

What RAIL can do for our Communities

In the long run, rail costs LESS than "highway"

This highlights why ALL 13 should support rail

Cost to Community - LESS

- cheaper than bus to run
 - less maintenance of way and vehicles
 - vehicles last 3 to 4 times longer
 - a rail unit carries many more than a bus
- land take is less (purchase / expropriation); major ROWs already "public"
- installation cost is less
 - Peninsula line cost; less than that of 5 interchanges on Hwy.#17
 - utilizing E&N (2 digits of millions) is less than roadway expansion

Social benefits - Greater

- minimal pollution ... noise, GHGs
- fastest, most effective way to accomplish the Premier's 2020 GHG target
- safer than highway travel by 20X
 - saves
 - life (value of person to society)
 - hospitalization costs
 - personal & property loss,
- reduces need for 2nd car
 - \$8,000 per vehicle* available to spend locally
 - citizens better able to support local transit, businesses

Benefit to Business and Community

- provides vision of permanency along corridors
- return on investment in rail — Portland's \$56 Million saw \$3.5 Billion benefit
- brings tourist traffic - encourages penetration into City by tourists
 - rail from Ogden Pt. - 500,000 visitors in 2011 (cruise ships)
 - flow from up-Island *will* increase

Attractiveness

- Rail attracts ridership — St. Louis, Mo., saw 79% NEW to transit

An overall transportation strategy is needed

- Regional
 - Regional rail (BC Transit plan) combined with E&N in Region
- Island
 - InterCity rail ... 160 kph to Campbell River, Port Hardy
- South-West BC
 - Rail to serve both ends of Swartz Bay - Tsawwassen Ferry service

* BCAA