \$500 million. This is based on a diesel service running every 20-30 minutes connecting Surrey's Scott Road station to Chilliwack and includes stations, engines, cars, upgrades. The InterUrban project is a bargain compared to the \$2.4 billion spent

Light Rail is one of the most cost effective systems in the world and one of the few modes of public transportation that can pay for itself.

on Vancouver's 19km Canada Line, the \$1.4 billion pricetag for the Evergreen Line Skytrain extension to Coquitlam, \$2.8 billion for a planned 12 km Skytrain extension to UBC, and the \$7 billion – and rising – pricetag of the Gateway highway expansions.

AREN'T BUSES CHEAPER TO RUN?

Buses need to be replaced every 10 years. Rail cars from Expo 86 are still going strong 26 years later. Buses need to have one driver servicing up to 60 people. Trains need one driver servicing a number of cars seating many more people, so long term cumulative operating costs are lower than buses. And of course buses are still dependent upon roads.

LETS CRUNCH THE NUMBERS

A \$500 million valley light rail system can be paid for with 8.3 weeks of gross gasoline taxes collected in BC. What follows is a break down of numbers and an example of feasibility costs for building the InterUrban transport system.

There are 2,832,000 registered vehicles in BC – and 1,547,000 in the lower mainland.

Gas taxes per Litre are currently taxed as follows:

- + 6.67 cents increasing to 7.15 cents in 2013 (BC green tax)
- + 5% gst
- + 10 cents Federal Excise Tax
- + 14.5 cents Pro Gas Tax
- Totals 36.65 cents per litre

Assuming an average fuel consumption per vehicle is \$100 per week (including transport vehicles consumption), at \$1.30 fuel cost per litre equates to a 76.9 litre per week consumption. 76.9 litres x 36.65 cents totals \$28.18 in taxes per week, per vehicle.

1,547,000 vehicles x \$28.18 taxes = \$43,594,460. per week in lower mainland gas tax revenues.

2,832,000 vehicles x \$28.18 taxes = \$79,805,760. per week in province wide gas tax revenues.

52 weeks x \$79,805,760. = \$4,149,899,520. billion per year in province wide gas tax revenues.

Estimated costs for the proposed completed InterUrban railway is \$500 million.

Therefore \$4,149,899,520. billion divided by \$500 million gives 8.3 weeks of BC gas tax revenues needed to pay for the complete InterUrban system.

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AVERAGE ANNUAL VEHICLE OPERATING COSTS

based upon BCAA sources

Gasoline costs are based on a national average gas price of 1.23 cents per litre. These costs reflect the purchase of regular, unleaded gasoline and does not include tolls or parking costs.

ANNUAL DRIVING COSTS – based on the Civic LX

Km driven	Operating	Ownership	Total cost	Cost per km per year
18,000 km	\$2,322.00	\$6,439.72	\$8,761.72	\$0.49
32,000 km	\$4,128.00	\$7,171.72	\$11,299.72	\$0.35

ANNUAL DRIVING COSTS – based on the Camry LE

Km driven	Operating	Ownership	Total cost	Cost per km per year
18,000 km	\$3,002.40	\$7,450.00	\$10,452.40	\$0.58
32,000 km	\$5,337.60	\$8,316.52	\$13,654.12	\$0.43

AVERAGE ANNUAL OPERATING COSTS PER KILOMETRE

(based on 18,000 km of driving per year and a 4 year retention period)

	Civic LX	Camry LE
Fuel	8.88 cents	10.12 cents
Maintenance	2.18 cents	4.60 cents
Tires	1.84 cents	1.96 cents
TOTAL	12.90 cents	16.68 cents

AVERAGE ANNUAL OWNERSHIP COSTS

(based on 18,000 km of driving per year)

	Civic LX	Camry LE
Insurance	\$2,467.44	\$2,667.00
Licence / Registration	\$124.00	\$124.00
Depreciation**	\$3,024.00	\$3,633.48
Finance (Car Loan)	\$824.28	\$1025.52
TOTAL	\$6,439.72	\$7,450.00
Amount per day	\$17.64	\$20.41

GO TRANSIT FARES Guelph to Toronto - 2 1/2 hrs
Current Fares as of February 1, 2013

GO Transit offers two methods of fare payment; PRESTO, the reloadable electronic fare card and paper tickets and passes.

TICKET AND PASSES

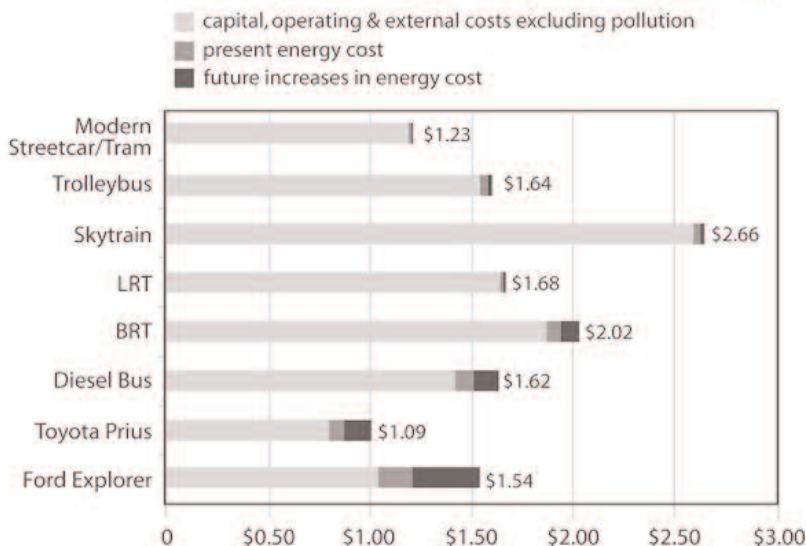
Adult	
• Single-ride	\$12.10
• Day pass	\$24.20
Student	
• Single-ride	\$12.10
• Day pass	\$24.20
SENIOR or CHILD	
• Single-ride	\$6.05
• Day pass	\$12.10
Group	
• Group Pass	\$48.40

PRESTO Card Costs

• Trips 1 - 35	\$11.20
• Trips 36 - 40	\$1.52
• Trips 41+ \$0	\$399.60
• Trips 1 - 30	\$10.29
• Trips 31 - 40	\$0.61
• Trips 41+ \$0	\$314.80
• Trips 1 - 40	\$6.05
• Trips 41+ \$0.00	\$242.00

PRESTO fares are estimated and based only on route information entered.

Total Costs per Passenger-Mile (excluding pollution)



Light Rail Replaces Express Bus

DALLAS TEXAS DAILY RIDERSHIP

