South Fraser Community Rail 

***“Hydrogen iLink Passenger* *Rail, Scott Rd. SkyTrain to Chilliwack” #connect the valley***

**Ridership Calculations**

**The following is our calculations for ridership for any South Fraser Community Passenger Rail Service between Chilliwack and the Scott Road Skytrain station. A number of assumptions must be considered between what the reality is with the West Coast Express (WCE) and any potential service on the south side of the Fraser.**

I know our comparison North and South of the Fraser cannot be directly comparable as they claim that 40% (a number that is frequently banded around) of boardings in Mission come from Abbotsford? All of this aside the Fraser Valley Strategic Review (FVSR) numbers do not make any sense. A parallel comparison can be used. Consider the following initial facts -

**RE the West Coast Express –**

* 2017 West Coast Express Annual Boardings **2,322,892**
* Population North of Fraser 372,277
* **Daily** Boardings as a % of the population who board / use WCE N of River 2.52%
* Revenue per individual boarding $6.10
* Operating Cost per Boarding $8.02
* Total Cost per Boarding $9.76

NOTE: The CP lease cost, not shown in financials provided through FOI would add $8.60 per boarding, if you added this plus the total cost of $9.76 you are looking at $18.36 per boarding subsidy?

**RE the Interurban -**

* Boardings on Interurban based on participation numbers and population above! 7,479,712

NOTE: This number is derived by extrapolating the above N. of River boardings

against population numbers and equating same S. of River.

* Conservative Boardings South of the Fraser for this purpose. **5,500,000**
* The Fraser Valley Strategic Review used this number as their projected use number. 1,768,000 ????

NOTE: How was this calculated?

* Population South of the Fraser 1,200,000
* Daily Projected % of population 2.52%
* Revenue per individual boarding $6.10
* Operating Cost per Boarding ?
* Total Cost per Boarding ?

**NOTE / Thoughts?** - Even if you used half of the % that are using for the service North of the river you could project a ridership of 3,060,379. Extrapolating the above, revenue would total -

* Total revenue North of the River 2,322,892 @ $6.10 = $13,380,000
* Total revenue South of the Fraser using their projections 1,768,000 @ $6.10 = $10,784,800

NOTE: The strategic review comes out with a ride cost of

something in the neighborhood of $70.00 a ride but does

not account for any revenue?

* Total revenue S. of the Fraser using WCE pop. useage % 6,120,758 @ $6.10 = $37,336,623
* Total revenue South of the Fraser using 1/2 of the

WCE population useage % 3,060,379 @ $6.10 = $18,668,311

**Important:** We believe it is a reasonable theory that the ridership of rail transportation South of the Fraser should mirror that North of the River. Now we would give you the fact they are not directly comparable given Commuter Rail vs Community Rail and a certain amount of crossover traffic, however that issue goes both ways, but I would strongly suggest that it can be used as a rough guide. As the above clearly outlines, IF you use ½ of the North of the River ridership %, it makes a substantial difference to their conclusions; add to that their out of line costs to reactivate the South of Fraser service, their lack of recognition of the good condition of the existing rail corridor, their lack of recognition of the existence of NO Cost for use of Passenger Rights, their inclusion of using heavy rail propulsion and not Hydrail added to the exaggerated issues and costs outlined, this review is totally out of line.