



FRIENDS OF  
**CALGARY AIRPORT  
TO BANFF RAIL**

Non-profit increasing awareness of, and advocating for, the construction of the CABR project.

## SERVICE PROPOSAL

- 150 km public mass transit commuter and tourist system on a new dedicated passenger rail line ensuring on-time performance.
- Built entirely within existing CP Rail corridor and on Airport Authority lands; 7 Destinations (Calgary Airport, downtown Calgary, Calgary Keith (west), Cochrane, Morley, Canmore, Banff).
- Airport to downtown Calgary departs every 2-3 minutes (15-minute service), with frequent through service to Banff.
- Seeking Government of Alberta (GoA) funding capped at \$10 million to complete the projected \$105 million Design Phase, with remaining costs paid by [CABR Proponents](#) and Canadian Infrastructure Bank (CIB).
- Construction costs, operating costs, and ridership revenue risks will be borne by the private sector proponents. Unlike light rail transit, farebox revenues will pay 100% of operating costs and at least 50% of capital cost recovery.
- GoA supports a maximum of 50% of capital costs through an annual provincial performance payment, ensuring effective risk transfer long-term.
  - This is capped at \$30 million when operational based on CABR capturing 20% of Banff National Park's visitors (split: half Albertans, half non-Albertans), representing a capital cost subsidy equivalent to \$2.54 per passenger.
  - Should [Parks Canada](#) adopt policies to encourage mass transit, including increasing the park's entrance fee for personal vehicles so CABR captures 40% of its visitors, then the province's annual performance payment of \$30 million could be eliminated.
- Construction Phase (following Design Phase and final investment decision) is approximately 3-4 years.

## PROponents/PARTNERS

- Liricon Capital: lead proponent, Banff Train Station leaseholder, developing the [Banff Eco-Transit Hub](#).
- Plenary Group: a public-private-partnership (P3) specialist owned by CDPQ, with a portfolio of 76 assets under management worth \$47+ billion across Australia, Canada, US, and UAE.
  - CDPQ developing Montreal's \$6.5 billion REM project, the largest P3 with an airport connection under a similar revenue risk model with CIB financing.
- CIB: Memorandum of Understanding (MOU) to provide 50% of project risk capital for 50 years at a cost of borrowing lower than the Government of Alberta.
- Canadian Pacific Railway (CP): MOU for a dedicated track in the CP Rail right-of-way delivers reduced cost and reliable service.

## ECONOMIC BENEFITS

- Economic multiplier benefits are conservatively estimated to contribute ~\$2.6 billion to Canada's GDP, the majority in Alberta. (based on 2020 dollars)
- CABR is expected to contribute over 9,880 job years of employment during construction and an additional 22,500 jobs and \$6.4 billion of gross value added to the Alberta economy once completed.
- Economic benefits represent a return of 6.9 times the proposed maximum Government of Alberta investment.
- Alberta polling shows 88% support for the project. (Advanis, 2019)

## RIDERSHIP

- Upside case ridership will be 11.8 million passengers/year by 2035.
  - 9.4 million/year (80% of CABR riders) are using the system as part of Calgary mass transit - travelling between the airport and downtown and commuting (by comparison, over 50 million/year ride the Canada Line between the Vancouver Airport and downtown Vancouver).
  - 2.4 million/year (20% of CABR riders) are visitors to Banff National Park.

## COMMUTER SERVICE BENEFITS

- An expedited solution to connect Calgary with its Airport and mountains (potentially by 2027).
  - Compete for talent with Vancouver, Toronto, Montreal, and Ottawa (Canadian cities with or building airport rail service).
- Direct and frequent Airport to Downtown service is the key to Downtown revitalization.
- Commuter service for Cochrane, northwest and northeast Calgary residents to downtown.

- Compliments [Calgary Transit Blue and Green Line](#) expansion plans and the future [Edmonton-Calgary High Speed Rail](#).
- Out-of-region visitors will be charged a premium to Alberta residents – common with international tourism strategies.
  - Alberta residents' economy ticket: Calgary Airport to downtown \$10; downtown to Banff \$20. (based on 2021 dollars)
  - Three classes of service – Economy, Premium Economy, First Class – adopting European best practices.

## **TOURISM & FIRST NATIONS BENEFITS**

- Double spending by Banff visitors in Calgary, adding \$1.3 billion+ to Calgary tourism spending.
- Ensures Alberta remains a competitive world-class travel destination.
  - Rail transit draws travellers from global markets – North America's only airport to a national park rail service.
  - Banff's current 4.2 million annual visitors overwhelm capacity due to vehicles, degrading visitor experience.
  - A catalyst for low-emission transportation and enhanced pedestrian experience.
- A potential catalyst for an Indigenous Cultural Centre and opportunity for an enhanced relationship with the Stoney Nakoda Nations.

## **ENVIRONMENTAL & HYDROGEN-POWERED BENEFITS**

- Potential to be first hydrogen-powered passenger train in North America ([Banff National Park Net Zero 2035](#) – targeting net zero greenhouse gas emissions).
- A catalyst and demonstration project for Alberta's hydrogen strategy and leadership in the energy transition.
- Opportunity to address wildlife mortality mitigation utilizing fencing and wildlife crossings, or the adoption of new technology (lighting and sound to warn wildlife of approaching trains).
- A construction strategy using the existing CP Rail corridor to deliver construction personnel and material adopted to minimize need for construction access roads in Banff.
- Aligns with the [Banff National Park Management Plan 2022](#) addressing:
  - Regional Connectivity and Landscapes (Key Strategy 6) by fostering enhanced visitor opportunities and more sustainable transportation to the park; and
  - Climate Change (Key Strategy 7) by reducing GHG emissions by park visitors.

## CP CORRIDOR BENEFITS

- Utilizing the existing CP Rail corridor and airport lands eliminates the need for land acquisition and reduces the project development time from 10+ years to 3-4 years with much lower capital cost (5% of the comparable cost to build a greenfield LRT).
- Enhanced commuter transit service within the Bow Valley Corridor offering the fastest airport to downtown service in North America.
- No interference with CP freight operations and no electrification of the corridor required (as would be required to accommodate High Speed Rail).
- Dedicated passenger rail line ensures on-time performance.

## YYC, CABR, LRT & HSR INTERFACE

- CABR has Memorandums of Understandings (MOUs) with the City of Calgary, Light Rapid Transit (LRT), Prairie Winds High-Speed Rail (HSR) and the Calgary Airport Authority (YYC) to create a Multi-Modal Transit Hub at YYC which can accommodate future LRT and HSR connections.
- CABR's accelerated design and construction timeframe utilizing airport lands and the CP Rail corridor are designed to accommodate longer-term City of Calgary LRT and HSR projects with an interface to the airport.



## FRIENDS OF CABR

- Friends of Calgary Airport – Banff Rail (Friends of CABR) is an independent non-profit organization that is supporting the Calgary Airport – Banff Rail (CABR) project.
- Efforts are to encourage the Government of Alberta to proceed with the Design Phase and, subject to the outcome, the Construction Phase of the project by:
  - Increasing community awareness of the project by providing transparent and comprehensive information.
  - Promoting the benefits CABR provides to residents and businesses of the First Nations, communities in the Bow Valley Corridor, and Alberta.
  - Activating and demonstrating grassroots support for the CABR project.

## REQUIRE MORE INFORMATION?

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