

From: s. 22

To: Goldstone, Greg FLNR:EX (Greg.Goldstone@gov.bc.ca)

Cc: Minister, FLNR FLNR:EX (FLNR.Minister@gov.bc.ca)

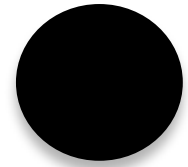
Bcc: minister.transportation@gov.bc.ca

Subject: 306282 FYI D - Mile 132

Sent: 11/01/2021 18:31:39

Attachments: image003.jpg, image003.jpg

Message Body:



[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

You have a agreement with Southern Rail?

That's interesting.

So you are allowing this to happen.

You people are allowing this when LTSA SAID NO approval is registered or even visible to them.

Now you have a Bakery open on this land using Van West.

LTSA no registered plans not from any of the Ministry.

If you were aware of this you should have put a access easement on title or at least when house bought and sold you have a note so nobody would EVER buy it.

Shame on you.

s. 22

----- Forwarded message -----

From: **Giselle Reimer (SRY)** <greimer@sryraillink.com>

Date: Mon., Nov. 1, 2021, 11:14 a.m.

Subject: RE: Mile 132

To: s. 22

Cc: andreathomas@islandrail.ca <andreathomas@islandrail.ca>, larrystevenson@islandrail.ca <larrystevenson@islandrail.ca>

s. 22

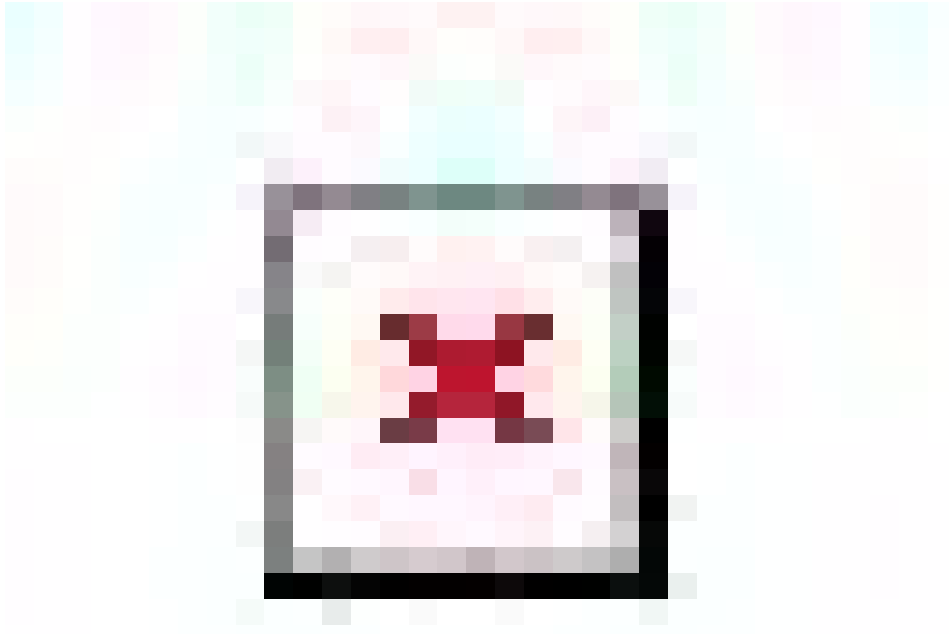
The only thing I can confirm is that the railway does have a crossing agreement with the Ministry of Forests

at that location.

I found the attached online & there does appear to be a Statutory ROW along this road by the property... For any other details please contact Ministry of Forests directly, or the ICF for more agreement enquiries.

Thanks,

Giselle



From: s. 22
Sent: Monday, November 1, 2021 10:00 AM
To: Giselle Reimer (SRY) <greimer@sryraillink.com>
Subject: Re: Mile 132

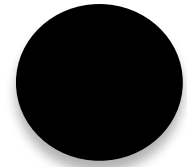
I know you can't. I am trying to prove many many people use this road with only one expired Right of way.

This road was cut through without any permissions or plans.

Forest Land does not recognize this as a Logging road.

LTSA confirmed 2 weeks ago that it's illegal and took this house original access.

I am fighting for what's only fair.



s. 22

and just see if your receiving any compensation for wear and tear.

The logging trucks being so heavy and lots of them. I would think you would get something for repairs needed.

Nobody has ever come around here from ICF or Southern Rail.

Thank you I appreciate your time.

s. 22

On Mon., Nov. 1, 2021, 9:36 a.m. Giselle Reimer (SRY), <greimer@sryraillink.com> wrote:

s. 22

As SVI is the contract rail operator & not the property owner, we are unable to assist with you establishing an access easement.

Thanks,

Giselle

From: s. 22

Sent: Monday, November 1, 2021 9:11 AM

To: Giselle Reimer (SRY) <greimer@sryraillink.com>

Subject: Re: Mile 132

There is so much traffic by many different Companies.

I am only trying to establish if this was ever set up.

s. 22 on to rail and currently are trespassing but this other 20 vehicles up at [REDACTED] it made me wonder if your being compensated for it.

I am trying to establish a access easement.

These traveling the rail have no right of ways so I wondered I'd you gave them sole permission each.

Island Corridor told me to contact you directly.

Thanks

s. 22

On Mon., Nov. 1, 2021, 9:01 a.m. Giselle Reimer (SRY), <greimer@sryrailink.com> wrote:

s. 22

If you are looking to establish a crossing for your property, please contact the Island Corridor Foundation (cc'd) as they are the property owners of this railway.

If you are inquiring about someone else's crossing, the agreement holder can contact us directly.

Thanks,

Giselle

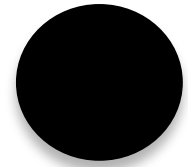
From: s. 22
Sent: Sunday, October 31, 2021 5:49 PM
To: Giselle Reimer (SRY) <greimer@sryrailink.com>
Subject: Fwd: Mile 132

Hello

Waiting on reply.

Thanks

s. 22



----- Forwarded message -----

From: s. 22

Date: Thu., Sep. 30, 2021, 11:40 a.m.

Subject: Mile 132

To: <greimer@sryrailink.com>

s. 22

I got your email address from Andrea at Island Corridor.

s. 22

I am trying to find out if you have a agreement with the people using this fee simple lot, turned road.

The locals call it Van West logging road.

It is not a logging road.

You can confirm this with Greg Goldstone at Forest Land in Campbell River office.

We are forced to trespass and break the law to our property.

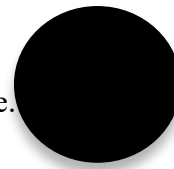
We have no access easement.

If this was done legally by a Government office like Minister of Transportation or CVRD.

This house would have a easement established and it would travel with house.

It is not on owners title.

I have witnessed just this year in a 6 week period 1.5 million in logs going out of here.



I have also witnessed 2 trucks loosing their load on hwy.

There is a developer also using this access.


I don't see any agreement Southern rail has with him.


My goal is to get a access easement established and identify who made these changes with no permission.


Did you sign a transfer from original land title in 1996 ?

I really appreciate your time.

s. 22

This email is from an external sender. If you don't know who it is from and if you were not expecting it, DO NOT click any links or input your information. Report this email using the Report Phishing Tool in Outlook. 

This email is from an external sender. If you don't know who it is from and if you were not expecting it, DO NOT click any links or input your information. Report this email using the Report Phishing Tool in Outlook. 

This email is from an external sender. If you don't know who it is from and if you were not expecting it, DO NOT click any links or input your information. Report this email using the Report Phishing Tool in Outlook. 



November 5, 2021

s. 22

305799 - Island Rail Corridor

Dear s. 22

Thank you for your email regarding the Island Rail Corridor. I appreciated the opportunity to review your thoughtful comments.

The provincial government recognizes the importance of the rail corridor to Vancouver Island residents, and we too see its potential as a future transportation corridor.

As you know, the Island Corridor Foundation (ICF) owns the land and the rail line. The provincial government has continued to work with the ICF and with local First Nations and decision makers to explore the best option for this corridor moving forward. Our goal remains to find the best use for the Island Rail Corridor, as well as to support First Nations interests in these discussions.

For the ministry to advance any project, it must be supported by a strong business case where the benefits to the public clearly outweigh the costs. Since the cessation of passenger rail service in 2011, the ICF has not been able to present a strong business case to the provincial government for consideration. To date, there has also been no interest from the federal government nor the private sector in terms of funding.

As the ICF's financial reporting and governance fall outside the scope of my ministry, you may want to follow up with the ICF again about these matters. You could also contact the local ICF Board member from the Comox Valley Regional District, Daniel Arbour, at reachme@danielarbour.ca.

We will continue to work with the ICF, local First Nations and decision makers to explore options for how the corridor could best serve Island communities. I have shared your email with ministry staff involved in this work for their information.

Thank you again for taking the time to write.

Sincerely,
Sent via Email:
Rob Fleming
Minister

Ministry of Transportation
and Infrastructure

Office of the Minister

Mailing Address:
Parliament Buildings
Victoria BC V8V 1X4

Copy to: Honourable Murray Rankin
Minister of Indigenous Relations and Reconciliation
MLA, Oak Bay-Gordon Head

Transportation Policy and Legislation Branch

From: Transportation, Minister TRAN:EX (minister.transportation@gov.bc.ca)

To: s. 22

Cc: Minister, IRR IRR:EX (IRR.Minister@gov.bc.ca)

Bcc: Kirby, Katherine TRAN:EX (Katherine.Kirby@gov.bc.ca); Brown, Susan M TR (Susan.M.Brown@gov.bc.ca); TRAN SCR CORR TRAN:EX (TRANSCR@gov.bc.ca)

Subject: 305799 - Island Rail Corridor

Sent: 11/05/2021 19:15:12

Attachments: 305799 - Island Corridor Foundation - Letter of Concern.msg

Message Body:

s. 22

305799 - Island Rail Corridor

Dear s. 22

Thank you for your email regarding the Island Rail Corridor. I appreciated the opportunity to review your thoughtful comments.

The provincial government recognizes the importance of the rail corridor to Vancouver Island residents, and we too see its potential as a future transportation corridor.

As you know, the Island Corridor Foundation (ICF) owns the land and the rail line. The provincial government has continued to work with the ICF and with local First Nations and decision makers to explore the best option for this corridor moving forward. Our goal remains to find the best use for the Island Rail Corridor, as well as to support First Nations interests in these discussions.

For the ministry to advance any project, it must be supported by a strong business case where the benefits to the public clearly outweigh the costs. Since the cessation of passenger rail service in 2011, the ICF has not been able to present a strong business case to the provincial government for consideration. To date, there has also been no interest from the federal government nor the private sector in terms of funding.

As the ICF's financial reporting and governance fall outside the scope of my ministry, you may want to follow up with the ICF again about these matters. You could also contact the local ICF Board member from the Comox Valley Regional District, Daniel Arbour, at reachme@danielarbour.ca.

We will continue to work with the ICF, local First Nations and decision makers to explore options for how the corridor could best serve Island communities. I have shared your email with ministry staff involved in this work for their information.

Thank you again for taking the time to write.

Sincerely,

Rob Fleming

Minister

Copy to: Honourable Murray Rankin
 Minister of Indigenous Relations and Reconciliation
 MLA, Oak Bay-Gordon Head

Transportation Policy and Legislation Branch

From: s. 22

To: Transportation, Minister TRAN:EX (Minister.Transportation@gov.bc.ca)

Cc: Minister, IRR IRR:EX (IRR.Minister@gov.bc.ca)

Subject: RE: 305799 - Island Rail Corridor

Sent: 11/05/2021 23:54:30

Attachments: s. 22

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Dear Minister Fleming,

Thank you so very much for your response to my inquiry and comments. I understand how busy you are at present and I certainly would have preferred to resolve these issues directly with the ICF board and management.

s. 22

s. 22 The ICF board and management do not seem interested in considering these serious issues as evidenced by slides from a presentation the CEO gave about two weeks ago (attached, with comments). Their propaganda continues undeterred and the attitude I am experiencing seems consistent with the ICF shortcomings identified in the AVICC MNP governance report of 2016. I do see that the only way to amend this behaviour is through the individual board members and I will indeed contact Director Arbour as you suggest. I am hoping a change of attitude can happen quickly, especially with the 18 month timeline placed on ICF by the Snaw-Naw-As Appeal decision.

It is comforting to hear that the government is steadfast not to invest public money into a venture that cannot, or is unwilling, to provide a clear business plan which critically must also include a way forward toward reconciliation with the Island's First Nations. As the TRC so aptly pointed out – there can be no Reconciliation without first having the Truth and ICF do not seem concerned with being truthful.

Thank you again for your email and please feel free to contact me at any time.

Best Regards,

s. 22

From: Transportation, Minister TRAN:EX <Minister.Transportation@gov.bc.ca>

Sent: November 5, 2021 12:15 PM

To: s. 22

Cc: Minister, IRR IRR:EX <IRR.Minister@gov.bc.ca>

Subject: 305799 - Island Rail Corridor

s. 22

305799 - Island Rail Corridor

Dear s. 22

Thank you for your email regarding the Island Rail Corridor. I appreciated the opportunity to review your thoughtful comments.

The provincial government recognizes the importance of the rail corridor to Vancouver Island residents, and we too see its potential as a future transportation corridor.

As you know, the Island Corridor Foundation (ICF) owns the land and the rail line. The provincial government has continued to work with the ICF and with local First Nations and decision makers to explore the best option for this corridor moving forward. Our goal remains to find the best use for the Island Rail Corridor, as well as to support First Nations interests in these discussions.

For the ministry to advance any project, it must be supported by a strong business case where the benefits to the public clearly outweigh the costs. Since the cessation of passenger rail service in 2011, the ICF has not been able to present a strong business case to the provincial government for consideration. To date, there has also been no interest from the federal government nor the private sector in terms of funding.

As the ICF's financial reporting and governance fall outside the scope of my ministry, you may want to follow up with the ICF again about these matters. You could also contact the local ICF Board member from the Comox Valley Regional District, Daniel Arbour, at reachme@danielarbour.ca.

We will continue to work with the ICF, local First Nations and decision makers to explore options for how the corridor could best serve Island communities. I have shared your email with ministry staff involved in this work for their information.

Thank you again for taking the time to write.

Sincerely,

Rob Fleming
Minister

Copy to: Honourable Murray Rankin
 Minister of Indigenous Relations and Reconciliation
 MLA, Oak Bay-Gordon Head

 Transportation Policy and Legislation Branch

From: s. 22

To: Transportation, Minister TRAN:EX (Minister.Transportation@gov.bc.ca)

Cc: MLA, sheila (sheila.malcolmson.mla@leg.bc.ca)

Subject: 306404 - Vancouver Island InterCity Rail

Sent: 11/08/2021 19:32:19

Attachments: s. 22

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Dear Minister of Transportation,

The attached Vancouver Island InterCity Rail is a revised version with eight trains on the Victoria and Courtenay route providing hourly service.

All three trains would be at the Parksville Station at the same time requiring three platforms. The station would be the reference point for timing of trains.

The cost of upgrading the E&N is a little over \$3 million/km compared to Skytrain at over \$195 million/km, the estimate for the Vancouver Street Car at \$84 million/km, and Bus Lanes at over \$3 million/km for each lane (Victoria). The E&N is half the cost of bus lanes and one train (10 bi-level coaches) can carry more seated passengers than 15 double decker buses.

From Courtenay to Victoria, it takes 5hr-45min on the VIC bus, or eventually five BC Transit buses, or one train at 3hr-20min and is not affected by highway issues.

An InterCity Rail would be part of a multimodal transportation system for Vancouver Island.

Thank you for your time.

Sincerely,

s. 22

From:**To:** Daniel Arbour (reachme@danielarbour.ca)**Cc:** Transportation, Minister TRAN:EX (Minister.Transportation@gov.bc.ca); Minister, IRR IRR:EX (IRR.Minister@gov.bc.ca); Aaron Stone (astone@ladysmith.ca); Charlene Everson (charlene.everson@komoks.ca); Brent Edwards (getthenet@nanoose.org)**Subject:** 306541 - Request for New Strategic Direction for Island Corridor Foundation**Sent:** 11/15/2021 19:58:23**Attachments:** s. 22

s. 22

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Good morning Director Arbour,

I am contacting you with attached letter in your capacity as the CVRD Director for the Island Corridor Foundation. As a resident of Vancouver Island, I have serious concerns about the strategic direction currently being taken by ICF – these concerns are set out in the attached letter. The second attachment is a selection of slides from a recent presentation by ICF management with my comments, further emphasizing my reasons for concern. I feel that a serious change of strategic direction is needed in order get us out of the emotional rut that this project has become.

I sincerely appreciate all your efforts on behalf of citizens at the CVRD and ICF levels and hope we can begin a larger picture conversation in regards to the incredible asset we have in the Island Corridor. Personally, I am a huge fan of both train travel and cycling so am hopeful that we can move forward to the best solutions in an honest, open and respectful manner. Despite the fact this issue can be divisive, everyone can at least agree we see the lands as a valuable transportation corridor connecting a large number of island communities. Some will differ on the preferred mode but it is at least a good starting point!

Please feel free to contact me at your convenience.

Sincerely,

s. 22

From: Daniel Arbour (reachme@danielarbour.ca)

To: s. 22

Cc: Transportation, Minister TRAN:EX (Minister.Transportation@gov.bc.ca); Minister, IRR IRR:EX (IRR.Minister@gov.bc.ca); Aaron Stone (astone@ladysmith.ca); Charlene Everson (charlene.everson@komoks.ca); Brent Edwards (getthenet@nanoose.org)

Subject: 306541 - Request for New Strategic Direction for Island Corridor Foundation

Sent: 11/15/2021 22:50:41

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Thanks for your letter s. 22

You may be happy to hear that the ICF is currently in strategic planning mode. A First Nation engagement committee is being formed, and the ICF is certainly very aware and committed to find solutions to all the difficult issues you raise in your letter. At the Comox Valley RD board some difficult questions have been raised in our strategic sessions, including the 400k commitment the CVRD holds for the project, and discussion on a brief analysis our past CFO prepared last summer that inquired whether the asset would be best managed by the Province.

I have to say that the Province seems to be a good partner in re-investing in rail elsewhere, primarily the Lower Mainland. Last night I also saw a documentary on the first Hydrogen regional train in Germany, which serviced a very very sparsely populated corridor in Lower Saxony - about 123km in length (<https://fortune.com/2021/04/23/hydrogen-train-transport-europe-green-rail/>). As you copied the Minister on this letter, I will suggest that I am fully in support of conversations between the ICF, First Nations, and the Province on what the next 100 years could provide in terms of opportunities for the corridor and communities, and whether that requires changes as to how we look after this asset or not. Finding pathways on the reconciliation imperatives and historical legacy of the corridor is the key step required to open up the space for realizing the corridor's potential, and I see commitment from all on the ICF Board in attempting precisely that.

Best regards and thank you for the time you took in outlining your advice and suggestions, and I hope my colleagues copied here will also read your letter.

Daniel Arbour
Director, Electoral Area A, Baynes Sound / Denman & Hornby Islands
Comox Valley Regional District

Chair, Comox Valley Recreation Commission
Board of Directors, Federation of Canadian Municipalities
Vice-Chair, Vancouver Island Regional Library
Chair, Baynes Sound Ecosystem Forum

250.650.8480
www.danielarbour.ca

On Mon, Nov 15, 2021 at 11:58 AM ^{s. 22}

wrote:

Good morning Director Arbour,

I am contacting you with attached letter in your capacity as the CVRD Director for the Island Corridor Foundation. As a resident of Vancouver Island, I have serious concerns about the strategic direction currently being taken by ICF – these concerns are set out in the attached letter. The second attachment is a selection of slides from a recent presentation by ICF management with my comments, further emphasizing my reasons for concern. I feel that a serious change of strategic direction is needed in order get us out of the emotional rut that this project has become.

I sincerely appreciate all your efforts on behalf of citizens at the CVRD and ICF levels and hope we can begin a larger picture conversation in regards to the incredible asset we have in the Island Corridor. Personally, I am a huge fan of both train travel and cycling so am hopeful that we can move forward to the best solutions in an honest, open and respectful manner. Despite the fact this issue can be divisive, everyone can at least agree we see the lands as a valuable transportation corridor connecting a large number of island communities. Some will differ on the preferred mode but it is at least a good starting point!

Please feel free to contact me at your convenience.

Sincerely,

s. 22

From: Fleming.MLA, Rob LASS:EX (Rob.Fleming.MLA@leg.bc.ca)
To: Transportation, Minister TRAN:EX (Minister.Transportation@gov.bc.ca)
Subject: 306655 Incoming - FW: Economic, environmental and grid-resilience benefits of converting diesel trains to battery-electric
Sent: 11/22/2021 17:47:23
Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

From: s. 22
Sent: November 21, 2021 9:46 AM
To: Fleming.MLA, Rob <Rob.Fleming.MLA@leg.bc.ca>
Subject: Economic, environmental and grid-resilience benefits of converting diesel trains to battery-electric

Good Morning Rob.

s. 22

is the way to go; this article is from “nature energy” a publication of “nature”. The value of an alternative to the road system is obvious and a battery powered train system on the island could serve as an inspiration for all of Canada and show a way to the future. Economic, environmental and grid-resilience benefits of converting diesel trains to battery-electric | Nature Energy

s. 22

I have sent this several times, and can't tell if it is getting through...

From:

To: Transportation, Minister TRAN:EX (Minister.Transportation@gov.bc.ca); Minister, MSI TRAN:EX (Minister.SI@gov.bc.ca); Minister, FIN FIN:EX (FIN.Minister@gov.bc.ca)

Cc: OfficeofthePremier, Office PREM:EX (Premier@gov.bc.ca); Popham.MLA, Lana LASS:EX (Lana.Popham.MLA@leg.bc.ca); Minister, ENV ENV:EX (ENV.Minister@gov.bc.ca); Minister, EMLI EMLI:EX (EMLI.Minister@gov.bc.ca)

Subject: 306763 Incoming - A second route to bypass the Malahat Drive

Sent: 11/23/2021 06:24:53

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

It was thought at the time that the price tag was an inflated one, which led to a reluctance to the accepting the high cost that was quoted to bring the train back into service. The sooner we get the work underway, the sooner it will be functional, moving goods and services as well as people through the area. And it would probably be less expensive than building another road to serve as an alternate route.

It is environmentally a better alternative to the volume of cars currently on our highways, and would provide that second route that by-passes the Malahat Drive. It would assure that shipments would not be delayed due to road closures in the event of a vehicle accident, flooding, falling rocks or landslides that would delay or prevent goods getting to their destinations.

Since climate change will see more extreme storm events, causing flooding, falling rocks and landslides in the future, we need to prepare for an increase in these events, or pay the costs of cleanup afterwards, each time these events occur.

Any delay will just increase the cost, so going forward now, employing people who might otherwise not be working, would definitely be better than waiting.

From: s. 22

To: Fleming.MLA, Rob LASS:EX (Rob.Fleming.MLA@leg.bc.ca); Transportation, Minister TRAN:EX (Minister.Transportation@gov.bc.ca)

Cc: Grant, Lisa TRAN:EX (Lisa.Grant@gov.bc.ca)

Subject: 307022 FYI - Permission to Cite Personal Communication in Op-Ed

Sent: 11/22/2021 06:11:38

Attachments: s. 22

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Dear Rob,

I hope this finds you well, particularly given the rough week this must have been (storm-wise)!

We spoke back in April and you mentioned your thoughts on rail for southern Vancouver Island. I have written an op-ed regarding the future of south island mobility that I intend to submit to the Times Colonist ASAP, and I refer to some of what you conveyed therein.

Could you please check the highlighted sentence (and context) and let me know (a) if how I portray that personal communication is accurate, and (b) whether you are okay with me including the sentence in my submission?

Thank you again for your time.

Kind regards,

s. 22

From: Champion, Ella D TRAN:EX (Ella.D.Champion@gov.bc.ca)

To: s. 22

Cc: Grant, Lisa TRAN:EX (Lisa.Grant@gov.bc.ca); Fleming.MLA, Rob LASS:EX (Rob.Fleming.MLA@leg.bc.ca)

Subject: 307022 MO Response - RE: Permission to Cite Personal Communication in Op-Ed

Sent: 11/30/2021 01:07:38

Message Body:

Hi s. 22

Thanks for reaching out, apologies for the delay getting back to you. Unfortunately Minister Fleming is extraordinarily busy these weeks with the flooding emergency, and I'm afraid isn't likely going to have the chance to review this in the timeframe you're looking for.

Regarding the Island Rail Corridor, the Province has continued to work with the Island Corridor Foundation and with local First Nations and decision makers to explore the best option for this corridor moving forward. Our goal remains to find the best use for the Island Rail Corridor, as well as to support First Nations interests in these discussions. Rail in the South Island would need to form part of a larger business case ? for the movement of people and goods ? for the overall corridor in order for a provincial investment to make sense. At this time, we are prioritizing investing in the RapidBus Transit network which moves over 10,000 people per day throughout the region. I hope that helps.

Best wishes,
Ella

Ella Champion (*she/her*)
Ministerial Advisor
Ministry of Transportation and Infrastructure

From: s. 22

Sent: November 21, 2021 10:12 PM

To: Fleming.MLA, Rob LASS:EX <Rob.Fleming.MLA@leg.bc.ca>; Transportation, Minister TRAN:EX <Minister.Transportation@gov.bc.ca>

Cc: Grant, Lisa TRAN:EX <Lisa.Grant@gov.bc.ca>

Subject: Permission to Cite Personal Communication in Op-Ed

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Dear Rob,

I hope this finds you well, particularly given the rough week this must have been (storm-wise)!

We spoke back in April and you mentioned your thoughts on rail for southern Vancouver Island. I have written an op-ed regarding the future of south island mobility that I intend to submit to the Times Colonist ASAP, and I refer to some of what you conveyed therein.

Could you please check the highlighted sentence (and context) and let me know (a) if how I portray that personal communication is accurate, and (b) whether you are okay with me including the sentence in my submission?

Thank you again for your time.

Kind regards,

s. 22

From: s. 22

To: Omar Alghabra (TC.MinisterofTransport-MinistredesTransports.TC@tc.gc.ca)

Cc: RAC committee (rac-list@vitcc.ca); Horgan.MLA, John LASS:EX (John.Horgan.MLA@leg.bc.ca); pm@pm.gc.ca; Transportation, Minister TRAN:EX (Minister.Transportation@gov.bc.ca)

Subject: 307029 FYI - Vancouver Island Rail

Sent: 11/30/2021 21:48:43

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Mr. Omar Alghabra
Minster of Transport

Minister Alghabra

The Vancouver Island Rail System a important transportation corridor to move freight and passenger services needs to be upgraded to modern rail standards.

Being involved with Rail Action Committee of Vancouver Island Transportation Corridor Coalition (

s. 22

with recent issues at the Port of Vancouver storing containers and reducing congestion at the Port of Vancouver, setting up deep sea ports on Vancouver Island at Port Alberni and also at Cowichan Bay near Duncan,BC could help the situation.

Rail can play a important transportation link in moving and storing containers after being unloaded from ships on the Island that can be moved on rail barges to the mainland to move east with Class 1 Railways, and same coming to the Island to be loaded on ships.

With recent weather events rail on the Island can play a important role for the future.

s. 22

would request a meeting with yourself and your team, to discuss the value of rebuilding the Island Rail System.

s. 22

This message is Confidential, if you received this by error please delete and ignore.

From: s. 22

To: Omar Alghabra (TC.MinisterofTransport-MinistredesTransports.TC@tc.gc.ca)

Cc: Horgan.MLA, John LASS:EX (John.Horgan.MLA@leg.bc.ca); pm@pm.gc.ca; Transportation, Minister
TRAN:EX (Minister.Transportation@gov.bc.ca)

Subject: 307029 FYI B - Re: Vancouver Island Rail

Sent: 11/30/2021 23:17:03

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

s. 22

This message is Confidential, if you received this by error please delete and ignore.

> On Nov 30, 2021, at 13:48, s. 22

wrote:

- >
- > Mr. Omar Alghabra
- > Minister of Transport
- >
- > Minister Alghabra
- >
- > The Vancouver Island Rail System a important transportation corridor to move freight and passenger services needs to be upgraded to modern rail standards.
- > Being involved with Rail Action Committee of Vancouver Island Transportation Corridor Coalition (

s. 22

s. 22

- > with recent issues at the Port of Vancouver storing containers and reducing congestion at the Port of Vancouver, setting up deep sea ports on Vancouver Island at Port Alberni and also at Cowichan Bay near Duncan,BC could help the situation.
- > Rail can play a important transportation link in moving and storing containers after being unloaded from ships on the Island that can be moved on rail barges to the mainland to move east with Class 1 Railways, and same coming to the Island to be loaded on ships.
- > With recent weather events rail on the Island can play a important role for the future.
- > s. 22 would request a meeting with yourself and your team, to discuss the value of rebuilding the Island Rail System.

s. 22

- >
- > This message is Confidential, if you received this by error please delete and ignore.



MEETING BRIEFING NOTE

DATE: December 3, 2021

PREPARED FOR: Honourable Rob Fleming, Minister of Transportation and Infrastructure

ISSUE: Island Rail Corridor – Active Transportation

MEETING: Alastair Craighead, Friends of Rails to Trails Vancouver Island and Ken Armour, Esquimalt Municipal Councilor, to discuss active transportation corridor between Victoria and Courtenay on December 6, 2021

PROPOSED KEY MESSAGES:

- We appreciate your interest in the creation of a continuous active transportation trail between Victoria and Courtenay using the Corridor and acknowledge your belief that a trail is the best current public use for the corridor and also that it is the best way to preserve it for any other future public use including Rail service.
- It is important to remember that the Island Corridor Foundation (ICF) is the owner of the Island Rail Corridor (the Corridor).
- The ICF's mandate supports trails, adjacent to the existing rail tracks.
- Over the past 10 years the ministry has provided \$3.72M to local governments, through the Active Transportation Grant program, to establish a multiuse trail along the Corridor.
- In 2020, the ministry completed a Condition Assessment for the Corridor. This study estimated the cost to restore passenger service between Courtney and Victoria at \$227 million.
- This information was used as an input into the South Island Transportation Strategy which outlined the goals, strategies, and priorities for investment in the South Island. Supporting and encourage active transportation was identified as one of the 4 key goals.
- The implementation of commuter rail service (on the Island Rail Corridor) between West Shore and Victoria was identified as a long-term priority.
- No decisions have been made on the future of this corridor.
- Any provincial investment into the corridor will involve extensive input from local First Nations as well as the ICF, as the owner.
- We welcome you sharing information on the economic impact of a tourist trail for our consideration in future discussions with the ICF.

PAST INTERACTIONS:

- *March 29, 2021, Meeting with Minister Fleming*
- *2018 Meeting with Minister Trevena*



BACKGROUND:

In April 2020, the Ministry released the Island Rail Corridor condition assessment report. This study estimated the costs to restore passenger rail service between Victoria and Courtenay (to 2011 service levels) at \$227 million. Costs to upgrade the entire corridor, including the Port Alberni spur, with higher speeds and freight carrying were upwards \$728 million.

In Sept 2020 the ministry released the South Island Transportation Strategy which outlines the ministry's 4 goals for the South Island. Supporting and encourage active transportation was identified as one of the 4 key goals.

The ICF's mandate supports trails, adjacent to the existing rail tracks. Between 2010 and 2020 the ministry, through the Active Transportation Grant Program, has provided \$3.72M to the Capital Regional District (CRD) towards the construction of the E&N Rail Trail between Victoria and Langford. In addition, the "Great Trail" (formally called the Trans Canada Trail) is an already established trail link between Victoria and Nanaimo on the Galloping Goose between Victoria and Langford and along the old CN Railway line through the Cowichan Valley to Nanaimo.

DISCUSSION:

The implementation of commuter rail service (on the Island Rail Corridor) between West Shore and Victoria was identified as a long-term priority however, no decisions have been made on the future of this corridor and there is no provincial funding currently allocated.

There have been many studies looking at the viability of rail service on the Island Rail Corridor. Restoring of any form of rail service would be very costly, and any investment in rail will require a strong business case to support the economics of such a Provincial contribution. As owners and managers of the Island Rail Corridor, the Island Rail Corridor thoughts and feedback are central to discussions involving the future of the railway.

In addition to a sound business case, it is critical to understand First Nation interests in this corridor. This was highlighted in the recent B.C. Supreme Court ruling of September 14, 2021, against Snaw-Naw-As First Nation (SFN) and their request to have the rail corridor returned to Canada for use as reserve lands. While the Court dismissed the case, they did provide liberty for the SFN to bring this matter back before the Court if Canada determines that it will not approve funding for infrastructure improvements on the segment of the corridor that includes the SFN Reserve, or does not make a determination within 18 months.

Currently, the ministry is focused on delivering our current projects including Highway 14 Connie to Glintz, Highway 1 Goldstream Park and Highway 17 Keating Cross Rd. These projects have been identified as much needed safety improvements and have integrated active transportation and transit aspects, in alignment with the South Island Transportation Strategy Goals.

There are still 2 future phases of the CRD's plan to complete the E&N Rail Trail between Victoria and Langford. One section remains between Westshore Parkway and Jacklin Rd in Langford and the other between Esquimalt and Victoria. Both are eligible projects to be funded under the Active Transportation Grant funding program.



FINANCIAL IMPLICATIONS

- None

PREPARED BY:	REVIEWED BY:	DATE:
Janelle Staite, Deputy Director South Coast Region (250) 751-3282	Kevin Richter, Associate Deputy Minister Division	21-Nov-1
	Pat Marsh, A/Executive Financial Officer Finance and Management Services Department	N/A
	Reg Bawa, Assistant Deputy Minister Transportation Policy & Programs	21-Dec-2
	Vanessa Gedney for Kaye Krishna, Deputy Minister	21-Dec-3

December 6, 2021

s. 22

305477 - Island Rail Corridor

Dear s. 22

Thank you for your recent email regarding the Island Rail Corridor, formerly known as the E&N Corridor. I recognize your strong support for sustainable transportation and the reinstatement of rail service on the Island Rail Corridor.

Many studies have looked at the corridor and what might be possible. The [Corridor Assessment Study](#) the ministry released in April 2020 found it would cost about \$227 million to restore the existing 2011 passenger rail service between Courtenay and Victoria. The cost to increase the freight carrying capacity for goods movement would be significantly greater.

The rail corridor is owned by the Island Corridor Foundation (ICF). My ministry would be pleased to consider any proposals from the ICF that are accompanied by a strong and detailed business case that could support such a large Provincial investment.

We continue to work with the ICF and with local First Nations and decision makers to explore the best options for this corridor. You may wish to share your support and ideas for the corridor with the ICF through its [online comment submission form](#).

Thank you again for taking the time to write.

Sincerely,

Sent via Email:

Rob Fleming
Minister

From: Transportation, Minister TRAN:EX (minister.transportation@gov.bc.ca)

To: s. 22

Bcc: Brown, Susan M TRAN:EX (Susan.M.Brown@gov.bc.ca); TRAN SCR CORR TRAN:EX (TRANSCR@gov.bc.ca)

Subject: 305477 - Island Rail Corridor

Sent: 12/06/2021 16:34:33

Attachments: 305477 - In Support of restoring E&N Railway.msg

Message Body:

s. 22

305477 - Island Rail Corridor

Dear s. 22

Thank you for your recent email regarding the Island Rail Corridor, formerly known as the E&N Corridor. I recognize your strong support for sustainable transportation and the reinstatement of rail service on the Island Rail Corridor.

Many studies have looked at the corridor and what might be possible. The [Corridor Assessment Study](#) the ministry released in April 2020 found it would cost about \$227 million to restore the existing 2011 passenger rail service between Courtenay and Victoria. The cost to increase the freight carrying capacity for goods movement would be significantly greater.

The rail corridor is owned by the Island Corridor Foundation (ICF). My ministry would be pleased to consider any proposals from the ICF that are accompanied by a strong and detailed business case that could support such a large Provincial investment.

We continue to work with the ICF and with local First Nations and decision makers to explore the best options for this corridor. You may wish to share your support and ideas for the corridor with the ICF through its [online comment submission form](#).

Thank you again for taking the time to write.

Sincerely,

Rob Fleming

Minister

From: s. 22

To: Transportation, Minister TRAN:EX (Minister.Transportation@gov.bc.ca)

Subject: 305477 - In Support of restoring E&N Railway

Sent: 09/16/2021 22:28:25

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Dear Minister,

s. 22

and am writing in support of restoring the E&N Railway line on Vancouver Island, particularly with a focus on restored and improved passenger service. The province continues to throw money at road widening projects that ultimately do nothing to reduce the number of cars or congestion on the road, while simultaneously having deleterious primary and secondary effects on our climate.

Our island has only the one main North-South transportation corridor, and passenger service along the E&N is the only future proof, climate change fighting option we have available to us. If done well, it will reduce traffic on the road, saving untold hundreds of millions of dollars in future road projects. There are scores of countries in Europe and Asia that make passenger rail work and work profitably. I refuse to believe that Canada is singularly incapable of achieving this goal.

Please make the most of the unique opportunity Vancouver Island has and bring passenger rail service to the island.

Humbly,

s. 22

From: s. 22

To: Transportation, Minister TRAN:EX (Minister.Transportation@gov.bc.ca)

Subject: 307219 - Trains

Sent: 11/22/2021 21:49:37

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

The BC. government is spending millions to fix the highway all the time but somehow can't afford to put a train in on Vancouver Island?

Explain!

Lots of people including myself rely on public transit to get to and from work.

s. 22

If you wait any longer you're going to have to fully rebuild the train tracks.

Look at Europe, their trains system is so great please be like them.

Thank you.

s. 22

From: s. 22

To: OfficeofthePremier, Office PREM:EX (Premier@gov.bc.ca); Transportation, Minister TRAN:EX (Minister.Transportation@gov.bc.ca)

Subject: 307220 - Shared from Victoria Times Colonist: Comment: It's time to put the Island's rail corridor to work

Sent: 11/23/2021 21:57:31

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

https://www.timescolonist.com/opinion/comment-its-time-to-put-the-islands-rail-corridor-to-work-4789867?utm_source=Email_Share&utm_medium=Email_Share&utm_campaign=Email_Share

This story makes absolute sense to me. s. 22 I've seen the incremental growth in vehicular traffic, the huge and ever increasing costs of highway construction, the disruptions and the frustrations for those whose livelihoods depend on being able to travel up and down our Island for work, commerce, health-related issues etc. PLEASE, can you start "making this happen?" Why are we constantly being "punished" or "overlooked" here on the Island while other less deserving communities continue to benefit from government funding for a variety of transportation-related projects?

Thank you,

s. 22

Note: Per WS Manager, this is a high-level response.

s. 22

306999 – Island Rail Corridor

Dear s. 22

I am responding to your email regarding the the Island Rail Corridor, formerly known as the E&N Rail Corridor, on behalf of the Honourable Rob Fleming, Minister of Transportation and Infrastructure.

As you probably know, many studies have looked at the corridor and what might be possible. The provincial government continues to work with the Island Corridor Foundation (ICF) and with local First Nations and decision makers to explore options for how the corridor could best serve Island communities. Our goal remains to find the best use for the Island Rail Corridor, as well as to support First Nations interests in these discussions.

As the corridor is owned by ICF, I encourage you to share your ideas with them too through their [online comment submission form](#).

Thank you for taking the time to write.

Sincerely,

Kirk Handrahan
Acting Assistant Deputy Minister
Transportation Policy and Programs Department

Copy to: Honourable Rob Fleming
Minister of Transportation and Infrastructure
MLA, Victoria-Swan Lake

**Ministry of Transportation
and Infrastructure**

Office of the
Assistant Deputy Minister
Transportation Policy and Programs
Department

Mailing Address:
PO Box 9850 Stn Prov Govt
Victoria BC V8W 9T5
Telephone: 250 387-5062
Fax: 250 387-6431

Location:
5B 940 Blanshard Street
Victoria BC V8W 3E6
www.gov.bc.ca/tran

From: Transportation, ADM Policy and Programs TRAN:EX
(ADMPolicyandProgramsTransportation@gov.bc.ca)

To: s. 22

Cc: Transportation, Minister TRAN:EX (Minister.Transportation@gov.bc.ca)

Bcc: Hein, Stephen TRAN:EX (Stephen.Hein@gov.bc.ca); Brown, Susan M TRAN:EX
(Susan.M.Brown@gov.bc.ca)

Subject: 306999 – Island Rail Corridor

Sent: 12/29/2021 23:06:31

Attachments: 306999 Incoming - VIA Rail - E & N Railway on Vancouver Island, BC.msg

Message Body:

s. 22

306999 – Island Rail Corridor

Dear s. 22

I am responding to your email regarding the the Island Rail Corridor, formerly known as the E&N Rail Corridor, on behalf of the Honourable Rob Fleming, Minister of Transportation and Infrastructure.

As you probably know, many studies have looked at the corridor and what might be possible. The provincial government continues to work with the Island Corridor Foundation (ICF) and with local First Nations and decision makers to explore options for how the corridor could best serve Island communities. Our goal remains to find the best use for the Island Rail Corridor, as well as to support First Nations interests in these discussions.

As the corridor is owned by ICF, I encourage you to share your ideas with them too through their online comment submission form.

Thank you for taking the time to write.

Sincerely,

Kirk Handrahan
Acting Assistant Deputy Minister
Transportation Policy and Programs Department

Copy to:
Honourable Rob Fleming
Minister of Transportation and Infrastructure
MLA, Victoria-Swan Lake

From: s. 22

To: pm@pm.gc.ca; marc.garneau@parl.gc.ca; Transportation, Minister TRAN:EX
(Minister.Transportation@gov.bc.ca); customer_relations@viarail.ca

Subject: 306999 Incoming - VIA Rail - E & N Railway on Vancouver Island, BC

Sent: 11/30/2021 21:45:23

Attachments: image001.png, image002.jpg, image003.png, image004.png, image005.png, image006.png,
image007.png

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

When does VIA Rail expect to run again on Vancouver Island?

Who has the answers?

s. 22

January 17, 2022

s. 22

307231 - Island Rail Corridor

Hello:

Thank you for your email regarding the Island Rail Corridor, formerly known as the E&N Rail Corridor.

The provincial government recognizes the importance of the rail corridor to Vancouver Island residents, and we too see its potential as a future transportation corridor.

As you may know, the Island Corridor Foundation (ICF) owns the land and the rail line. The provincial government has continued to work with the ICF and with local First Nations and decision makers to explore the best option for this corridor moving forward. Our goal remains to find the best use for the Island Rail Corridor, as well as to support First Nations interests in these discussions.

For the ministry to advance any project, it must be supported by a strong business case where the benefits to the public clearly outweigh the costs. Since the cessation of passenger rail service in 2011, the ICF has not been able to present a strong business case to the provincial government for consideration. To date, there has also been no interest from the federal government nor the private sector in terms of funding.

We will continue to work with the ICF, local First Nations and decision makers to explore options for how the corridor could best serve Island communities. I have shared your email with ministry staff involved in this work for their information. You may also wish to share your ideas with the ICF through their [online comment submission form](#).

Thank you again for taking the time to write.

Sincerely,

Sent via Email:

Rob Fleming
Minister

From: Transportation, Minister TRAN:EX (minister.transportation@gov.bc.ca)

To: s. 22

Bcc: Brown, Susan M TRAN:EX (Susan.M.Brown@gov.bc.ca); TRAN SCR CORR TRAN:EX (TRANSCR@gov.bc.ca); Hein, Stephen TRAN:EX (Stephen.Hein@gov.bc.ca)

Subject: 307231 - Island Rail Corridor

Sent: 01/17/2022 19:55:58

Attachments: 307231 - Trains.msg

Message Body:

s. 22

307231 - Island Rail Corridor

Hello:

Thank you for your email regarding the Island Rail Corridor, formerly known as the E&N Rail Corridor.

The provincial government recognizes the importance of the rail corridor to Vancouver Island residents, and we too see its potential as a future transportation corridor.

As you may know, the Island Corridor Foundation (ICF) owns the land and the rail line. The provincial government has continued to work with the ICF and with local First Nations and decision makers to explore the best option for this corridor moving forward. Our goal remains to find the best use for the Island Rail Corridor, as well as to support First Nations interests in these discussions.

For the ministry to advance any project, it must be supported by a strong business case where the benefits to the public clearly outweigh the costs. Since the cessation of passenger rail service in 2011, the ICF has not been able to present a strong business case to the provincial government for consideration. To date, there has also been no interest from the federal government nor the private sector in terms of funding.

We will continue to work with the ICF, local First Nations and decision makers to explore options for how the corridor could best serve Island communities. I have shared your email with ministry staff involved in this work for their information. You may also wish to share your ideas with the ICF through their [online comment submission form](#).

Thank you again for taking the time to write.

Sincerely,

Rob Fleming

Minister

From: s. 22

To: Transportation, Minister TRAN:EX (Minister.Transportation@gov.bc.ca)

Subject: 307231 - Trains

Sent: 12/08/2021 03:59:50

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

When are you guys going to fix the train line on Vancouver island and put rail system back in service? There is a lot of businesses on the island who could do the work? People travelling from Victoria to port hardy a lot happy people, a lot of Islanders will profit from train system in place a win win for both sides!

Sent from my iPad

Note: Per WS Manager, this is a high-level acknowledgement.

January 17, 2022

s. 22

306763 – Malahat Highway

Dear s. 22

Thank you for your email regarding the Malahat Highway.

As ministry staff across B.C. have been focused on the need to repair and reopen the province's highways after November's severe flooding and landslides, we recognize the importance of ensuring our transportation infrastructure is resilient and adapted to the effects of climate change.

I appreciated you sharing with me your support for the reinstatement of rail service on the Island Rail Corridor as an alternate travel option for the Malahat Highway. As you know, many studies have looked at the corridor and what might be possible. We continue to work with the Island Corridor Foundation (ICF), local First Nations and decision makers to explore options for how the corridor could best serve Island communities. I encourage you to share your ideas with the ICF through its [online comment submission form](#) for them to keep in mind as we move forward.

You may meanwhile be interested in reading about the ministry's [South Island Transportation Strategy](#). The strategy, released in September 2020, looks at ways to improve all modes of transportation across Southern Vancouver Island. You can also find information about ongoing and future [Malahat Safety Improvements](#) on our webpage.

Thank you again for taking the time to write.

Sincerely,

Sent via Email:

Rob Fleming
Minister

Copy to: Premier John Horgan

Honourable Bowinn Ma
Minister of State for Infrastructure
MLA, North Vancouver-Lonsdale

Honourable George Heyman
Minister of Environment and Climate Change Strategy
MLA, Vancouver-Fairview

Honourable Lana Popham
Minister of Agriculture, Food and Fisheries
MLA, Saanich South

Honourable Bruce Ralston
Minister of Energy, Mines and Low Carbon Innovation
MLA, Surrey-Whalley

Honourable Selina Robinson
Minister of Finance
MLA, Coquitlam-Maillardville

From: Transportation, Minister TRAN:EX (minister.transportation@gov.bc.ca)

To: s. 22

Cc: OfficeofthePremier, Office PREM:EX (Premier@gov.bc.ca); Minister, MSI TRAN:EX (Minister.SI@gov.bc.ca); Minister, ENV ENV:EX (ENV.Minister@gov.bc.ca); Minister, AFF AFF:EX (AFF.Minister@gov.bc.ca); Minister, EMLI EMLI:EX (EMLI.Minister@gov.bc.ca); Minister, FIN FIN:EX (FIN.Minister@gov.bc.ca)

Bcc: Brown, Susan M TRAN:EX (Susan.M.Brown@gov.bc.ca); TRAN SCR CORR TRAN:EX (TRANSCR@gov.bc.ca); Hein, Stephen TRAN:EX (Stephen.Hein@gov.bc.ca)

Subject: 306763 – Malahat Highway

Sent: 01/17/2022 21:37:00

Attachments: 306763 Incoming - A second route to bypass the Malahat Drive.msg

Message Body:

s. 22

306763 – Malahat Highway

Dear s. 22

Thank you for your email regarding the Malahat Highway.

As ministry staff across B.C. have been focused on the need to repair and reopen the province's highways after November's severe flooding and landslides, we recognize the importance of ensuring our transportation infrastructure is resilient and adapted to the effects of climate change.

I appreciated you sharing with me your support for the reinstatement of rail service on the Island Rail Corridor as an alternate travel option for the Malahat Highway. As you know, many studies have looked at the corridor and what might be possible. We continue to work with the Island Corridor Foundation (ICF), local First Nations and decision makers to explore options for how the corridor could best serve Island communities. I encourage you to share your ideas with the ICF through its [online comment submission form](#) for them to keep in mind as we move forward.

You may meanwhile be interested in reading about the ministry's [South Island Transportation Strategy](#). The strategy, released in September 2020, looks at ways to improve all modes of transportation across Southern Vancouver Island. You can also find information about ongoing and future [Malahat Safety Improvements](#) on our webpage.

Thank you again for taking the time to write.

Sincerely,

Rob Fleming

Minister

Copy to: Premier John Horgan

Honourable Bowinn Ma

Minister of State for Infrastructure

MLA, North Vancouver-Lonsdale

Honourable George Heyman

Minister of Environment and Climate Change Strategy

MLA, Vancouver-Fairview

Honourable Lana Popham

Minister of Agriculture, Food and Fisheries

MLA, Saanich South

Honourable Bruce Ralston

Minister of Energy, Mines and Low Carbon Innovation

MLA, Surrey-Whalley

Honourable Selina Robinson

Minister of Finance

MLA, Coquitlam-Maillardville

From: s. 22

To: Transportation, Minister TRAN:EX (Minister.Transportation@gov.bc.ca); Minister, MSI TRAN:EX (Minister.SI@gov.bc.ca); Minister, FIN FIN:EX (FIN.Minister@gov.bc.ca)

Cc: OfficeofthePremier, Office PREM:EX (Premier@gov.bc.ca); Popham.MLA, Lana LASS:EX (Lana.Popham.MLA@leg.bc.ca); Minister, ENV ENV:EX (ENV.Minister@gov.bc.ca); Minister, EMLI EMLI:EX (EMLI.Minister@gov.bc.ca)

Subject: 306763 Incoming - A second route to bypass the Malahat Drive

Sent: 11/23/2021 06:24:53

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

It was thought at the time that the price tag was an inflated one, which led to a reluctance to the accepting the high cost that was quoted to bring the train back into service. The sooner we get the work underway, the sooner it will be functional, moving goods and services as well as people through the area. And it would probably be less expensive than building another road to serve as an alternate route.

It is environmentally a better alternative to the volume of cars currently on our highways, and would provide that second route that by-passes the Malahat Drive. It would assure that shipments would not be delayed due to road closures in the event of a vehicle accident, flooding, falling rocks or landslides that would delay or prevent goods getting to their destinations.

Since climate change will see more extreme storm events, causing flooding, falling rocks and landslides in the future, we need to prepare for an increase in these events, or pay the costs of cleanup afterwards, each time these events occur.

Any delay will just increase the cost, so going forward now, employing people who might otherwise not be working, would definitely be better than waiting.

s. 22

This email may contain confidential or privileged information. If you are not the intended recipient, please notify us immediately and delete this email from your system. This email is sent without prejudice.

Note: Per WS Manager, send to WSMG directly for review, and not VID/SCR.

January 17, 2022

s. 22

306655 – Commuter rail

Dear s. 22

Thank you for your email sharing with me your interest in seeing battery-powered commuter rail service on Vancouver Island.

Providing a safe and reliable transportation network that helps meet our government's climate action goals is a key priority for the ministry. For instance, you may be aware that BC Transit plans to start buying only electric heavy-duty buses in 2023 with a target of creating a fully electric fleet by 2040. The first 10 battery-electric buses will be put into service this year.

Our government remains committed to looking at ways to provide British Columbians with more travel options. For instance, we continue to work with the Island Corridor Foundation, who owns the Island Rail Corridor, as well as local First Nations and decision makers to explore the best options for the corridor. Our 2020 [South Island Transportation Strategy](#) meanwhile outlines improvements we can deliver to make our transportation network more reliable and efficient and to support active transportation and reduce congestion.

I appreciated the opportunity to review your idea as we work to keep communities connected while taking advantage of clean and efficient transportation solutions.

Thank you again for taking the time to write.

Sincerely,

Sent Via Email

Rob Fleming
Minister

From: Transportation, Minister TRAN:EX (Minister.Transportation@gov.bc.ca)

To: s. 22

Subject: 306655 – Commuter rail

Sent: 01/17/2022 23:38:20

Message Body:

s. 22

306655 – Commuter rail

Dear s. 22

Thank you for your email sharing with me your interest in seeing battery-powered commuter rail service on Vancouver Island.

Providing a safe and reliable transportation network that helps meet our government's climate action goals is a key priority for the ministry. For instance, you may be aware that BC Transit plans to start buying only electric heavy-duty buses in 2023 with a target of creating a fully electric fleet by 2040. The first 10 battery-electric buses will be put into service this year.

Our government remains committed to looking at ways to provide British Columbians with more travel options. For instance, we continue to work with the Island Corridor Foundation, who owns the Island Rail Corridor, as well as local First Nations and decision makers to explore the best options for the corridor. Our 2020 [South Island Transportation Strategy](#) meanwhile outlines improvements we can deliver to make our transportation network more reliable and efficient and to support active transportation and reduce congestion.

I appreciated the opportunity to review your idea as we work to keep communities connected while taking advantage of clean and efficient transportation solutions.

Thank you again for taking the time to write.

Sincerely,

Rob Fleming
Minister

From: s. 22

To: Transportation, Minister TRAN:EX (Minister.Transportation@gov.bc.ca)

Subject: Re: 307231 - Island Rail Corridor

Sent: 01/18/2022 02:16:41

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

More talk on both sides of the conversation listen learn improvements maybe if needed?

From: Transportation, Minister TRAN:EX <Minister.Transportation@gov.bc.ca>

Sent: January 17, 2022 7:55 PM

To: s. 22

Subject: 307231 - Island Rail Corridor

s. 22

307231 - Island Rail Corridor

Hello:

Thank you for your email regarding the Island Rail Corridor, formerly known as the E&N Rail Corridor.

The provincial government recognizes the importance of the rail corridor to Vancouver Island residents, and we too see its potential as a future transportation corridor.

As you may know, the Island Corridor Foundation (ICF) owns the land and the rail line. The provincial government has continued to work with the ICF and with local First Nations and decision makers to explore the best option for this corridor moving forward. Our goal remains to find the best use for the Island Rail Corridor, as well as to support First Nations interests in these discussions.

For the ministry to advance any project, it must be supported by a strong business case where the benefits to the public clearly outweigh the costs. Since the cessation of passenger rail service in 2011, the ICF has not been able to present a strong business case to the provincial government for consideration. To date, there has also been no interest from the federal government nor the private sector in terms of funding.

We will continue to work with the ICF, local First Nations and decision makers to explore options for how the corridor could best serve Island communities. I have shared your email with ministry staff involved in this work for their information. You may also wish to share your ideas with the ICF through their online comment submission form.

Thank you again for taking the time to write.

Sincerely,

Rob Fleming
Minister

From: s. 22

To: Transportation, Minister TRAN:EX (Minister.Transportation@gov.bc.ca)

Subject: 306655 - Commuter rail

Sent: 01/21/2022 20:15:31

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Rob,

I read through the "South Island Transportation Strategy" the strategy is highway centric with existing rail right-of-way getting ignored, when it should be central to all island transportation systems. The right-of-way is literally priceless and if developed with vision can tie the entire island together, and with some lines running to the west side would provide a safe reliable energy efficient means of getting around an island where roads are inherently unreliable and not safe.

A railway would also relieve housing pressure, one could live on the other side of the Malahat or in Sooke and work in Victoria. Then most of the road work outlined becomes unnecessary saving hundreds of millions.

Below is a link showing the use of battery modules, in one form or another they are the future of all mass transit and are all ready being used with trains, as they could and should be here.

s. 22

-----Original Message-----

From: Transportation, Minister TRAN:EX <Minister.Transportation@gov.bc.ca>

Sent: Monday, January 17, 2022 3:38 PM

To: s. 22

Subject: 306655 - Commuter rail

s. 22

306655 - Commuter rail

Dear s. 22

Thank you for your email sharing with me your interest in seeing battery-powered commuter rail service on Vancouver Island.

Providing a safe and reliable transportation network that helps meet our government's climate action goals is a key priority for the ministry. For instance, you may be aware that BC Transit plans to start buying only electric heavy-duty buses in 2023 with a target of creating a fully electric fleet by 2040. The first 10 battery-electric buses will be put into service this year.

Our government remains committed to looking at ways to provide British Columbians with more travel options. For instance, we continue to work with the Island Corridor Foundation, who owns the Island Rail Corridor, as well as local First Nations and decision makers to explore the best options for the corridor. Our 2020 South Island Transportation Strategy<<https://www2.gov.bc.ca/gov/content/transportation/transportation-reports-and-reference/reports-studies/vancouver-island/south-island-transportation-strategy>> meanwhile outlines improvements we can deliver to make our transportation network more reliable and efficient and to support active transportation and reduce congestion.

I appreciated the opportunity to review your idea as we work to keep communities connected while taking advantage of clean and efficient

transportation solutions.

Thank you again for taking the time to write.

Sincerely,

Rob Fleming
Minister

From: Writing Services, Transportation TRAN:EX (Transportation.WritingServices@gov.bc.ca)
To: Writing Services, Transportation TRAN:EX (Transportation.WritingServices@gov.bc.ca)
Subject: 308390 - FW: Island Corridor Rail
Sent: 01/24/2022 20:21:49
Message Body:

From: s. 22
Sent: January 23, 2022 9:54 AM
To: OfficeofthePremier, Office PREM:EX <Premier@gov.bc.ca>
Subject: Island Corridor Rail

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

The federal government today was talking about \$10 billion to go towards infrastructure. Infrastructure projects have come up in the past and we seem never to receive any money towards the island corridor rail. We don't have money set aside by the provincial government for this project. This is the time to form a partnership between the federal government and the provincial government to rebuild the island rail corridor minimally between Nanaimo and Victoria.

What is your party's intentions regarding this project?

Thank you

s. 22

February 4, 2022

s. 22

306291 – Island Rail Corridor

Dear s. 22

Thank you for your email regarding the Island Rail Corridor, formerly known as the E&N Corridor.

As you probably know, many studies have looked at the corridor and what might be possible. We continue to work with the Island Corridor Foundation (ICF), local First Nations and decision makers to explore options for how the corridor could best serve Island communities. I appreciate you sharing with me your interest in seeing the rail corridor converted to a multi-use trail to promote active transportation. As the corridor is owned by ICF, I encourage you to share your ideas with them too through their [online comment submission form](#).

You may be aware that the provincial government's [CleanBC Roadmap to 2030](#) aims to increase the share of trips made by walking, cycling and transit to 30 per cent by 2030. British Columbians have shown a growing interest in active transportation during the pandemic. In response, our government provided an additional \$16.7 million toward dozens of active transportation improvements through [Stronger BC: BC's Economic Recovery Plan](#). Improvements have been made to multi-use pathways, rail trails, highway crossings, sidewalks, road shoulders and lighting on provincial infrastructure across the province.

Our government also recognizes that people living in southern Vancouver Island want more travel options and improved connections between communities. My ministry is working hard to deliver better transit and transportation in the region, as guided by the priorities identified in our 2020 [South Island Transportation Strategy](#).

The strategy outlines improvements we can deliver to make our transit system more reliable and efficient and to support active transportation and reduce congestion. For instance, BC Transit collaborated with provincial, regional and municipal partners on its recently released RapidBus Implementation Strategy to accelerate the implementation of RapidBus services in the Capital region, beginning with the development of a Westshore to Downtown Victoria line in the next three years. BC Transit's strategy also identifies other potential RapidBus corridors along major roadways that could eventually connect areas throughout the region with frequent and fast transit service.

Thank you again for taking the time to write.

Sincerely,

Rob Fleming
Minister

From: Transportation, Minister TRAN:EX (Minister.Transportation@gov.bc.ca)

To: s. 22

Bcc: Brown, Susan M TRAN:EX (Susan.M.Brown@gov.bc.ca); TRAN SCR CORR TRAN:EX (TRANSCR@gov.bc.ca); Hein, Stephen TRAN:EX (Stephen.Hein@gov.bc.ca)

Subject: 306291 – Island Rail Corridor

Sent: 02/04/2022 21:25:14

Message Body:

s. 22

306291 – Island Rail Corridor

Dear s. 22

Thank you for your email regarding the Island Rail Corridor, formerly known as the E&N Corridor.

As you probably know, many studies have looked at the corridor and what might be possible. We continue to work with the Island Corridor Foundation (ICF), local First Nations and decision makers to explore options for how the corridor could best serve Island communities. I appreciate you sharing with me your interest in seeing the rail corridor converted to a multi-use trail to promote active transportation. As the corridor is owned by ICF, I encourage you to share your ideas with them too through their online comment submission form.

You may be aware that the provincial government's CleanBC Roadmap to 2030 aims to increase the share of trips made by walking, cycling and transit to 30 per cent by 2030. British Columbians have shown a growing interest in active transportation during the pandemic. In response, our government provided an additional \$16.7 million toward dozens of active transportation improvements through Stronger BC: BC's Economic Recovery Plan. Improvements have been made to multi-use pathways, rail trails, highway crossings, sidewalks, road shoulders and lighting on provincial infrastructure across the province.

Our government also recognizes that people living in southern Vancouver Island want more travel options and improved connections between communities. My ministry is working hard to deliver better transit and transportation in the region, as guided by the priorities identified in our 2020 South Island Transportation Strategy.

The strategy outlines improvements we can deliver to make our transit system more reliable and efficient and to support active transportation and reduce congestion. For instance, BC Transit collaborated with provincial, regional and municipal partners on its recently released RapidBus Implementation Strategy to accelerate the implementation of RapidBus services in the Capital region, beginning with the development of a Westshore to Downtown Victoria line in the next three years. BC Transit's strategy also identifies other potential RapidBus corridors along major roadways that could eventually connect areas throughout the region with frequent and fast transit service.

Thank you again for taking the time to write.

Sincerely,

Rob Fleming
Minister

From: s. 22

To: Transportation, Minister TRAN:EX (Minister.Transportation@gov.bc.ca)

Subject: 308830 FYI - Converting E&N Corridor to a trail

Sent: 02/13/2022 21:12:15

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

We are sending this short letter to express our support for building a rail-trail corridor s. 22 We have travelled all over Canada and the United States and have enjoyed similar assets in many communities that we visited. None would compare to this project on Vancouver Island. Please help us achieve this objective.

s. 22

February 16, 2022

s. 22

308390 - Island Rail Corridor

Dear s. 22

Premier John Horgan asked me to reply on his behalf to your email regarding the Island Rail Corridor. I appreciated the opportunity to review your comments.

The provincial government recognizes the importance of the rail corridor to Vancouver Island residents, and we too see its potential as a future transportation corridor.

As you may know, the Island Corridor Foundation (ICF) owns the land and the rail line. The provincial government has continued to work with the ICF and with local First Nations and decision makers to explore the best option for this corridor moving forward. Our goal remains to find the best use for the Island Rail Corridor, as well as to support First Nations interests in these discussions.

For the ministry to advance any project, it must be supported by a strong business case where the benefits to the public clearly outweigh the costs. Since the cessation of passenger rail service in 2011, the ICF has not been able to present a strong business case to the provincial government for consideration. To date, there has also been no interest from the federal government nor the private sector in terms of funding.

We will continue to work with the ICF, local First Nations and decision makers to explore options for how the corridor could best serve Island communities. I have shared your email with ministry staff involved in this work for their information. You may also wish to share your ideas with the ICF through their [online comment submission form](#).

Thank you again for taking the time to write.

Sincerely,

Sent via Email:

Rob Fleming
Minister

Copy to: Premier John Horgan

From: Transportation, Minister TRAN:EX (minister.transportation@gov.bc.ca)
To: s. 22
Cc: OfficeofthePremier, Office PREM:EX (Premier@gov.bc.ca)
Bcc: Brown, Susan M TRAN:EX (Susan.M.Brown@gov.bc.ca); TRAN SCR CORR TRAN:EX (TRANSCR@gov.bc.ca); Hein, Stephen TRAN:EX (Stephen.Hein@gov.bc.ca)
Subject: 308390 - Island Rail Corridor
Sent: 02/16/2022 19:40:15
Attachments: 308390 - FW: Island Corridor Rail.msg
Message Body:

s. 22

308390 - Island Rail Corridor

Dear s. 22

Premier John Horgan asked me to reply on his behalf to your email regarding the Island Rail Corridor. I appreciated the opportunity to review your comments.

The provincial government recognizes the importance of the rail corridor to Vancouver Island residents, and we too see its potential as a future transportation corridor.

As you may know, the Island Corridor Foundation (ICF) owns the land and the rail line. The provincial government has continued to work with the ICF and with local First Nations and decision makers to explore the best option for this corridor moving forward. Our goal remains to find the best use for the Island Rail Corridor, as well as to support First Nations interests in these discussions.

For the ministry to advance any project, it must be supported by a strong business case where the benefits to the public clearly outweigh the costs. Since the cessation of passenger rail service in 2011, the ICF has not been able to present a strong business case to the provincial government for consideration. To date, there has also been no interest from the federal government nor the private sector in terms of funding.

We will continue to work with the ICF, local First Nations and decision makers to explore options for how the corridor could best serve Island communities. I have shared your email with ministry staff involved in this work for their information. You may also wish to share your ideas with the ICF through their [online comment submission form](#).

Thank you again for taking the time to write.

Sincerely,

Rob Fleming

Minister

Copy to: Premier John Horgan

From: s. 22

To: Transportation, Minister TRAN:EX (Minister.Transportation@gov.bc.ca)

Subject: 308930 Futher Incomng, Feb 22 - Re: 308390 - Island Rail Corridor

Sent: 02/16/2022 23:28:35

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

I think this is a situation where build it and they will come. They put public buses in the Cowichan area and for the longest time, nobody wrote them. I don't know if they are still profitable but I doubt it. The situation of higher property prices in Victoria and Nanaimo puts an increasing strain on the Island Highway. The rail connection with corresponding bus connections at each city would be at least financially feasible at the bus system. It is too bad that the rail end doesn't extend further into Victoria. The ICF doesn't seem to be doing anything in our community about the rail connections between our cities. The longer we wait the more expensive it will get.

Thank you for your time

s. 22

From: "Transportation, Minister TRAN:EX" <Minister.Transportation@gov.bc.ca>

To: s. 22

Cc: "OfficeofthePremier, Office PREM:EX" <Premier@gov.bc.ca>

Sent: Wednesday, February 16, 2022 11:40:16 AM

Subject: 308390 - Island Rail Corridor

s. 22

308390 - Island Rail Corridor

Dear s. 22

Premier John Horgan asked me to reply on his behalf to your email regarding the Island Rail Corridor. I appreciated the opportunity to review your comments.

The provincial government recognizes the importance of the rail corridor to Vancouver Island residents, and we too see its potential as a future transportation corridor.

As you may know, the Island Corridor Foundation (ICF) owns the land and the rail line. The provincial government has continued to work with the ICF and with local First Nations and decision makers to explore the best option for this corridor moving forward. Our goal remains to find the best use for the Island Rail Corridor, as well as to support First Nations interests in these discussions.

For the ministry to advance any project, it must be supported by a strong business case where the benefits to the public clearly outweigh the costs. Since the cessation of passenger rail service in 2011, the ICF has not been able to present a strong business case to the provincial government for consideration. To date, there has also been no interest from the federal government nor the private sector in terms of funding.

We will continue to work with the ICF, local First Nations and decision makers to explore options for how the corridor could best serve Island communities. I have shared your email with ministry staff involved in this work for their information. You may also wish to share your ideas with the ICF through their online comment submission form.

Thank you again for taking the time to write.

Sincerely,

Rob Fleming
Minister

Copy to: Premier John Horgan

From: s. 22

To: Transportation, Minister TRAN:EX (Minister.Transportation@gov.bc.ca)

Subject: 308963 - Research Project regarding the E&N Railway

Sent: 02/23/2022 18:52:30

Attachments: s. 22

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Hello Minister Fleming,

s. 22

If yourself, a member of your staff, or another MLA who can speak to the provincial government's current policy stance concerning the E&N railway corridor were available for a short conversation (no more than 15-30 minutes), that would be a phenomenal help. Please let me know if you have any recommended contacts or availability next week.

Regards and thanks,

s. 22

Supervisor:

s. 22

February 24, 2022

s. 22

308209 – Island Rail Corridor and Malahat Highway

Dear s. 22

Thank you for your email regarding the Island Rail Corridor and congestion on the Malahat Highway.

Our government recognizes that British Columbians want more travel options. One of my mandates as the Minister of Transportation and Infrastructure is to deliver better transit and transportation for Southern Vancouver Island, as guided by the [South Island Transportation Strategy](#). The strategy, released in September 2020, looks at ways to improve all modes of transportation across Southern Vancouver Island.

This includes continuing to look for ways to improve safety and reliability on the Malahat Highway. An important part of this work includes the [Goldstream Median Barrier Widening](#) project, which involves widening 1.7 kilometres of highway to accommodate wider paved shoulders, roadside barriers, and median barrier separation. Although the existing right-of-way limits our ability to widen the section of highway through Goldstream Park, the wider paved shoulders along the other sections of highway will reduce the severity of crashes and cut road closure times by letting motorists pass a vehicle stalled on the shoulder, which is not currently possible without crossing the centreline.

The project also involves adding 1.5 kilometres of median barrier to Highway 1 north of the West Shore Parkway to just north of Finlayson Arm Road. Gaps in this barrier will be located at the Goldstream Bridge and Finlayson Arm Road Intersection to accommodate emergency vehicle and detour access. Information on future and ongoing projects can be found on our [Malahat Safety Improvements](#) webpage.

The provincial government is meanwhile committed to working with local governments to improve transit service to ensure it provides an affordable and reliable travel alternative for British Columbians. In the Victoria region, the provincial government, in partnership with the federal and local governments, is investing in new buses, improved operating facilities, additional bus lanes on Highway 1, and transit facility upgrades on Highway 14. A total of 118 new buses went into service in 2021, with most of them deployed in Victoria to replace older buses and expand service. These investments will help support delivery of improved and more reliable transit.

Our South Island Transportation Strategy identifies a rapid transit corridor along Highway 1 between Victoria and the Western Communities as a priority. My ministry worked with BC Transit as it developed its RapidBus Implementation Strategy, and we will continue to support this initiative.

BC Transit and its local government partners are reviewing feedback received from a public engagement on [the Westshore Local Area Transit Plan](#). The plan also considers a potential Westshore to Downtown Victoria RapidBus Line. You can check [BC Transit's Victoria Regional Rapid Transit webpage](#) for updates and email rapidbus@bctransit.com with any questions you may have.

With regards to the Island Rail Corridor, the Island Corridor Foundation (ICF) owns the land and the rail line. The provincial government has continued to work with the ICF and with local First Nations and decision makers to explore the best option for this corridor moving forward. Our goal remains to find the best use for the Island Rail Corridor, as well as to support First Nations interests in these discussions.

For the ministry to advance any project, it must be supported by a strong business case where the benefits to the public clearly outweigh the costs. Since the cessation of passenger rail service in 2011, the ICF has not been able to present a strong business case to the provincial government for consideration. To date, there has also been no interest from the federal government nor the private sector in terms of funding.

We will continue to work with the ICF, local First Nations and decision makers to explore options for how the corridor could best serve Island communities. I have shared your email with ministry staff involved in this work for their information. You may also wish to share your ideas with the ICF through its [online comment submission form](#).

Thank you again for taking the time to write.

Sincerely,

Sent via Email:

Rob Fleming
Minister

Copy to: Premier John Horgan

From: Transportation, Minister TRAN:EX (minister.transportation@gov.bc.ca)
To: s. 22
Cc: OfficeofthePremier, Office PREM:EX (Premier@gov.bc.ca)
Bcc: Brown, Susan M TRAN:EX (Susan.M.Brown@gov.bc.ca); TRAN SCR CORR TRAN:EX (TRANSCR@gov.bc.ca); Hubley, Holly TRAN:EX (Holly.Hubley@gov.bc.ca)
Subject: 308209 – Island Rail Corridor and Malahat Highway
Sent: 02/24/2022 20:01:54
Attachments: 308209 - Island rail corridor.msg
Message Body:

s. 22

308209 – Island Rail Corridor and Malahat Highway

Dear s. 22

Thank you for your email regarding the Island Rail Corridor and congestion on the Malahat Highway.

Our government recognizes that British Columbians want more travel options. One of my mandates as the Minister of Transportation and Infrastructure is to deliver better transit and transportation for Southern Vancouver Island, as guided by the [South Island Transportation Strategy](#). The strategy, released in September 2020, looks at ways to improve all modes of transportation across Southern Vancouver Island.

This includes continuing to look for ways to improve safety and reliability on the Malahat Highway. An important part of this work includes the [Goldstream Median Barrier Widening](#) project, which involves widening 1.7 kilometres of highway to accommodate wider paved shoulders, roadside barriers, and median barrier separation. Although the existing right-of-way limits our ability to widen the section of highway through Goldstream Park, the wider paved shoulders along the other sections of highway will reduce the severity of crashes and cut road closure times by letting motorists pass a vehicle stalled on the shoulder, which is not currently possible without crossing the centreline.

The project also involves adding 1.5 kilometres of median barrier to Highway 1 north of the West Shore Parkway to just north of Finlayson Arm Road. Gaps in this barrier will be located at the Goldstream Bridge and Finlayson Arm Road Intersection to accommodate emergency vehicle and detour access. Information on future and ongoing projects can be found on our [Malahat Safety Improvements](#) webpage.

The provincial government is meanwhile committed to working with local governments to improve transit service to ensure it provides an affordable and reliable travel alternative for British Columbians. In the Victoria region, the provincial government, in partnership with the federal and

local governments, is investing in new buses, improved operating facilities, additional bus lanes on Highway 1, and transit facility upgrades on Highway 14. A total of 118 new buses went into service in 2021, with most of them deployed in Victoria to replace older buses and expand service. These investments will help support delivery of improved and more reliable transit.

Our South Island Transportation Strategy identifies a rapid transit corridor along Highway 1 between Victoria and the Western Communities as a priority. My ministry worked with BC Transit as it developed its RapidBus Implementation Strategy, and we will continue to support this initiative.

BC Transit and its local government partners are reviewing feedback received from a public engagement on [the Westshore Local Area Transit Plan](#). The plan also considers a potential Westshore to Downtown Victoria RapidBus Line. You can check [BC Transit's Victoria Regional Rapid Transit webpage](#) for updates and email rapidbus@bctransit.com with any questions you may have.

With regards to the Island Rail Corridor, the Island Corridor Foundation (ICF) owns the land and the rail line. The provincial government has continued to work with the ICF and with local First Nations and decision makers to explore the best option for this corridor moving forward. Our goal remains to find the best use for the Island Rail Corridor, as well as to support First Nations interests in these discussions.

For the ministry to advance any project, it must be supported by a strong business case where the benefits to the public clearly outweigh the costs. Since the cessation of passenger rail service in 2011, the ICF has not been able to present a strong business case to the provincial government for consideration. To date, there has also been no interest from the federal government nor the private sector in terms of funding.

We will continue to work with the ICF, local First Nations and decision makers to explore options for how the corridor could best serve Island communities. I have shared your email with ministry staff involved in this work for their information. You may also wish to share your ideas with the ICF through its [online comment submission form](#).

Thank you again for taking the time to write.

Sincerely,

Rob Fleming

Minister

Copy to: Premier John Horgan

From: s. 22

To: Transportation, Minister TRAN:EX (Minister.Transportation@gov.bc.ca); omar.alghabra@parl.gc.ca; Marc.Miller@parl.gc.ca; Horgan.MLA, John LASS:EX (John.Horgan.MLA@leg.bc.ca); Steven.Guilbeault@parl.gc.ca; Minister, MSI TRAN:EX (Minister.SI@gov.bc.ca); Furstenau.MLA, Sonia LASS:EX (Sonia.Furstenau.MLA@leg.bc.ca); Alistair.MacGregor.C1F@parl.gc.ca

Subject: 308209 - Island rail corridor

Sent: 01/15/2022 23:09:59

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Dear Minister,

With the huge increase in people coming to Vancouver Island to live, only one highway, and the mountainous Malahat having no detour, we really must have a frequent and efficient rail service on our island. One sees Bullet trains in so many other countries, it feels as though we are in the dark Ages!

Please do all you can to save the island corridor railway and sustain this one chance for good, clean transportation on the island before our roads choke to a standstill with idling cars polluting the air.

Yours sincerely,

s. 22

From: Writing Services, Transportation TRAN:EX (Transportation.WritingServices@gov.bc.ca)
To: Writing Services, Transportation TRAN:EX (Transportation.WritingServices@gov.bc.ca)
Subject: 309072 - Vancouver Island Railway Corridor
Sent: 03/01/2022 21:39:22
Message Body:

-----Original Message-----

From: S. 22
Sent: February 28, 2022 3:02 PM
To: OfficeofthePremier, Office PREM:EX <Premier@gov.bc.ca>
Subject: Vancouver Island Railway Corridor

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Hello,

I am writing to all of you to join the chorus of folks wishing to reinstate a railroad passenger service along the Vancouver Island route from Victoria to Courtenay. It would be a sound environmental investment and less expensive than highway construction; it would be a welcome way for non-drivers to get to Victoria/Courtenay for appointments and pleasure trips; it would be a wonderful asset to tourist services and if an appropriate schedule was established it could also help with working commuters up and down Vancouver Island. I remember when we had the train previously and my family always enjoyed using it, even though it ran on a very inconvenient schedule. I believe that with an improved schedule the ridership would increase a great deal.

We have many new residents coming to Vancouver Island. The only highway of note to get North and South on the island is over the Malahat. It is long overdue for additional improvements to allow more people to travel. The traffic density is already extreme and makes the train a very viable option instead. With more tourists now staying local due to Covid and travel restrictions internationally I believe you will find many more people using the railway as a happy choice instead of driving. Tourists would enjoy and use the train as well and given our growth in population on the island, it is long past due a return to this mode of transportation. Finally, the reconstruction would provide valuable employment in its creation and that is a welcome community opportunity as well all up and down the island.

Thank you for your attention to this matter. We have been waiting for a very long time for the train to return. Please help make it happen!

Sincerely,
S. 22

Sent from my iPad

From: Teresa Warnes (twarnes@comoxvalleyrd.ca)
To: Transportation, Minister TRAN:EX (Minister.Transportation@gov.bc.ca)
Cc: Leonard.MLA, Ronna-Rae LASS:EX (Ronna-Rae.Leonard.MLA@leg.bc.ca); Osborne, Josie LASS:EX (Josie.Osborne.MLA@leg.bc.ca); Gord Johns - Member of Parliament (Gord.Johns@parl.gc.ca) (Gord Johns - Member of Parliament (Gord.Johns@parl.gc.ca)); Rachel Blaney, MP - North Island - Powell River (Rachel.Blaney@parl.gc.ca) (Rachel Blaney, MP - North Island - Powell River (Rachel.Blaney@parl.gc.ca))
Subject: 309201 - Ketler Fleming Island Corridor Foundation
Sent: 03/04/2022 19:08:34
Attachments: Ketler Fleming Island Corridor Foundation.pdf
Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Please see attached correspondence from the Comox Valley Regional District.

Teresa Warnes (she/her)
Executive Assistant
Comox Valley Regional District
770 Harmston Avenue
Courtenay BC V9N 0G8
Phone: 250-334-6008

The CVRD respectfully acknowledges the land on which it operates is on the unceded traditional territory of the K'ómoks First Nation, the traditional keepers of this land.

Office of the Chair

770 Harmston Avenue, Courtenay, BC V9N 0G8
Tel: 250-334-6000 Fax: 250-334-4358
Toll free: 1-800-331-6007
www.comoxvalleyrd.ca



File: 8640-01

March 4, 2022

Sent via email only: Minister.Transportation@gov.bc.ca

The Honourable Rob Fleming, M.L.A.
Minister of Transportation and Infrastructure
PO Box 9041 Stn Prov Govt
Victoria, BC V8W 9E1

Dear Minister:

Re: Island Corridor Foundation

As you are aware, the Comox Valley Regional District (CVRD) is one of 19 members of the Island Corridor Foundation (ICF), along with four other regional districts and 14 First Nations, which have formalized a unique partnership enabling our collective ownership and management of the Vancouver Island Rail Corridor.

Due to the general disrepair of the tracks and many of the bridges and trestles the corridor has largely been idle since its acquisition by the ICF in early 2000s. To capitalize on the tremendous opportunities and benefits the corridor presents to the transportation network on Vancouver Island, the ICF has worked tirelessly to try and raise the necessary funds to restore the infrastructure and service. In this regard, regional districts pledged \$3.2 million which they hoped would help attract provincial and federal funding to complete the project. This pledge included the CVRD's commitment of \$392,000 which was requisitioned from our local communities.

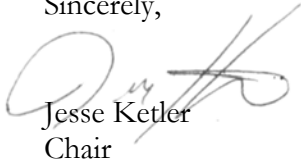
While the Province of BC pledged \$7.5 million in 2015, the project did not proceed after federal funding failed to materialize and concerns arose regarding the estimated costs of repairs. A number of assessments of the infrastructure have occurred with the latest in 2020 pegging the costs at between \$326 million to \$728 million, depending on levels of service and infrastructure standards. In March 2016, the Regional District of Nanaimo rescinded its \$945,000 commitment to the ICF and in 2018 the Alberni-Clayoquot Regional District also released their commitment to the project.

After nearly two decades of effort with little progress or momentum the CVRD Board is re-assessing its allocation of funding to the ICF. As noted above, our communities are eager to revitalize this corridor and reap the many opportunities from this asset including, economic development, trade, active transportation, tourism, GHG reductions and others.

It appears there is now a greater sense of urgency in resolving the future of the corridor. Recently, the ICF defended a court case relating to reversion rights brought by the Snaw-naw-as First Nation, and in September 2021, a BC Court of Appeals decision stated that reversion rights may apply within 18 months if federal and provincial governments fail to re-invest in the railway.

As such, I would respectfully encourage you to consider this sense of urgency in helping to resolve the future of the corridor in collaboration with the Island Corridor Foundation, Regional Districts, and First Nation partners.

Sincerely,



Jesse Ketler
Chair

cc: Ronna-Rae Leonard, MLA, Courtenay-Comox
Josie Osborne, MLA, Mid-Island Pacific Rim
Gord Johns, MP, Courtenay-Alberni
Rachel Blaney, MP, North Island-Powell River

From: s. 22

To: Transportation, Minister TRAN:EX (Minister.Transportation@gov.bc.ca)

Cc: Routley.MLA, Douglas G LASS:EX (Douglas.Routley.MLA@leg.bc.ca)

Subject: 309295 - BC Needs More Active & Public Transportation

Sent: 03/10/2022 01:49:53

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

To Minister Fleming,

The BC government needs to reallocate provincial & federal funds away from proposed highway & airport expansions to an effective, affordable, electric publicly owned & operated transit network along with safe active transportation infrastructure.

We need to avoid public/private partnerships. The existing E&N rail line could provide electric train service to the south island.

s. 22

From: s. 22
To: Transportation, Minister TRAN:EX (Minister.Transportation@gov.bc.ca)
Subject: 309344 - Rapid Transit for Victoria
Sent: 03/14/2022 18:48:32
Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Sent from my iPhone

Begin forwarded message:

From: Your BC NDP Team <contact@bcndp.ca>
Date: March 14, 2022 at 11:14:19 AM PDT
To: s. 22
Subject: Re: Rapid Transit for Victoria

Hi s. 22

Thanks for reaching out.

Please direct your email to the Minister of Transportation and Infrastructure, Hon. Rob Fleming at Minister.Transportation@gov.bc.ca

Kind regards,

BC NDP Team

320-34 W 7th, Vancouver BC, V5Y1L6
604-430-8600 | 1-888-868-3637 (Toll-free)

www.bcndp.ca

On Fri, Mar 11, 2022 at 5:41 PM s. 22 wrote:
To the dear Minister of Transportation, Hon. Rob Fleming, and to whom is reading these,
I was wondering if with the rising gas prices and the intensive shift to greener cleaner transportation, that the B.C NDP have any plans to resurrect the Victoria LRT Rapid transit plan, build BRT or any rapid transit on the island?
According to news sources they state that “In 2018, British Columbia's Premier John Horgan rejected the idea of light rail service in the Victoria area because the area's low population would not justify light rail”. I was wondering if there is any solid plans for even BRT? Current travel times throughout Victoria are extensive and traffic only keeps growing. This is also in addition with the higher gas prices and un

affordability becoming more apparent.
s. 22

since

Translink has a few tax levies to fund expansion. Victoria needs its own transit levy or more government funding to do similar rapid transit expansions.

If anything the old Vancouver Island Rail corridor should be purchased by the cities it serves and by your government to give your people better transportation alternatives. Will the future of rapid transit in Victoria be more double deckers stuck on the Patricia Bay? Or convenient fast trains on their own right of way?

We don't need a billion dollar metro system but a streetcar through downtown or BRT to the ferry and airport should be a good start! I have faith that the NDP who have consistently supported public transportation do the right thing and support the future! Thanks John Horgan!

I am also writing to state my support of all these great projects the NDP government has taken over and properly built such as the Patullo bridge, Surrey Skytrain, Broadway Subway, North Shore rapid transit, Surrey Cloverdale hospital, B.C Bus North and the future expansion of B.C Bus, buying back BC Ferries and bringing it back to Government operations and the many highway upgrades and bus lanes! Almost all of these projects were ultimately put on the back burner under the horrid BC Liberals. Good riddance to them and thank god for the NDP for giving us these projects! I hope Premier John Horgan knows his government will definitely be in power for a long time! We have seen the devastation and corruption with the decades of BC Liberals and everyone I talk to has only positive things to say about the B.C NDP! We love the NDP and will strongly support your government. I hope in return your government builds us a fantastic province for everyone!

Cheers s. 22

Sent from my iPhone

From: Champion, Ella D TRAN:EX (Ella.D.Champion@gov.bc.ca)
To: Writing Services, Transportation TRAN:EX (Transportation.WritingServices@gov.bc.ca)
Subject: FW: 308963 - Research Project regarding the E&N Railway
Sent: 03/17/2022 17:15:03
Message Body:

From: Champion, Ella D TRAN:EX
Sent: March 15, 2022 5:12 PM
To: s. 22
Subject: RE: 308963 - Research Project regarding the E&N Railway

Hi s. 22

My apologies for the delay, please see info below. I hope this is helpful.

1. Any reinstatement of rail service would likely involve funding from both the provincial and federal government. Does the provincial government have a line of dialogue open with the federal government on this issue?
 - The Island Rail Corridor (both land and rail line) remains under the ownership of the Island Corridor Foundation (ICF).
 - Since the Snaw-Naw-As court decision, MoTI staff, as well as the ICF, have been in communication with Transport Canada to further discussions around the corridor.
2. The recent Snaw-Naw-As court case ruling gave the provincial government 18 months to prove that the corridor's use as a railway is in the public interest, and come up with a financing plan for the northern section. Is the province currently working on this, and do they expect to meet that deadline?
 - While the Province is aware of the 18 month timeframe, the court ruling specifically noted that if Canada determines that it will not approve funding for infrastructure improvements on the segment of the corridor that includes the SFN Reserve, or does not make a determination, within 18 months, the Snaw-Naw-As has liberty to bring their case back for before the court for further consideration.
 - We understand the federal government is also aware of this 18-month timeline.
3. Given that the E&N corridor crosses so many jurisdictions including 3 regional districts and 13 First Nations, and these bodies don't always agree as to the future of the corridor, is the province looking for a unanimous consensus amongst involved parties before they commit to a decision? If so, what body is in charge of fostering that consensus?
 - The corridor is owned by the Island Corridor Foundation, and we continue to work with the ICF. Our understanding is that the ICF is working with its membership (including regional districts and Indigenous communities) to seek a path forward.
 - We will continue to work with First Nations and other local decision makers to explore the best option for the corridor moving forward.
 - As discussions advance with the ICF, the Province will ensure that appropriate consultation with potentially impacted First Nations takes place.

Best,
Ella

From: s. 22
Sent: March 15, 2022 9:04 AM
To: Champion, Ella D TRAN:EX <Ella.D.Champion@gov.bc.ca>
Subject: RE: 308963 - Research Project regarding the E&N Railway

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Hey Ella,

Just wondering how this is going. Hope its not posing too many difficulties!

s. 22

From: Champion, Ella D TRAN:EX <Ella.D.Champion@gov.bc.ca>
Sent: March 11, 2022 7:17 PM
To: s. 22
Subject: RE: 308963 - Research Project regarding the E&N Railway

H s. 22

Small delay on this I'm afraid, but I should be able to get it to you on Monday. Hope that's not too much of an issue, apologies for the delay!

Best,
Ella

From: Causta Habedus-Sorensen <causta.habedus-sorensen@mail.mcgill.ca>
Sent: March 2, 2022 6:25 PM
To: Champion, Ella D TRAN:EX <Ella.D.Champion@gov.bc.ca>
Subject: RE: 308963 - Research Project regarding the E&N Railway

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Hi Ella,

Thanks for your openness! That would be great, here's three main questions I was hoping you could answer:

1. Any reinstatement of rail service would likely involve funding from both the provincial and federal government. Does the provincial government have a line of dialogue open with the federal government on this issue?
2. The recent Snaw-Naw-As court case ruling gave the provincial government 18 months to prove that the corridor's use as a railway is in the public interest, and come up with a financing plan for the northern section. Is the province currently working on this, and do they expect to meet that deadline?
3. Given that the E&N corridor crosses so many jurisdictions including 3 regional districts and 13 First Nations, and these bodies don't always agree as to the future of the corridor, is the province looking for a unanimous consensus amongst involved parties before they commit to a decision? If so, what body is in charge of fostering that consensus?

Thankyou, I hope these are clear and answerable questions and appreciate your time!

s. 22

Supervisor:
s. 22

From: Champion, Ella D TRAN:EX <Ella.D.Champion@gov.bc.ca>
Sent: March 1, 2022 1:10 PM
To: s. 22
Subject: RE: 308963 - Research Project regarding the E&N Railway

Hello s. 22

Thanks for getting in touch about your research. I'm afraid the Minister isn't available, but we'd be happy to try and answer any specific questions you have about the E&N/Island Corridor, or see if we can provide any background information from the Ministry of Transportation that you might be looking for. Please let me know if I can be of assistance!

Best,
Ella

Ella Champion (*she/her*)
Ministerial Advisor
Ministry of Transportation and Infrastructure
250-213-5951

From: s. 22
Sent: February 23, 2022 10:53 AM
To: Transportation, Minister TRAN:EX <Minister.Transportation@gov.bc.ca>
Subject: 308963 - Research Project regarding the E&N Railway

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Hello Minister Fleming,

s. 22

If yourself, a member of your staff, or another MLA who can speak to the provincial government's current policy stance concerning the E&N railway corridor were available for a short conversation (no more than 15-30 minutes), that would be a phenomenal help. Please let me know if you have any recommended contacts or availability next week.

Regards and thanks,

s. 22

Supervisor:
s. 22

March 29, 2022

s. 22

309072 - Island Rail Corridor

Dear s. 22

Premier John Horgan asked me to respond on his behalf to your email regarding the Island Rail Corridor. I appreciated the opportunity to review your comments.

The provincial government recognizes people want more options to travel without a vehicle, and we too see the potential of the rail corridor.

As you may know, the Island Corridor Foundation (ICF) owns the land and the rail line. The provincial government has continued to work with the ICF and with local First Nations and decision makers to explore the best option for this corridor moving forward. Our goal remains to find the best use for the Island Rail Corridor, as well as to support First Nations interests in these discussions.

For the ministry to advance any project, it must be supported by a strong business case where the benefits to the public clearly outweigh the costs. Since the cessation of passenger rail service in 2011, the ICF has not been able to present a strong business case to the provincial government for consideration. To date, there has also been no interest from the federal government nor the private sector in terms of funding.

We will continue to work with the ICF, local First Nations and decision makers to explore options for how the corridor could best serve Island communities. I have shared your email with ministry staff involved in this work for their information. You may also wish to share your ideas with the ICF through their [online comment submission form](#).

Thank you for taking the time to write.

Sincerely,

Sent via Email:

Rob Fleming
Minister

Copy to: Premier John Horgan

Ministry of Transportation
and Infrastructure

Office of the Minister

Mailing Address:
Parliament Buildings
Victoria BC V8V 1X4

From: Transportation, Minister TRAN:EX (minister.transportation@gov.bc.ca)
To: s. 22
Cc: OfficeofthePremier, Office PREM:EX (Premier@gov.bc.ca)
Bcc: Brown, Susan M TRAN:EX (Susan.M.Brown@gov.bc.ca); TRAN SCR CORR TRAN:EX (TRANSCR@gov.bc.ca)
Subject: 309072 - Island Rail Corridor
Sent: 03/29/2022 22:37:58
Attachments: 309072 - Vancouver Island Railway Corridor.msg
Message Body:

s. 22

309072 - Island Rail Corridor

Dear s. 22

Premier John Horgan asked me to respond on his behalf to your email regarding the Island Rail Corridor. I appreciated the opportunity to review your comments.

The provincial government recognizes people want more options to travel without a vehicle, and we too see the potential of the rail corridor.

As you may know, the Island Corridor Foundation (ICF) owns the land and the rail line. The provincial government has continued to work with the ICF and with local First Nations and decision makers to explore the best option for this corridor moving forward. Our goal remains to find the best use for the Island Rail Corridor, as well as to support First Nations interests in these discussions.

For the ministry to advance any project, it must be supported by a strong business case where the benefits to the public clearly outweigh the costs. Since the cessation of passenger rail service in 2011, the ICF has not been able to present a strong business case to the provincial government for consideration. To date, there has also been no interest from the federal government nor the private sector in terms of funding.

We will continue to work with the ICF, local First Nations and decision makers to explore options for how the corridor could best serve Island communities. I have shared your email with ministry staff involved in this work for their information. You may also wish to share your ideas with the ICF through their [online comment submission form](#).

Thank you for taking the time to write.

Sincerely,

Rob Fleming

Minister

Copy to: Premier John Horgan

From: Writing Services, Transportation TRAN:EX (Transportation.WritingServices@gov.bc.ca)
To: Writing Services, Transportation TRAN:EX (Transportation.WritingServices@gov.bc.ca)
Subject: 309072 - Vancouver Island Railway Corridor
Sent: 03/01/2022 21:39:22
Message Body:

-----Original Message-----

From: ^{s. 22}
Sent: February 28, 2022 3:02 PM
To: OfficeofthePremier, Office PREM:EX <Premier@gov.bc.ca>
Subject: Vancouver Island Railway Corridor

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Hello,

I am writing to all of you to join the chorus of folks wishing to reinstate a railroad passenger service along the Vancouver Island route from Victoria to Courtenay. It would be a sound environmental investment and less expensive than highway construction; it would be a welcome way for non-drivers to get to Victoria/Courtenay for appointments and pleasure trips; it would be a wonderful asset to tourist services and if an appropriate schedule was established it could also help with working commuters up and down Vancouver Island. I remember when we had the train previously and my family always enjoyed using it, even though it ran on a very inconvenient schedule. I believe that with an improved schedule the ridership would increase a great deal.

We have many new residents coming to Vancouver Island. The only highway of note to get North and South on the island is over the Malahat. It is long overdue for additional improvements to allow more people to travel. The traffic density is already extreme and makes the train a very viable option instead. With more tourists now staying local due to Covid and travel restrictions internationally I believe you will find many more people using the railway as a happy choice instead of driving. Tourists would enjoy and use the train as well and given our growth in population on the island, it is long past due a return to this mode of transportation. Finally, the reconstruction would provide valuable employment in its creation and that is a welcome community opportunity as well all up and down the island.

Thank you for your attention to this matter. We have been waiting for a very long time for the train to return. Please help make it happen!

Sincerely,
^{s. 22}

Sent from my iPad

Note: Email response to larrystevenson@islandrail.ca, copy andreathomas@islandrail.ca.

History Note: Mr. Stevenson originally wrote on April 20, 2021, requesting a working group to discuss the future of the rail corridor; he followed up on May 10, 2021 inquiring about the status of his response. Policy and Legislation (TPL) staff advised internal discussions on the matter were ongoing, which delayed the response. TPL staff confirmed on August 23, 2021, that a response is still warranted, and thus the below is framed as follow-up.

WSMG Note: Per WSMG, ensure that Bob Steele (TPL) and Janelle Staite (SCR) approve.

Note: Janelle Staite, Regional Deputy Direct, SCR, confirmed on October 29, 2021, no subsequent meetings have occurred with Island Rail Corridor since the original incoming was received in April.

March 30, 2022

Larry Stevenson, Chief Executive Officer
Island Corridor Foundation
PO Box 375, Stn A
Nanaimo BC V9R 5L3

Reference: 305053

Dear Larry Stevenson:

Re: Island Rail Corridor

We are writing to follow up on your request to establish a working group to explore the possibility of rail on Vancouver Island.

As owners and managers of the Island Rail Corridor, your organization's thoughts and feedback are central to discussions involving the future of the railway. There have been many studies looking at the viability of rail service on the Island Rail Corridor, which have identified that restoring any form of rail service would be very costly. Therefore, an investment in rail would require a strong business case to support a Provincial contribution.

We understand that you met with ministry staff on February 4, 2022, and since then, the Island Corridor Foundation (ICF) has provided an initial business case. We are reviewing this initial business case and look forward to having further discussions on the content. While we do not feel the establishment of a formal working group is necessary at this stage of review, ministry staff will keep your suggestion in mind as discussions progress.

In addition to a sound business case, it is critical to understand First Nation interests in this corridor. We were pleased to hear that the ICF is undertaking engagement with First Nations communities along the corridor to understand their interests and concerns, as well as to explore opportunities for reconciliation associated with any potential restoration of rail service. We look forward to hearing the outcome of these discussions.

We are committed to engaging with our federal counterparts and look forward to the finalization of the business case to help inform these discussions.

.../2

Should you have any questions or wish to share further information, please do not hesitate to contact Janelle Staite, the ministry's Regional Deputy Director for the South Coast Region. She can be reached at 250 751-3282 or Janelle.Staite@gov.bc.ca and would be pleased to assist you.

Thank you again for taking the time to write.

Sincerely,

Original Signed By

Rob Fleming
Minister of Transportation and Infrastructure

Original Signed By:

Bowinn Ma
Minister of State for Infrastructure

Copy to: Janelle Staite, Regional Deputy Director
South Coast Region

Bob Steele, Director
Inter-Jurisdiction Programs
Transportation Policy and Legislation Branch

Lisa Grant, Executive Assistant
Office of the Minister

From: Transportation, Minister TRAN:EX (Minister.Transportation@gov.bc.ca)
To: larrystevenson@islandrail.ca
Cc: andreathomas@islandrail.ca; Staite, Janelle A TRAN:EX (Janelle.Staite@gov.bc.ca); Steele, Bob D TRAN:EX (Bob.Steele@gov.bc.ca); Grant, Lisa TRAN:EX (Lisa.Grant@gov.bc.ca)
Bcc: TRAN SCR CORR TRAN:EX (TRANSCR@gov.bc.ca)
Subject: 305053 - Island Rail Corridor
Sent: 03/30/2022 19:00:05
Attachments: 305053 Stevenson.pdf
Message Body:

Larry Stevenson, Chief Executive Officer
Island Corridor Foundation
larrystevenson@islandrail.ca

305053 - Island Rail Corridor

Dear Larry Stevenson:

Please find attached correspondence from the Honourable Rob Fleming, Minister of Transportation and Infrastructure.

Sincerely,

Office of the Minister
Ministry of Transportation and Infrastructure



March 30, 2022

Larry Stevenson, Chief Executive Officer
Island Corridor Foundation
PO Box 375, Stn A
Nanaimo BC V9R 5L3

Reference: 305053

Dear Larry Stevenson:

Re: Island Rail Corridor

We are writing to follow up on your request to establish a working group to explore the possibility of rail on Vancouver Island.

As owners and managers of the Island Rail Corridor, your organization's thoughts and feedback are central to discussions involving the future of the railway. There have been many studies looking at the viability of rail service on the Island Rail Corridor, which have identified that restoring any form of rail service would be very costly. Therefore, an investment in rail would require a strong business case to support a Provincial contribution.

We understand that you met with ministry staff on February 4, 2022, and since then, the Island Corridor Foundation (ICF) has provided an initial business case. We are reviewing this initial business case and look forward to having further discussions on the content. While we do not feel the establishment of a formal working group is necessary at this stage of review, ministry staff will keep your suggestion in mind as discussions progress.

In addition to a sound business case, it is critical to understand First Nation interests in this corridor. We were pleased to hear that the ICF is undertaking engagement with First Nations communities along the corridor to understand their interests and concerns, as well as to explore opportunities for reconciliation associated with any potential restoration of rail service. We look forward to hearing the outcome of these discussions.

We are committed to engaging with our federal counterparts and look forward to the finalization of the business case to help inform these discussions.

.../2

Should you have any questions or wish to share further information, please do not hesitate to contact Janelle Staite, the ministry's Regional Deputy Director for the South Coast Region. She can be reached at 250 751-3282 or Janelle.Staite@gov.bc.ca and would be pleased to assist you.

Thank you again for taking the time to write.

Sincerely,



Rob Fleming
Minister of Transportation and Infrastructure



Bowinn Ma
Minister of State for Infrastructure

Copy to: Janelle Staite, Regional Deputy Director
South Coast Region

Bob Steele, Director
Inter-Jurisdiction Programs
Transportation Policy and Legislation Branch

Lisa Grant, Executive Assistant
Office of the Minister

From: s. 22

To: Transportation, Minister TRAN:EX (Minister.Transportation@gov.bc.ca)

Subject: 309072 - Island Rail Corridor

Sent: 03/29/2022 23:05:21

Attachments: 309072 - Vancouver Island Railway Corridor.msg

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Hello Rob,

Thank you so much for taking the time to respond with such a thoughtful and fulsome reply. It looks discouraging at the moment given the lack of a compelling business model, but we live in hope.

Again, I appreciate your response.

With thanks,

s. 22

Sent from my iPad

On Mar 29, 2022, at 3:38 PM, Transportation, Minister TRAN:EX
<Minister.Transportation@gov.bc.ca> wrote:

s. 22

309072 - Island Rail Corridor

Dear s. 22

Premier John Horgan asked me to respond on his behalf to your email regarding the Island Rail Corridor. I appreciated the opportunity to review your comments.

The provincial government recognizes people want more options to travel without a vehicle, and we too see the potential of the rail corridor.

As you may know, the Island Corridor Foundation (ICF) owns the land and the rail line. The provincial government has continued to work with the ICF and with local First Nations and decision makers to explore

the best option for this corridor moving forward. Our goal remains to find the best use for the Island Rail Corridor, as well as to support First Nations interests in these discussions.

For the ministry to advance any project, it must be supported by a strong business case where the benefits to the public clearly outweigh the costs. Since the cessation of passenger rail service in 2011, the ICF has not been able to present a strong business case to the provincial government for consideration. To date, there has also been no interest from the federal government nor the private sector in terms of funding.

We will continue to work with the ICF, local First Nations and decision makers to explore options for how the corridor could best serve Island communities. I have shared your email with ministry staff involved in this work for their information. You may also wish to share your ideas with the ICF through their online comment submission form.

Thank you for taking the time to write.

Sincerely,

Rob Fleming
Minister

Copy to: Premier John Horgan

From: Writing Services, Transportation TRAN:EX (Transportation.WritingServices@gov.bc.ca)
To: Writing Services, Transportation TRAN:EX (Transportation.WritingServices@gov.bc.ca)
Subject: 309072 - Vancouver Island Railway Corridor
Sent: 03/01/2022 21:39:22
Message Body:

-----Original Message-----

From: s. 22
Sent: February 28, 2022 3:02 PM
To: OfficeofthePremier, Office PREM:EX <Premier@gov.bc.ca>
Subject: Vancouver Island Railway Corridor

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Hello,

I am writing to all of you to join the chorus of folks wishing to reinstate a railroad passenger service along the Vancouver Island route from Victoria to Courtenay. It would be a sound environmental investment and less expensive than highway construction; it would be a welcome way for non-drivers to get to Victoria/Courtenay for appointments and pleasure trips; it would be a wonderful asset to tourist services and if an appropriate schedule was established it could also help with working commuters up and down Vancouver Island. I remember when we had the train previously and my family always enjoyed using it, even though it ran on a very inconvenient schedule. I believe that with an improved schedule the ridership would increase a great deal.

We have many new residents coming to Vancouver Island. The only highway of note to get North and South on the island is over the Malahat. It is long overdue for additional improvements to allow more people to travel. The traffic density is already extreme and makes the train a very viable option instead. With more tourists now staying local due to Covid and travel restrictions internationally I believe you will find many more people using the railway as a happy choice instead of driving. Tourists would enjoy and use the train as well and given our growth in population on the island, it is long past due a return to this mode of transportation. Finally, the reconstruction would provide valuable employment in its creation and that is a welcome community opportunity as well all up and down the island.

Thank you for your attention to this matter. We have been waiting for a very long time for the train to return. Please help make it happen!

Sincerely,
s. 22

Sent from my iPad

From: s. 22

To: Transportation, Minister TRAN:EX (Minister.Transportation@gov.bc.ca)

Subject: 309752 - Alternative Uses Needed for Railway Corridor Instead of Trains

Sent: 04/03/2022 06:33:22

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Dear Minister Fleming:

The regional districts and first nations and the affiliated Island Corridor Foundation need to be told soon that no funding is available for E&N rail revitalization. Alternative opportunities await use in the corridor such as active transportation, possibly bus lane(s) in the Capital Regional District and Malahat Corridor, and reversion of first nations reservation land transected by the railway.

Thank you for the careful contemplation by the provincial government for the Island Rail Corridor, by prudently conducting comprehensive studies. These studies, the *South Island Transportation Strategy* and the *Rail Assessment Study* reveal the high, escalating costs but meager passenger prospects - and not to mention non-developing freight opportunities - along all sections of this corridor.

I applaud the Ministry of Transportation for considering bus lanes as a whole or in three different locations along the Vic West to Langford portion of the railway. The *South Transportation Study (vol 2)* showed that the passenger counts were more than double what a \$595 million passenger rail service could garner while costing tens to hundreds of millions. A busway would secure the corridor for future rail use but provide superior bus service that would be more economical, environmentally responsible (better reduction in greenhouse gases) until a future when rail might be needed.

North of the Malahat, or even in the Malahat, a trail would likewise secure the corridor and provide active transportation benefits north of the Malahat to Courtenay and between Parksville and Port Alberni.

The rail option for the Malahat is costly but does not alleviate congestion on the highway, according to the study. A better option would be to beef up bus transit, whether as a bus path in place of the railway or on a twinned Malahat. In the latter, south-bound highway and bus traffic would be on the rail corridor. This would make motor vehicles much safer for users instead of single lane, opposing traffic separated only by a jersey barrier.

There is currently available federal funding for active transportation, including for studies. Silence by the provincial government delays the signaling seemingly necessary for the regional districts and first nations to contemplate better alternatives for the corridor than rail. While insisting to regional districts that rail money will not be available, the provincial government could pledge to instead quickly work with federal and local politicians to make the success of the Galloping Goose reality north to Courtenay and west to Port Alberni.

Yours truly,

s. 22

From: s. 22

To: Minister, MSI TRAN:EX (Minister.SI@gov.bc.ca)

Subject: 309752 Incoming (MOS) - Alternative Uses Needed for Island Railway Corridor Instead of Trains

Sent: 04/03/2022 19:22:19

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Dear Minister Ma:

The South Island regional districts and first nations and the affiliated Island Corridor Foundation need to be told soon that no funding is available for E&N rail revitalization. Instead alternative opportunities await use in the corridor such as active transportation, possibly bus lane(s) in the Capital Regional District and Malahat Corridor, and reversion of first nations reservation land transected by the railway.

Thank you for the careful contemplation by the provincial government for the Island Rail Corridor, by prudently conducting comprehensive studies. These studies, the *South Island Transportation Strategy* and the *Rail Assessment Study* reveal the high, escalating costs but meager passenger prospects - and not to mention non-developing freight opportunities - along all sections of this corridor. The reports show that rail in the corridor does not suit the geography. A recent report by CBC Science reporter, Emily Chung, points out that except in the Quebec City – Windsor corridor Via Rail trains emit greenhouse gases more heavily than even intercity airplanes. <https://www.cbc.ca/news/science/what-on-earth-green-travel-train-1.6396327>

Since greenhouse gases are emitted during rail infrastructure construction or revitalization, the E&N Railway for rail should rightfully be avoided for any provincial and federal government funding. There are good alternatives for the corridor, however.

I applaud the Ministry of Transportation for considering bus lanes as a whole or in three different locations along the Vic West to Langford portion of the railway. The *South Transportation Study (vol 2)* showed that the passenger counts were more than double what a \$595 million passenger rail service could garner while costing tens to hundreds of millions. A busway would secure the corridor for future rail use but provide superior bus service that would be more economical, environmentally responsible (better reduction in greenhouse gases) until a future when rail might be needed.

North of the Malahat, or even in the Malahat, a trail would likewise secure the corridor and provide active transportation benefits north of the Malahat to Courtenay and between Parksville and Port Alberni.

The rail option for the Malahat is costly but does not alleviate congestion on the highway, according to the study. A better option would be to beef up bus transit, whether as a bus path in place of the railway or on a twinned Malahat. In the latter, south-bound highway and bus traffic would be on the rail corridor. This would make motor vehicles much safer for users instead of single lane, opposing traffic separated only by a jersey barrier.

There is currently available federal funding for active transportation, including for studies. Silence by the provincial government delays the signaling seemingly necessary for the regional districts and first nations to contemplate better alternatives for the corridor than rail. While insisting to regional districts that rail money will not be available, the provincial government could pledge to instead quickly work with federal and local politicians to make the success of the Galloping Goose trail reality north to Courtenay and west to Port Alberni.

Yours truly,

s. 22

From: Ma.MLA, Bowinn (Bowinn.Ma.MLA@leg.bc.ca)
To: Minister, MSI TRAN:EX (Minister.SI@gov.bc.ca)
Subject: 309752 Incoming (MOS - CO) - Alternative Uses Needed for Island Railway Corridor Instead of Trains
Sent: 04/04/2022 16:57:30
Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

From: s. 22
Sent: April 3, 2022 12:21 AM
To: Ma.MLA, Bowinn <Bowinn.Ma.MLA@leg.bc.ca>
Subject: Alternative Uses Needed for Island Railway Corridor Instead of Trains

Dear Minister Ma:

The regional districts and first nations and the affiliated Island Corridor Foundation need to be told soon that no funding is available for E&N rail revitalization. Alternative opportunities await use in the corridor such as active transportation, possibly bus lane(s) in the Capital Regional District and Malahat Corridor, and reversion of first nations reservation land transected by the railway.

Thank you for the careful contemplation by the provincial government for the Island Rail Corridor, by prudently conducting comprehensive studies. These studies, the *South Island Transportation Strategy* and the *Rail Assessment Study* reveal the high, escalating costs but meager passenger prospects - and not to mention non-developing freight opportunities - along all sections of this corridor.

I applaud the Ministry of Transportation for considering bus lanes as a whole or in three different locations along the Vic West to Langford portion of the railway. The *South Transportation Study (vol 2)* showed that the passenger counts were more than double what a \$595 million passenger rail service could garner while costing tens to hundreds of millions. A busway would secure the corridor for future rail use but provide superior bus service that would be more economical, environmentally responsible (better reduction in greenhouse gases) until a future when rail might be needed.

North of the Malahat, or even in the Malahat, a trail would likewise secure the corridor and provide active transportation benefits north of the Malahat to Courtenay and between Parksville and Port Alberni.

The rail option for the Malahat is costly but does not alleviate congestion on the highway, according to the study. A better option would be to beef up bus transit, whether as a bus path in place of the railway or on a twinned Malahat. In the latter, south-bound highway and bus traffic would be on the rail corridor. This would make motor vehicles much safer for users instead of single lane, opposing traffic separated only by a jersey barrier.

There is currently available federal funding for active transportation, including for studies. Silence by the provincial government delays the signaling seemingly necessary for the regional districts and first nations to contemplate better alternatives for the corridor than rail. While insisting to regional districts that rail money will not be available, the provincial government could pledge to instead quickly work with federal and local politicians to make the success of the Galloping Goose trail reality north to Courtenay and west to Port Alberni.

Yours truly,

s. 22

From: s. 22

To: Minister, IRR IRR:EX (IRR.Minister@gov.bc.ca)

Subject: 55350 - Alternative Uses Needed for Railway Corridor Instead of Trains

Sent: 04/03/2022 06:43:08

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Dear Minister Rankin:

The south Island regional districts and first nations and the affiliated Island Corridor Foundation need to be told soon that no funding is available for E&N rail revitalization. Alternative opportunities await use in the corridor such as active transportation, possibly bus lane(s) in the Capital Regional District and Malahat Corridor, and reversion of first nations reservation land transected by the railway.

Thank you for the careful contemplation by the provincial government for the Island Rail Corridor, by prudently conducting comprehensive studies. These studies, the *South Island Transportation Strategy* and the *Rail Assessment Study* reveal the high, escalating costs but meager passenger prospects - and not to mention lack of freight opportunities - along all sections of this corridor.

I applaud the Ministry of Transportation for considering bus lanes as a whole or in three different locations along the Vic West to Langford portion of the railway. The *South Transportation Study (vol 2)* showed that the passenger counts were more than double what a \$595 million passenger rail service could garner while costing tens to hundreds of millions. A busway would secure the corridor for future rail use but provide superior bus service that would be more economical, environmentally responsible (better reduction in greenhouse gases) until a future when rail might be needed.

North of the Malahat, or even in the Malahat, a trail would likewise secure the corridor and provide active transportation benefits north of the Malahat to Courtenay and between Parksville and Port Alberni.

The rail option for the Malahat is costly but does not alleviate congestion on the highway, according to the study. A better option would be to beef up bus transit, whether as a bus path in place of the railway or on a twinned Malahat. In the latter, south-bound highway and bus traffic would be on the rail corridor. This would make motor vehicles much safer for users instead of single lane, opposing traffic separated only by a jersey barrier.

There is currently available federal funding for active transportation, including for studies. Silence by the provincial government delays the signaling seemingly necessary for the regional districts and first nations to contemplate better alternatives for the corridor than rail. While insisting to regional districts that rail money will not be available, the provincial government could pledge to instead quickly work with federal and local politicians to make the success of the Galloping Goose trail a reality north to Courtenay and west to Port Alberni.

Yours truly,

s. 22

From: Watson, Amanda PREM:EX (Amanda.Watson@gov.bc.ca)
To: Writing Services, Transportation TRAN:EX (Transportation.WritingServices@gov.bc.ca)
Subject: PO Log # 755352 - Lamson
Sent: 04/11/2022 17:21:57
Message Body:

Hello,

I am sharing the email below for consideration or any further action. We will file.

Thanks,

Amanda Watson, MLIS
Correspondence Officer | Correspondence Branch | Office of the Premier
P: (778) 698-8211 | she/her

From: s. 22
Sent: April 2, 2022 11:36 PM
To: OfficeofthePremier, Office PREM:EX <Premier@gov.bc.ca>
Subject: Alternative Uses Needed for Railway Corridor Instead of Trains

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Dear Premier Horgan:

The regional districts and first nations and the affiliated Island Corridor Foundation need to be told soon that no funding is available for E&N rail revitalization. Alternative opportunities await use in the corridor such as active transportation, possibly bus lane(s) in the Capital Regional District and Malahat Corridor, and reversion of first nations reservation land transected by the railway.

Thank you for the careful contemplation by the provincial government for the Island Rail Corridor, by prudently conducting comprehensive studies. These studies, the *South Island Transportation Strategy* and the *Rail Assessment Study* reveal the high, escalating costs but meager passenger prospects - and not to mention non-developing freight opportunities - along all sections of this corridor.

I applaud the Ministry of Transportation for considering bus lanes as a whole or in three different locations along the Vic West to Langford portion of the railway. The *South Transportation Study (vol 2)* showed that the passenger counts were more than double what a \$595 million passenger rail service could garner while costing tens to hundreds of millions. A busway would secure the corridor for future rail use but provide superior bus service that would be more economical, environmentally responsible (better reduction in greenhouse gases) until a future when rail might be needed.

North of the Malahat, or even in the Malahat, a trail would likewise secure the corridor and provide active transportation benefits north of the Malahat to Courtenay and between Parksville and Port Alberni.

The rail option for the Malahat is costly but does not alleviate congestion on the highway, according to the study. A better option would be to beef up bus transit, whether as a bus path in place of the railway or on a twinned Malahat. In the latter, south-bound highway and bus traffic would be on the rail corridor. This would make motor vehicles much safer for users instead of single lane, opposing traffic separated only by a jersey barrier.

There is currently available federal funding for active transportation, including for studies. Silence by the provincial government delays the signaling seemingly necessary for the regional districts and first nations to contemplate better alternatives for the corridor than rail. While insisting to regional districts that rail money will not be available, the provincial government could pledge to instead quickly work with federal and local politicians to make the success of the Galloping Goose reality north to Courtenay and west to Port Alberni.

Yours truly,

s. 22

From: s. 22
To: Minister, MUNI MUNI:EX (MUNI.Minister@gov.bc.ca)
Subject: Alternative Uses Needed for Island Railway Corridor Instead of Trains
Sent: 04/03/2022 19:25:07
Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Dear Minister Cullen:

The South Island regional districts and first nations and the affiliated Island Corridor Foundation need to be told soon that no funding is available for E&N rail revitalization. Instead alternative opportunities await use in the corridor such as active transportation, possibly bus lane(s) in the Capital Regional District and Malahat Corridor, and reversion of first nations reservation land transected by the railway.

Thank you for the careful contemplation by the provincial government for the Island Rail Corridor, by prudently conducting comprehensive studies. These studies, the *South Island Transportation Strategy* and the *Rail Assessment Study* reveal the high, escalating costs but meager passenger prospects - and not to mention non-developing freight opportunities - along all sections of this corridor. The reports show that rail in the corridor does not suit the geography. A recent report by CBC Science reporter, Emily Chung, points out that except in the Quebec City – Windsor corridor Via Rail trains emit greenhouse gases more heavily than even intercity airplanes. <https://www.cbc.ca/news/science/what-on-earth-green-travel-train-1.6396327>

Since greenhouse gases are emitted during rail infrastructure construction or revitalization, the E&N Railway for rail should rightfully be avoided for any provincial and federal government funding. There are good alternatives for the corridor, however.

I applaud the Ministry of Transportation for considering bus lanes as a whole or in three different locations along the Vic West to Langford portion of the railway. The *South Transportation Study (vol 2)* showed that the passenger counts were more than double what a \$595 million passenger rail service could garner while costing tens to hundreds of millions. A busway would secure the corridor for future rail use but provide superior bus service that would be more economical, environmentally responsible (better reduction in greenhouse gases) until a future when rail might be needed.

North of the Malahat, or even in the Malahat, a trail would likewise secure the corridor and provide active transportation benefits north of the Malahat to Courtenay and between Parksville and Port Alberni.

The rail option for the Malahat is costly but does not alleviate congestion on the highway, according to the study. A better option would be to beef up bus transit, whether as a bus path in place of the railway or on a twinned Malahat. In the latter, south-bound highway and bus traffic would be on the rail corridor. This would make motor vehicles much safer for users instead of single lane, opposing traffic separated only by a jersey barrier.

There is currently available federal funding for active transportation, including for studies. Silence by the provincial government delays the signaling seemingly necessary for the regional districts and first nations to contemplate better alternatives for the corridor than rail. While insisting to regional districts that rail money will not be available, the provincial government could pledge to instead quickly work with federal and local politicians to make the success of the Galloping Goose trail reality north to Courtenay and west to Port Alberni.

Yours truly,

s. 22

Note: Email response to twarnes@comoxvalleyrd.ca.

Note: The meeting references links to an in-progress draft to Larry Stevenson, 305053.

April 14, 2022

Jesse Ketler, Chair
Comox Valley Regional District
770 Harmston Avenue
Courtenay BC V9N 0G8

Reference: 309201
Your File: 8640-01

Dear Chair Ketler:

Re: Island Rail Corridor

Thank you for your letter of March 4, 2022, regarding the Island Rail Corridor. I appreciated you taking the time to share your concerns with me.

I recognize that as a member of the Island Corridor Foundation (ICF), the Comox Valley Regional District is keen to see the restoration of rail services along the corridor. As you note in your letter, there have been many studies looking at the viability of rail service on the Island Rail Corridor, which have identified that restoring any form of rail service would be very costly. Therefore, an investment in rail would require a strong business case to support a Provincial contribution.

I understand that ministry staff recently met with members of the ICF, during which time the ICF presented an initial business plan. Ministry staff are now in the process of reviewing the plan and look forward to the opportunity to discussing the content with ICF members.

In addition to a sound business case, it is critical to understand First Nation interests in this corridor. I understand that the ICF is undertaking engagement with First Nations communities along the corridor to understand their interests and concerns, as well as to explore opportunities for reconciliation associated with any potential restoration of rail service. I look forward to hearing the outcome of these discussions.

Should you have any questions or wish to share further information, please do not hesitate to contact Janelle Staite, the ministry's Regional Deputy Director for the South Coast Region. She can be reached at 250 751-3282 or Janelle.Staite@gov.bc.ca and would be pleased to assist you.

.../2

Thank you again for taking the time to write.

Sincerely,

Rob Fleming
Minister

Copy to: Ronna Rae Leonard
 Deputy Chair of the Committee of the Whole
 MLA, Courtenay-Comox

Honourable Josie Osborne
Minister of Land, Water and Resource Stewardship
MLA, Mid Island-Pacific Rim

Janelle Staite, Deputy Director
South Coast Region

From: Transportation, Minister TRAN:EX (Minister.Transportation@gov.bc.ca)
To: twarnes@comoxvalleyrd.ca
Cc: Leonard.MLA, Ronna-Rae LASS:EX (Ronna-Rae.Leonard.MLA@leg.bc.ca); Minister, LWRS
LWRS:EX (LWRS.Minister@gov.bc.ca); Staite, Janelle A TRAN:EX (Janelle.Staite@gov.bc.ca)
Bcc: TRAN SCR CORR TRAN:EX (TRANSCR@gov.bc.ca)
Subject: 309201 - Island Rail Corridor
Sent: 04/14/2022 18:59:27
Attachments: 309201 Response.pdf, 309201 - Ketler Fleming Island Corridor Foundation.msg
Message Body:

Jesse Ketler, Chair
Comox Valley Regional District

309201 - Island Rail Corridor

Dear Chair Ketler:

Please find attached correspondence from the Honourable Rob Fleming, Minister of Transportation and Infrastructure.

Sincerely,

Office of the Minister
Ministry of Transportation and Infrastructure



April 14, 2022

Jesse Ketler, Chair
Comox Valley Regional District
770 Harmston Avenue
Courtenay BC V9N 0G8

Reference: 309201
Your File: 8640-01

Dear Chair Ketler:

Re: Island Rail Corridor

Thank you for your letter of March 4, 2022, regarding the Island Rail Corridor. I appreciated you taking the time to share your concerns with me.

I recognize that as a member of the Island Corridor Foundation (ICF), the Comox Valley Regional District is keen to see the restoration of rail services along the corridor. As you note in your letter, there have been many studies looking at the viability of rail service on the Island Rail Corridor, which have identified that restoring any form of rail service would be very costly. Therefore, an investment in rail would require a strong business case to support a Provincial contribution.

I understand that ministry staff recently met with members of the ICF, during which time the ICF presented an initial business plan. Ministry staff are now in the process of reviewing the plan and look forward to the opportunity to discussing the content with ICF members.

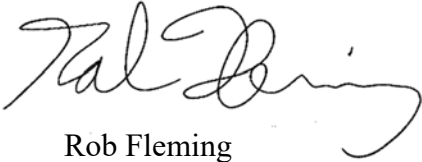
In addition to a sound business case, it is critical to understand First Nation interests in this corridor. I understand that the ICF is undertaking engagement with First Nations communities along the corridor to understand their interests and concerns, as well as to explore opportunities for reconciliation associated with any potential restoration of rail service. I look forward to hearing the outcome of these discussions.

Should you have any questions or wish to share further information, please do not hesitate to contact Janelle Staite, the ministry's Regional Deputy Director for the South Coast Region. She can be reached at 250 751-3282 or Janelle.Staite@gov.bc.ca and would be pleased to assist you.

.../2

Thank you again for taking the time to write.

Sincerely,

A handwritten signature in black ink, appearing to read 'Rob Fleming', with a stylized, flowing script.

Rob Fleming
Minister

Copy to: Ronna Rae Leonard
 Deputy Chair of the Committee of the Whole
 MLA, Courtenay-Comox

Honourable Josie Osborne
Minister of Land, Water and Resource Stewardship
MLA, Mid Island-Pacific Rim

Janelle Staite, Deputy Director
South Coast Region

From: Teresa Warnes (twarnes@comoxvalleyrd.ca)
To: Transportation, Minister TRAN:EX (Minister.Transportation@gov.bc.ca)
Cc: Leonard.MLA, Ronna-Rae LASS:EX (Ronna-Rae.Leonard.MLA@leg.bc.ca); Osborne, Josie LASS:EX (Josie.Osborne.MLA@leg.bc.ca); Gord Johns - Member of Parliament (Gord.Johns@parl.gc.ca) (Gord Johns - Member of Parliament (Gord.Johns@parl.gc.ca)); Rachel Blaney, MP - North Island - Powell River (Rachel.Blaney@parl.gc.ca) (Rachel Blaney, MP - North Island - Powell River (Rachel.Blaney@parl.gc.ca))
Subject: 309201 - Ketler Fleming Island Corridor Foundation
Sent: 03/04/2022 19:08:34
Attachments: Ketler Fleming Island Corridor Foundation.pdf
Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Please see attached correspondence from the Comox Valley Regional District.

Teresa Warnes (she/her)
Executive Assistant
Comox Valley Regional District
770 Harmston Avenue
Courtenay BC V9N 0G8
Phone: 250-334-6008

The CVRD respectfully acknowledges the land on which it operates is on the unceded traditional territory of the K'ómoks First Nation, the traditional keepers of this land.

Office of the Chair

770 Harmston Avenue, Courtenay, BC V9N 0G8
Tel: 250-334-6000 Fax: 250-334-4358
Toll free: 1-800-331-6007
www.comoxvalleyrd.ca



File: 8640-01

March 4, 2022

Sent via email only: Minister.Transportation@gov.bc.ca

The Honourable Rob Fleming, M.L.A.
Minister of Transportation and Infrastructure
PO Box 9041 Stn Prov Govt
Victoria, BC V8W 9E1

Dear Minister:

Re: Island Corridor Foundation

As you are aware, the Comox Valley Regional District (CVRD) is one of 19 members of the Island Corridor Foundation (ICF), along with four other regional districts and 14 First Nations, which have formalized a unique partnership enabling our collective ownership and management of the Vancouver Island Rail Corridor.

Due to the general disrepair of the tracks and many of the bridges and trestles the corridor has largely been idle since its acquisition by the ICF in early 2000s. To capitalize on the tremendous opportunities and benefits the corridor presents to the transportation network on Vancouver Island, the ICF has worked tirelessly to try and raise the necessary funds to restore the infrastructure and service. In this regard, regional districts pledged \$3.2 million which they hoped would help attract provincial and federal funding to complete the project. This pledge included the CVRD's commitment of \$392,000 which was requisitioned from our local communities.

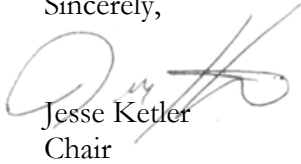
While the Province of BC pledged \$7.5 million in 2015, the project did not proceed after federal funding failed to materialize and concerns arose regarding the estimated costs of repairs. A number of assessments of the infrastructure have occurred with the latest in 2020 pegging the costs at between \$326 million to \$728 million, depending on levels of service and infrastructure standards. In March 2016, the Regional District of Nanaimo rescinded its \$945,000 commitment to the ICF and in 2018 the Alberni-Clayoquot Regional District also released their commitment to the project.

After nearly two decades of effort with little progress or momentum the CVRD Board is re-assessing its allocation of funding to the ICF. As noted above, our communities are eager to revitalize this corridor and reap the many opportunities from this asset including, economic development, trade, active transportation, tourism, GHG reductions and others.

It appears there is now a greater sense of urgency in resolving the future of the corridor. Recently, the ICF defended a court case relating to reversion rights brought by the Snaw-naw-as First Nation, and in September 2021, a BC Court of Appeals decision stated that reversion rights may apply within 18 months if federal and provincial governments fail to re-invest in the railway.

As such, I would respectfully encourage you to consider this sense of urgency in helping to resolve the future of the corridor in collaboration with the Island Corridor Foundation, Regional Districts, and First Nation partners.

Sincerely,



Jesse Ketler
Chair

cc: Ronna-Rae Leonard, MLA, Courtenay-Comox
Josie Osborne, MLA, Mid-Island Pacific Rim
Gord Johns, MP, Courtenay-Alberni
Rachel Blaney, MP, North Island-Powell River

From: s. 22

To: Transportation, Minister TRAN:EX (Minister.Transportation@gov.bc.ca)

Cc: s. 22

Subject: 310079 - Meeting & Discussions

Sent: 04/13/2022 23:53:09

Attachments: s. 22

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Dear Honourable Rob Fleming, Minister, MLA For Victoria-Swan Lake

It was a pleasure to meet you s. 22 to hear your dynamic presentation on the future

Transportation and Infrastructure plans for Vancouver Island. Also, thank you for the face-to-face meeting and discussing the following topics below:

1. Electrification of Freight and Passenger train link from the deep seaport of Port Alberni to Victoria. In my opinion this will provide the best solution for the delivery of large quantities of fuel, lumber, machinery, food and many others to guarantee efficient delivery infrastructure for continued growth for Vancouver Island. Also, it will take a large number of trucks off the highway which causes congestion, potential safety issues, fuel savings and air pollution. This infrastructure will deliver large amounts of freight safely, efficiently and zero pollution.

2. Langford is the fastest growing city in Canada and its continued growth justifies a Rapid Transit System from Royal Bay (west-shore), Langford to downtown Victoria. In my opinion this would drastically reduce the number of single passenger vehicles off the highway which would provide huge benefits in air pollution, safety, stress, fuel savings, insurance costs and many other benefits to be discussed. In my opinion adding more lanes on our highways are not a good solution which actually makes traffic volume worse. Also, it is a short-term and costly solution.

3. Rapid Transit Systems linking Swartz Bay Ferry Terminal with the Victoria International Airport to downtown Victoria, also makes good sense.

4. We did not discuss, but it is time we replaced the **Victoria diesel powered city buses with electric powered buses.**

As we discussed, you indicated that there are ongoing studies to determine, functionality, cost, impact and others. I would be honoured and welcome the opportunity to be involved with private, public companies and government sectors who are working on the above feasibility studies and program management of these needed systems to be designed and built.

These transportation infrastructures are needed now and welcomed by Vancouver Islanders as long as there is good input from the public with complete transparency with benefits, costs, schedules, impacts and partnerships to build these transportation infrastructures within a realistic timeframe and budget.

In my opinion we need to plan now to ensure a smooth transition to an efficient transportation infrastructure for Vancouver Island. I have also ideas to discuss on how we can develop partnerships with private companies and others who are impacted by the transportation infrastructures to reduce/eliminate revenue loss. Vancouver Island is changing fast and demanding that the Government implement smart solutions and find better ways to provide Vancouver Island with a cost effective transportation infrastructure.

I have attached my resume for your information and distribution. I am dedicated in helping Vancouver Island to find a better way for our island to grow with smart, efficient and cost effective planning and implementation. I am also available to meet at your convenience. Thank you.

Kind regards,

s. 22



MEETING BRIEFING NOTE

DATE: April 19, 2022

PREPARED FOR: Honourable Rob Fleming, Minister of Transportation and Infrastructure

ISSUE: Island Rail Corridor

MEETING: Overview of Business Plan and Next Steps

PROPOSED KEY MESSAGES:

- The September 14, 2021, BC Court of Appeal Decision allows the Snaw-Naw-As First Nation to bring the matter of land reversion back to the Court should there not be a funding decision within 18 months (March 2023).
- Snaw-Naw-As First Nation filed an appeal to the Supreme Court of Canada in February 2022, however it was dismissed on April 7, 2022, therefore the 18-month timeline remains.
- s. 16
- On February 22, 2022, the Island Corridor Foundation (ICF) shared an initial business case with the ministry to seek input prior to distribution to the ICF membership. At this time, only the ICF Board has seen the business case.
- The business case does not contemplate First Nations concerns or accommodations, suggesting that resolution of this rests with government.
- The business case shows a reduced financial expenditure, as compared to the costs outlined in the 2020 Condition Assessment.
- An independent assessment of the business case was completed, and the feedback was shared with the ICF for their consideration. The ICF views the business case as a vehicle to advance further, in-depth, assessment – including more accurate ridership projections – in funding partnership with the Province and/or Canada.

PAST INTERACTIONS:

- *Ministry staff have had numerous discussions with ICF staff.*

BACKGROUND:

The September 14, 2021, decision of the BC Court of Appeal (BCCA) dismissed the appeal of the Snaw-Naw-As First Nation (SFN) to have a portion of the island corridor lands vested back to the Crown as reserve lands for the use and benefit of the SFN. However, the BCCA decision provided liberty to the SFN to bring the matter back before the court if Canada determines that it will not approve funding for infrastructure improvements on the segment of the corridor that includes the SFN Reserve, or does not decide, within 18 months.



The ICF is acutely aware of this timeline, and, on February 7, 2022, ministry staff met with ICF staff and Mayor Aaron Stone, ICF Chair, to discuss the corridor. At this meeting the ICF advised that a Business Plan was in development, and, on completion, it would be shared with the ministry for review, prior to broader circulation to the ICF Board or more publicly. The ICF also advised that they were undertaking an engagement process with First Nations and Regional Districts along the corridor, with First Nations members from the ICF helping to lead this process. Early indications from the First Nations communities suggest a need to address access certainty, provide a clear understanding of current/future impacts and discuss how to resolve historical concerns.

Ministry staff also met with staff from Transport Canada (TC) in December 2021 and March 2022. TC staff were seeking to become more familiar with this matter and ministry staff provided background material, including the 2020 Condition Assessment.

DISCUSSION:

On February 22, 2022, the ICF provided the ministry with the business case (**Attachment A**), noting that it was designed to demonstrate:

- a) the need for a fully integrated rail system on the Island
- b) the economic viability of the new rail system
- c) the alignment of rail with government policy, and
- d) the broad-based support on the island for rail.

At the request of the ministry, the ICF has also shared this business case with Transport Canada. The ICF have shown the business case to their Board, however it has not yet been circulated to the membership.

Ministry staff requested to have an independent third-party review the business case and ICF agreed. The ministry engaged WSP to complete this work, given their familiarity with the corridor following completion of the 2020 Condition Assessment. The full review findings are included as **Attachment B**.

Key findings of the ministry and independent review included:

- Resolution of First Nations concerns is not contemplated in the Business Plan which assumes it will be resolved by government in the spirit of Reconciliation,
- The costs in the Business Plan have been informed by the 2020 Condition Assessment however many 'soft costs' and contingencies were removed. A provincially funded project could not be delivered within the cost proposal put forward by the ICF.
- The maintenance and operating costs for a service appear to be under-represented based on similar rail operations with Canada and worldwide and based on the experience of WSP.
- There are financial assumptions that contemplate eliminating transit funding for the parallel rail network and repurposing that funding towards rail operations (\$2.4M annually.)
- The Business Plan assumes that Via Rail remains willing to provide Bud Cars for the service operation. There is no certainty in this commitment which was made over a decade ago.



The ministry has shared this peer review feedback with the ICF for consideration in finalizing their business plan. The ICF intends to share the Business Plan with its members upon receipt of the feedback from the ministry. The ICF is eager to continue moving discussions forward given the 18-month timeline for decision.

The ministry has reached out to Transport Canada to arrange a meeting to seek their feedback on the business case and potential next steps.

First Nations

SFN filed an application to the Supreme Court of Canada (SCC) for leave to appeal the BCCA decision. All materials on application for leave were submitted to the SCC at the end of February 2022, for consideration by the Court. On April 7, 2022, the SCC dismissed the SFN's application for leave to appeal, confirming the Court of Appeal judgement. This means that the 18-month timeline to make a decision on rail continues to prevail.

s. 16

GBA+ OR DIVERSITY AND INCLUSION IMPLICATIONS:

First Nations concerns continue to be of critical importance to this issue. The Esquimalt Nation has a similar claim to SFN and Cowichan Tribes and is also closely watching the legal decision. Engagement with the Nations will be critical moving forward.

FINANCIAL IMPLICATIONS:

- Yes; cost of rail restoration is between \$220M and over \$700M based on the 2020 condition assessment.

Attachments:

- A. Vancouver Island Rail Business Case
- B. ICF Business Case – WSP Peer Review
- C. s. 16
- D.

PREPARED BY:	REVIEWED BY:	DATE:
Janelle Staite, P.Eng Deputy Director, SCR (250) 713-8763	Kevin Richter, ADM or Associate DM Division	22-Apr-14
	Heather Hill, ADM & EFO Finance and Risk Management Division	22-Apr-18
	Kaye Krishna, Deputy Minister	-

From: s. 22

To: Transportation, Minister TRAN:EX (Minister.Transportation@gov.bc.ca); Laurel.Collins@parl.gc.a

Cc: rac@vitcc.ca

Subject: 310154 - Vancouver Island Rail System

Sent: 04/22/2022 19:15:23

Attachments: Island Train Service.docx

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Please take this request forward to ensure we don't lose an opportunity to provide a greener means of transportation for Vancouver Island. Thank you in advance,

s. 22

April 22, 2022

To Rob Fleming, Minister of Transportation and Infrastructure, Laurel Collins MP Victoria BC::

Re: Support of Vancouver Island Transportation Corridor Coalition (VITCC) and its advocacy of having the former E&N rail corridor (now “Island Rail”) upgraded to modern transportation standards.

I'm writing to ask for your support of an endeavour to bring back the E&N rail corridor and a train system on Vancouver Island before it is too late. The Island Rail Corridor has been an important part of Vancouver Island's transportation network for nearly 140 years. However, through a lack of investment it risks disappearing altogether. As the great Canadian singer Joni Mitchell put it: “you don't know what you've got 'till its gone.”

All too common events like flooding, landslides, and accidents have stopped traffic on the Island Highway and on other highways. They have resulted in barriers to the flow of goods and people that create inequality, in addition to causing delays. Yet the rail corridor is still there. Adequate funding will make the rail transportation corridor even more important in the Island's future as it will provide an alternative to road-only transportation which is so desperately needed.

Why is this important? In today's world, economic and social development is heavily dependent on proper access to good transportation options. Changes in climate and limited road-transportation corridors have exacerbated the situation. This is very evident on Vancouver Island, and it needs serious attention:

- Growing extreme weather events like those experienced last fall.
- Limited transportation corridors that were affected by flooding, snow, etc.
- Alternative for those who drive and an option for those who don't.
- Continuing population growth along with relocation of residents to central parts of the Island for more affordable housing, even at the greater expense of longer commutes.
- Rail is more efficient at moving freight and passengers and is proven to draw people out of their cars.
- Rail can shape our urban environments in a manner more positive than other modes, namely the car.
- It can co-exist with other modes in a multi-modal transportation system, like the ability to carry bikes on board.
- Rail has, and can once again, encourages and supports the Island's tourism industry and the jobs and tax revenues it generates.

Currently, residents of this island are inadequately connected, as the only way to travel is by car and by a very limited bus service. This affects especially seniors, students, those without cars, and those who can not drive. But as you know the costs of adding highway capacity, both in construction and in environmental losses, including to precious wetlands, is horrendously high and is no longer acceptable in today's climate. With our growing population on Vancouver Island, we need diversity in our transportation options. One that can complement our existing highway networks, while embracing both biking and hiking trails as an integrated part of a redeveloped state-of-the-art Island railway network.

That is why we urge Honourable Members of Provincial and Federal governments to seriously consider the business plan put forth by the Island Corridor Foundation. Activation of that plan

will make viable, for years to come, the Island Corridor's rail system. The lack of dependable transportation options impacts me personally. s. 22
s. 22

Looking forward, rail will play an increasingly important role in reducing B.C.'s carbon footprint, development of climate change resilience, and allow citizens to move freely to participate in the Canadian economy. Transportation alternatives are important. Please consider this request

Sincerely,
s. 22

s. 22

From:

To: s. 22

Cc: Transportation, Minister TRAN:EX (Minister.Transportation@gov.bc.ca); VITCC RAC (rac@vitcc.ca)

Subject: 310154 - Vancouver Island Rail System

Sent: 04/22/2022 19:39:28

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

s. 22

I've been working on this since 2005 and continue to do so.

s. 22

On Fri., Apr. 22, 2022, 12:15 p.m. Laura Nixon, <l.nixon@hotmail.com> wrote:

Please take this request forward to ensure we don't lose an opportunity to provide a greener means of transportation for Vancouver Island. Thank you in advance,

s. 22

--

You received this message because you are subscribed to the Google Groups "VITCC Rail Action Committee" group.

To unsubscribe from this group and stop receiving emails from it, send an email to rac-list+unsubscribe@vitcc.ca.

To view this discussion on the web visit <https://groups.google.com/a/vitcc.ca/d/msgid/rac-list/MWHPR13MB177490894CD34853FF9D1D8DF3F79%40MWHPR13MB1774.namprd13.prod.outlook.com>.

April 28, 2022

s. 22

309344 – B.C. public transportation

Dear s. 22

Thank you for your recent email regarding public transportation in Vancouver and on Vancouver Island. I also appreciate your support and kind words for our government's work on the projects you mention.

You may be interested to know that our [South Island Transportation Strategy](#), released in September 2020, identifies [BC Transit's Victoria Regional Rapid Transit](#) as a priority.

BC Transit and its local government partners are reviewing feedback received from a public engagement on [the Westshore Local Area Transit Plan](#). The plan also considers a potential Westshore to Downtown Victoria RapidBus Line. You can check [BC Transit's Victoria Regional Rapid Transit webpage](#) for updates and email rapidbus@bctransit.com with any questions you may have.

With regards to the Island Rail Corridor, as you may know, the Island Corridor Foundation (ICF) owns the land and the rail line. The provincial government has continued to work with the ICF and with local First Nations and decision makers to explore the best option for this corridor moving forward. Our goal remains to find the best use for the Island Rail Corridor, as well as to support First Nations interests in these discussions. You may wish to share your comments with the ICF through its [online comment submission form](#).

Thank you again for taking the time to write.

Sincerely,

Sent via Email:

Rob Fleming
Minister

From: Transportation, Minister TRAN:EX (minister.transportation@gov.bc.ca)

To: s. 22

Bcc: Brown, Susan M TRAN:EX (Susan.M.Brown@gov.bc.ca); TRAN SCR CORR TRAN:EX (TRANSCR@gov.bc.ca); Hubley, Holly TRAN:EX (Holly.Hubley@gov.bc.ca)

Subject: 309344 - B.C. public transportation

Sent: 04/28/2022 16:24:20

Attachments: 309344 - Rapid Transit for Victoria.msg

Message Body:

s. 22

309344 - B.C. public transportation

Dear s. 22

Thank you for your recent email regarding public transportation in Vancouver and on Vancouver Island. I also appreciate your support and kind words for our government's work on the projects you mention.

You may be interested to know that our [South Island Transportation Strategy](#), released in September 2020, identifies [BC Transit's Victoria Regional Rapid Transit](#) as a priority.

BC Transit and its local government partners are reviewing feedback received from a public engagement on [the Westshore Local Area Transit Plan](#). The plan also considers a potential Westshore to Downtown Victoria RapidBus Line. You can check [BC Transit's Victoria Regional Rapid Transit webpage](#) for updates and email rapidbus@bctransit.com with any questions you may have.

With regards to the Island Rail Corridor, as you may know, the Island Corridor Foundation (ICF) owns the land and the rail line. The provincial government has continued to work with the ICF and with local First Nations and decision makers to explore the best option for this corridor moving forward. Our goal remains to find the best use for the Island Rail Corridor, as well as to support First Nations interests in these discussions. You may wish to share your comments with the ICF through its [online comment submission form](#).

Thank you again for taking the time to write.

Sincerely,

Rob Fleming

Minister

s. 22

From:

To: Transportation, Minister TRAN:EX (Minister.Transportation@gov.bc.ca)

Subject: 309344 - Rapid Transit for Victoria

Sent: 03/14/2022 18:48:32

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Sent from my iPhone

Begin forwarded message:

From: Your BC NDP Team <contact@bcndp.ca>

Date: March 14, 2022 at 11:14:19 AM PDT

Tos. 22

Subject: Re: Rapid Transit for Victoria

Hi s. 22

Thanks for reaching out.

Please direct your email to the Minister of Transportation and Infrastructure, Hon. Rob Fleming at Minister.Transportation@gov.bc.ca

Kind regards,

BC NDP Team

320-34 W 7th, Vancouver BC, V5Y1L6

604-430-8600 | 1-888-868-3637 (Toll-free)

www.bcndp.ca

On Fri, Mar 11, 2022 at 5:41 PM s. 22

wrote:

To the dear Minister of Transportation, Hon. Rob Fleming, and to whom is reading these, I was wondering if with the rising gas prices and the intensive shift to greener cleaner transportation, that the B.C NDP have any plans to resurrect the Victoria LRT Rapid transit plan, build BRT or any rapid transit on the island?

According to news sources they state that "In 2018, British Columbia's Premier John Horgan rejected the idea of light rail service in the Victoria area because the area's low population would not justify light rail". I was wondering if there is any solid plans for even BRT? Current travel times throughout Victoria are extensive and traffic only keeps growing. This is also in addition with the higher gas prices and un

affordability becoming more apparent.

I understand the reason why I living in Metro Vancouver am able to take rapid transit almost anywhere since Translink has a few tax levies to fund expansion. Victoria needs its own transit levy or more government funding to do similar rapid transit expansions.

If anything the old Vancouver Island Rail corridor should be purchased by the cities it serves and by your government to give your people better transportation alternatives. Will the future of rapid transit in Victoria be more double deckers stuck on the Patricia Bay? Or convenient fast trains on their own right of way?

We don't need a billion dollar metro system but a streetcar through downtown or BRT to the ferry and airport should be a good start! I have faith that the NDP who have consistently supported public transportation do the right thing and support the future! Thanks John Horgan!

I am also writing to state my support of all these great projects the NDP government has taken over and properly built such as the Patullo bridge, Surrey Skytrain, Broadway Subway, North Shore rapid transit, Surrey Cloverdale hospital, B.C Bus North and the future expansion of B.C Bus, buying back BC Ferries and bringing it back to Government operations and the many highway upgrades and bus lanes! Almost all of these projects were ultimately put on the back burner under the horrid BC Liberals. Good riddance to them and thank god for the NDP for giving us these projects! I hope Premier John Horgan knows his government will definitely be in power for a long time! We have seen the devastation and corruption with the decades of BC Liberals and everyone I talk to has only positive things to say about the B.C NDP! We love the NDP and will strongly support your government. I hope in return your government builds us a fantastic province for everyone!

Cheers ^{s. 22}

Sent from my iPhone

From: s. 22

To: Transportation, Minister TRAN:EX (Minister.Transportation@gov.bc.ca)

Subject: 310230 Incoming - Island Rail Foundation

Sent: 04/29/2022 17:34:35

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

To the Minister of Transportation,

I read an article today in the Nanaimo News Bulletin about the Island Corridor Foundation and the future of rail on Vancouver Island. The CEO of the ICF, Larry Stevenson, is quoted that there are discussions with the province but no cheques have been written.

I would like to express my interest and support in seeing rail as a viable alternative in transportation here on the island. I believe that it would benefit our community and provide a needed connection between the rest of the island. Further I have been disappointed that as investment has been put forward for improved bus routes between Nanaimo, Ladysmith and the Cowichan valley, rail hasn't been seen as an option.

I'm uncertain why there hasn't been investment in developing small routes such as requested between langford and victoria or nanaimo to duncan until funding can be established for the whole route?

Your Truly,

s. 22



MEETING BRIEFING NOTE

DATE: May 6, 2022
PREPARED FOR: Honourable Rob Fleming, Minister of Transportation and Infrastructure
ISSUE: Island Rail Corridor
MEETING: Overview of Business Plan and Next Steps

PROPOSED KEY MESSAGES:

- The September 14, 2021, BC Court of Appeal Decision allows the Snaw-Naw-As First Nation to bring the matter of land reversion back to the Court should there not be a funding decision within 18 months (March 2023).
- Snaw-Naw-As First Nation filed an appeal to the Supreme Court of Canada in February 2022, however it was dismissed on April 7, 2022, therefore the 18-month timeline remains.
- s. 16
- On February 22, 2022, the Island Corridor Foundation (ICF) shared an initial business case with the ministry to seek input prior to distribution to the ICF membership. At this time, only the ICF Board has seen the business case.
- The business case does not contemplate First Nations concerns or accommodations, suggesting that resolution of this rests with government.
- The business case shows a reduced financial expenditure, as compared to the costs outlined in the 2020 Condition Assessment.
- An independent assessment of the business case was completed, and the feedback was shared with the ICF for their consideration. The ICF views the business case as a vehicle to advance further, in-depth, assessment – including more accurate ridership projections – in funding partnership with the province and/or Canada.
- The ministry met with the ICF on April 20, 2022, to provide feedback on the draft business case. The ICF indicated they will consider the comments and make some adjustments to the final business case.
- The ICF intends to distribute a final business case to its members by mid-May and will provide a final copy of it to the ministry in advance of release.

PAST INTERACTIONS:

- *Ministry staff have had numerous discussions with ICF staff.*

BACKGROUND:

The September 14, 2021, decision of the BC Court of Appeal (BCCA) dismissed the appeal of the Snaw-Naw-As First Nation (SFN) to have a portion of the island corridor lands vested back to the Crown as reserve lands for the use and benefit of the SFN. However, the BCCA decision provided liberty to the SFN to bring the matter back before the court if Canada determines that it will not approve funding for infrastructure improvements on the segment of the corridor that includes the SFN Reserve, or does not decide, within 18 months.



The ICF is acutely aware of this timeline, and, on February 7, 2022, ministry staff met with ICF staff and Mayor Aaron Stone, ICF Chair, to discuss the corridor. At this meeting the ICF advised that a Business Plan was in development, and, on completion, it would be shared with the ministry for review, prior to broader circulation to the ICF Board or more publicly. The ICF also advised that they were undertaking an engagement process with First Nations and Regional Districts along the corridor, with First Nations members from the ICF helping to lead this process. Early indications from the First Nations communities suggest a need to address access certainty, provide a clear understanding of current/future impacts and discuss how to resolve historical concerns. **Attachment A** provides an overview of the entire rail corridor as well as the intersections with First Nations reserve lands.

Ministry staff also met with staff from Transport Canada (TC) in December 2021 and March 2022. TC staff were seeking to become more familiar with this matter and ministry staff provided background material, including the 2020 Condition Assessment.

DISCUSSION:

On February 22, 2022, the ICF provided the ministry with the business case (**Attachment B**), noting that it was designed to demonstrate:

- a) the need for a fully integrated rail system on the Island
- b) the economic viability of the new rail system
- c) the alignment of rail with government policy, and
- d) the broad-based support on the island for rail.

At the request of the ministry, the ICF has also shared this business case with Transport Canada. The ICF have shown the business case to their Board, however it has not yet been circulated to the membership.

Ministry staff requested to have an independent third-party review the business case and ICF agreed. The ministry engaged WSP to complete this work, given their familiarity with the corridor following completion of the 2020 Condition Assessment. The full review findings are included as **Attachment C**.

Key findings of the ministry and independent review included:

- Resolution of First Nations concerns is not contemplated in the Business Plan which assumes it will be resolved by government in the spirit of Reconciliation,
- The costs in the Business Plan have been informed by the 2020 Condition Assessment however many 'soft costs' and contingencies were removed. A provincially funded project could not be delivered within the cost proposal put forward by the ICF.
- The maintenance and operating costs for a service appear to be under-represented based on similar rail operations with Canada and worldwide and based on the experience of WSP.
- There are financial assumptions that contemplate eliminating transit funding for the parallel rail network and repurposing that funding towards rail operations (\$2.4M annually.)
- The Business Plan assumes that Via Rail remains willing to provide Bud Cars for the service operation. There is no certainty in this commitment which was made over a decade ago.



The ministry met with the ICF on April 20, 2022 and shared this peer review feedback with the ICF for consideration in finalizing their business plan. The ministry also indicated that the ICF ought to reconsider their position around resolving First Nations concerns as outlined in the draft business case. The ministry suggested that the ICF seek direction from their Indigenous members to provide input into this section of the business case. The ICF indicated that they would consider the feedback and provide a final copy to the ministry prior to release. The ICF intends to share the Business Plan with its members by mid-May.

The ministry also met with Transport Canada on April 20, 2022, to seek their feedback on the business case and potential next steps. They had not reviewed the business case however noted that general passenger rail does not have a positive business case as it requires a high level of investment, resulting in heavy subsidies. They also indicated that the current federal funding priority for passenger rail is in the densely populated areas of Toronto-Ottawa-Montreal-Quebec City. Transport Canada is continuing to look to the province for direction on this file.

First Nations

SFN filed an application to the Supreme Court of Canada (SCC) for leave to appeal the BCCA decision. All materials on application for leave were submitted to the SCC at the end of February 2022, for consideration by the Court. On April 7, 2022, the SCC dismissed the SFN's application for leave to appeal, confirming the Court of Appeal judgement. This means that the 18-month timeline to make a decision on rail continues to prevail.

s. 16

GBA+ OR DIVERSITY AND INCLUSION IMPLICATIONS:

First Nations concerns continue to be of critical importance to this issue. The Esquimalt Nation has a similar claim to SFN and Cowichan Tribes and is also closely watching the legal decision. Engagement with the Nations will be critical moving forward.

FINANCIAL IMPLICATIONS:

- Yes; cost of rail restoration is between \$220M and over \$700M based on the 2020 condition assessment.

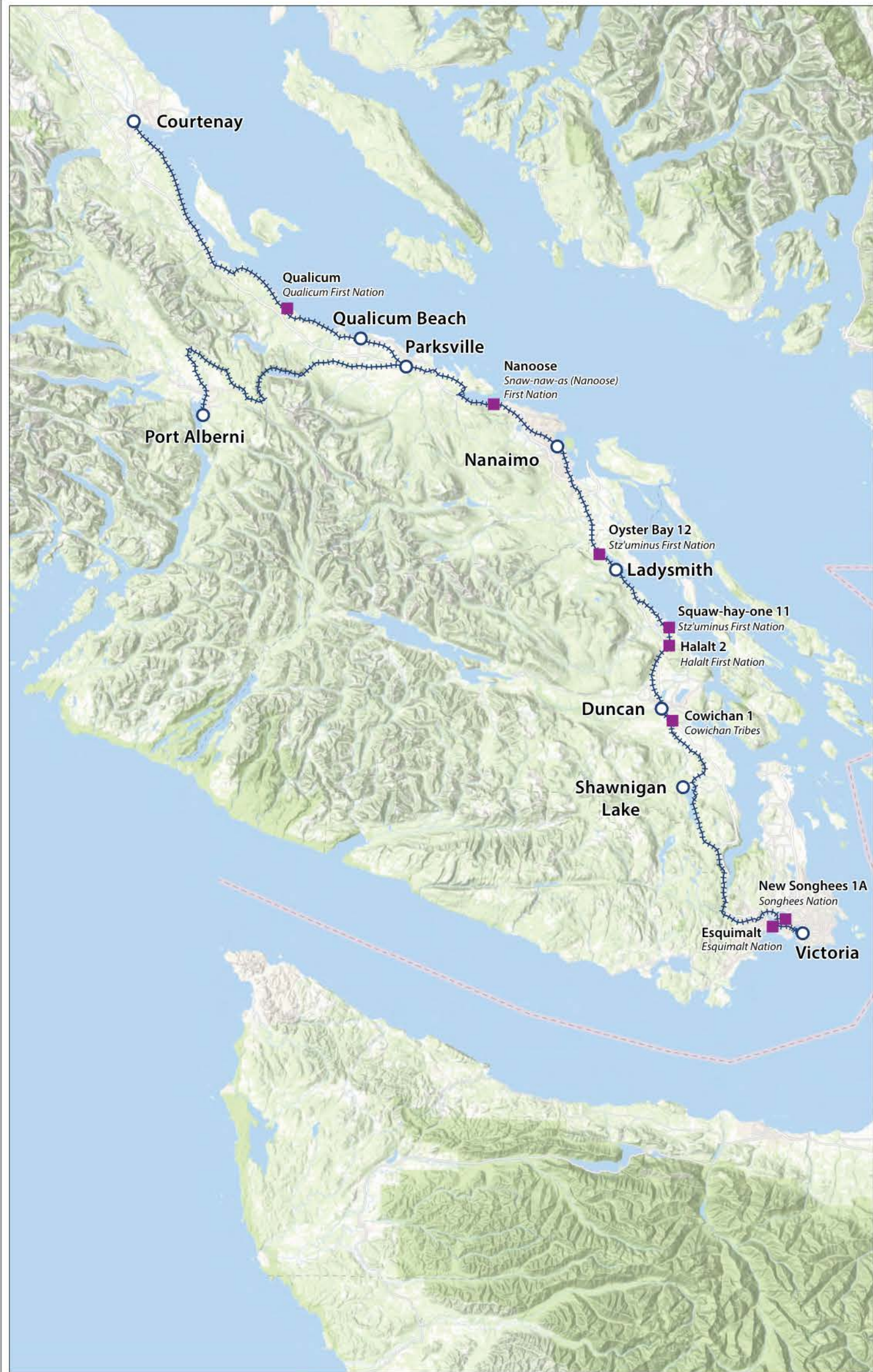


Attachments:

- A. Overview Map of Rail and First Nation Reserve Lands
- B. Vancouver Island Rail Business Case
- C. ICF Business Case – WSP Peer Review
- D. Woodland Co to Canada (Letter from Cowichan Tribes)
- E. s. 16

PREPARED BY:	REVIEWED BY:	DATE:
Janelle Staite, P.Eng Deputy Director, SCR (250) 713-8763	Kevin Richter, Associate DM Highways & Regional Services Division	22-Apr-14
	Heather Hill, ADM & EFO Finance and Risk Management Division	22-Apr-18
	Kaye Krishna, Deputy Minister	22-May-6

Island Rail Corridor Overview Map



Island Rail Corridor Overview Map - Insets



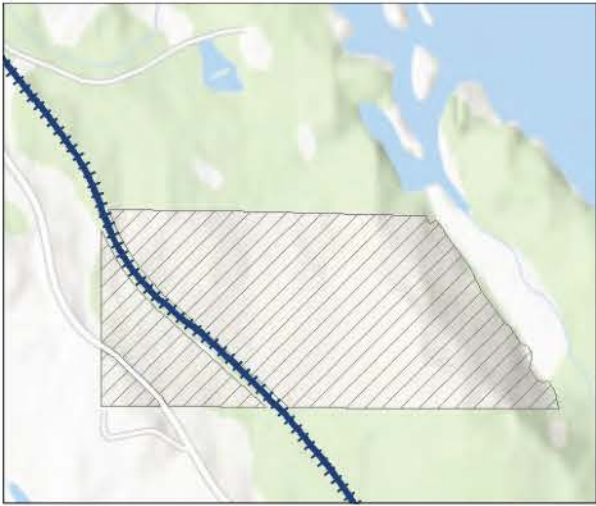
Qualicum – adjacent does not bisect
Qualicum First Nation



Nanoose – 1,429.3 metres bisected
Snaw-naw-as (Nanoose) First Nation



Oyster Bay 12 – 1,231.9 metres bisected
Stz'uminus First Nation



Squaw-hay-one 11 – 550.3 metres bisected
Stz'uminus First Nation



Halalt 2 – 1,536.4 metres bisected
Halalt First Nation



Cowichan 1 – 720.9 metres bisected
Cowichan Tribes



* Esquimalt – 554.4 metres bisected
Esquimalt Nation

New Songhees 1A – 145.6 metres bisected
Songhees Nation





Vancouver Island Rail

Initial Business Case

Island Corridor Foundation – Feb 2022

Contents

Executive Summary	3
Business Case Results.....	4
Economic Case Results.....	4
Project Cost	4
Economic Impact of Construction.....	4
Operating Revenue and Costs.....	5
First Nations Recognition and Consultation	7
Background	6
Problem Definition.....	8
Key Factors.....	9
Travel Time Variability and Reliability.....	10
Environmental Sustainability	10
Economic Development.....	11
Demographics and Population Growth.....	12
Stakeholder and Advocacy Support.....	14
Strategic Vision.....	16
Strategic Outcomes and Benefits.....	16
Transportation	16
Quality of Life	16
Economic Development.....	17
Environmental Sustainability	17
Equity	17
Alignment with Government Policy and Planning	18
Proposed Solution	18
Restoration Options Review	19
The 2020 WSP Island Rail Corridor Condition Assessment (IRCCA).....	19
IRCCA Report Recommendations	20
Initial Phase Improvement.....	20
Intermediate Phase Improvement:.....	21
Ultimate Phase Improvement:.....	21
Summary of IRCCA Phase Improvements	22
The Initial Phase	22



The Intermediate Phase.....	22
The Ultimate Phase.....	22
Recommendation of the Island Corridor Foundation	23
ICF Adjusted Intermediate Phase.....	23
Statement of Estimating Risk, Accuracy & Contingency.....	24
Additional Costs not included in the IRCCA	25
Siding Capacity Upgrades - \$5,000,000.....	25
Stations - \$3,000,000	25
Rolling Stock - \$50,000,000.....	26
Total Estimated Project Costs.....	27
Environmental Assessment.....	27
Train Operations	28
Train Frequency	31
Freight Operations	32
Excursion Operations	32
10 Year Maintenance Plan / Operational Plan/ Capital Plan	33
Infrastructure Maintenance Costs	33
Train Operations Costs.....	33
Equipment Maintenance Costs.....	33
Capital Requirements.....	33
Annual Operating Revenue.....	34
Local Commuter Revenue	35
Intercity Commuter Revenue.....	37
Regional Trains Revenue.....	39
Other Passenger Related Revenues	40
Total Combined Passenger Revenue	41
Freight Operation Revenues	42
Background	42
Freight Revenue	43
Combined Revenues and Costs.....	44
Revenue Vs Costs	45
Economic Impact of Investment	46



Executive Summary

Today, Vancouver Island is a diverse economic and cultural centre that regularly ranks among Canada's most desirable places to live, work, and play. Over the past several years the Island has experienced tremendous economic and population growth which has created challenges for the Island transportation network. Increases in congestion and travel time, and reduced network reliability have combined to limit affordable, accessible, environmentally sound transportation options.

Transportation options on the Island for the movement of people are primarily auto or highway centric and are heavily focused on personal automobiles. This is of particular importance to those without access to a personal automobile, cannot afford an automobile or choose not to drive. Lack of access to an efficient transportation network serves to limit accessibility to jobs, affordable housing, education, supportive services and inhibits resident connectivity.

The same lack of transportation options applies to the movement of freight on Vancouver Island, resulting in increased costs to Island residents and limiting economic opportunity for the Island. Consumer goods transported to the Island are delivered almost entirely by barge or BC Ferries and distributed throughout via the Island highway system. The same applies to the movement of industrial products moving to and from Vancouver Island. The lack of rail service to Island ports deprives those ports, and industry of the efficiency of rail and denies them access to and from mainland markets throughout North America.

The business case presented proposes to restore passenger and freight rail service to Vancouver Island by upgrading the existing Island Rail Corridor. The business case draws on the Island Rail Corridor Condition Assessment completed by the Provincial government in 2020 as the basis for the proposal and is intended to be a decision-making tool to assess the strategic and economic rationale of restoring rail to the Island.

The proposed solution provides for a robust commuter system operating within the Capital Regional District (CRD), intercity commuter services into the CRD, regional trains between areas outside the CRD, as well as freight operations throughout the entire Island, with particular emphasis on our ports.

Business Case Results

The proposed service, fully integrated into the existing transportation network, will:

- provide a safe, efficient, reliable, and resilient transportation link between Island communities
- provide improved access to specialized services, businesses, and entertainment options
- enhance and accelerate growth of the Island economies by gaining access to new markets and lowering costs by connecting our economic centres and port facilities to the North American rail system
- promote environmental sustainability by providing an inter-city and commuter passenger service that provides an alternative to automobile and highway service
- add service for disadvantaged members of communities

Economic Case Results

Project Cost

In the development of the business case, a review of the service options outlined in the Island Rail Corridor Condition Assessment was undertaken. The Intermediate Phase approach was chosen as the preferred option with some adjustments that will deliver very similar results at a much lower cost:

Combined Cost	
Hybrid Intermediate Upgrade	\$332,392,505
Rolling Stock	\$50,000,000
Siding Capacity Upgrades	\$5,000,000
Station Platforms	\$3,000,000
Total Costs	\$ 390,392,505

Table 1 Economic Case Results

Economic Impact of Construction

The Island Corridor Foundation (ICF) commissioned an economic impact report on the upgrades to the rail corridor. The report was based on a 2020 construction budget of \$304 million and revealed that the economic impact of the construction is estimated to be \$407 million and will support an estimated 2,200 person-years of employment in the B.C. economy, with total labour income of \$147 million. This is an average of \$67,000 per year for a full-time position.

Operating Revenue and Costs

Operating revenue and costs have been determined based on the train service and frequency outlined in the business case. The operating revenue has been determined using conservative, anticipated, and optimistic scenarios. The costing is based on fixed schedules that are able to accommodate the assumed ridership and freight and have therefore been fixed for all three scenarios.

In all three scenarios the annual revenue exceeds costs:

	<i>Revenue</i>	<i>Costs</i>
<i>Conservative</i>	\$13.6 million	\$12.7 million
<i>Anticipated</i>	\$17.6 million	\$12.7 million
<i>Optimistic</i>	\$24.3 million	\$12.7 million

Table 2 Operating Revenue and Costs

Recommendation

The business case confirms there is an urgent need to provide safe, efficient, reliable, and economically viable transportation options on Vancouver Island. The business case demonstrates that rail can address the immediate and long-term needs of the Island, is economically viable and will contribute to a robust and sustainable inter-regional transportation network.

The business case was developed to be a tool to assess the strategic and economic rationale of restoring rail to the Island and to provide the basis for an approval in principle by stakeholders to further project development.

Upon approval it is recommended that the provincial Ministry of Transportation and Infrastructure (MOTI) and the ICF form a joint multi-disciplinary team to oversee the development of an Updated Business Case.

Background

Built in 1886, the Vancouver Island Rail Corridor has served the Island's population and industries for 135 years. Over its history, the corridor has served as one of the key components of the transportation network on the Island, moving people and freight over a 290 kilometre system spanning from Victoria to Courtenay and Parksville to Port Alberni.

Originally constructed by Robert Dunsmuir, the corridor was sold to Canadian Pacific in 1905 who had continuous operations on the Island until the late 1990's when it turned passenger operations over to VIA Rail and sold off its freight operations to Rail America in 1998.

It became clear in 2003 that Rail America intended to cease rail operations. Recognizing the socio-economic importance of the corridor the five Regional Districts and 14 First Nations wherein the corridor operates formed the Island Corridor Foundation (ICF) to acquire, preserve, and develop the rail corridor on Vancouver Island.

The ICF was successful in acquiring the corridor in 2004 however decades of limited capital investment, and insufficient maintenance, had greatly diminished its ability to carry freight and passengers efficiently and effectively. The VIA Rail passenger service was ceased in March 2011, due to deteriorating track conditions and the inability of the rail operation to maintain train speeds required to meet the market demands of the passenger service.

Today, freight service is restricted to the Nanaimo operating area, while always maintaining safe operations, under less-than-ideal conditions, through an operating agreement with Southern Rail of Vancouver Island (SVI).

Since 2010 several studies on the economic viability and condition of the corridor have been completed. Funding to repair a significant portion of the corridor was achieved in 2015 however the funding was put on hold and finally cancelled following the filing of a lawsuit against the ICF. The lawsuit was dismissed on June 30th, 2020, and dismissed again on appeal on Sept 14, 2021, with conditions.

In 2018 the Premier held a roundtable meeting of stakeholders to discuss the future of the corridor. The stakeholders consisted primarily of First Nations, Regional District representatives, and Mayors. Support for the restoration of rail service on the corridor was almost unanimous among the stakeholders. Following the meeting the province undertook an in-depth assessment of the corridor to determine its condition and to develop an understanding of the costs associated with restoring the corridor.

The Island Corridor Foundation has utilized and expanded upon the provincial assessment to develop an initial business case. The business case can be used as a tool to support evidence-based decision making for investment in the rail corridor to provide commuter, inter-regional, freight, and excursion rail services on the Island.

First Nations Recognition and Consultation

The Island Corridor Foundation (ICF) is a constructive partnership between the First Nations and Regional Districts whose territories and areas encompass the length of the Corridor, and the Foundation holds the lands for all members of First Nations and citizens of Vancouver Island for their collective benefit.

The Foundation has been a strong collaboration between First Nations and Regional Districts from its inception and was driven by First Nations and Local Governments alike to preserve the Corridor from being sold and rail being discontinued on Vancouver Island.

The ICF recognizes and acknowledges the aboriginal title and rights of First Nations along the corridor and that aboriginal title issues must be justly and equitably settled by the Government of Canada and British Columbia as a key element of the advancement of this business case.

Given the role government must play in the settlement of title issues, the business case does not address the potential role this proposal could play in the resolution of those issues. The business case assumes these issues will be resolved by government in the spirit of reconciliation and in keeping with the recommendations and commitments of the Truth and Reconciliation Commission and the United Nations Declaration on the Rights of Indigenous Peoples.

Problem Definition

Today there are few transportation options for the movement of people on Vancouver Island. The options that do exist for the movement of people are primarily auto or highway centric and are heavily focused on personal automobiles. This is of particular importance to those without access to a personal automobile, or who choose not to drive, or can't afford to drive. Lack of access to an efficient transportation network serves to limit accessibility to jobs, affordable housing, education, and supportive services and inhibits residents' connectivity.

The same lack of transportation options applies to the movement of freight on Vancouver Island. Consumer goods arriving to the Island are delivered almost entirely by barge or BC Ferries and distributed throughout via the Island highway system. The same applies to the movement of industrial products moving to and from the Island. The lack of rail service to our Island ports deprives those ports of the efficiency of rail and access to and from mainland markets throughout North America.

The lack of options for freight handling reduces market efficiency, increases costs, and places the safety and security of a critical supply chain at risk.

The current transportation network on Vancouver Island is reliant on a road network that is, in many areas, limited to a single highway that is susceptible to closure and delays from accidents, weather events, and maintenance.

A fully developed and integrated rail system on Vancouver Island would be of significant benefit in addressing each of these issues.

Key Factors

The primary transportation infrastructure supporting North-South travel on Vancouver Island is along the east coast of the Island, Highway 1 starting in Victoria to Nanaimo, Hwy 19 from Nanaimo to Courtenay and beyond to the northern most communities of the Island, and Highway 4 from Parksville to Port Alberni and those communities on the west coast of Vancouver Island.

Public passenger transportation services across the Island and between communities are provided by a combination of BC Transit bus services, and private bus services, between communities. BC Transit provides limited operations between the communities of Duncan and Victoria four times daily, and from Shawnigan Lake to Victoria twice daily. BC Transit has also recently announced new bus services operating between Duncan and Nanaimo with 7 planned trips daily. In addition, private bus services operate twice daily between Courtenay and Victoria and points in between.



Table 3 Transit map

Travel Time Variability and Reliability

A lack of options for improvement or expansion of the Island highway system, combined with continued population growth, will serve to further exacerbate travel time variation and will reduce reliability on the Island.

In September of 2020 the provincial government released its South Island Transportation Study which highlighted the challenges in travel time variability and reliability on the South Island:

Unpredictable Travel Times

A typical vehicle trip in 2019 from Mill Bay to Victoria would take approximately: **43 minutes** during the morning peak and as long as **66 minutes** on some days.

With expected growth, by 2038, this same trip would take: up to **87 minutes** on a typical day and up to **144 minutes** with variability of conditions.

Table 4 South Island Transportation Strategy MOTI Sept 2020

Freight transportation on the Island is limited almost entirely to truck and trailer operations or a combination of rail movements that are transloaded to truck and trailers. Trucks are reliant on the single highway system on the Island and are susceptible to the travel time variation and reduced reliability as all other highway traffic.

Environmental Sustainability

Additionally, road transportation accounts for approximately 46% of all greenhouse gas emissions in the region. Over 75% of the Cowichan Valley Regional District's GHG emissions are from transportation. Page 35 of the CVRD South Cowichan Official Community Plan states that for the three Electoral Areas of Mill Bay/Malahat, Shawnigan Lake, and Cobble Hill, on-road transportation accounts for 82.9% of GHG emissions*. Our continued reliance on the personal automobiles and investments in transportation infrastructure that induces increased use of personal automobiles, threatens our ability to lower our greenhouse gas emissions to a level consistent with objectives of the provincial Clean Transportation program:

The Ministry is working toward an interconnected transportation network that will support a clean, sustainable economy, address climate change, reduce greenhouse gas emissions, and bring B.C.'s communities together through coordinated transportation services people can count on.

There is a lack of available safe, reliable, efficient, and environmentally sustainable transportation options on the Island. This impacts the quality of life for the residents of Vancouver Island and its visitors, limiting access to services and businesses, diminishing potential economic development for Island communities, and contributes to growing greenhouse gas emissions.

Economic Development

Vancouver Island enjoys a diversified economy that includes technology, advanced manufacturing, agri-foods, value added wood manufacturing and post secondary education.

The Island has a significant amount of under-utilized and un-developed industrial land with deep water access available for development. Island ports are actively implementing strategies to optimize their unique strengths and potential through the use and expansion of their facilities. It is critically important that transportation infrastructure can support continued growth.

Rail provides economic advantages to Island-based industry by providing efficient and cost-effective access to markets throughout North America and global markets. Given the fixed nature of rail it provides investment certainty and promotes and attracts economic development. Additionally, Vancouver Island ports, combined with rail, can serve as loading and unloading facilities with rail connections throughout North America.

Vancouver Island is also a premier travel destination that attracts millions of people to the Island each year. Overall tourism revenue in the province was approximately \$22.3B in 2019 prior to the pandemic with Vancouver Island accounting for an estimated 19% of all tourism in the province.

In its November 2021 report, Destinations Canada, a crown corporation who promotes Canada as a tourism destination, defined some challenges that Canadian Tourism is facing and the critical role transportation plays:

“In the short to medium term, availability of transportation — both air and ground — will be limited, posing barriers to connecting travellers with their destinations.”

“Access to ground transportation is increasingly limited across the country. Currently, it is inconsistent and expensive, creating challenges to the movement of travellers once in-destination.”

“In other cases, route cutbacks may leave single operators serving some destinations with a negative impact on pricing for travellers. Together, reduced air access and limited ground transportation will directly impact both the cost and ease of travel from one destination to the next destination.”

Vancouver Island has seen a reduction in available ground transportation services with the loss of regional rail and bus transportation. Limited availability for transportation has created barriers to travellers and combined with the constraints of the highway system, exposes visitors to the same closures, delays, and transportation risks faced by residents. Left unaddressed, these challenges will become more prominent and reduce the marketability of Vancouver Island as a premier travel destination risking a significant economic contributor to the Island economy.

Demographics and Population Growth

Vancouver Island continues to experience significant year over year population growth. As of July 1, 2020, of the 162 reported B.C. municipalities, sixty were larger municipalities with a population over 10,000, and thirty small municipalities had fewer than 1,000 population. When ranked by population growth during 2019-2020, six out of the top ten large municipalities were on Vancouver Island.

Name	2019 Population	2020 Population	Change	% Growth
Langford	42,024	44,069	2045	4.9%
Sooke	14,573	15,083	510	3.5%
Colwood	18,908	19,373	465	2.5%
Courtenay	28,184	28,862	678	2.4%
View Royal	11,574	11,829	255	2.2%
Parksville	13,407	13,685	278	2.1%

Table 5 Prepared by BC Stats: Demographics and Population Growth



The rail corridor operates through five of the seven regional districts on Vancouver Island. Over the next 16 years each of the regional districts is projected to continue to experience significant growth adding almost 170,000 new residents to the Island.

Projected Growth: Regional Districts	Population (2016)	Population projection (2028)	Population projection (2038)	Growth 2016 -2038
Capital Regional District	419,852	483,409	541,781	29%
Cowichan Valley Regional District	87,551	97,201	104,792	20%
Regional District of Nanaimo	162,617	190,382	212, 156	31%
Comox Valley Regional District	69,484	82,473	91,165	31%
Alberni Clayoquat Regional District	32,305	34,818	35,581	10%
Totals	771,809	888,283	985,475	28%

Table 6 Projected Growth: Regional Districts

Sources: BC Population Estimates & Projections

The pace of population growth on Vancouver Island has put considerable pressure on the existing constraints of the transportation network. The Island is forecast to continue its dramatic pace of growth, estimated to be 28% from 2016 to 2038. Growth will drive further, and significant, deterioration in our ability to move people and freight safely, reliably, and efficiently.

Stakeholder and Advocacy Support

Stakeholder and Advocacy groups have demonstrated strong support for the restoration of rail service on Vancouver Island:

Premier's Stakeholders Roundtable Meeting - Dec 2018

At a meeting hosted by the Premier in 2018 approximately 35 representatives of Island stakeholders including, First Nations, Municipalities and Regional Districts recommended that the Island corridor should be considered key infrastructure and that rail service should be restored to the Island to ease traffic congestions and boost economic development

Capital Regional District Mayors Letter – Feb 2019

The thirteen mayors of the Capital Regional District send a joint letter to the Premier asking for immediate action to get the train running between Langford and Victoria and a commitment to the entire corridor.

Association of Vancouver Island and Coastal Communities (AVICC) resolution – April 2019

The AVICC passes a resolution asking that the province take immediate actions to provide sufficient funding to restore the railway infrastructure of Vancouver Island and to ensure the corridor remains intact and available for future generations.

BC Chamber of Commerce Resolution – July 2020

The BC Chambers of Commerce passes a resolution recommending that the Provincial government work with the Federal government to:

- ensure that the Island Corridor remains intact and is designated as a transportation corridor with priority given to rail infrastructure
- to fund phased improvements and upgrades to the E&N Rail Corridor to ensure it returns to operation and is capable of providing commuter and inter-city rail service, with an initial priority on commuter rail service in the greater Victoria area
- Commit to ongoing operational funding for the E&N Rail Service so it can function as a commuter and inter-city rail service, per the phased improvement plan.

Transport Action Canada – Strategic Railway Fund Request

In its submission to the House of Commons Finance Committee the advocacy group Transport Action Canada puts forward repairs to the Island corridor as one of eight priority rail projects in Canada to be funded by the Federal Government

The Island Corridor Foundation (ICF) Survey – October 2020

The ICF conducted a public survey in September of 2020 to provide Vancouver Island residents with an opportunity to share their views and comments about rail service.

The survey gathered over 3500 responses from Island residents with over 80% agreeing that we need to revitalize rail services on the Island. Key in the findings is that 87% of respondents use a private car for their commuting needs and that 89% of respondents would consider using rail if it met their needs. In addition, 81% of respondents believe rail is an important or very important environmentally friendly transportation option.

Strategic Vision

The Island Corridor Foundation envisions that the proposed train service, fully integrated into the existing transportation network, will provide a safe, efficient, reliable, and resilient transportation link between communities across Vancouver Island. The service will include commuter, inter-regional, freight, and excursion trains, tailored to the specific and unique needs of each of the residents, businesses, and communities on Vancouver Island.

Strategic Outcomes and Benefits

Transportation

Passenger rail services will provide an enhanced transportation capability for travel across Vancouver Island connecting communities as far north as Courtenay, and as far south as Victoria. It will provide Island residents, and visitors, especially those who are unable, or unwilling to drive, with an alternative option to travel within their own communities or across Vancouver Island.

Rail passengers will not be exposed to congestion and disruptions along the road network and will enjoy affordable, cost-effective transportation services with improved safety and greater travel time certainty.

Langford to Victoria will be equipped with a commuter service to minimize traffic congestion between the western communities and Victoria, providing an affordable, efficient, and reliable means of transportation for commuters that will reduce the dependency on personal vehicle transportation.

Quality of Life

Passenger train service on Vancouver Island will improve the quality of life of all island residents.

Northern communities will have improved access to specialized services, businesses, and entertainment options found in the two largest metro areas on the Island. In addition, residents will have a safe and reliable transportation option to access medical services only found in the large metro areas.

Housing price increases in the most populous Island areas have resulted in Island residents seeking housing in lower priced markets that are often significant distances from the job. Rail will provide these commuters with a safe, more efficient, and reliable commuting option. Rail will also facilitate regional land use planning targeted at transit-oriented developments with an emphasis on density leading to increased availability of affordable housing in areas where is most needed.

Visitors and Island residents will also enjoy improved access to the tourism and recreational services available throughout the Island.

In all cases Island residents will benefit from a reduction in travel time allowing for less time commuting and more time with family and friends.

Economic Development

Introducing rail service to Vancouver Island will support economic and regional development on the Island. Improvements to our transportation system will enhance the movement of people, expertise, and ideas between the various regions of the Island.

Rail is a proven and reliable tool in driving development and economic growth. Connecting our economic centres and port facilities to the North American rail system will enhance and accelerate growth of the Island economies by gaining access to new markets and lowering costs of landed products. Improving usage rates at our deep-water ports supports their long-term viability and provides a unique opportunity to improve capacity limitations at all west coast ports.

Rail service will also boost, grow and develop the tourism industry on Vancouver Island.

Environmental Sustainability

Rail service will promote environmental sustainability by providing an inter-city and commuter passenger service that provides an alternative for automobile drivers. The provision of this passenger service, particularly the commuter service, will divert trips that would have otherwise been completed using personal vehicles, lowering the total vehicle-kilometers travelled, resulting in overall reduction in transportation-related emissions. Rail travel is only one third the Kg CO₂/passenger KM of automobile travel.

Equity

The introduction of a rail service will be in addition to existing shuttle and bus services, for Island residents and will be of particular benefit to those who:

- have accessibility needs that make it difficult to board and ride a bus;
- do not have a family member, friend or caregiver who can provide a ride;
- are unable to afford alternative travel modes or lack access to a personal vehicle

Rail is particularly important for communities that are remote, have increased distance and travel time or generally have very limited safe and reliable transportation options.

Alignment with Government Policy and Planning

The proposed Strategic Vision is in alignment with BC Government Policy and Planning and will have a positive impact on each of the goals outlined in the Ministry of Transportation and Infrastructure Service plan for 2021 to 2024 released in April of 2021.

Goal 1:	Invest in rural and urban infrastructure improvements that help build a strong, sustainable economy
Goal 2:	Improve transportation network efficiency to provide British Columbians with safe and reliable access to the services they depend on
Goal 3:	Invest in transportation options that enhance network efficiency and support climate change objectives
Goal 3.1:	Support local economies and communities through the continued development of a multi-modal transportation system
Goal 3.2:	Reduce greenhouse gas emissions from the transportation sector

Table 7 MOTI 2021/2022 – 2023/2024 Service Plan – April 2021

Proposed Solution

The Island Corridor Foundation proposes to move forward with the restoration of the Island Rail Corridor to support ongoing passenger and freight operations as outlined in this business plan. Restoration of the corridor will require upgrades to the existing corridor and infrastructure to support the level of service defined in the business plan.

The introduction of rail service will provide enhanced transportation options for Island residents and visitors, reducing variability and improving network reliability. A new rail system will ensure equity and access to an efficient and affordable transportation network for all Island residents and visitors while taking meaningful steps towards meeting the goals and objectives set out in the CleanBC Transportation Plan.

Restoration Options Review

The development of the business case for the restoration of rail on Vancouver Island relies on the Island Rail Corridor Condition Assessment (IRCCA) commissioned by the British Columbia Ministry of Transportation and Infrastructure (MoTI) and release in 2020.

The 2020 WSP Island Rail Corridor Condition Assessment (IRCCA)

The British Columbia Ministry of Transportation and Infrastructure (MoTI) engaged WSP Canada Group Ltd. (WSP) to conduct a detailed evaluation of the base asset condition of the Island Rail Corridor on Vancouver Island. The assessment scope included the entire length of the rail corridor, Victoria to Courtenay (Victoria subdivision), Parksville to Port Alberni (Port Alberni subdivision), Wellcox Spur and Wellcox Yard. The assessment of the corridor covered railway infrastructure, grade crossings, bridges and rockfall activity.

The IRCCA report was built upon previous studies, including the 2009, Hatch Mott Macdonald report entitled “Evaluation of the E&N Railway Corridor: Baseline Reference Report” This report states *“The Railway condition is considered not to be compliant with BC Safety Authority Regulations and Rules Respecting Track Safety (Part 30) for Common Carrier Railways in the following areas:*

- *Vegetation growth in the ballast section and crossing approaches*
- *Clusters of decayed ties and decayed ties under the rail joints*
- *Worn, loose rail joints and frozen bolts.”*

The WSP Team undertook site investigations between June and August 2019 and applied a Good/Fair/Poor rating for each track element to develop an overall condition assessment of each track component of the railway. The report states:

“Overall summarized results indicate that the railway corridor is in Poor to Fair condition, with the Victoria subdivision in a Poor to Fair condition and the Port Alberni in a Poor condition. The main issues contributing to the condition of the railway include but are not limited to:

- *Uncontrolled vegetation within and adjacent to the rail corridor*
- *Number of decayed ties exceed Transport Canada’s “Rules Respecting Track Safety – 2012” regulations for Class 2 and Class 3 Track*
- *Single shoulder plates and angle joint bars are older technology and negatively impact track performance.”*

Other capital and maintenance issues raised in these reports include the implementation of new automatic crossing signal conditions, which are currently impaired by vegetation or not up to current track safety standards.

IRCCA Report Recommendations

The IRCCA report recommended a phased in improvement approach to the restoration of rail service and provided costing information for each of the three phases:

- **Initial:** Re-establishes minimum freight and passenger service
- **Intermediate:** Upgrades higher freight loading for increased freight and passenger volumes and speeds
- **Ultimate:** Supports higher freight and passenger volumes

The phasing rationale is based on carrying out improvement work on the railway to meet Technical Safety BC and Transport Canada maximum allowable operating speeds. In each phase, a rail traffic volume Use Case is assigned and provides a corresponding track class speed and load characteristics.

Furthermore, breaking the corridor into six different segments allows flexibility for phased improvements to be implemented based on demand changes. Each phase is summarized below:

Initial Phase Improvement

Includes costs to upgrade infrastructure to re-establish a minimum rail freight and passenger service along the rail corridor.

Passenger Service	2-4 passenger trains per day 2-4 freight trains (10-20 car trains) per day
Track Characteristics	Class 2 Track Standard (25 mph Freight, 30 mph passenger). *
Track Loading	Not suitable for sustained 286,000 lb car loading
Upgrade Cost	\$326,448,391

Table 8 Initial Phase Improvement

*Speeds refer to maximum safe allowable operating speed as per Technical Safety BC and Transport Canada's regulations

Intermediate Phase Improvement

Includes costs to upgrade infrastructure beyond the Initial Phase. This phase will support higher freight loading (286k lb rail car loading) which will accommodate increased freight and passenger volumes and increased train speeds throughout the corridor.

Passenger Service	4 passenger trains/d up to 8 trains/d
Freight Service	4 freight trains (10-20 car trains)/d up to 4 million tonnes per annum (MTPA) or 133 cars/d total
Track Standard	Class 3 Track Standard (40mph Freight, 60mph passenger)*
Track Loading	286,000 lb car loading
Upgrade Cost	\$552,023,932

Table 9 Intermediate Phase Improvement

*Speeds refer to maximum safe allowable operating speed as per Technical Safety BC and Transport Canada's regulations

Ultimate Phase Improvement

Includes costs to upgrade infrastructure beyond the Intermediate Phase. This phase will support higher freight and passenger volumes than the Intermediate Phase. This phase is optimal for the implementation of a commuter rail service.

Passenger Service	More than 8 trains/d
Freight Service	Freight volumes above 4MTPA or 133 cars/d
Track Standard	Class 3 Track Standard (40mph Freight, 60mph passenger)*
Track Loading	286,000 lb car loading
Upgrade Cost	\$728,778,304

Table 10 Ultimate Phase Improvement

*Speeds refer to maximum safe allowable operating speed as per Technical Safety BC and Transport Canada's regulations

Summary of IRCCA Phase Improvements

	Track Standard	Passenger Trains/Day	Passenger Speed MPH	Freight	Freight Speed MPH	Max Load	Upgrade Cost in Millions
Phase							
Initial	2	2-4	30	2-4 Trains 20 to 40 Cars/Day	25	263,000	\$326.5
Intermediate	3	4-8	60	4 Trains 133 cars/day	40	286,000	\$552.0
Ultimate	3	8+	60	+133 cars/day	40	286,000	\$728.8

Table 11 Summary of IRCCA Phase Improvements

The Initial Phase

The initial phase allows for passenger and freight service, however the level of service is not adequate to support passenger or freight operations. This is primarily due to reduced operating speeds making this level of service non-competitive with existing transportation options and the number of trains would be insufficient to manage commuter movements in the Langford – Vic West Corridor. Additionally, the maximum loading capacity is below industry standard and therefore not supportable.

The Intermediate Phase

The Intermediate Phase provides for a level of service that allows for the operation of passenger and freight services, as well as peak hour commuter service in the Langford – Victoria Corridor. The intermediate phase is closely aligned to the immediate needs of the Island and the service is scalable, providing flexibility to meet future demand when appropriate. Load capacity under the intermediate phase is at industry standard.

The Ultimate Phase

The Ultimate Phase offers very similar levels of service for both passenger and freight operations but allows for increased train frequency for both passenger and freight operations. This level of service and frequency is not contemplated within the next ten years and it would be difficult to justify the additional investment required under this phase.

Recommendation of the Island Corridor Foundation

The level of improvement will be key in the success of the restored rail system. The improvement phases outlined within the IRRCA will support varying numbers and types of trains as well as varying operating characteristics and efficiencies.

The structure of the IRCCA does allow for the sequential implementation of each phase, with improved capabilities with each phase, and increased costs for each phase. The phased approach would allow for the timing of investment in the corridor to meet demand, however it could also have the effect of limiting the marketability of the service and thereby diminishing its ability to succeed.

ICF Adjusted Intermediate Phase

In reviewing each of the available upgrade plans it is clear the intermediate phase would be sufficient to meet the immediate needs of the Island, however the ICF has developed an adjusted intermediate phase that will deliver very similar results at a much lower cost.

The IRCCA intermediate upgrade plan calls for 115 lb rail to be installed on the entire corridor to allow for 286,000 lb loading capability across the entire system and to improve ride quality for passenger operations. While there is a very real need to have 286,000 lb loading capability in areas where there is likely to be high density rail operations, as is envisioned in the Nanaimo to Port Alberni corridor. The remainder of the system is likely to have light freight operations which would allow for 263,000 lb loading and low-density passenger operations. The adjusted plan envisions the installation of heavy rail from Nanaimo to Port Alberni and in the Westhills-Victoria corridor.

Passenger Service	4 passenger trains/d up to 8 trains/d
Freight Service	4 freight trains (10-20 car trains)/d up to 4 million tonnes per annum (MTPA) or 133 cars/d total
Track Standard	Class 3 Track Standard (40mph Freight, 60mph passenger)*
Track Loading	286,000 lb car loading in heavy freight zones; 263,000 lb loading outside of heavy freight zones
Upgrade Cost	\$332,392,505

Table 12 ICF Adjusted Intermediate Phase

*Speeds refer to maximum allowable operating speed as per Technical Safety BC and Transport Canada's regulations

The adjusted intermediate phase is the recommended approach and has been used to determine the cost of restoration.

Statement of Estimating Risk, Accuracy & Contingency

The business case relies on the costing data and information within the IRCCA report updated to reflect 2021 costs.

The IRCCA properly included contingency cost factors related to the upgrade of the rail corridor. Contingency should be viewed as an offset for coping with risk and uncertainties associated with the planning and implementation of the project and should consider the complexity of the project.

The IRCCA applied a 50% contingency to the project as well as additional contingencies identified as MOTI Contingencies. These additional contingencies included the following:

- Construction Supervision 10%
- Engineering 12%
- Project Management & Supervision 10%
- First Nations Consultation & Accommod. 15%

Combining the MOTI contingencies with the 50% contingency brings the total level of contingency in the IRCCA cost estimates to 97%. Most of the costs identified in the IRCCA are related to the rehabilitation, or upgrading, of already existing track, rail bed, and bridges as opposed to new construction. The level of risk associated with this project is significantly less than what would be expected in a new construction project and that lower risk should be reflected in the contingency applied to the project costs.

Contingency planning is essential to the success of any project, and projects of similar size and scope will generally have contingency costs ranging from 30% to 40%. The IRCCA report had identified and applied a 50% contingency to the project costs and while this is still higher than expected, the business case includes the 50% contingency. The MOTI Contingencies outlined in the IRCCA have not been applied.

Additional Costs not included in the IRCCA

Siding Capacity Upgrades - \$5,000,000

The IRCCA reviewed the right of way capacity and the potential need for double tracking to provide for additional capacity and redundancy and determined that double tracking was not required to attain the levels of service contemplated in the report. While double tracking is not required there are areas that would provide significant benefits to the efficient operation of the railway through new or expanded siding capacity.

Increased siding capacity will provide flexibility for maintenance, reduce track switching delays, and minimize train conflicts in high density traffic areas. The exact locations and lengths of the sidings would be determined based on the level of service and equipment chosen.

Stations - \$3,000,000

The Business case envisions the establishment of twelve stations along the corridor

STATIONS	
Northern Terminus	
INTERCITY STATIONS	- Courtenay
	- Qualicum Beach
	- Parksville
	- Nanaimo
	- Ladysmith
	- Duncan
	- Shawnigan Lake
COMMUTER STATIONS	- Westhills
	- Langford
	- 6mile
	- Esquimalt
	- Johnson St. Bridge
Southern Terminus	

Table 13 Stations

Each station will be equipped with a 100m x 5m concrete platform, a 5m x 2.5m covered shelter and a ticket machine. A cost of \$250,000 is associated with the construction of each of these stations, resulting in a total cost of \$3,000,000 for station construction along the entire line.

Rolling Stock - \$50,000,000

There is a wide array of rolling stock that could be utilized in this service as outlined in the IRCCA. Each of the available equipment options has their own unique operating features, benefits, and costs.

While an in-depth review must be undertaken prior to the acquisition of rolling stock, the business plan envisions the use of six “push-pull” trainsets consisting of two bi-level cars and powered by GM Diesel-Electric locomotives. This configuration has been chosen as they are widely used in North America as a flexible long commute rail option. Go Transit in Greater Toronto and the Hamilton area and the West Coast Express in the Lower Mainland both employ this equipment.



Table 14 Rolling Stock

This option was also chosen for its ability to easily adapt to new, low carbon or zero carbon, locomotive power as it becomes available.

The service levels within the business plan will require four trainsets in daily service and a minimum of two trainsets to allow for planned maintenance intervals and equipment failures. Acquiring new equipment could take between 2 to 4 years from the time of ordering.

There can be significant price differentials in equipment types and given long lead times, suitable used or lease equipment may need to be acquired to support the anticipated start up. For the purposes of the business case a cost of \$50,000,000 is assumed to be the highest cost associated with equipment acquisition.

Total Estimated Project Costs

Combined Cost	
Hybrid Intermediate Upgrade	\$332,392,505
Rolling Stock	\$50,000,000
Siding Capacity Upgrades	\$5,000,000
Station Platforms	\$3,000,000
Total Costs	
	\$ 390,392,505

Table 15 Total Estimated Project Costs

Environmental Assessment

Most of the work to be completed under this plan is classified as maintenance activity on an existing right of way that is commonly performed on an annual basis by Canadian and other North American railways. As such, it's restricted to the track encompassing only the steel rail and fittings, wooden ties, and clear crushed rock ballast section of an existing railway track structure. The proposed upgrade work is not subject to environmental assessment under the Environmental Assessment Act.

In cases where new construction is to be completed under this plan, like the construction of new sidings or passing tracks, or new stations, they will be subject to environmental review.

No activity is to be conducted under this plan that will have any potential for adverse impact to the environment and/or fisheries.

Train Operations

Business case train operations have been developed based on the performance characteristics of the Adjusted Intermediate Phase plan and consider the unique needs of the regions the trains will operate in.

The service proposal provides for four train sets to be used in scheduled passenger service on the Victoria Subdivision. In all cases it is assumed that train operations will be integrated with local transit service to provide the best possible service. A properly integrated system will result in modal shifts that will bring efficiencies to BC Transit operations and improve ridership on the bus system.

Freight service and excursion services will operate based on market conditions and demand.

The scheduled passenger services will have two trainsets which will operate strictly as part of the commuter system between Westhills and Victoria West, and two trainsets will operate as intercity commuter and regional trains:

Train 1 – Victoria Commuter 1

The first train serves as a Victoria commuter train that operates between the Westhills Station and the station located in proximity to the Johnson St. Bridge in downtown Victoria. This train will operate in this corridor from 6am-9am and 3pm-6pm, to move commuters during rush hour, and will not operate during non-commuter hours.

Train 2 – Victoria Commuter 2

The second train operates during the same commuter windows as train 1 (6am-9am & 3pm-6pm), while also operating less frequently throughout the day in this same section of track (Westhills Station to Johnson St. Station) to act as an alternative means of transportation for midday travel in Victoria. This midday service will offer 1 trip to and from Langford to Victoria every hour.

Trains operating in the commuter corridor will take approximately 30 minutes to travel between Westhills and Victoria. The timetable includes a one-minute stop at each of the stations on the route. The following table is an example of a timetable for one of the trains operating within the commuter corridor:

Commuter Timetable		
Northbound		Southbound
6:30	Victoria	6:30
6:41	Esquimalt	6:18
6:48	Six Mile	6:12
6:51	Atkins	6:08
6:55	Langford	6:05
7:00	Westhills	6:00

Table 16 Victoria Commuter

Train 3 – Intercity Train 1

The third train on the line operates as an intercity train that originates and terminates in Duncan. This train leaves in the morning heading towards Victoria, providing transportation for passengers commuting over the Malahat to Victoria. The train then makes a northbound trip from Victoria to Courtenay, and then back down to Victoria. Finally, it ends with one final run from Victoria to Duncan in the late afternoon returning commuters to the Shawnigan, Cobble Hill, and Duncan areas.



Train 4 – Regional Train

The fourth train operates as a regional train that originates in Courtenay. This train makes two roundtrips to Victoria from Courtenay each day. Its first departure is at 5:54 AM from Courtenay, allowing for a late morning arrival in Victoria. This train will then travel back up Island to Courtenay, then make another trip down to Victoria during the mid-day, and finally a last trip back to Courtenay, arriving just after 8pm, at the end of the day in Courtenay.

Intercity and regional trains operating between Courtenay and Victoria stop at twelve stations along the route. Travel times between Courtenay and Victoria are scheduled to take 3 hours and 50 minutes, and travel times between Duncan and Victoria are scheduled to take 1 hour and 32 minutes and, in all cases, include a one-minute station stop. The following table is an example of a timetable for one of the trains operating between Victoria and Courtenay:

Timetable		
Northbound		Southbound
16:51	Victoria	9:44
17:02	Esquimalt	9:32
17:09	Six Mile	9:25
17:12	Atkins	9:22
17:16	Langford	9:18
17:21	Westhills	9:13
17:57	Shawnigan Lake	8:37
18:22	Duncan	8:12
18:48	Ladysmith	7:46
19:08	Nanaimo	7:26
19:39	Parksville	6:55
19:49	Qualicum	6:45
20:41	Courtenay	5:54

Table 17 Regional Train

Train Frequency

Train frequency was developed based on the need to provide a level of service that would make the service attractive and likely attain the highest level of modal shift and could be supported by the physical characteristics of the line once the required improvements have been made.

The following chart depicts the frequency of trains contemplated within each of the corridors within various operating windows. Trains originating in Courtenay and Duncan will operate to Victoria and are counted in the operating windows in the Westhills to Victoria corridor:

Train Frequency		
Segment	Operating Window	Total Trains
Westhills to Victoria	06:00 to 9:15	7
Victoria to Westhills	15:00 to 17:30	8
Westhills to Victoria	09:15 to 15:00	4
Victoria to Westhills	09:15 to 15:00	5
Duncan to Victoria	06:00 to 8:30	2
Victoria to Duncan	15:00 to 17:00	2
Nanaimo to Victoria	Daily	3
Victoria to Nanaimo	Daily	3
Courtenay to Victoria	Daily	3
Victoria to Courtenay	Daily	3

Table 18 Train Frequency

Freight Operations

All rail cars arrive or depart Vancouver Island by a rail barge that connects the Island with the Southern Railway of British Columbia and then 4 class one carriers on the mainland. Today, freight operations and rail car movements on the Island are restricted to the Nanaimo operating area. Propane cars are delivered by rail to the customer, whereas all other products such as raw materials for manufacturing or agricultural products, must be transloaded to trucks to be taken to their destination.

While rail shipments to the Island have seen consistent growth over the past several years, that growth has been limited given the inefficiencies and additional costs associated with the need to transload products. The lack of rail service into and out of our ports has completely closed those markets to rail.

The business case has provision for a daily freight operation that will service the entire Island, with an emphasis on providing shippers with a consistent, reliable rail service.

The service proposal provides for initial freight service consisting of one freight train each day, operating to various locations through the week. Freight service by location and frequency will be determined based on demand for each unique location and integrated with connecting barge services to and from the Island. An initial potential service could see train service to points north and south of Nanaimo one day each week and service to the Port of Port Alberni 2 days a week.

Excursion Operations

Excursion train operations would be provided on a demand basis with operations focused on cruise ship calls, visiting tourists, and as a rolling special event venue or transportation provider to Island events (sporting events, ski trains, etc.)

Excursion trains must be a high-quality hospitality product. This requires each run to be much more than a train ride. Destination, on board staff, and themed services play a key role in maintaining the demand for the service. Critical to success is guest experience and therefore partnering with an experienced tourist rail operator is considered as a first step in establishing excursion operations.

The operations of Excursion trains will be on demand by design to capitalize on cruise ship/tourism opportunities and to provide special event transportation.

10 Year Maintenance Plan / Operational Plan/ Capital Plan

The estimated cost of maintenance and operations for the recommended service plan have been modeled over a 10-year period and are based on known 2021 labour and material rates and the recommended service levels in the Adjusted Intermediate Phase.

Infrastructure Maintenance Costs

Infrastructure maintenance costs include expected material and installation costs for track repairs, ballast resurfacing, culvert replacement, and bridge maintenance and repair. The costs are based on known costs and labour rates.

Train Operations Costs

Train operations costs include all expenses related to the day-to-day operations of the railway other than Infrastructure Maintenance Costs. Train operations costs, include management and unionized employee wages, fuel, G&A expenses, car hire, purchased services, etc. for the operation of the recommended level service for passenger and includes the costs for a daily freight service.

Equipment Maintenance Costs

Equipment maintenance costs include all labour expenses and an estimated amount for parts replacement for equipment outside of warranty.

	Infrastructure Maintenance	Train Operations	Equipment Maintenance	Total
Year				
1	1,816,631	10,565,361	397,823	12,779,817
2	1,862,047	10,879,104	407,769	13,148,922
3	1,908,598	11,203,171	417,963	13,529,735
4	1,956,313	11,537,945	428,412	13,922,674
5	2,005,221	11,883,822	439,122	14,328,170
6	2,055,351	12,241,218	450,100	14,746,675
7	2,106,735	12,610,563	461,353	15,178,658
8	2,159,404	12,992,308	472,887	15,624,606
9	2,213,389	13,386,921	484,709	16,085,027
10	2,268,723	13,794,889	496,826	16,560,438

Table 19 Equipment Maintenance Costs

Capital Requirements

Due to the significant capital investment for the track rehabilitation infrastructure upgrade work, it is not foreseen that any significant capital work will be required in the first 10-year period.

Rather than increased capital requirements, a maintenance plan including a tie replacement program, and rail spot replacement approach will be implemented to keep the right of way, track, and bridges in optimal operating condition.

Annual Operating Revenue

Operating revenue for the project is derived primarily from Passenger Services and Freight operations defined as:

- Local Commuter
 - Operations with service between Westhills and Victoria West
- Intercity Commuter
 - Operations between Duncan and Victoria
- Regional Trains
 - Operations between Courtenay and Victoria
- Freight Service
 - Operations from Nanaimo to all points on the system
- Excursion Trains
 - On demand services throughout the Island

Local Commuter Revenue

Local commuter revenue was derived utilizing the South Island Transportation Strategy (SITS) and the 2017 Capital Regional District Origin-Destination Survey Report to determine the number of daily trips into and out of the downtown core. The data was further analyzed by community origin and destination to determine the total number of trips each day.



Table 20 Local Commuter Revenue

South Island Transportation Strategy – Technical Paper #2 – Sept 2020

The SITS identified a total of 27,000 daily riders on the Rapid Transit Corridor encompassing the Westshore and Saanich Peninsula corridors. Once adjusted for growth and considered in conjunction with the 2017 Capital Regional District Origin-Destination Survey report, it was determined there are approximately 35,000 people commuting to and from Victoria that would be within the catchment area that could be serviced by the train directly, or through a combination of train and other modes.

Rail would be a new entrant into the transportation network, so revenue has been determined using a modal shift capture and applying an anticipated fare rate structure within the local commuter corridor and applied to estimated one-way trips. Rate levels were determined based on comparable rates for BC Transit.

Modal shift captures other available transportation options within that segment of the corridor including buses and personal automobiles.

Table 21 shows anticipated rates and rates of usage for each rate:

90 Minute Fare	Usage	Day Pass	Usage	Monthly Pass	Usage
\$4.00	45%	\$11.00	5%	\$105.00	50%

Table 21 Anticipated Rates

Table 22 shows the annual revenue for Commuter service at various modal shift capture rates

Capture Rate	Passengers	Total Annual Revenue
4%	1428	\$1,322,328
6%	2142	\$1,983,492
8%	2856	\$2,644,656
10%	3570	\$3,305,820
12%	4284	\$3,966,984
14%	4998	\$4,628,148
16%	5712	\$5,289,312
18%	6426	\$5,950,476
20%	7140	\$6,611,640

Table 22 Annual Revenue for Commuter Service at Various Modal Shift Capture Rates

At the start of operations, it is estimated that the new rail system will realize a modal shift of somewhere between 4% and 6% and increasing to 8% within one year resulting in revenues of approximately \$2.6 Million annually.

Intercity Commuter Revenue

Intercity commuter revenue was derived utilizing the South Island Transportation Strategy (SITS) which identified approximately 30,000 passengers per day traveling into the Capital Regional District from North of the Malahat. When adjusted for growth and the inclusion of passengers traveling from the Cowichan Valley, the number of passengers is estimated to be approximately 32,000 passengers each day.

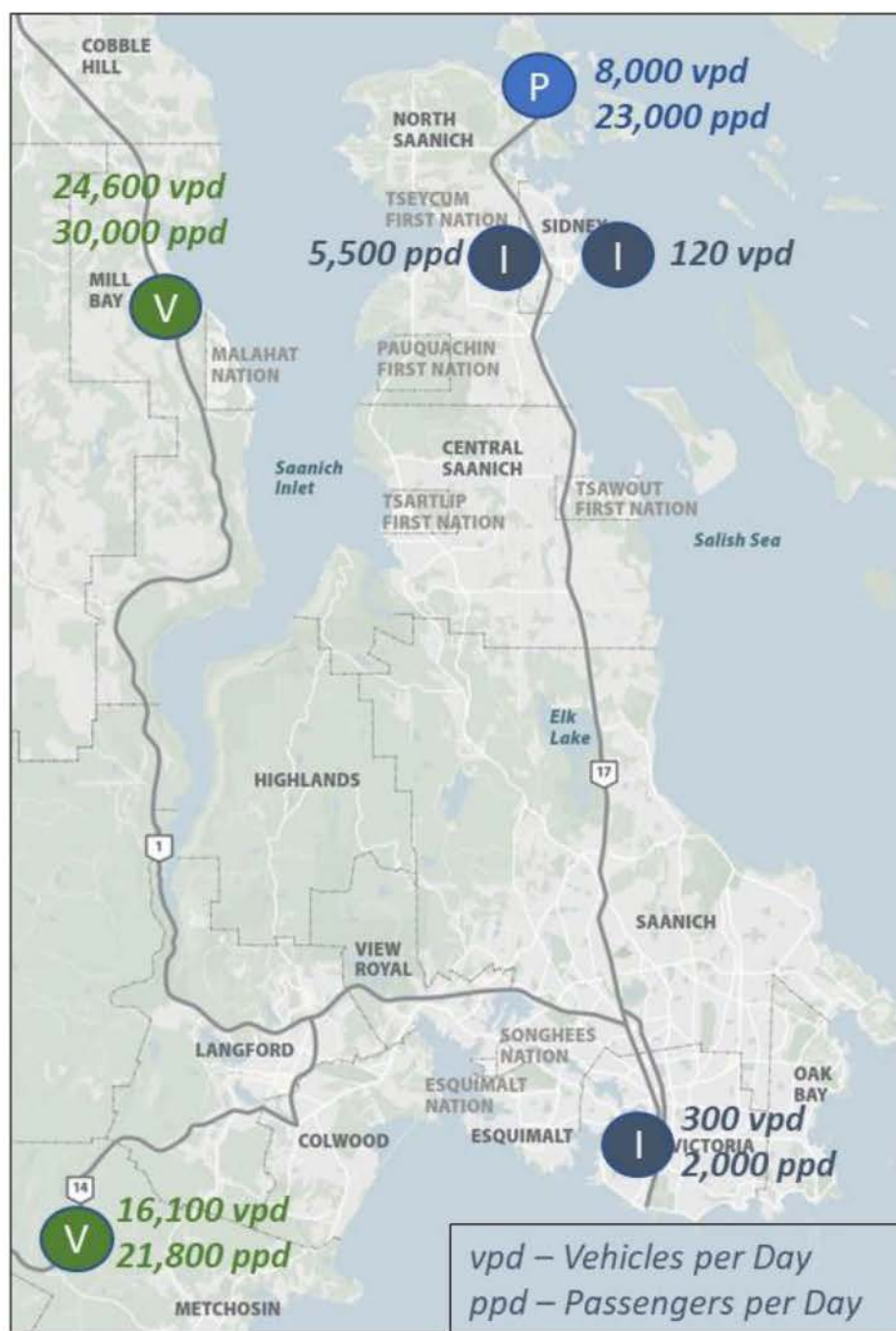


Table 23 Intercity Commuter Revenue *South Island Transportation Strategy – Technical Paper #2 – Sept 2020

Intercity Commuter Rail represents travelers into the Capital Regional District from a variety of origination points north of the Malahat. Revenue has been determined using a modal shift capture rate and applying an anticipated average fare rate structure within the intercity corridor and applied to the number of estimated one-way trips. Rate levels were determined based on comparable rates for BC Transit for the travelers from the Cowichan Valley to Victoria and bus rates on the Island Link bus service.

Modal shift captures shift from all other available transportation options within that segment of the corridor including buses and personal automobiles.

Those daily trips were then given a fare based on the following rates and usage levels of each fare:

90 Minute Fare	Usage	One Way Fare	Usage	Monthly Pass	Usage
\$11.00	25%	\$19.00	25%	\$200	50%

Table 24 Fares

Table 25 shows the annual anticipated revenue at various modal shift capture rates

Capture Rate	Total Daily Commuters	Total Annual Revenue
4%	1,287	\$3,322,954
6%	1,930	\$4,984,432
8%	2,573	\$6,645,909
10%	3,217	\$8,307,386
12%	3,860	\$9,968,863
14%	4,504	\$11,630,340
16%	5,147	\$13,291,818
18%	5,790	\$14,953,295
20%	6,434	\$16,614,772

Table 25 Annual Anticipated Revenue at Various Modal Shift Capture Rates

At the start of operations, it is estimated that the new rail system will realize a modal shift of somewhere between 4% and 6% and increasing to 8% within one year resulting in revenues of approximately \$6.6 Million annually.

Regional Train Revenue

Regional train revenue represents revenue for all passenger movements with origination and termination points outside the local and intercity commuter operations. There is a vast array of potential origin and destination points that could be used by passengers on any one of the trains travelling between Courtenay and Victoria. Some potential origin and destination pairs:

Duncan to Nanaimo
Courtenay to Nanaimo
Parksville to Mill Bay
Shawnigan Lake to Nanaimo
Qualicum to Courtenay

Given the number of origin and destination pairs, and the lack of available data on traffic patterns between each of the pairs the business case utilizes an average way rate for regional service and an estimated number of daily passengers to determine the anticipated annual revenue. It is assumed the majority of these trips will be between major centres and as such the average one-way rate was determined using the current bus fares between larger centres such as Courtenay, Nanaimo, and Duncan.

Total Daily Passengers	Avg One Way Rate	Annual Revenue
100	\$20	\$600,000
150	\$20	\$900,000
200	\$20	\$1,200,000
250	\$20	\$1,500,000
300	\$20	\$1,800,000
350	\$20	\$2,100,000
400	\$20	\$2,400,000
450	\$20	\$2,700,000
500	\$20	\$3,000,000

Table 26 Regional Trains Revenue

At the start of operations, it is estimated that the regional trains will realize 150 to 200 one-way passenger trips each day, increasing to 300 one-way passenger trips each day, resulting in revenues of approximately \$1.8 Million annually.

Other Passenger-Related Revenues

VIA Rail Contribution

Prior to the suspension of passenger service in 2011, passenger services on the Island were the responsibility of VIA Rail Canada, consistent with VIA Rail Canada's mandate:

*VIA Rail Canada Inc.'s mandate is to **operate the national passenger rail services on behalf of the Government of Canada**, offering intercity rail services and ensuring rail transportation services to regional and remote communities.*

A new train service agreement was negotiated with VIA Rail in 2015 wherein VIA would provide annual deficit funding in the amount of \$1.45 million, the equipment necessary to operate the service, and insurance. The operator would be responsible for the cost of operating the service, including crews, fuel, rolling stock maintenance and repair, fuel, etc. All ticket sales revenue would be given to the operator.

The service contemplated in this business case includes intercity rail service to regional communities and is therefore within the mandate of VIA Rail Canada. It is anticipated that a new train service agreement will need to be negotiated with VIA Rail Canada. Given the passage of time and the increased level of service contemplated in the business case it is estimated that a new train service agreement could result in a minimum \$2 million funding agreement.

BC Transit Funding

The business case provides service that will operate within the Duncan to Victoria corridor and the newly planned Duncan to Nanaimo corridor. Once train service is operational those services provided by BC Transit would become redundant. The cost of those services should be allocated to the train service:

Duncan to Victoria - \$1.4 million

Duncan to Nanaimo - \$1.0 million

Total Allocation - \$2.4 million

Total Combined Passenger Revenue

Table 27 shows the expected ticket revenues for each type of service by modal shift as well as expected revenue from VIA funding and Transit allocation:

	Modal Shift			
	4%	6%	8%	10%
Local Commuter	\$1,322,328	\$1,983,492	\$2,644,656	\$3,305,820
Intercity Commuter	\$1,983,492	\$4,984,432	\$6,645,909	\$8,307,386
Regional Trains	\$1,800,000	\$1,800,000	\$1,800,000	\$1,800,000
Total Passenger Revenues	\$5,105,820	\$8,767,924	\$11,090,565	\$13,413,206
VIA Contribution	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000
Transit Allocation	\$2,400,000	\$2,400,000	\$2,400,000	\$2,400,000
Total Revenue	\$9,505,820	\$13,167,924	\$15,490,565	\$17,813,206

Table 27 Total Combined Passenger Revenue

Modal shifts of between 4% and 6% are anticipated at start up and represent attainable ridership numbers by early adopters. Ridership is expected to increase once the service is proven, allowing for improved adoption rates by riders and as such a 10% modal shift is considered attainable within a one-year period.

Freight Operation Revenues

Background

The last remaining rail freight system on Vancouver Island was operated on the Island rail corridor by CP Rail as an integrated barge and rail service. In 1998 CP took steps to limit its participation in the service through the sale of its terminal operations to Seaspan. Under the terms of the sale, CP retained responsibility for the marketing of rail services on the Island and the delivery of cars to terminal facilities, while Seaspan provided barging services.

The new agreement resulted in a single weekly sailing which had the effect of substantially increasing rail transit times and increasing the overall cost to shippers. In addition, CP's retention of the marketing responsibility allowed CP to set the rates and determine the routing of all cars to and from the Island, creating a lack of access to competitive rail carriers and increased rates.

In the years leading up to the agreement, traffic on the system averaged approximately 8,000 carloads per year, however by 2002 the number of cars handled had dropped to 800 cars per year. The drop in carloads made continued service to areas beyond Nanaimo unsustainable, resulting in a suspension of service beyond Nanaimo.

The suspension in service has resulted in a lack of opportunity to attract investment in production and distribution facilities, has left shippers with few competitive transportation options, and has restricted the marketability of port facilities on Vancouver Island. It has also resulted in a significant number of trucks moving on our highways, contributing to travel time variability, reduced reliability and safety, and increased greenhouse gas emissions.

Today

The operating environment for the upgraded rail system on Vancouver Island will be significantly different from the operating environment in 2002.

All aspects of rail service on the Island, including rail and barge services, are currently provided by Southern Rail of Vancouver Island (SVI) in partnership with Seaspan and Southern Railway of British Columbia (SRY). Strategic investments by SRY in facilities like the Annacis rail barge terminal, and loading facilities in Nanaimo, have continually improved rail operations. Shippers now have access to a competitive rail market with access to four major railways providing seamless service to North American markets. All marketing and sales activity is now managed by SRY ensuring shippers are benefiting from market driven pricing and service.

The suspension of service outside Nanaimo remains in effect and traffic is limited to cars that can be delivered to destination in the Nanaimo area or cars that can be transloaded to truck at transload facilities located at the Nanaimo rail yard and then taken by highway to their destination. Despite the suspension of service, SVI has managed to increase shipments to approximately 1,200 carloads per year.

Freight Revenue

Freight revenues have been based on the implementation of a haulage agreement between the rail operator on Vancouver Island and the Southern Railway of British Columbia (SRY) that would provide for a static price for each car originating or terminating on Vancouver Island, regardless of its origination or termination point.

Haulage agreements are common within the railway industry and are particularly useful to small carriers who lack the marketing and sales organizations to support rate-making activities with larger carriers. Haulage agreements are particularly effective when a significant interdependence exists between the carriers involved in the agreement. While rail service is contemplated between the Island and Washington state ports most cars will be interchanged with the SRY at Annacis Island.

The haulage agreement would need to be negotiated, however for the purposes of the business case a per car rate of \$1,100 has been utilized. The following table provides for the annual revenue based on the number of cars handled each year:

Annual Cars	Revenue per Car	Total Revenue
2,000	\$1,100	\$2,200,000
2,500	\$1,100	\$2,750,000
3,500	\$1,100	\$3,850,000
4,000	\$1,100	\$4,400,000
4,500	\$1,100	\$4,950,000
5,000	\$1,100	\$5,500,000
8,000	\$1,100	\$8,800,000

Table 28 Freight Revenue

It is assumed the current 1,200 carloads to and from the Island would continue once rail service is restored. Continued growth beyond the existing 1,200 carload base is dependent upon the ability of the new rail system to compete with existing transportation modes on price and service, to effect modal shift, provide Island ports access to rail, and to create new markets that do not exist today through the attraction of industry best served by rail.

Prior to the suspension of service, the system handled an average of 8,000 carloads per year with most of those cars originating from, or destined for, the Port of Port Alberni. Most of that traffic is still moving today and could be shifted to rail. For the purposes of determining the revenue that could be realized from freight, a target of 50% of the known freight movement has been established, resulting in revenues of \$4,400,000. Once rail service has been proven, and shipper confidence restored, continued growth well in excess of the previous 8,000 carloads is anticipated.

Combined Revenues and Costs

Total revenues include all train operations except for excursion trains. Excursion train revenues will provide another profitable revenue stream, however, given the on-demand nature of these operations and unique requirements for each train, it would be very difficult to provide an accurate estimate of revenue. Revenue contribution from VIA Rail as well as an expected transfer of current regional transit funding make up the balance of the revenue.

Revenues	Conservative	Anticipated	Optimistic
Passenger Ticket	\$6,445,282	\$8,767,924	\$11,090,565
VIA Contribution	\$2,000,000	\$2,000,000	\$2,000,000
Regional Transit	\$2,400,000	\$2,400,000	\$2,400,000
Freight	\$2,750,000	\$4,400,000	\$8,800,000
Total Revenue	\$13,595,282	\$ 17,567,924	\$24,290,565

Table 29 Combined Revenues and Costs

Revenues have been provided over a range from Conservative to Optimistic. Passenger services account for the largest share of the revenue and relies on various levels of modal shift within each of the passenger operations.

Total annual operating costs reflect the expected operating costs for the new operation. The costs include all aspects of the operation including passenger and freight operations, and assumes a new independent ownership structure to support operations.

Costs have been provided for the level of service and train frequency defined in the Adjusted Intermediate Phase proposal and will support the optimistic scenario as outlined in the combined revenues. The preponderance of the costs are related to scheduled train operations and therefore costs will have minimal fluctuation between the conservative and the optimistic scenarios.

Annual Operations Costs	
Infrastructure Maintenance	\$1,816,631
Train Operations	\$10,565,361
Equipment Maintenance	\$397,823
Total Costs	\$12,779,815

Table 30 Annual Operating Costs

Revenue Vs Costs

The following graph shows the revenues and cost under each of the potential scenarios:

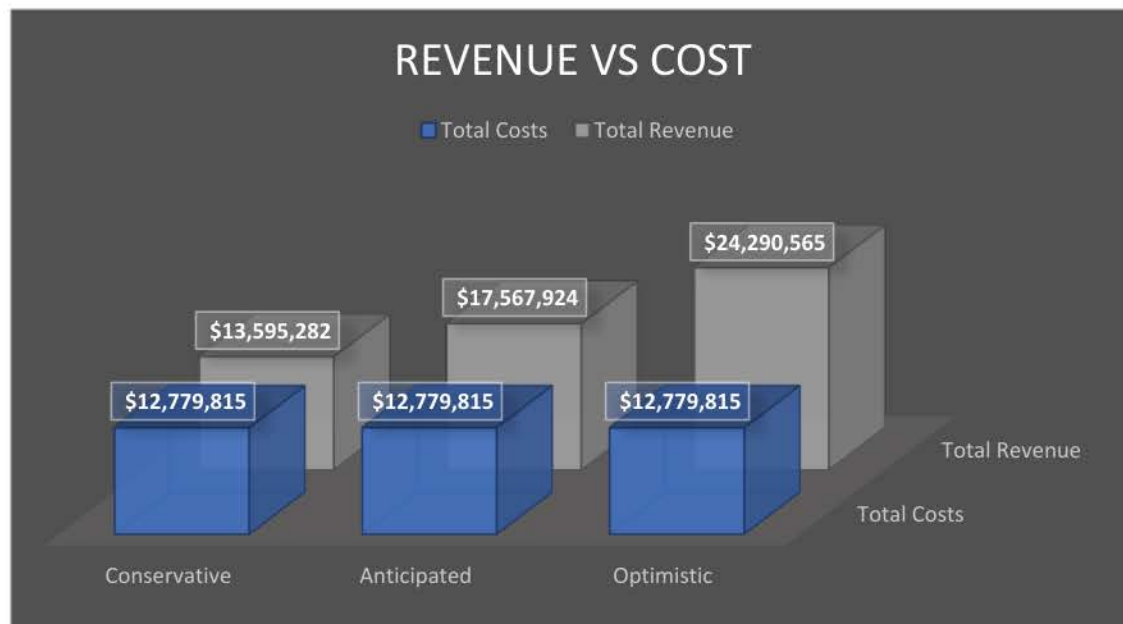


Table 31 Revenue vs. Costs

The Conservative estimate assumes low ridership numbers that would be expected upon start up of operations. The Anticipated revenues are based on a slightly higher modal shift that should be attainable by the second year of operation as the efficiency and reliability of the service is proven. In all cases the revenue exceeds the cost of operations.

While gains in modal shift for passengers will have a positive contribution to the new rail system, the biggest opportunity for revenue growth and profit lies within the freight operations.

The new rail system will allow for an aggressive campaign to attract more freight movements both locally and internationally as businesses gain confidence in rail as an efficient and reliable means of moving their products. Perhaps more significantly, rail service will make our ports in Port Alberni and Nanaimo more competitive with other west coast ports and could be utilized as alternate ports, reducing congestion and wait times at mainland ports, and the number of ships anchoring in waters around the Island while they wait for access to Vancouver.

The Conservative revenue scenario assumes a doubling of the current number of carloads handled and was based on known potential shippers that have demonstrated an interest in rail service, or who have contacted SVI or ICF with development interest. The Optimistic revenue scenario represents a return to the number of carloads handled prior to the suspension of service. That freight continues to move today over the highway system and as such would be susceptible to modal shift to the new rail system.

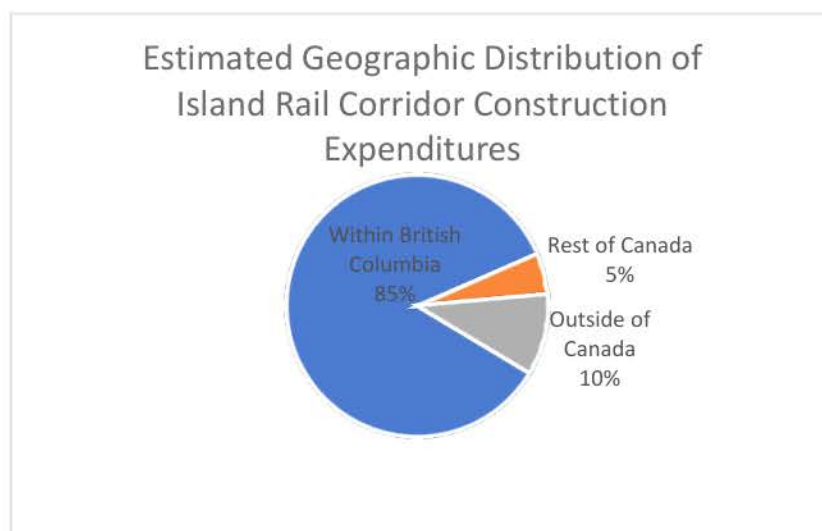
Economic Impact of Investment

In October of 2020 the ICF engaged Vann Struth Consulting group to develop a report to estimate the economic impact of restoring the Island Rail Corridor to operational condition.

The analysis focused only on the construction expenditures for rehabilitating the corridor. Construction costs were based on an April 2020 assessment prepared for the B.C. Ministry of Transportation and Infrastructure (MOTI).

The report focused on the implementation of the ICF's Adjusted Intermediate Phase development which, at the time of the report, was based on 2020 dollars. Each major line item in the project budget was analyzed to identify the most likely source for the required material or service. In most cases, the items can be sourced from British Columbia (including Vancouver Island).

The only class of material that is certain to be sourced internationally is steel products, including rails and other components. These are assumed to be sourced through a British Columbia wholesaler, in which case the wholesale margin is the only part of the expenditure that is retained within B.C. It is possible that some of the specialized technical services that are required will come from the rest of Canada or the U.S.



In total, an estimated 85% of construction expenditures for the project are expected to be sourced from British Columbia companies.

Table 32 Estimated Geographic Distribution of Island Rail Corridor Construction Expenditures

The overall economic impact of this project was developed utilizing the costing data provided in the IRCCA and were based on a construction cost of \$302 million and have not been updated to reflect the updated IRCCA costs in the business case of \$323 million:

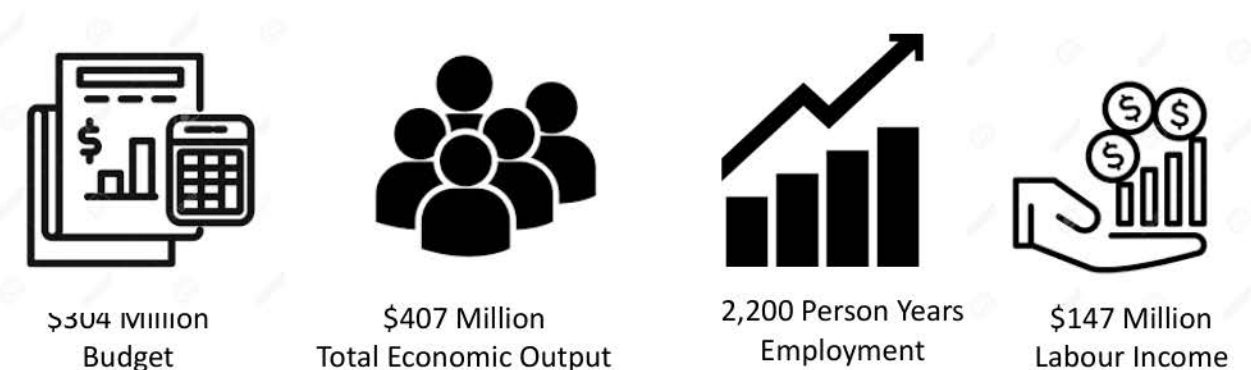


Table 33 Economic Benefits to Vancouver Island and BC

A construction budget of \$304 million will support an estimated 2,200 person-years of employment in the B.C. economy, with total labour income of \$147 million. This is an average of \$67,000 per year for a full-time position.

It is not possible to say exactly how much of the B.C. impacts are felt directly on Vancouver Island, but there will be many opportunities for construction positions for Island-based workers as well as related impacts in accommodation and food services, fuel and equipment suppliers, and possibly wood manufacturers, aggregate producers, and other suppliers of construction materials.

The project will return significant positive economic benefits to the Island and British Columbia.

Business Case Summary and Conclusion

The following summarizes each of the case evaluations, provides a recommendation on the chosen solution to be advanced for preliminary design, and highlights additional work or investigations that are required to confirm the findings of this business case.

Strategic Case Evaluation

The restoration of rail service on Vancouver Island provides strategic benefits aligned with the planning and policy objectives of the Province of British Columbia.

Strategic benefits are divided into five key areas:

Transportation

Passenger rail service will provide:

- Enhanced transportation capability between Island Communities
- Improved connectivity between municipalities from Victoria to Courtenay
- Provides a needed transportation alternative to the Island highway system
- Rail provides greater travel time certainty for users
- Rail is affordable and accessible

Quality of Life

Passenger train service on Vancouver Island will improve the quality of life of residents through:

- Improved access to the major metro areas on the island
 - Access to specialized services, businesses, and entertainment options
- Improved commute times – more time at home and less time commuting
- Improved access to tourism and recreational services throughout the Island

Economic Development

Passenger and Freight rail service will accelerate growth of Island economies by

- Enhancing the movement of people, expertise, and ideas between the various regions of the Island
- Connecting economic centres and port facilities to the North American rail system
 - Access to new markets through economies offered by rail
- Lowering the cost of landed products
- Improving usage rates of our deep-water ports, adding to the long-term viability
- Improving capacity limitations at all west coast port facilities
- Providing a safe and efficient transportation option to Island visitors

Environmental Sustainability

Rail service will promote environmental sustainability by:

- Reducing overall transportation-related emissions
 - providing an inter-city and commuter passenger service effecting modal shift from our current auto-centric transportation network
 - reducing the number of trucks used in freight service

Equity

Rail service will provide transportation services and options for Community members who:

- live in remote areas who have increased distance and travel time
- have accessibility needs that make it more difficult to board and ride a bus
- do not have a family member, friend or caregiver who can provide transportation
- have a low income and are unable to afford alternative travel modes
- do not have access to a personal vehicle or are unwilling or unable to drive.



Financial Case Evaluation

Capital Requirements

The proposed solution requires an estimated \$390 million investment and provides for a robust commuter system operating within the Capital Regional District (CRD), intercity commuter services into the CRD, regional trains between areas outside the CRD, as well as freight operations throughout the entire Island with particular emphasis on our ports.

The \$390 million investment covers the costs of construction and equipment acquisition for a fully operational passenger and freight rail system as outlined above. This equates to an investment of \$1.34 million per kilometre. While this is a significant investment it is far lower than similar rail investments, which are estimated to exceed \$300 million per kilometre, primarily because there is no land acquisition cost associated with this project.

Operating Revenue and Costs

Operating revenue and costs have been determined based on the train service and frequency outlined in the business case and in all scenarios the revenues exceed costs on an annual basis.

	<i>Revenue</i>	<i>Costs</i>
<i>Conservative</i>	\$13.6 million	\$12.7 million
<i>Anticipated</i>	\$17.6 million	\$12.7 million
<i>Optimistic</i>	\$24.3 million	\$12.7 million

The revenue in the business case is based on modal shift of passengers and freight primarily from known highway users. Low modal shift rates were used to provide a low risk view of the financial impact of the rail service. There is a considerable opportunity for improved financial performance as incremental improvements over the stated modal shifts will result in higher profit levels given the scalability of service without corresponding increases in cost.

Economic Impact of Investment

The construction activities associated with this project will provide a much needed, immediate and direct benefit, to the Island economy. The project is estimated to generate \$470 million in total economic output with 85% of construction expenditures being sourced from BC companies and with many of the raw materials sourced from Vancouver Island. The project will also provide Island workers with \$147 million in income.



Conclusion

The business case confirms there is an urgent need to provide safe, efficient, reliable, and economically viable transportation options on Vancouver Island. The business case demonstrates that rail is an economically viable transportation option that can address the immediate and long-term needs of the Island and will contribute to a robust and sustainable inter-regional transportation network.

Next Steps

The business case was developed to be a tool to assess the strategic and economic rationale of restoring rail service to Vancouver Island and to provide the basis for an approval in principle by stakeholders to further project development.

Upon approval it is recommended that the provincial Ministry of Transportation and Infrastructure and the ICF form a joint multi-disciplinary team to oversee the development of an Updated Business Case with a refined project scope to determine:

- the project planning process
- available funding options
- operational and management control of the new rail system

The Updated Business Case will also develop a preliminary project design that includes:

- Train operations modelling to confirm service design specifications
 - Determine optimum station placement
 - Confirm run times
 - Identify and confirm optimum locations for passing tracks
- Detailed service analysis to fully integrate the new system into the transportation network
 - Review connecting transit and ferry services to maximize connectivity
 - Rationalization of parallel and redundant services
- Review rolling stock requirements, equipment availability and options to maximize rider benefits in the most cost-effective way
- Detailed design and cost estimates for all rail infrastructure including the right of way, crossings, signals, and station infrastructure
- Confirm and update all capital, operating, and maintenance costs as new data becomes available

ATTACHMENT C

Document Peer Review

Author Island Corridor Foundation
Document Title Vancouver Island Rail - Initial Business Case

WSP Team Ben Prashaw (BP)
Jeff Seider (JS)
Cam Tytgat (CT)
Mars Otten-Andrew (MOA)
Ian McKenna (IM)



Comment Categories:
Capital Cost
Annual Operating Costs
Projected Ridership Numbers
Projected Freight Rail Volume
Additional Comments

Item #	Page Index	Reference	Comment	Comment Category
1	3	<i>Lack of access to an efficient transportation network serves to limit accessibility to jobs</i>	Need to provide more clarity as to where jobs are located. Need to be able to demonstrate that rail connectivity between Langford and Victoria will in fact provide such connectivity to jobs.	Projected Ridership Numbers
2	3	<i>Lack of rail service to Island ports deprives those ports, and industry of the efficiency of rail and denies them access to and from mainland markets throughout North America</i>	How does deficient island rail deny ports access to/from mainland markets in NA? Perhaps it only denies them the additional option of road transport?	Projected Freight Rail Volume
3	4	<i>Economic impact</i>	Need clarity on the basis of the economic impacts. This number (\$407M) differs from \$470M reported in Economic Impact Report. How was the \$470M number calculated?	Additional Comments
4	4	<i>promote environmental sustainability by providing an inter-city and commuter passenger service that provides an alternative to automobile and highway service</i>	More detail required to show sustainability improvements. Are there infographics available to demonstrate carbon reductions achieved by replacing car trips with train trips?	Additional Comments
5	5	<i>Operating revenue and costs have been determined based on the train service and frequency</i>	There should be varying operational cost estimates just as there are varying revenue estimates. Washouts and fires add major risk to operating budgets, and there are risks associated with operating new facilities.	Annual Operating Costs
6	5	<i>In all three scenarios the annual revenue exceeds costs</i>	Rider revenue for commuter and regional rail lines in North America generally do not cover operational costs.	Annual Operating Costs
7	5	<i>The business case confirms there is an urgent need to provide safe, efficient, reliable, and economically viable transportation options on Vancouver Island. The business case demonstrates that rail can address the immediate and long-term needs of the Island, is economically viable and will contribute to a robust and sustainable inter-regional transportation network.</i>	The business case does not confirm an urgent need. It highlights logical benefits using a qualitative / anecdotal approach. If the urgent need comes from the previous court ruling then those details should be addressed in the business plan.	Additional Comments
8	6	<i>Since 2010 several studies on the economic viability and condition of the corridor have been completed. Funding to repair a significant portion of the corridor was achieved in 2015 however the funding was put on hold and finally cancelled following the filing of a lawsuit against the ICF. The lawsuit was dismissed on June 30th, 2020, and dismissed again on appeal on Sept 14, 2021, with conditions.</i>	Conditions and ability to / challenges to meet them should be clearly stated.	Additional Comments
9	7	<i>Given the role government must play in the settlement of title issues, the business case does not address the potential role this proposal could play in the resolution of those issues. The business case assumes these issues will be resolved by government in the spirit of reconciliation and in keeping with the recommendations and commitments of the Truth and Reconciliation Commission and the United Nations Declaration on the Rights of Indigenous Peoples.</i>	Noted that there is a missing piece of the project that is not addressed here, and the magnitude is unknown.	Additional Comments
10	8	<i>A fully developed and integrated rail system on Vancouver Island would be of significant benefit in addressing each of these issues.</i>	Rail corridors and highways are both susceptible to similar risks and both require maintenance. However, having both road and rail corridors could provide relief if only one is affected at a given time.	Projected Ridership Numbers
11	8	<i>The lack of rail service to our Island ports deprives those ports of the efficiency of rail and access to and from mainland markets throughout North America.</i>	Which Island clients/markets currently want rail service that don't have access to it?	Projected Freight Rail Volume
12	8	<i>The current transportation network on Vancouver Island is reliant on a road network that is, in many areas, limited to a single highway that is susceptible to closure and delays from accidents, weather events, and maintenance.</i>	Agreed	Additional Comments
13	9	<i>Table 3 Transit map</i>	It would be helpful to show the different routes, services and service providers to make the map more useful.	Additional Comments



14	10	<i>Travel Time Variability and Reliability</i> <i>A lack of options for improvement or expansion of the Island highway system, combined with continued population growth, will serve to further exacerbate travel time variation and will reduce reliability on the Island.</i>	Demonstrate that there are a lack of options by stating the constraints.	Projected Ridership Numbers
15	11	<i>Economic Development</i> <i>The Island has a significant amount of under-utilized and un-developed industrial land with deep water access available for development. Island ports are actively implementing strategies to optimize their unique strengths and potential through the use and expansion of their facilities. It is critically important that transportation infrastructure can support continued growth.</i>	Where is this land? How much is 'a significant amount'?	Projected Freight Rail Volume
16	11	<i>Rail provides economic advantages to Island-based industry by providing efficient and cost-effective access to markets throughout North America and global markets. Given the fixed nature of rail it provides investment certainty and promotes and attracts economic development. Additionally, Vancouver Island ports, combined with rail, can serve as loading and unloading facilities with rail connections throughout North America.</i>	Cost effective' is subjective, provide more information. Demonstrate how the combination of local ports and new rail can serve North America.	Projected Freight Rail Volume
17	11	<i>Vancouver Island has seen a reduction in available ground transportation services with the loss of regional rail and bus transportation. Limited availability for transportation has created barriers to travellers and combined with the constraints of the highway system, exposes visitors to the same closures, delays, and transportation risks faced by residents. Left unaddressed, these challenges will become more prominent and reduce the marketability of Vancouver Island as a premier travel destination risking a significant economic contributor to the Island economy.</i>	Last sentence is subjective and unquantified.	Projected Ridership Numbers
18	12	Table 5	Table is incomplete. Would be helpful to show the 10 municipalities, and a map would be valuable here.	Additional Comments
19	12	Table 5	The table references population growth during the pandemic where small communities experienced abnormal population growth. It's not clear this trend will continue for the next 10-15 years.	Projected Ridership Numbers
20	14	<i>to fund phased improvements and upgrades to the E&N Rail Corridor to ensure it returns to operation and is capable of providing commuter and inter-city rail service, with an initial priority on commuter rail service in the greater Victoria area</i>	We note the BC Chamber of Commerce's resolution to focus initial priority on providing commuter rail service in the greater Victoria area.	Additional Comments
21	16	<i>Strategic Vision</i> <i>The Island Corridor Foundation envisions that the proposed train service, fully integrated into the existing transportation network, will provide a safe, efficient, reliable, and resilient transportation link between communities across Vancouver Island.</i>	fully integrated' is an important point. This integration is critical to the success of achieving ridership and it's not clear from this report that it has been considered sufficiently.	Projected Ridership Numbers
22	16	<i>Langford to Victoria will be equipped with a commuter service to minimize traffic congestion between the western communities and Victoria, providing an affordable, efficient, and reliable means of transportation for commuters that will reduce the dependency on personal vehicle transportation.</i>	It will reduce congestion, not minimise; It should be noted that Langford is becoming an employment hub in its own right and the density of commercial there may make it more of a trip attractor than Downtown in this post Covid world of remote office work. Rail can still play a valuable role and trip attraction should be considered in more detail.	Projected Ridership Numbers
23	16	<i>Quality of Life'</i>	Points may be reasonable but requires support.	Projected Ridership Numbers
24	16	<i>Northern communities will have improved access to specialized services, businesses, and entertainment options found in the two largest metro areas on the Island. In addition, residents will have a safe and reliable transportation option to access medical services only found in the large metro areas.</i>	No consideration of first and last mile. These start and end of journey segments can be the 'deal breaker' for persons to use transit. Requires more detail.	Projected Ridership Numbers
25	16	<i>Visitors and Island residents will also enjoy improved access to the tourism and recreational services available throughout the Island.</i>	Recreational access is a very broad statement. Access to many of the recreational sites will not be enhanced through this rail unless ancillary services are provided e.g. tourist shuttles.	Projected Ridership Numbers
26	17	<i>In all cases Island residents will benefit from a reduction in travel time allowing for less time commuting and more time with family and friends.</i>	'All Cases' is unrealistic. Travel time is very contingent on actual O-D and first and last mile. There are also many factors that influence mode choice, so even if it is not quicker, some people may choose it for convenience or cost or a combination of factors. Additionally, posted road speeds are typically higher than rail operating speeds so actual travel speeds will only be improved when roadways are congested.	Projected Ridership Numbers

27	17	<p><i>Equity</i></p> <p><i>The introduction of a rail service will be in addition to existing shuttle and bus services, for Island residents and will be of particular benefit to those who:</i></p> <ul style="list-style-type: none"> <i>• have accessibility needs that make it difficult to board and ride a bus;</i> <i>• do not have a family member, friend or caregiver who can provide a ride;</i> <i>• are unable to afford alternative travel modes or lack access to a personal vehicle</i> <p><i>Rail is particularly important for communities that are remote, have increased distance and travel time or generally have very limited safe and reliable transportation options.</i></p>	<p>Where are these shuttle and bus services and how well does it integrate?</p> <p>How are people getting to and from the rail station? If it is by bus, the first point is not relevant.</p> <p>Are trains more accessible than buses?</p> <p>Residents of remote communities will still need to travel (possibly far) to reach the station. How would this be supported?</p>	Projected Ridership Numbers
28	18	Table 7	Agree with Alignment with Government Policy and Planning	Additional Comments
29	23	<p><i>While there is a very real need to have 286,000 lb loading capability in areas where there is likely to be high density rail operations, as is envisioned in the Nanaimo to Port Alberni corridor. The remainder of the system is likely to have light freight operations which would allow for 263,000 lb loading and low-density passenger operations. The adjusted plan envisions the installation of heavy rail from Nanaimo to Port Alberni and in the Westhills-Victoria corridor.</i></p>	The Initial Phase (263,000 lbs) is associated with maximum 30 MPH passenger speeds. Having Initial Phase track between West Hills and Courtenay would not allow for the example timetable shown on page 31. Ultimate phase is also required between Victoria and West Hills to accommodate commuter speeds, frequency, and safety.	Capital Cost
30	23	Table 12 ICF Adjusted Intermediate Phase	The passenger service frequency does not meet the number of trains suggested in the Train Operations section. The WSP IRCCA outlines that more than 8 trains per day requires Ultimate Phase upgrades.	Capital Cost
31	24	<p><i>The level of risk associated with this project is significantly less than what would be expected in a new construction project and that lower risk should be reflected in the contingency applied to the project costs.</i></p>	This statement requires support. There are many unknowns for this project which carries risk.	Capital Cost
32	24	<p><i>Combining the MOTI contingencies with the 50% contingency brings the total level of contingency in the IRCCA cost estimates to 97%. Most of the costs identified in the IRCCA are related to the rehabilitation, or upgrading, of already existing track, rail bed, and bridges as opposed to new construction. The level of risk associated with this project is significantly less than what would be expected in a new construction project and that lower risk should be reflected in the contingency applied to the project costs.</i></p> <p><i>Contingency planning is essential to the success of any project, and projects of similar size and scope will generally have contingency costs ranging from 30% to 40%. The IRCCA report had identified and applied a 50% contingency to the project costs and while this is still higher than expected, the business case includes the 50% contingency. The MOTI Contingencies outlined in the IRCCA have not been applied.</i></p>	<p>The Business Plan's exclusion of 47% contingency omits all soft costs associated with the project. The IRCCA cost estimate includes soft cost estimates, as well as construction unknowns allowances, with contingency.</p> <p>The Association for Advancing Cost Engineering suggests a feasibility study with 1%-15% design maturity utilize a Class 4 estimate which is associated with a -30%/+50% accuracy. For this reason a 50% contingency is carried with the estimate. This contingency does not cover soft costs.</p> <p>The soft costs labeled as "contingency" are rules of thumb for cost estimating and are in addition to the construction contingency.</p>	Capital Cost
33	25	<p><i>Increased siding capacity will provide flexibility for maintenance, reduce track switching delays, and minimize train conflicts in high density traffic areas. The exact locations and lengths of the sidings would be determined based on the level of service and equipment chosen.</i></p>	How many sidings are expected to be built for \$5m? The number of trains operating within the West Hills to Victoria corridor requires sidings. Design and operations modeling is needed to determine siding requirements and to validate the \$5m allowance for siding improvements. Siding costs were accounted for in the IRCCA Commuter Rail estimate, but are not included in the Intermediate Phase upgrade cost. Operating sidings without Centralized Train Control (CTC), or better, would not be practical.	Capital Cost
34	25	The Business case envisions the establishment of twelve stations along the corridor	Increasing the number of stations will increase overall travel time. Consider limiting stops on the regional and intercity trains to improve trip travel time.	Projected Ridership Numbers
35	25	A cost of \$250,000 is associated with the construction of each of these stations, resulting in a total cost of \$3,000,000 for station construction along the entire line.	The IRCCA estimates \$3m+ per station. The Business Plan does not account for standard infrastructure typical at train station platforms, or connections to nearby transportation routes. Additional costs should also be expected for transit upgrades that would ultimately fall on the BC government to fund.	Capital Cost
36	26	the business plan envisions the use of six "push-pull" trainsets consisting of two bi-level cars and powered by GM Diesel-Electric locomotives.	Existing restricted vertical clearances (under grade separations) must be considered for any rolling stock. Bilevel coaches may require modifications to existing structures.	Capital Cost
37	26	Diesel-Electric locomotives	Clarify emissions produced by this equipment	Additional Comments
38	27	<p><i>Most of the work to be completed under this plan is classified as maintenance activity on an existing right of way that is commonly performed on an annual basis by Canadian and other North American railways. As such, it's restricted to the track encompassing only the steel rail and fittings, wooden ties, and clear crushed rock ballast section of an existing railway track structure. The proposed upgrade work is not subject to environmental assessment under the Environmental Assessment Act.</i></p>	The scope of the proposed works includes stations with ancillary improvements, proximity to watercourses, and dealing with multiple stakeholders, and therefore may require an environmental assessment	Capital Cost

39	29	<i>Train 1 – Victoria Commuter 1</i>	Travel patterns (O-D and peak hours) will need to be revisited. Current data shows significant changes in both since the onset of the COVID-19 pandemic, but this is localized i.e. varies by city	Projected Ridership Numbers
40	30	<i>This train makes two roundtrips to Victoria from Courtenay each day. Its first departure is at 5:54 AM from Courtenay, allowing for a late morning arrival in Victoria.</i>	The travel times are not achievable under Initial Phase upgrades at maximum 30 mph.	Capital Cost
41	30	<i>Table 17</i>	Consider that maintenance would need to be done on weekends or at night. Maintenance causes noise which could impact residents adjacent to the track.	Additional Comments
42	33	<i>Infrastructure Maintenance Costs</i>	This cost appears to be low and requires detail. What is included? Track inspection, asset management, track renewal, track equipment maintenance?	Annual Operating Costs
43	33	<i>Train Operations Costs</i>	OPEX may be low based on number of train service employees required to achieve consistent service on all corridors. Show supporting details	Annual Operating Costs
44	33	<i>Equipment Maintenance Costs</i>	This cost appears low and requires detail. Daily cleaning and maintenance to passenger equipment should be included, as well as regulatory inspections.	Annual Operating Costs
45	35	<i>Local Commuter Revenue and ridership numbers in general.</i>	Ridership estimates are broadly stated, unclear how these were generated. Requires more detail on estimation process to support conclusions.	Projected Ridership Numbers
46	36	<i>Table 22 shows the annual revenue for Commuter service at various modal shift capture rates</i>	Unclear how the Total Annual Revenue is calculated	Projected Ridership Numbers
47	39	<i>Regional Trains Revenue</i>	Acknowledges lack of data, would be useful to get origin-destination data.	Projected Ridership Numbers
48	40	<i>A new train service agreement was negotiated with VIA Rail in 2015 wherein VIA would provide annual deficit funding in the amount of \$1.45 million, the equipment necessary to operate the service, and insurance. The operator would be responsible for the cost of operating the service, including crews, fuel, rolling stock maintenance and repair, fuel, etc. All ticket sales revenue would be given to the operator.</i>	Unclear what VIA is expected to provide and what role VIA would play. Is rolling stock covered in the VIA agreement thereby not requiring the study's \$50m rolling stock allowance? Kindly elaborate.	Annual Operating Costs
49	41	<i>Total Combined Passenger Revenue</i>	Sensitivity testing on ridership is good. Lacking same on costs and fares.	Annual Operating Costs
50	41	<i>Total Combined Passenger Revenue</i>	SITS identifies road segments with high accident rates. The opportunity to move people off these segments and onto rail offers societal benefits that can be presented in dollar values to support the business case. This should be considered moving forward.	Annual Operating Costs
51	41	<i>Modal shifts of between 4% and 6% are anticipated at start up and represent attainable ridership numbers by early adopters. Ridership is expected to increase once the service is proven, allowing for improved adoption rates by riders and as such a 10% modal shift is considered attainable within a one-year period.</i>	The individual ridership value charts (pages 36, 38, and 39) suggest 8% modal shift is attainable in one year, while page 42 suggests 10% is attainable in one year.	Projected Ridership Numbers
52	43	<i>The haulage agreement would need to be negotiated, however for the purposes of the business case a per car rate of \$1,100 has been utilized.</i>	It should be clear what potential customers are willing to pay for rail service and work backwards to see what SRY's revenue may be and whether SRY's \$1100/car haulage fee to ICF will allow for competitive haulage rates to customers. Actual freight volumes coming out of Port Alberni should be identified to determine maximum annual rail cars and validate sufficient revenue to perform track maintenance.	Projected Freight Rail Volume
53	43	<i>Table 28</i>	Current freight forecasts are modest when compared against annual operational costs and an initial capital cost of \$146m. However, it is acknowledged that freight would be one of a few use cases for the rail line presented in the study	Projected Freight Rail Volume
54	44	<i>Table 30</i>	More detail is required on what's included in each category.	Annual Operating Costs
55	45	<i>wait for access to Vancouver</i>	Unless the ultimate destination is Vancouver island, it's unlikely freight would be moved more quickly by unloading on Vancouver Island	Projected Freight Rail Volume
56	46	<i>Economic Impact of Investment</i>	Summarizes another report but lacks detail on core assumptions.	Additional Comments
57	48	<i>Rail is affordable and accessible</i>	Accessibility will depend on station location and local transportation to and from residential and the train station.	Projected Ridership Numbers
58	48	<i>Passenger train service on Vancouver Island will improve the quality of life of residents</i>	Will there been concerns from residents living along the corridor about noise and vibration? Or concerns from users of the multi-use path?	Additional Comments
59		<i>Entire Document</i>	There is no mention of debt-servicing for commuter rail or freight rail.	Annual Operating Costs

From: s. 22

To: Transportation, Minister TRAN:EX (Minister.Transportation@gov.bc.ca)

Subject: 310525 - Victoria to Courtenay Railway Restorations

Sent: 05/16/2022 23:58:58

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Dear Mr. Flemming,

I am totally delighted to have the opportunity to send this letter supporting action to get our historic rail corridor active again. s. 22
s. 22

Unless we Islanders find other ways to get over the Malahat, there seems to me to be no other logical way to reduce the vehicle congestion, the backups, the accidents, etc. and give residents and tourists alike the wonderful ride and an easy way to move up and down this increasingly populated and visited Island that people want to visit and explore.

The rail bed is there already. No need to convert our beautiful forests to build more and more roads creating more congestion and accidents.

To me it has always seemed like the right solution and I have not understood why it didn't happen years ago. I think I understand better these days. I am thankful to those individuals and groups that have persisted with and have developed possible solutions along with plans. I understand that there are some real challenges and property issues to address but I believe that the rewards will be worth the effort and the expense—enough so that I am taking time to write a letter in support the this proposed undertaking.

Sincerely,

s. 22

From: s. 22

To: Transportation, Minister TRAN:EX (Minister.Transportation@gov.bc.ca)

Subject: 310536 - Update on FORT-VI activities

Sent: 05/16/2022 23:56:45

Attachments: PA Letter of Support FORT VI.pdf, ICF RDs CRD.docx

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Minister of Transportation and Infrastructure
Minister's Office
Legislative Assembly of British Columbia
501 Bellville Street
Victoria

May 16 2022

Update on Friends of Rail to Trails (FORT-VI) Activities

Dear Minister Fleming,

We have continued to promulgate our proposed project to the community at large, service organisations, community groups and business organisations. We have made application to the Federal Department of Infrastructure for a grant to study the feasibility of the Island Corridor Active Transportation Project - this would provide much of the information required for a formal business case which we are also working on.

We have also been discussing our project with the business community including the First Nations' business community. At a meeting with the Victoria Chamber of Commerce the CEO advised us that he did not think there was a business case for passenger rail on the Island Corridor.

We have been focussing our efforts on corridor sections where we think our proposal has the highest support, with some success. We now have a written endorsement from the Alberni Valley Chamber of Commerce (attached).

Also, at their last meeting, the Regional District of Comox directed their representative (in an almost unanimous vote) on the Island Corridor Foundation (ICF) Board, Daniel Arbour, to move, at the next directors meeting of the ICF, that their mandate be amended so that they can begin considering options other than rail on the rail bed. We believe that this is in light of the current federal grant funding available for active transportation projects and the unlikleyhood of funding for rail. I enclose a letter written to the other Island Corridor regions asking them to support the Comox Region's motion when it comes to the ICF Board.

Alastair Craighead,
Chairman, FORT-VI

s. 22

Chairman and Board,
April 2022
Capital Regional District,
625 Fisgard Street,
Victoria,
B.C.
V8W 1R7

24

Dear Chairman Plant and Directors,

The future of the Island Corridor is threatened unless an alternative plan is put in place to use it. Many parties have supported keeping rails on the corridor because it was believed the rails protected the right of way as a continuous corridor. Most parties, including our organisation, agree that the right of way should be preserved for future use as a transportation corridor.

As you are aware the BC Supreme Court, in August 2021, allowed the Federal Government 18 months to decide whether the right of way should remain a rail corridor. This can only happen through public funding. The Provincial Government will not provide funding without a solid business case and the Premier has said publicly that he does not see a business case.

This means that the those short sections of the corridor which traverse First Nations Reserve Lands will likely revert to the First Nations. This will bring an end to rail on the right of way which means another transportation function must be chosen which will protect and take advantage of this public asset.

We believe that a continuous active transportation trail would not only accomplish this but that it is also an opportunity to create a world class tourist attraction. It will also deliver on the province's policy of providing local transportation alternatives to driving. The trail would not require the corridor sections on the First Nation Reserves; It would go around them as has already been done in the CRD.

Although there is no likelihood of funding for rail there is funding for active transportation. The Federal Department of Infrastructure has grants of up to \$50 million for a single active transportation project and up to \$50 thousand for feasibility studies.

The Regional District of Comox has directed their representative on the Island Corridor Foundation (ICF) Board , Daniel Arbour, to move at the next directors meeting of the ICF that their mandate be amended so that they

can begin considering options other than rail on the rail bed. I believe that this is in light of the current federal grant funding available for active transportation projects.

We encourage your Regional District to follow this example and support the motion to allow alternative uses on the rail bed when it comes to the ICF board.

Alastair Craighead,
Chair, Friends of Rail to Trail Vancouver Island (FORT-VI),

s. 22



Thursday, April 14, 2022

John Douglas
Friends of Rails to Trails Vancouver Island (FORT-VI)

Via email: s. 22

Dear s. 22

Following up with you on your recent request for a letter of support regarding your application for Federal Active Transportation Funding.

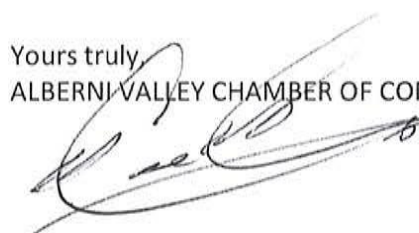
The Alberni Valley Chamber of Commerce (AVCOC) recognizes the financial challenges of rail recovery along the east coast of Vancouver Island and to date we have not seen a business case that supports such an investment. On the flip side AVCOC has always promoted fitness and health as witnessed by many of our events over the years (No. 7 Challenge – a 10k footrace, Tri-Conic Challenge – a three-day triathlon concept, the Paper Chase – a 15k run as part of the Island Series). Accordingly, we support initiatives that bring people outside in healthy settings.

We are pleased to lend our support to FORT-VI for the Victoria-Courtenay corridor and the link from Port Alberni to the Oceanside area.

Our Chamber will continue to advocate for a return of the Alberni Pacific Railway linking Port Alberni to the McLean Mill National Historic Site (often referred to as the six-mile track). That route continues to carry significant tourism value to our community.

We look forward to learning of success with your application and perhaps we can join you in the inaugural bike ride!

Yours truly,
ALBERNI VALLEY CHAMBER OF COMMERCE


Bill Collette
CEO

President

Terry Deakin

Vice President

Suzanne Dube

2nd Vice President

Daniel Savard

Secretary

Krista McKittrick

Treasurer

Michael Moore

Directors

Murray Lawlor
Mary Clare Massicotte
Teresa Bird
Peter Wienold
Dave Heinrichs
Crystal Knudsen
Lori Kerr
Carol-Anne Phillips

Past President

Sarah Jones

CEO

Bill Collette

From: s. 22

To: Andrea Thomas (andreathomas@islandrail.ca)

Cc: Transportation, Minister TRAN:EX (Minister.Transportation@gov.bc.ca)

Subject: 310562 - "ICF Initial Business Case"

Sent: 05/18/2022 17:18:26

Attachments: Battery Powered Trains.pdf, Talent 3.msg

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Good Morning Andrea,

I have read through the "ICF Initial Business Case" and although I needed no convincing for those who do, hopefully this will do it.

I would have added as major benefit the ability of workers in Victoria and other cities served to find affordable housing all along the rail. Because housing costs have become a major political issue at all levels of government it should not be overlooked as an argument for rail.

Of course, I would have proposed battery powered trains, attached is a study outlining the benefits of converting diesel trains to battery-electric, something that might be faster and more economic then buying all new.

The attached email I sent to Gerri Sinclair BC Gov. Innovation Commissioner. I have not heard back.

Good Luck,

s. 22



OPEN

Economic, environmental and grid-resilience benefits of converting diesel trains to battery-electric

Natalie D. Popovich¹, Deepak Rajagopal², Elif Tasar³ and Amol Phadke¹✉

Nearly all US locomotives are propelled by diesel-electric drives, which emit 35 million tonnes of CO₂ and produce air pollution causing about 1,000 premature deaths annually, accounting for approximately US\$6.5 billion in annual health damage costs. Improved battery technology plus access to cheap renewable electricity open the possibility of battery-electric rail. Here we show that a 241-km range can be achieved using a single standard boxcar equipped with a 14-MWh battery and inverter, while consuming half the energy consumed by diesel trains. At near-future battery prices, battery-electric trains can achieve parity with diesel-electric trains if environmental costs are included or if rail companies can access wholesale electricity prices and achieve 40% use of fast-charging infrastructure. Accounting for reduced criteria air pollutants and CO₂ emissions, switching to battery-electric propulsion would save the US freight rail sector US\$94 billion over 20 years.

Scientific consensus asserts that global greenhouse gas (GHG) emissions must be reduced by 45% from 2010 levels by 2030 to limit global warming to 1.5 °C and minimize climate catastrophe¹. The US freight rail sector provides a unique opportunity for aggressive near-term climate action. It transports more goods than any other rail system in the world² and depends on diesel fuel, which accounts for over 90% of the rail sector's total energy consumption³. Currently transporting 40% of national intercity freight⁴, its capacity is projected to double by 2050⁵. Without substantial changes to its propulsion system, the US freight rail system will be responsible for half the global diesel used in the freight rail sector by the same year². These diesel locomotives emit 35 million tonnes of CO₂ each year and produce air pollution that causes about 1,000 premature deaths annually, accounting for approximately US\$6.5 billion in health damage costs per year^{6,7}. Despite being more fuel efficient than trucks, these locomotives produce close to twice the air pollution damages compared with heavy-duty trucks per unit of fuel consumed owing to less stringent pollution controls on locomotives^{6,8}. Since 2015, new and remanufactured locomotives have been required to install a catalytic converter, reducing nitrogen oxides (NO_x) and fine particulate matter (PM_{2.5}) emissions by 80–90% by 2040⁹. Notably, these measures do not impact GHG emissions.

Efforts to identify zero-emissions pathways for freight rail are underway, with national sector-wide emissions-reductions targets and more stringent Environmental Protection Agency (EPA) emissions-reductions requirements for the US freight rail sector¹⁰. A few viable pathways have emerged for achieving zero emissions: rail network electrification via catenary, hydrogen fuel cells and battery-powered locomotives. The catenary approach involves electrifying part or all of the rail network via overhead lines coupled with grid-scale storage of renewable energy and it has been more thoroughly investigated^{11,12}. Hydrogen fuel cells have also received increased attention^{13–15}, although their zero-emissions potential depends on the source of hydrogen and the process used to extract it¹⁶. Nearly all hydrogen is currently produced with fossil fuels¹⁷.

We consider the battery-electric pathway on the basis of leveraging recent technological advances to add battery cars to existing diesel-electric locomotives. This approach allows rail operators to exploit existing surplus renewable energy sources at low prices.

Three recent developments support a US transition to battery-electric rail: plummeting battery prices, increasing battery energy densities and access to cheap renewable electricity. Between 2010 and 2020, battery energy densities tripled and battery pack prices declined 87% (ref. ¹⁸). Average industry prices are expected to reach US\$100 kWh^{−1} by 2023 and US\$58 kWh^{−1} by 2030, with some automakers already achieving lithium-ion battery pack prices of US\$100 kWh^{−1} (ref. ¹⁹). At the same time, electricity from renewable sources costs about half as much as electricity from fossil fuels²⁰. A few studies have considered battery-electric rail propulsion, but their price estimates are outdated owing to the rapid innovation in battery technology and none consider the effects of charging-infrastructure capacity use on infrastructure costs^{2,21}. Prior studies have also relied on average service-level electricity tariffs, which overestimate charging costs because they do not account for potential to charge batteries when surplus renewable electricity is available or consider economies of scale of transmission- or distribution-level services on routes with high travel volumes.

We examine the case for zero-emission, battery-electric propulsion in the US freight rail sector on the basis of current and forecasted energy storage technologies combined with access to renewable energy at industrial rates. We consider only Class I railroads here, defined as railroads that earn over US\$505 million in revenue per year, which together accounted for 94% of freight rail revenue in 2019²². We show that a 241-km range (the average daily distance travelled by US Class I freight trains) can be achieved using a single boxcar equipped with a 14-MWh battery and inverter, while consuming half the energy consumed by diesel trains. At near-future battery prices (US\$100 kWh^{−1}), battery-electric trains can achieve parity with diesel-electric trains if environmental costs are included or if rail companies can access wholesale

¹Energy Analysis & Environmental Impacts Division, Energy Technologies Area, Lawrence Berkeley National Laboratory, Berkeley, CA, USA. ²Institute of the Environment and Sustainability, University of California, Los Angeles, CA, USA. ³Department of Agricultural and Resource Economics, University of California, Berkeley, CA, USA. ✉e-mail: aaphadke@lbl.gov

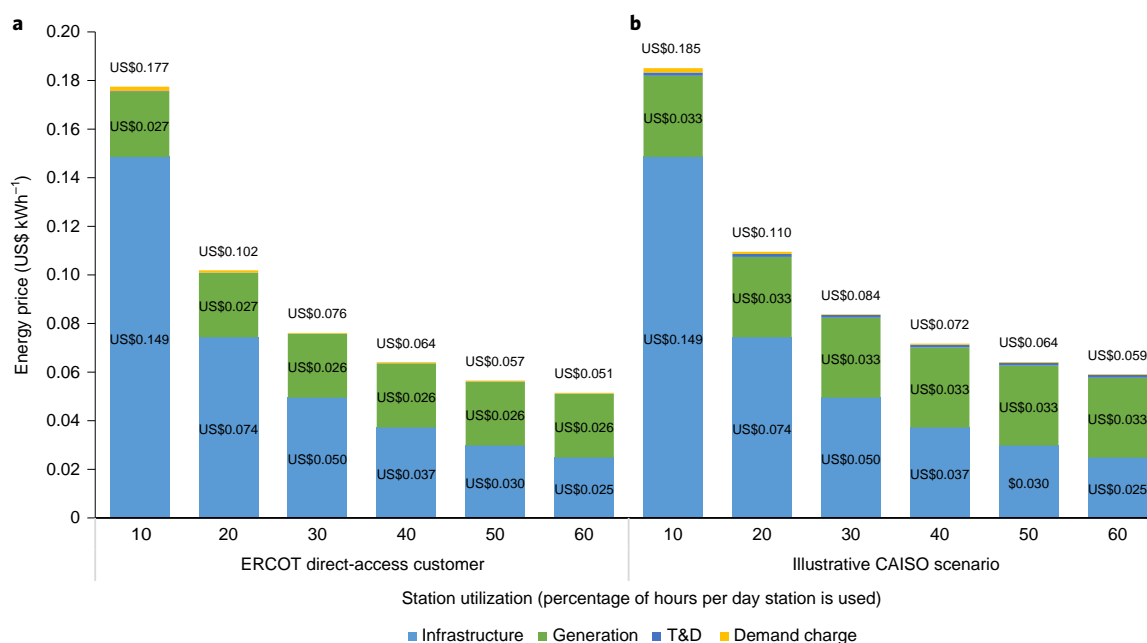


Fig. 1 | Energy prices inclusive of fast-charging infrastructure at various station use rates for a 72-MW charging station. a, Depiction of the ERCOT market, which assumes rail customers have access to wholesale prices. **b,** Depiction of an illustrative CAISO market which assumes ERCOT's CPP rate structure and no resource adequacy surcharges. Baseline assumptions include an 80% depth of recharge, eight tender cars per station, 1-h charge time, 7% capital expenditure revenue return⁵³ and 10% efficiency losses in power conversion. Station lifetimes are estimated at 20 years. Generation prices are average hourly prices observed for each market for all hours 2017–2019.

electricity prices and achieve 40% use of fast-charging infrastructure. Accounting for reduced criteria air pollutants and CO₂ emissions, switching to battery-electric propulsion could save the US freight rail sector US\$94 billion over 20 years. We consider the sensitivity of our results to battery pack assumptions, electricity rates and diesel prices.

Technical feasibility of battery-electric propulsion

US Class I locomotives are diesel-electric: a diesel engine drives an electric generator that powers traction motors to drive the axles. Such a locomotive can be converted to battery-electric by adding one or more battery tender cars, referred to as tender cars, with wiring that delivers electricity to the drivetrain. A tender car could transmit electricity via cable to the locomotive's central electrical bus and then transmit that electricity to the traction motors. Alternating current (a.c.) and direct current (d.c.) traction motors have different retrofit requirements; both types are used in US locomotives, although a.c. motors are increasingly common. The d.c. locomotive requires only cables and a charge controller from the battery tender car, incurring negligible cost. Each locomotive with an a.c. traction motor would require a transformer (we account for this cost under charging infrastructure in the electricity tariffs) and an onboard inverter for the 3.3-MW traction motor. Alternatively, traction motors could be added under battery tender cars as a cab-less locomotive (rail representative, personal communication).

The freight rail sector is three to four times more fuel efficient (revenue-tonne⁻¹ of diesel) than road-based freight, on average⁴. This advantage provides trains with a margin for adding the battery-related weight, volume and energy consumption needed to achieve a sufficient daily range while maintaining very high efficiency. In addition, the nature of battery technology and rail operations provides plentiful opportunities for recharging during long hauls. Here, we show that adding a single boxcar of battery equipment could enable battery-powered trains to achieve requisite

operational ranges while surpassing the energy efficiency of diesel-electric trains.

Our analysis is based on a representative Class I train operating in California, with four 3.3-MW locomotives pulling 100 boxcars and 6,806 revenue-tonnes (or tonnes of payload). A standard 14.6-m boxcar has a rated payload capacity of 114 t (ref. ²³), although some heavy-duty cars can carry up to 337 t (ref. ²⁴). We use lithium ferrous phosphate (LFP) batteries because they have a longer cycle life and lower temperatures²⁵ than do lithium nickel manganese cobalt oxide (NMC) batteries and are more economical given the distances travelled by freight trains (2.4 million km over 20 years)²⁶. Furthermore, LFP batteries require negligible service maintenance, have a recharge rate up to 4C (ref. ²⁷), are cheaper than lithium titanate oxide (LTO), are not sensitive to unpredictable price fluctuations in cobalt or nickel²⁸ and can operate over a wide range of temperatures²⁹. While LTO presents some advantages relative to LFP, such as extreme fast charging, we select LFP due to the lower price, higher energy density, higher voltage³⁰ and relative stability³¹. Assuming the current best energy density achieved by LFP batteries, a single boxcar could accommodate a 14-MWh battery with a 241-km range on a single charge, the average distance travelled between stops for US Class I freight trains. Our estimate is much larger than existing estimates based on outdated battery energy densities that suggest a single tender car could carry only 5.1–6.2 MWh (refs. ^{13,32}).

Using cell-specific energy figures for LFP batteries and a typical packing fraction (cell weight per pack weight) of 0.76 (ref. ³³), we estimate the total weight of a 14-MWh battery plus inverter to be 114 t, well within the 121-t constraint of certain sections of the US rail network, such as bridges³⁴. Assuming the ratio of pack energy density (kWh l⁻¹) to pack specific energy (kWh kg⁻¹) is the same as at the cell level, we estimate a total battery volume of 39 m³. The combined volume of the battery plus inverter (13.7 m³) is about 40% of the estimated volume of a standard boxcar (129 m³) (ref. ²³). Hence,

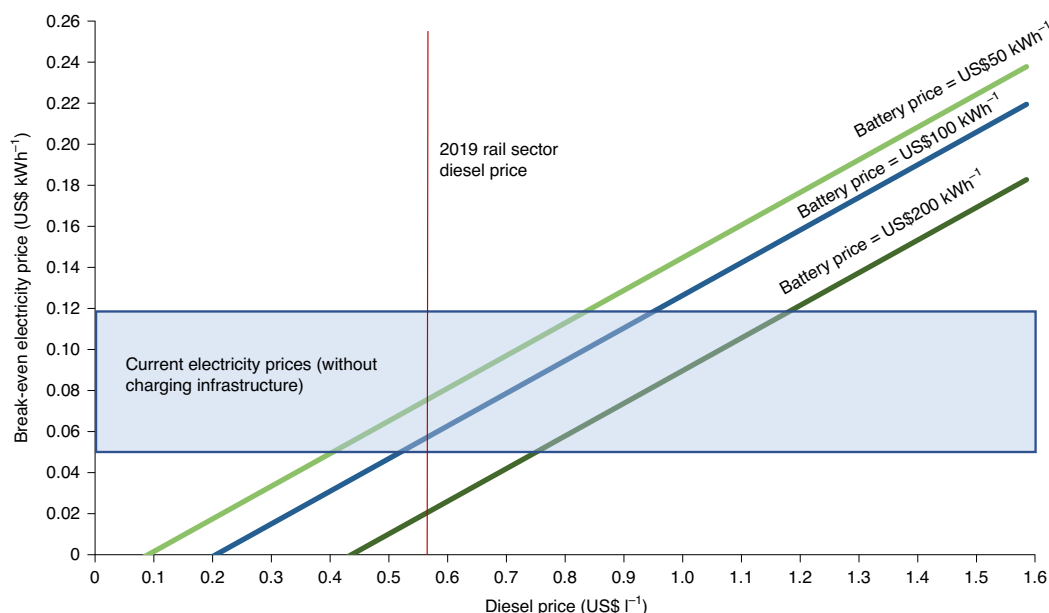


Fig. 2 | All-inclusive electricity prices needed to reach diesel parity based on total cost of ownership. These prices include electricity costs plus charging infrastructure costs, assuming LFP technology over a 20-year horizon. The battery prices considered are US\$200 kWh⁻¹ (dark green), US\$100 kWh⁻¹ (blue) and US\$50 kWh⁻¹ (light green). Current electricity prices are depicted by the shaded blue box. The vertical red line demarcates the 2019 average diesel price paid by the rail industry. At current wholesale diesel prices of US\$0.56 l⁻¹ and ignoring environmental damages, all-inclusive electricity prices would need to approach US\$0.056 kWh⁻¹ with battery prices at US\$100 kWh⁻¹ and US\$0.074 kWh⁻¹ with battery prices at US\$50 kWh⁻¹ to compete with diesel. These estimates are based on a locomotive with a 241-km range with a 9.1-MWh battery tender car pulling 1,090 revenue-tonnes. TCO is annualized over a 20-year horizon with a 3% discount rate.

it is feasible on a weight and volume basis to achieve a 241-km range using a single boxcar equipped with a 14-MWh battery and inverter.

The energy consumed by battery freight trains increases by 5% (241-km range) because of the additional battery weight but it is still about half the energy consumed by diesel trains owing to the high efficiency of all-electric drives. After accounting for the average energy intensity of the sector³⁵, diesel locomotive engine efficiency²¹ and cooling requirements for the battery, we estimate that trains with a 241-km range (14-MWh battery) require approximately 0.0345 kWh revenue-tonne-km⁻¹ with LFP technology. For comparison, an existing estimate of the energy requirements for battery-electric locomotives with regenerative braking is 0.014 kWh tonne-km⁻¹ (ref. ²¹). Existing passenger rail battery-electric locomotives in Japan have larger batteries for the operating ranges (for example, 3.6 MWh for a 27-km route) but the maximum ranges are not reported¹⁵. Preliminary findings from a battery-electric locomotive demonstration project in California suggest that our estimates are reasonable (rail representative, personal communication).

Battery-powered trains with at least a 241-km range should have ample opportunity to charge during long routes while remaining on schedule. The average length of a US Class I freight haul is 1,662 km (ref. ³). Class I freight rail routes include 30- to 45-min stops for crew changes every 240–400 km, at which point batteries could be recharged. Longer routes also include a refuelling stop at the midpoint for 1–2 h (rail representative, personal communication). Technological advances enable charging rates of 30 min to 1 h for fully charging each cell (1–2C charging) for commercially available LFP batteries, although LFP technology can theoretically achieve 4C charging²⁵. Although not considered in this analysis, the potential ability to swap a discharged battery car with a charged battery car could provide additional flexibility at stations that are well-staffed and receive sufficient through-traffic each day. There appears to be notable downtime during which charged cars can be swapped with discharged cars as boxcars typically sit idle for up to 25 h at a time³⁶.

Table 1 | Historical wholesale energy prices in ERCOT and CAISO

	Historical (2017–2019)	
	CAISO ³⁸	ERCOT ³⁷
Percentage of hours under US\$30 MWh ⁻¹	60	76
Percentage of hours under US\$45 MWh ⁻¹	87	91
Average price of eight cheapest hours of the day (US\$ MWh ⁻¹)	17.5	16.9
Average price of 12 cheapest hours of the day (US\$ MWh ⁻¹)	20.3	18.4
Average price of eight cheapest hours on the most expensive day (US\$ MWh ⁻¹)	69.4	44.3

These prices reflect only the price of generation and do not include fast-charging infrastructure, T&D or demand charges. The percentage of hours observed under a specific price point is calculated as the average hourly wholesale price observed for all days in the timeframe.

The centralized and scheduled nature of freight rail operation and dispatch can enable high use of fast-charging infrastructure, leading to lower costs. We estimate the cost of a 72-MW charging station connected at the transmission level that can charge eight tender cars at a time (for example, two trains with four tender cars each). Using historical prices from the Electric Reliability Council of Texas (ERCOT³⁷) and California Independent System Operator (CAISO³⁸), we estimate the levelized cost of electricity-plus-charging to be between US\$0.051 kWh⁻¹ (60% use, ERCOT) and US\$0.185 kWh⁻¹ (10% use, CAISO) (Fig. 1). Phadke et al. discuss the effect of rate design on charging costs³⁹. Because these costs are shared across the number of trains using the charging stations, stations with higher travel volumes have potential to be the most cost-effective locations.

Table 2 | Input parameters for levelized unit charging costs in existing ERCOT and illustrative CAISO market for 72 MW station

Cost component	ERCOT	CAISO	Units
Electricity generation	Price a retail electricity provider would pay to pass through the real-time price to a retail customer, on the basis of ERCOT prices 2017–2019 ³⁷ and ERCOT day-ahead market clearing prices for capacity ⁵⁴	26.5 Illustratively modelled as the price an energy service provider would pay to pass through the real-time price to a direct-access customer, not including resource adequacy payments, on the basis of CAISO real-time prices 2017–2019 ³⁸ , California renewable portfolio standards ⁵⁵ , renewable energy certificate prices ⁵⁶ and CAISO fees ⁵⁷	32.9 US\$ MWh ⁻¹
Transmission and distribution	T&D charges paid by a transmission-connected customer in Oncor service territory, charging only at non-critical-peak times ⁵⁸	0.3 T&D charges paid by a transmission-connected customer in Oncor service territory, charging only at non-critical-peak times ⁵⁸	0.3 US\$ MWh ⁻¹
Electrical equipment	Average of best-case electric vehicle supply equipment (EVSE) costs, taken to be (1) the balance of system (BOS) costs of grid-tied storage and (2) industry-projected EVSE costs, on the basis of utility-scale solar plus storage BOS costs ⁴⁸ and inverter lifetime ⁵⁹	34.8	US\$ MWh ⁻¹
Grid connection	Average levelized US grid connection cost for utility-scale solar photovoltaic (PV) projects ⁶⁰	2.4	US\$ MWh ⁻¹
Operations and maintenance	Cost of (1) inverter maintenance for a PV plant, (2) preventive maintenance and inspection, averaged for both an existing electric bus charging station and the electrical/wiring inspection costs of a PV plant and (3) estimated structural maintenance ⁵⁹	4.8	US\$ MWh ⁻¹
Installation	Installation costs associated with grid-tied storage, grid-connected storage cost of installation, labour and equipment, engineering, procurement and construction (EPC), overhead and interconnection ⁴⁸	7.5	US\$ MWh ⁻¹
Capital	Return owed on capital investment, on the basis of California investor-owned utility rates of return ⁵³	7%	

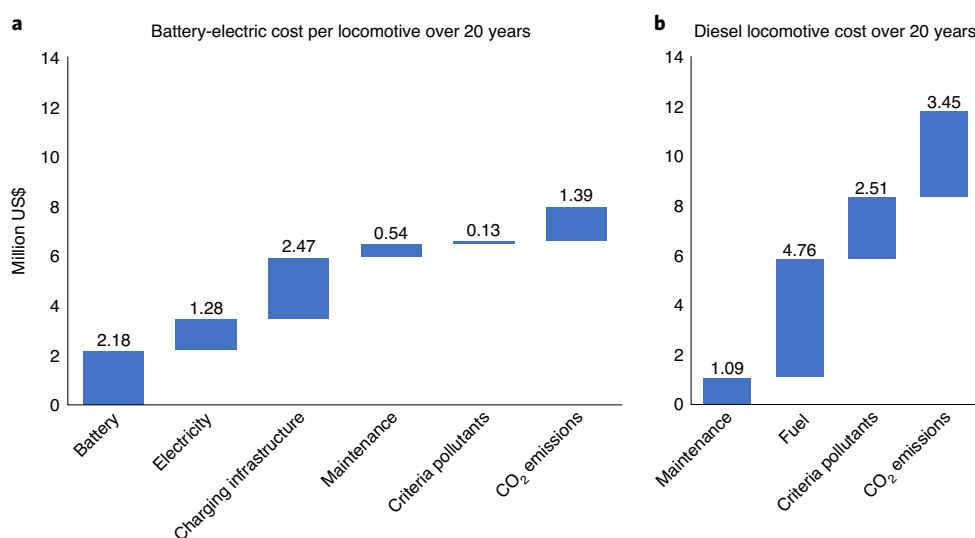


Fig. 3 | TCO of locomotives by propulsion technology over 20 years for the average US Class I line-haul freight locomotive. a, Depiction of the TCO for battery-electric propulsion. **b**, Depiction of the TCO for diesel propulsion. Both technologies are estimated using a 9.1-MWh battery with a 241-km range for a 3.3-MW locomotive pulling 1,090 revenue-tonnes. Assumptions include: US\$0.61 l⁻¹ diesel price, US\$100 kWh⁻¹ battery price (US\$50 kWh⁻¹ replacement price), 30% station use rate and 3% discount rate. Environmental damages are estimated using the ReEDs model for the US electricity mix under the CE590 scenario for battery-electric. Diesel damages are estimated under the assumption of continued roll-out of the EPA Tier 4 rule. The social cost of carbon emissions starts at US\$125 t⁻¹ in 2021 and increases to US\$226 t⁻¹ by 2040.

Achieving parity with diesel

At near-future battery prices (US\$100 kWh⁻¹), battery-electric trains can achieve parity with diesel-electric trains if environmental costs are included or if rail companies can access wholesale electricity prices and achieve 40% use of fast-charging infrastructure. The charging cost for a battery-electric train includes the cost of charging infrastructure and electricity. The cost of charging infrastructure is mainly driven by its use factor. We assume use of 30–50%, owing to centralized train scheduling and high volumes of traffic on

most routes¹³. Electricity costs can be reduced by avoiding charging when electricity prices are high. In certain markets, such as ERCOT, demand and fixed transmission charges can be avoided by avoiding charging during critical peak pricing (CPP) hours, which occur during fewer than 50 h per year³⁷. Average wholesale generation prices in key organized US markets for the last 3 years are less than US\$0.021 kWh⁻¹ during the lowest-priced 12 h in a day (Table 1). We use these values for the base case in the total cost of ownership (TCO) and net present value (NPV) calculations^{37,38}.

Table 3 | Input parameters for battery pack size

Train characteristics		
Power rating of locomotive ²¹	3.3	MW
Power rating of train (four locomotives)	13.2	MW
Train payload ²¹	6,806	revenue-tonnes
Locomotive payload	1,701	revenue-tonnes
Efficiency of diesel engine ²¹	0.39	
Energy intensity of freight rail sector ³⁵	212	kJ revenue-tonne-km ⁻¹
Energy requirements for diesel-powered train ³⁵	0.059	kWh revenue-tonne-km ⁻¹
Range	241	km
Volume of standard 14.6-m boxcar ²³	129	m ³
Payload capacity of standard boxcar ²³	114	t
Energy requirements for battery-powered train		
Heat value of diesel ⁶¹	10.6	kWh l ⁻¹
Battery pack assumptions (LFP)		
Cell-specific energy ⁶²	210	Wh kg ⁻¹
Packing fraction ³³	0.76	
Pack specific energy ⁶²	160	Wh kg ⁻¹
Cell energy density ⁶³	470	Wh l ⁻¹
Battery roundtrip efficiency ⁶⁴	0.95	
Efficiency relative to diesel	2.44	
Depth of discharge ⁶⁵	0.8	
Cooling requirements		
Battery tender car floor area	52.7	m ²
Temperature change	15	°C
Operating time	12	h d ⁻¹
Cooling load	20,045	kJ h ⁻¹

Using the energy requirement of 0.0345 kWh revenue-tonne-km⁻¹ for LFP batteries, we estimate electricity prices necessary to achieve parity with diesel for a battery-powered train with a 241-km range pulling 1,090 revenue-tonnes. We estimate the capital cost of required battery capacity and the associated cost of charging, inclusive of battery weight, cooling requirements and inverter. Figure 2 depicts the relationships among battery prices, diesel prices and electricity prices needed to motivate a switch to battery-powered trains. To achieve parity with 2019 diesel prices reported by the rail industry (averaging US\$0.56 l⁻¹ of diesel (ref. ⁴⁰)), all-inclusive electricity prices (electricity generation plus amortized charging costs) must reach US\$0.056 kWh⁻¹ with near-future LFP technology priced at US\$100 kWh⁻¹; this calculation excludes environmental costs. At average US diesel prices (US\$0.66 l⁻¹), electricity prices must reach US\$0.072 kWh⁻¹ with US\$100 kWh⁻¹ batteries. For context, average US industrial tariffs are US\$0.064 kWh⁻¹, excluding infrastructure costs⁴¹. If major markets followed tariff rules like ERCOT's CPP structure, freight railroads could realize electricity costs (including charging-infrastructure costs) under US\$0.07 kWh⁻¹ if they reach 40% use of charging infrastructure—thus achieving parity with diesel-powered trains. Including environmental costs relaxes the requisite price of electricity-plus-charging infrastructure to break even with diesel. Table 2 describes the inputs used to estimate unit charging costs for the ERCOT market for a 72-MW charging station that could accommodate two trains charging simultaneously at 1C.

Table 4 | Input parameters for TCO model

Unit capital cost components		
Battery life ⁶⁶	5,000	cycles
Cost of battery pack ⁶⁷	50–200	US\$ kWh ⁻¹
Cost to replace battery	50	US\$ kWh ⁻¹
Cost of inverter ⁴⁸	70	US\$ kWh ⁻¹
Cost of standard boxcar ⁶⁸	135,000	US\$
Inverter size	3.3	MW
Variable operations and maintenance cost of diesel engine (full-time use) (rail representative, personal communication)	200	US\$ d ⁻¹
Variable operations and maintenance cost of diesel engine (backup use) (rail representative, personal communication)	100	US\$ d ⁻¹
Unit fuel cost components		
Electricity generation price ³⁷	0.023	US\$ kWh ⁻¹
Levelized cost of fast-charging infrastructure ³⁹	0.02–0.09	US\$ kWh ⁻¹
Cycles per day	1	
Diesel price ⁴⁰	0.8	US\$ l ⁻¹
Average daily locomotive fuel consumption ²⁶	1,454	l d ⁻¹
Unit air pollution costs		
Air pollution damages per diesel locomotive ⁶	1,458	US\$ d ⁻¹
Median marginal damages of NO _x emissions from locomotives ⁶	12,420	US\$ t ⁻¹
Median marginal damages of PM _{2.5} emissions from locomotives ⁶	45,586	US\$ t ⁻¹
Unit GHG emissions cost components		
Marginal damage of CO ₂ emissions (2020–2040) ⁶⁹	125–226	US\$ t ⁻¹
CO ₂ emissions rate of diesel ⁷⁰	2.7	kg CO ₂ l ⁻¹
Median marginal damages of NO _x emissions from coal-fired electricity ⁶	10,579	US\$ t ⁻¹
Median marginal damages of SO ₂ emissions from coal-fired electricity ⁶	26,672	US\$ t ⁻¹
Median marginal damages of NO _x emissions from natural gas electricity ⁶	10,292	US\$ t ⁻¹
Median marginal damages of SO ₂ emissions from natural gas electricity ⁶	21,951	US\$ t ⁻¹
CO ₂ , NO _x and SO ₂ , emissions rates of US power mix (2020–2040) ⁵¹	varies	kg MWh ⁻¹
All prices are listed in 2019 US\$.		

Locomotive total cost of ownership. Figure 3 displays the TCO per locomotive over 20 years for the baseline scenario. Here, we apply the energy intensity derived from the California representative line-haul train (0.0345 kWh revenue-tonne-km⁻¹) to the US average class I line-haul train so that the results can be scaled up to approximate the nationwide costs of a transition to battery-electric freight rail. Over 20 years, battery-electric tender cars (including maintenance of the existing diesel engine) cost US\$6.47–8 million and diesel locomotives cost US\$5.85–11.83 million, depending on whether environmental damages are included. Table 3 describes the input parameters for battery pack size.

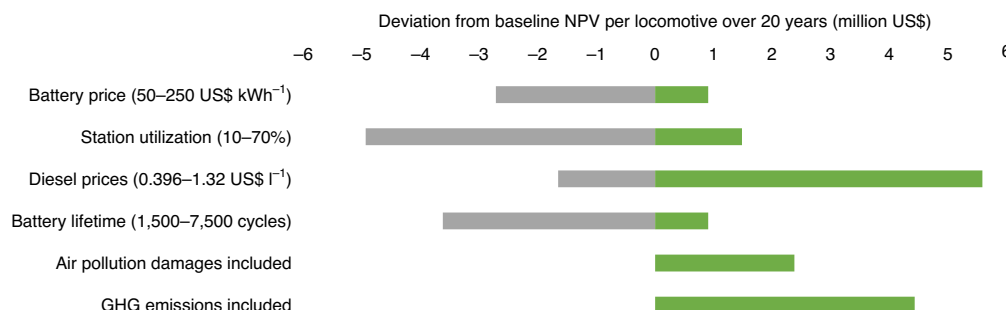


Fig. 4 | Sensitivity of battery-electric locomotive NPV over 20 years to changes in input assumptions. Baseline battery-electric NPV is -US\$598,602. Baseline assumptions include a 9.1-MWh battery, US\$100 kWh⁻¹ battery price, 30% station use rate, US\$0.61 l⁻¹ diesel price, battery life of 5,000 cycles and zero cost of environmental damages. Values are estimated as changes from baseline battery-electric scenario NPV for each input, holding baseline assumptions equal across all other components. The ranges to the inputs are in parentheses. Grey bars depict a decrease in locomotive NPV, relative to baseline assumptions. Green bars depict an increase in locomotive NPV relative to baseline assumptions.

Table 4 describes the key input parameters used in the TCO analysis, which represent current and near-term forecasted technology and prices. We use a diesel price of US\$0.61 l⁻¹, halfway between 2019 rail-reported fuel costs⁴⁰ and US average prices. We include diesel engine maintenance costs in the TCO for battery-electric locomotives to maintain flexibility of dual fuel capability should train operators choose to dispatch battery tender cars to relieve power constraints on the grid. Even a modest price on external environmental damages would be sufficient to make battery-electric locomotives cost-competitive with diesel-electric locomotives at near-future battery prices (US\$100 kWh⁻¹) and current electricity-plus-charging-infrastructure prices (US\$0.070 kWh⁻¹).

Sector-wide net present value. We investigate the NPV over 20 years to the freight rail sector of converting diesel-electric locomotives to battery-electric, comparing the capital and operating costs along with costs of damages from CO₂ and criteria air pollutants. Whereas the TCO compares each propulsion technology separately, the NPV compares the sector-wide savings of battery-electric relative to diesel. The NPV of the baseline battery-electric scenario leads to a US\$15 billion cost without environmental considerations, US\$44 billion in savings when accounting for criteria pollution abatement and US\$94 billion in savings with CO₂ emissions reductions. The main determinants of the economic returns are the station use rates and the price of diesel fuel. Our analysis shows that battery-electric trains are cost-effective today if diesel-electric trains internalize the costs of environmental damages, even at battery prices of US\$250 kWh⁻¹ and low station use rates of 25%.

We analyse the sensitivity of our results from the baseline battery-electric scenario to changes in battery price, charging station capacity use, diesel price, battery lifetime and the inclusion of environmental damages. Figure 4 depicts the range of NPV per locomotive over 20 years for each input category. The largest uncertainty in NPV is driven by charging station use rates and the price of diesel.

Comparison with alternative zero-emissions technologies

Electrification via catenary is widespread in Europe and Asia. However, the context is not directly transferable because US freight trains tend to pull ten times more payload than European freight trains, dramatically increasing the average electricity infrastructure requirements³². Historically, electrification has been estimated to be about twice as expensive in the United States compared with Europe but these costs are highly uncertain owing to the limited number of observations⁴². Furthermore, the frequent use of double-stack containers in the United States makes catenary requirements

problematic; infrastructure would need to be 7 m higher than the tracks to accommodate such trains³². Recent US cost estimates for catenary construction range from US\$5.1 million km⁻¹ (ref. ⁴³) to US\$31 million km⁻¹ (ref. ²¹), excluding the cost of the locomotives. However, these estimates are only available for passenger rail. International estimates are notably lower, with the Norwegian government paying US\$1.76 million km⁻¹, for example, for freight rail electrification¹³. One advantage of battery-electric diesel locomotives is that batteries could simply be attached to existing locomotives with an extra tender car, rather than purchasing new locomotives or upgrading tracks. However, the cost of charging infrastructure makes up a substantial portion of initial capital expenditure. The most recent estimates find that hydrogen fuel cell locomotives are nearly half the price of battery-electric locomotives in the United States today but would cost the same by 2050, using more conservative assumptions for the battery tender cars (US\$320 kWh⁻¹ battery prices, 1,500-cycle battery lifespan and 5.1 MWh maximum capacity per tender car)¹³.

Discussion

Our analysis provides initial evidence that—given near-future battery prices and access to wholesale electricity tariffs—retrofitting diesel-electric locomotives with battery-electric technology could save the US freight rail sector billions of dollars while yielding environmental, health and grid-resilience benefits. The average emissions intensity of the US power mix is 383 kg CO₂ MWh⁻¹ (ref. ⁴⁴), which is projected to decrease to 90% by 2035⁴⁵. Because battery cars can charge predominantly when renewable electricity is available, they can exploit low-cost, zero-emission energy. The ability of tariff policies, such as real-time pricing, to enable use of low-cost renewable electricity for battery-electric trains must be evaluated further. To achieve diesel parity in the short run, such low-cost tariffs are necessary. Alternatively, a commensurate air pollution damage charge or strict air pollution standards that minimize these damages could enable a transition toward battery-electric trains. Such policy options must be evaluated in more detail.

The vast pool of locomotive batteries could be deployed to address location-specific grid constraints during extreme events. Even locations with electrified rail could stand to benefit from mobile grid storage provided by battery tender cars if they experience locationally constrained grid stress. A battery-electric rail sector will have over 200 GWh of modular and mobile storage, providing four advantages over typical grid-scale storage. First, locomotives will still have their diesel engines, so their batteries can be available to the power system to manage extreme events. Second, unlike typical grid-scale storage, trains can be moved to address

location-specific power system constraints. Third, because the batteries sit on railcars, which can be attached to or detached from freight trains, they can be flexibly deployed to charge and discharge in optimal locations—charging where prices are low and discharging where the grid is most constrained. Fourth, the four major players in the freight rail industry have maintained a market share of 85% (ref. ⁴⁶) and each could control large amounts of mobile energy storage, in contrast to fragmented storage ownership that requires highly efficient markets for optimal use. Large-scale modular and mobile storage from trains could support the power system in several ways with appropriate vehicle-to-grid infrastructure, including supplying power to the grid during extreme price or demand events, supporting temporary decommissioning of the transmission and distribution (T&D) infrastructure during wildfire events and providing emergency backup power to critical loads in the case of outages. Preliminary estimates of the most expensive 90 hours per year in the ERCOT market, for example, show that batteries could be discharged at US\$200 kWh⁻¹, potentially generating enough revenue to pay for the upfront battery cost in a single year³⁷. Planning and deploying bidirectional charging infrastructure to optimize grid services via charging and discharging of battery-electric tender cars will be required to capture the full economic and environmental value of battery-electric trains. Further research is needed on the deployment and operation of such infrastructure.

Although we estimate battery sizes for average daily freight train ranges, much smaller batteries can substantially mitigate air pollution damages. Assuming most damages result from concentrated populations around railyards, train operators may wish to add just enough capacity to run trains on battery power in these areas. BNSF Railway is currently pursuing this approach as part of a project funded by the California Air Resources Board to reduce emissions around railyards⁴⁷. Additional battery tender cars could be added to the consist (sequence of cars) to increase the range of the locomotive. Further research could provide insight into optimal ranges for different trip lengths and locations.

Methods

Scenario. We estimate the levelized TCO to convert the US freight rail sector from diesel to battery-electric locomotives over 20 years. We begin with a baseline scenario of average charging costs (which capture both electricity tariffs and costs of installing fast-charging infrastructure), no consideration of environmental benefits and no further decline in battery prices. This scenario represents the economics without any policy intervention in approximately the year 2023. We then consider the sensitivity of our results to changes in charging costs (reflecting cases in which low-cost renewable electricity can be used), forecasted battery price declines and inclusion of the value of environmental benefits. Low renewable electricity prices can be achieved by implementing policies such as real-time pricing, with tariffs linked to wholesale market prices and environmental regulations that capture the economic value of environmental benefits³⁹. Such prices are already observed, for example, in California during certain times of the day.

Battery size. We estimate battery size on the basis of the specifications of trains currently operating in California, representative of line-haul trains consisting of four 3.3-MW locomotives carrying 6,806 revenue-tonnes²¹. Using the average energy requirements of the diesel baseline at 0.059 kWh revenue-tonne-km⁻¹ and the relative efficiency of battery power over diesel engines, we estimate that each locomotive requires a 14-MWh battery to pull 1,701 revenue-tonnes for 241 km with LFP technology. Batteries incur an efficiency loss due to the need to cool the battery system. We upsize the battery to accommodate air conditioning requirements for the battery tender car. We estimate the energy required to cool the entire volume of the boxcar by 15°C over 12 h of the day.

Charging cost. We adapt the method from previous research on TCO of electrifying the trucking sector³⁹ to the rail sector, estimating the unit cost of charging as the total of the levelized cost of equipment, the cost of generation and the cost of T&D. We model the unit charging cost for a retail customer who is able to access wholesale energy prices in ERCOT territory. This scenario is realistic under current regulations. The levelized cost of equipment is defined as the minimum price per unit of energy delivered (kWh) that a charging service provider should charge the consumer to break even on the investment in charging equipment and grid interconnection³⁹.

Sector-wide cost of ownership. We use a straightforward energy balance approach using national data on train revenue-tonne-km and diesel fuel consumption to estimate the energy required to transport the same payload under battery-electric propulsion. To ensure that our sector-wide results do not overestimate electricity requirements, we use the national average estimates to calculate sectoral costs, benefits and emissions. Whereas the California representative line-haul locomotive used to estimate energy requirements pulls 1,701 revenue-tonnes, the national average line-haul Class I freight locomotive carries only 1,090 revenue-tonnes. We estimate that this load requires a 9.1-MWh battery per locomotive, after adjusting for battery weight and cooling requirements.

Each locomotive with an a.c. traction motor requires an onboard inverter for the 3.3-MW traction motor at US\$70 kWh⁻¹ (ref. ⁴⁸). We borrow existing methods to estimate charging costs that include electricity and fast-charging-infrastructure costs, where the equipment cost per kWh decreases as a function of capacity use, defined as the number of hours the station is used each day³⁹. Assuming a capacity use rate of 50%, amortized fast-charging-infrastructure costs plus energy are US\$0.048 kWh⁻¹. We estimate a low-cost scenario of US\$0.048 kWh⁻¹ (50% capacity use) and a high-cost scenario of US\$0.07 kWh⁻¹ (25% capacity use) inclusive of the levelized cost of fast-charging infrastructure. Given the flexibility in charging times, we expect that train operators would have access to the lowest energy prices.

We estimate our baseline scenario at battery prices of US\$100 kWh⁻¹. Data from China, which has the highest amount of heavy-duty electric vehicles (HDEV), show that battery prices for buses and other HDEVs are somewhat lower than the average battery prices for light-duty electric vehicles (LDEV) in China and globally¹⁹. While some of this difference in the average battery pack price for HDEVs in China and rest of the world is attributable to their use of different types of battery chemistries, China's production of HDEVs is much greater than that of any other country in the world. Hence, the price of battery packs for HDEVs in the United States is likely to come close to the price of battery packs for LDEVs with economies of scale. Others have similarly suggested that such economies of scale could soon emerge within the HDEV sector^{49,50}. We calculate environmental impacts by comparing diesel emissions to baseline emissions from electricity generation using projected US emissions. Nationwide emissions are modelled using National Renewable Energy Laboratory's Regional Energy Deployment System (ReEDS) model⁵¹ under the 90% clean energy by 2035 scenario⁴⁵. Using median marginal damages from locomotives estimated in 2011⁶, combined with EPA's projected NO_x and PM_{2.5} emissions reductions under the existing Tier 4 requirements for locomotives⁵², we project the total damages from criteria pollutants assuming a constant linear reduction in PM_{2.5} and NO_x, which corresponds to existing forecasted trajectories⁷.

Data availability

The data that support the results of this study are provided as Supplementary Data. Source data are provided with this paper.

Received: 6 January 2021; Accepted: 30 August 2021;

Published online: 11 November 2021

References

1. IPCC *Special Report on Global Warming of 1.5°C* (eds Masson-Delmotte, V. et al.) (WMO, 2018).
2. *The Future of Rail: Opportunities for Energy and the Environment* (International Energy Agency, 2019); <https://doi.org/10.1787/9789264312821-en>
3. Davis, S. C. & Boundy, R. G. *Transportation Energy Data Book* (Oak Ridge National Laboratory, 2020); <https://doi.org/10.1146/annurev.energy.14.1.375>
4. *Freight Rail & Preserving the Environment* (Association of American Railroads, 2020).
5. Liu, L. et al. Emission projections for long-haul freight trucks and rail in the United States through 2050. *Environ. Sci. Technol.* **49**, 11569–11576 (2015).
6. Goodkind, A. L., Tessum, C. W., Coggins, J. S., Hill, J. D. & Marshall, J. D. Fine-scale damage estimates of particulate matter air pollution reveal opportunities for location-specific mitigation of emissions. *Proc. Natl Acad. Sci. USA* **116**, 8775–8780 (2019).
7. Federal Railroad Administration *Railroad Energy Intensity and Criteria Air Pollutant Emissions* (US Department of Transportation, 2018).
8. Bureau of Transportation Statistics *National Transportation Statistics* (US Department of Transportation, 2018).
9. Office of Transportation and Air Quality U.S. EPA's *New Program to Control Pollution from Locomotives and Marine Diesels* (US Environmental Protection Agency, 2008).
10. *Regulations for Emissions from Heavy Equipment with Compression-Ignition (Diesel) Engines* (US Environmental Protection Agency, 2020); <https://www.epa.gov/regulations-emissions-vehicles-and-engines/regulations-emissions-heavy-equipment-compression>
11. *Caltrain Modernization Program Peninsula Corridor Electrification Project January 2019 Monthly Progress Report* (Caltrain, 2019).

12. Bogdanov, D. et al. Radical transformation pathway towards sustainable electricity via evolutionary steps. *Nat. Commun.* **10**, 1077 (2019).
13. Zenith, F., Isaac, R., Hoffrichter, A., Thomassen, M. S. & Möller-Holst, S. Techno-economic analysis of freight railway electrification by overhead line, hydrogen and batteries: case studies in Norway and USA. *Proc. Inst. Mech. Eng. F* **234**, 791–802 (2020).
14. Moriarty, P. & Honnery, D. Prospects for hydrogen as a transport fuel. *Int. J. Hydrog. Energy* **44**, 16029–16037 (2019).
15. Thorne, R., Amundsen, A. H. & Sundvor, I. *Battery Electric and Fuel Cell Trains: Maturity of Technology and Market Status* TOI Report 1737/2019 (Institute of Transport Economics, 2019).
16. *How Clean Are Hydrogen Fuel Cell Electric Vehicles? California Leading the Way on Clean-Hydrogen Policies* (Union of Concerned Scientists, 2014).
17. *The Future of Hydrogen* (International Energy Agency, 2019); <https://doi.org/10.1787/1e0514c4-en>
18. Field, K. BloombergNEF: lithium-ion battery cell densities have almost tripled since 2010. *CleanTechnica* <https://cleantechnica.com/2020/02/19/bloombergnef-lithium-ion-battery-cell-densities-have-almost-tripled-since-2010/> (2020).
19. Henze, V. Battery pack prices cited below US\$100/kWh for the first time in 2020, while market average sits at US\$137/kWh. *BloombergNEF* <https://about.bnef.com/blog/battery-pack-prices-cited-below-100-kwh-for-the-first-time-in-2020-while-market-average-sits-at-137-kwh/> (2020).
20. *Lazard's Levelized Cost of Energy Analysis—Version 13.0* (Lazard, 2019).
21. Dick, T. C., Ouyang, Y. & Fullerton, G. *Transitioning to a Zero or Near-Zero Emission Line-Haul Freight Rail System in California: Operational and Economic Considerations* (State of California Air Resources Board, 2016).
22. *Railroad 101* (Association of American Railroads, 2021).
23. BNSF Railway. Boxcars. *BNSF Railway* <https://www.bnsf.com/ship-with-bnsf/ways-of-shipping/equipment/boxcars.html> (2020).
24. Kasgro Rail Corporation. Equipment list. *Kasgro Rail Corporation* <http://www.kasgro.com/equipment.html> (2020).
25. Federal Railroad Administration *Assessment of Battery Technology for Rail Propulsion Application* (US Department of Transportation, 2017).
26. Bureau of Transportation Statistics. Table 4-17: Class I rail freight fuel consumption and travel. *Bureau of Transportation Statistics* https://www.bts.gov/archive/publications/national_transportation_statistics/table_04_17 (2020).
27. *National Rail Freight Infrastructure Capacity and Investment Study* (Cambridge Systematics, 2007).
28. Wentker, M., Greenwood, M. & Leker, J. A bottom-up approach to lithium-ion battery cost modeling with a focus on cathode active materials. *Energies* **12**, 504 (2019).
29. Hannan, M. A., Hoque, M. M., Hussain, A., Yusof, Y. & Ker, P. J. State-of-the-art and energy management system of lithium-ion batteries in electric vehicle applications: issues and recommendations. *IEEE Access* **6**, 19362–19378 (2018).
30. Tomaszewska, A. et al. Lithium-ion battery fast charging: a review. *eTransportation* **1**, 100011 (2019).
31. Miao, Y., Hynan, P., Von Jouanne, A. & Yokochi, A. Current li-ion battery technologies in electric vehicles and opportunities for advancements. *Energies* **12**, 1074 (2019).
32. *Technology Assessment: Freight Locomotives* (California Air Resources Board, 2016).
33. Phadke, A., Khandekar, A., McCall, M., Karali, N. & Rajagopal, D. *Long-haul Battery Electric Trucks are Technically Feasible and Economically Compelling* Working Paper (International Energy Studies Group, Lawrence Berkeley National Laboratory, 2019).
34. *Allowable Gross Weight Shipments* (Union Pacific Corporation, accessed 14 December 2020); https://www.up.com/aboutup/reference/maps/allowable_gross_weight/index.htm
35. US Department of Transportation Bureau of Transportation Statistics. Energy intensity of class I railroad freight service. *US Department of Transportation Bureau of Transportation Statistics* <https://www.bts.gov/content/energy-intensity-class-i-railroad-freight-service> (2021).
36. *United States Securities and Exchange Commission Form 10-K* (Union Pacific Corporation, 2020).
37. Electric Reliability Council of Texas. Historical RTM load zone and hub prices. *Electric Reliability Council of Texas* <http://mis.ercot.com/misapp/GetReports.do?reportType=13061&reportTitle=Historical> (2020).
38. LCG Consulting. CAISO (California ISO): Real-time price. *LCG Consulting* http://www.energyonline.com/Data/GenericData.aspx?DataId=19&CAISO___Real-time_Price (2020).
39. Phadke, A., McCall, M. & Rajagopal, D. Reforming electricity rates to enable economically competitive electric trucking. *Environ. Res. Lett.* **14**, 124047 (2019).
40. Surface Transportation Board. Annual report financial data. *Surface Transportation Board* <https://prod.stb.gov/reports-data/economic-data/annual-report-financial-data/> (2020).
41. US Energy Information Administration. Electric Power Monthly Table 5.6.A. Average price of electricity to ultimate customers by end-use sector. *US Energy Information Administration* https://www.eia.gov/electricity/monthly/epm_table_grapher.php?t=epmt_5_6_a (2021).
42. Weiss, W. D., Hayes, H. I. & Shaw, P. L. Comparative catenary costs—European and U.S. main line railroad electrification. *Transp. Res. Rec.* **939**, 44–48 (1983).
43. *Peninsula Corridor Joint Powers Board Staff Report* (Caltrain, 2019).
44. Carnegie Mellon University, Scott Institute for Energy Innovation. US power sector CO₂ emissions intensity. *Carnegie Mellon University* <https://emissionsindex.org/> (2021).
45. 2035 *The Report: Plummeting Solar, Wind, and Battery Costs Can Accelerate Our Clean Electricity Future* (Univ. California Berkeley, Goldman School of Public Policy, 2020).
46. Mazareanu, E. Leading North American railroads in 2019, based on operating revenue. *Statista* <https://www.statista.com/statistics/271613/leading-north-american-railroad-companies-based-on-revenue/> (2021).
47. Business Wire. BNSF awarded US\$22.6 million state grant for clean technology pilot program. *Business Wire* <https://www.businesswire.com/news/home/20181011005675/en/> (2018).
48. Fu, R. et al. 2018 *U.S. Utility-scale Photovoltaics-Plus-Energy Storage System Costs Benchmark* (NREL, 2018); <https://www.nrel.gov/docs/fy19osti/72401.pdf>
49. Hall, D. & Lutsey, N. *Estimating the Infrastructure Needs and Costs for the Launch of Zero-Emission Trucks* Technical Report (International Council on Clean Transportation, 2019).
50. *Advanced Clean Trucks Total Cost of Ownership Discussion Document—Preliminary Draft for Comment* (California Air Resources Board, 2019).
51. Brown, M. et al. *Regional Energy Deployment System (ReEDS) Model Documentation: Version 2019* (NREL, 2019); <https://www.nrel.gov/docs/fy20osti/74111.pdf>
52. *EPA Finalizes More Stringent Emissions Standards for Locomotives and Marine Compression-Ignition Engines* (U.S. Environmental Protection Agency Office of Transportation and Air Quality, 2008).
53. *Decision on Test Year 2020 Cost of Capital for the Major Energy Utilities* (California Public Utilities Commission, 2021); <https://docs.cpuc.ca.gov/PublishedDocs/Published/G000/M322/K633/322633896.PDF>
54. Electric Reliability Council of Texas. DAM ancillary service plan. *Electric Reliability Council of Texas* <http://mis.ercot.com/misapp/GetReports.do?reportType=12316&reportTitle=DAM%20Ancillary%20ServicePlan&showHTMLView=&mimicKey> (2021).
55. California Public Utilities Commission. RPS procurement rules. *California Public Utilities Commission* <https://www.cpuc.ca.gov/industries-and-topics/electrical-energy/electric-power-procurement/rps/rps-compliance-rules-and-process> (2021).
56. Dan Pinkel, B. & Weinrub, A. *What the Heck is a REC?* (Local Clean Energy Alliance, 2013).
57. *Finance Department GMC and Other Rates for 2004–2020* (California Independent System Operator, 2020).
58. *Tariff for Retail Delivery Service* (Oncor Electric Delivery Company LLC, 2017).
59. *Budgeting for Solar PV Plant Operations & Maintenance: Practices* (Electric Power Research Institute, 2015).
60. *Renewable Power Generation Costs in 2019* (International Renewable Energy Agency, 2020).
61. US Energy Information Administration. Energy conversion calculators. *US Energy Information Administration* <https://www.eia.gov/energyexplained/units-and-calculators/energy-conversion-calculators.php#dieselcalc> (2021).
62. Kane, M. VW-related Guoxuan high-tech launches record-setting 210 Wh/kg LFP battery cells. *Inside EVs* <https://insideevs.com/news/481770/guoxuan-210-whkg-lfp-battery-cells/> (2021).
63. *BatPaC: Battery Manufacturing Cost Estimation* (Argonne National Laboratory, 2020).
64. *Build Your Dreams New Energy* (BYD, 2017); <https://s3-ap-southeast-2.amazonaws.com/solarworksfiles/public/byd/B-Box+2017.pdf>
65. Miles, A. The secret life of an EV battery. *CleanTechnica* <https://cleantechnica.com/2018/08/26/the-secret-life-of-an-ev-battery/> (2018).
66. Berdichevsky, G. & Yushin, G. *The Future of Energy Storage—Towards A Perfect Battery with Global Scale* (Sila Nanotechnologies, 2020).
67. Henze, V. Battery pack prices fall as market ramps up with market average at US\$156/kWh in 2019. *BNEF* <https://about.bnef.com/blog/battery-pack-prices-fall-as-market-ramps-up-with-market-average-at-156-kwh-in-2019/> (2019).
68. Turner, J. Can the US railroad freight sector avoid a shortage of boxcars? *Railway Technology* <https://www.railway-technology.com/features/us-railroad-freight-boxcars/> (2019).
69. Carleton, T. & Greenstone, M. Updating the United States government's social cost of carbon. *SSRN* <https://doi.org/10.2139/ssrn.3764255> (2021).
70. *Emission Factors for Greenhouse Gas Inventories* (US Environmental Protection Agency, 2021).

Acknowledgements

The following authors received funding for this work from the Hewlett Foundation under grant number 2019-9467: N.P., E.T. and A.P. J. Zuboy provided unparalleled editing prowess to make this paper comprehensible to the reader. Representatives from BNSF, Wabtech, California Air Resources Board, Tesla, Southern California Edison and the California Energy Commission each provided constructive feedback to inform the underlying assumptions of our analysis.

Author contributions

A.P. conceived the idea and guided the project. N.P. conducted the analysis, refined the methods, curated data and wrote the draft. D.P. developed the methods for leveled costs of charging infrastructure. E.T. collected the preliminary data and conducted the initial analysis of the working paper version of this manuscript.

Competing interests

The authors declare no competing interests.

Additional information

Supplementary information The online version contains supplementary material available at <https://doi.org/10.1038/s41560-021-00915-5>.

Correspondence and requests for materials should be addressed to Amol Phadke.

Peer review information *Nature Energy* thanks Federico Zenith and the other, anonymous, reviewer(s) for their contribution to the peer review of this work.

Reprints and permissions information is available at www.nature.com/reprints.

Publisher's note Springer Nature remains neutral with regard to jurisdictional claims in published maps and institutional affiliations.



Open Access This article is licensed under a Creative Commons Attribution 4.0 International License, which permits use, sharing, adaptation, distribution and reproduction in any medium or format, as long as you give appropriate credit to the original author(s) and the source, provide a link to the Creative Commons license, and indicate if changes were made. The images or other third party material in this article are included in the article's Creative Commons license, unless indicated otherwise in a credit line to the material. If material is not included in the article's Creative Commons license and your intended use is not permitted by statutory regulation or exceeds the permitted use, you will need to obtain permission directly from the copyright holder. To view a copy of this license, visit <http://creativecommons.org/licenses/by/4.0/>.

© The Author(s) 2021

From:

To: Sinclair, Gerri JERI:EX (Gerri.Sinclair@gov.bc.ca)

Subject: Talent 3

Sent: 05/10/2022 19:22:37

Attachments: Correspondence Between Myself and Rob Fleming .msg, Battery Powered Trains.pdf, Bombardier Talent 3.pdf

Message Body:

Good Morning Gerri,

s. 22

I have been trying to get some interest from someone in government in using the priceless Island Rail Corridor for battery powered trains, the Talent 3 is the perfect system and already in use in Germany; for various reasons CAF now has the rights to build this train, no one in North America has the rights to build it as far as I can tell, I am suggesting we build it here in BC. If we acquire the rights from CAF to build it in North America we will already have a client for it (us) and we can start an industry with a great future right here in BC. Wikipedia has good information on it.

Thank You, CAF Talent 3 - Wikipedia

s. 22



Realize your vision with Bombardier TALENT 3 BEMU

The Battery Electric Multiple Unit Train

APTA 2019 Rail Conference
Yves Laperrière, P. Eng., M.A.Sc.
Chief Engineer
2019-06-24

BOMBARDIER



For non-electrified regional lines of up to 100 km, Bombardier's *TALENT 3* battery electric multiple unit (BEMU) offers the best solution in terms of total cost of ownership with significant emission reduction.

BOMBARDIER

The Bombardier TALENT 3 battery electric multiple unit (BEMU)

The ideal solution for non-electrified lines up to 100 km

1. Reduced costs

The TCO of the battery powered *TALENT 3* train is more than 50% lower than fuel cell Trains and 10% lower than conventional diesel trains

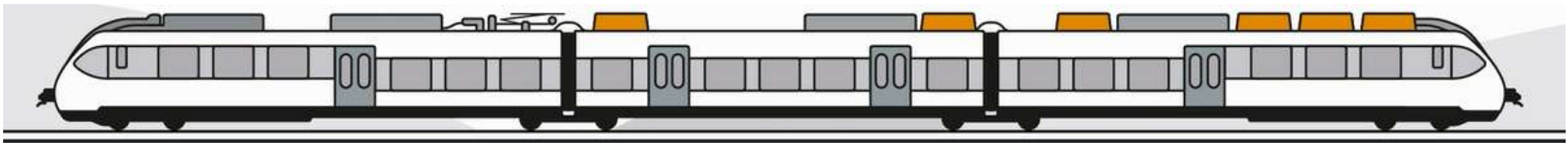
2. Reduced emissions

Lowest CO₂ emissions, compared to diesel and fuel cell trains, as well as NOx and particle emissions.

3. Reduced noise and vibrations

Vibrations and noise emission are reduced by up to 7 decibels, providing passengers with a comfortable ride.

 Modular batteries



4. Improved operability

Improved operability due to fleet standardization, new connections and fast recharging.

5. Avoidance of infrastructure costs

In comparison to fuel cell trains, infrastructure costs are eliminated or reduced thanks to 100% electrical battery train operation.

6. Increased passenger comfort

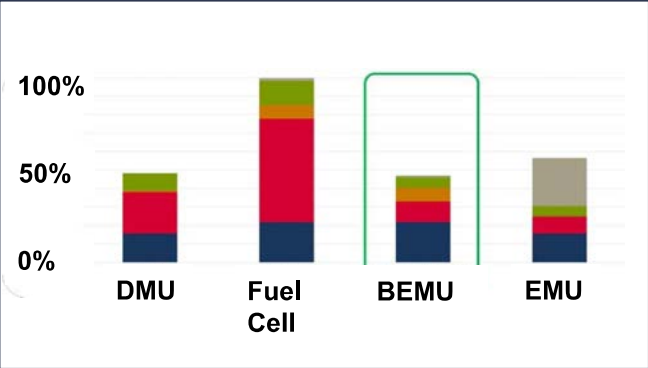
Direct connections and the reduction of travel time leads to increased ridership.

For non-electrified lines of up to 100 km, the *TALENT 3* BEMU is the best alternative to diesel driven and fuel cell trains, providing unmatched benefits for both operators and passengers.

1. Reduced costs

Significant lower total cost of ownership over the complete asset lifecycle

Best total cost of ownership and 50% lower than fuel cell trains



Low cost and fast implementation time



35% lower energy cost* compared to diesel and fuel cell



The TCO of the battery powered *TALENT* 3 train is best in class and more than 50% lower than a fuel cell train

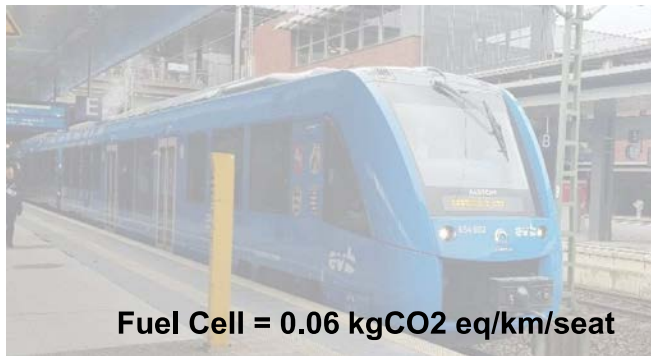
*Based on Germany's current energy mix

2. Reduced emissions

Significant reduction of harmful emissions

Up to 15% reduced emissions*

- By using electricity from the catenary, and Bombardier's *MITRAC* traction batteries, emissions are significantly reduced in comparison to a standard diesel train.



Zero emissions with renewable energy

- With 100% green energy coming from water, wind and solar energy, the battery train can operate 100% emission-free.



Helping countries reach environmental targets

- The *TALENT* 3 battery train is an excellent alternative to DMUs for non-electrified and partial-electrified networks, helping transit authorities keep environmental commitments and reduce emissions.



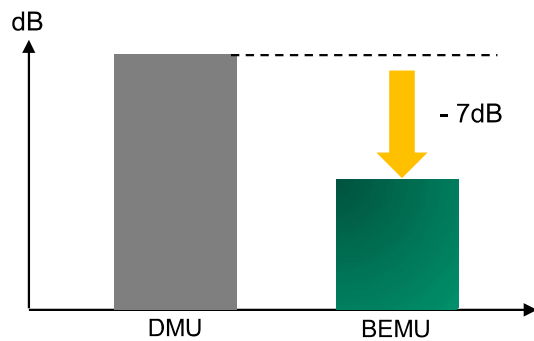
Lowest CO₂ emissions and reduction of NO_x and particle emissions.

*Based on Germany's current energy mix

3. Reduced noise and vibrations

Low noise and vibrations increase comfort for travellers and residents

Up to 7 dB noise reduction



- Additional capsulation of components and systems can be offered as an option to further reduce noise.

Absence of diesel engines



- Absence of a diesel engine enables quieter operation with fewer vibrations, increasing passenger comfort.

Low noise reduces disturbance to nearby residents



- Low noise level provides a quiet living environment for people residing near the railway.

Vibrations and noise emission are **reduced by up to 7 decibels**, providing passengers with a comfortable ride.

4. Improved operability

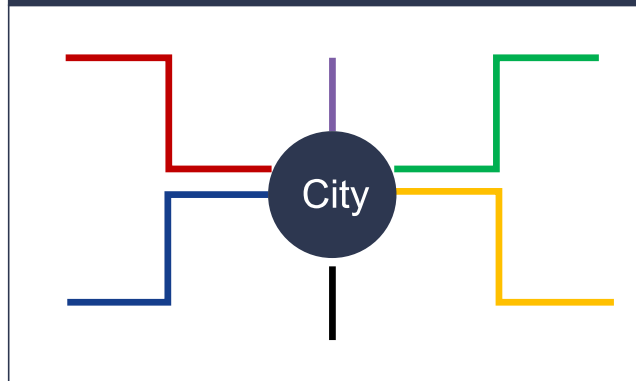
Homogenous fleets and combined networks for more efficient transportation

Homogenous fleet



- Battery trains are able to run on electrified and non-electrified lines. This leads to homogenous fleets with significant advantages in terms of maintenance and driver training.

New connections



- Battery trains open new opportunities for traffic planners and operators by combining electrified networks with non-electrified lines, connecting cities and rural areas with the same fleet.

Fast charging batteries



- Batteries are recharged in as little as 7 to 10 minutes, ensuring short stand time and increasing the operational flexibility and efficiency.

Improved operability due to fleet standardization, new connections and fast recharging.

5. Avoidance of infrastructure costs

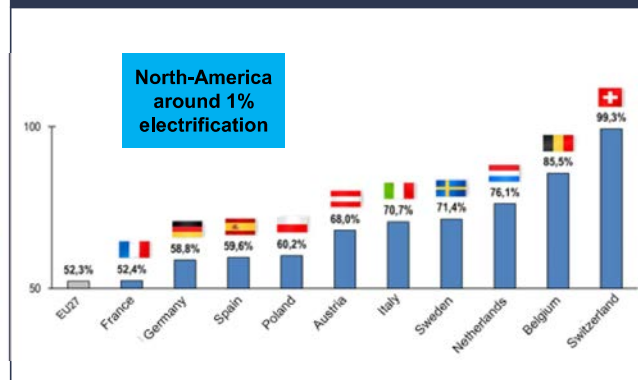
Battery trains are an excellent alternative to costly electrification

High cost for electrification and fuel cell infrastructure



- The battery train connects electrified lines with non-electrified lines, omitting the need for costly electrification infrastructure or additional fuel cell infrastructure

Railway electrification levels



- Electrification costs heavily rely on the current infrastructure, if terminal stations are electrified, no additional investment for electrification is required for the BEMU to operate.

Runs solely on battery power for up to 100 km



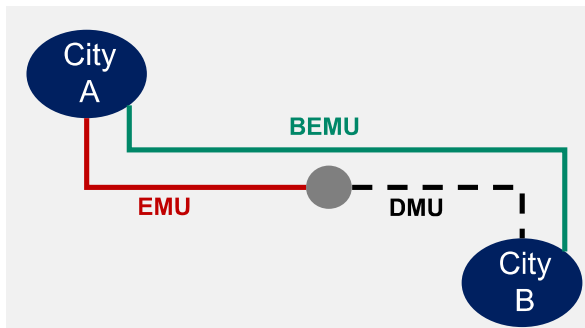
- The German railway network is up to 60% electrified. The majority (86%) of the remaining 40% of the lines are shorter than 100 km.

Infrastructure costs are eliminated or reduced thanks to 100% electrical battery train operation.

6. Increased passenger comfort

High comfort and direct connections for an enjoyable and convenient journey

Direct connections



- By using the same train on different lines within the network, passengers can benefit from more direct connections.

Reduced travel time



- Direct connections without longer stops on crossing stations for passenger exchange reduces the travel time significantly and increases the passenger satisfaction level.

Quiet and comfortable interior



- The reduced noise level, passenger info and entertainment systems as well as comfortable interior arrangements ensure a pleasant and relaxing journey for all passengers.

Direct connections and the reduction of travel times leads to increased ridership.

Awarded innovative technology – Bombardier's battery train

Bombardier wins Brandenburg innovation award in November 2018

This award is a great testament to Bombardier's accomplishments and commitment to deliver innovative and high-performing products that solve today's environmental and mobility challenges.



Proven value of the solution

Lowest total cost of ownership

A recent study by TU Dresden proved the *TALENT 3* battery train is the **most cost-effective and CO₂-free alternative to diesel and fuel cell trains** in terms of total cost of ownership over the entire 30-year service life.



Facts and figures

Did you know?



The *TALENT 3* battery-train is the **first of its kind** to enter passenger service in Europe in **over 60 years.**



Over **960 trains** from the *TALENT* product family have been sold around the world over the last 20 years.



Noise reduction by up to 7 dB compared to conventional DMUs.



With 100% green energy, the battery train is **100% emission-free.**

TALENT 3 battery train

Germany

Vehicle data	
Vehicle type	Battery Electrical Multiple Unit
Configuration	3-car unit
Power supply	15 kV AC and MITRAC batteries
Train length	56,200 mm
Seats	169
Bogie	<i>FLEXX</i> Compact
Battery charging time	7-10 minutes
Speed	140 km/h
Max acceleration	1.1 m/s ²
Project history	
Fleet	1 demonstrator train
Status	In testing and homologation phase. By the end of 2019 the commercial test-run operation will begin with Deutsche Bahn in the Baden-Wuerttemberg region of Germany.





Questions & answers

BOMBARDIER



Thank you very much!

APTA 2019 Rail Conference
Yves Laperrière P. Eng., M.A.Sc.
Chief Engineer
2019-06-24

BOMBARDIER

From: s. 22

To: info@islandrail.ca

Subject: Correspondence Between Myself and Rob Fleming

Sent: 01/24/2022 18:37:43

Attachments: Economic, environmental and grid-resilience benefits of converting diesel trains to battery-electric.msg, 306655 Commuter rail.msg, RE: 306655 - Commuter rail.msg

Message Body:

Greetinas.

s. 22

everyone I speak to are unable to understand why we don't have a viable rail service on the island. From time to time, I have written to Rob Fleming, but looking at what his department has been doing is... Attached is most recent correspondence; I see in 2020 they were still messing around looking at electrifying service instead of battery module trains with charging stations.

s. 22

From: s. 22

To: rob.fleming@bcndp.ca

Subject: Economic, environmental and grid-resilience benefits of converting diesel trains to battery-electric

Sent: 11/21/2021 16:44:53

Message Body:

Good Morning Rob,

s. 22

have long been supporters of a commuter train system for the island, and in the last couple of years have become convinced that a battery powered train is the way to go; this article is from “nature energy” a publication of “nature”. The value of an alternative to the road system is obvious and a battery powered train system on the island could serve as an inspiration for all of Canada and show a way to the future. Economic, environmental and grid-resilience benefits of converting diesel trains to battery-electric | Nature Energy

s. 22

From: Transportation, Minister TRAN:EX (Minister.Transportation@gov.bc.ca)
To: s. 22
Subject: 306655 Commuter rail
Sent: 01/17/2022 23:38:20
Message Body:

s. 22

306655 – Commuter rail

Dear s. 22

Thank you for your email sharing with me your interest in seeing battery-powered commuter rail service on Vancouver Island.

Providing a safe and reliable transportation network that helps meet our government's climate action goals is a key priority for the ministry. For instance, you may be aware that BC Transit plans to start buying only electric heavy-duty buses in 2023 with a target of creating a fully electric fleet by 2040. The first 10 battery-electric buses will be put into service this year.

Our government remains committed to looking at ways to provide British Columbians with more travel options. For instance, we continue to work with the Island Corridor Foundation, who owns the Island Rail Corridor, as well as local First Nations and decision makers to explore the best options for the corridor. Our 2020 South Island Transportation Strategy<<https://www2.gov.bc.ca/gov/content/transportation/transportation-reports-and-reference/reports-studies/vancouver-island/south-island-transportation-strategy>> meanwhile outlines improvements we can deliver to make our transportation network more reliable and efficient and to support active transportation and reduce congestion.

I appreciated the opportunity to review your idea as we work to keep communities connected while taking advantage of clean and efficient transportation solutions.

Thank you again for taking the time to write.

Sincerely,

Rob Fleming
Minister

s. 22

From:

To: Transportation, Minister TRAN:EX (Minister.Transportation@gov.bc.ca)

Subject: RE: 306655 - Commuter rail

Sent: 01/21/2022 20:15:31

Message Body:

Rob,

I read through the "South Island Transportation Strategy" the strategy is highway centric with existing rail right-of-way getting ignored, when it should be central to all island transportation systems. The right-of-way is literally priceless and if developed with vision can tie the entire island together, and with some lines running to the west side would provide a safe reliable energy efficient means of getting around an island where roads are inherently unreliable and not safe.

A railway would also relieve housing pressure, one could live on the other side of the Malahat or in Sooke and work in Victoria. Then most of the road work outlined becomes unnecessary saving hundreds of millions.

Below is a link showing the use of battery modules, in one form or another they are the future of all mass transit and are all ready being used with trains, as they could and should be here.

s. 22

<https://zeroemissionservices.nl/en/homepage/>

-----Original Message-----

From: Transportation, Minister TRAN:EX <Minister.Transportation@gov.bc.ca>

Sent: Monday, January 17, 2022 3:38 PM

To: s. 22

Subject: 306655 - Commuter rail

s. 22

306655 - Commuter rail

Dear s. 22

Thank you for your email sharing with me your interest in seeing battery-powered commuter rail service on Vancouver Island.

Providing a safe and reliable transportation network that helps meet our government's climate action goals is a key priority for the ministry. For instance, you may be aware that BC Transit plans to start buying only electric heavy-duty buses in 2023 with a target of creating a fully electric fleet by 2040. The first 10 battery-electric buses will be put into service this year.

Our government remains committed to looking at ways to provide British Columbians with more travel options. For instance, we continue to work with the Island Corridor Foundation, who owns the Island Rail Corridor, as well as local First Nations and decision makers to explore the best options for the corridor. Our 2020 South Island Transportation Strategy<<https://www2.gov.bc.ca/gov/content/transportation/transportation-reports-and-reference/reports-studies/vancouver-island/south-island-transportation-strategy>> meanwhile outlines improvements we can deliver to make our transportation network more reliable and efficient and to support active transportation and reduce congestion.

I appreciated the opportunity to review your idea as we work to keep communities connected while taking advantage of clean and efficient transportation solutions.

Thank you again for taking the time to write.

Sincerely,

Rob Fleming

From: s. 22

To: Transportation, Minister TRAN:EX (Minister.Transportation@gov.bc.ca)

Subject: 310569 - Vancouver Island rail corridor

Sent: 05/18/2022 20:54:55

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Good afternoon Minister,

The deadline for the decision on what to do with the Island Rail Corridor is coming up soon. Please don't let this valuable asset be broken up. Once this is go it is gone and we will lose the chance of rail transportation on the Island forever.

s. 22

Sent from my iPad

From: s. 22

To: Transportation, Minister TRAN:EX (Minister.Transportation@gov.bc.ca)

Subject: 310571 - Island Corridor

Sent: 05/18/2022 22:02:11

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

I see in the news that there will be a decision to restore or abandon the rail corridor on Vancouver Island; I urge you to support the initiative as this will provide a vital link up Vancouver Island in terms of flexibility and future planning of transportation and development.

Thank you

s. 22

From: Fleming.MLA, Rob LASS:EX (Rob.Fleming.MLA@leg.bc.ca)
To: Transportation, Minister TRAN:EX (Minister.Transportation@gov.bc.ca)
Subject: 310594 - Passenger rail on Vancouver Island
Sent: 05/19/2022 21:50:52
Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

From: s. 22
Sent: May 19, 2022 1:57 PM
To: OfficeofthePremier, Office PREM:EX <Premier@gov.bc.ca>; Fleming.MLA, Rob <Rob.Fleming.MLA@leg.bc.ca>
Subject: Passenger rail on Vancouver Island

Dear Mr. Horgan and Mr. Fleming,

I believe that Vancouver Island should have a functioning passenger rail system, and that BC should revive and improve on the old railway to achieve this. In many countries around the world, people use trains as a comfortable, economical, and environmentally friendly way of getting around. Why then, does Vancouver Island, with a rapidly growing population, not have functioning passenger rail?

s. 22

s. 22 A train would have made the monthly hassle of trying to figure out how to get from Victoria to up island to visit family much easier.

Interregional public transit is lacking in BC and many of the bus routes between cities have been ended. I would like to move up island in order to afford a house, but this will leave me with few options to travel down the island to meet family, friends or do errands or attend events in Victoria or Nanaimo. If there was passenger rail, I could easily take the train down island for the weekend.

One of the issues with the old train was that it was out of date, slow and ran infrequently. No wonder there wasn't strong ridership. In order to make transit that is worth it for people to use, it needs to run at convenient times, run frequently and be on time. With the rising cost of gas and living overall, I'm sure many more people will be interested in taking a faster, modern train up and down the island. It would benefit seniors, people with disabilities, teenagers, students, commuters, and tourists. An LRT route between Westshore and Victoria would also have high ridership and reduce traffic congestion on the highway from commuters.

Having better connected communities can also support some of the housing needs of people on the island by allowing them to live in a different community. This would take some pressure off the housing crisis in Victoria. It would also allow tourists arriving to Victoria by airplane or cruise ship to go up island and support the economies in those communities.

Then there are the environmental benefits of trains and reduced reliance on fossil fuel burning cars. Trains are already more efficient, being able to move many people at once. They can also be electrified eventually and run on renewable energy. Many, many places in Europe and Asia have electric trains serving their communities. This greatly reduces the carbon emissions of these communities. A train would be a step forward to meeting BC and Canada's overall climate targets.

A new train line should be a public crown corporation, to ensure that the train is affordable and accessible. This way, it will be provided the funding and maintenance to keep it running to meet the needs of the population as the island's population grows.

I hope that you will consider these things as the court mandated decision on the island rail corridor is required by 2023. Investing in reviving passenger rail on the island will benefit many people and communities and support the island's growing population, and BC's need to reduce carbon emissions overall. In order for this to be a worthwhile project however, the train must be modern, reliable, frequent, and accessible. It must be funded sufficiently over time to provide a worthwhile transport service. I believe this is a future forward project and something worth investing in.

Sincerely,

s. 22

From: s. 22

To: OfficeofthePremier, Office PREM:EX (Premier@gov.bc.ca); Transportation, Minister TRAN:EX (Minister.Transportation@gov.bc.ca)

Subject: 310616 - E and N Railway - The case for reinvestment and future potential

Sent: 05/20/2022 18:41:26

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Good morning Premier, Minister

I thought I would take a few minutes to write to you with regard to the ongoing saga of the E and N railway on Vancouver Island. I have watched this debate ramble on over this past decade since my last trip on the Dayliner back in 2011 and feel there is so much missed opportunity here to provide investment and open up our economy up and down Vancouver Island. For too long the E and N has been viewed through a Greater Victoria lens - the Langford to Vic West corridor and the multiple municipality scenario down there seems to have done little to move the debate forward.

Having lived in Europe and long used to an integrated transport system I find it head-shakingly short sighted in outlook that we remain of the opinion that Vancouver Island as a whole is best served by a car centric culture, accompanied by a smattering of bike lanes in various municipalities. Bike lanes, while practical in urban centres, are not a realistic option when it comes to moving our transportation structure forward comprehensively.

We are in the midst of a climate emergency, with soaring gas prices and a need to diversify sooner rather than later away from fossil fuels and their associated industries. This is why the lack of foresight in moving the E and N railway forward as a sustainable, reliable investment for the long term and future generations seems completely out of step with what is required. I will list just some of the practical uses of the railway below but while I am of no opinion on the matter I will state that the announcement of rebuilding the Royal BC museum and its associated price tag, could provide a fully functioning modern railway system up and down the east island from Courtenay to Victoria, encompassing the vast majority of our island population. If there is money for the museum, and over the years endless bridges, highways and improvements to the lower mainland, and a seemingly endless supply of resources for bike lanes, we should be making an investment that would benefit ALL citizens - elderly and young, native and non-native, low income and wealthy, as well as tourists and other visitors.

Let's take a look at just some of the ideas for the E and N Corridor:

1. Commuter service between Duncan, Shawnigan, Langford and Vic West (have you seen how many condos there are on the Westshore?)
2. Integrated service for Nanaimo Airport - long have I heard about the need for better transport links to Nanaimo Airport - a station could be built just across the highway (walking distance) with a covered walkway from terminal to track. A regular service could run between there and the city centre, points in between and up to the north end of the city.
3. Regular inter city service between Courtenay, Parksville/Qualicum and points south. In years gone by there was a Friday evening train to Courtenay from Victoria for the skiers etc. Tourism operators in

Oceanside could be linked with the rail service to provide shuttles to hotels, beaches etc. to allow people from other places to come for weekends or overnight trips and leave their vehicles at home. This is similar to the offer previously provided by hotels in Chemainus which would include overnight accommodation, return rail travel and tickets to the theatre.

4. There are more and more trucks on the highway. Working with commercial partners we could see much of this traffic transferred back to rail and transported to the docks at Nanaimo for shipment. I know we used to see regular freight coming from south of Duncan until the line was deemed unsafe. There are so many gravel trucks on the highway, not to mention logs, that all of this, with investment and a willingness to adapt and change routines could be transported safely and with less wear and tear on our highway infrastructure.
5. Tourist potential. Partnering with local business, chamber of commerce etc. there is unlimited potential for tourist business from Victoria up into the Cowichan Valley by rail. With all of our beautiful wineries, we could see service come from Vic West to Shawnigan, Cobble Hill and Duncan with a bus to connect with winery visits or other local attractions. The beauty of the trip itself up the Malahat and into the valley would be enough to entice people. This is where working with Cruise Ship Operators to offer more attractions and options could lengthen stops in Victoria, and spread tourism dollars out from the inner harbour core. There is much more to Vancouver Island than the Legislature and Butchart Gardens as you know.
6. Up island commuters, business people heading to meetings etc. For years, in my career in financial services we would come down to Vic West for meetings. Managers from Nanaimo and points north would pick me up for carpooling. Every trip they would say "Now if the train was running I would have got on in Nanaimo with my coffee, and then you could come on at Chemainus - we would have no traffic headaches, arrive in time for our meeting and be able to walk down to the train in the afternoon and relax on the way home"
7. The health benefits - why are Europeans more healthy? They get the bus, they ride the train, they walk to the station or the store. The more we get our people walking in our individual communities, the better the outcome for our health service as our population continues to age. We don't need to sit all day at a computer and then sit in our car. If we have to be at a desk but at either end of the day we walk a km or so to the station, that is the best thing we could do for our bodies and our mental wellbeing.

All of this is not 'crazy talk' - nor are they outlandish ideas. It is precisely the type of development we need to see - not purely for economics but for green initiatives and to transition us away from a car based lifestyle. The trouble I feel on the island is that for too long points of view come from those who have never left the island and experienced what a modern public transport system could look like.

Will it take investment, enthusiasm and a bringing together of multiple stakeholders? Absolutely! - but by doing the work now we can all look forward to a modern, sustainable transport system and a better, healthier lifestyle for all of our island citizens.

I hope you will continue to give this matter your serious consideration, taking into account some of the ideas shared above. Once we lose our railway we will likely lose it for good. For comparison, I would suggest you take a look at the story of the Tweedbank Line in Scotland, which was reopened after around 50 years and is now a runaway success - it connects communities in the border area of Scotland with Edinburgh - those communities are no bigger than our island ones yet I believe the line now carries around 1 Million passengers per year.

Best regards meantime,

Sincerely,

From: Fleming.MLA, Rob LASS:EX (Rob.Fleming.MLA@leg.bc.ca)
To: Transportation, Minister TRAN:EX (Minister.Transportation@gov.bc.ca)
Subject: 310618 - Letter in support of Vancouver Island rail corridor business case
Sent: 05/24/2022 17:27:54
Attachments: Letter of Support VIRC.pdf
Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

From: s. 22
Sent: May 23, 2022 9:42 PM
To: Fleming.MLA, Rob <Rob.Fleming.MLA@leg.bc.ca>
Cc: Lore.MLA, Grace <Grace.Lore.MLA@leg.bc.ca>; Olsen.MLA, Adam <Adam.Olsen.MLA@leg.bc.ca>; Ma.MLA, Bowinn <Bowinn.Ma.MLA@leg.bc.ca>; Popham.MLA, Lana <Lana.Popham.MLA@leg.bc.ca>; Heyman.MLA, George <George.Heyman.MLA@leg.bc.ca>; Routley.MLA, Douglas <Douglas.Routley.MLA@leg.bc.ca>; Malcolmson.MLA, Sheila <Sheila.Malcolmson.mla@leg.bc.ca>; Leonard.MLA, Ronna-Rae <Ronna-Rae.Leonard.MLA@leg.bc.ca>; Furstenau.MLA, Sonia <Sonia.Furstenau.MLA@leg.bc.ca>; Rankin.MLA, Murray <Murray.Rankin.MLA@leg.bc.ca>; Dean.MLA, Mitzi <Mitzi.Dean.MLA@leg.bc.ca>; Walker.MLA, Adam <Adam.Walker.MLA@leg.bc.ca>; Horgan.MLA, John <John.Horgan.MLA@leg.bc.ca>; Elizabeth & Mike <elizabeth.may@parl.gc.ca>; randall.garrison@parl.gc.ca; gord.johns@parl.gc.ca; laurel.collins@parl.gc.ca; alistair.macgregor@parl.gc.ca; lisamarie.barron@parl.gc.ca; rachel.blaney@parl.gc.ca
Subject: Letter in support of Vancouver Island rail corridor business case

Good day Rob Fleming and others CCed.

Please find attached this letter of support for the release of funds to refurbish the Vancouver Island rail corridor.

Sincerely
s. 22

To Rob Fleming, Minister of Transportation and Infrastructure:

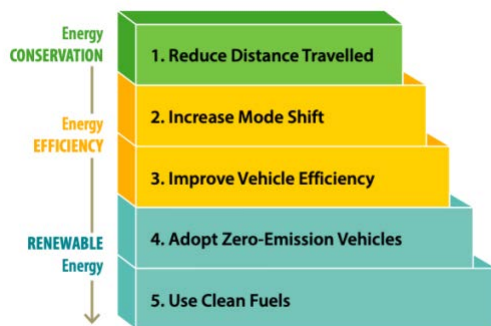
Please receive this letter which is in support of the Vancouver Island Transportation Corridor Coalition (VITCC) and its advocacy of having the former E&N rail corridor , now “Island rail” upgraded to modern transportation standards. Much depends on your support of this endeavor.

The Island rail corridor has been an important part of Vancouver Islands transportation network for nearly 140 years. However, through a lack of investment it risks disappearing altogether. As the great Canadian singer, Joni Mitchel put it, you don’t know what you’ve got till it’s gone.”

To back up why I think that the province and federal governments should be supporting the Island rail corridor in their endeavour to get the rail line going again are four main points.

1) The primary reason for the provincial government to support Island rail in their business case is their governments own documentation, namely the Clean BC 2030 roadmap that was released in October of last year.

This roadmap has clearly laid out goals of reducing vehicle kilometers travelled throughout the province.



In it, the plan has the graphic to the left that indicates the steps that should be taken to reduce GHG emissions. I completely agree with step #1 of Reduce Distance travelled. In my opinion the best way that the government could help achieve step 1 would be to remove the gas tax and replace it with a Vehicle Kilometer Travelled (VKT) charge. This would make people think more about what mode they plan on taking for their trip- before making the trip which would reinforce step #2, increase Mode Shift.

Giving people and businesses better travel choices such as a railway on Vancouver Island and throughout the province would work to do several things that would be beneficial to the provincial government:

1. It would spur development close to stations. This could make the upgrading of rail stations cost less for governments, especially if the province allowed British Columbia municipalities to use principals of Value Capture such as Tax Increment Financing (TIF) that are permitted in Ontario and Alberta. Having redevelopment occur around stations would improve building performance of refurbished buildings, an issue raised in the roadmap under section 2.3, Buildings. As well as support better land use practices, an issue raised under section 2.4, Communities.
2. It would reduce expenses on highway maintenance, especially if VKT charges convinced commercial shippers to move products by rail instead of by highway. It would also remove the need for highway expansions.
3. By virtue of rail vehicles using a small fraction of the fuel usage per ton- kilometer when compared to trucks, Step #3 would be achieved if significant portions of passengers and freight were moved from roads to rail.
4. Since Rail Right of ways are relatively inflexible and their travel patterns are highly predictable, achieving step #4 – Adopt Zero-Emission Vehicles would be made easier using existing technology and without investments in battery technology which BC is not yet a large player in.

2) The second point is that chemicals from rubber tires have been shown to cause returning salmon to die. This was proven by University of Washington researchers. In short, we need to be reducing our dependence on rubber-tired vehicles, not increasing, and go to something that is less dangerous to our neighboring species. Railways with steel wheels running on steel tracks fit this model.

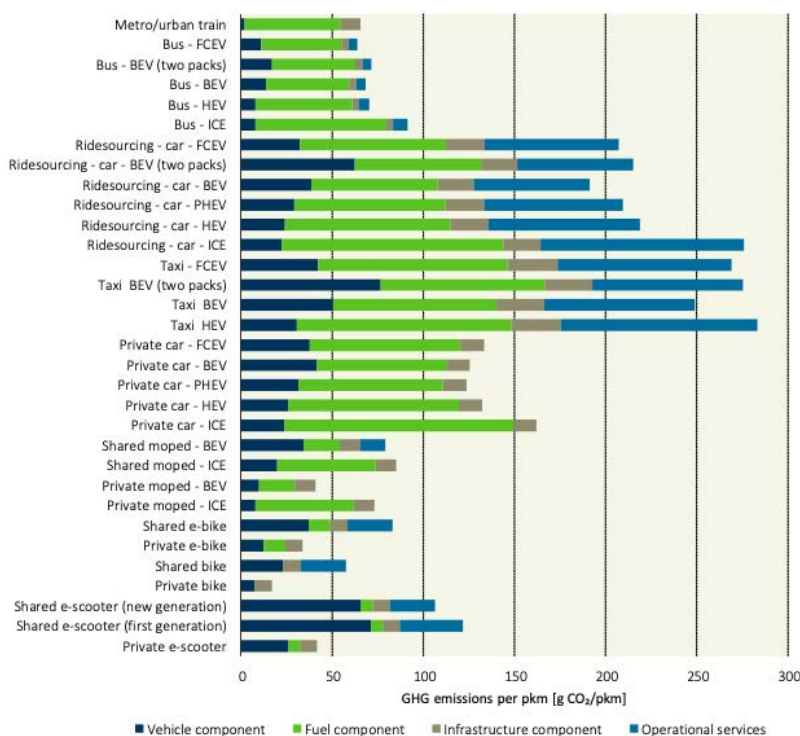
<https://urban.uw.edu/news/tire-dust-killing-coho-salmon-returning-to-puget-sound-new-research-shows/>

3) The Third reason is the information from the International Transport Forum, a part of the Organization for Economic Development (OECD) of which Canada is a part of. The information is from their study titled Good to Go- Assessing the Environmental Performance of New Mobility .

<https://www.itf-oecd.org/sites/default/files/docs/environmental-performance-new-mobility.pdf>

In it the authors define new mobility means, measure average life cycle emissions of transport vehicles and determine energy use and carbon emissions of new mobility means versus other transport options.

Figure 2. Central estimates of life-cycle greenhouse gas emissions of urban transport modes per pkm



My belief is that the current approach of both the federal government and the province of encouraging adoption of EV cars is misguided due to several factors.

- Due to their higher cost, not everyone can afford an EV making this inequitable,
- According to some sources, the amount of lithium required to transition every current vehicle to an equivalent EV would require ~2.5 x the current known world reserves of this element and
- EVs are heavier than their equivalent fossil fueled cousins which will cause more road damage to occur which will result in municipalities and the province having to replace or repair streets at a greater frequency than what they currently do.

Especially as temperatures rise which causes asphalt to deform under the weight of heavy vehicles.

A better approach from both senior levels of government would be to cease incentivising private individuals from transitioning to EVs and instead Incentivize public institutions and governments at all levels and private corporations to adopt EVs. This way all manner of equipment can be made Clean and since the technology for private cars is already well established, innovation would be spurred to make the necessary switch to electric or Hydrogen all the more easier for all of these other current fossil fuel burning pieces of equipment. I am thinking of the back-hoes, excavators, tampers, etc... Get all levels of government and businesses converted to electric vehicles/ equipment and the private citizen will find a way to get it, without an incentive.

While speaking of incentives, it should be noted that the country of Norway is now considering whether its incentives for the adoption of EVs will continue. It has been a world leader in spurring adoption of EV use. It now

wants people to take public transit more for trips instead of using cars. In my opinion, we should be using both carrots and sticks to get people out of their cars.

https://www.thedrive.com/news/norway-wants-people-to-park-their-evs-and-ride-the-bus?fbclid=IwAR2sA-IPCrTzGsqh0pt7K0m1qz9i7JcX89309e0Gd1eYLYMA87MC_2mvcw

4) The last point is how the lack of this option affects me personally. I have friends that I would like to travel to see up island that I don't go visit due to having small children and I don't like having them strapped into a car seat for hours at a time. I feel it is poor for their health and well-being, so I don't travel as often as I would like to. A passenger train service would permit me to travel with my small children safely and comfortably. For the communities that I would be visiting, there would be economic advantages to me travelling by train, namely hiring of rental cars at my destination and purchase of goods that I would normally just take with me in the car. With our growing population on Vancouver Island, we need diversity in our transportation options. One that can complement our existing road networks, while embracing both biking and hiking trails as an integrated part of a redeveloped state-of-the-art Island railway network.

I believe that these are all reasons why we urge Honorable members of Provincial and Federal governments to seriously consider the business plan put forth by the Island Corridor Foundation. Activation of that plan will make viable for years to come, the Island corridor rail system.

Looking forward, rail will play an increasingly important role in reducing B.C.'s Carbon footprint development of climate change resilience, and allow citizens to move freely to participate in the Canadian economy. Transportation alternatives are important. Please consider this request.

Sincerely,

s. 22

CC

MLA- Adam Olsen. adam.olsen.MLA@leg.bc.ca

MLA- Bowin Ma. bowinn.ma.MLA@leg.bc.ca

MLA- Lana Popham. lane.popham.MLA@leg.bc.ca

MLA Grace Lore. grace.lore.MLA@leg.bc.ca

MLA- George Heyman. george.heyman.MLA@leg.bc.ca

MLA- Doug Routley douglas.routley.MLA@leg.bc.ca

MLA- Sheila Malcomson sheila.malcolmson.MLA@leg.bc.ca

MLA Ronna Rae Leonard ronna-rae.leonard.MLA@leg.bc.ca

MLA- Sonia Furstenau. sonia.furstenau.MLA@leg.bc.ca

MLA- Murray Rankin. murray.rankin.MLA@leg.bc.ca

MLA- Mitzi Dean. mitzi.dean.MLA@leg.bc.ca

MLA- Adam Walker. adam.walker.MLA@leg.bc.ca

MLA/ Premier- John Horgan john.horgan.mla@leg.bc.ca

MP- Elizabeth May. elizabeth.may@parl.gc.ca

MP- Randall Garrison. randall.garrison@parl.gc.ca

MP- Gord Johns. gord.johns@parl.gc.ca

MP- Laurel Collins. Laurel.Collins@parl.gc.ca

MP- Allister Mac Gregor. alistair.macgregor@parl.gc.ca

MP- Lisa Marie Barron. lisamarie.barron@parl.gc.ca

MP- Rachel Blaney. rachel.blaney@parl.gc.ca

From: s. 22

To: Babchuk, Michele LASS:EX (Michele.Babchuk.MLA@leg.bc.ca)

Cc: Transportation, Minister TRAN:EX (Minister.Transportation@gov.bc.ca)

Subject: 310639 - Rail Line between Victoria and Courtenay

Sent: 05/24/2022 14:16:55

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Hello Michele,

s. 22

and just learned of the limited window (until March 2023) to move forward with funding for the Island Corridor Foundation's proposal to restore rail transit between Victoria and Courtenay.

I fully support this proposal for the following reasons:

- Many of our North Island constituents are low income and aging. They can't easily get to medical appointments down island or travel for other reasons. Island link is ok, but south of Nanaimo it becomes a long, expensive journey. We need to support our challenged community and foster more links between our island regions.
- Rail travel helps us meet our carbon targets – using 1/3 of CO2 emissions of cars.
- Rail service will offer an alternative to the Malahat – increasingly busy, and increasingly susceptible to climate emergencies.
- I support the business case for an alternative to truck freight and more connection between Port Alberni's deep water port.

There is an important deadline looming set by the BC Court of Appeal. It would be so short-sighted to let this opportunity go when the rest of the world is increasing rail travel.

Do you support this initiative Michele? I would like to hear your reasons for or against.

Many thanks!

s. 22

May 26, 2022

[s. 22](#)

309295 - Public transit and active transportation

Dear [s. 22](#)

Thank you for your email supporting public transit and active transportation.

Our government recognizes that people want more options to travel safely and conveniently without vehicles, and we are working hard to support [cleaner forms of transportation](#). Under our [CleanBC Roadmap to 2030](#), we are taking steps to reduce carbon pollution from transportation by six million tonnes by 2030. Our goal is to increase the share of trips made by transit, walking and cycling to 30 per cent by 2030, while reducing kilometres driven by personal vehicles by 25 per cent compared to 2020.

Increasing transit use is critical to achieving our climate goals. Our government currently contributes more per person to support public transit operations than any other province or territory in Canada. This helps keep transit affordable for riders and local governments.

BC Transit continues to work with its local government partners to provide more inter-regional transit services between communities, such as the new express route between Duncan and Nanaimo. This route began service in late March and adds to existing inter-regional BC Transit options on the Island, such as the services between Duncan and Victoria.

Both BC Transit and TransLink have developed Low Carbon Fleet Strategies. These strategies chart a pathway for moving to zero emission bus fleets. TransLink's strategy includes a target to achieve a zero-emission bus fleet by 2040, including the replacement of 462 diesel buses with battery-electric models by 2030. More information about [TransLink's Climate Action Strategy](#) is available on its website, and more information on [BC Transit's strategy](#) is available on its website.

Regarding the Island Rail Corridor, which was formerly known as the E&N Railway, we too, see its potential. As you may be aware, the Island Corridor Foundation (ICF) owns the land and the rail line. The provincial government has continued to work with the ICF and with local First Nations and decision makers to explore options for how the corridor could best serve Island communities. Our goal remains to find the best use for the Island Rail Corridor, as well as to support First Nations interests in these discussions.

Investing in highway infrastructure will continue to be necessary to help B.C.'s highway network adapt to the challenges of climate change. This work will help improve safety and mobility while ensuring our supply chain can keep businesses connected to markets. To better support active transportation, the ministry now includes safer active transportation facilities in all new projects and major highway upgrades whenever possible. Infrastructure can include things such as multi-use pathways and wider shoulders for pedestrians and cyclists, as well as transit priority signals and queue jump lanes at intersections.

To help Indigenous and local governments develop and improve safe active transportation networks in their communities, my ministry has an active transportation infrastructure grants program. The program shares the cost of infrastructure projects, such as bicycle/pedestrian overpasses and separated multi-use paths, with local governments. As part of Budget 2022, the budget for this program has been increased by 67 per cent to \$60 million over the next three years.

You can be sure we will continue to work to provide the transportation options British Columbians want.

Thank you again for taking the time to write.

Sincerely,

Sent via Email:

Rob Fleming
Minister

Copy to: Doug Routley
MLA, Nanaimo-North Cowichan

From: Transportation, Minister TRAN:EX (minister.transportation@gov.bc.ca)
To: s. 22
Cc: Routley.MLA, Douglas G LASS:EX (Douglas.Routley.MLA@leg.bc.ca)
Bcc: Peters, Yvonne TRAN:EX (Yvonne.Peters@gov.bc.ca); Hubley, Holly TRAN:EX (Holly.Hubley@gov.bc.ca); Hein, Stephen TRAN:EX (Stephen.Hein@gov.bc.ca); TRAN SCR CORR TRAN:EX (TRANSCR@gov.bc.ca)
Subject: 309295 - Public transit and active transportation
Sent: 05/26/2022 18:27:41
Attachments: 309295 - BC Needs More Active & Public Transportation.msg
Message Body:

s. 22

309295 - Public transit and active transportation

s. 22

Dear

Thank you for your email supporting public transit and active transportation.

Our government recognizes that people want more options to travel safely and conveniently without vehicles, and we are working hard to support [cleaner forms of transportation](#). Under our [CleanBC Roadmap to 2030](#), we are taking steps to reduce carbon pollution from transportation by six million tonnes by 2030. Our goal is to increase the share of trips made by transit, walking and cycling to 30 per cent by 2030, while reducing kilometres driven by personal vehicles by 25 per cent compared to 2020.

Increasing transit use is critical to achieving our climate goals. Our government currently contributes more per person to support public transit operations than any other province or territory in Canada. This helps keep transit affordable for riders and local governments.

BC Transit continues to work with its local government partners to provide more inter-regional transit services between communities, such as the new express route between Duncan and Nanaimo. This route began service in late March and adds to existing inter-regional BC Transit options on the Island, such as the services between Duncan and Victoria.

Both BC Transit and TransLink have developed Low Carbon Fleet Strategies. These strategies chart a pathway for moving to zero emission bus fleets. TransLink's strategy includes a target to achieve a zero-emission bus fleet by 2040, including the replacement of 462 diesel buses with battery-electric models by 2030. More information about [TransLink's Climate Action Strategy](#) is available on its website, and more information on [BC Transit's strategy](#) is available on its website.

Regarding the Island Rail Corridor, which was formerly known as the E&N Railway, we too, see its potential. As you may be aware, the Island Corridor Foundation (ICF) owns the land and the rail line. The provincial government has continued to work with the ICF and with local First Nations and decision makers to explore options for how the corridor could best serve Island communities. Our goal remains to find the best use for the Island Rail Corridor, as well as to support First Nations interests in these discussions.

Investing in highway infrastructure will continue to be necessary to help B.C.'s highway network adapt to the challenges of climate change. This work will help improve safety and mobility while ensuring our supply chain can keep businesses connected to markets. To better support active transportation, the ministry now includes safer active transportation facilities in all new projects and major highway upgrades whenever possible. Infrastructure can include things such as multi-use pathways and wider shoulders for pedestrians and cyclists, as well as transit priority signals and queue jump lanes at intersections.

To help Indigenous and local governments develop and improve safe active transportation networks in their communities, my ministry has an active transportation infrastructure grants program. The program shares the cost of infrastructure projects, such as bicycle/pedestrian overpasses and separated multi-use paths, with local governments. As part of Budget 2022, the budget for this program has been increased by 67 per cent to \$60 million over the next three years.

You can be sure we will continue to work to provide the transportation options British Columbians want.

Thank you again for taking the time to write.

Sincerely,

Rob Fleming

Minister

Copy to: Doug Routley
MLA, Nanaimo-North Cowichan

From: s. 22

To: Transportation, Minister TRAN:EX (Minister.Transportation@gov.bc.ca)

Cc: Routley.MLA, Douglas G LASS:EX (Douglas.Routley.MLA@leg.bc.ca)

Subject: 309295 - BC Needs More Active & Public Transportation

Sent: 03/10/2022 01:49:53

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

To Minister Fleming,

The BC government needs to reallocate provincial & federal funds away from proposed highway & airport expansions to an effective, affordable, electric publicly owned & operated transit network along with safe active transportation infrastructure.

We need to avoid public/private partnerships. The existing E&N rail line could provide electric train service to the south island.

s. 22

From: Writing Services, Transportation TRAN:EX (Transportation.WritingServices@gov.bc.ca)
To: Writing Services, Transportation TRAN:EX (Transportation.WritingServices@gov.bc.ca)
Subject: 310683 - E and N Railway - The case for reinvestment and future potential
Sent: 05/26/2022 22:01:03
Message Body:

From: s. 22
Sent: May 20, 2022 11:41 AM
To: OfficeofthePremier, Office PREM:EX <Premier@gov.bc.ca>; Transportation, Minister TRAN:EX <Minister.Transportation@gov.bc.ca>
Subject: E and N Railway - The case for reinvestment and future potential

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Good morning Premier, Minister

I thought I would take a few minutes to write to you with regard to the ongoing saga of the E and N railway on Vancouver Island. I have watched this debate ramble on over this past decade since my last trip on the Dayliner back in 2011 and feel there is so much missed opportunity here to provide investment and open up our economy up and down Vancouver Island. For too long the E and N has been viewed through a Greater Victoria lens - the Langford to Vic West corridor and the multiple municipality scenario down there seems to have done little to move the debate forward.

Having lived in Europe and long used to an integrated transport system I find it head-shakingly short sighted in outlook that we remain of the opinion that Vancouver Island as a whole is best served by a car centric culture, accompanied by a smattering of bike lanes in various municipalities. Bike lanes, while practical in urban centres, are not a realistic option when it comes to moving our transportation structure forward comprehensively.

We are in the midst of a climate emergency, with soaring gas prices and a need to diversify sooner rather than later away from fossil fuels and their associated industries. This is why the lack of foresight in moving the E and N railway forward as a sustainable, reliable investment for the long term and future generations seems completely out of step with what is required. I will list just some of the practical uses of the railway below but while I am of no opinion on the matter I will state that the announcement of rebuilding the Royal BC museum and its associated price tag, could provide a fully functioning modern railway system up and down the east island from Courtenay to Victoria, encompassing the vast majority of our island population. If there is money for the museum, and over the years endless bridges, highways and improvements to the lower mainland, and a seemingly endless supply of resources for bike lanes, we should be making an investment that would benefit ALL citizens - elderly and young, native and non-native, low income and wealthy, as well as tourists and other visitors.

Let's take a look at just some of the ideas for the E and N Corridor:

1. Commuter service between Duncan, Shawnigan, Langford and Vic West (have you seen how many condos there are on the Westshore?)
2. Integrated service for Nanaimo Airport - long have I heard about the need for better transport links to Nanaimo Airport - a station could be built just across the highway (walking distance) with a covered walkway from terminal to track. A regular service could run between there and the city centre, points in between and up to the north end of the city.
3. Regular inter city service between Courtenay, Parksville/Qualicum and points south. In years gone by there was a Friday evening train to Courtenay from Victoria for the skiers etc. Tourism operators in Oceanside could be linked with the rail service to provide shuttles to hotels, beaches etc. to allow people from other places to come for weekends or overnight trips and leave their vehicles at home. This is similar to the offer previously provided by hotels in Chemainus which would include overnight accommodation, return rail travel and tickets to the theatre.
4. There are more and more trucks on the highway. Working with commercial partners we could see much of this traffic transferred back to rail and transported to the docks at Nanaimo for shipment. I know we used to see regular freight coming from south of Duncan until the line was deemed unsafe. There are so many gravel trucks on the highway, not to mention logs, that all of this, with investment and a willingness to adapt and

change routines could be transported safely and with less wear and tear on our highway infrastructure.

5. Tourist potential. Partnering with local business, chamber of commerce etc. there is unlimited potential for tourist business from Victoria up into the Cowichan Valley by rail. With all of our beautiful wineries, we could see service come from Vic West to Shawnigan, Cobble Hill and Duncan with a bus to connect with winery visits or other local attractions. The beauty of the trip itself up the Malahat and into the valley would be enough to entice people. This is where working with Cruise Ship Operators to offer more attractions and options could lengthen stops in Victoria, and spread tourism dollars out from the inner harbour core. There is much more to Vancouver Island than the Legislature and Butchart Gardens as you know.
6. Up island commuters, business people heading to meetings etc. For years, in my career in financial services we would come down to Vic West for meetings. Managers from Nanaimo and points north would pick me up for carpooling. Every trip they would say "Now if the train was running I would have got on in Nanaimo with my coffee, and then you could come on at Chemainus - we would have no traffic headaches, arrive in time for our meeting and be able to walk down to the train in the afternoon and relax on the way home"
7. The health benefits - why are Europeans more healthy? They get the bus, they ride the train, they walk to the station or the store. The more we get our people walking in our individual communities, the better the outcome for our health service as our population continues to age. We don't need to sit all day at a computer and then sit in our car. If we have to be at a desk but at either end of the day we walk a km or so to the station, that is the best thing we could do for our bodies and our mental wellbeing.

All of this is not 'crazy talk' - nor are they outlandish ideas. It is precisely the type of development we need to see - not purely for economics but for green initiatives and to transition us away from a car based lifestyle. The trouble I feel on the island is that for too long points of view come from those who have never left the island and experienced what a modern public transport system could look like.

Will it take investment, enthusiasm and a bringing together of multiple stakeholders? Absolutely! - but by doing the work now we can all look forward to a modern, sustainable transport system and a better, healthier lifestyle for all of our island citizens.

I hope you will continue to give this matter your serious consideration, taking into account some of the ideas shared above. Once we lose our railway we will likely lose it for good. For comparison, I would suggest you take a look at the story of the Tweedbank Line in Scotland, which was reopened after around 50 years and is now a runaway success - it connects communities in the border area of Scotland with Edinburgh - those communities are no bigger than our island ones yet I believe the line now carries around 1 Million passengers per year.

Best regards meantime,

Sincerely,

s. 22

From: s. 22

To: Transportation, Minister TRAN:EX (Minister.Transportation@gov.bc.ca)

Subject: 310697 - Trains Vancouver island?

Sent: 05/21/2022 07:13:27

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

When are you going to put back the day liner rail system, it's a lot faster and more people will take the time to relax? Get Bc transit on board from Victoria to port hardy and back, people who don't have a car who or what are they going to do for transportation to up travel up up and down the the island just a thought?

Sent from my iPad

From: Writing Services, Transportation TRAN:EX (Transportation.WritingServices@gov.bc.ca)
To: Writing Services, Transportation TRAN:EX (Transportation.WritingServices@gov.bc.ca)
Subject: 310712 - Vancouver Islands Train and the Future
Sent: 05/27/2022 21:51:40
Message Body:

From: s. 22

Sent: May 18, 2022 8:11 PM

To: OfficeofthePremier, Office PREM:EX <Premier@gov.bc.ca>

Subject: Vancouver Islands Train and the Future

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Dear Premier Horgan

Hello!

My name is s. 22 and I'm writing to you today to voice my excitement about Vancouver Island's train and why I think repairing the tracks, and getting an efficient rail system going again, is vital to Vancouver Island's future.

I recently came across an article from *Nanaimo News Now* addressing the current state of Vancouver Island's train system, stating:

"I think we're to the point now where it has to happen."

I couldn't agree more.

s. 22

s. 22 The isolation and uncertainty of the pandemic gave me plenty of time to fall into a deep state of wanderlust and a desire to explore what's around me. s. 22, both familiar and unfamiliar, in how much the area has grown up since I lived here. Currently, there's construction going on near the train tracks. Small structures have gone up for selling goods, and I'm thrilled to see artwork adorning the back of each metal hut. I wonder what the landscape might look like if the train was running. How I'd be able to step out of my apartment, walk two blocks, be able to hop aboard a train and s. 22

s. 22

The infrastructure is there, and while I'm well aware it needs work--not easy work either--I have high hopes it will get done.

My only question is: When?

While I'm still a young man? How far will I be able to take the train? Will I be able to use it to visit my parents when they need care? I think about that a lot; How accessible the island will be when I'm much older.

There's a huge draw to living on the island.

And, despite the rising cost of, well...everything...I'm here to stay. It is my home, and I see the potential in its future; I think getting the island's train systems going again is vital in that plan.

It will promote exploration, spark new tourism, and even give way to new housing opportunities for people my age, by being able to travel the length of our beautiful island.

Unless you have a vehicle--and the funds to fuel it, seeing the island; or living on the opposite end of the island--isn't accessible.

The train has the potential to fix that.

s. 22

s. 22 We're all mourning the price of gas these days and struggle with the daily anxieties of climate change. I see an increasing number of electric/hybrid vehicles on the roads (which is incredible), but I can't even begin to think about affording something like that.

s. 22

One of the big perks of the train is that we already have a template.

Living in Vancouver showed me what's possible when it comes to public transit, and it shaped my independence and desire to explore the city and beyond. When I drive my car, I am conflicted about my thoughts, feelings, funds...or simply where I'm going to park.

I want to see more parks, not parking lots.

The island shouldn't be forgotten when it comes to expanding our infrastructure and updating our way of living for the future. Times are changing rapidly, and I don't want the island to fall behind.

I remember when the Nanaimo train station was repaired around 2012 (after it suffered fire damage in 2007) and how it felt like a beacon of hope.

This is a segment from a 2012 article: "The future of rail on the island was an important reason for taking on the project, as was the restoration of a heritage building, to continue the rejuvenation of Nanaimo's downtown core." (*Nanaimo News Bulletin*)

Since then, Nanaimo's downtown has seen plenty of other fires and the loss of heritage buildings.

I used to ride the train as a kid with my grandparents; it's one of my most cherished memories. I asked my grandma about it recently, and she could recall those visits. She's into her 90s now, and she still fondly recalls those times on the train, and I think that says a lot.

The train is a huge part of Vancouver Island's past and future.

Thank you, Premier Horgan, for reading my letter.

I hope my feelings about Vancouver Island's train infrastructure don't go unnoticed.

I have a lot of hope for Vancouver Island's future.

Sincerely,

s. 22

From: Ma.MLA, Bowinn LASS:EX (Bowinn.Ma.MLA@leg.bc.ca)
To: Minister, MSI TRAN:EX (Minister.SI@gov.bc.ca)
Subject: 310865 - Public Transit Across Vancouver Island
Sent: 06/06/2022 16:40:39
Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

From s. 22

Sent: June 5, 2022 6:01 PM

To: Lore.MLA, Grace <Grace.Lore.MLA@leg.bc.ca>; Ma.MLA, Bowinn <Bowinn.Ma.MLA@leg.bc.ca>; Fleming.MLA, Rob <Rob.Fleming.MLA@leg.bc.ca>

Subject: Public Transit Across Vancouver Island

Hello,

I am writing to ask that the BC NDP work towards a practical, affordable solution that allows the nearly 900,000 residents of Vancouver Island the freedom to travel between population centres without a personal automobile. The CleanBC plan includes targets to reduce distances travelled by automobile by 25% by 2030 and increase the mode share of walking, cycling, and transit to 50% of trips by 2050. These are laudable goals, but this will not be achieved if the only option provided to people for inter-city travel is the car.

s. 22

The City of Victoria has made incredible progress to enable many residents to get around the city without a car, mostly through active transportation improvements, and while BC Transit needs many improvements, it is generally good enough to get around with. I wanted to get rid of my car for many years due to the substantial financial burden, environmental impact, and the negative impact that car-centric cities have on urban living. While I eventually did go car-free, by far the biggest barrier was the inability to visit my friends and family in Port Alberni. Now, even if I wanted a car, I could not afford one. The result: I rarely see my family anymore.

The only possible way to get to Port Alberni without a car is a private coach bus. These buses come once per day and are designed to get tourists to Tofino, which is reflected in the high cost. Prices vary but at minimum it is \$52 for a 1-way ticket. Travel time is 4.5 hours for what is a 2.25 hour drive and includes a 1-hour layover in Nanaimo. If I wanted to use this service on weekends, I would arrive in the afternoon on Saturday and would need to leave first thing Sunday morning with 9 hours of travel time. If travelled by car, I could spend two whole days in Port Alberni for less cost, half the travel time, and wouldn't need to book in advance. This service is neither convenient, useful, nor affordable to most residents.

Recently, a proposal from the Vancouver Island Rail Foundation came forward that would revive rail transportation on Vancouver Island for \$431 million. I was disappointed to see this plan excluded passenger service to Port Alberni, but it is a good start. Previous proposals have been rejected by the provincial government due to the "lack of a business case", apparently forgetting that public transit is a basic public service, not a means to profit.

While I think rail is the right way to go, I would even be happy with just a basic public bus service. Clallam County, Washington has bus service that connects all its small cities and towns. For example, there are 8 buses per day from Port Angeles (pop. 20,000) to Forks (pop. 3,800). Fares are \$1.50. The drive time

between Victoria and Nanaimo is similar to Port Angeles to Forks, and transit only takes 10 minutes longer than driving.

I have been happy with many of the actions taken by the BC NDP, namely major minimum wage increases, the elimination of MSP premiums, and the ramping up of the construction of non-profit housing. However, I have been incredibly frustrated with the NDP's car-centric approach to transportation planning:

- \$4 billion for the Massey Tunnel expansion (yes, I know space for bikes and buses have been tacked on)
- \$1 billion for highway expansion in Abbotsford
- Hundreds of millions for highway expansion around Greater Victoria - McKenzie Interchange, Keating Flyover, Malahat expansion, Highway 1 widening in Langford, Sooke Rd widening and realignment, etc.
- \$395 million in gas rebates for drivers

All of this yet we can't come up with \$431 million to connect our communities with safe, climate-friendly rail service, let alone a basic bus service? This expensive highway expansion and the induced demand it creates is not in alignment with this government's stated targets for emissions reductions and mode shift. I have been leaning towards voting Green again in the next provincial election due to the NDP's disappointing environmental record, but a vote for Grace Lore and the NDP would be secured if the provincial government would commit to providing a genuinely useful public transit service to connect the communities of Vancouver Island. The most meaningful single action this government could pursue to improve my quality of life would be providing a way for me to see my family without spending \$10,000+ per year on a personal automobile. I know it would benefit the lives of many other Islanders as well.

Thanks for listening,

s. 22

June 10, 2022

s. 22

309752 - Island Rail Corridor

Dear ^{s. 22}

Thank you for your email suggesting alternatives to rail service for the Island Rail Corridor. Premier John Horgan has also asked me to respond on his behalf to your email to him on this topic. I appreciate your ongoing interest in seeing the public benefit from this corridor.

Our goal remains to find the best use for the corridor, as well as to support First Nations' interests in these discussions. On May 16, 2022, the [ICF released a business case](#) that proposes a mixed-use rail system with commuter service, interregional passenger service and freight operations. The provincial and federal governments are now reviewing this business case carefully.

We continue to work with the ICF and local First Nations and other stakeholders to explore potential uses for the corridor. I have shared your email with staff involved with this work so they will be aware of your comments.

Our current priority is to continue to invest in the RapidBus Transit network which moves over 10,000 people per day throughout the region. As you may know, BC Transit recently released its [Victoria Regional RapidBus Implementation Strategy](#) to accelerate the implementation of RapidBus services in the Capital region, beginning with the development of a Westshore to Downtown Victoria line in the next three years. The high density that already exists along the corridor between Langford and downtown Victoria, combined with its proximity to Victoria General Hospital, means that frequent and fast transit service along the route has significant potential to shift people out of vehicles and onto transit. BC Transit's strategy also identifies other potential RapidBus corridors along major roadways that could eventually connect areas throughout the region.

The ministry worked with BC Transit as it developed its strategy, and we will continue to support this and other initiatives that make transit a more convenient travel option, such as the [new bus queue jump lanes on Highway 17](#).

Thank you again for taking the time to write.

Sincerely,

Sent via Email:

Rob Fleming
Minister

Copy to: Premier John Horgan

Honourable Nathan Cullen
Minister of Municipal Affairs
MLA, Stikine

Honourable Bowinn Ma
Minister of State for Infrastructure
MLA, North Vancouver-Lonsdale

Honourable Murray Rankin
Minister of Indigenous Relations and Reconciliation
MLA, Oak Bay-Gordon Head

From: Transportation, Minister TRAN:EX (minister.transportation@gov.bc.ca)

To: s. 22

Cc: OfficeofthePremier, Office PREM:EX (Premier@gov.bc.ca); Minister, MUNI MUNI:EX (MUNI.Minister@gov.bc.ca); Minister, MSI TRAN:EX (Minister.SI@gov.bc.ca); Minister, IRR IRR:EX (IRR.Minister@gov.bc.ca)

Bcc: Brown, Susan M TRAN:EX (Susan.M.Brown@gov.bc.ca); TRAN SCR CORR TRAN:EX (TRANSCR@gov.bc.ca); Hein, Stephen TRAN:EX (Stephen.Hein@gov.bc.ca)

Subject: 309752 - Island Rail Corridor

Sent: 06/10/2022 16:21:42

Attachments: 309752 - Alternative Uses Needed for Railway Corridor Instead of Trains.msg

Message Body:

s. 22

309752 - Island Rail Corridor

Dear s. 22

Thank you for your email suggesting alternatives to rail service for the Island Rail Corridor. Premier John Horgan has also asked me to respond on his behalf to your email to him on this topic. I appreciate your ongoing interest in seeing the public benefit from this corridor.

Our goal remains to find the best use for the corridor, as well as to support First Nations' interests in these discussions. On May 16, 2022, the [ICF released a business case](#) that proposes a mixed-use rail system with commuter service, interregional passenger service and freight operations. The provincial and federal governments are now reviewing this business case carefully.

We continue to work with the ICF and local First Nations and other stakeholders to explore potential uses for the corridor. I have shared your email with staff involved with this work so they will be aware of your comments.

Our current priority is to continue to invest in the RapidBus Transit network which moves over 10,000 people per day throughout the region. As you may know, BC Transit recently released its [Victoria Regional RapidBus Implementation Strategy](#) to accelerate the implementation of RapidBus services in the Capital region, beginning with the development of a Westshore to Downtown Victoria line in the next three years. The high density that already exists along the corridor between Langford and downtown Victoria, combined with its proximity to Victoria General Hospital, means that frequent and fast transit service along the route has significant potential to shift people out of vehicles and onto transit. BC Transit's strategy also identifies other potential RapidBus corridors along major roadways that could eventually connect areas throughout the region.

The ministry worked with BC Transit as it developed its strategy, and we will continue to support this and other initiatives that make transit a more convenient travel option, such as the [new bus](#)

[queue jump lanes on Highway 17.](#)

Thank you again for taking the time to write.

Sincerely,

Rob Fleming

Minister

Copy to: Premier John Horgan

Honourable Nathan Cullen

Minister of Municipal Affairs

MLA, Stikine

Honourable Bowinn Ma

Minister of State for Infrastructure

MLA, North Vancouver-Lonsdale

Honourable Murray Rankin

Minister of Indigenous Relations and Reconciliation

MLA, Oak Bay-Gordon Head

From: s. 22

To: Transportation, Minister TRAN:EX (Minister.Transportation@gov.bc.ca)

Subject: 309752 - Alternative Uses Needed for Railway Corridor Instead of Trains

Sent: 04/03/2022 06:33:22

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Dear Minister Fleming:

The regional districts and first nations and the affiliated Island Corridor Foundation need to be told soon that no funding is available for E&N rail revitalization. Alternative opportunities await use in the corridor such as active transportation, possibly bus lane(s) in the Capital Regional District and Malahat Corridor, and reversion of first nations reservation land transected by the railway.

Thank you for the careful contemplation by the provincial government for the Island Rail Corridor, by prudently conducting comprehensive studies. These studies, the *South Island Transportation Strategy* and the *Rail Assessment Study* reveal the high, escalating costs but meager passenger prospects - and not to mention non-developing freight opportunities - along all sections of this corridor.

I applaud the Ministry of Transportation for considering bus lanes as a whole or in three different locations along the Vic West to Langford portion of the railway. The *South Transportation Study (vol 2)* showed that the passenger counts were more than double what a \$595 million passenger rail service could garner while costing tens to hundreds of millions. A busway would secure the corridor for future rail use but provide superior bus service that would be more economical, environmentally responsible (better reduction in greenhouse gases) until a future when rail might be needed.

North of the Malahat, or even in the Malahat, a trail would likewise secure the corridor and provide active transportation benefits north of the Malahat to Courtenay and between Parksville and Port Alberni.

The rail option for the Malahat is costly but does not alleviate congestion on the highway, according to the study. A better option would be to beef up bus transit, whether as a bus path in place of the railway or on a twinned Malahat. In the latter, south-bound highway and bus traffic would be on the rail corridor. This would make motor vehicles much safer for users instead of single lane, opposing traffic separated only by a jersey barrier.

There is currently available federal funding for active transportation, including for studies. Silence by the provincial government delays the signaling seemingly necessary for the regional districts and first nations to contemplate better alternatives for the corridor than rail. While insisting to regional districts that rail money will not be available, the provincial government could pledge to instead quickly work with federal and local politicians to make the success of the Galloping Goose reality north to Courtenay and west to Port Alberni.

Yours truly,

s. 22

June 10, 2022

s. 22

310079 – Vancouver Island transportation

Dear s. 22

Thank you for your email following up on our discussion at the Victoria Chamber of Commerce luncheon on April 20. I was glad for the opportunity to review your additional comments and suggestions to improve transportation on the Island.

With regards to the Island Rail Corridor, the Island Corridor Foundation (ICF) owns the land and the rail line. The provincial government has continued to work with the ICF and with local First Nations and decision makers to explore the best option for this corridor moving forward. Our goal remains to find the best use for the Island Rail Corridor, as well as to support First Nations interests in these discussions. I have shared your email with staff involved in this work for their consideration.

BC Transit has studied the potential of Light Rail Transit for the Capital region. You can find the 2012 study [on their website](#). While the study may help inform future planning in the region, a more immediate priority for the near term is a rapid transit corridor along Highway 1 between Victoria and the Western Communities.

The ministry's [South Island Transportation Strategy](#), released in September 2020, looks at ways to improve all modes of transportation across Southern Vancouver Island. The strategy identified a rapid transit corridor along Highway 1 between Victoria and the Western Communities as a priority, with the exploration of rapid transit on the rail line between the Western Communities and Victoria as a potential option for the long-term.

BC Transit also prioritized a rapid transit corridor on Highway 1 in its recently released [RapidBus Implementation Strategy](#). BC Transit collaborated with provincial, regional and municipal partners to develop the strategy, which provides a pathway to accelerate the implementation of RapidBus services in the Capital region, beginning with the development of a Westshore to Downtown Victoria line. BC Transit's strategy also identifies other potential RapidBus corridors along major roadways that could eventually connect areas throughout the region with frequent and fast transit service, including on Highway 17.

The ministry is continuing to work with BC Transit to build more bus lanes on Highway 1. Our [Highway 17 Keating Cross Overpass Project](#), which is anticipated to be completed in 2023, will include bus-on-shoulder facilities in preparation for the future implementation of this service.

Ministry of Transportation
and Infrastructure

Office of the Minister

Mailing Address:
Parliament Buildings
Victoria BC V8V 1X4

You can check [BC Transit's Victoria Regional Rapid Transit webpage](#) for updates and email rapidbus@bctransit.com with any questions you may have.

BC Transit has committed to operating a fully electric bus fleet by 2040. In the next five years, BC Transit will acquire over 130 electric buses to replace older fossil fuel models, with an additional 800 electric buses planned to be in service by 2031. You can read more about [BC Transit's commitment to sustainability on its website](#).

Enabling the safe and efficient movement of people and goods is our priority, and I appreciate your interest in and support for this work. I would also encourage you to share your support for improved transportation options with your local elected representatives, who are integral partners with the ministry and BC Transit in this work.

Thank you again for taking the time to write.

Sincerely,

Sent via Email:

Rob Fleming
Minister

From: Transportation, Minister TRAN:EX (minister.transportation@gov.bc.ca)
To: s. 22
Bcc: Hubley, Holly TRAN:EX (Holly.Hubley@gov.bc.ca); TRAN SCR CORR TRAN:EX (TRANSCR@gov.bc.ca)
Subject: 310079 – Vancouver Island transportation
Sent: 06/10/2022 19:38:47
Attachments: 310079 - Meeting & Discussions.msg
Message Body:

s. 22

310079 – Vancouver Island transportation

s. 22
Dear

Thank you for your email following up on our discussion at the Victoria Chamber of Commerce luncheon on April 20. I was glad for the opportunity to review your additional comments and suggestions to improve transportation on the Island.

With regards to the Island Rail Corridor, the Island Corridor Foundation (ICF) owns the land and the rail line. The provincial government has continued to work with the ICF and with local First Nations and decision makers to explore the best option for this corridor moving forward. Our goal remains to find the best use for the Island Rail Corridor, as well as to support First Nations interests in these discussions. I have shared your email with staff involved in this work for their consideration.

BC Transit has studied the potential of Light Rail Transit for the Capital region. You can find the 2012 study [on their website](#). While the study may help inform future planning in the region, a more immediate priority for the near term is a rapid transit corridor along Highway 1 between Victoria and the Western Communities.

The ministry's [South Island Transportation Strategy](#), released in September 2020, looks at ways to improve all modes of transportation across Southern Vancouver Island. The strategy identified a rapid transit corridor along Highway 1 between Victoria and the Western Communities as a priority, with the exploration of rapid transit on the rail line between the Western Communities and Victoria as a potential option for the long-term.

BC Transit also prioritized a rapid transit corridor on Highway 1 in its recently released [RapidBus Implementation Strategy](#). BC Transit collaborated with provincial, regional and municipal partners to develop the strategy, which provides a pathway to accelerate the implementation of RapidBus services in the Capital region, beginning with the development of a Westshore to Downtown Victoria line. BC Transit's strategy also identifies other potential RapidBus corridors along major roadways that could eventually connect areas throughout the region with frequent and fast transit

service, including on Highway 17.

The ministry is continuing to work with BC Transit to build more bus lanes on Highway 1. Our [Highway 17 Keating Cross Overpass Project](#), which is anticipated to be completed in 2023, will include bus-on-shoulder facilities in preparation for the future implementation of this service.

You can check [BC Transit's Victoria Regional Rapid Transit webpage](#) for updates and email rapidbus@bctransit.com with any questions you may have.

BC Transit has committed to operating a fully electric bus fleet by 2040. In the next five years, BC Transit will acquire over 130 electric buses to replace older fossil fuel models, with an additional 800 electric buses planned to be in service by 2031. You can read more about [BC Transit's commitment to sustainability on its website](#).

Enabling the safe and efficient movement of people and goods is our priority, and I appreciate your interest in and support for this work. I would also encourage you to share your support for improved transportation options with your local elected representatives, who are integral partners with the ministry and BC Transit in this work.

Thank you again for taking the time to write.

Sincerely,

Rob Fleming

Minister

From: s. 22
To: Transportation, Minister TRAN:EX (Minister.Transportation@gov.bc.ca)
Cc: s. 22
Subject: 310079 - Meeting & Discussions
Sent: 04/13/2022 23:53:09
Attachments: s. 22
Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Dear Honourable Rob Fleming, Minister, MLA For Victoria-Swan Lake
It was a pleasure to meet you at the Chamber Luncheon yesterday to hear your dynamic presentation on the future
Transportation and Infrastructure plans for Vancouver Island. Also, thank you for the face-to-face meeting and discussing the following topics below:

1. Electrification of Freight and Passenger train link from the deep seaport of Port Alberni to Victoria. In my opinion this will provide the best solution for the delivery of large quantities of fuel, lumber, machinery, food and many others to guarantee efficient delivery infrastructure for continued growth for Vancouver Island. Also, it will take a large number of trucks off the highway which causes congestion, potential safety issues, fuel savings and air pollution. This infrastructure will deliver large amounts of freight safely, efficiently and zero pollution.

2. Langford is the fastest growing city in Canada and its continued growth justifies a Rapid Transit System from Royal Bay (west-shore), Langford to downtown Victoria. In my opinion this would drastically reduce the number of single passenger vehicles off the highway which would provide huge benefits in air pollution, safety, stress, fuel savings, insurance costs and many other benefits to be discussed. In my opinion adding more lanes on our highways are not a good solution which actually makes traffic volume worse. Also, it is a short-term and costly solution.

3. Rapid Transit Systems linking Swartz Bay Ferry Terminal with the Victoria International Airport to downtown Victoria, also makes good sense.

4. We did not discuss, but it is time we replaced the **Victoria diesel powered city buses with electric powered buses.**

As we discussed, you indicated that there are ongoing studies to determine, functionality, cost, impact and others. I would be honoured and welcome the opportunity to be involved with private, public companies and government sectors who are working on the above feasibility studies and program management of these needed systems to be designed and built.

These transportation infrastructures are needed now and welcomed by Vancouver Islanders as long as there is good input from the public with complete transparency with benefits, costs, schedules, impacts and partnerships to build these transportation infrastructures within a realistic timeframe and budget.

In my opinion we need to plan now to ensure a smooth transition to an efficient transportation infrastructure for Vancouver Island. I have also ideas to discuss on how we can develop partnerships with private companies and others who are impacted by the transportation infrastructures to reduce/eliminate revenue loss. Vancouver Island is changing fast and demanding that the Government implement smart solutions and find better ways to provide Vancouver Island with a cost effective transportation infrastructure.

I have attached my resume for your information and distribution. I am dedicated in helping Vancouver Island to find a better way for our island to grow with smart, efficient and cost effective planning and implementation. I am also available to meet at your convenience. Thank you.

Kind regards,

s. 22

June 20, 2022

s. 22

310230 – Island Rail Corridor

Dear s. 22

Thank you for your email regarding the Island Rail Corridor.

The provincial government recognizes people want more options to travel without a vehicle, and we too see the potential of the rail corridor.

As you may know, the Island Corridor Foundation (ICF) owns the land and the rail line. For the ministry to advance any project, it must be supported by a strong business case where the benefits to the public clearly outweigh the costs. On May 16, 2022, the [ICF released a business case](#) that proposes a mixed-use rail system with commuter service, interregional passenger service and freight operations. Ministry staff have provided some initial feedback to the ICF on its business plan, highlighting the importance of First Nations consultation and the need for an adequate contingency in the proposed costs. More discussion will be needed to determine the best way to proceed. We are also closely monitoring how the federal government responds to a B.C. Court of Appeal ruling related to sections of the corridor that bisect the Snaw-Naw-As First Nation Reserve.

The provincial government has continued to work with the ICF and with local First Nations and decision makers to explore the best option for this corridor moving forward. I have shared your email with ministry staff involved in this work for their information. You may also wish to share your ideas with the ICF through its [online comment submission form](#).

Our current priority is to continue to invest in the RapidBus Transit network which moves over 10,000 people per day throughout the region. BC Transit recently released its [Victoria Regional RapidBus Implementation Strategy](#) to accelerate the implementation of RapidBus services in the Capital region, beginning with the development of a Westshore to Downtown Victoria line in the next three years. The high density that already exists along the corridor between Langford and downtown Victoria, combined with its proximity to Victoria General Hospital, means that frequent and fast transit service along the route has significant potential to shift people out of vehicles and onto transit. BC Transit's strategy also identifies other potential RapidBus corridors along major roadways that could eventually connect areas throughout the region.

The ministry worked with BC Transit as it developed its strategy, and we will continue to support this and other initiatives that make transit a more convenient travel option, such as the [new bus queue jump lanes on Highway 17](#).

Thank you again for taking the time to write.

Sincerely,

Sent via Email:

Rob Fleming
Minister

From: Transportation, Minister TRAN:EX (minister.transportation@gov.bc.ca)

To: s. 22

Bcc: Brown, Susan M TRAN:EX (Susan.M.Brown@gov.bc.ca); TRAN SCR CORR TRAN:EX (TRANSCR@gov.bc.ca); Hubley, Holly TRAN:EX (Holly.Hubley@gov.bc.ca)

Subject: 310230 – Island Rail Corridor

Sent: 06/20/2022 19:30:33

Attachments: 310230 Incoming - Island Rail Foundation.msg

Message Body:

s. 22

310230 – Island Rail Corridor

Dear s. 22

Thank you for your email regarding the Island Rail Corridor.

The provincial government recognizes people want more options to travel without a vehicle, and we too see the potential of the rail corridor.

As you may know, the Island Corridor Foundation (ICF) owns the land and the rail line. For the ministry to advance any project, it must be supported by a strong business case where the benefits to the public clearly outweigh the costs. On May 16, 2022, the [ICF released a business case](#) that proposes a mixed-use rail system with commuter service, interregional passenger service and freight operations. Ministry staff have provided some initial feedback to the ICF on its business plan, highlighting the importance of First Nations consultation and the need for an adequate contingency in the proposed costs. More discussion will be needed to determine the best way to proceed. We are also closely monitoring how the federal government responds to a B.C. Court of Appeal ruling related to sections of the corridor that bisect the Snaw-Naw-As First Nation Reserve.

The provincial government has continued to work with the ICF and with local First Nations and decision makers to explore the best option for this corridor moving forward. I have shared your email with ministry staff involved in this work for their information. You may also wish to share your ideas with the ICF through its [online comment submission form](#).

Our current priority is to continue to invest in the RapidBus Transit network which moves over 10,000 people per day throughout the region. BC Transit recently released its [Victoria Regional RapidBus Implementation Strategy](#) to accelerate the implementation of RapidBus services in the Capital region, beginning with the development of a Westshore to Downtown Victoria line in the next three years. The high density that already exists along the corridor between Langford and downtown Victoria, combined with its proximity to Victoria General Hospital, means that frequent and fast transit service along the route has significant potential to shift people out of vehicles and onto transit. BC Transit's strategy also identifies other potential RapidBus corridors along major

roadways that could eventually connect areas throughout the region.

The ministry worked with BC Transit as it developed its strategy, and we will continue to support this and other initiatives that make transit a more convenient travel option, such as the [new bus queue jump lanes on Highway 17](#).

Thank you again for taking the time to write.

Sincerely,

Rob Fleming

Minister

From: s. 22

To: Transportation, Minister TRAN:EX (Minister.Transportation@gov.bc.ca)

Subject: 310230 Incoming - Island Rail Foundation

Sent: 04/29/2022 17:34:35

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

To the Minister of Transportation,

I read an article today in the Nanaimo News Bulletin about the Island Corridor Foundation and the future of rail on Vancouver Island. The CEO of the ICF, Larry Stevenson, is quoted that there are discussions with the province but no cheques have been written.

I would like to express my interest and support in seeing rail as a viable alternative in transportation here on the island. I believe that it would benefit our community and provide a needed connection between the rest of the island. Further I have been disappointed that as investment has been put forward for improved bus routes between Nanaimo, Ladysmith and the Cowichan valley, rail hasn't been seen as an option.

I'm uncertain why there hasn't been investment in developing small routes such as requested between langford and victoria or nanaimo to duncan until funding can be established for the whole route?

Your Truly,

s. 22

June 20, 2022

s. 22

310525 - Island Rail Corridor

Dear ^{s. 22}

Thank you for your email sharing your support for passenger rail service along the Island Rail Corridor. I appreciated the opportunity to read about your experiences with the former train service.

The provincial government recognizes people want more options to travel without a vehicle, and we too see the potential of the rail corridor.

As you may know, the Island Corridor Foundation (ICF) owns the land and the rail line. The provincial government has continued to work with the ICF and with local First Nations and decision makers to explore the best option for this corridor moving forward. Our goal remains to find the best use for the Island Rail Corridor, as well as to support First Nations interests in these discussions.

On May 16, 2022, the [ICF released a business case](#) that proposes a mixed-use rail system with commuter service, interregional passenger service and freight operations. Ministry staff have provided some initial feedback to the ICF on its business plan, highlighting the importance of First Nations consultation and the need for an adequate contingency in the proposed costs. More discussion will be needed to determine the best way to proceed. We are also closely monitoring how the federal government responds to a BC Court of Appeal ruling related to sections of the corridor that bisect the Snaw-Naw-As First Nation Reserve.

We will continue to work with the ICF, local First Nations and decision makers to explore options for how the corridor could best serve Island communities. I have shared your email with ministry staff involved in this work for their information.

Thank you again for taking the time to write.

Sincerely,

Sent via Email:

Rob Fleming
Minister

Ministry of Transportation
and Infrastructure

Office of the Minister

Mailing Address:
Parliament Buildings
Victoria BC V8V 1X4

From: Transportation, Minister TRAN:EX (minister.transportation@gov.bc.ca)

To: s. 22

Bcc: Brown, Susan M TRAN:EX (Susan.M.Brown@gov.bc.ca); TRAN SCR CORR TRAN:EX (TRANSCR@gov.bc.ca)

Subject: 310525 - Island Rail Corridor

Sent: 06/20/2022 19:36:17

Attachments: 310525 - Victoria to Courtenay Railway Restorations.msg

Message Body:

s. 22

310525 - Island Rail Corridor

Dear s. 22

Thank you for your email sharing your support for passenger rail service along the Island Rail Corridor. I appreciated the opportunity to read about your experiences with the former train service.

The provincial government recognizes people want more options to travel without a vehicle, and we too see the potential of the rail corridor.

As you may know, the Island Corridor Foundation (ICF) owns the land and the rail line. The provincial government has continued to work with the ICF and with local First Nations and decision makers to explore the best option for this corridor moving forward. Our goal remains to find the best use for the Island Rail Corridor, as well as to support First Nations interests in these discussions.

On May 16, 2022, the [ICF released a business case](#) that proposes a mixed-use rail system with commuter service, interregional passenger service and freight operations. Ministry staff have provided some initial feedback to the ICF on its business plan, highlighting the importance of First Nations consultation and the need for an adequate contingency in the proposed costs. More discussion will be needed to determine the best way to proceed. We are also closely monitoring how the federal government responds to a BC Court of Appeal ruling related to sections of the corridor that bisect the Snaw-Naw-As First Nation Reserve.

We will continue to work with the ICF, local First Nations and decision makers to explore options for how the corridor could best serve Island communities. I have shared your email with ministry staff involved in this work for their information.

Thank you again for taking the time to write.

Sincerely,

Rob Fleming

Minister

s. 22

From:

To: Transportation, Minister TRAN:EX (Minister.Transportation@gov.bc.ca)

Subject: 310525 - Victoria to Courtenay Railway Restorations

Sent: 05/16/2022 23:58:58

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Dear Mr. Flemming,

I am totally delighted to have the opportunity to send this letter supporting action to get our historic rail corridor active again. s. 22
s. 22

Unless we Islanders find other ways to get over the Malahat, there seems to me to be no other logical way to reduce the vehicle congestion, the backups, the accidents, etc. and give residents and tourists alike the wonderful ride and an easy way to move up and down this increasingly populated and visited Island that people want to visit and explore.

The rail bed is there already. No need to convert our beautiful forests to build more and more roads creating more congestion and accidents.

To me it has always seemed like the right solution and I have not understood why it didn't happen years ago. I think I understand better these days. I am thankful to those individuals and groups that have persisted with and have developed possible solutions along with plans. I understand that there are some real challenges and property issues to address but I believe that the rewards will be worth the effort and the expense—enough so that I am taking time to write a letter in support the this proposed undertaking.

Sincerely,

s. 22

June 20, 2022

s. 22

310594 – Island Rail Corridor

Dear s. 22

Thank you for your email sharing your support for passenger rail service along the Island Rail Corridor. I appreciated the opportunity to review your comments.

The provincial government recognizes people want more options to travel without a vehicle, and we too see the potential of the rail corridor.

As you may know, the Island Corridor Foundation (ICF) owns the land and the rail line. The provincial government has continued to work with the ICF and with local First Nations and decision makers to explore the best option for this corridor moving forward. Our goal remains to find the best use for the Island Rail Corridor, as well as to support First Nations interests in these discussions.

For the ministry to advance any project, it must be supported by a strong business case where the benefits to the public clearly outweigh the costs. On May 16, 2022, the [ICF released a business case](#) that proposes a mixed-use rail system with commuter service, interregional passenger service and freight operations. Ministry staff have provided some initial feedback to the ICF on its business plan, highlighting the importance of First Nations consultation and the need for an adequate contingency in the proposed costs. More discussion will be needed to determine the best way to proceed. We are also closely monitoring how the federal government responds to a BC Court of Appeal ruling related to sections of the corridor that bisect the Snaw-Naw-As First Nation Reserve.

I have shared your email with ministry staff involved in this work for their information. You may also wish to share your ideas with the ICF through its [online comment submission form](#).

You may be aware of the [South Island Transportation Strategy](#), which speaks to inter-regional transportation choices like rail and transit service between South Vancouver Island and the rest of the island. This study was released in fall 2020, and we are now working with our municipal partners and other key stakeholders on implementation. This work will help inform the possibility of undertaking such studies in other communities across British Columbia in the future.

The ministry continues to work hard to identify priorities for improvements and transportation investment across the broader Island. We remain committed to working closely with stakeholders, including the Cowichan Valley Regional District, to ensure there is a coordinated approach to the development of a sustainable transportation strategy for the region, balanced with ongoing investment in highway rehabilitation and side road improvement to facilitate strong connection between communities.

Thank you again for taking the time to write.

Sincerely,

Sent via Email:

Rob Fleming
Minister

Copy to: Premier John Horgan

From: Transportation, Minister TRAN:EX (minister.transportation@gov.bc.ca)
To: s. 22
Cc: OfficeofthePremier, Office PREM:EX (Premier@gov.bc.ca)
Bcc: Brown, Susan M TRAN:EX (Susan.M.Brown@gov.bc.ca); TRAN SCR CORR TRAN:EX (TRANSCR@gov.bc.ca)
Subject: 310594 – Island Rail Corridor
Sent: 06/20/2022 19:42:36
Attachments: 310594 - Passenger rail on Vancouver Island.msg
Message Body:

s. 22

310594 – Island Rail Corridor

Dear s. 22

Thank you for your email sharing your support for passenger rail service along the Island Rail Corridor. I appreciated the opportunity to review your comments.

The provincial government recognizes people want more options to travel without a vehicle, and we too see the potential of the rail corridor.

As you may know, the Island Corridor Foundation (ICF) owns the land and the rail line. The provincial government has continued to work with the ICF and with local First Nations and decision makers to explore the best option for this corridor moving forward. Our goal remains to find the best use for the Island Rail Corridor, as well as to support First Nations interests in these discussions.

For the ministry to advance any project, it must be supported by a strong business case where the benefits to the public clearly outweigh the costs. On May 16, 2022, the [ICF released a business case](#) that proposes a mixed-use rail system with commuter service, interregional passenger service and freight operations. Ministry staff have provided some initial feedback to the ICF on its business plan, highlighting the importance of First Nations consultation and the need for an adequate contingency in the proposed costs. More discussion will be needed to determine the best way to proceed. We are also closely monitoring how the federal government responds to a BC Court of Appeal ruling related to sections of the corridor that bisect the Snaw-Naw-As First Nation Reserve.

I have shared your email with ministry staff involved in this work for their information. You may also wish to share your ideas with the ICF through its [online comment submission form](#).

You may be aware of the [South Island Transportation Strategy](#), which speaks to inter-regional transportation choices like rail and transit service between South Vancouver Island and the rest of the island. This study was released in fall 2020, and we are now working with our municipal partners and other key stakeholders on implementation. This work will help inform the possibility of undertaking such studies in other communities across British Columbia in the future.

The ministry continues to work hard to identify priorities for improvements and transportation investment across the broader Island. We remain committed to working closely with stakeholders, including the Cowichan Valley Regional District, to ensure there is a coordinated approach to the development of a sustainable transportation strategy for the region, balanced with ongoing investment in highway rehabilitation and side road improvement to facilitate strong connection between communities.

Thank you again for taking the time to write.

Sincerely,

Rob Fleming

Minister

Copy to: Premier John Horgan

June 20, 2022

s. 22

310154 - Island Rail Corridor

Dear s. 22

Thank you for your email sharing your support for passenger rail service along the Island Rail Corridor. I appreciated the opportunity to review your comments.

The provincial government recognizes people want more options to travel without a vehicle, and we too see the potential of the rail corridor.

As you may know, the Island Corridor Foundation (ICF) owns the land and the rail line. The provincial government has continued to work with the ICF and with local First Nations and decision makers to explore the best option for this corridor moving forward. Our goal remains to find the best use for the Island Rail Corridor, as well as to support First Nations interests in these discussions.

For the ministry to advance any project, it must be supported by a strong business case where the benefits to the public clearly outweigh the costs. On May 16, 2022, the [ICF released a business case](#) that proposes a mixed-use rail system with commuter service, interregional passenger service and freight operations. Ministry staff have provided some initial feedback to the ICF on its business plan, highlighting the importance of First Nations consultation and the need for an adequate contingency in the proposed costs. More discussion will be needed to determine the best way to proceed. We are also closely monitoring how the federal government responds to a BC Court of Appeal ruling related to sections of the corridor that bisect the Snaw-Naw-As First Nation Reserve.

We will continue to work with the ICF, local First Nations and decision makers to explore options for how the corridor could best serve Island communities. I have shared your email with ministry staff involved in this work for their information. You may also wish to share your ideas with the ICF through its [online comment submission form](#).

Thank you again for taking the time to write.

Sincerely,
Sent via Email:
Rob Fleming
Minister

Ministry of Transportation
and Infrastructure

Office of the Minister

Mailing Address:
Parliament Buildings
Victoria BC V8V 1X4

From: Transportation, Minister TRAN:EX (minister.transportation@gov.bc.ca)

To: s. 22

Bcc: Hein, Stephen TRAN:EX (Stephen.Hein@gov.bc.ca); Brown, Susan M TRAN:EX (Susan.M.Brown@gov.bc.ca); TRAN SCR CORR TRAN:EX (TRANSCR@gov.bc.ca)

Subject: 310154 - Island Rail Corridor

Sent: 06/20/2022 22:48:56

Attachments: 310154 - Vancouver Island Rail System.msg

Message Body:

s. 22

310154 - Island Rail Corridor

s. 22

Dear

Thank you for your email sharing your support for passenger rail service along the Island Rail Corridor. I appreciated the opportunity to review your comments.

The provincial government recognizes people want more options to travel without a vehicle, and we too see the potential of the rail corridor.

As you may know, the Island Corridor Foundation (ICF) owns the land and the rail line. The provincial government has continued to work with the ICF and with local First Nations and decision makers to explore the best option for this corridor moving forward. Our goal remains to find the best use for the Island Rail Corridor, as well as to support First Nations interests in these discussions.

For the ministry to advance any project, it must be supported by a strong business case where the benefits to the public clearly outweigh the costs. On May 16, 2022, the [ICF released a business case](#) that proposes a mixed-use rail system with commuter service, interregional passenger service and freight operations. Ministry staff have provided some initial feedback to the ICF on its business plan, highlighting the importance of First Nations consultation and the need for an adequate contingency in the proposed costs. More discussion will be needed to determine the best way to proceed. We are also closely monitoring how the federal government responds to a BC Court of Appeal ruling related to sections of the corridor that bisect the Snaw-Naw-As First Nation Reserve.

We will continue to work with the ICF, local First Nations and decision makers to explore options for how the corridor could best serve Island communities. I have shared your email with ministry staff involved in this work for their information. You may also wish to share your ideas with the ICF through its [online comment submission form](#).

Thank you again for taking the time to write.

Sincerely,

Rob Fleming

Minister

From: s. 22

To: Transportation, Minister TRAN:EX (Minister.Transportation@gov.bc.ca); Laurel.Collins@parl.gc.a

Cc: rac@vitcc.ca

Subject: 310154 - Vancouver Island Rail System

Sent: 04/22/2022 19:15:23

Attachments: Island Train Service.docx

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Please take this request forward to ensure we don't lose an opportunity to provide a greener means of transportation for Vancouver Island. Thank you in advance,

s. 22

April 22, 2022

To Rob Fleming, Minister of Transportation and Infrastructure, Laurel Collins MP Victoria BC::

Re: Support of Vancouver Island Transportation Corridor Coalition (VITCC) and its advocacy of having the former E&N rail corridor (now “Island Rail”) upgraded to modern transportation standards.

I'm writing to ask for your support of an endeavour to bring back the E&N rail corridor and a train system on Vancouver Island before it is too late. The Island Rail Corridor has been an important part of Vancouver Island's transportation network for nearly 140 years. However, through a lack of investment it risks disappearing altogether. As the great Canadian singer Joni Mitchell put it: “you don't know what you've got 'till its gone.”

All too common events like flooding, landslides, and accidents have stopped traffic on the Island Highway and on other highways. They have resulted in barriers to the flow of goods and people that create inequality, in addition to causing delays. Yet the rail corridor is still there. Adequate funding will make the rail transportation corridor even more important in the Island's future as it will provide an alternative to road-only transportation which is so desperately needed.

Why is this important? In today's world, economic and social development is heavily dependent on proper access to good transportation options. Changes in climate and limited road-transportation corridors have exacerbated the situation. This is very evident on Vancouver Island, and it needs serious attention:

- Growing extreme weather events like those experienced last fall.
- Limited transportation corridors that were affected by flooding, snow, etc.
- Alternative for those who drive and an option for those who don't.
- Continuing population growth along with relocation of residents to central parts of the Island for more affordable housing, even at the greater expense of longer commutes.
- Rail is more efficient at moving freight and passengers and is proven to draw people out of their cars.
- Rail can shape our urban environments in a manner more positive than other modes, namely the car.
- It can co-exist with other modes in a multi-modal transportation system, like the ability to carry bikes on board.
- Rail has, and can once again, encourages and supports the Island's tourism industry and the jobs and tax revenues it generates.

Currently, residents of this island are inadequately connected, as the only way to travel is by car and by a very limited bus service. This affects especially seniors, students, those without cars, and those who can not drive. But as you know the costs of adding highway capacity, both in construction and in environmental losses, including to precious wetlands, is horrendously high and is no longer acceptable in today's climate. With our growing population on Vancouver Island, we need diversity in our transportation options. One that can complement our existing highway networks, while embracing both biking and hiking trails as an integrated part of a redeveloped state-of-the-art Island railway network.

That is why we urge Honourable Members of Provincial and Federal governments to seriously consider the business plan put forth by the Island Corridor Foundation. Activation of that plan

will make viable, for years to come, the Island Corridor's rail system. The lack of dependable transportation options impacts me personally. I have a daughter who moved to Duncan BC to find affordable housing. For the last 5 years we make plans to travel to see each other but they are often subject to change because of road conditions and for me as a mom I constantly worry about her driving the only highway available. Busing is infrequent, costly and is somewhat useless because of her work schedule.

Looking forward, rail will play an increasingly important role in reducing B.C.'s carbon footprint, development of climate change resilience, and allow citizens to move freely to participate in the Canadian economy. Transportation alternatives are important. Please consider this request

Sincerely,

s. 22

June 20, 2022

s. 22

310618 - Island Rail Corridor

Dear s. 22

Thank you for your email in support of the business case that the Island Corridor Foundation (ICF) published on May 16, 2022. I appreciated the opportunity to review your comments and can tell that you have put a lot of thought into your email. I have shared your comments with the ministry staff involved in this work.

The provincial government recognizes people want more options to travel without a personal vehicle, and we too see the potential of the rail corridor. The ministry is committed to finding the best use for the Island Rail Corridor, as well as to supporting First Nations interests in these discussions.

As you probably know, the ICF owns the land and the rail line. On May 16, 2022, the [ICF released a business case](#) that proposes a mixed-use rail system with commuter service, interregional passenger service and freight operations. Ministry staff have provided some initial feedback to the ICF on its business plan, highlighting the importance of First Nations consultation and the need for an adequate contingency in the proposed costs. More discussion will be needed to determine the best way to proceed. We are also closely monitoring how the federal government responds to a BC Court of Appeal ruling related to sections of the corridor that bisect the Snaw-Naw-As First Nation Reserve.

You can be sure we will continue to work with the ICF and with local First Nations and decision makers to explore the best options for this corridor moving forward.

Thank you again for taking the time to write.

Sincerely,

Sent via Email:

Rob Fleming
Minister

Copy to: Premier John Horgan

Ministry of Transportation
and Infrastructure

Office of the Minister

Mailing Address:
Parliament Buildings
Victoria BC V8V 1X4

Honourable Mitzi Dean
Minister of Children and Family Development
MLA, Esquimalt-Metchosin

Honourable George Heyman
Minister of Environment and Climate Change Strategy
Minister Responsible for TransLink
MLA, Vancouver-Fairview

Honourable Bowinn Ma
Minister of State for Infrastructure
MLA, North Vancouver-Lonsdale

Honourable Sheila Malcolmson
Minister of Mental Health and Addictions
MLA, Nanaimo

Honourable Lana Popham
Minister of Agriculture
MLA, Saanich South

Honourable Murray Rankin
Minister of Indigenous Relations and Reconciliation
MLA, Oak Bay-Gordon Head

Ronna-Rae Leonard
MLA, Courtenay-Comox

Grace Lore
MLA, Victoria-Beacon Hill

Doug Routley
MLA, Nanaimo-North Cowichan

Adam Walker
MLA, Parksville-Qualicum

From: Transportation, Minister TRAN:EX (minister.transportation@gov.bc.ca)

To: s. 22

Cc: OfficeofthePremier, Office PREM:EX (Premier@gov.bc.ca); Minister, MCF MCF:EX (MCF.Minister@gov.bc.ca); Minister, ENV ENV:EX (ENV.Minister@gov.bc.ca); Minister, MSI TRAN:EX (Minister.SI@gov.bc.ca); Minister, MMHA MMHA:EX (MMHA.Minister@gov.bc.ca); AGR.Minister@gov.bc.ca; Minister, IRR IRR:EX (IRR.Minister@gov.bc.ca); Leonard.MLA, Ronna-Rae LASS:EX (Ronna-Rae.Leonard.MLA@leg.bc.ca); Lore.MLA, Grace LASS:EX (Grace.Lore.MLA@leg.bc.ca); Routley.MLA, Douglas G LASS:EX (Douglas.Routley.MLA@leg.bc.ca); Walker.MLA, Adam LASS:EX (Adam.Walker.MLA@leg.bc.ca)

Bcc: Brown, Susan M TRAN:EX (Susan.M.Brown@gov.bc.ca); TRAN SCR CORR TRAN:EX (TRANSCR@gov.bc.ca)

Subject: 310618 - Island Rail Corridor

Sent: 06/20/2022 23:04:47

Attachments: 310618 - Letter in support of Vancouver Island rail corridor business case.msg

Message Body:

s. 22

310618 - Island Rail Corridor

Dear s. 22

Thank you for your email in support of the business case that the Island Corridor Foundation (ICF) published on May 16, 2022. I appreciated the opportunity to review your comments and can tell that you have put a lot of thought into your email. I have shared your comments with the ministry staff involved in this work.

The provincial government recognizes people want more options to travel without a personal vehicle, and we too see the potential of the rail corridor. The ministry is committed to finding the best use for the Island Rail Corridor, as well as to supporting First Nations interests in these discussions.

As you probably know, the ICF owns the land and the rail line. On May 16, 2022, the [ICF released a business case](#) that proposes a mixed-use rail system with commuter service, interregional passenger service and freight operations. Ministry staff have provided some initial feedback to the ICF on its business plan, highlighting the importance of First Nations consultation and the need for an adequate contingency in the proposed costs. More discussion will be needed to determine the best way to proceed. We are also closely monitoring how the federal government responds to a BC Court of Appeal ruling related to sections of the corridor that bisect the Snaw-Naw-As First Nation Reserve.

You can be sure we will continue to work with the ICF and with local First Nations and decision makers to explore the best options for this corridor moving forward.

Thank you again for taking the time to write.

Sincerely,

Rob Fleming

Minister

Copy to: Premier John Horgan

Honourable Mitzi Dean

Minister of Children and Family Development

MLA, Esquimalt-Metchosin

Honourable George Heyman

Minister of Environment and Climate Change Strategy

Minister Responsible for TransLink

MLA, Vancouver-Fairview

Honourable Bowinn Ma

Minister of State for Infrastructure

MLA, North Vancouver-Lonsdale

Honourable Sheila Malcolmson

Minister of Mental Health and Addictions

MLA, Nanaimo

Honourable Lana Popham

Minister of Agriculture

MLA, Saanich South

Honourable Murray Rankin

Minister of Indigenous Relations and Reconciliation

MLA, Oak Bay-Gordon Head

Ronna-Rae Leonard

MLA, Courtenay-Comox

Grace Lore

MLA, Victoria-Beacon Hill

Doug Routley

MLA, Nanaimo-North Cowichan

Adam Walker

MLA, Parksville-Qualicum

June 20, 2022

s. 22

310833 – Island Rail Corridor

Dear s. 22

Premier John Horgan asked me to respond on his behalf to your email regarding the Island Rail Corridor.

The provincial government recognizes people want more options to travel without a vehicle, and we too see the potential of the rail corridor.

As you may know, the Island Corridor Foundation (ICF) owns the land and the rail line. For the ministry to advance any project, it must be supported by a strong business case where the benefits to the public clearly outweigh the costs. On May 16, 2022, the [ICF released a business case](#) that proposes a mixed-use rail system with commuter service, interregional passenger service and freight operations. Ministry staff have provided some initial feedback to the ICF on its business plan, highlighting the importance of First Nations consultation and the need for an adequate contingency in the proposed costs. More discussion will be needed to determine the best way to proceed. We are also closely monitoring how the federal government responds to a B.C. Court of Appeal ruling related to sections of the corridor that bisect the Snaw-Naw-As First Nation Reserve.

The provincial government has continued to work with the ICF and with local First Nations and decision makers to explore the best option for this corridor moving forward. I have shared your email with ministry staff involved in this work for their information. You may also wish to share your ideas with the ICF through its [online comment submission form](#).

You may be aware of the [South Island Transportation Strategy](#), which speaks to inter-regional transportation choices like rail and transit service between South Vancouver Island and the rest of the island. This study was released in fall 2020, and we are now working with our municipal partners and other key stakeholders on implementation. This work will help inform the possibility of undertaking such studies in other communities across British Columbia in the future.

The ministry continues to work hard to identify priorities for improvements and transportation investment across the broader Island. We remain committed to working closely with stakeholders to ensure there is a coordinated approach to the development of a sustainable

transportation strategy for the region, balanced with ongoing investment in highway rehabilitation and side road improvement to facilitate strong connection between communities.

Thank you for taking the time to write.

Sincerely,

Sent via Email:

Rob Fleming
Minister

Copy to: Premier John Horgan

From: Transportation, Minister TRAN:EX (minister.transportation@gov.bc.ca)
To: s. 22
Cc: OfficeofthePremier, Office PREM:EX (Premier@gov.bc.ca)
Bcc: Brown, Susan M TRAN:EX (Susan.M.Brown@gov.bc.ca); TRAN SCR CORR TRAN:EX (TRANSCR@gov.bc.ca)
Subject: 310833 – Island Rail Corridor
Sent: 06/20/2022 23:14:07
Attachments: 310833 - Support providing rail service Vancouver Island .msg
Message Body:

s. 22

310833 – Island Rail Corridor

Dea s. 22

Premier John Horgan asked me to respond on his behalf to your email regarding the Island Rail Corridor.

The provincial government recognizes people want more options to travel without a vehicle, and we too see the potential of the rail corridor.

As you may know, the Island Corridor Foundation (ICF) owns the land and the rail line. For the ministry to advance any project, it must be supported by a strong business case where the benefits to the public clearly outweigh the costs. On May 16, 2022, the [ICF released a business case](#) that proposes a mixed-use rail system with commuter service, interregional passenger service and freight operations. Ministry staff have provided some initial feedback to the ICF on its business plan, highlighting the importance of First Nations consultation and the need for an adequate contingency in the proposed costs. More discussion will be needed to determine the best way to proceed. We are also closely monitoring how the federal government responds to a B.C. Court of Appeal ruling related to sections of the corridor that bisect the Snaw-Naw-As First Nation Reserve.

The provincial government has continued to work with the ICF and with local First Nations and decision makers to explore the best option for this corridor moving forward. I have shared your email with ministry staff involved in this work for their information. You may also wish to share your ideas with the ICF through its [online comment submission form](#).

You may be aware of the [South Island Transportation Strategy](#), which speaks to inter-regional transportation choices like rail and transit service between South Vancouver Island and the rest of the island. This study was released in fall 2020, and we are now working with our municipal partners and other key stakeholders on implementation. This work will help inform the possibility of undertaking such studies in other communities across British Columbia in the future.

The ministry continues to work hard to identify priorities for improvements and transportation investment across the broader Island. We remain committed to working closely with stakeholders to ensure there is a coordinated approach to the development of a sustainable transportation strategy for the region, balanced with ongoing investment in highway rehabilitation and side road improvement to facilitate strong connection between communities.

Thank you for taking the time to write.

Sincerely,

Rob Fleming

Minister

Copy to: Premier John Horgan

From: Writing Services, Transportation TRAN:EX (Transportation.WritingServices@gov.bc.ca)
To: Writing Services, Transportation TRAN:EX (Transportation.WritingServices@gov.bc.ca)
Subject: 310833 - Support providing rail service Vancouver Island
Sent: 06/03/2022 21:13:55
Message Body:

-----Original Message-----

From: s. 22
Sent: May 28, 2022 9:42 AM
To: Horgan.MLA, John <John.Horgan.MLA@leg.bc.ca>
Subject: Support providing rail service Vancouver Island

Hello,

Hope you are well.

s. 22

Please consider strong support for a rain line. Yes it will be a learning curve (city with a train) I would like to say I have nothing to gain from supporting the rebuilding of the rail and train business. But I do ,we all do. It's very inspirational all the possibilities not to mention the relief valve on real estate in the greater Victoria aria.

Other communities on the Island will become more accessible.

I could go on and on about all the other opportunities created but you get it .

Please support moving forward with opening the rail line for rail service.

Regards,

s. 22

June 21, 2022

s. 22

310712 – Island Rail Corridor

Dear s. 22

Premier John Horgan asked me to respond on his behalf to your email regarding the Island Rail Corridor.

The provincial government recognizes people want more options to travel without a vehicle, and we too see the potential of the rail corridor. As you may know, the Island Corridor Foundation (ICF) owns the land and the rail line. The provincial government has continued to work with the ICF and with local First Nations and decision makers to explore the best option for this corridor moving forward. Our goal remains to find the best use for the Island Rail Corridor, as well as to support First Nations interests in these discussions.

For the ministry to advance any project, it must be supported by a strong business case where the benefits to the public clearly outweigh the costs. On May 16, 2022, the [ICF released a business case](#) that proposes a mixed-use rail system with commuter service, interregional passenger service and freight operations. Ministry staff have provided some initial feedback to the ICF on its business plan, highlighting the importance of First Nations consultation and the need for an adequate contingency in the proposed costs. More discussion will be needed to determine the best way to proceed. We are also closely monitoring how the federal government responds to a BC Court of Appeal ruling related to sections of the corridor that bisect the Snaw-Naw-As First Nation Reserve.

I have shared your email with ministry staff involved in this work for their information. You may also wish to share your ideas with the ICF through its [online comment submission form](#).

You may be aware of the [South Island Transportation Strategy](#), which speaks to inter-regional transportation choices like rail and transit service between South Vancouver Island and the rest of the island. This study was released in fall 2020, and we are now working with our municipal partners and other key stakeholders on implementation. This work will help inform the possibility of undertaking such studies in other communities across British Columbia in the future.

The ministry continues to work hard to identify priorities for improvements and transportation investment across the broader Island. We remain committed to working closely with stakeholders to ensure there is a coordinated approach to the development of a sustainable

Ministry of Transportation
and Infrastructure

Office of the Minister

Mailing Address:
Parliament Buildings
Victoria BC V8V 1X4

transportation strategy for the region, balanced with ongoing investment in highway rehabilitation and side road improvement to facilitate strong connection between communities.

Thank you for taking the time to write.

Sincerely,

Sent via Email:

Rob Fleming
Minister

Copy to: Premier John Horgan

From: Transportation, Minister TRAN:EX (minister.transportation@gov.bc.ca)
To: s. 22
Cc: OfficeofthePremier, Office PREM:EX (Premier@gov.bc.ca)
Bcc: Brown, Susan M TRAN:EX (Susan.M.Brown@gov.bc.ca); TRAN SCR CORR TRAN:EX (TRANSCR@gov.bc.ca)
Subject: 310712 – Island Rail Corridor
Sent: 06/21/2022 17:05:50
Attachments: 310712 - Vancouver Islands Train and the Future.msg
Message Body:

s. 22

310712 – Island Rail Corridor

Dear s. 22

Premier John Horgan asked me to respond on his behalf to your email regarding the Island Rail Corridor.

The provincial government recognizes people want more options to travel without a vehicle, and we too see the potential of the rail corridor. As you may know, the Island Corridor Foundation (ICF) owns the land and the rail line. The provincial government has continued to work with the ICF and with local First Nations and decision makers to explore the best option for this corridor moving forward. Our goal remains to find the best use for the Island Rail Corridor, as well as to support First Nations interests in these discussions.

For the ministry to advance any project, it must be supported by a strong business case where the benefits to the public clearly outweigh the costs. On May 16, 2022, the [ICF released a business case](#) that proposes a mixed-use rail system with commuter service, interregional passenger service and freight operations. Ministry staff have provided some initial feedback to the ICF on its business plan, highlighting the importance of First Nations consultation and the need for an adequate contingency in the proposed costs. More discussion will be needed to determine the best way to proceed. We are also closely monitoring how the federal government responds to a BC Court of Appeal ruling related to sections of the corridor that bisect the Snaw-Naw-As First Nation Reserve.

I have shared your email with ministry staff involved in this work for their information. You may also wish to share your ideas with the ICF through its [online comment submission form](#).

You may be aware of the [South Island Transportation Strategy](#), which speaks to inter-regional transportation choices like rail and transit service between South Vancouver Island and the rest of the island. This study was released in fall 2020, and we are now working with our municipal partners and other key stakeholders on implementation. This work will help inform the possibility of

undertaking such studies in other communities across British Columbia in the future.

The ministry continues to work hard to identify priorities for improvements and transportation investment across the broader Island. We remain committed to working closely with stakeholders to ensure there is a coordinated approach to the development of a sustainable transportation strategy for the region, balanced with ongoing investment in highway rehabilitation and side road improvement to facilitate strong connection between communities.

Thank you for taking the time to write.

Sincerely,

Rob Fleming

Minister

Copy to: Premier John Horgan

From: Jennifer Cochrane (jcochrane@viewroyal.ca)

To: Transportation, Minister TRAN:EX (Minister.Transportation@gov.bc.ca)

Subject: 311150 - Support for Island Rail Corridor

Sent: 06/22/2022 16:56:28

Attachments: image001.jpg, image002.jpg, image003.png, image004.jpg, image005.png, 2022 06 21 Support for Island Rail Corridor.pdf

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Good morning Minister Fleming,

Please see the attached letter from the Town of View Royal requesting your support for the Island Rail Corridor.

Best regards,

Jennifer Cochrane

Executive Assistant | Office of the Mayor & CAO

Town of View Royal | 45 View Royal Avenue | Victoria, BC V9B 1A6

d: 250.708.2255 | p: 250.479.6800 | f: 250.727.9551

Municipal Election for Mayor and six Councillor positions will be held on Saturday, October 15 from 8am- 8pm at View Royal Elementary School (218 Helmcken Rd) and Eagle View Elementary School (97 Talcott Rd).

Please come out to vote and make your voice heard.



TOWN OF VIEW ROYAL

45 View Royal Avenue, Victoria, BC, Canada V9B 1A6

Ph. 250-479-6800 • Fx. 250-727-9551 • E. info@viewroyal.ca • www.viewroyal.ca

June 21, 2022

Hon. Omar Alghabra, Minister of Transport of Canada
Hon. John Horgan, Premier of British Columbia
Hon. Rob Fleming, Minister of Transportation & Infrastructure of British Columbia
Capital Regional District Councils

Dear Minister Alghabra, Premier Horgan, Minister Fleming, and Capital Regional District Councils,

Re: Support for Island Rail Corridor

At the Regular Meeting of Council on June 7, 2022, Town of View Royal Council passed the following resolution to be considered by UBCM at this year's convention:

WHEREAS the E&N Rail Corridor, now known as the Island Corridor, which has connected Vancouver Island communities, businesses and services for more than 135 years is at risk of being lost forever by March 15, 2023 without the financial support and commitments of the Provincial and Federal governments;

AND WHEREAS, because 80 per cent of Vancouver Island's population lives within five kilometres of the corridor, it presents viable options for commuter and inter-regional passenger rail, as well as strong economic opportunities for excursion and freight services that will reduce traffic congestion and greenhouse gas emissions;

THEREFORE BE IT RESOLVED that the UBCM call on the Provincial and Federal governments to commit to making the necessary investments to preserve the Island Corridor so that it can continue to connect communities, establish safe and environmentally sound passenger and freight rail service, and strengthen economies up, down, and across Vancouver Island.

Time is running out to ensure the preservation of this priceless asset on Vancouver Island, and we urge all to work together to protect this contiguous transportation corridor on Vancouver Island for the future.

We need to draw as much attention to this issue in the coming months as we possibly can and we ask for your support and help with this.

Sincerely,

David Screech
Mayor

cc. Island Corridor Foundation
Vancouver Island Municipalities



Recycled Paper

From: s. 22

To: mayor@saanich.ca; Ben Isitt (BIsitt@victoria.ca); letters@timescolonist.com; Colin Plant (colin.plant@saanich.ca)

Cc: Popham.MLA, Lana LASS:EX (Lana.Popham.MLA@leg.bc.ca); Elizabeth.May.C1@parl.gc.ca; OfficeofthePremier, Office PREM:EX (Premier@gov.bc.ca); Transportation, Minister TRAN:EX (Minister.Transportation@gov.bc.ca); mayor@langford.ca; mayor@colwood.ca; mayor@esquimalt.ca

Subject: 311179 - E&N Railway Line Lunacy

Sent: 06/17/2022 18:37:49

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

To All CRD Directors and TC, et al

s. 22

Sent from my iPhone

Begin forwarded message:

From: s. 22

Date: June 15, 2022 at 2:04:18 PM PDT

To: mayorscreech@viewroyal.ca

Subject: E&N Railway Line Lunacy

Re <https://www.timescolonist.com/local-news/sheer-lunacy-to-let-rail-corridor-go-says-view-royal-mayor-5480143>

There is no business case for a single line railway and everyone knows it.

No business case for commuter rail because single line railway can only move 500 people *near* downtown during rush hour.

No business case for freight service because trains do not solve the problem of door-to-door delivery.

If the federal government funds restoration they stand in the way of Reconciliation. I don't see that happening. John Horgan has already said the province won't contribute.

Let First Nations enforce their right of reversion over the small sections of the right of way that is carried over their lands and let regional districts up and down the island convert what remains to a trail system as proposed by FORT-VI.

From:

To: Transportation, Minister TRAN:EX (Minister.Transportation@gov.bc.ca); Minister, IRR IRR:EX (IRR.Minister@gov.bc.ca); OfficeofthePremier, Office PREM:EX (Premier@gov.bc.ca); Minister, MUNI MUNI:EX (MUNI.Minister@gov.bc.ca); Minister, TACS TACS:EX (TACS.Minister@gov.bc.ca); Minister, ENV ENV:EX (ENV.Minister@gov.bc.ca)

Cc: Hon. Omar Alghabra (omar.alghabra@parl.gc.ca)

Subject: 311193 - Island Corridor Foundation May 2022 Business Case - Review and Commentary

Sent: 06/22/2022 17:36:53

Attachments: Review of ICF Business Case.pdf

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Dear Honourable Ministers and Premier,

I am writing today to pass along an analysis I have compiled regarding the Island Corridor Foundation Initial Business Case for Island Rail which they released in May 2022. A resident of Vancouver Island, I believe that the Island Rail Corridor is one of our most valuable assets and hope it can be utilized in some productive manner in the very near future. Watching its deterioration is frustrating and disappointing, to say the least.

I believe that, as the people tasked with making decisions for funding of this proposal, you are entitled to know as much as possible about the project – not just what the proponent is promoting. Portions of the ICF proposal seem very reasonable (e.g. their “hybrid” approach to track upgrades); however, there are key elements and costs that have been excluded and even some information that has been presented in a misleading manner. Overall, I would categorize the business case as promotional without much underlying substance.

I have written many of you before and you likely know I love both train travel and cycling. I have no strong will for a railroad not to be reinstated on the Island. I am performing this research to help form my own independent opinion and am hopeful the results may also assist others in understanding the complexities of the Island Corridor issue to better realize our future opportunities, and our limitations.

s. 22

I apologize for the length of the attachment but I felt it necessary to provide comprehensive and transparent back up to the conclusions that are being presented. It is a lot to digest so I have summarized some of the more significant findings at the bottom of this email.

I hope that this can assist you in your review of the business case and funding commitments requested by ICF. Thank you in advance for your consideration, and please do contact me at your convenience if you have any comments or questions.

Sincerely,

s. 22

ICF Business Case Review – Summary of Conclusions

Although the ICF have provided an interesting capital construction scenario, it appears that there are numerous

unanswered questions regarding key elements of the business case including costs, benefits, ridership, risks and, most importantly, how to handle the reconciliation issue at the core of the business case.

- No mention of reconciliation costs with First Nations
- No mention of land reversion or other material risk factors
- Capital costs used in the business case are reasonable for the included items
- Key costs have been excluded completely – over \$400M in total
- Commuter rail within CRD may have merit, but the business case eliminates over 80% of the capital costs shown in the 2020 MoTI IRCCA report so may not be a realistic model.
- Ridership for the Intercity passenger rail has been overestimated by at least a factor of four
- Freight service as proposed could alleviate back ups at port of Vancouver but adds little real value for movement of goods on Vancouver Island.
- GHG emissions will not be reduced significantly by rail and are higher than other alternatives.
- Malahat commuter congestion is only reduced by approximately 1% by adding rail
- No diversion of truck traffic on Malahat in this business proposal
- No mentions of cost or timing for active transportation trails in the corridor. Costs for trails will be at least an order of magnitude (10x) greater if they cannot be constructed on the rail bed.
- Funding requirements for the Regional Districts is not mentioned – both for the rail rehabilitation and for future cost of active transportation trails
- With the real risk of land reversion less than a year away, negotiations for “Rail Banking” should be initiated immediately by ICF.

Review of ICF Business Case

This discussion provides a review of the May 2022 Island Corridor Foundation Business Case (“ICFBC”). It is understood that the ICF document represents an initial business case designed to lead to more in-depth analyses; however, there are some significant errors and omissions that need to be reconciled before proceeding further. It is commendable that ICF have produced a long-awaited public business case, but it also raises some serious questions. Like any business case that is written by a proponent of the project, it does contain both worthwhile information but also includes what others may consider biased analyses. This discussion will attempt to bring those portions to the forefront so they may be further addressed.

Executive Summary

- No funds whatsoever have been allocated in the business case for **reconciliation discussions regarding First Nations land interests on the corridor**
- The **field construction cost estimate of \$368M** utilized in the ICFBC is **reasonable** and includes amounts for inflation (15%) and contingencies (50%). The construction costs are based directly on the 2020 Island Rail Capital Cost Assessment (“IRCCA”) report with a “hybrid” assumption as to where heavier 115# rail will be required (which again, seems reasonable).
- There are **significant items missing** from the business case **totalling over \$400 million**. These items were all identified in the IRCCA.
 - No allocation for **First Nations consultation and accommodation (\$32M)**
 - Greatly reduced **allowance for engineering design, supervision and project management/administration (\$62M – \$113M)**
 - Reduced amounts for **train stations (\$81M)**
 - No allowance on **Victoria-Langford Commuter line for a maintenance/storage facility, lands for a transit hub or improved level crossing signals (\$241M)**
- The **commuter rail service** business case from Victoria to Langford is **missing large costs** that were detailed in the IRCCA (**\$241M**) – **these additional costs drive the commuter rail portion to almost six times the value used in the business case (\$50M)**. Transportation within the Capital Region District (“CRD”) is a very complex issue and it is felt to be best left to that jurisdiction to decide if commuter rail is a worthwhile pursuit. The 2020 South Island Transportation Study only listed “exploring the potential of commuter rail” as a possible long-term item. Short term items identified in SITS (such as electric buses and increased charging stations) reflect lower emissions and more efficient capital expenditures than commuter rail.
- The **passenger volume predictions for the Intercity (Duncan-Victoria) rail options are based upon a simplistic and unreasonably high mode shift percentage**. A Malahat Travel Demand Study for MoTI by Halcrow Consulting in 2006 used detailed commuter and traffic surveys and a mathematical model to **forecast a 2026 potential ridership of only 260-360 per day** while ICFBC is postulating 1200-2500 people will choose the train each day.

- The **Regional rail forecasts** also do not have any rationale for back up – all three ICFBC cases assume 300 riders per day between Duncan and Courtenay. **The IRCCA performed a detailed technical ridership analysis and forecasted only 10-13 per day boarding in Courtenay.**
- Although the ICFBC touts increased freight movement throughout the island, the **primary opportunity presented is to relocate cargo ship unloading from Vancouver to Port Alberni**, from where goods will then travel by rail to Nanaimo and by barge to the lower mainland (all via Washington Group owned assets). Although this is an interesting alternative, it is likely to be a fix to a very short-term port congestion issue in Vancouver and may not be competitive thereafter?
- GHG – the **business case proposed for passenger rail does not reduce emissions unless the train cars are running at high capacity** relative to the number of seats. Based on realistic forecasts of ridership, this **does not appear to be the case** for the Intercity or Regional rail proposals and the train will actually increase emissions compared to personal vehicle use.
- Malahat – there is **no freight proposed to move over the Malahat so the business case does not reduce truck transportation in that corridor**. Other efforts to have shipping freight unloaded in Victoria rather than Nanaimo could directly alleviate Malahat truck traffic. Passenger service is only **forecast to reduce daily commuter Malahat traffic by 1% according to the MoTI Halcrow Report**. Electric buses, HOV lanes or non-ZEV tolls would be far cheaper and more successful methods of reducing passenger vehicle traffic (and emissions).
- As identified in the IRCCA, electrification of the rail system would be prohibitive from a cost perspective. Trains may eventually be fuelled by hydrogen; however, **the era of hydrogen and electric powered transport trucks and buses is already upon us** and does not require near as large an expenditure to take advantage of the opportunity.
- The **largest monetary benefactor of the ICF Business Case is the Washington Group of Companies**. In this proposal, SVI is paid over \$200M for installation costs during construction and over \$10M per year in operating costs. The Washington Group's Seaspam and SRY divisions are also positively affected by additional rail car barge traffic through Nanaimo. All **with zero monetary commitment by this U.S. based private company**.
- The ICF business case **does not contain the customary discussion on risk assessment**, especially with respect to two issues that have been around since the railway's origin in the 19th Century – land ownership and track geometry issues. These issues will not go away on their own.
- The ICF are proposing to manage and administer a project valued at half a billion dollars or more. They have not indicated any past history of project experience, nor how they would propose to administer this particular effort – which is enormous in both scope and cost.

Business Case Overview

The capital costs for rail rehabilitation used in the ICFBC are taken directly from the IRCCA that was prepared by WSP Consultants. Costs have been inflated to 2023 (15.1% total over 3 years) and a contingency fund of 50% has been allocated to all estimates. This seems reasonable at face value, as does their hybrid case development assumption of utilizing heavier rail only on the highest travelled sections (freight and commuter portions).

The ICFBC investigated three proposed rail services:

- two commuter trains working the Victoria to Langford section
- two intercity/regional passenger trains north of Langford to Courtenay
- a freight-only service between Nanaimo and Port Alberni.

These three proposed developments serve quite different user needs and this document will review the costs and revenue presented for each proposal, as well as investigate more general questions on the overall business model.

Capital Construction Cost Estimate

The capital costs, including inflation and contingency amounts, are shown in the tables below. The first table separates costs by rail segment (similar to the IRCCA) while the second table breaks them down according to the three services being proposed. Phase 2 costs include the installation of 115# rail on the higher travelled freight and commuter sections. Based on the ICF total of \$431M, the commuter service represents 12% of the capital costs while passenger rail is 50% and freight is 38%.

ICF Capital Costs Estimates - Inflated to 2023 and Contingency Included

Segment	Service	Phase 1	Phase 2	Supervision - Eng - Mgmt *	Stations, Rolling Stock & Sidings**	Total	
Victoria-Langford	Commuter	\$11,069,502	\$10,673,081	\$295,380	\$28,200,000	\$50,237,962	11.7%
Langford-Duncan	Passenger	\$41,180,815		\$559,455	\$14,650,000	\$56,390,270	13.1%
Duncan-Nanaimo	Passenger	\$52,992,476		\$719,920	\$250,000	\$53,962,395	12.5%
Nanaimo-Parksville	Pssgr/Freight	\$30,272,820	\$35,519,063	\$893,804	\$250,000	\$66,935,687	15.5%
Parksville-Courtenay	Passenger	\$58,936,880		\$800,676	\$14,650,000	\$74,387,557	17.3%
Parksville-Port Alberni	Freight	\$85,962,091	\$41,437,549	\$1,730,765		\$129,130,406	30.0%
		\$280,414,583	\$87,629,693	\$5,000,000	\$58,000,000	\$431,044,277	

* \$5M total assigned to each segment based on proportion of total construction costs

** 6 stations on commuter line and 6 on passenger line (\$250K each).

** 2 Trains on commuter, 2 on passenger (\$12.5M each)

<u>Service</u>	<u>Service</u>	<u>Phase 1</u>	<u>Phase 2</u>	<u>Supervision - Eng - Mgmt *</u>	<u>Stations, Rolling Stock & Sidings**</u>	<u>Total</u>	
CRD Commuter	Commuter	\$11,069,502	\$10,673,081	\$295,380	\$28,200,000	\$50,237,962	11.7%
Passenger	Passenger	\$183,382,991		\$2,526,953	\$29,800,000	\$215,709,944	50.0%
Freight	Freight	\$85,962,091	\$76,956,613	\$2,177,667		\$165,096,371	38.3%
		\$280,414,583	\$87,629,693	\$5,000,000	\$58,000,000	\$431,044,277	

Capital Costs - Discrepancies and Excluded Items

The base construction costs for Phases 1 and 2 match the costs shown in the IRCCA and are inflated to 2023 with a 50% contingency added to cover unforeseen events. However, there are some significant other costs relating to project execution that have been excluded from the ICFBC analysis. These are outlined below:

First Nations Reconciliation

Reconciliation and with First Nations is an absolute necessity prior to any project moving forward on the Island Rail Corridor. The IRCCA allocated \$42M for First Nations Consultation and Accommodation – estimated at 15% of the base construction costs. An equivalent 15% amount for the ICFBC case would be **\$32M**; however, there are **no funds whatsoever allocated in the ICFBC for either consulting with First Nations or paying reparations** for the land appropriations along the corridor.

By quick count, there are 8 reserves transected between Esquimalt and Nanoose, representing **over 50 acres of reserve lands that were appropriated without proper consultation or remuneration** (confirmed by recent BC Supreme Court case). This 50-acre estimate is a starting point and does not include any non-reserve territorial lands, nor any lands along the corridor that may be granted to First Nations in the future as part of treaty or other discussions.

This is a glaring exclusion of a major element which will be crucial in the success of this, or any, business proposal for the Corridor.

Commuter Line Costs – (Victoria to Langford/Westhills)

The 2020 IRCCA included several commuter costs that have not been included in this proposal. Costs for a commuter train **maintenance facility** (\$75.5M), land appropriation for a **transit hub at the Victoria terminus** (\$44.2M) and level-crossing **signal upgrades** along the route (\$26M) were **not included in the ICF business case**. These three items appear to be quite necessary for the commuter service and reflect **\$240.7M** of costs (once inflation and contingency are included). Notably, upgraded signal crossings for the E&N Trail developments within the Capital Region were all paid for by CRD in the past, perhaps ICF are assuming the same concept for the commuter rail?

The **total commuter capital cost presented in the ICFBC is only \$50M, which would grow to \$290M** with the inclusion of these key items (almost 6 times the ICF estimate).

Station Costs

The ICFBC allocated \$3M for 12 new station platforms while the IRCCA included \$51.1M (**total of \$84.5M** after inflation and contingency) for 13 station upgrades. This represents a **discrepancy of \$6M per station**. Obviously, differing standards have been used to come up with the two designs as they are more than 10 times as expensive in IRCCA. Station requirements need to be reconciled to define the most appropriate cost assumption going forward.

Project Supervision, Engineering and Management

In addition to the detailed estimates of field construction costs, the 2020 IRCCA also included project overhead costs at 10% for construction supervision, 12% for engineering and 10% for management and administration (32% total). Applying the same percentages to the ICF construction cost of \$368M would result in **total overhead expenses of \$118M (\$113M higher than in the proposed business case)**. The IRCCA percentages are based upon the consultant's experience, and it is certainly common practice to utilize this methodology to account for overhead costs in project estimates.

In the ICFBC, it has been assumed that the vast majority of these overhead costs are not needed and a **flat amount of \$5M has been assigned to handle "soft" costs**. The ICF discussion states that the work is **considered maintenance activity** and we assume it will be **single-sourced to Southern Rail of Vancouver Island** ("SVI" is the historical ICF rail operations contractor). ICF obviously feel that little to no supervision, engineering or outside management/cost auditing are required despite the scope of the rail rehabilitation.

One may agree that engineering is not a large component of replacing ties or shoulder plates; however, a full **60% of the ICFBC capital construction costs are allocated to bridge repair, rockfall remediation and crossing upgrades**. All three of these have much larger public risks associated with them which require detailed and knowledgeable assessments prior to being put into service. Even if one assumed similar overhead rates to IRCCA on only 60% of the ICF capital case, it still results in \$67.4M of costs – **more than \$62M higher is recognized in the ICFBC**.

Another concern is the assumption of single source contracting. One would believe that with hundreds of millions in government funding, the recipient would be expected to use **standard government bid/tender rules** as well as include sufficient funds to **properly track all spending and job progress**.

Who are the Winners?

Any business case will usually outline who the tangible/intangible winners are and the underlying reasoning. The ICFBC does show some benefits to the residents of Vancouver Island with respect to possible increased public transportation services, specifically with respect to the commuter rail portion. Passenger rail options are quite limited, and the freight expansion serves the primary purpose of taking advantage of the current delays in offloading at the port of Vancouver with some benefits to increased employment in Port Alberni.

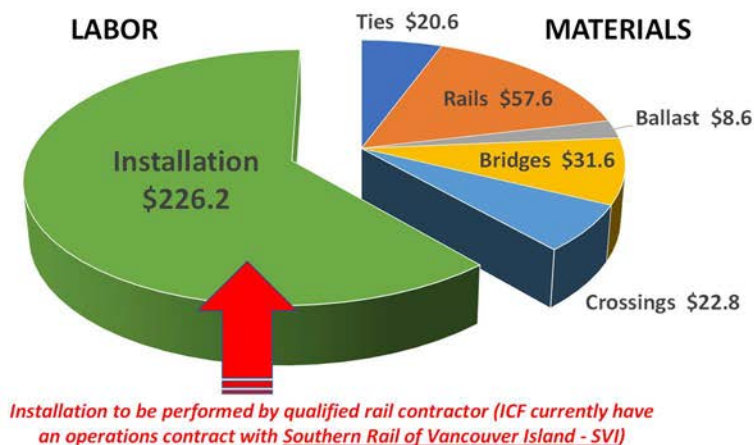
There will undoubtedly be some economic spin-off to the local communities while the work is being conducted. If one digs deeper; however, it becomes clear that the biggest benefactor is the Washington

Group of Companies through their ownership of SVI, Seaspan and SRY. They would be the recipients of over \$200M in construction labor work, manage an ongoing operations budget of more than \$10M per year and their Seaspan/SRY rail barge network would see increased traffic – all with minimal to no monetary risk. That fact will not likely sit well with the taxpaying Canadian public who would be asked to support this project – Washington Group is a U.S. based private company.

The ICFBC identifies a total of \$368M in rail remediation costs – estimated to be split into \$142M of materials and \$226M for installation and labor. Note that these splits are based on the detailed IRCCA cost estimate plus a “25% material - 75% labor” split for major items such as bridge repair, crossing upgrades and rockfall remediation where a materials component was not specifically identified.

It is assumed that there would be a competitive bidding process to garner supply of the various materials; however, the business case states that the installation portion would be paid to a qualified rail construction contractor. ICF currently have an operations contract with Southern Rail of Vancouver Island (“SVI”) and it is fair to believe that SVI would be the recipient of \$226M of the construction funds (installation portion). One can assume SVI would need to hire employees and third parties to assist in the work; however, to have several hundred million dollars paid to an American, privately owned company does not seem to be in the best interest of the people of BC and Canada who will be providing the funds for the project? ICFBC should be more forthcoming about this situation.

Capital Cost Spending Allocation – ICF Business Case



In addition to the \$368M in capital construction costs, annual operating costs are estimated at over \$12M per year going forward in the Business Case. Again, it is anticipated that the majority of these expenses will be paid to SVI as the rail operator.

In 2020, ICF paid Vann Struth Consulting to provide a report on the economic impact of Island Rail construction. The Vann Struth Report states *“Based on an ICF analysis, an estimated 85% of construction expenditures for the project are expected to be sourced from British Columbia companies.”*

ICF may consider SVI is a BC-registered company and the construction workers employed may be Canadian; however, the fact remains that SVI is entirely owned by The Washington Group of Companies – a U.S. private entity controlled by billionaire Dennis Washington. Over 60% of the construction costs will be paid to SVI so it is unclear how the report can state, without qualification, that 85% of expenditures are in British Columbia, let alone Canada? The conclusions of both the cost-benefit analysis within the ICFBC, and the Economic Impact report developed for ICF by Vann Struth are certainly called into question by the lack of transparency on this very significant item.

Commuter Rail – Victoria to Langford (Westhills)

Transportation issues within the Capital Region is extremely complex and it is reasonable to include commuter rail as an option when evaluating possible solutions. As mentioned above, the ICFBC does exclude some of the highest capital cost commuter rail items from the IRCCA so that needs to be reconciled in any future analyses. Whether the capital cost turns out to be the \$50M used in the ICFBC, or the \$290M forecast by IRCCA, it will remain the decision of the Capital Region District whether to pursue commuter rail as part of their transportation network. In considering a commuter rail option, the 2020 South Island Transportation Study (“SITS”) included it only as a possible long-term item and recommended “exploring the potential of commuter rail.”. Prioritized items identified in SITS include lower emission and efficient capital expenditures such as electric buses and an increased EV charging network.

Passenger Service – Intercity and Regional

The ICFBC includes proposals for an Intercity service between Duncan and Victoria as well as a Regional service from Victoria to Courtenay. The two trains involved in these proposals are used jointly so the two services will be discussed together here as passenger service opportunities.

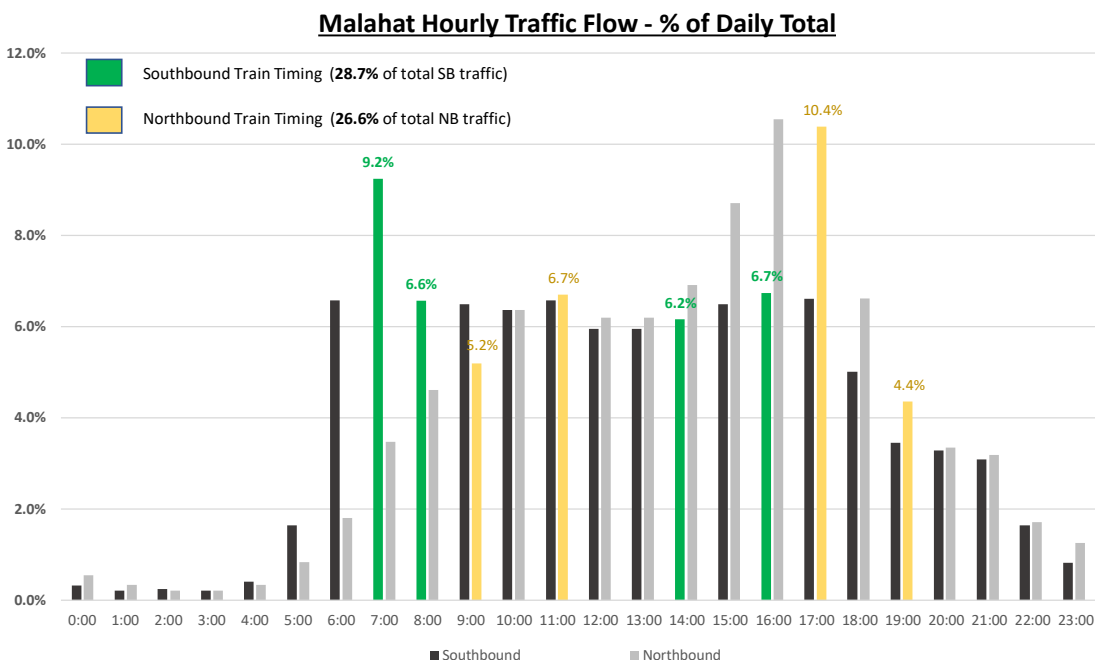
The capital costs for rail rehabilitation from Langford to Courtenay have been estimated by ICF at \$216M, including \$183M for construction with the remainder covering rolling stock, sidings, signals, and overhead. As discussed above, the ICF overhead (“soft cost”) component is much lower than the IRCCA estimate. This is despite the fact there are numerous design and technical obstacles on this portion of the corridor, not the least of which is the **40 bridges/trestles along the route**. There is an average of **one bridge every 5 km, averaging 180 ft span with the longest over 1000 feet**. As well, the **vast majority of First Nations reserve land transected by the rail corridor is along this route**, including the Snaw-Naw-As lands that were referenced in the BC Supreme Court decision of 2021 – reconciliation negotiations will be a key to success and no such costs regarding First Nations are included.

Expected Intercity (Duncan-Victoria) rail passenger numbers in the ICFBC have been based on an assumed 4-8% modal shift of all Malahat vehicle passengers (24,600 vehicles per day carrying 30,000 people as per the 2020 South Island Transportation Study). The 30,000 per day count was inflated by 1.5% per year to 2023 which, at 4-8% mode shift, results in an ICF forecast range of 1,287 to 2,573 daily commuters using the passenger service from Duncan. However, if one delves into historical Malahat traffic patterns, deducts the trucks (who cannot shift modes to rail), and allocates passenger vehicle traffic for the **times the trains are actually operating**, it quickly becomes apparent that **the ICF ridership estimates are far too optimistic (even the conservative case appears to be 4 times what is realistic)**.

A 2006 study of Malahat travel demand conducted by MoTI and BC Transit illustrates the hourly flow in both SB and NB directions (see graph below). **There are only two trains planned in each direction in the morning and afternoon** (total of 4 SB and 4 NB trains per day at times, indicated by the green and yellow bars on the graph).

If we assume that each train can capture a full hour of travellers, the proposal only has access to 27%-29% of the daily commuters due to the limited number of trains (4 per day each direction).

The 2020 SITS study indicated 24,600 vehicles per day of which 12% were large trucks, leaving 21,648 passenger vehicles carrying 27,048 people to target as commuters. Inflating that number 1.5% per year to 2023 and dividing it equally between SB and NB directions, there are expected to be **14,142 daily passenger vehicle commuters travelling each direction on the Malahat per day in 2023**.



Combining the daily forecast of commuters with expected hourly patterns shows that the four SB and four NB trains have a total mode shift **target (100%) commuter pool of 7,823 people per day** (approximately one quarter of the 32,000 shown on page 47 of the ICFBC).

2020 Malahat - South Island Transportation Study

Vehicles	24,600	per day	
People	30,000	per day	
Trucks	12%	=	2,952 per day

Pssgr Vehicles	21,648	per day	
Pssgr Count	27,048	per day	
Pssgr Count	13,524	per day	Each Direction
2023 Pssgr Count	14,142	per day	Forecast Total Passengers Each Direction

Traffic During SB Train Hours	28.69%	=	4,058	target SB passengers per day
Traffic During NB Train Hours	26.62%	=	3,765	target NB passengers per day
			7,823	total Malahat target commuters each day

The tables below show the ICFBC Intercity train ridership estimates compared to a more rigorous hourly flow analysis.

Intercity Ridership Calculations

ICF Business Case				Corrected for Hourly Flows			
	Mode Shift	Riders Per Day	Revenue (\$M/yr)		Mode Shift	Riders Per Day	Revenue (\$M/yr) Difference (\$M/yr)
Conservative	4%	1,287	\$3.3		4%	313	\$0.8 \$2.5
Anticipated	6%	1,930	\$5.0		6%	469	\$1.2 \$3.8
Optimistic	8%	2,537	\$6.6		8%	626	\$1.6 \$5.0

The real hourly mode shift required to reach the ICF ridership ranges with 8 trains is 16% to 32% and is completely beyond any historic reality. This is especially true given the fact that there is already a similarly priced, 1.5 hour long, commuter bus option (BC Transit) that only captures 300 riders per day over the Malahat (2020 SITS report).

In 2006, MoTI commissioned a detailed Malahat traffic report (**Halcrow Report**) which thoroughly surveyed hourly traffic patterns, persons per vehicle and, most importantly, **directly surveyed commuter preferences for switching to rail. This allowed a rigorous calculation of realistic numbers of commuters who would mode shift from vehicle to rail.** Relevant summary points from the Halcrow report are below. It is notable that the Halcrow forecast for 2026 is 260-340 riders per day and is very similar to the 4% hourly mode shift analysis done just above. **There is almost no likelihood that the 1,300 – 2,500 riders per day forecast for the Intercity trains in the ICFBC will actually materialize.** Also notable is that the Halcrow estimate of 260-360 for 2026 daily transit bus users for this route matches the 2020 SITS actual value of 300 bus riders per day – this definitely supports the reliability of the Halcrow modeling.

6.1.9 *In 2026, the express bus routes could generate between 260 and 360 daily trips and the **commuter rail** could generate 260 to 340 daily trips.*

6.1.13 In summary, the key conclusions drawn from this study are:

- The *express bus and commuter rail service options tested do not appear to divert significant demand from the Malahat Highway (approximately 1 percent of daily demand and 4 percent of PM peak period demand).*

The section of track north of **Duncan to Courtenay is estimated to cost \$160M** to be upgraded for use as a **Regional rail line**. Again, the ICFBC ridership forecasts for Regional rail are not data-driven and have been arbitrarily estimated at an average of 300 riders per day for all three cases. The 2020 IRCCA performed a detailed commuter assessment utilizing Streetlight Analytic Software that tracks commuter movements in the rail corridor using anonymous cell phone location data. This **detailed scientific methodology identified only 10-13 riders per day boarding at Courtenay under various scenarios** – certainly not sufficient to support an investment of this magnitude for Regional rail.

Freight Service

The ICFBC proposes rehabilitation of the line from Nanaimo to Port Alberni for a total capital cost of \$165M. This includes upgrading all track to 115# standard for freight (the proposal does not include any passenger rail services). There is no longer any demand to transport timber, coal or other island resources via rail, and ICF are proposing that the majority of freight business will include shipments of propane, agricultural feed and container goods traffic.

ICFBC proposes to provide freight service from Port Alberni to Nanaimo, specifically to allow ships to unload cargo onto rail cars in Port Alberni that will then make their way to Nanaimo via the rehabilitated rail and on to the mainland rail systems via the Seaspan rail dock and rail barge system at Nanaimo. This is seen to provide an alternative for cargo ships queueing to unload directly into the port of Vancouver facilities (currently very congested due to pandemic supply chain issues).

Shipping goods by water is typically the lowest cost method and the additional handling of goods on rail and barge to get them from Port Alberni to the mainland is only competitive if one assumes that the congestion currently being experienced in the port of Vancouver continues to be a factor. The shipping congestion and supply chain interruptions seen during the pandemic are expected to eventually be sorted out. **It is not good business practice to premise a very large investment based primarily on the assumption of continued inefficiency on the part of others.**

The proposed \$165M investment mentioned above is solely to handle freight and the conservative ensuing revenue estimate of \$2.2M per year results in an **undesirably long payout of 75 years**, which is even longer if one accounts for annual operating costs.

As mentioned earlier, the entity with the most benefit in the ICF freight proposal is the Washington Group of Companies who will have all rail freight shipments on Vancouver Island travel through their Seaspan rail barge/dock facility at Nanaimo. Freight cars moving to/from the mainland would also travel through the Seaspan facility at Annacis and their SRY rail lines. Essentially, **ICF are asking for a \$165M**

investment of public dollars so that a private American company can increase utilization of its own existing rail port and barge facilities. The port decongestion concept proposed is interesting, but it freight rail opportunities are compelling on Vancouver Island, then perhaps the Washington Group can propose how they might invest their own money into upgrading the rail system in a partnership?

The ICFBC identifies the fact that freight movement is almost entirely by truck on the island (quote below). The most congested area for freight and general traffic concerns is between Nanaimo and Victoria and their business case has no proposed utilization of that portion of the rail corridor for freight purposes. It would likely be more reasonable to reduce freight traffic across the Malahat by increasing the shipping capacity directly into Victoria so that goods did not come onto the island at Nanaimo where they are forced to be trucked to their destination in Victoria. This is certainly true for the fuel supplies (gasoline and diesel) which all arrive on the island north of the Malahat (and were thrown into great disarray following storm damage to that road connection in late 2021). Rail was touted as a resolution to this interruption, but a less complex or costly method would be to have critical goods arrive via ship directly to the Victoria area.

Freight transportation on the Island is limited almost entirely to truck and trailer operations or a combination of rail movements that are transloaded to truck and trailers. Trucks are reliant on the single highway system on the Island and are susceptible to travel time variation and reduced travel time reliability as all other highway traffic.

Funding Required From Regional Districts?

The ICFBC proposes \$431M of funding is required to rehabilitate the island rail system. With the various excluded and underestimated items (identified above), that cost estimate could readily climb to \$700M, or more. It was not stated whether ICF will look to the five Regional Districts on Vancouver Island to support this proposal with a portion of the funding coming directly from local ratepayers?

In 2013, the five Regional Districts members of ICF pledged over \$3M of funds in order to show support of the BC and Federal governments providing federal funds of \$20M toward rail upgrades (which did not materialize due to the Snaw-Naw-As legal action). If one assumes the same ratio will requested from the Regional Districts with this proposal, **the required pledge from the Regional Districts would be in the range of \$60M - \$100M.**

There are five regional districts who are members of ICF and they should be very clear with their ratepayers/electors as to what any future obligations may be as a result of moving forward with this project. The 2013 Schlenker decision and the follow up BC Conflict of Interest Exceptions Regulation in 2016 have resulted in some confusing relationships between ICF director responsibilities and their duties as Regional District directors. A methodology to allow full review and public approval of any ICF proposal at a Regional District level should be initiated. A plebiscite could be one methodology to understand the feelings of the RD's rather than make decisions which may not be the will of the general public on Vancouver Island.

As mentioned above all the new signal crossings required for the E&N Rail Trail in the Capital RD were paid for by the Regional District, as were all the trail development costs. The Regional Districts must be very clear, and share with their ratepayers, the potential costs to local jurisdictions if rail rehabilitation is pressed forward.

Active Transportation Trails – Regional District Cost and Timing

Despite the ICF having a mandate to create trails and greenways within the rail corridor, there is no mention whatsoever of active transportation (“AT”) trails in the ICFBC.

A number of trails have already been built or are planned beside the rail bed, including approximately 17km between Victoria and Langley which will cost a total of \$35M when complete. The high trail cost (over \$2M per km) is because the trail does not use the existing rail bed and must build new trail structure including new bridges and earthwork required around slopes or barriers that are beside the rail. The trails must also cross back and forth to either side of the rail, resulting in extra signals and safety parameters. Chain link fence must also be installed along the pathway to separate it from the rail. **The ICFBC report should make it clear that, if rail is reinstated, similar high-cost design estimates for active transportation routing on the remainder of the corridor will have to be accounted for – and paid for by the Regional Districts.**

Assuming similar costs to run almost 200 km of trails north from Langford to Courtenay, it is expected to **cost the Regional Districts (Cowichan Valley, Nanaimo and Comox Valley) over \$400M to construct the planned active transportation network that has been promised by ICF.** The Regional Districts have been the primary source for trail construction funds to date. As a matter of comparison, costs per km to construct AT trails directly on a rail bed have ranged from \$30,000 (Cowichan Valley) to \$150,000 (Okanagan). The true trail construction costs for both cases (either beside rail or on the existing rail bed) need to be better defined and a tangible value presented to allow knowledgeable decisions to be made.

With a strong government mandate to move people to Active Transportation modes, and all the ensuing known benefits (improved health, reduced emissions, increased tourism), **it would be a disgrace for the Regional Districts not to be able to fund the AT network in a timely manner due to the prohibitive costs.**

GHG Emissions

The ICFBC presents a discussion as to the high percentage of GHG emissions in BC that are a result of transportation. The discussion is all reasonable until page 14 where a **misleading** graph is presented along with the statement **“Automobile travel produces 1.5 times the CO2 per passenger kilometre of a bus and 3 times that of a commuter train.”**

The graph and statement are based upon a 2010 report from the USDOT on 18 existing American commuter rail systems and does not translate into this specific business case. The emission values stated in the ICFBC for trains is an average of these 18 systems which, together, carry over 468 million passengers per year (average 26 million passengers per year per system). **Comparing a large and efficient passenger system with the much smaller proposed services in ICFBC, without proper context, is very misleading.**

The smallest commuter rail system identified in the USDOT report in Nashville, TN had 167,000 passengers per year and is the only system in the USDOT comparable to the volume of service proposed for Intercity/Regional rail in the ICFBC. The next smallest system in the USDOT study saw 800,000 passengers per year and the remaining 16 systems ranged from 1 million to 100 million passengers per year. Actual emissions for the comparable Nashville commuter system were 0.433 kilograms per passenger kilometer, almost five times higher than the “commuter train average” shown in ICFBC and a startling 60% higher than the option to drive a single occupant internal combustion engine (“ICE”) vehicle. **The ICFBC proposed regional and intercity rail passenger service would be expected to actually produce higher emissions than if people drove themselves in a car, especially at the more realistic ridership levels shown in this review.**

Trains can certainly move people using lower emissions than ICE vehicles, but the biggest determining factor is the number of passengers riding the train. Even on a full train in the ICF proposal, the weight of the passengers is only 10% of the total weight being transported. A half full train still weighs 95% of a train full of people and creates 1.9 times the emissions per passenger than the full train. If the train seats are only 25% full, it will have 3.7 times the emissions per person than if it was full. Ridership is the key to lower GHG emissions.

With the more dispersed population base north of Langford, it would be incredibly difficult to attract enough commuters to the proposed passenger services to make them more efficient even than a single occupant ICE vehicle. The fact that low/zero emission vehicles are gaining in popularity (13% of 2021 light duty sales in BC were EVs) and the government goal to wean off ICE vehicles in the coming years means that, over time, even a relatively full diesel-electric train will have higher emissions per capita than average driving options.

Page 60 of the ICFBC makes the statement shown below:

Rail service will promote environmental sustainability by:

- *Reducing overall transportation-related emissions*
- *providing an inter-city and commuter passenger service effecting modal shift from our current auto-centric transportation network*
- *reducing the number of trucks used in freight service on our island highways*

As shown in the analysis above, the ICFBC proposal will likely increase GHG emissions based on the expected ridership for the intercity and regional rail lines

It is unclear how the ICFBC proposal will reduce the number of trucks required for freight service on the island? The only significant freight capacity being added is to move shipments from Port Alberni to Annacis via rail through Nanaimo. These shipments would otherwise have remained on a boat and been delivered directly into Vancouver harbour – possibly using lower emissions to do so.

Malahat Travel Times

Although the ICFBC touts to help improve travel times across the Malahat, the Intercity rail service from Duncan to Victoria is still forecast to be a 1.5 hour journey, which is very similar travel times to the existing bus routes. The business case also uses a misleading quote from the 2020 SITS report regarding travel times and growth. They have excluded two important qualifying statements that limit the travel time analysis to **“before the McKenzie Interchange was complete”** and that **“no further changes to the system are assumed”**. These are important qualifiers as many changes are already planned or in progress and they have used the analysis completely out of context for their benefit.

Original Version from 2020 SITS

SOUTH ISLAND TRANSPORTATION STRATEGY Technical Report no.1 – page 17

*Figure 10₁ below highlights the typical and higher ranges of travel time between key inter-regional travel patterns today and 2038 **with planned growth and no changes to the transportation system**. For example, a typical trip from Mill Bay to Victoria today would take approximately 43 minutes during the AM peak and as long as 66 minutes on some days. With expected growth, this same trip would take up to 87 minutes on a typical day and up to 144 minutes with variability of conditions.*

1 All references in this section are to conditions prior to the McKenzie Interchange opening

Reconciliation & Reversion Issues – First Nations and Provincial/Federal Lands

As per the Supreme Court of BC decision in 2021, there is a very real and likely scenario that lands currently within the Island Rail Corridor may revert ownership should they not be required for a viable railway operation. Whether these lands revert specifically to First Nations, the federal Crown, the Province of BC or some combination of those entities may not be entirely clear in some instances.

It is imperative that the land reversion issues be agreed to between all landowners and ICF prior to any material funds being directed toward rail rehabilitation or any other planned use of the corridor. As shown in the quotation below, the ICFBC passes full responsibility of the negotiations and resolution of this most serious question onto the “government” – including financial responsibilities associated with the issue. Frankly, the ICF should be the driving force of these negotiations as they are the party most affected by the outcome. Typically, a business case will also outline the challenges and risks associated with completing its objectives – this is glaringly lacking in the ICFBC. **The land ownership and reversion issue represents the largest direct risk associated with the proposal and it has been passed off as the “responsibility of government.”**

ICFBC Quotation

*Given the history and nature of these issues, and the role government must play in their settlement, the business case **does not address the necessary consultation, accommodation, and reconciliation process that need to be undertaken or the potential costs associated with that process as they are the***

responsibility of government and must be resolved regardless of this project. ICF strongly encourages governments to resolve these historical grievances.

The possibility of “**rail banking**” has been suggested to ICF as an alternative. This would require ICF negotiating with First Nations and the BC Government to create an agreement whereby the corridor lands can be used for other purposes (such as active transportation) until such time as they are required for railway use. This would allow the corridor to be maintained while the feasibility of rail is re-evaluated. It is possible that, over time, there are material changes to available technology, transportation needs or other relevant matters that help move rail toward fruition.

Conclusions

Although the ICF have provided an interesting capital construction scenario, it appears that there are numerous unanswered questions regarding key elements of the business case including costs, benefits, ridership, risks and, most importantly, how to handle the reconciliation issue at the core of the business case.

- No mention of reconciliation costs with First Nations
- No mention of land reversion or other material risk factors
- Capital costs used in the business case are reasonable for the included items
- Key costs have been excluded completely – over \$400M in total
- Commuter rail within CRD may have merit, but the business case eliminates over 80% of the capital costs shown in the 2020 MoTI IRCCA report so may not be a realistic model.
- Ridership for the Intercity passenger rail has been overestimated by at least a factor of four
- Freight service as proposed could alleviate back ups at port of Vancouver but adds little real value for movement of goods on Vancouver Island.
- GHG emissions will not be reduced significantly by rail, and are higher than other alternatives.
- Malahat commuter congestion is only reduced by approximately 1% by adding rail
- No diversion of truck traffic on Malahat in this business proposal
- No mentions of cost or timing for active transportation trails in the corridor. Costs for trails will be at least an order of magnitude (10x) greater if they cannot be constructed on the rail bed.
- Funding requirements for the Regional Districts is not mentioned – both for the rail rehabilitation and for future cost of active transportation trails
- With the real risk of land reversion less than a year away, negotiations for “Rail Banking” should be initiated immediately by ICF.

References

Island Corridor Foundation – Initial Business Case

<https://www.islandrail.ca/wp-content/uploads/2022/05/Initial-Business-Case-FINAL.pdf>

IRCCA – Island Rail Capital Cost Assessment – Ministry of Transportation

<https://www2.gov.bc.ca/gov/content/transportation/transportation-reports-and-reference/reports-studies/vancouver-island/island-rail>

South Island Transportation Strategy – Ministry of Transportation - September 2020

<https://www2.gov.bc.ca/gov/content/transportation/transportation-reports-and-reference/reports-studies/vancouver-island/south-island-transportation-strategy>

Trans-Canada Highway 1 - Malahat Corridor Study (Stantec) - Ministry of Transportation – July 2007

https://www2.gov.bc.ca/assets/gov/driving-and-transportation/reports-and-reference/reports-and-studies/vancouver-island-south-coast/malahat-study-2007/malahat_corridor_study.pdf

Trans-Canada Highway 1 - Malahat Corridor Study Ministry of Transportation – November 2006

Appendix K - Malahat Travel Demand Study – Assessment of Inter-Regional Transit Options (Halcrow Consulting)

https://www2.gov.bc.ca/assets/gov/driving-and-transportation/reports-and-reference/reports-and-studies/vancouver-island-south-coast/malahat-study-2007/app_k.pdf

Public Transportation's Role in Responding to Climate Change – U.S. Department of Transportation – January 2010

<https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/PublicTransportationsRoleInRespondingToClimateChange2010.pdf>



BRIEFING NOTE

DATE: June 22, 2022

PREPARED FOR: Kaye Krishna, Deputy Minister of Transportation and Infrastructure

PURPOSE: Provide update on next steps for Island Rail Corridor

ISSUE:

- Confirm action plan to March 2023

BACKGROUND:

The Snaw-Naw-As First Nation was given liberty to bring this matter back to the court if Canada does not approve funding for that segment of the corridor through the Reserve with 18 months (March 2023) to enforce the right of reversion.

MoTI has confirmed that staff from Transport Canada have received the business case and are preparing a memo to Minister Alghabra. Staff will be recommending sending a letter to MRF to ask for provincial views and further discussion.

A funding decision for rail purposes is not anticipated by March 2023.

ICF Board has already provided the direction to their staff to undertake the following:

- Engage in a community consultation process to solicit views of FN and local government as to appropriate use of the corridor lands.
- Engage in a community consultation process to solicit views from potentially interest parties for alternate or compatible uses of the corridor.
- Develop a plan for non-rail use for appropriate sections of the corridor based on engagement with N, local government and community groups and as contingency In the event funding isn't secured for the restoration of rail service.
- Investigate and develop a strategy for the removal of rail lines in the case of non-rail corridor use and options for recovering the costs through external sources.
- Develop and present proposed amendments to the Articles and By-Laws on the ICF, if necessary, based on FN consultation, local government and community engagement.
- Meet with the Provincial government and Federal government to secure funding for rail upgrades where feasible or to support alternate uses.

LEGAL CONSIDERATIONS:

s. 14

DECISIONS REQUIRED:

s. 13



s. 13

PREPARED BY:

Janelle Staite, P.Eng.
Deputy Director, South Coast Region



s. 13

Figure 1 - Timeline to March 2023

From: Writing Services, Transportation TRAN:EX (Transportation.WritingServices@gov.bc.ca)
To: Writing Services, Transportation TRAN:EX (Transportation.WritingServices@gov.bc.ca)
Subject: 311262 - Vancouver Island Rail
Sent: 06/28/2022 15:44:35
Message Body:

From: s. 22
Sent: June 22, 2022 10:07 PM
To: OfficeofthePremier, Office PREM:EX <Premier@gov.bc.ca>
Subject: Vancouver Island Rail

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Premier John Horgan,

I'm writing to you today to congratulate you on a decision well made in response from the people.

I'd like to provide my view with regards to the Island Corridor foundations plan for restoration of rail. I understand political pressures and the interwoven fabric of societal pressures that form the storm you have to deal with on a daily basis. I feel you have been doing a fantastic job as Premier and I think that will continue into the future, that confidence comes from knowing you can make the hard decisions like you did on the Site-C dam and LNG.

I'm a big supporter of the Island Corridors plan to restore rail to Vancouver Island and the campaign to make it happen <https://restoreislandrail.com>.

I would implore you to recognize the Island Rail Corridor for the 289km long historical site and view spectacular site that it is. As is written on <https://www.islandrail.ca> "The Island railway was originally incorporated on September 27, 1883 by the E&N Railway Company, led by Sir Robert Dunsmuir, a renowned British Columbia (BC) coal baron and politician. "

One last factor I want to present is the potential that the BC Government will have to remediate the land should it be returned to the aboriginal community. The tracks are full of contaminants outlined Environmental Contaminants | Rails-to-Trails Conservancy (railstotrails.org) so I'm not sure if the web of policy and environmental responsibilities would require BC to remediate the line. From what I've read, that would cost more than re-instating the line. I wish you all the best and know you will make a decision in the best interests of Vancouver Islanders and BC residents on the whole.

Signed.... s. 22

From: OfficeofthePremier, Office PREM:EX (Premier@gov.bc.ca)

To: s. 22

Cc: Transportation, Minister TRAN:EX (Minister.Transportation@gov.bc.ca)

Subject: 311298 - Vancouver Island Rail Corridor

Sent: 06/28/2022 22:50:17

Message Body:

Dear s. 22

Thank you for your email regarding the Island Rail Corridor. We appreciate your taking the time to share your thoughts and feedback with us.

On your behalf, we have shared a copy of your message with the Honourable Rob Fleming, Minister of Transportation and Infrastructure, for his review and consideration. Please be assured that your comments will be included in any related discussions going forward.

Thank you, again, for writing. It was good to hear from you.

cc: Honourable Rob Fleming

From: s. 22

Sent: June 27, 2022 8:33 AM

To: OfficeofthePremier, Office PREM:EX <Premier@gov.bc.ca>

Subject: Vancouver Island Rail Corridor

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Dear Premier,

The recent business case by the Island Corridor Foundation is a good start to having passenger service running again on the E&N.

If the cost is shared by the Province and the Federal Government, it would be the equivalent to 1km of Skytrain from each level of government.

An agreement mainly with the Snaw Naw As would be required and this would be a cost over and above the business plan, but a resolution with the Snaw Naw As is needed regardless.

Even if the tracks need to be rerouted around the reserve, the total cost would be far less than adding 2 bus lanes to the highway.

I hope the government will consider funding the upgrades to the E&N.

Thank you for your time.

Sincerely

s. 22

From: Thomson, Sarah C PREM:EX (Sarah.Thomson@gov.bc.ca)
To: Writing Services, Transportation TRAN:EX (Transportation.WritingServices@gov.bc.ca)
Subject: 311323 - Island rail
Sent: 06/27/2022 22:17:56
Message Body:

Afternoon,

Sharing with TRAN as an FYI. PO filed no acknowledgment sent.

Thanks,
Sarah Thomson (She/Her)
Correspondence Officer | Office of the Premier
P: 250-704-3065

-----Original Message-----

From: s. 22
Sent: June 23, 2022 1:52 PM
To: OfficeofthePremier, Office PREM:EX <Premier@gov.bc.ca>
Subject: Island rail

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

I want to express my support for restoring island rail service. As a senior citizen it would be a wonderful way to travel. I grew up with trains and although I have driven, flown and travelled by bus for thousands of miles, I believe rail is the most cost effective and least damaging form of travel.
Sent from my iPhone

s. 22

From: s. 22
Sent: June-04-22 3:44 PM
To: 'OfficeofthePremier, Office PREM:EX'; 'kevin.falcon@bcliberals.com'; 'ellis.ross.MLA@leg.bc.ca'
Cc: 'melanie.mark.mla@leg.bc.ca'
Subject: Rail line restoration on Vancouver Island

<https://www.mycowichanvalleynow.com/71034/news/icf-releases-business-case-for-full-restoration-of-rail-service-on-vancouver-island/?fbclid=IwAR2BsEc8KL4JDIYIAIEQooyWHHOGJAJhPBAIjDxzwoHhhxPZY5rUB7EjyaQ>

Good Day,

I have attached a link to the recent article in the Cowichan Valley News with regards to full restoration of Rail service on Vancouver Island.

As a life resident and tax payer on Vancouver Island, I support this idea 100%. And there is a "Business Case"!

Travel to Victoria is and has been a disaster for years and is bound to get worse as the island continues to grow.

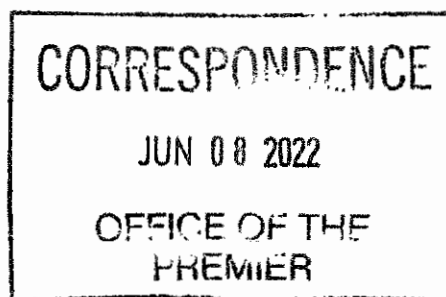
I would love the idea of rail coming to Port Alberni but can't see that ever happening, so for now, I put my energy into Rail travel from Victoria to Duncan and then to Courtenay! I would gladly travel to Duncan to catch the rail to Victoria!

A rail line would be a huge legacy for you to put your thumb on John Horgan.

I do not support the estimated one billion headed for your silly museum rebuild and restoration project that isn't even on paper yet!!!

Your Truly,

s. 22



04/06/2022

s. 22

2206070538



3716 V7B

John Horgan
Office of the Premier
Po Box 9041
Stn Prov Govt
Victoria BC
V8W 9E1



INFORMATION BRIEFING NOTE

DATE: July 6, 2022

PREPARED FOR: Honourable Rob Fleming, Minister of Transportation and Infrastructure

ISSUE: Island Rail Corridor Next Steps

PURPOSE: Provide update and confirm action Plan to March 2023

BACKGROUND:

The ministry completed a condition assessment of the Island Rail Corridor in April 2020. The Island Corridor Foundation (ICF) subsequently completed their own business plan in May 2022. The table below compares key aspect of each study.

	Costs including: Restoring 2011 Service levels: Langford to Courtney Commuter Service: Victoria to Langford (including rolling stock) Freight Service: Nanaimo to Port Alberni	Ridership / Freight	Key Assumptions
2020 Condition Assessment (MoTI)	\$1.3 billion (2020 dollars) including 50% contingency This includes ~\$595 million to introduce commuter rail service between Victoria and Langford	West Shore to Victoria: 656 riders / day * Victoria to Courtney: ~850 riders / day No freight assessment.	Over \$50M was allocated in budget for accommodations MoTI assumed \$50M in property acquisition between Langford and Victoria to operate commuter service
2022 Business Plan (ICF)	\$431 million (2022 dollars) contingencies unclear / limited	4,000 car loads per year (50% of pre 2002 peak freight movement) Modal shift up to 10%	No budget for First Nations accommodations or property acquisition

**Note: South Island Transportation Strategy noted over 11,000 existing transit riders along Highway 1 between Langford and Victoria there forecasted commuter train ridership ~5%.*

Historical freight operations on the corridor included:

- For years 1988 and 1989, when CP Rail operated the line, there was in the order of 7,000 carloads per year. Half of these carloads were forest products related.
- Post 1989, carloads averaged 8,000 per year until 2002. The major shipper was Catalyst Paper's Port Alberni Mill. In 2002, Catalyst shifted from rail to truck, with rail traffic dropping to 900 carloads per year.



- The suspension of rail service outside Nanaimo remains in effect and traffic is limited to cars that can be delivered to destination in the Nanaimo area or cars that can be transloaded to truck at transload facilities located at the Nanaimo rail yard and then taken by highway to their destination. Despite the suspension of service, the Southern Railway of Vancouver Island has managed to increase shipments to approximately 1,200 carloads per year.

The ministry's condition assessment included a review of most bridges within the existing rail corridor. In the segment between Langford and Duncan (parallel to the Malahat), the overall condition of the bridges are poor and a significant level of investment would be required to rehabilitate the structures to a load carrying capacity. Further investigation is required to determine if the structures could be rehabilitated for the purposes of carrying vehicle traffic in the event of a long duration closure of the Malahat. Furthermore, the existing rail tracks would need to be removed, and hard surfaced, as well as numerous other safety upgrades on the corridor to mitigate the risk to errant vehicles. A fulsome technical review of the feasibility and cost could be initiated this summer and completed by late 2022, if desired.

FIRST NATION AND STAKEHOLDER ENGAGEMENT:

The Snaw-Naw-As First Nation was given liberty to bring this matter back to the court if Canada does not approve funding for that segment of the corridor through the Reserve within 18 months (March 2023) to enforce the right of reversion. A funding decision for rail purposes is not anticipated by March 2023. In addition to the Snaw-Naw-As First Nation, the rail corridor bi-sects 6 other reserves (Figure 1).

MoTI has confirmed that staff from Transport Canada have received the business case and are preparing a memo to Minister Alghabra. Staff will be recommending sending a letter to MRF to ask for provincial views and further discussion.

The ministry has been advised that the ICF Board has provided direction to their staff to:

- Engage in a community consultation process to solicit views of FN and local government as to appropriate use of the corridor lands.
- Engage in a community consultation process to solicit views from potentially interested parties for alternate or compatible uses of the corridor.
- Develop a plan for non-rail use for appropriate sections of the corridor based on engagement with FN, local government and community groups and as contingency in the event funding isn't secured for the restoration of rail service.
- Investigate and develop a strategy for the removal of rail lines in the case of non-rail corridor use and options for recovering the costs through external sources.
- Develop and present proposed amendments to the Articles and By-Laws on the ICF, if necessary, based on FN consultation, local government, and community engagement.
- Meet with the Provincial government and Federal government to secure funding for rail upgrades where feasible or to support alternate uses.



The ministry has a meeting with the CEO of the ICF on July 6 at 10am.

The Capital Regional District Transportation Committee met on June 15, 2022, to discuss heightened advocacy for the protection of the corridor. Staff indicated that they expect the full Board to pass a motion to send a letter to Minister Fleming with respect to their ongoing advocacy. Ministry staff have provided a contact to the CRD for Transport Canada to further discuss this file.

LEGAL CONSIDERATIONS:

s. 14



DECISIONS REQUIRED:

s. 13



Attachment:

1. Timeline to March 2023
2. Island Corridor Rail Maps

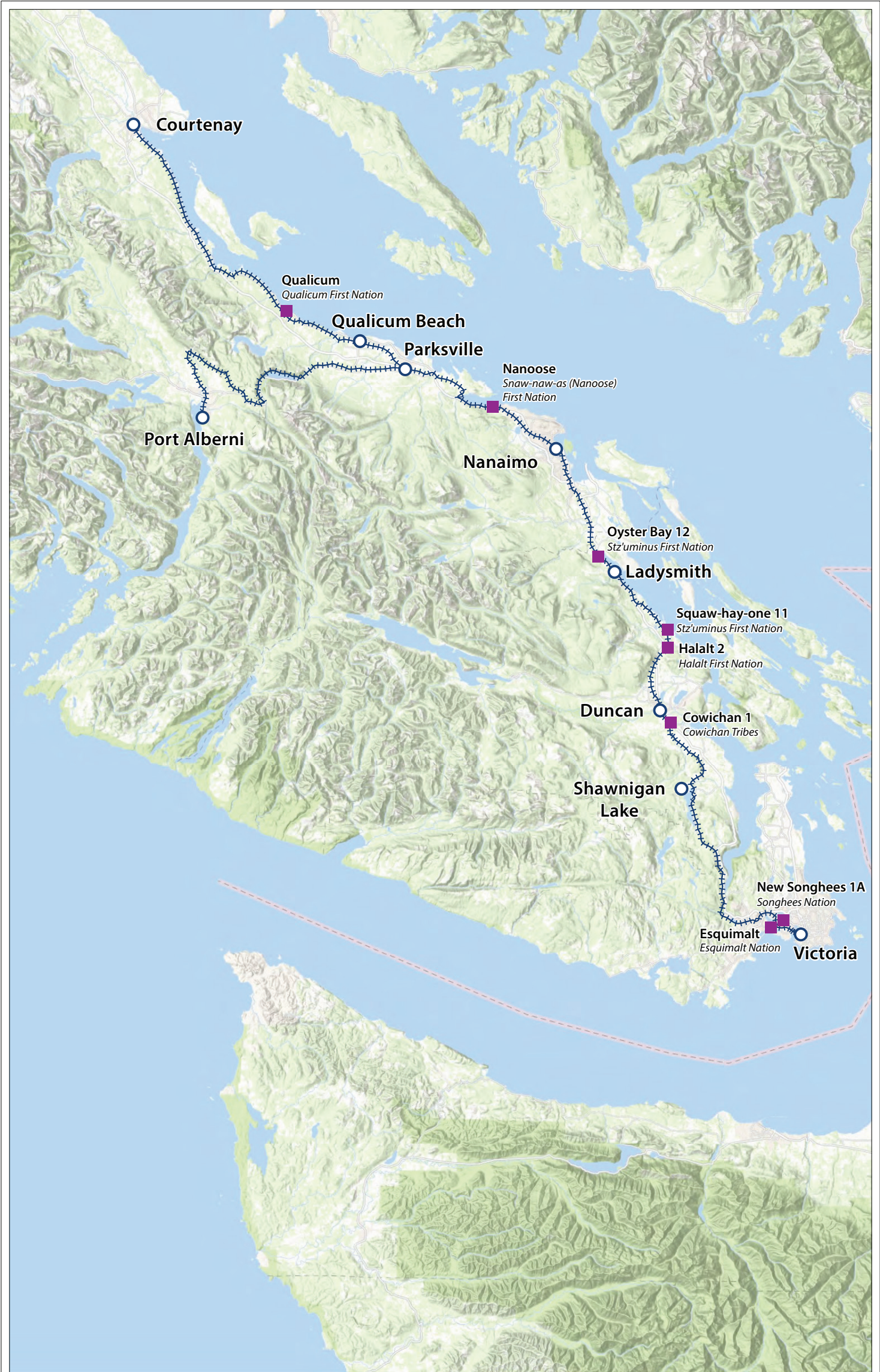
PREPARED BY:	REVIEWED BY:	DATE:
Janelle Staite, P.Eng. Deputy Director, South Coast Region	Kevin Richter, Associate DM Highways and Regional Services Division	22-Jul-5
Bob Steele, Director, Partnerships Development Policy & Legislation Branch	Reg Bawa, ADM Policy, Programs and Partnerships Division	22-Jul-5
	Heather Hill, ADM & EFO Finance and Risk Management Division	-
	Kevin Volk, A/Deputy Minister	22-Jul-5



ATTACHMENT 1: Timeline to March 2023

s. 13

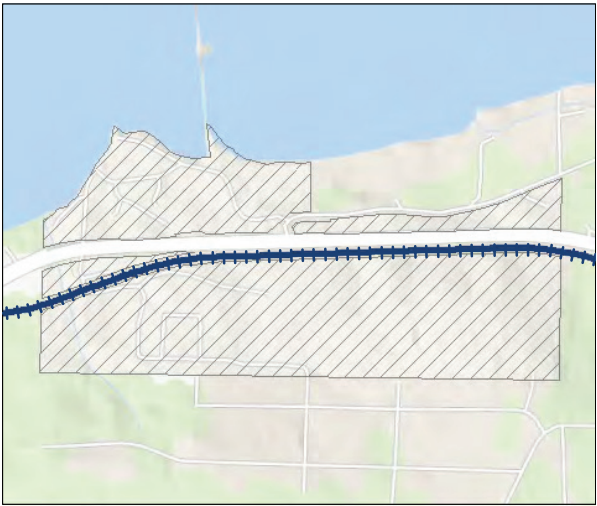
Island Rail Corridor Overview Map



Island Rail Corridor Overview Map - Insets



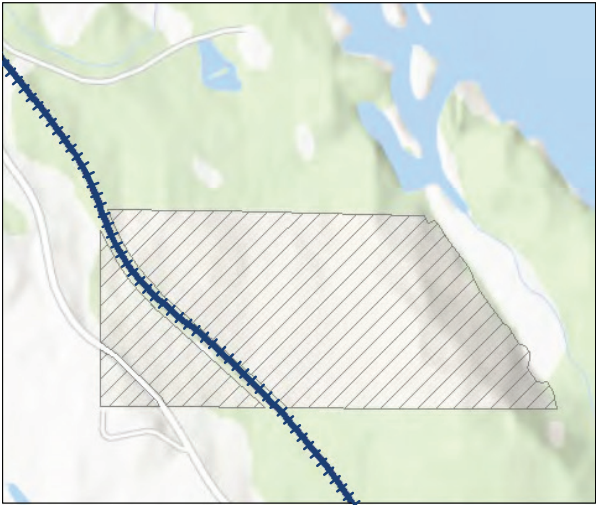
Qualicum – adjacent does not bisect
Qualicum First Nation



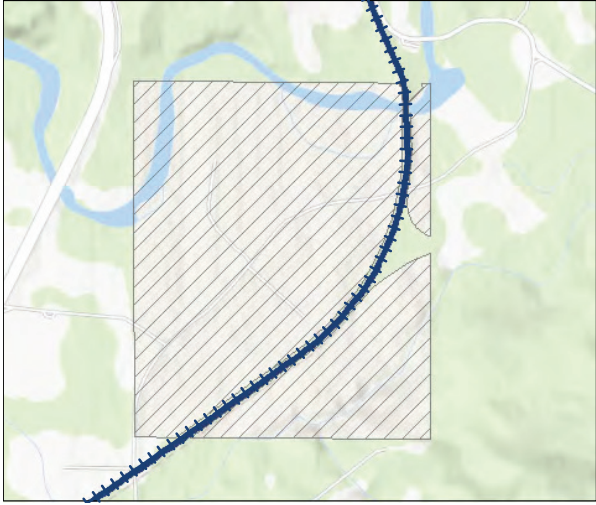
Nanoose – 1,429.3 metres bisected
Snaw-naw-as (Nanoose) First Nation



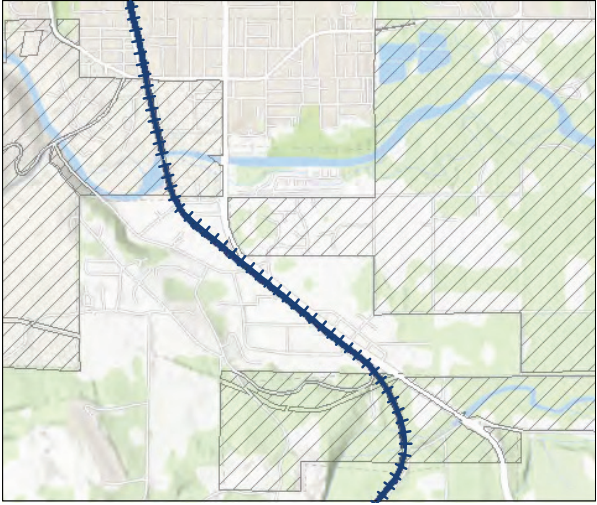
Oyster Bay 12 – 1,231.9 metres bisected
Stz'uminus First Nation



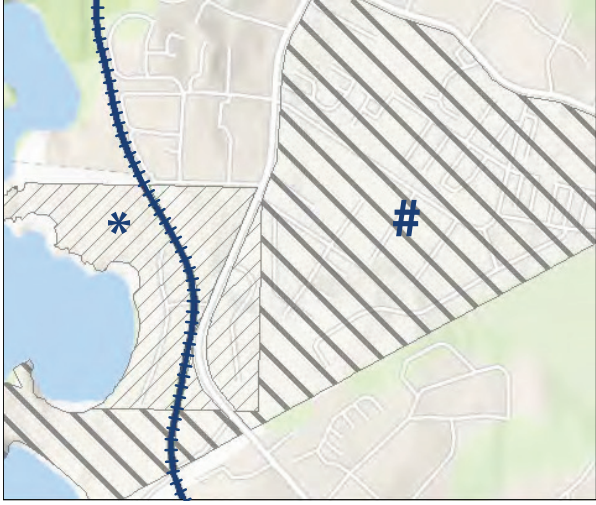
Squaw-hay-one 11 – 550.3 metres bisected
Stz'uminus First Nation



Halalt 2 – 1,536.4 metres bisected
Halalt First Nation



Cowichan 1 – 720.9 metres bisected
Cowichan Tribes



* Esquimalt – 554.4 metres bisected
Esquimalt Nation

New Songhees 1A – 145.6 metres bisected
Songhees Nation

From: Fleming.MLA, Rob LASS:EX (Rob.Fleming.MLA@leg.bc.ca)
To: Transportation, Minister TRAN:EX (Minister.Transportation@gov.bc.ca)
Subject: 311686 - Another sky train ???
Sent: 07/14/2022 18:12:38
Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

-----Original Message-----

From: s. 22
Sent: July 14, 2022 10:59 AM
To: Fleming.MLA, Rob <Rob.Fleming.MLA@leg.bc.ca>
Subject: Another sky train ???

Hello and I would love to start by saying that we truly wish Rob Fleming would run to be the next premier as we believe in all you do and all you stand for we believe you would be a great premier.

Now that being said we do want to send this message to again ask why??? Why is it that another sky train is being added to Vancouver why is it that Surrey Langley gets a sky train and Vancouver island the capital city Victoria still struggles with transportation corridors that are constantly shut down and it literally immobilizes the island when there is a perfectly good railway corridor that just needs upgrading.? Why is it that again the government continues to add infrastructure that does help busses move but that doesn't change the fact that if the Transcanada highway has an accident on the Malahat there is almost no way around and in fact if it is the middle of the night there isn't I remember last year when the road got washed out even those who took the long back logging roads to get around ended up getting turned around because of trees falling and a couple of accidents as that is not a safe alternative and the ferry that runs between Mill Bay and Brentwood Bay shuts down at like 6 pm can only hold about 15 cars and Brentwood Bay is not designed to have hundreds of cars lining the street to get down to the dock.

The railway corridor would be a safe and effective mode of transportation and although I know it needs an upgrade of the tracks themselves the cost will be made up for with the use I'm sure. I know when I was a child the dayliner used to travel up then down but if we had a train that started up even in Nanaimo and came down in the morning then back up to Nanaimo then back down it could potentially time wise make the trip 4 or 5x and would eliminate probably a thousand cars a day especially with stops in different municipalities along the way, I know if I had to go into town from Westshore I would absolutely leave my car at home and take the train in and bus home if the train wasn't to be back for a while.

s. 22

s. 22

so this is where we found something somewhat affordable. With housing costs being what they are more families are having to move up island more than commute I believe that by fixing up the railway corridor and bringing back that train it would help many people get off the road and isn't that also the goal of this government to see less vehicle traffic. I ask you Mr. Fleming what can you tell me about this, is anything being considered is this corridor not even worth this government's time or does the mainland just always take precedence over Victoria?

Aside from this we do believe the NDP is doing a great job please keep up the good work, and again it saddens us about Horgan leaving but we believe you would make a great premier and we've voted for NDP the last 3 elections because you were in our riding. Thankyou

s. 22

From: s. 22

To: Transportation, Minister TRAN:EX (Minister.Transportation@gov.bc.ca)

Subject: 311719 - Island Corridor Train

Sent: 07/16/2022 16:49:50

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Dear sir, I am hoping you are supporting the return of train travel to Vancouver Island.

s. 22

I was able to easily travel from the Powell River

ferry to the train in Courtenay and down to Victoria. My young nieces were able to visit us that way.

s. 22

It is shameful, regressive thinking that

allowed the train tracks to rot. This is an opportunity to re-create a modern system that we could be proud of. It would benefit many, many people and communities on the island.

There is currently no alternate route out of greater Victoria in the case of disaster, or traffic accidents on the Malahat. The Mill Bay ferry doesn't fill the need. The train would provide an alternative.

As I age, I am including rail travel much more in my travels. A railline on the island would be a draw for tourists – and more environmentally friendly than having them driving up and down the island

Please settle whatever land issues are in the way, and support rebuilding the lines.

s. 22

From: Dawn Sheppard (Dsheppard@crd.bc.ca)

To: Transportation, Minister TRAN:EX (Minister.Transportation@gov.bc.ca)

Cc: CRD Chair (crdchair@crd.bc.ca); CRDBoard (crdboard@crd.bc.ca); Robert Lapham (rlapham@crd.bc.ca); Kevin Lorette (klorette@crd.bc.ca)

Subject: 311728 - Letter from CRD Board Chair Colin Plant Regarding Vancouver Island Rail Corridor

Sent: 07/15/2022 19:20:32

Attachments: image001.png, 2022-07-15OutgoingLetterToMinisterFlemingVancouverIslandRailCorridor (002).pdf

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Dear Minister Fleming:

Please find enclosed a letter from Capital Regional District Board Chair, Colin Plant regarding the Vancouver Island Rail Corridor.

Dawn Sheppard | Executive Services Advisor

Executive Services | Capital Regional District

625 Fisgard Street, Victoria, BC V8W 1R7

T: 250.360.5972 | F: 250.360.3130

www.crd.bc.ca | [Facebook](#) | [Twitter](#) | [Instagram](#) | [LinkedIn](#)

This message is intended only for the use of the individual or entity named above, and may contain information that is privileged, confidential or exempt from disclosure under applicable law. If you are not the intended recipient or their employee or agent responsible for receiving the message on their behalf your receipt of this message is in error and not meant to waive privilege in this message. Please notify us immediately, and delete the message and any attachments without reading the attachments. Any dissemination, distribution or copying of this communication by anyone other than the intended recipient is strictly prohibited. Thank you. Please consider the environment before printing this email. This message is intended only for the use of the individual or entity named above, and may contain information that is privileged, confidential or exempt from disclosure under applicable law. If you are not the intended recipient or their employee or agent responsible for receiving the message on their behalf your receipt of this message is in error and not meant to waive privilege in this message. Please notify us immediately, and delete the message and any attachments without reading the attachments. Any dissemination, distribution or copying of this communication by anyone other than the intended recipient is strictly prohibited. Thank you. Please consider the environment before printing this email.

July 15, 2022

0400-20

The Honourable Rob Fleming
Minister of Transportation and Infrastructure
PO Box 9055 Stn Prov Govt
Victoria, BC V8W 9E2
Via email: Minister.Transportation@gov.bc.ca

Dear Minister Fleming:

RE: VANCOUVER ISLAND RAIL CORRIDOR

I write to request your assistance and engagement with the federal government on an important and time sensitive matter for the Province of British Columbia and the Capital Regional District (CRD).

As you are aware the Sanw-naw-as Nation is seeking the segment of the Island Rail corridor that passes through their reserve to revert to the Nation as the corridor is currently not actively being used for railway purposes. The BC Court of Appeal has given Canada until March 2023 to determine its' intent for the corridor before the Nation can return to court to enforce its right of reversion. The Island Rail corridor is an approximately 295km rail corridor owned by the Island Corridor Foundation (ICF). ICF is ultimately responsible for infrastructure maintenance and repair along the corridor to restore rail service to Vancouver Island.

At the request of ICF and with the unanimous support of the CRD Board, we are encouraging the federal government to meet with the province, the Island Corridor Foundation and the CRD to update us on the federal position on this issue. The CRD Board believes protection of this important historic corridor is paramount at this time and a commitment of federal and provincial funding is urgently needed to signal that the senior governments are determined to protect the rail corridor and see that the line is restored.

At the CRD Board meeting on July 13, 2022, the Board supported the Island Corridor Foundation request that the federal and provincial governments work together to create a multi-disciplinary team, reflecting all interests, to protect the corridor and advance rail transportation on Vancouver Island. The ICF and the CRD Board also request that the federal and provincial government equitably settle indigenous claims within and along the island rail corridor.

I have written to the Honourable Omar Alghabra, Minister of Transportation regarding this issue and ask for your assistance in ensuring federal engagement.

As CRD Chair I will commit to speaking with the other regional districts that have an interest in the corridor across Vancouver Island, encouraging them to attend any meetings the federal and provincial governments initiate.

Thank you for your consideration.

Please feel free to contact me at any time, by email crdchair@crd.bc.ca or phone 250-514-1439 or to coordinate a meeting please contact Carolyn Jenkinson, Manager, Executive Administration by email cjenkinson@crd.bc.ca or phone 250-360-3125.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Colin Plant', with a stylized, cursive script.

Colin Plant
Chair, Capital Regional District Board

Attachment:

cc: CRD Board
Robert Lapham, Chief Administrative Officer, CRD
Kevin Lorette, General Manager, Planning & Protective Services, CRD

From:

To: Colin Plant (colin.plant@saanich.ca); rebecca.mersereau@saanich.ca; mayor@viewroyal.ca; mayor@esquimalt.ca; susan.brice@saanich.ca; mayor@saanich.ca; Mayor (Lisa Helps) (mayor@victoria.ca); Ben Isitt (Councillor) (BIsitt@victoria.ca); oakbaymayor@oakbay.ca; ned.taylor@saanich.ca

Cc: Transportation, Minister TRAN:EX (Minister.Transportation@gov.bc.ca); Popham.MLA, Lana LASS:EX (Lana.Popham.MLA@leg.bc.ca); May, Elizabeth - Riding 1 (elizabeth.may.c1@parl.gc.ca)

Subject: 311755 - Regional Rail Services is Lowest and Worst Use of Corridor

Sent: 07/16/2022 23:07:07

Attachments: Reasons Regional Rail is Lowest and Worst Use of Former E&N Railway Corridor.pdf

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Dear CRD Chair and Directors

Kindly distribute the attached to all CRD Directors, my letter outlining reasons why regional rail as proposed by the ICF is the **lowest and worst use** of the former E&N railway corridor.

July 16, 2022

To: All Capital Regional District (CRD) Directors

Copy to: Rob Flemming, Minister of Transportation and Infrastructure, among others

Dear CRD Chair and Directors,

I do not support the Island Corridor Foundation (ICF) because there is **no business case** for restoring rail services on the former E&N rail line.

No business case for freight services because trains do not solve the problem of door to door delivery (to be fair, no business case for freight delivery over the Mahalt is proposed by the ICF).

No business case for commuter rail services, because a single line railway can only move approximately 475 passengers near downtown Victoria during rush hour.¹

And no business case for **regional rail services**, because the costs are prohibitive and the timetable grossly inconvenient.

In this letter I outline why **region rail services are the lowest and worst use of the corridor**.

Average Tariff too High

We own property in Shawnigan Lake the railway bisects. If the train were carried over Johnson Street bridge and was a little closer to my office, I would consider taking the train to commute provided it was less expensive than driving, and the commute time comparable.

However, according to ICF's May 2022 Initial Business Case, the average fee proposed for regional passenger rail services is \$20 each way.² This tariff is comparably prohibitive.

Cost Comparison

My gas car (2018 Mazda 3) does the 45 km commute to Victoria for about \$6 each way. My wife's electric car (2022 Mitsubishi Outlander) does the commute at pennies each way.

When 2 from the same household commute daily, the cost of 2 passengers using one car is halved while the cost of using the train doubles to at least \$80 per day - at least \$1600 per month based on a 20 day work week - arguably more costly than the average car payment, insurance, gas and parking combined.

¹ WSP Summary Report, *Island Rail Corridor Condition Assessment*. April 2020. Table 15 (pg 51)
https://www2.gov.bc.ca/assets/gov/driving-and-transportation/reports-and-reference/reports-and-studies/vancouver-island-south-coast/en-railway/ircca-report-2020/ircca-_summary_report_master_v13.pdf

² ICF Initial Business Case, May 2022, (pg 48)
[/www.islandrail.ca/wp-content/uploads/2022/05/Initial-Business-Case-FINAL.pdf](http://www.islandrail.ca/wp-content/uploads/2022/05/Initial-Business-Case-FINAL.pdf)

Unless passengers live on or near the line, trains do not solve the problem of parking, they just push that problem further up the line. Large parking lots would need to be constructed in bedroom communities, as passengers arriving by car to the train station would need to park somewhere. Daily parking fees will be charged. Parking lots will remain empty because few will ride the train because of the lack of convenience.

Lack of Convenience

According to ICF's May 2022 Business Plan, the travel time by vehicle from Mill Bay to Victoria is between 44 and 66 minutes (pg 12); ICF's predicts the same trip could take 87 to 144 minutes by 2038, is not supported by the data which indicates Mahalt vehicle traffic volumes have in fact decreased.³ It is unclear if the decrease in vehicle traffic on the Malahat is a result of improvements to the Malahat, or because of carpooling, buses, or because more people are now working from home, or all of the above. As mentioned, ICF's Initial Business Case does not propose to move freight over the Malahat so there would be no reduction in truck transportation on the Malahat under ICF's plan.

According to ICF's Timetable from their May 2022 Business Plan (pg 37), the train leaves Shawnigan Lake at 8:37 AM and arrives in Victoria at 9:44 AM - a 67 minute commute. The Timetable is not convenient and will not work for many commuters because, typically, offices open between 8:00 and 9:00 AM.

The railway line is no longer carried over the Johnson Street Bridge. The end of the line is at the E&N Roadhouse, 253 Esquimalt Road. For myself, this is 2 km away from my office, about a 26 minute walk according to GoogleMaps.

I would not use regional rail services because it would be too expensive, inconvenient, and would never get me to the office in time.

The way of the future for commuters is electric cars and buses. I note, *Electric Busses are Coming to Victoria*, as reported by BC Transit Communications, May 24, 2022.⁴

The **highest and best use** of the corridor is a connected, regional rail system as proposed by FORT-VI.

Sincerely,

Russell Lyon, CPA, CMA

2664 Heald Road, Shawnigan Lake

% 1191 Maplegrove Place

Saanich, V8Y 3B9

250-882-9146

³ Victoria Transit Policy Institute. *Rethinking Malahat Solutions*, 30 May 2022, Todd Litman. Figure 5, pg 5.

⁴ <https://www.bctransit.com/cowichan-valley/news?nid=1529717752527>

From: Lisa Gentry (Lisa.Gentry@campbellriver.ca)

To: omar.alghabra@parl.gc.ca; _Airport (airport@campbellriver.ca); OfficeofthePremier, Office PREM:EX (Premier@gov.bc.ca); Transportation, Minister TRAN:EX (Minister.Transportation@gov.bc.ca)

Cc: mayorscreech@viewroyal.ca

Subject: 311791 - Letter of Support for the Island Rail Corridor.

Sent: 07/20/2022 19:14:29

Attachments: image001.png, Min Alghabra Fleming Premier Horgan LoS re Island Corridor w attachment 20 July 2022.pdf

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Hello Minister Alghabra, Premier Horgan and Minister Fleming,

Please find attached a letter sent on behalf of City of Campbell River Council.

I will not send a paper copy unless you request it.

Thank you,

Lisa

LISA GENTRY

Executive Assistant

City of Campbell River

Tel: 250.286.5708

Fax: 250.286.5760

Email: <mailto:lisa.gentry@campbellriver.ca>

I acknowledge we are on the territory of the Laich-Kwil-Tach people of the Wei Wai Kum and We Wai Kai First Nations.



City of Campbell River

From the Office of the Mayor

20 July 2022

The Honourable Omar Alghabra, Minister of Transport of Canada
The Honourable John Horgan, Premier of British Columbia
The Honourable Rob Fleming, Minister of Transportation & Infrastructure of British Columbia

Dear Minister Alghabra, Premier Horgan and Minister Fleming:

Via email: omar.alghabra@parl.gc.ca
premier@gov.bc.ca
Minister.Transportation@gov.bc.ca

Letter of Support for the Island Rail Corridor

At the June 27 meeting, City of Campbell River Council was pleased to receive a copy of the Town of View Royal's resolution, which was sent to all of you.

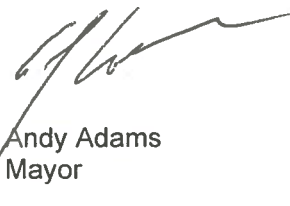
The City of Campbell River shares View Royal's view that the Island Corridor would be a valuable, significant source of transportation for much of Vancouver Island's population and supports their initiative to lobby the Provincial and Federal governments to reinstate the rail service.

City of Campbell River Council agrees that restoring this significant infrastructure would provide environmental, social and economic benefit to Vancouver Island, while reducing vehicle pollution and highway wear through our communities.

We further encourage you to extend the railway beyond its existing rights of way to Campbell River, which is the gateway to the North Island, both north and west. This extension would best serve the North Island population and economy, as per the original plan.

Thank you.

Sincerely,



Andy Adams
Mayor

Attachment: Town of View Royal 'Support for Island Rail Corridor' letter dated June 21, 2022

C: His Worship David Screech, Mayor of the Town of View Royal



TOWN OF VIEW ROYAL

45 View Royal Avenue, Victoria, BC, Canada V9B 1A6

Ph. 250-479-6800 • Fx. 250-727-9551 • E. info@viewroyal.ca • www.viewroyal.ca

June 21, 2022

Hon. Omar Alghabra, Minister of Transport of Canada
Hon. John Horgan, Premier of British Columbia
Hon. Rob Fleming, Minister of Transportation & Infrastructure of British Columbia
Capital Regional District Councils

Dear Minister Alghabra, Premier Horgan, Minister Fleming, and Capital Regional District Councils,

Re: Support for Island Rail Corridor

At the Regular Meeting of Council on June 7, 2022, Town of View Royal Council passed the following resolution to be considered by UBCM at this year's convention:

WHEREAS the E&N Rail Corridor, now known as the Island Corridor, which has connected Vancouver Island communities, businesses and services for more than 135 years is at risk of being lost forever by March 15, 2023 without the financial support and commitments of the Provincial and Federal governments;

AND WHEREAS, because 80 per cent of Vancouver Island's population lives within five kilometres of the corridor, it presents viable options for commuter and inter-regional passenger rail, as well as strong economic opportunities for excursion and freight services that will reduce traffic congestion and greenhouse gas emissions;

THEREFORE BE IT RESOLVED that the UBCM call on the Provincial and Federal governments to commit to making the necessary investments to preserve the Island Corridor so that it can continue to connect communities, establish safe and environmentally sound passenger and freight rail service, and strengthen economies up, down, and across Vancouver Island.

Time is running out to ensure the preservation of this priceless asset on Vancouver Island, and we urge all to work together to protect this contiguous transportation corridor on Vancouver Island for the future.

We need to draw as much attention to this issue in the coming months as we possibly can and we ask for your support and help with this.

Sincerely,

David Screech
Mayor

cc. Island Corridor Foundation
Vancouver Island Municipalities



Recycled Paper

Note: Email response to mayorscreech@viewroyal.ca; copy jcochrane@viewroyal.ca.

July 22, 2022

His Worship
Mayor David Screech
Town of View Royal
45 View Royal Avenue
Victoria BC V9B 1A6

Reference: 311150

Dear Mayor Screech:

Re: Island Rail Corridor

Thank you for your letter of June 21, 2022, regarding the Island Rail Corridor.

I recognize that the Town of View Royal is keen to see the restoration of passenger and freight rail services along the corridor. As you likely know, there have been many studies looking at the viability of rail service on the Island Rail Corridor, which have identified that restoring any form of rail service would be very costly.

For the ministry to advance any project, it must be supported by a strong business case where the benefits to the public clearly outweigh the costs. On May 16, 2022, the [ICF released a business case](#) that proposes a mixed-use rail system with commuter service, interregional passenger service and freight operations. Ministry staff have provided some initial feedback to the ICF on its business plan, highlighting the importance of First Nations consultation and the need for an adequate contingency in the proposed costs. More discussion will be needed to determine the best way to proceed. We are also closely monitoring how the federal government responds to a BC Court of Appeal ruling related to sections of the corridor that bisect the Snaw-Naw-As First Nation Reserve.

Our goal remains to find the best use for the Island Rail Corridor, as well as to support First Nations interests in these discussions.

.../2

Should you have any questions or wish to share further information, please do not hesitate to contact Janelle Staite, the ministry's Regional Deputy Director for the South Coast Region. She can be reached at 250 751-3282 or Janelle.Staite@gov.bc.ca and would be pleased to assist you.

Thank you again for taking the time to write.

Sincerely,

Original Signed By:

Rob Fleming
Minister

Copy to: Premier John Horgan

Janelle Staite, Deputy Director
South Coast Region

From: Transportation, Minister TRAN:EX (minister.transportation@gov.bc.ca)
To: mayorscreech@viewroyal.ca
Cc: jcochrane@viewroyal.ca; OfficeofthePremier, Office PREM:EX (Premier@gov.bc.ca); Staite, Janelle A TRAN:EX (Janelle.Staite@gov.bc.ca)
Bcc: TRAN SCR CORR TRAN:EX (TRANSCR@gov.bc.ca)
Subject: 311150 - Island Rail Corridor
Sent: 07/22/2022 16:13:23
Attachments: 311150 Response.pdf, 311150 - Support for Island Rail Corridor.msg
Message Body:

His Worship

Mayor David Screech

Town of View Royal

mayorscreech@viewroyal.ca

311150 - Island Rail Corridor

Dear Mayor Screech:

Please find attached correspondence from the Honourable Rob Fleming, Minister of Transportation and Infrastructure.

Sincerely,

Office of the Minister

Ministry of Transportation and Infrastructure



July 22, 2022

His Worship
Mayor David Screech
Town of View Royal
45 View Royal Avenue
Victoria BC V9B 1A6

Reference: 311150

Dear Mayor Screech:

Re: Island Rail Corridor

Thank you for your letter of June 21, 2022, regarding the Island Rail Corridor.

I recognize that the Town of View Royal is keen to see the restoration of passenger and freight rail services along the corridor. As you likely know, there have been many studies looking at the viability of rail service on the Island Rail Corridor, which have identified that restoring any form of rail service would be very costly.

For the ministry to advance any project, it must be supported by a strong business case where the benefits to the public clearly outweigh the costs. On May 16, 2022, the [ICF released a business case](#) that proposes a mixed-use rail system with commuter service, interregional passenger service and freight operations. Ministry staff have provided some initial feedback to the ICF on its business plan, highlighting the importance of First Nations consultation and the need for an adequate contingency in the proposed costs. More discussion will be needed to determine the best way to proceed. We are also closely monitoring how the federal government responds to a BC Court of Appeal ruling related to sections of the corridor that bisect the Snaw-Naw-As First Nation Reserve.

Our goal remains to find the best use for the Island Rail Corridor, as well as to support First Nations interests in these discussions.

.../2

Should you have any questions or wish to share further information, please do not hesitate to contact Janelle Staite, the ministry's Regional Deputy Director for the South Coast Region. She can be reached at 250 751-3282 or Janelle.Staite@gov.bc.ca and would be pleased to assist you.

Thank you again for taking the time to write.

Sincerely,

A handwritten signature in blue ink, appearing to read "Rob Fleming".

Rob Fleming
Minister

Copy to: Premier John Horgan

Janelle Staite, Deputy Director
South Coast Region

July 26, 2022

s. 22

311262 - Island Rail Corridor

Dear s. 22

Premier John Horgan asked me to respond on his behalf to your thoughtful comments regarding the Island Rail corridor.

The provincial government recognizes people want more options to travel without a vehicle, and we too see the potential of the rail corridor.

As you may know, the Island Corridor Foundation (ICF) owns the land and the rail line. The provincial government has continued to work with the ICF and with local First Nations and decision makers to explore the best option for this corridor moving forward. Our goal remains to find the best use for the Island Rail Corridor, as well as to support First Nations interests in these discussions.

For the ministry to advance any project, it must be supported by a strong business case where the benefits to the public clearly outweigh the costs. On May 16, 2022, the [ICF released a business case](#) that proposes a mixed-use rail system with commuter service, interregional passenger service and freight operations. Ministry staff have provided some initial feedback to the ICF on its business plan, highlighting the importance of First Nations consultation and the need for an adequate contingency in the proposed costs. More discussion will be needed to determine the best way to proceed. We are also closely monitoring how the federal government responds to a BC Court of Appeal ruling related to sections of the corridor that bisect the Snaw-Naw-As First Nation Reserve.

I have shared your email with ministry staff involved in this work for their information. You may also wish to share your ideas with the ICF through its [online comment submission form](#).

Thank you for taking the time to write.

Sincerely,

Sent Via Email

Rob Fleming
Minister

Copy to: Premier John Horgan

310683

From: Transportation, Minister TRAN:EX (Minister.Transportation@gov.bc.ca)
To: s. 22
Cc: OfficeofthePremier, Office PREM:EX (Premier@gov.bc.ca)
Bcc: TRAN SCR CORR TRAN:EX (TRANSCR@gov.bc.ca)
Subject: 311262 - Island Rail Corridor
Sent: 07/26/2022 15:26:06
Message Body:

s. 22

311262 - Island Rail Corridor

Dear s. 22

Premier John Horgan asked me to respond on his behalf to your thoughtful comments regarding the Island Rail corridor.

The provincial government recognizes people want more options to travel without a vehicle, and we too see the potential of the rail corridor.

As you may know, the Island Corridor Foundation (ICF) owns the land and the rail line. The provincial government has continued to work with the ICF and with local First Nations and decision makers to explore the best option for this corridor moving forward. Our goal remains to find the best use for the Island Rail Corridor, as well as to support First Nations interests in these discussions.

For the ministry to advance any project, it must be supported by a strong business case where the benefits to the public clearly outweigh the costs. On May 16, 2022, the [ICF released a business case](#) that proposes a mixed-use rail system with commuter service, interregional passenger service and freight operations. Ministry staff have provided some initial feedback to the ICF on its business plan, highlighting the importance of First Nations consultation and the need for an adequate contingency in the proposed costs. More discussion will be needed to determine the best way to proceed. We are also closely monitoring how the federal government responds to a BC Court of Appeal ruling related to sections of the corridor that bisect the Snaw-Naw-As First Nation Reserve.

I have shared your email with ministry staff involved in this work for their information. You may also wish to share your ideas with the ICF through its [online comment submission form](#).

Thank you for taking the time to write.

Sincerely,

Rob Fleming

Minister

Copy to: Premier John Horgan

From: Carolyn Jenkinson (cjenkinson@crd.bc.ca)
To: Transportation, Minister TRAN:EX (Minister.Transportation@gov.bc.ca)
Subject: 311728 B - REVISED Letter from CRD Board Chair Colin Plant Regarding Vancouver Island Rail Corridor
Sent: 07/22/2022 18:09:42
Attachments: image001.png, 2022-07-15RevisedOutgoingLetterToMinisterFlemingVancouverIslandRailCorridor.pdf
Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Dear Minister Fleming:

Please find attached a revised version of the letter originally sent on July 15, 2022 from Capital Regional District Board Chair Colin Plant which corrects the spelling of the Snaw-Naw-As Nation. Our sincere apology for this error.

Many thanks,

Carolyn Jenkinson | Manager, Executive Administration
Office of the CAO and Board Chair | Capital Regional District
625 Fisgard Street, Victoria, BC V8W 1R7
T: 250.360.3125 | C: 250.589.2026 | F: 250.360.3130
www.crd.bc.ca | [Facebook](#) | [Twitter](#) | [Instagram](#) | [LinkedIn](#)

From: Dawn Sheppard
Sent: Friday, July 15, 2022 12:21 PM
To: minister.transportation@gov.bc.ca
Cc: CRD Chair <crdchair@crd.bc.ca>; CRDBoard <crdboard@crd.bc.ca>; Robert Lapham <rlapham@crd.bc.ca>; Kevin Lorette <klorette@crd.bc.ca>
Subject: Letter from CRD Board Chair Colin Plant Regarding Vancouver Island Rail Corridor

Dear Minister Fleming:

Please find enclosed a letter from Capital Regional District Board Chair, Colin Plant regarding the Vancouver Island Rail Corridor.

Dawn Sheppard | Executive Services Advisor
Executive Services | Capital Regional District
625 Fisgard Street, Victoria, BC V8W 1R7
T: 250.360.5972 | F: 250.360.3130
www.crd.bc.ca | [Facebook](#) | [Twitter](#) | [Instagram](#) | [LinkedIn](#)

This message is intended only for the use of the individual or entity named above, and may contain information that is privileged, confidential or exempt from disclosure under applicable law. If you are not the intended recipient or their employee or agent responsible for receiving the message on their behalf your receipt of this message is in error and not meant to waive privilege in this message. Please notify us immediately, and delete the message and any attachments without reading the attachments. Any dissemination, distribution or copying of this communication by anyone other than the intended recipient is strictly prohibited. Thank you. Please consider the environment before printing this email. This message is

intended only for the use of the individual or entity named above, and may contain information that is privileged, confidential or exempt from disclosure under applicable law. If you are not the intended recipient or their employee or agent responsible for receiving the message on their behalf your receipt of this message is in error and not meant to waive privilege in this message. Please notify us immediately, and delete the message and any attachments without reading the attachments. Any dissemination, distribution or copying of this communication by anyone other than the intended recipient is strictly prohibited. Thank you. Please consider the environment before printing this email.



Making a difference...together

Executive Office
PO Box 1000, 625 Fisgard St
Victoria, BC. V8W 2S6

T: 250.360.3125
F: 250.360.3076
www.crd.bc.ca

July 15, 2022

0400-20

The Honourable Rob Fleming
Minister of Transportation and Infrastructure
PO Box 9055 Stn Prov Govt
Victoria, BC V8W 9E2
Via email: Minister.Transportation@gov.bc.ca

Dear Minister Fleming:

RE: VANCOUVER ISLAND RAIL CORRIDOR

I write to request your assistance and engagement with the federal government on an important and time sensitive matter for the Province of British Columbia and the Capital Regional District (CRD).

As you are aware the Snaw-Naw-As Nation is seeking the segment of the Island Rail corridor that passes through their reserve to revert to the Nation as the corridor is currently not actively being used for railway purposes. The BC Court of Appeal has given Canada until March 2023 to determine its' intent for the corridor before the Nation can return to court to enforce its right of reversion. The Island Rail corridor is an approximately 295km rail corridor owned by the Island Corridor Foundation (ICF). ICF is ultimately responsible for infrastructure maintenance and repair along the corridor to restore rail service to Vancouver Island.

At the request of ICF and with the unanimous support of the CRD Board, we are encouraging the federal government to meet with the province, the Island Corridor Foundation and the CRD to update us on the federal position on this issue. The CRD Board believes protection of this important historic corridor is paramount at this time and a commitment of federal and provincial funding is urgently needed to signal that the senior governments are determined to protect the rail corridor and see that the line is restored.

At the CRD Board meeting on July 13, 2022, the Board supported the Island Corridor Foundation request that the federal and provincial governments work together to create a multi-disciplinary team, reflecting all interests, to protect the corridor and advance rail transportation on Vancouver Island. The ICF and the CRD Board also request that the federal and provincial government equitably settle indigenous claims within and along the island rail corridor.

I have written to the Honourable Omar Alghabra, Minister of Transportation regarding this issue and ask for your assistance in ensuring federal engagement.

As CRD Chair I will commit to speaking with the other regional districts that have an interest in the corridor across Vancouver Island, encouraging them to attend any meetings the federal and provincial governments initiate.

Thank you for your consideration.

Please feel free to contact me at any time, by email crdchair@crd.bc.ca or phone 250-514-1439 or to coordinate a meeting please contact Carolyn Jenkinson, Manager, Executive Administration by email cjenkinson@crd.bc.ca or phone 250-360-3125.

Sincerely,

A handwritten signature in blue ink, appearing to read 'C. Plant', with a stylized flourish at the end.

Colin Plant
Chair, Capital Regional District Board

cc: CRD Board
Robert Lapham, Chief Administrative Officer, CRD
Kevin Lorette, General Manager, Planning & Protective Services, CRD

From: Fleming.MLA, Rob LASS:EX (Rob.Fleming.MLA@leg.bc.ca)
To: Transportation, Minister TRAN:EX (Minister.Transportation@gov.bc.ca)
Subject: 311867 - E&N Corridor/ICF Business Case
Sent: 07/25/2022 18:45:17
Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

From: s. 22
Sent: July 24, 2022 9:36 PM
To: Fleming.MLA, Rob <Rob.Fleming.MLA@leg.bc.ca>; Rankin.MLA, Murray <Murray.Rankin.MLA@leg.bc.ca>
Subject: E&N Corridor/ICF Business Case

Minister Rankin, I contact you as your constituent,
Minister Fleming, I contact you in your role as the Minister of Infrastructure,

s. 22 and I have twice previously contacted the legislature on this matter.

I implore you to act on the ICF business case for the E&N corridor as soon as possible.

I noted that progress on the E&N corridor is one of few remaining promises made during the election:
<http://www.cbc.ca/news/canada/british-columbia/bc-government-ndp-promise-tracker-1.4669968>

I am frustrated by the lack of use of the corridor. This weekend I took a rare drive toward Sooke and could not believe the congestion on the Trans Canada. Congestion which we all know will not be fixed by road upgrades and the resulting induced demand. I urge you and the government to spend the money required by the ICF's business plan to return passenger rail service by repairing the tracks.

Thank you!!

s. 22

Ginoux, Nelly MOTI:EX

From: s. 22
Sent: July 27, 2022 1:25 PM
To: Transportation, Minister TRAN:EX
Subject: 311925 - Mitigating the issues in Nanoose - Please Restore Island Rail

Follow Up Flag: Follow up
Flag Status: Completed

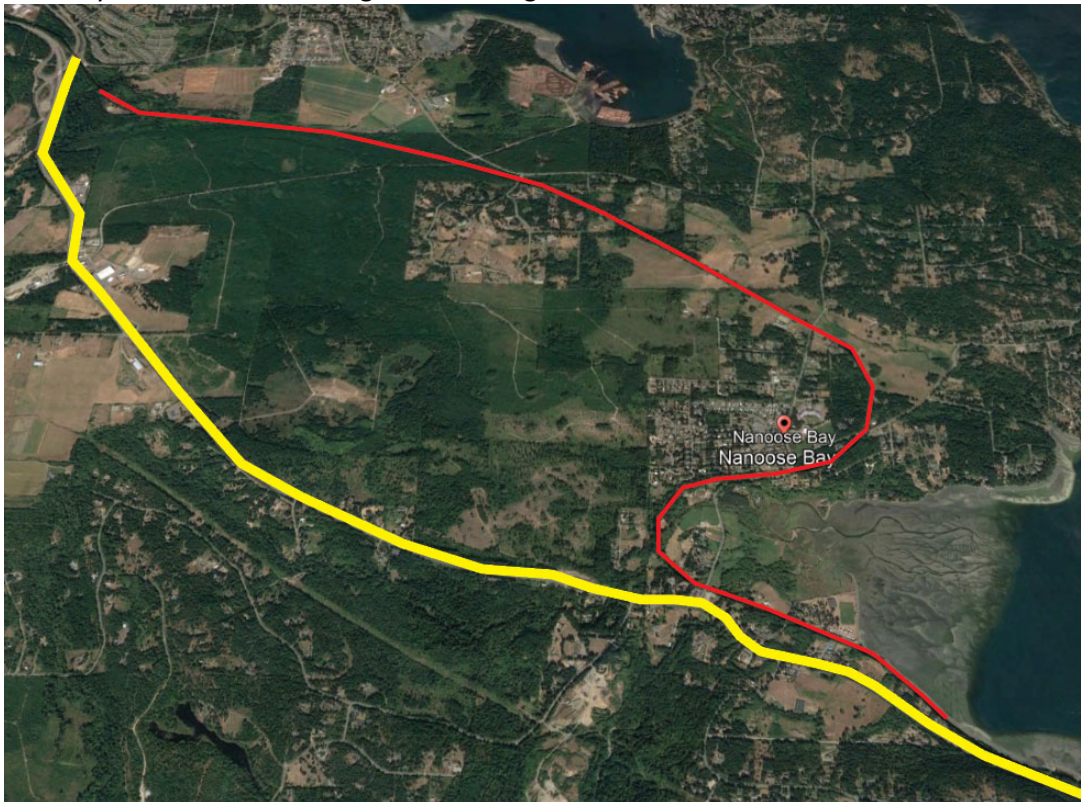
[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Good afternoon Honourable Rob Fleming,

I went to Nanoose recently and realized that the Shaw-Nah-As nation is likely not commercial development minded and probably don't want the beautiful land and views there looked at for development. I don't know all the details, nor do I intend to get my fingers smashed reaching out to anyone other than ICF and you on this.

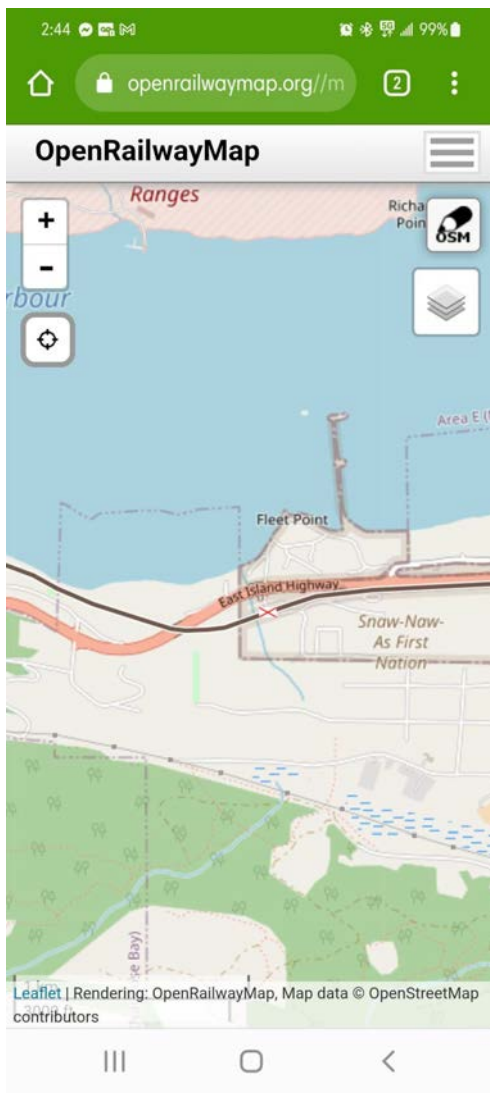
Shaw-Nah-As had a military base plopped on their lands - Nanoose Range ([globalsecurity.org](https://www.globalsecurity.org)) so I get why they would be unhappy with it.

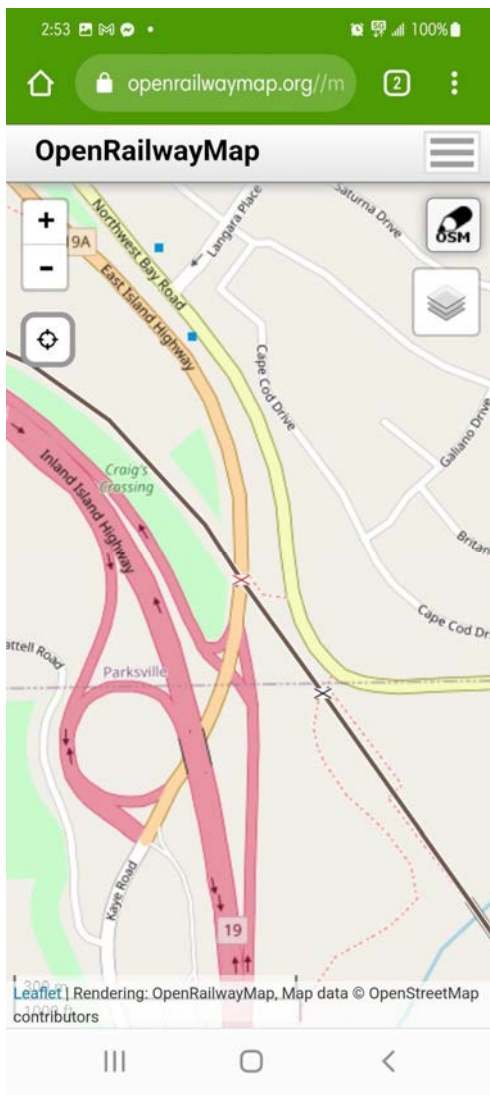
One way around that issue might be building some new track



The yellow line would be a rail-beside highway

It crosses the highway at two spots that would be a perfect bypass and Nanoose could still have a terminal by the highway for bus connections.





and this would be the section the bypass would rejoin the rest of the track



I need to understand if the easement is there for that or not and there are always budget factors.

I didn't see a need for a trestle, maybe a very short one in one place, but if the train sticks to the right hand side of the highway going north, there is room to extend slightly west (shifting the lanes over to avoid some side-fills but otherwise, it looks pretty simple.

Curious to know your thoughts on this

Cheers,
s. 22

From: Martin, Robert (MacGregor, Alistair - MP) (robert.martin.810@parl.gc.ca)
To: Transportation, Minister TRAN:EX (Minister.Transportation@gov.bc.ca)
Subject: 311957 - From the Office of MP Alistair MacGregor
Sent: 07/28/2022 19:12:25
Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Dear Minister Fleming,

On behalf of MP Alistair MacGregor, I write to you in request of a meeting between you and Alistair to discuss the province's current position on the Island Rail Corridor.

If this is of interest to you, please have a staff member reply with some available dates/times and I will be happy to work with them to accommodate.

Thank you for your attention to this matter.

Sincerely,

Robert Martin

Constituency Assistant
Alistair MacGregor, MP Cowichan-Malahat-Langford

(TEL) 250-746-2353 | 1-866-609-9998 | (FAX) 250-746-2354
robert.martin.810@parl.gc.ca

From: s. 22

To: Transportation, Minister TRAN:EX (Minister.Transportation@gov.bc.ca); Adam Walker mia (Adam.Walker.mia@leg.bc.ca); Gord Johns (Gord.Johns@parl.gc.ca)

Subject: 312012 - Vancouver Island Transportation Infrastructure.

Sent: 07/31/2022 19:36:44

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

I am appalled to read that the present right of way for the Vancouver Island rail corridor could be lost through Reversionary Rights in March 2023. What is the matter with our Politicians in Victoria if they wanted to spend huge amounts of taxpayer's money on upgrading a museum in Victoria rather than on a rail system that would benefit the future of all communities on the Island. Once again their focus seems to end south of the Malahat. Don't they want the rest of the Island to grow and prosper? If we give up the existing right of way, we probably have lost the opportunity forever. Let's at least try to keep up with the rest of the world and get on with it.

s. 22

During the last twenty or so years I have watched the never-ending arguing about the future of the largely disused rail corridor up and down the Island. Meanwhile, the population of the Island has grown and is predicted to continue growing in the future. From my own observations, the volume of traffic on the Island Highway has and is growing exponentially. Recent events have clearly shown how vulnerable it is to disruption. In many places it is the only real access to the north of the Island. If the road is cut, the north of the island is isolated as has already happened this last winter.

I have read a number of (gloomy) reports on the state of the old railway and estimates on how much it will cost to resurrect it. Nay Sayers say we can't afford to resurrect it and we should use it for other things like walking/bicycling trails etc. There are always more immediate priorities. Are we nuts? Has there ever been a proper transportation plan drawn up for the future of the Island?

Are we just going to spend more and more money on upgrading this highway? History shows that all this does is attract more and more traffic, create more and more pollution and contribute even more to global warming. You never get ahead of the game. And the Island north of the Malahat is still vulnerable to disruption of this road resulting in such things as more gas rationing etc...

Surely the present railway corridor needs to be converted into some kind of mixed traffic light rail transit system using (hydro) electric power. Site "C" dam surplus? Yes, it will cost money. So do the alternatives. Progress always does. With a growing population and a convenient, clean and efficient service, people will use it. Again, history has demonstrated this in other countries and places. Wouldn't it be nice to go to Victoria for a day out and not have to drive or stay overnight? It should be developed to connect major points on the Island, reducing traffic volumes and providing the security of an alternative route to the north of the Island. It will also clearly show that we are serious about combating global warming. Surely the money can be found.

All this is a "no-brainer." Just connect the dots, let's stop arguing, look to the future and do the necessary work to get on with it.

August 2, 2022

s. 22

311719 - Island Rail Corridor

Dear s. 22

Thank you for your email supporting the restoration of rail service on the Island Rail corridor.

Our government recognizes people want more options to travel without a vehicle, and we too see the potential of the rail corridor.

As you may know, the Island Corridor Foundation (ICF) owns the land and the rail line. The provincial government has continued to work with the ICF and with local First Nations and decision makers to explore the best option for this corridor moving forward. Our goal remains to find the best use for the Island Rail Corridor, as well as to support First Nations interests in these discussions.

On May 16, 2022, the [ICF released a business case](#) that proposes a mixed-use rail system with commuter service, interregional passenger service and freight operations. Ministry staff have provided some initial feedback to the ICF on its business plan, highlighting the importance of First Nations consultation and the need for an adequate contingency in the proposed costs. For the ministry to advance any project, it must be supported by a strong business case where the benefits to the public clearly outweigh the costs. More discussion will be needed to determine the best way to proceed. In the meantime, we are also closely monitoring how the federal government responds to a BC Court of Appeal ruling related to sections of the corridor that bisect the Snaw-Naw-As First Nation Reserve.

I have shared your email with ministry staff involved in this work for their information. You may also wish to share your feedback directly with ICF via their [online submission form](#).

Thank you again for taking the time to write.

Sincerely,

Sent via Email:

Rob Fleming
Minister

From: Transportation, Minister TRAN:EX (minister.transportation@gov.bc.ca)

To: s. 22

Bcc: Brown, Susan M TRAN:EX (Susan.M.Brown@gov.bc.ca); TRAN SCR CORR TRAN:EX (TRANSCR@gov.bc.ca)

Subject: 311719 - Island Rail Corridor

Sent: 08/02/2022 21:41:06

Attachments: 311719 - Island Corridor Train.msg

Message Body:

s. 22

311719 - Island Rail Corridor

Dear s. 22

Thank you for your email supporting the restoration of rail service on the Island Rail corridor.

Our government recognizes people want more options to travel without a vehicle, and we too see the potential of the rail corridor.

As you may know, the Island Corridor Foundation (ICF) owns the land and the rail line. The provincial government has continued to work with the ICF and with local First Nations and decision makers to explore the best option for this corridor moving forward. Our goal remains to find the best use for the Island Rail Corridor, as well as to support First Nations interests in these discussions.

On May 16, 2022, the [ICF released a business case](#) that proposes a mixed-use rail system with commuter service, interregional passenger service and freight operations. Ministry staff have provided some initial feedback to the ICF on its business plan, highlighting the importance of First Nations consultation and the need for an adequate contingency in the proposed costs. For the ministry to advance any project, it must be supported by a strong business case where the benefits to the public clearly outweigh the costs. More discussion will be needed to determine the best way to proceed. In the meantime, we are also closely monitoring how the federal government responds to a BC Court of Appeal ruling related to sections of the corridor that bisect the Snaw-Naw-As First Nation Reserve.

I have shared your email with ministry staff involved in this work for their information. You may also wish to share your feedback directly with ICF via their [online submission form](#).

Thank you again for taking the time to write.

Sincerely,

Rob Fleming

Minister

ote: The City of Campbell River does not appear to have written on this issue before.
PDF can be emailed to mayor.adams@campbellriver.ca with cc to Lisa Gentry (EA)
Lisa.Gentry@campbellriver.ca

August 2, 2022

His Worship
Mayor Andy Adams
City of Campbell River
301 St. Ann's Road
Campbell River BC V9W 4C7

Reference: 311791

Dear Mayor Adams:

Re: Island Rail Corridor

Thank you for your letter of July 20, 2022, supporting the Town of View Royal's request that the provincial and federal governments commit funding for the restoration of rail services on the Island Rail Corridor.

On May 16, 2022, the Island Corridor Foundation (ICF), which owns the land and the rail line, [released a business case](#) that proposes a mixed-use rail system with commuter service, interregional passenger service and freight operations. Ministry staff have provided some initial feedback to the ICF on its business plan, highlighting the importance of First Nations consultation and the need for an adequate contingency in the proposed costs. For the ministry to advance any project, it must be supported by a strong business case where the benefits to the public clearly outweigh the costs. More discussion will be needed to determine the best way to proceed. In the meantime, we are also closely monitoring how the federal government responds to a BC Court of Appeal ruling related to sections of the corridor that bisect the Snaw-Naw-As First Nation Reserve.

Our goal remains to find the best use for the Island Rail Corridor, as well as to support First Nations interests in these discussions.

.../2

Should you have any questions or wish to share further information, please do not hesitate to contact Janelle Staite, the ministry's Regional Deputy Director for the South Coast Region. She can be reached at 250 751-3282 or Janelle.Staite@gov.bc.ca and would be pleased to assist you.

Thank you again for taking the time to write.

Sincerely,

Original Signed By:

Rob Fleming
Minister

Copy to: Premier John Horgan

Janelle Staite, Deputy Director
South Coast Region



August 2, 2022

His Worship
Mayor Andy Adams
City of Campbell River
301 St. Ann's Road
Campbell River BC V9W 4C7

Reference: 311791

Dear Mayor Adams:

Re: Island Rail Corridor

Thank you for your letter of July 20, 2022, supporting the Town of View Royal's request that the provincial and federal governments commit funding for the restoration of rail services on the Island Rail Corridor.

On May 16, 2022, the Island Corridor Foundation (ICF), which owns the land and the rail line, [released a business case](#) that proposes a mixed-use rail system with commuter service, interregional passenger service and freight operations. Ministry staff have provided some initial feedback to the ICF on its business plan, highlighting the importance of First Nations consultation and the need for an adequate contingency in the proposed costs. For the ministry to advance any project, it must be supported by a strong business case where the benefits to the public clearly outweigh the costs. More discussion will be needed to determine the best way to proceed. In the meantime, we are also closely monitoring how the federal government responds to a BC Court of Appeal ruling related to sections of the corridor that bisect the Snaw-Naw-As First Nation Reserve.

Our goal remains to find the best use for the Island Rail Corridor, as well as to support First Nations interests in these discussions.

.../2

Should you have any questions or wish to share further information, please do not hesitate to contact Janelle Staite, the ministry's Regional Deputy Director for the South Coast Region. She can be reached at 250 751-3282 or Janelle.Staite@gov.bc.ca and would be pleased to assist you.

Thank you again for taking the time to write.

Sincerely,



Rob Fleming
Minister

Copy to: Premier John Horgan

Janelle Staite, Deputy Director
South Coast Region

From: Transportation, Minister TRAN:EX (minister.transportation@gov.bc.ca)
To: mayor.adams@campbellriver.ca
Cc: Lisa.Gentry@campbellriver.ca; OfficeofthePremier, Office PREM:EX (Premier@gov.bc.ca); Staite, Janelle A TRAN:EX (Janelle.Staite@gov.bc.ca)
Bcc: TRAN SCR CORR TRAN:EX (TRANSCR@gov.bc.ca)
Subject: 311791 - Island Rail Corridor
Sent: 08/02/2022 21:56:16
Attachments: 311791 Response.pdf, 311791 - Letter of Support for the Island Rail Corridor..msg
Message Body:

His Worship

Mayor Andy Adams

City of Campbell River

mayor.adams@campbellriver.ca

311791 - Island Rail Corridor

Dear Mayor Adams:

Please find attached correspondence from the Honourable Rob Fleming, Minister of Transportation and Infrastructure.

Sincerely,

Office of the Minister

Ministry of Transportation and Infrastructure



August 2, 2022

His Worship
Mayor Andy Adams
City of Campbell River
301 St. Ann's Road
Campbell River BC V9W 4C7

Reference: 311791

Dear Mayor Adams:

Re: Island Rail Corridor

Thank you for your letter of July 20, 2022, supporting the Town of View Royal's request that the provincial and federal governments commit funding for the restoration of rail services on the Island Rail Corridor.

On May 16, 2022, the Island Corridor Foundation (ICF), which owns the land and the rail line, [released a business case](#) that proposes a mixed-use rail system with commuter service, interregional passenger service and freight operations. Ministry staff have provided some initial feedback to the ICF on its business plan, highlighting the importance of First Nations consultation and the need for an adequate contingency in the proposed costs. For the ministry to advance any project, it must be supported by a strong business case where the benefits to the public clearly outweigh the costs. More discussion will be needed to determine the best way to proceed. In the meantime, we are also closely monitoring how the federal government responds to a BC Court of Appeal ruling related to sections of the corridor that bisect the Snaw-Naw-As First Nation Reserve.

Our goal remains to find the best use for the Island Rail Corridor, as well as to support First Nations interests in these discussions.

.../2

Should you have any questions or wish to share further information, please do not hesitate to contact Janelle Staite, the ministry's Regional Deputy Director for the South Coast Region. She can be reached at 250 751-3282 or Janelle.Staite@gov.bc.ca and would be pleased to assist you.

Thank you again for taking the time to write.

Sincerely,

A handwritten signature in blue ink, appearing to read "Rob Fleming". The signature is fluid and cursive, with the first name "Rob" and last name "Fleming" clearly distinguishable.

Rob Fleming
Minister

Copy to: Premier John Horgan

Janelle Staite, Deputy Director
South Coast Region



INFORMATION BRIEFING NOTE

DATE: August 3, 2022

PREPARED FOR: Honourable Rob Fleming, Minister of Transportation and Infrastructure

ISSUE: Island Rail Corridor

PURPOSE: Meeting with MLAs on August 3, 2022

BACKGROUND:

The ministry completed a condition assessment of the Island Rail Corridor in April 2020. The Island Corridor Foundation (ICF) subsequently completed their own business plan in May 2022. The table below compares key aspect of each study.

	Costs including: Restoring 2011 Service levels: Langford to Courtney Commuter Service: Victoria to Langford (including rolling stock) Freight Service: Nanaimo to Port Alberni	Ridership / Freight	Key Assumptions
2020 Condition Assessment (MoTI)	\$1.3 billion (2020 dollars) including 50% contingency This includes ~\$595 million to introduce commuter rail service between Victoria and Langford	West Shore to Victoria: 656 riders / day * Victoria to Courtenay: ~850 riders / day No freight assessment.	Over \$50M was allocated in the project estimate for First Nations accommodations MoTI assumed \$50M in property acquisition between Langford and Victoria to operate commuter service
2022 Business Plan (ICF)	\$431 million (2022 dollars) contingencies unclear / limited	4,000 car loads per year (50% of pre 2002 peak freight movement) Modal shift up to 10%	No budget for First Nations accommodations or property acquisition

**Note: South Island Transportation Strategy noted over 11,000 existing transit riders along Highway 1 between Langford and Victoria then forecasted commuter train ridership ~5%.*

Historical freight operations on the corridor included:

- For years 1988 and 1989, when CP Rail operated the line, there was in the order of 7,000 carloads per year. Half of these carloads were forest products related.



- Post 1989, carloads averaged 8,000 per year until 2002. The major shipper was Catalyst Paper's Port Alberni Mill. In 2002, Catalyst shifted from rail to truck, with rail traffic dropping to 900 carloads per year.
- The suspension of rail service outside Nanaimo remains in effect and traffic is limited to cars that can be delivered to destination in the Nanaimo area or cars that can be transloaded to truck at transload facilities located at the Nanaimo rail yard and then taken by highway to their destination. Despite the suspension of service, the Southern Railway of Vancouver Island has managed to increase shipments to approximately 1,200 carloads per year.

The Snaw-Naw-As First Nation was given liberty to bring this matter back to the court if Canada does not approve funding for that segment of the corridor through the Reserve within 18 months (March 2023) to enforce the right of reversion. In addition to the Snaw-Naw-As First Nation, the rail corridor bi-sects 6 other reserves (Figure 1).

PAST INTERACTIONS:

- *The local MLAs were provided a briefing with MRF prior to the release of the South Island transportation Strategy in September 2020 which included discussion regarding the Island Rail Corridor.*

DISCUSSION:

s. 13, s. 14



s. 13, s. 14, s. 16

GBA+ OR DIVERSITY AND INCLUSION IMPLICATIONS:

The ministry is considering all modes of transportation and users when exploring the future possibilities for the corridor.

FINANCIAL IMPLICATIONS:

- Yes, the Ministry has allocated \$300,000 within the Transportation Investment Plan in 2022/23 to undertaken First Nations and stakeholder engagement.


Attachments:

1. Island Rail Corridor & Impacts to First Nations Reserve Lands
2. Premier John Horgan, Information Briefing Note, Island Rail Corridor 2022-07-26

PREPARED BY:	REVIEWED BY:	DATE:
Janelle Staite, P.Eng Deputy Director, SCR	Ashok Bhatti, A/Associate DM Highways and Regional Services	22-Aug-2
	Heather Hill, ADM & EFO Finance and Risk Management Division	22-Aug-2
		22-Aug-2
	Kevin Volk, A/Deputy Minister	

Island Rail Corridor Overview Map



Island Rail Corridor Overview Map - Insets



Qualicum – adjacent does not bisect
Qualicum First Nation



Nanoose – 1,429.3 metres bisected
Snaw-naw-as (Nanoose) First Nation



Oyster Bay 12 – 1,231.9 metres bisected
Stz'uminus First Nation



Squaw-hay-one 11 – 550.3 metres bisected
Stz'uminus First Nation



Halalt 2 – 1,536.4 metres bisected
Halalt First Nation



Cowichan 1 – 720.9 metres bisected
Cowichan Tribes



* Esquimalt – 554.4 metres bisected
Esquimalt Nation

New Songhees 1A – 145.6 metres bisected
Songhees Nation

BRIEFING NOTE

Island Rail Corridor

Briefing Note

What:

Provide an update on the Island Rail Corridor following the release of an initial Business Case by the Island Corridor Foundation on May 16, 2022.

Who:

- *Honourable Rob Fleming, Minister of Transportation & Infrastructure*
- *Kevin Volk, A/Deputy Minister*
- *Steve Sirett, A/Associate Deputy Minister*
- *Jeremy Wood, A/Assistant Deputy Minister*
- *Janelle Staite, Deputy Director*

Executive Summary:

The Island Corridor Foundation (ICF) completed a Business Case for the Island Rail Corridor. While the ICF gave TRAN an opportunity to review the business case to offer feedback, it was completed independently from the province. TRAN provided feedback regarding gaps in the business case – mostly notably the proposed cost of restoring rail service, as well as the lack of First Nation considerations.

The Business Case was publicly released by the ICF on May 16, 2022, along with a statement to local media. The Business Case has also been shared with the federal government (Transport Canada), Vancouver Island MP's as well as all members of the Island Rail Corridor, including First Nations. The ICF believes that there is a strong and supportable Business Case for rail and are now asking the federal and provincial governments to move forward with rail as there is a significant amount of work to be done before March 2023.

Background:

TRAN completed a Condition Assessment of the Island Rail Corridor in 2020. The cost of restoring passenger and freight service along the length of the corridor, including Port Alberni spur was over \$700 million (2020 \$). In fall 2020, TRAN released the South Island Transportation Strategy which showed low ridership on the rail, as well as sufficient existing capacity in the transit service. TRAN continues to invest in the Rapid Bus corridor along Highway 1.

BRIEFING NOTE

Island Rail Corridor

In 2015, the Snaw-Naw-As (Nanoose) First Nation (NFN) filed a lawsuit against Canada and the ICF to have the ICF land going through its reserve returned to reserve. In 2016, Cowichan Tribes and Halalt filed similar lawsuits. In June 2020, the BC Supreme Court dismissed the claim – it was appealed by NFN. In September 2021, the appeal was dismissed however NFN was given liberty to bring this matter back to the court if Canada does not approve funding for that segment of the corridor within 18 months (March 2023) to enforce the right of reversion. Attachment 1 shows an overview of First Nation reserve lands within the corridor.

s. 14

s. 14, s. 16

TRAN staff have been in discussion with Transport Canada (TC) Staff. TC staff have met with the ICF however have no planned actions at this time. TC has indicated a willingness to participate in discussions regarding an MoU.

Recommendations:

TRAN has agreed to participate in First Nations engagement with the ICF and are currently working on the scope and timeline for engagement. The ICF does not intend to consult with other stakeholders, outside of the Regional Districts, therefore TRAN is also developing an engagement strategy for other stakeholders including local government, BC Transit, cycling coalition Rails to Trails and Tourism BC. A general timeline for these activities is outlined in Figure 1.

BRIEFING NOTE

Island Rail Corridor

s. 13

Figure 1 - Milestone Activities and Dates

Attachment:

1. Island Rail Corridor Overview Map

From: Jennifer Royer Collard (jroyercollard@sooke.ca)
To: omar.alghabra@parl.gc.ca; OfficeofthePremier, Office PREM:EX (Premier@gov.bc.ca); Transportation, Minister TRAN:EX (Minister.Transportation@gov.bc.ca)
Cc: mayorscreech@viewroyal.ca; Maja Tait (mtait@sooke.ca)
Subject: 312069 - E&N Rail Corridor
Sent: 08/04/2022 22:12:09
Attachments: image001.jpg, 2022-BC-LTR-Ministers-E&N Rail Corridor.pdf
Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Hello,

Please find attached a letter of support from Mayor Tait, for the E&N Rail Corridor.

Kindest regards,

Jennifer Royer-Collard

Corporate Services Assistant

District of Sooke

2205 Otter Point Road

Sooke, BC V9Z 1J2

T. (250) 642.1620

F. (250) 642.0541

Please consider the environment before printing this e-mail.

PRIVILEGED AND CONFIDENTIAL The information transmitted is intended only for the person or entity to which it is addressed and may contain confidential and/or privileged material. If you are not the intended recipient it may be unlawful for you to read, copy, disclose or otherwise use the information in this communication. If you received this transmittal in error, please contact the sender and delete the material immediately.



File No. 0400-20

July 28, 2022

Hon. Omar Alghbra, Minister of Transport of Canada
Hon. John Horgan, Premier of British Columbia
Hon. Rob Fleming, Minister of Transportation & Infrastructure

Re: Support for Island Rail Corridor

I'm writing today to inform you that District of Sooke council stands fully in support of the Town of View Royal's 2022 Union of British Columbia Municipalities resolution calling on "the provincial and federal governments to commit to making the necessary investments to preserve the Island Rail Corridor so that it can continue to connect communities, establish safe and environmentally sound passenger and freight rail service, and strengthen economies up, down and across Vancouver Island."

The BC Court of Appeal has given the federal government until March 2023 to clarify its intent for this historic 295km corridor from Victoria to Courtenay and to determine whether it is prepared to join the Province of British Columbia in helping pay for the return of passenger and freight rail service to Vancouver Island.

The Island Corridor Foundation's business case was presented to the board of the Capital Regional District last month. It confirms the long-term feasibility of the corridor upon settlement of First Nations land claims issues. It also clearly details the urgent need for this safe, efficient, reliable, environmentally friendly and economically viable transportation option on Vancouver Island.

Of particular interest to Sooke, the rail corridor will provide a robust passenger service schedule within the CRD in addition to its passenger and freight services along Vancouver Island's eastern seaboard. Traffic congestion has become a growing concern in our municipality of 15,086 people (a 16% increase since the 2016 census). The District is also committed to reducing community GHG emissions through transportation mode shift.

Sooke residents are already the region's highest per-capita BC Transit users. While its RapidBus initiatives will continue to spur increased ridership, we also believe the shift in commuter patterns will accelerate if and when rush-hour and midday rail service is established as the ICF plans between the Westhills Station in Langford and downtown Victoria.

We appreciate your careful consideration of the Island Rail Corridor and look forward to hearing how the federal government and the Province of BC intends to protect and enhance this vital transportation network.

If you have any questions, I can be reached by phone at (250) 642-1634 or by email to mtait@sooke.ca.

Kindest regards,

Maja Tait
Mayor

cc. Town of View Royal



DISTRICT OF METCHOSIN

File No. 0400-08

July 21, 2022

Hon. Omar Alghabra, Minister of Transport of Canada

Hon John Horgan, Premier of British Columbia

Hon. Rob Fleming, Minister of Transportation & Infrastructure of British Columbia

Capital Regional District Councils

Dear Minister Alghabra, Premier Horgan, Minister Fleming, and Capital Regional District Councils,

Re: Support for Island Rail Corridor

At the Regular Council meeting held on June 27, 2022, the District of Metchosin Council expressed its support for the following Town of View Royal Island Rail Corridor resolution to be considered at this year's convention:

WHEREAS the E&N Rail Corridor, now known as the Island Corridor, which has connected Vancouver Island communities, businesses and services for more than 135 years is at risk of being lost forever by March 15, 2023 without the financial support and commitments of the Provincial and Federal governments;

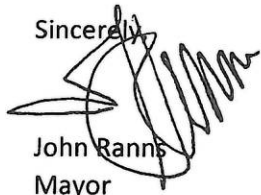
AND WHEREAS, because 80 per cent of Vancouver Island's population lives within five kilometers of the corridor, it presents viable options for commuter and inter-regional passenger rail, as well as strong economic opportunities for excursion and freight services that will reduce traffic congestion and greenhouse gas emissions;

THEREFORE BE IT RESOLVED that the UBCM call on the Provincial and Federal governments to commit to making the necessary investments to preserve the Island Corridor so that it can continue to connect communities, establish safe and environmentally sound passenger and freight rail service, and strengthen economies up, down, and across Vancouver Island.

Time is running out to ensure the preservation of this priceless asset on Vancouver Island, and we urge all to work together to protect this contiguous transportation corridor on Vancouver Island for the future.

We need to draw as much attention to this issue in the coming months as we can, and we ask for your support and help with this.

Sincerely,



John Ranns
Mayor

cc: Mayor David Screech, Town of View Royal
Island Corridor Foundation



4450 Happy Valley Road, Victoria, B.C. V9C 3Z3
Administration Office (250) 474-3167 Fax 474-6298
Building Inspection Department (250) 474-3196 Fax 474-6298

From: Transportation, Minister TRAN:EX (Minister.Transportation@gov.bc.ca)
To: s. 22
Bcc: TRAN SCR CORR TRAN:EX (TRANSCR@gov.bc.ca)
Subject: 311686 - Island Rail Corridor
Sent: 08/09/2022 16:09:45
Message Body:

s. 22

311686 - Island Rail Corridor

Dear s. 22

Thank you for your email regarding the Island Rail Corridor.

Our government recognizes that people want more options to travel without a vehicle, and we too see the potential of the rail corridor.

As you may know, the Island Corridor Foundation (ICF) owns the land and the rail line. On May 16, 2022, the [ICF released a business case](#) that proposes a mixed-use rail system with commuter service, interregional passenger service and freight operations. Ministry staff have provided some initial feedback to the ICF on its business plan, highlighting the importance of First Nations consultation and the need for an adequate contingency in the proposed costs. For the ministry to advance any project, it must be supported by a strong business case where the benefits to the public clearly outweigh the costs. More discussion will be needed to determine the best way to proceed. In the meantime, we are also closely monitoring how the federal government responds to a B.C. Court of Appeal ruling related to sections of the corridor that bisect the Snaw-Naw-As First Nation Reserve.

The provincial government continues to work with the ICF and with local First Nations and decision makers to explore the best option for this corridor moving forward. I have shared your email with ministry staff involved in this work for their information. You may also wish to share your ideas with the ICF through its [online comment submission form](#).

You may also be interested in reading the [South Island Transportation Strategy](#), which speaks to opportunities for the South Island and inter-regional transportation choices like rail and transit service between South Vancouver Island and the rest of the island. This study was released in fall 2020, and we are now working with our municipal partners and other key stakeholders on implementation.

Our government is currently working on multiple projects that aim to reduce congestion on Island

highways, including the [Highway 17 Keating Flyover project](#) and an improvement on [Highway 17 at Mount Newton Cross Road that allows buses to go around traffic](#). These upgrades will improve traffic flow and reduce idling times and related emissions. We also addressed one of the worst bottlenecks in the province outside of the Lower Mainland when we completed the McKenzie Interchange project which eliminated the traffic light at that intersection.

The ministry continues to work hard to identify priorities for improvements and transportation investment across the broader Island. We remain committed to working closely with stakeholders to ensure there is a coordinated approach to the development of a sustainable transportation strategy for the region, balanced with ongoing investment in highway rehabilitation and side road improvement to facilitate strong connection between communities.

Thank you again for taking the time to write.

Sincerely,

Rob Fleming

Minister

From: Janice Hill (jhill@acrd.bc.ca)

To: Transportation, Minister TRAN:EX (Minister.Transportation@gov.bc.ca)

Cc: andreathomas@islandrail.ca; John Jack (Huu-ay-aht) (John.j@huuayaht.org); Daniel Sailland (dsailland@acrd.bc.ca); Wendy Thomson (wthomson@acrd.bc.ca)

Subject: 2022-08-08 ICF Letter of Support to MoTI BC.pdf

Sent: 08/08/2022 22:38:35

Attachments: image001.png, image002.png, image003.jpg, image004.png, image005.jpg, image006.png, image007.jpg, 2022-08-08 ICF Letter of Support to MoTI BC.pdf

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Dear Minister Fleming,

Please find attached a letter from the Alberni-Clayoquot Regional District Board of Directors regarding the Vancouver Island Rail Corridor.

Thank you

Janice Hill

Executive Assistant – Alberni-Clayoquot Regional District

A 3008 Fifth Avenue, Port Alberni, BC V9Y 2E3

O 250.720.2714 **W** acrd.bc.ca

P Please consider the environment before printing this email

This email is confidential and may be privileged. Any use of this email by an unintended recipient is prohibited. If you receive this email in error please notify me immediately and delete it.



August 8, 2022

The Honourable Rob Fleming
Minister of Transportation and Infrastructure
PO Box 9055 Stn Prov Govt
Victoria, BC V8W 9E2
Via email: Minister.Transportation@gov.bc.ca

Dear Minister Fleming:

RE: VANCOUVER ISLAND RAIL CORRIDOR

I write to request your assistance and engagement with the federal government on an important and time sensitive matter for the Island Corridor Foundation (ICF) and the Alberni-Clayoquot Regional District (ACRD).

As you are aware the Snaw-Naw-As Nation is seeking the segment of the Island Rail corridor that passes through their reserve to revert to the Nation as the corridor is currently not actively being used for railway purposes. The BC Court of Appeal has given Canada until March 2023 to determine its' intent for the corridor before the Nation can return to court to enforce its right of reversion. The Island Rail corridor is an approximately 295km rail corridor owned by the Island Corridor Foundation (ICF). ICF is ultimately responsible for infrastructure maintenance and repair along the corridor in order to restore rail service to Vancouver Island.

At the request of ICF and with the support of the ACRD Board, we are encouraging the province to meet with government, the Island Corridor Foundation and the ACRD to update us on both the provincial and federal position on this issue. The ACRD Board believes protection of this important corridor is paramount at this time and a commitment of federal and provincial funding is urgently needed to signal that the senior governments are determined to see that the line is restored.

At the ACRD Board meeting on July 27, 2022, the Board supported the Island Corridor Foundation request that the federal and provincial governments work together to create a multi-disciplinary team, reflecting all interests, to protect the corridor and advance rail transportation on Vancouver Island. The ICF and the ACRD Board also request that the federal and provincial government equitably settle indigenous claims within and along the island rail corridor.

I have written to the Honourable Omar Alhabra, Minister of Transportation regarding this issue and ask for your assistance in ensuring federal engagement.

Thank you for your consideration and we look forward to working collaboratively with all parties involved.

Sincerely,

A handwritten signature in black ink that reads "John Jack". The script is cursive and fluid, with the first letters of "John" and "Jack" being capitalized and prominent.

John Jack, Chair
Alberni-Clayoquot Regional District

cc: Island Corridor Foundation

August 10, 2022

Colin Plant, Chair
Capital Regional District
625 Fisgard Street
Victoria BC V8W 1R7

Reference: 311728

Dear Chair Plant:

Re: Island Rail Corridor

Thank you for your letters of July 15 and July 22, 2022, regarding the Island Rail Corridor.

I recognize that the Capital Regional District would like to see the restoration of rail services along the corridor. As you likely know, there have been many studies looking at the viability of rail service on the Island Rail Corridor, which have identified that restoring any form of rail service would be very costly.

For the ministry to advance any project, it must be supported by a strong business case where the benefits to the public clearly outweigh the costs. As you will know, on May 16, 2022, the [ICF released a business case](#) that proposes a mixed-use rail system with commuter service, interregional passenger service and freight operations. Ministry staff have provided some initial feedback to the ICF on its business plan, highlighting the importance of First Nations consultation and the need for an adequate contingency in the proposed costs.

Ministry staff continue to engage with the ICF and will be working collaboratively with the ICF to undertake consultation with First Nations communities to better understand their interests along the corridor. Both the ministry and the ICF view this as a critical step to inform any decisions around the future of the corridor. The ICF has initiated engagement with a small number of First Nations; however, more engagement is needed. The ministry will be providing support to undertake this important process and agrees that this is the first step prior to considering the development of a multi-disciplinary team to further develop the business case.

Ministry staff have also been in discussion with the federal government about the corridor. The provincial and federal governments are aware of the timelines around decisions regarding the corridor and are working collaboratively to discuss the corridor and the interests of First Nations, in addition to the benefits of the corridor as a part of the overall transportation network. The provincial government's goal remains to find the best use for the Island Rail Corridor, as well as to support First Nations interests in these discussions.

.../2

Should you have any questions or wish to share further information, please do not hesitate to contact Janelle Staite, the ministry's Deputy Director for the South Coast Region. She can be reached at 250 751-3282 or Janelle.Staite@gov.bc.ca and would be pleased to assist you.

Thank you again for taking the time to write.

Sincerely,

Rob Fleming
Minister

Janelle Staite, Deputy Director
South Coast Region

From: Transportation, Minister TRAN:EX (Minister.Transportation@gov.bc.ca)

To: crdchair@crd.bc.ca

Cc: Dsheppard@crd.bc.ca

Bcc: TRAN SCR CORR TRAN:EX (TRANSCR@gov.bc.ca)

Subject: 311728 - Island Rail Corridor

Sent: 08/10/2022 17:37:37

Attachments: 311728 - Letter from CRD Board Chair Colin Plant Regarding Vancouver Island Rail Corridor.msg, 311728 Reponse.pdf, 311728 B - REVISED Letter from CRD Board Chair Colin Plant Regarding Vancouver Island Rail Corridor.msg

Message Body:

Colin Plant, Chair

Capital Regional District

311728 - Island Rail Corridor

Please find attached correspondence from the Honourable Rob Fleming, Minister of Transportation and Infrastructure.

Sincerely,

Office of the Minister

Ministry of Transportation and Infrastructure



August 10, 2022

Colin Plant, Chair
Capital Regional District
625 Fisgard Street
Victoria BC V8W 1R7

Reference: 311728

Dear Chair Plant:

Re: Island Rail Corridor

Thank you for your letters of July 15 and July 22, 2022, regarding the Island Rail Corridor.

I recognize that the Capital Regional District would like to see the restoration of rail services along the corridor. As you likely know, there have been many studies looking at the viability of rail service on the Island Rail Corridor, which have identified that restoring any form of rail service would be very costly.

For the ministry to advance any project, it must be supported by a strong business case where the benefits to the public clearly outweigh the costs. As you will know, on May 16, 2022, the [ICF released a business case](#) that proposes a mixed-use rail system with commuter service, interregional passenger service and freight operations. Ministry staff have provided some initial feedback to the ICF on its business plan, highlighting the importance of First Nations consultation and the need for an adequate contingency in the proposed costs.

Ministry staff continue to engage with the ICF and will be working collaboratively with the ICF to undertake consultation with First Nations communities to better understand their interests along the corridor. Both the ministry and the ICF view this as a critical step to inform any decisions around the future of the corridor. The ICF has initiated engagement with a small number of First Nations; however, more engagement is needed. The ministry will be providing support to undertake this important process and agrees that this is the first step prior to considering the development of a multi-disciplinary team to further develop the business case.

Ministry staff have also been in discussion with the federal government about the corridor. The provincial and federal governments are aware of the timelines around decisions regarding the corridor and are working collaboratively to discuss the corridor and the interests of First Nations, in addition to the benefits of the corridor as a part of the overall transportation network. The provincial government's goal remains to find the best use for the Island Rail Corridor, as well as to support First Nations interests in these discussions.

.../2

Should you have any questions or wish to share further information, please do not hesitate to contact Janelle Staite, the ministry's Deputy Director for the South Coast Region. She can be reached at 250 751-3282 or Janelle.Staite@gov.bc.ca and would be pleased to assist you.

Thank you again for taking the time to write.

Sincerely,

A handwritten signature in black ink, appearing to read "Rob Fleming". The signature is fluid and cursive, with the first name "Rob" and last name "Fleming" clearly distinguishable.

Rob Fleming
Minister

Janelle Staite, Deputy Director
South Coast Region

From: Dawn Sheppard (Dsheppard@crd.bc.ca)

To: Transportation, Minister TRAN:EX (Minister.Transportation@gov.bc.ca)

Cc: CRD Chair (crdchair@crd.bc.ca); CRDBoard (crdboard@crd.bc.ca); Robert Lapham (rlapham@crd.bc.ca); Kevin Lorette (klorette@crd.bc.ca)

Subject: 311728 - Letter from CRD Board Chair Colin Plant Regarding Vancouver Island Rail Corridor

Sent: 07/15/2022 19:20:32

Attachments: image001.png, 2022-07-15OutgoingLetterToMinisterFlemingVancouverIslandRailCorridor (002).pdf

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Dear Minister Fleming:

Please find enclosed a letter from Capital Regional District Board Chair, Colin Plant regarding the Vancouver Island Rail Corridor.

Dawn Sheppard | Executive Services Advisor

Executive Services | Capital Regional District

625 Fisgard Street, Victoria, BC V8W 1R7

T: 250.360.5972 | F: 250.360.3130

www.crd.bc.ca | [Facebook](#) | [Twitter](#) | [Instagram](#) | [LinkedIn](#)

This message is intended only for the use of the individual or entity named above, and may contain information that is privileged, confidential or exempt from disclosure under applicable law. If you are not the intended recipient or their employee or agent responsible for receiving the message on their behalf your receipt of this message is in error and not meant to waive privilege in this message. Please notify us immediately, and delete the message and any attachments without reading the attachments. Any dissemination, distribution or copying of this communication by anyone other than the intended recipient is strictly prohibited. Thank you. Please consider the environment before printing this email. This message is intended only for the use of the individual or entity named above, and may contain information that is privileged, confidential or exempt from disclosure under applicable law. If you are not the intended recipient or their employee or agent responsible for receiving the message on their behalf your receipt of this message is in error and not meant to waive privilege in this message. Please notify us immediately, and delete the message and any attachments without reading the attachments. Any dissemination, distribution or copying of this communication by anyone other than the intended recipient is strictly prohibited. Thank you. Please consider the environment before printing this email.

July 15, 2022

0400-20

The Honourable Rob Fleming
Minister of Transportation and Infrastructure
PO Box 9055 Stn Prov Govt
Victoria, BC V8W 9E2
Via email: Minister.Transportation@gov.bc.ca

Dear Minister Fleming:

RE: VANCOUVER ISLAND RAIL CORRIDOR

I write to request your assistance and engagement with the federal government on an important and time sensitive matter for the Province of British Columbia and the Capital Regional District (CRD).

As you are aware the Sanw-naw-as Nation is seeking the segment of the Island Rail corridor that passes through their reserve to revert to the Nation as the corridor is currently not actively being used for railway purposes. The BC Court of Appeal has given Canada until March 2023 to determine its' intent for the corridor before the Nation can return to court to enforce its right of reversion. The Island Rail corridor is an approximately 295km rail corridor owned by the Island Corridor Foundation (ICF). ICF is ultimately responsible for infrastructure maintenance and repair along the corridor to restore rail service to Vancouver Island.

At the request of ICF and with the unanimous support of the CRD Board, we are encouraging the federal government to meet with the province, the Island Corridor Foundation and the CRD to update us on the federal position on this issue. The CRD Board believes protection of this important historic corridor is paramount at this time and a commitment of federal and provincial funding is urgently needed to signal that the senior governments are determined to protect the rail corridor and see that the line is restored.

At the CRD Board meeting on July 13, 2022, the Board supported the Island Corridor Foundation request that the federal and provincial governments work together to create a multi-disciplinary team, reflecting all interests, to protect the corridor and advance rail transportation on Vancouver Island. The ICF and the CRD Board also request that the federal and provincial government equitably settle indigenous claims within and along the island rail corridor.

I have written to the Honourable Omar Alghabra, Minister of Transportation regarding this issue and ask for your assistance in ensuring federal engagement.

As CRD Chair I will commit to speaking with the other regional districts that have an interest in the corridor across Vancouver Island, encouraging them to attend any meetings the federal and provincial governments initiate.

Thank you for your consideration.

Please feel free to contact me at any time, by email crdchair@crd.bc.ca or phone 250-514-1439 or to coordinate a meeting please contact Carolyn Jenkinson, Manager, Executive Administration by email cjenkinson@crd.bc.ca or phone 250-360-3125.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Colin Plant', with a stylized, cursive script.

Colin Plant
Chair, Capital Regional District Board

Attachment:

cc: CRD Board
Robert Lapham, Chief Administrative Officer, CRD
Kevin Lorette, General Manager, Planning & Protective Services, CRD



August 10, 2022

Her Worship
Mayor Barbara Desjardins
Township of Esquimalt
Municipal Hall, 1229 Esquimalt Road
Esquimalt BC V9A 3P1

Reference: 312024

Dear Mayor Desjardins:

Re: Island Rail Corridor

Thank you for your letter of August 5, 2022, regarding the Island Rail Corridor.

I recognize that the Township of Esquimalt is keen to see the restoration of passenger and freight rail services along the corridor. As you likely know, there have been many studies looking at the viability of rail service on the Island Rail Corridor, which have identified that restoring any form of rail service would be very costly.

For the ministry to advance any project, it must be supported by a strong business case where the benefits to the public clearly outweigh the costs. As you will know, on May 16, 2022, the [ICF released a business case](#) that proposes a mixed-use rail system with commuter service, interregional passenger service and freight operations. Ministry staff have provided some initial feedback to the ICF on its business plan, highlighting the importance of First Nations consultation and the need for an adequate contingency in the proposed costs.

Ministry staff continue to engage with the ICF and will be working collaboratively with the ICF to undertake consultation with First Nations communities to better understand their interests along the corridor. Both the ministry and the ICF view this as a critical step to inform any decisions around the future of the corridor. The ICF has initiated engagement with a small number of First Nations; however, more engagement is needed. The ministry will be providing support to undertake this important process and agrees that this is the first step prior to considering the development of a multi-disciplinary team to further develop the business case.

.../2

Ministry staff have also been in discussion with the federal government about the corridor. The provincial and federal governments are aware of the timelines around decisions regarding the corridor and are working collaboratively to discuss the corridor and the interests of First Nations, in addition to the benefits of the corridor as a part of the overall transportation network. The provincial government's goal remains to find the best use for the Island Rail Corridor, as well as to support First Nations interests in these discussions.

Should you have any questions or wish to share further information, please do not hesitate to contact Janelle Staite, the ministry's Regional Deputy Director for the South Coast Region. She can be reached at 250 751-3282 or Janelle.Staite@gov.bc.ca and would be pleased to assist you.

Thank you again for taking the time to write.

Sincerely,

A handwritten signature in black ink, appearing to read 'Rob Fleming', written in a cursive style.

Rob Fleming
Minister

From: Transportation, Minister TRAN:EX (Minister.Transportation@gov.bc.ca)
To: info@esquimalt.ca
Bcc: TRAN SCR CORR TRAN:EX (TRANSCR@gov.bc.ca)
Subject: 312024 - Island Rail Corridor
Sent: 08/10/2022 18:16:22
Attachments: 312024 Response.pdf, 312024 Incoming.pdf
Message Body:

Her Worship

Mayor Barbara Desjardins

Township of Esquimalt

312024 - Island Rail Corridor

Please find attached correspondence from the Honourable Rob Fleming, Minister of Transportation and Infrastructure.

Sincerely,

Office of the Minister

Ministry of Transportation and Infrastructure



CORPORATION OF THE TOWNSHIP OF ESQUIMALT

Municipal Hall, 1229 Esquimalt Road, Esquimalt, B.C. V9A 3P1
Website: www.esquimalt.ca Email: info@esquimalt.ca

Voice: (250) 414-7100
Fax: (250) 414-7111

Office of the Mayor

Sent Via Email: Minister.Transportation@gov.bc.ca

August 5, 2022

Honourable Rob Fleming
Minister of Transportation & Infrastructure
PO Box 9055 Prov Stn Govt
Victoria, BC V8W 9E2

Dear Honourable Minister:

I am writing to you today to provide with a copy of the resolution the Township of Esquimalt has passed supporting immediate action be taken on the former E&N Rail Corridor.

"That Council support the Island Corridor Foundation to encourage the governments of Canada and BC to make infrastructure grants to restore train service on the E&N rail corridor and to specifically, as the first priority, to establish commuter train service from Langford to Victoria."

The rail corridor is owned by the Island Corridor Foundation, a not-for-profit partnership between First Nations and local governments. The corridor runs the extent of Vancouver Island providing the only connection between the CRD and communities north of the Malahat other than Hwy 1.

As you are aware rail operations all but shut down in 2011 due to poor track conditions. Since then, there has been a consistent effort and calls for the rehabilitation of the line to restore rail service to the island. The line is still considered an active railway however the courts have determined that without significant investment rail service is not likely to be restored. While the corridor is currently being held for railway purposes it cannot be held indefinitely; the courts have directed the Federal and Provincial governments to make a determination about the future of the corridor by March 2023.

The rail corridor bisects the township of Esquimalt and runs alongside the Federal properties of Esquimalt Graving Dock and the Department of National Defence. The corridor can and should play a key role in transporting the over 5,000 federal employees to and from their homes to work each day. This is of particular importance for many of our military personnel who are challenged to afford homes in the Capital Regional District (CRD). Rather, they are forced to commute from areas outside of the CRD each day, often over the single highway connecting the CRD with the rest of island. Last fall we saw a graphic display of the fragility of that highway and the risks associated with our reliance upon it when washouts from heavy rains closed the highway for several days.

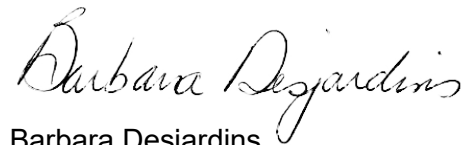
This is a complex challenge with many stakeholders including the many First Nations members of the Island Corridor Foundation. It will necessarily require engagement, consultation, and reconciliation with those Nations as a first step in moving forward. The importance of the corridor to our island today and our future, cannot be understated and if lost the cost to recreate it would far exceed the cost to restore what we have.

We implore you to work jointly with the Province and the Island Corridor Foundation to make the restoration of rail service to the island a reality.

Please don't let us lose this corridor.

I look forward to your response.

Respectfully,



Barbara Desjardins
Mayor, Township of Esquimalt

cc: Regional Mayor and Councils
[Island Corridor Foundation](#)
[Songhees Nation Chief and Council](#)
[Esquimalt Nation Chief and Council](#)
[Capital Regional District Board](#)
[Capt\(N\)/Capv J. Jeffrey Hutchinson, Base Commander, CFB Esquimalt](#)
[Laurie Hurst, Chief Administrative Officer, Township of Esquimalt](#)
[Debra Hopkins, Manager of Corporate Services, Township of Esquimalt](#)

BD/sc

s. 22

311925 – Island Rail Corridor

Dear s. 22

Thank you for your email regarding the Island Rail Corridor, previously known as the E&N Rail Corridor.

I appreciated you sharing with me your idea to construct a new railway east of the Snaw-Naw-As Reserve, connecting with the existing rail corridor at Highway 19/19A interchange and North West Bay Road. Just north of the Snaw-Naw-As reserve boundary, the current railway crosses underneath Highway 19 to the east side of the highway. As such, there is no available right-of-way adjacent to the highway to facilitate constructing an alignment like the one you propose in your letter. As you mentioned, there would also significant financial costs, along with environmental and property concerns associated with such a relocation.

As you may know, the Island Corridor Foundation (ICF) owns the corridor's land and the rail line. The provincial government has continued to work with the ICF and with local First Nations and decision makers to explore the best option for this corridor moving forward. Our goal remains to find the best use for the Island Rail Corridor, as well as to support First Nations interests in these discussions.

I have shared your idea with ministry staff involved in this work for their information. If you have not done so already, you may also wish to share your ideas with the ICF through its [online comment submission form](#).

Thank you again for taking the time to write.

Sincerely,

Sent via email

Rob Fleming
Minister

From: Transportation, Minister TRAN:EX (Natasha.Scott@gov.bc.ca)

To: s. 22

Bcc: TRAN SCR CORR TRAN:EX (TRANSCR@gov.bc.ca)

Subject: 311925 – Island Rail Corridor

Sent: 08/11/2022 16:57:41

Attachments: 311925 - Mitigating the issues in Nanoose - Please Restore Island Rail.msg

Message Body:

s. 22

311925 ? Island Rail Corridor

Dear s. 22

Thank you for your email regarding the Island Rail Corridor, previously known as the E&N Rail Corridor.

I appreciated you sharing with me your idea to construct a new railway east of the Snaw-Naw-As Reserve, connecting with the existing rail corridor at Highway 19/19A interchange and North West Bay Road. Just north of the Snaw-Naw-As reserve boundary, the current railway crosses underneath Highway 19 to the east side of the highway. As such, there is no available right-of-way adjacent to the highway to facilitate constructing an alignment like the one you propose in your letter. As you mentioned, there would also significant financial costs, along with environmental and property concerns associated with such a relocation.

As you may know, the Island Corridor Foundation (ICF) owns the corridor's land and the rail line. The provincial government has continued to work with the ICF and with local First Nations and decision makers to explore the best option for this corridor moving forward. Our goal remains to find the best use for the Island Rail Corridor, as well as to support First Nations interests in these discussions.

I have shared your idea with ministry staff involved in this work for their information. If you have not done so already, you may also wish to share your ideas with the ICF through its online comment submission form.

Thank you again for taking the time to write.

Sincerely,

Rob Fleming
Minister

Ginoux, Nelly MOTI:EX

From: s. 22
Sent: July 27, 2022 1:25 PM
To: Transportation, Minister TRAN:EX
Subject: 311925 - Mitigating the issues in Nanoose - Please Restore Island Rail

Follow Up Flag: Follow up
Flag Status: Completed

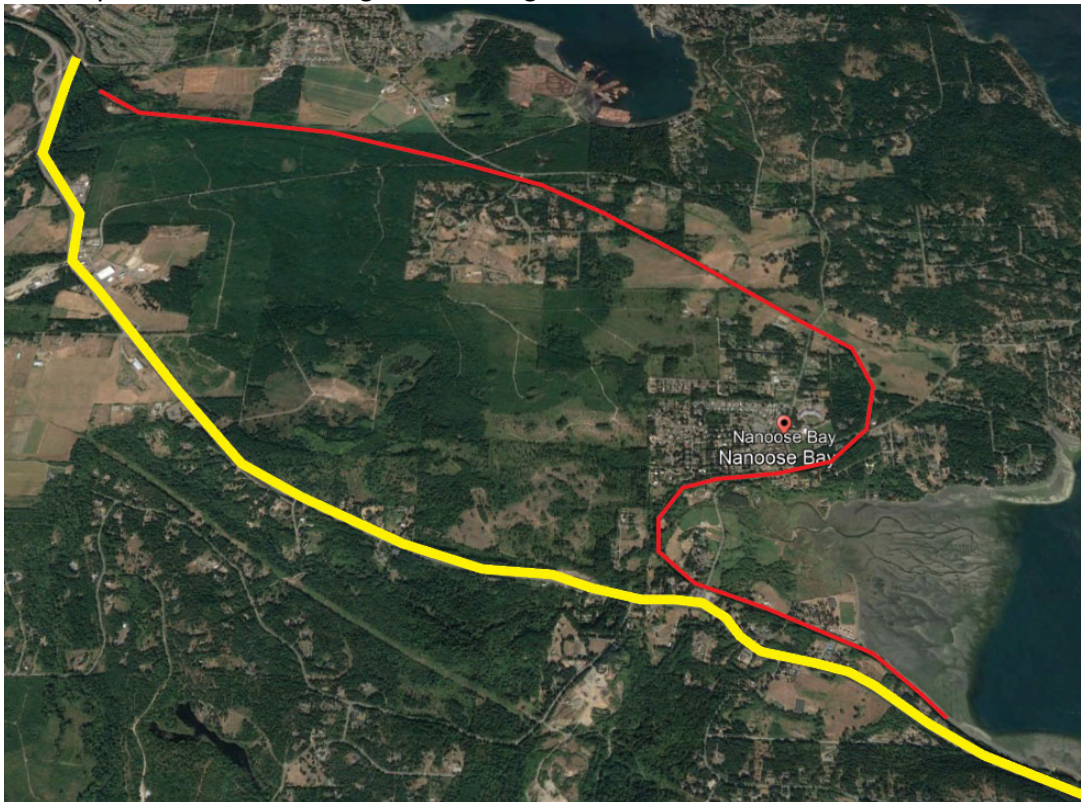
[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Good afternoon Honourable Rob Fleming,

I went to Nanoose recently and realized that the Shaw-Nah-As nation is likely not commercial development minded and probably don't want the beautiful land and views there looked at for development. I don't know all the details, nor do I intend to get my fingers smashed reaching out to anyone other than ICF and you on this.

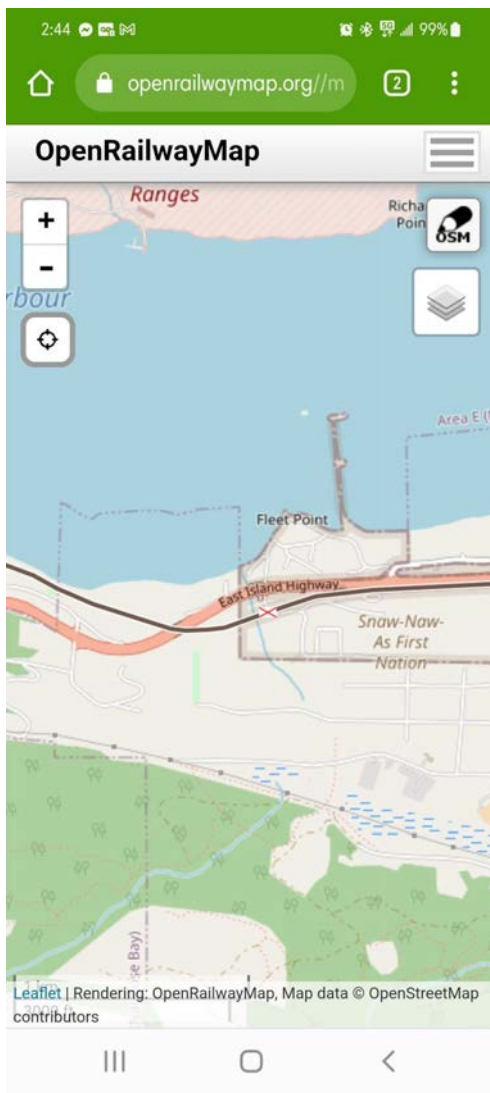
Shaw-Nah-As had a military base plopped on their lands - Nanoose Range (globalsecurity.org) so I get why they would be unhappy with it.

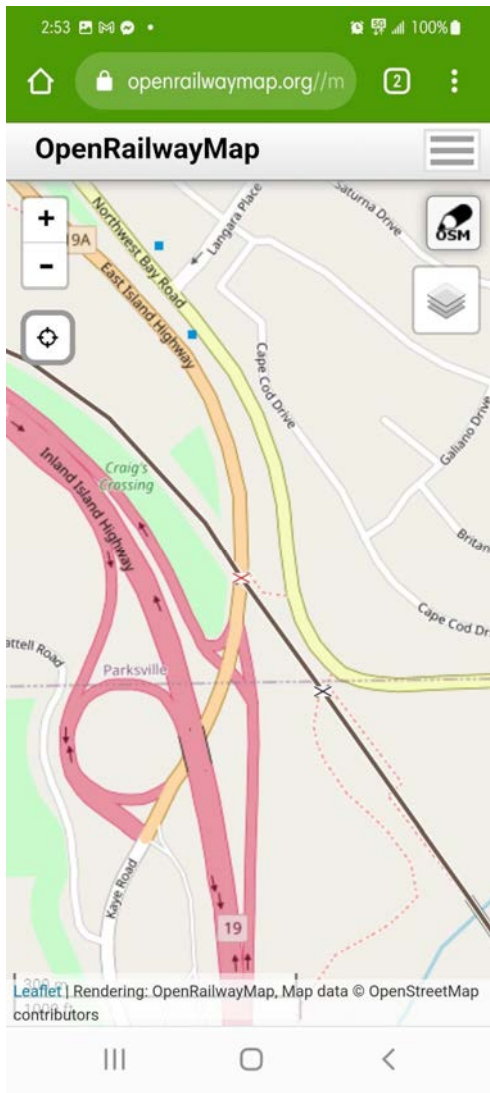
One way around that issue might be building some new track



The yellow line would be a rail-beside highway

It crosses the highway at two spots that would be a perfect bypass and Nanoose could still have a terminal by the highway for bus connections.





and this would be the section the bypass would rejoin the rest of the track



I need to understand if the easement is there for that or not and there are always budget factors.

I didn't see a need for a trestle, maybe a very short one in one place, but if the train sticks to the right hand side of the highway going north, there is room to extend slightly west (shifting the lanes over to avoid some side-fills but otherwise, it looks pretty simple.

Curious to know your thoughts on this

Cheers,
s. 22

From: Transportation, Minister TRAN:EX (Natasha.Scott@gov.bc.ca)
To: s. 22
Cc: Walker.MLA, Adam LASS:EX (Adam.Walker.MLA@leg.bc.ca)
Bcc: TRAN SCR CORR TRAN:EX (TRANSCR@gov.bc.ca)
Subject: 312012 - Island Rail corridor
Sent: 08/11/2022 17:24:25
Attachments: 312012 - Vancouver Island Transportation Infrastructure..msg
Message Body:

s. 22

312012 - Island Rail corridor

Dear s. 22

Thank you for your email regarding the Vancouver Island Rail Corridor.

Our government recognizes people want more options to travel without a vehicle, and we too see the potential of the rail corridor.

As you may know, the Island Corridor Foundation (ICF) owns the land and the rail line. The provincial government has continued to work with the ICF and with local First Nations and decision makers to explore the best option for this corridor moving forward. Our goal remains to find the best use for the Island Rail Corridor, as well as to support First Nations interests in these discussions.

On May 16, 2022, the ICF released a business case that proposes a mixed-use rail system with commuter service, interregional passenger service and freight operations. Ministry staff have provided some initial feedback to the ICF on its business plan, highlighting the importance of First Nations consultation and the need for an adequate contingency in the proposed costs. For the ministry to advance any project, it must be supported by a strong business case where the benefits to the public clearly outweigh the costs. More discussion will be needed to determine the best way to proceed. In the meantime, we are also closely monitoring how the federal government responds to a BC Court of Appeal ruling related to sections of the corridor that bisect the Snaw-Naw-As First Nation Reserve.

I have shared your email with ministry staff involved in this work for their information. You may also wish to share your feedback directly with ICF via their online submission form.

Regarding your comments on transportation planning, you may be interested in reading the South Island Transportation Strategy, which speaks to opportunities for the South Island and inter-regional transportation choices like rail and transit service between South Vancouver Island and the rest of the island. This study was released in fall 2020, and we are now working with our municipal partners and other key stakeholders on implementation.

Thank you again for taking the time to write.

Sincerely,

Rob Fleming
Minister

Copy to: Adam Walker
MLA, Parksville-Qualicum

From: s. 22

To: Transportation, Minister TRAN:EX (Minister.Transportation@gov.bc.ca); Adam Walker mia (Adam.Walker.mia@leg.bc.ca); Gord Johns (Gord.Johns@parl.gc.ca)

Subject: 312012 - Vancouver Island Transportation Infrastructure.

Sent: 07/31/2022 19:36:44

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

I am appalled to read that the present right of way for the Vancouver Island rail corridor could be lost through Reversionary Rights in March 2023. What is the matter with our Politicians in Victoria if they wanted to spend huge amounts of taxpayer's money on upgrading a museum in Victoria rather than on a rail system that would benefit the future of all communities on the Island. Once again their focus seems to end south of the Malahat. Don't they want the rest of the Island to grow and prosper? If we give up the existing right of way, we probably have lost the opportunity forever. Let's at least try to keep up with the rest of the world and get on with it.

s. 22

During the last twenty or so years I have watched the never-ending arguing about the future of the largely disused rail corridor up and down the Island. Meanwhile, the population of the Island has grown and is predicted to continue growing in the future. From my own observations, the volume of traffic on the Island Highway has and is growing exponentially. Recent events have clearly shown how vulnerable it is to disruption. In many places it is the only real access to the north of the Island. If the road is cut, the north of the island is isolated as has already happened this last winter.

I have read a number of (gloomy) reports on the state of the old railway and estimates on how much it will cost to resurrect it. Nay Sayers say we can't afford to resurrect it and we should use it for other things like walking/bicycling trails etc. There are always more immediate priorities. Are we nuts? Has there ever been a proper transportation plan drawn up for the future of the Island?

Are we just going to spend more and more money on upgrading this highway? History shows that all this does is attract more and more traffic, create more and more pollution and contribute even more to global warming. You never get ahead of the game. And the Island north of the Malahat is still vulnerable to disruption of this road resulting in such things as more gas rationing etc...

Surely the present railway corridor needs to be converted into some kind of mixed traffic light rail transit system using (hydro) electric power. Site "C" dam surplus? Yes, it will cost money. So do the alternatives. Progress always does. With a growing population and a convenient, clean and efficient service, people will use it. Again, history has demonstrated this in other countries and places. Wouldn't it be nice to go to Victoria for a day out and not have to drive or stay overnight? It should be developed to connect major points on the Island, reducing traffic volumes and providing the security of an alternative route to the north of the Island. It will also clearly show that we are serious about combating global warming. Surely the money can be found.

All this is a "no-brainer." Just connect the dots, let's stop arguing, look to the future and do the necessary work to get on with it.

s. 22

312012 - Island Rail corridor

Dear s. 22

Thank you for your email regarding the Vancouver Island Rail Corridor.

Our government recognizes people want more options to travel without a vehicle, and we too see the potential of the rail corridor.

As you may know, the Island Corridor Foundation (ICF) owns the land and the rail line. The provincial government has continued to work with the ICF and with local First Nations and decision makers to explore the best option for this corridor moving forward. Our goal remains to find the best use for the Island Rail Corridor, as well as to support First Nations interests in these discussions.

On May 16, 2022, the [ICF released a business case](#) that proposes a mixed-use rail system with commuter service, interregional passenger service and freight operations. Ministry staff have provided some initial feedback to the ICF on its business plan, highlighting the importance of First Nations consultation and the need for an adequate contingency in the proposed costs. For the ministry to advance any project, it must be supported by a strong business case where the benefits to the public clearly outweigh the costs. More discussion will be needed to determine the best way to proceed. In the meantime, we are also closely monitoring how the federal government responds to a BC Court of Appeal ruling related to sections of the corridor that bisect the Snaw-Naw-As First Nation Reserve.

I have shared your email with ministry staff involved in this work for their information. You may also wish to share your feedback directly with ICF via their [online submission form](#).

Regarding your comments on transportation planning, you may be interested in reading the [South Island Transportation Strategy](#), which speaks to opportunities for the South Island and inter-regional transportation choices like rail and transit service between South Vancouver Island and the rest of the island. This study was released in fall 2020, and we are now working with our municipal partners and other key stakeholders on implementation.

Thank you again for taking the time to write.

Sincerely,

Ministry of Transportation
and Infrastructure

Office of the Minister

Mailing Address:
Parliament Buildings
Victoria BC V8V 1X4

Sent by email

Rob Fleming
Minister

Copy to: Adam Walker
MLA, Parksville-Qualicum

s. 22

311867 - Island Rail Corridor

Dear ^{s. 22}

Thank you for your email regarding the Island Rail Corridor, previously known as the E&N Rail Corridor.

The provincial government recognizes people want more options to travel without a vehicle, and we too see the potential of the rail corridor.

As you may know, the Island Corridor Foundation (ICF) owns the land and the rail line. The provincial government has continued to work with the ICF and with local First Nations and decision makers to explore the best option for this corridor moving forward. Our goal remains to find the best use for the Island Rail Corridor, as well as to support First Nations interests in these discussions.

As you are aware, on May 16, 2022, the [ICF released a business case](#) that proposes a mixed-use rail system with commuter service, interregional passenger service and freight operations. Ministry staff have provided some initial feedback to the ICF on its business plan, highlighting the importance of First Nations consultation and the need for an adequate contingency in the proposed costs. For the ministry to advance any project, it must be supported by a strong business case where the benefits to the public clearly outweigh the costs. More discussion will be needed to determine the best way to proceed. In the meantime, we are also closely monitoring how the federal government responds to a BC Court of Appeal ruling related to sections of the corridor that bisect the Snaw-Naw-As First Nation Reserve.

I have shared your email with ministry staff involved in this work for their information. You may also wish to share your ideas with the ICF through its [online comment submission form](#).

Thank you again for taking the time to write.

Sincerely,

Sent by email

Rob Fleming
Minister

Copy to: Honourable Murray Rankin
Minister of Indigenous Relations and Reconciliation
MLA, Oak Bay-Gordon Head

From: Transportation, Minister TRAN:EX (Natasha.Scott@gov.bc.ca)
To: s. 22
Cc: Rankin.MLA, Murray LASS:EX (Murray.Rankin.MLA@leg.bc.ca)
Bcc: TRAN SCR CORR TRAN:EX (TRANSCR@gov.bc.ca)
Subject: 311867 - Island Rail Corridor
Sent: 08/11/2022 18:03:56
Attachments: 311867 - E&N CorridorICF Business Case.msg
Message Body:

s. 22

311867 - Island Rail Corridor

Dear s. 22

Thank you for your email regarding the Island Rail Corridor, previously known as the E&N Rail Corridor.

The provincial government recognizes people want more options to travel without a vehicle, and we too see the potential of the rail corridor.

As you may know, the Island Corridor Foundation (ICF) owns the land and the rail line. The provincial government has continued to work with the ICF and with local First Nations and decision makers to explore the best option for this corridor moving forward. Our goal remains to find the best use for the Island Rail Corridor, as well as to support First Nations interests in these discussions.

As you are aware, on May 16, 2022, the ICF released a business case that proposes a mixed-use rail system with commuter service, interregional passenger service and freight operations. Ministry staff have provided some initial feedback to the ICF on its business plan, highlighting the importance of First Nations consultation and the need for an adequate contingency in the proposed costs. For the ministry to advance any project, it must be supported by a strong business case where the benefits to the public clearly outweigh the costs. More discussion will be needed to determine the best way to proceed. In the meantime, we are also closely monitoring how the federal government responds to a BC Court of Appeal ruling related to sections of the corridor that bisect the Snaw-Naw-As First Nation Reserve.

I have shared your email with ministry staff involved in this work for their information. You may also wish to share your ideas with the ICF through its online comment submission form.

Thank you again for taking the time to write.

Sincerely,

Rob Fleming
Minister

Copy to: Honourable Murray Rankin
Minister of Indigenous Relations and Reconciliation
MLA, Oak Bay-Gordon Head

From: Fleming.MLA, Rob LASS:EX (Rob.Fleming.MLA@leg.bc.ca)
To: Transportation, Minister TRAN:EX (Minister.Transportation@gov.bc.ca)
Subject: 311867 - E&N Corridor/ICF Business Case
Sent: 07/25/2022 18:45:17
Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

From: s. 22
Sent: July 24, 2022 9:36 PM
To: Fleming.MLA, Rob <Rob.Fleming.MLA@leg.bc.ca>; Rankin.MLA, Murray <Murray.Rankin.MLA@leg.bc.ca>
Subject: E&N Corridor/ICF Business Case

Minister Rankin, I contact you as your constituent,
Minister Fleming, I contact you in your role as the Minister of Infrastructure,

s. 22 and I have twice previously contacted the legislature on this matter.

I implore you to act on the ICF business case for the E&N corridor as soon as possible.

I noted that progress on the E&N corridor is one of few remaining promises made during the election:
<http://www.cbc.ca/news/canada/british-columbia/bc-government-ndp-promise-tracker-1.4669968>

I am frustrated by the lack of use of the corridor. This weekend I took a rare drive toward Sooke and could not believe the congestion on the Trans Canada. Congestion which we all know will not be fixed by road upgrades and the resulting induced demand. I urge you and the government to spend the money required by the ICF's business plan to return passenger rail service by repairing the tracks.

Thank you!!

s. 22

From: s. 22

To: contact@capitaldaily.ca

Cc: OfficeofthePremier, Office PREM:EX (Premier@gov.bc.ca); info@islandrail.ca; Stewart Young (mayor@langford.ca); Transportation, Minister TRAN:EX (Minister.Transportation@gov.bc.ca)

Subject: 312222 - Well of course he says that - ICF poohbah edition

Sent: 08/10/2022 20:03:07

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Of course Larry Stevenson says the E&N is not done, it is his role to try to get it running thus no surprise he is working hard to do so.

Your article contains several fallacies, including:

- That the present end of track is very close to downtown Sictoria BC, he quotes distance to west end of Johnson St. bridge when in fact most people are going far beyond that.
- As I have pointed out many times, studies show many people do not accept a second transfer, because of time and risk of missing it, most having a first transfer at origin (be it bus, PnR, or KnR – but at BDL station many can walk from the highrises nearby and yes some people can use bicycle). Stevenson conducts his own invalid survey of people in Nanaimo, I note there is a difference between commuting to a workplace schedule and just trying to deal with gummint offices once in a while. The E&N was ill the moment Sictoria city council lost its game of chicken with the federal government over paying the cost of including rail in the new bridge.
- Busses just don't hop on rails, they need sturdy wheels to carry the weight safely at speeds needed for commuter service.
- Why does Stevenson think the track is safe for a bus with sturdy wheels but not for light rail cars?

The huge problem I've pointed out many times is that there has not been a market test of commuter rail service on the E&N track. Dithering let the track deteriorate to a condition unsafe for commuter speeds – go look at it (along the E&N trail behind Thrifty Foods and below the Westhills library/YxCA building, for example). Ties rot, spikes loosen, bridges rust,

I remind you that a nice bus service failed, albeit it was not properly promoted and was on the clogged freeway not E&N track.

I remind you of the failure of local ferries to get people to workplaces, in one case fewer people opened their purses to buy a ticket than had publicly said they would. Talk is cheap.

I again point out that the E&N track does not go past locations of substantial workplace population, only CFB Esquimalt north gate (which is a hike from the south side of the base).

What is the estimated cost of restoring the track from Langford to VicWest enough to run safely at commuter speeds needed for that section, for long enough to run a market test, and leasing light rail rolling stock? That's only a fraction of the length of the total track.

PS: BTW, you show a photo of the Galloping Goose Trail, but the new E&N Trail is more relevant to downtown Sictoria BC as it goes to the Johnson Street Bridge.

PPS: And I again point to getting workers out of downtown Sictoria BC, and staggering work hours as is done elsewhere – I had Christy Clark interested but I don't know if she did anything before she was booted out.

(Nope, ignore the Brussels tram for sale in Vancouver BC as it is in bad condition. There is a mostly restored tram sitting idle in Richmond BC, and the one that operates sometimes in the Cloverdale B area – like the trams that used to operate in the Victoria BC region, Hey! those are electric vehicles thus politically correct. ?? Well yes but stringing

overhead wires would cost something. (As used in Vancouver BC for busses today, for light rail in the past. Not to be confused with aerial 'tram' systems. I don't know if track width is compatible, Portland's system might be worth looking at.)

[Would be nice if Horgan and Stevenson could read maps. ??]

***Humans are inherently good, but to thrive
need protection against coercion by those who err.***
s. 22

s. 22

From: Fleming.MLA, Rob LASS:EX (Rob.Fleming.MLA@leg.bc.ca)
To: Transportation, Minister TRAN:EX (Minister.Transportation@gov.bc.ca)
Subject: 312248 - Vancouver Island Railroad
Sent: 08/16/2022 17:44:31
Attachments: ~WRD0000.jpg
Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

From: s. 22
Sent: August 15, 2022 3:40 PM
To: Fleming.MLA, Rob <Rob.Fleming.MLA@leg.bc.ca>; OfficeofthePremier, Office PREM:EX <Premier@gov.bc.ca>
Subject: Vancouver Island Railroad

Hello,

s. 22

I am writing to my MLA, Murray

Rankin; the minister of transportation, Rob Fleming; and the premier, John Horgan.

I am writing because I want to hear your thoughts on the idea of restoring the Vancouver Island railroad. All three of you reside on Vancouver Island and I would hope you all will see the merit behind a train system here. I believe restoring the railroad on the island is a very important project that must be done as soon as possible, for several reasons:

1. Vancouver Island now has over 800,000 people
2. A huge portion of these 800,000 people commute everyday from up-island communities to Victoria for work.
3. On top of that, many people also commute to Victoria from up-island for medical care, business, personal reasons, etc.
4. There are thousands of people who are unable to drive and are thus unable to travel outside of their communities without taking the unreliable and slow coach buses. The Greyhound line ceased operations on the island quite some time ago now as well.
5. We saw devastating rainfall and flooding along the Malahat highway in the fall of 2021 which made it impassable. This was horrific for many people who had medical emergencies/appointments in Victoria and the thousands of people who were unable to go to work in the CRD. The Malahat and other parts of the TransCanada highway on the island are unreliable and have proven to be ineffective with even minor weather events. Having an alternative would be greatly beneficial and more reliable.
6. The island already has hundreds of kilometers of railroad extending from Esquimalt all the way to Courtenay-Comox.
7. The restoration of the railroad on the island would create hundreds of temporary jobs and many permanent jobs. The economic benefit will greatly help the island and the province as well as provide residents a much easier, safer, and convenient way to travel among Vancouver Island communities.
8. The island has an aging population, many of which should not be driving. Older people in retirement communities, however, are forced to drive for essentially anything they may need, putting themselves and others on the road at

risk.

9. People need an alternative to driving. I personally hate driving. Many people hate driving or cannot drive at all. It is discriminatory to have an infrastructure system catered exclusively to people with a personal vehicle. Again, the few buses that run between island communities are terrible ways of transport.

10. It is time Vancouver Island and British Columbia catch up with modern times. Japan, China, and almost the entirety of Europe have high-speed trains that allow people to travel around with comfort and ease and BC needs to catch up.

Thank you for your time and I hope to hear some helpful feedback on these reasons and the overall idea of a railroad on the island. I would hope residents of the island would be supportive of an idea that would help all Vancouver Islanders. It is time we modernize our island away from car-centrism.

Kind Regards,
s. 22

Virus-free.www.avg.com

August 24, 2022

s. 22

310865 - Public transit

s. 22
Dear

Thank you for your email supporting rail and inter-city bus service on Vancouver Island. I appreciated the opportunity to review your comments.

The provincial government recognizes people want more options to travel without a vehicle, and we too see the potential of the rail corridor.

As you are likely aware, the Island Corridor Foundation (ICF) owns the land and the rail line. The provincial government has continued to work with the ICF and with local First Nations and decision makers to explore the best option for this corridor moving forward. I have shared your email with ministry staff involved in this work for consideration.

Ministry staff have provided some initial feedback to the ICF on its business plan, highlighting the importance of First Nations consultation and the need for an adequate contingency in the proposed costs. More discussion will be needed to determine the best way to proceed. We are also closely monitoring how the federal government responds to a BC Court of Appeal ruling related to sections of the corridor that bisect the Snaw-Naw-As First Nation Reserve.

Our goal remains to find the best use for the Island Rail Corridor, as well as to support First Nations' interests in these discussions, and we will continue to work with the ICF, local First Nations and decision makers to explore options for how the corridor could best serve island communities.

Regarding inter-city bus services, we recognize the importance of these services particularly for people who do not drive or have access to a vehicle. At this time, the ministry continues to work to find solutions to the need for inter-city transportation through a mix of publicly and privately operated transportation services.

The ministry, through BC Transit, proudly supports transit services in 130 communities in B.C., some with as few as 5,000 residents. Our government currently contributes more per person to support public transit operations than any other province or territory in Canada. This helps keep transit affordable for riders and local governments.

BC Transit works with 58 local governments and operates more than 15 regional transit services throughout the province, connecting rural communities to larger regional centres. Across British Columbia, municipal governments are continuing to recognize the need for public transit service and have worked with BC Transit to implement new routes.

In the South Island, the ministry has been working hard to deliver better transit and transportation for the region, as guided by our [South Island Transportation Strategy](#). The strategy, released in September 2020, looks at ways to improve all modes of transportation across Southern Vancouver Island.

Investing in our highway network will continue to be necessary to ensure it can withstand the effects of climate change, connect businesses to markets and support the safe and efficient movement of people and goods. The ministry includes transit and active transportation facilities in all new projects and major highway upgrades whenever possible. Infrastructure can include things such as multi-use pathways and wider shoulders for pedestrians and cyclists, as well as transit priority signals and queue jump lanes at intersections.

Projects such as the Keating Road Flyover that will significantly improve safety will continue to be needed as communities grow. This project was identified as a priority in the South Island Transportation Strategy to improve the safety and reliability of Highway 17. This project also includes bus-on-shoulder facilities to support plans for bus rapid transit on Highway 17. The Highway 14 upgrades you mention included new bus pullouts and shelters along the corridor and a park and ride facility in Sooke to encourage more people to choose transit.

The one-time, flat rate relief rebate [from ICBC announced by our government on March 25, 2022](#), comes from insurance premiums paid to ICBC by policy holders, and not from general government revenue. While I recognize you would have liked to have seen these rebates used to help fund other services, the Province passed legislation in 2020 which prevents government from directing ICBC to make payments to government from its excess optional insurance capital. Rather, the legislation ensures that any surpluses ICBC has remain with the corporation for the benefit of policy holders. I understand ICBC's intention with the relief rebate is to provide financial relief to the largest number of ratepayers possible at a time when various cost pressures have affected day-to-day life for people in B.C. I have shared your comments with my colleague the Honourable Mike Farnworth, Minister of Public Safety and Solicitor General, as ICBC falls under his purview.

Thank you again for taking the time to write.

Sincerely,

Sent via Email:

Rob Fleming
Minister

Copy to: Honourable Mike Farnworth
Minister of Public Safety and Solicitor General
MLA, Port Coquitlam

Honourable Bowinn Ma
Minister of State for Infrastructure
MLA, North Vancouver-Lonsdale

Grace Lore
MLA, Victoria-Beacon Hill

From: Transportation, Minister TRAN:EX (minister.transportation@gov.bc.ca)

To: s. 22

Cc: Minister, PSSG PSSG:EX (PSSG.Minister@gov.bc.ca); Minister, MSI TRAN:EX (Minister.SI@gov.bc.ca); Lore.MLA, Grace LASS:EX (Grace.Lore.MLA@leg.bc.ca)

Bcc: TRAN SCR CORR TRAN:EX (TRANSCR@gov.bc.ca); Hubley, Holly TRAN:EX (Holly.Hubley@gov.bc.ca)

Subject: 310865 - Public transit

Sent: 08/24/2022 17:07:51

Attachments: 310865 - Public Transit Across Vancouver Island.msg

Message Body:

s. 22

310865 - Public transit

s. 22

Dear

Thank you for your email supporting rail and inter-city bus service on Vancouver Island. I appreciated the opportunity to review your comments.

The provincial government recognizes people want more options to travel without a vehicle, and we too see the potential of the rail corridor.

As you are likely aware, the Island Corridor Foundation (ICF) owns the land and the rail line. The provincial government has continued to work with the ICF and with local First Nations and decision makers to explore the best option for this corridor moving forward. I have shared your email with ministry staff involved in this work for consideration.

Ministry staff have provided some initial feedback to the ICF on its business plan, highlighting the importance of First Nations consultation and the need for an adequate contingency in the proposed costs. More discussion will be needed to determine the best way to proceed. We are also closely monitoring how the federal government responds to a BC Court of Appeal ruling related to sections of the corridor that bisect the Snaw-Naw-As First Nation Reserve.

Our goal remains to find the best use for the Island Rail Corridor, as well as to support First Nations' interests in these discussions, and we will continue to work with the ICF, local First Nations and decision makers to explore options for how the corridor could best serve island communities.

Regarding inter-city bus services, we recognize the importance of these services particularly for people who do not drive or have access to a vehicle. At this time, the ministry continues to work to

find solutions to the need for inter-city transportation through a mix of publicly and privately operated transportation services.

The ministry, through BC Transit, proudly supports transit services in 130 communities in B.C., some with as few as 5,000 residents. Our government currently contributes more per person to support public transit operations than any other province or territory in Canada. This helps keep transit affordable for riders and local governments.

BC Transit works with 58 local governments and operates more than 15 regional transit services throughout the province, connecting rural communities to larger regional centres. Across British Columbia, municipal governments are continuing to recognize the need for public transit service and have worked with BC Transit to implement new routes.

In the South Island, the ministry has been working hard to deliver better transit and transportation for the region, as guided by our [South Island Transportation Strategy](#). The strategy, released in September 2020, looks at ways to improve all modes of transportation across Southern Vancouver Island.

Investing in our highway network will continue to be necessary to ensure it can withstand the effects of climate change, connect businesses to markets and support the safe and efficient movement of people and goods. The ministry includes transit and active transportation facilities in all new projects and major highway upgrades whenever possible. Infrastructure can include things such as multi-use pathways and wider shoulders for pedestrians and cyclists, as well as transit priority signals and queue jump lanes at intersections.

Projects such as the Keating Road Flyover that will significantly improve safety will continue to be needed as communities grow. This project was identified as a priority in the South Island Transportation Strategy to improve the safety and reliability of Highway 17. This project also includes bus-on-shoulder facilities to support plans for bus rapid transit on Highway 17. The Highway 14 upgrades you mention included new bus pullouts and shelters along the corridor and a park and ride facility in Sooke to encourage more people to choose transit.

The one-time, flat rate relief rebate [from ICBC announced by our government on March 25, 2022](#), comes from insurance premiums paid to ICBC by policy holders, and not from general government revenue. While I recognize you would have liked to have seen these rebates used to help fund other services, the Province passed legislation in 2020 which prevents government from directing ICBC to make payments to government from its excess optional insurance capital. Rather, the legislation ensures that any surpluses ICBC has remain with the corporation for the benefit of policy holders. I understand ICBC's intention with the relief rebate is to provide financial relief to the largest number of ratepayers possible at a time when various cost pressures have affected day-to-day life for people in B.C. I have shared your comments with my colleague the Honourable Mike Farnworth, Minister of Public Safety and Solicitor General, as ICBC falls under his purview.

Thank you again for taking the time to write.

Sincerely,

Rob Fleming

Minister

Copy to: Honourable Mike Farnworth
Minister of Public Safety and Solicitor General
MLA, Port Coquitlam

Honourable Bowinn Ma
Minister of State for Infrastructure
MLA, North Vancouver-Lonsdale

Grace Lore
MLA, Victoria-Beacon Hill

From: Ma.MLA, Bowinn LASS:EX (Bowinn.Ma.MLA@leg.bc.ca)
To: Minister, MSI TRAN:EX (Minister.SI@gov.bc.ca)
Subject: 310865 - Public Transit Across Vancouver Island
Sent: 06/06/2022 16:40:39
Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

From: s. 22

Sent: June 5, 2022 6:01 PM

To: Lore.MLA, Grace <Grace.Lore.MLA@leg.bc.ca>; Ma.MLA, Bowinn <Bowinn.Ma.MLA@leg.bc.ca>; Fleming.MLA, Rob <Rob.Fleming.MLA@leg.bc.ca>

Subject: Public Transit Across Vancouver Island

Hello,

I am writing to ask that the BC NDP work towards a practical, affordable solution that allows the nearly 900,000 residents of Vancouver Island the freedom to travel between population centres without a personal automobile. The CleanBC plan includes targets to reduce distances travelled by automobile by 25% by 2030 and increase the mode share of walking, cycling, and transit to 50% of trips by 2050. These are laudable goals, but this will not be achieved if the only option provided to people for inter-city travel is the car.

s. 22

The City of Victoria has made incredible progress to enable many residents to get around the city without a car, mostly through active transportation improvements, and while BC Transit needs many improvements, it is generally good enough to get around with. I wanted to get rid of my car for many years due to the substantial financial burden, environmental impact, and the negative impact that car-centric cities have on urban living. While I eventually did go car-free, by far the biggest barrier was the inability to visit my friends and family in Port Alberni. Now, even if I wanted a car, I could not afford one. The result: I rarely see my family anymore.

The only possible way to get to Port Alberni without a car is a private coach bus. These buses come once per day and are designed to get tourists to Tofino, which is reflected in the high cost. Prices vary but at minimum it is \$52 for a 1-way ticket. Travel time is 4.5 hours for what is a 2.25 hour drive and includes a 1-hour layover in Nanaimo. If I wanted to use this service on weekends, I would arrive in the afternoon on Saturday and would need to leave first thing Sunday morning with 9 hours of travel time. If travelled by car, I could spend two whole days in Port Alberni for less cost, half the travel time, and wouldn't need to book in advance. This service is neither convenient, useful, nor affordable to most residents.

Recently, a proposal from the Vancouver Island Rail Foundation came forward that would revive rail transportation on Vancouver Island for \$431 million. I was disappointed to see this plan excluded passenger service to Port Alberni, but it is a good start. Previous proposals have been rejected by the provincial government due to the "lack of a business case", apparently forgetting that public transit is a basic public service, not a means to profit.

While I think rail is the right way to go, I would even be happy with just a basic public bus service. Clallam County, Washington has bus service that connects all its small cities and towns. For example, there are 8 buses per day from Port Angeles (pop. 20,000) to Forks (pop. 3,800). Fares are \$1.50. The drive time

between Victoria and Nanaimo is similar to Port Angeles to Forks, and transit only takes 10 minutes longer than driving.

I have been happy with many of the actions taken by the BC NDP, namely major minimum wage increases, the elimination of MSP premiums, and the ramping up of the construction of non-profit housing. However, I have been incredibly frustrated with the NDP's car-centric approach to transportation planning:

- \$4 billion for the Massey Tunnel expansion (yes, I know space for bikes and buses have been tacked on)
- \$1 billion for highway expansion in Abbotsford
- Hundreds of millions for highway expansion around Greater Victoria - McKenzie Interchange, Keating Flyover, Malahat expansion, Highway 1 widening in Langford, Sooke Rd widening and realignment, etc.
- \$395 million in gas rebates for drivers

All of this yet we can't come up with \$431 million to connect our communities with safe, climate-friendly rail service, let alone a basic bus service? This expensive highway expansion and the induced demand it creates is not in alignment with this government's stated targets for emissions reductions and mode shift. I have been leaning towards voting Green again in the next provincial election due to the NDP's disappointing environmental record, but a vote for Grace Lore and the NDP would be secured if the provincial government would commit to providing a genuinely useful public transit service to connect the communities of Vancouver Island. The most meaningful single action this government could pursue to improve my quality of life would be providing a way for me to see my family without spending \$10,000+ per year on a personal automobile. I know it would benefit the lives of many other Islanders as well.

Thanks for listening,

s. 22

From: Transportation, Minister TRAN:EX (Minister.Transportation@gov.bc.ca)
To: mtait@sooke.ca
Cc: OfficeofthePremier, Office PREM:EX (Premier@gov.bc.ca); MINTC@tc.gc.ca
Bcc: TRAN SCR CORR TRAN:EX (TRANSCR@gov.bc.ca)
Subject: 312069 - Island Rail Corridor
Sent: 08/24/2022 18:58:03
Attachments: 312069 Response.pdf, 312069 - E&N Rail Corridor.msg
Message Body:

Her Worship

Mayor Maja Tait

District of Sooke

312069 - Island Rail Corridor

Dear Mayor Tait:

Please find attached correspondence from the Honourable Rob Fleming, Minister of Transportation and Infrastructure.

Sincerely,

Office of the Minister

Ministry of Transportation and Infrastructure



August 24, 2022

Her Worship
Mayor Maja Tait
District of Sooke
2205 Otter Point Road
Sooke BC V9Z 1J2

Reference: 312069
Your file: 0400-20

Dear Mayor Tait:

Re: Island Rail Corridor

Thank you for your letter of July 28, 2022, regarding the Island Rail Corridor.

I recognize that the District of Sooke is keen to see the restoration of passenger and freight rail services along the corridor. As you likely know, there have been many studies looking at the viability of rail service on the Island Rail Corridor, which have identified that restoring any form of rail service would be very costly.

On May 16, 2022, the [ICF released a business case](#) that proposes a mixed-use rail system with commuter service, interregional passenger service and freight operations. Ministry staff have provided some initial feedback to the ICF on its business plan, highlighting the importance of First Nations consultation and the need for an adequate contingency in the proposed costs. For the ministry to advance any project, it must be supported by a strong business case where the benefits to the public clearly outweigh the costs. More discussion will be needed to determine the best way to proceed. In the meantime, we are also closely monitoring how the federal government responds to a BC Court of Appeal ruling related to sections of the corridor that bisect the Snaw-Naw-As First Nation Reserve.

Our goal remains to find the best use for the Island Rail Corridor, as well as to support First Nations interests in these discussions.

Should you have any questions or wish to share further information, please do not hesitate to contact Janelle Staite, the ministry's Regional Deputy Director for the South Coast Region. She can be reached at 250 751-3282 or Janelle.Staite@gov.bc.ca and would be pleased to assist you.

.../2

Thank you again for taking the time to write.

Sincerely,

A handwritten signature in black ink, appearing to read 'Rob Fleming', written in a cursive style.

Rob Fleming
Minister

Copy to: Premier John Horgan

The Honourable Omar Alhabra
Minister of Transport

From: OfficeofthePremier, Office PREM:EX (Premier@gov.bc.ca)

To: s. 22

Cc: Transportation, Minister TRAN:EX (Minister.Transportation@gov.bc.ca)

Subject: 312410 - Vancouver Island rail right of way

Sent: 08/25/2022 19:11:03

Message Body:

Dear s. 22

Thank you for your email regarding the Vancouver Island Rail Corridor. We appreciate your taking the time to share your thoughts and recommendations with us.

On your behalf, we have provided a copy of your message to the Honourable Rob Fleming, Minister of Transportation and Infrastructure, for review and consideration. Please be assured that your comments and suggestions will be included in any related discussions going forward.

Thank you, again, for writing. It was good to hear from you.

cc: Honourable Rob Fleming

-----Original Message-----

From: s. 22

Sent: August 21, 2022 3:06 PM

To: OfficeofthePremier, Office PREM:EX <Premier@gov.bc.ca>

Subject: Vancouver Island rail right of way

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Dear Premier Horgan,

I very much appreciate the scepticism you have expressed over the viability of the proposed Vancouver Island rail initiative.

My suggestion is to ask that your government preserve the right of way and support the development of a bike path like the “petit train du nord,” a 200 km bike trail north on Montreal. . A bike trail connecting to the Galloping Goose in Victoria would attract more visitors, generate more economic activity, and see more users than a passenger rail line would, and at a small fraction of the capital and ongoing operating expense. The widespread adoption of electric bikes will only enhance in the potential for a Vancouver Island bike trail.

The potential in not just for your athletes but for all ages and abilities, including seniors like myself. My wife and I would love to be able to take a multi day bike ride up island on a dedicated bike trail. We would take our time riding 40 or 50 km per day., and happily pay for accommodations and meals along the way. I would also anticipate that a private sector bus with a trailer for bikes and luggage could serve the major points along the route and be a viable private sector business opportunity.

In closing, I would like to extend my appreciation for the job you have done. I never thought that I would be saying this to an NDP leader but I think you and your team have been of great service to the citizens of British Columbia.

Thank you,

s. 22

From: s. 22

To: Transportation, Minister TRAN:EX (Minister.Transportation@gov.bc.ca)

Cc: Minister, PSSG PSSG:EX (PSSG.Minister@gov.bc.ca); Minister, MSI TRAN:EX (Minister.SI@gov.bc.ca); Lore.MLA, Grace LASS:EX (Grace.Lore.MLA@leg.bc.ca)

Subject: 310865 - Public transit

Sent: 08/26/2022 03:33:33

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Thank you for listening. You must receive an unimaginably high volume of emails and letters so I thank you for the thorough response. I just find it hard to watch this government pour billions into infrastructure for cars during a climate crisis (even if there are bike/bus improvements), when the bare minimum for those without vehicles, like an inter-city bus connecting nearly a million islanders, has not been met. I hope the NDP can solve this problem swiftly. It is not a hard problem. It is literally just a bus that runs a few times a day for an affordable price. I am glad you agree with me on the benefits, but I want action.

Thank you,
s. 22

From: Transportation, Minister TRAN:EX <Minister.Transportation@gov.bc.ca>

Sent: August 24, 2022 10:07 AM

To: s. 22

Cc: Minister, PSSG PSSG:EX <PSSG.Minister@gov.bc.ca>; Minister, MSI TRAN:EX <Minister.SI@gov.bc.ca>; Lore.MLA, Grace LASS:EX <Grace.Lore.MLA@leg.bc.ca>

Subject: 310865 - Public transit

s. 22

310865 - Public transit

Dear
s. 22

Thank you for your email supporting rail and inter-city bus service on Vancouver Island. I appreciated the opportunity to review your comments.

The provincial government recognizes people want more options to travel without a vehicle, and we too see the potential of the rail corridor.

As you are likely aware, the Island Corridor Foundation (ICF) owns the land and the rail line. The provincial government has continued to work with the ICF and with local First Nations and decision makers to explore the best option for this corridor moving forward. I have shared your email with ministry staff involved in this work for consideration.

Ministry staff have provided some initial feedback to the ICF on its business plan, highlighting the importance of First Nations consultation and the need for an adequate contingency in the proposed costs. More discussion will be needed to determine the best way to proceed. We are also closely monitoring how the federal government responds to a BC Court of Appeal ruling related to sections of the corridor that bisect the Snaw-Naw-As First Nation Reserve.

Our goal remains to find the best use for the Island Rail Corridor, as well as to support First Nations' interests in these discussions, and we will continue to work with the ICF, local First Nations and decision makers to explore options for how the corridor could best serve island communities.

Regarding inter-city bus services, we recognize the importance of these services particularly for people who do not drive or have access to a vehicle. At this time, the ministry continues to work to find solutions to the need for inter-city transportation through a mix of publicly and privately operated transportation services.

The ministry, through BC Transit, proudly supports transit services in 130 communities in B.C., some with as few as 5,000 residents. Our government currently contributes more per person to support public transit operations than any other province or territory in Canada. This helps keep transit affordable for riders and local governments.

BC Transit works with 58 local governments and operates more than 15 regional transit services throughout the province, connecting rural communities to larger regional centres. Across British Columbia, municipal governments are continuing to recognize the need for public transit service and have worked with BC Transit to implement new routes.

In the South Island, the ministry has been working hard to deliver better transit and transportation for the region, as guided by our [South Island Transportation Strategy](#). The strategy, released in September 2020, looks at ways to improve all modes of transportation across Southern Vancouver Island.

Investing in our highway network will continue to be necessary to ensure it can withstand the effects of climate change, connect businesses to markets and support the safe and efficient movement of people and goods. The ministry includes transit and active transportation facilities in all new projects and major highway upgrades whenever possible. Infrastructure can include things such as multi-use pathways and wider shoulders for pedestrians and cyclists, as well as transit priority signals and queue jump lanes at intersections.

Projects such as the Keating Road Flyover that will significantly improve safety will continue to be needed as communities grow. This project was identified as a priority in the South Island Transportation Strategy to improve the safety and reliability of Highway 17. This project also includes bus-on-shoulder facilities to support plans for bus rapid transit on Highway 17. The Highway 14 upgrades you mention included new bus pullouts and shelters along the corridor and a park and ride facility in Sooke to encourage more people to choose transit.

The one-time, flat rate relief rebate from ICBC announced by our government on March 25, 2022, comes from insurance premiums paid to ICBC by policy holders, and not from general government revenue. While I recognize you would have liked to have seen these rebates used to help fund other services, the Province passed legislation in 2020 which prevents government from directing ICBC to make payments to government from its excess optional insurance capital. Rather, the legislation ensures that any surpluses ICBC has remain with the corporation for the benefit of policy holders. I understand ICBC's intention with the relief rebate is to provide financial relief to the largest number of ratepayers possible at a time when various cost pressures have affected day-to-day life for people in B.C. I have shared your comments with my colleague the Honourable Mike Farnworth, Minister of Public Safety and Solicitor General, as ICBC falls under his purview.

Thank you again for taking the time to write.

Sincerely,

Rob Fleming
Minister

Copy to: Honourable Mike Farnworth
Minister of Public Safety and Solicitor General
MLA, Port Coquitlam

Honourable Bowinn Ma
Minister of State for Infrastructure
MLA, North Vancouver-Lonsdale

Grace Lore
MLA, Victoria-Beacon Hill

From: Wieczorek, Chris TRAN:EX (Chris.Wieczorek@gov.bc.ca)
To: Transportation, Minister TRAN:EX (Minister.Transportation@gov.bc.ca)
Cc: Wieczorek, Chris TRAN:EX (Chris.Wieczorek@gov.bc.ca)
Subject: 312505 - Island Rail Corridor - Engagement Update
Sent: 08/26/2022 23:27:14
Attachments: Initial FN Engagement Letter - Island Rail Corridor - August 26 2022 FINAL (template).pdf, Initial Stakeholder Engagement Letter - Island Rail Corridor - August 26 2022 FINAL (template).pdf, image002.png, image001.png
Message Body:

Dear Vancouver Island MLAs,

I'm reaching out on behalf of Minister Fleming as a follow up to the briefing on the Island Rail Corridor that was held on August 3, 2022. At that briefing, it was mentioned that the Ministry of Transportation and Infrastructure was preparing to begin engagement with First Nations, and was also developing an engagement strategy for other stakeholders. The Ministry is now ready to begin this process, with the attached letters being sent today to First Nations and stakeholders listed in the tables included in this email.

The purpose of the engagement is to better understand interests and the potential short-, medium-, and long-term opportunities for the Island Rail Corridor as a transportation corridor, subject to funding and ensuring First Nations' interests are appropriately addressed. This engagement will run until November 2022, and the Province will use the results of this process in our work to help support a decision by the federal government with respect to railway services along the corridor.

South Coast Region Deputy Director Janelle Staite is leading this process for the Province. We are also working in partnership with the Island Corridor Foundation to engage First Nations communities. Transport Canada is aware of this engagement and understands it will help inform further discussions.

Our office will reach out again to let you know of any significant events, and to share the engagement report at the end of this process. In the meantime, should you have any questions or need a further briefing, please let me know and I'll be happy to arrange it. I can be reached at this email, or via cell, 250.896.3255.

Best,
Chris

Chris Wieczorek (he/him)
Ministerial Advisor
Minister of Transportation and Infrastructure
c: 250.896.3255

Stakeholders to engage

Municipalities	City of Sooke
City of Colwood	City of Victoria
City of Courtenay	City of View Royal
City of Cumberland	Regional Districts
City of Duncan	Alberni-Clayoquot Regional District
City of Esquimalt	Capital Regional District
City of Highlands	Comox Valley Regional District
City of Ladysmith	Cowichan Valley Regional District
City of Langford	Nanaimo Regional District
City of Lantzville	Other Stakeholders
City of Metchosin	BC Transit
City of Nanaimo	Tourism BC
City of North Cowichan	BC Cycling Coalition
City of Parksville	Rails to Trails
City of Port Alberni	BC Trucking Association
City of Qualicum Beach	Vancouver Island Economic Alliance

Key Nations	Other Nations
Esquimalt Nation	Malahat Nation
Songhees Nation	Ts'uubaa-asatx (Lake Cowichan) First Nation
Cowichan Tribes	Penelakut Tribe
Halalt First Nation	Snuneymuxw First Nation
Stz'uminus First Nation	Hupacasath First Nation
Snaw-Naw-As (Nanoose) First Nation	Tseshat First Nation
Qualicum First Nation	K'ómoks First Nation

** Key Nations defined as Nations having Reserve(s) directly intersected by the E&N corridor*

** Other Nations defined as Nations having Traditional Territory overlap with E&N corridor but no direct intersection through Reserve land*

**The above First Nations have been identified as having high interest and direct impact in relation to the Island Rail Corridor. There is the potential for First Nations not noted above to have interest in engaging, posing risk to funding and schedule.*

s. 22

From:

To: Transportation, Minister TRAN:EX (Minister.Transportation@gov.bc.ca); Minister, IRR IRR:EX (IRR.Minister@gov.bc.ca); OfficeofthePremier, Office PREM:EX (Premier@gov.bc.ca); Minister, MUNI MUNI:EX (MUNI.Minister@gov.bc.ca); Minister, TACS TACS:EX (TACS.Minister@gov.bc.ca); Minister, ENV ENV:EX (ENV.Minister@gov.bc.ca)

Cc: Hon. Omar Alghabra (omar.alghabra@parl.gc.ca)

Subject: 311193 FYI B - Island Corridor Foundation - Business Case Discussion

Sent: 08/31/2022 03:42:26

Attachments: s. 22

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Dear Honorable Ministers,

I have corresponded with you in the past regarding the pressing decision to fund the Vancouver Island Rail rehabilitation and the recent Business Case proposed by Island Corridor Foundation ("ICF"). As you are the key decision makers on the funding requested by ICF, I am forwarding to you a note I sent to my local Regional District directors today in advance of a planned meeting with ICF management (unfortunately, it was postponed).

This presentation document summarizes the many material deficiencies, risks, uncertainties and misrepresentations that show up throughout the ICF Business Case. I am ambivalent o whether rail goes forward but as a taxpayer and resident of Vancouver Island, they owe us a duty to prepare a full and transparent analysis of the options – including all associated costs with appropriate risk assessments. I have attempted to insert suggestions for possible solutions into each item, I feel it would be unfair just to point out deficiencies and not offer alternatives.

As you are the "investment portfolio managers" who will decide whether to fund the rail proposal – I believe it is imperative that you are aware of the shortcomings in the current business case.

As always, if you have any questions or would like to discuss this matter further, I will make myself available at your convenience.

Respectfully,

s. 22

From: s. 22

Sent: August 30, 2022 1:21 PM

To: s. 22 ; 'Daniel Arbour' <reachme@danielarbour.ca>; 'Doug Hillian' (dhillian@courtenay.ca)' <dhillian@courtenay.ca>; s. 22 'Jesse Ketler' <councillor.ketler@cumberland.ca>; 'Ken Grant' <kgrant@comox.ca>; 'Maureen Swift' <mswift@comox.ca>; 'Melanie McCollum' (mmccollum@courtenay.ca)' <mmccollum@courtenay.ca>; 'Wendy Morin' <wmorin@courtenay.ca>; 'Will Cole-Hamilton' (wcole-hamilton@courtenay.ca)' <wcole-hamilton@courtenay.ca>
Subject: Island Corridor Foundation - Business Case Discussion

Good afternoon everyone,

I apologize for the late notice but have just been informed that you will be having discussions with ICF at your meeting later today.

I have written you in the past regarding the risks, uncertainties and unknowns and wanted to pass along the attached summary in a slide presentation. I tried to be as concise as possible; however, there are so many items that need to be mitigated or clarified prior to moving forward that it was difficult to keep it short.

As a resident withing CVRD, I wanted to express my serious concerns regarding this proposed investment case and the risks I see associated with same. There are enormous undocumented costs associated with the proposal - totalling hundreds of millions that could end up being dropped in the laps of Regional Districts and Municipalities. The proposal itself also has many unfounded or misleading assumptions which need to be further investigated and defined. Most of all, the ICF really needs to do a better job of communicating and working with its "Shareholders" (the residents of Vancouver Island). Their lack of transparency and preference for "In Camera" meetings does nothing to instill confidence in their abilities to execute a billion dollar business plan. Of serious concern is that it appears the rail operator (SVI) is instrumental in preparing and presenting the business case and they are also the biggest benefactors of the public investment.

I look forward to moving this opportunity forward and hearing your comments. It is an amazing asset and I am hoping you can be supportive of some of the suggestions I am presenting within the document. I did my best to look for solutions rather than just point out the problems.

Respectfully,

s. 22

From: OfficeofthePremier, Office PREM:EX (Premier@gov.bc.ca)

To: s. 22

Cc: Transportation, Minister TRAN:EX (Minister.Transportation@gov.bc.ca)

Subject: 312537 FYI - FW: Rail to Trail VI

Sent: 08/31/2022 18:44:31

Message Body:

Dear s. 22

Thank you for your email regarding the Island Rail Corridor. We appreciate your taking the time to share your thoughts and recommendations with us.

On your behalf, we have provided a copy of your message to the Honourable Rob Fleming, Minister Transportation and Infrastructure, for review and consideration. Please be assured that your comments will be included in any related discussions going forward.

Thank you, again, for writing. It was good to hear from you.

cc:Honourable Rob Fleming

-----Original Message-----

From: s. 22

Sent: August 28, 2022 9:44 AM

To: OfficeofthePremier, Office PREM:EX <Premier@gov.bc.ca>

Subject: Rail to Trail VI

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Hi

I would like to express my while hearted support of the initiative to convert the old E&N trail to a multi use recreational trail. We have thoroughly enjoyed biking multiple sections of the Cowichan Valley Trail and would love to see those opportunities expanded.

s. 22

How wonderful if we had a similar accessible tourist attraction that would bring tourism dollars to smaller communities on the island. Removing redundant tracks and Converting the land that is already prepared and level would be a huge investment in sustainability for the next generation.

Thank you for taking this project seriously

s. 22

From: s. 22

To: Transportation, Minister TRAN:EX (Minister.Transportation@gov.bc.ca); Fleming.MLA, Rob LASS:EX (Rob.Fleming.MLA@leg.bc.ca)

Subject: 312620 - Commuter rail Victoria to Langford

Sent: 09/06/2022 17:33:20

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

To whom it may concern;

I want to communicate the immense support I've found among our community for commuter rail in the greater Victoria region. The economic and environmental cases are clear. I understand internal government documents support this notion and I won't dwell on them. The project is also immensely popular among people I've sampled. Decongesting the Langford-Victoria corridor is key as our community shifts from a unipolar (Victoria) to a bi-polar (Vic + Langford) region. s. 22

s. 22 A commuter rail along the former E&N is the only clear solution beyond building another giant highway to address the future shift in population westwards. I read an article that mentioned a lawsuit by indigenous communities suing for a portion of the land in question. Naturally, one must let the courts decide, I hope the ministry has a backup plan in place. Toronto and Montreal all seem to have tons of new rail projects in the works, I hope the federal government will contribute their fair share to our rail project.

Kind regards,

s. 22

From: s. 22

To: Transportation, Minister TRAN:EX (Minister.Transportation@gov.bc.ca)

Subject: 312758 - Vancouver Island Rail Transit

Sent: 09/12/2022 16:22:11

Attachments: s. 22

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Dear Minister of Transportation,

Upgrading the E&N would be the lowest cost transportation option as the following table shows.

- Upgrading the E&N per the Island Corridor Foundation is \$2 million dollars/km.
- Upgrading the E&N to the Ultimate Phase per the IRCCA report is \$3 million/km.
- Building two bus lanes on the Highway is over \$7 million dollars/km.
- The Skytrain extension to Langley is \$247 million dollars/km.
- The Mississauga LRT in Ontario is \$255 million dollars/km.

The E&N is not a replacement for the bus but is an additional transportation option. For example, a bus from Colwood Exchange would be better than the train but from Langford the train would be better. The bus from Mill Bay would be better than the train but from Shawnigan Lake the train would be better. The train is faster from Courtenay to Victoria than the bus by a large margin.

The train would also be an additional transportation route through the Malahat that is not affected by highway closures, especially for Duncan commuters.

The E&N should be looked at as an Inter City for the whole of Vancouver Island with additional trains running between Duncan and Victoria, and Langford and Victoria, to allow for commuters. Norway has a population close to that of BC. There is an extensive amount of train service throughout the country so there should be no reason why BC cannot have at least one working line.

The attached has options through First Nations Reserve Land. Thank you for your time.

Sincerely,

s. 22

From: TRAN Corporate Writing Services TRAN:EX (TRANWritingServices@gov.bc.ca)
To: TRAN Corporate Writing Services TRAN:EX (TRANWritingServices@gov.bc.ca)
Subject: 312815 - SFN Engagement
Sent: 09/14/2022 22:29:59
Attachments: image001.jpg, Snuneymuxw Letter Sept 14 2022.pdf
Message Body:

From: Andrea Thomas <andreathomas@islandrail.ca>
Sent: September 14, 2022 9:58 AM
To: Michael J. Wyse <MichaelW@snuneymuxw.ca>
Cc: Transportation, Minister TRAN:EX <Minister.Transportation@gov.bc.ca>; omar.alghabra@parl.gc.ca; Larry Stevenson <larrystevenson@islandrail.ca>; Bill Yoachim <wyoachim@kwumut.org>; astone@uforik.com; Charlene Everson <charlene.everson@komoks.ca>
Subject: SFN Engagement

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Hello,

Please see attached letter from Larry Stevenson in response to the email sent by Bill Yoachim on behalf of Chief Wyse on September 6th, 2022.

All the best,

Andrea

Andrea Thomas

Manager, Corridor Development

Island Corridor Foundation

Box 375 Stn A, Nanaimo BC V9R 5L3

Office: 250 754 7254

andreathomas@islandrail.ca

September 14, 2022

Chief Mike Wyse
Snuneymuxw First Nations
668 Centre St., Nanaimo, B.C.
V9R 4Z4

Thank you for your letter regarding your concerns about the mandate, governance, and management of the rail corridor on Vancouver Island. We are pleased your nation made the decision to re-engage with us and to help guide the future of the Island corridor.

As you know the Island Corridor Foundation (ICF) was formed as a partnership of First Nations and regional governments with a vision to preserve and use the Corridor in perpetuity as one continuous corridor to connect and benefit all Island communities. The mission of the foundation is to expand multi-purpose use within the Corridor, connect to services beyond, and enhance freight, passenger, and commuter services on the Island.

The ICF recognizes that the history of the lands within the Corridor has had a negative and long-lasting effect on the First Nations whose territories were impacted and that many issues emanate from the land grants. While the ICF lacks the authority or jurisdiction to resolve these issues we have been working proactively with government to make these issues a priority and to work with First Nations toward a resolution. I am pleased to say the government has taken the first step in that journey through a partnership with the ICF to undertake official and open engagements with all First Nations to better understand their views, interests, and concerns with the future of the corridor. Further it is my understanding that the engagements will provide the space to openly discuss any and all issues, in short everything is on the table.

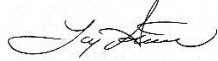
I also recognize the operational issues and challenges surrounding the corridor, and in particular, I share your concerns about the operation of trains through your nation. It is my hope that through engagement and discussion we can develop strategies to minimize, or even eliminate your concerns.

I have noted your concerns relative to your efforts to share your interests and objectives and we share the same concerns. It is noted this is the letter you sent in March of this year to which I responded to on March 25th. I did reach out to Tara at that time in an effort to establish a time for us to meet. Since that time there have been several attempts to schedule meetings between our respective organizations. Meeting dates were established however unfortunately those dates were canceled for a host of reasons, by both our organizations, and not from an unwillingness to meet.

My understanding is that a date has now been set for the initial engagement with the province and I look forward to the meeting and hope we are able to demonstrate our collaborative, cooperative, and respectful path you have mentioned in your letter. Certainly, it is my hope this will be only the first step in the reestablishment of an ongoing dialogue and relationship between your Snuneymuxw and the Island Corridor Foundation.

We will reach out to Tara White to establish a time to get together.

Sincerely,



Larry Stevenson

Chief Executive Officer

Island Corridor Foundation

CC:

Honourable Rob Fleming, Minister of Transportation and Infrastructure

Honourable Omar Alhabra, Minister of Transport

William Yoachim, ICF Director on behalf of Snuneymuxw First Nation

From:

To: Transportation, Minister TRAN:EX (Minister.Transportation@gov.bc.ca); Fleming.MLA, Rob LASS:EX (Rob.Fleming.MLA@leg.bc.ca)

Subject: 313022 - Island Rail Corridor (copy of letter to editors of the TC and Cowichan Citizen)

Sent: 09/27/2022 02:14:00

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Re: Island Rail Corridor.
22/09/23

The rail corridor on Vancouver Island is not about to be lost as many municipal leaders were postulating at the UBCM conference at Whistler last week. What they fail to acknowledge is that rail service was lost a decade ago, for many good reasons.

What one must appreciate is that the big rail companies, whose experts analyzed the future of rail on the Island, concluded that the rail service was not viable without huge public subsidies. These people are authorities in their field and would not give up on a service if they could see a way to make money.

And yet, they gave it away.

The other thing that one must appreciate is that losing the train does not mean losing the corridor. The high monetary tourism value of turning the corridor, at relatively little expense, into a walking/cycling trail, as many communities across the continent have discovered, is far more profitable than rail ever could be in this case.

There are many case studies, some from as close as the Okanagan's re-purposing of the Kettle Valley Railroad, that prove turning unused rail corridors to public benefit is good for the public's personal health as well as their pocketbooks.

Politicians must be astute enough to imagine what to do with a gold mine that is laying at their feet, ready to be used. With this coming election we must use our votes to elect people with vision. Elected officials and civil servants who cannot see the value to the public in that corridor have already "missed the train". They need to be replaced.

So, no. We would not be losing the corridor. We would be re-gaining the use of very valuable public property to the benefit of all island residents and visitors.

October 3, 2022

s. 22

312248 – Island Rail Corridor

Dear s. 22

Thank you for your email regarding the Island Rail Corridor.

Our government recognizes people want more options to travel without a vehicle, and we too see the potential of the rail corridor.

As you may know, the Island Corridor Foundation (ICF) owns the land and the rail line. The provincial government has continued to work with the ICF and with local First Nations and decision makers to explore the best option for this corridor moving forward. Our goal remains to find the best use for the Island Rail Corridor, as well as to support First Nations interests in these discussions.

On May 16, 2022, the [ICF released a business case](#) that proposes a mixed-use rail system with commuter service, interregional passenger service and freight operations. Ministry staff have provided some initial feedback to the ICF on its business plan, highlighting the importance of First Nations consultation and the need for an adequate contingency in the proposed costs. For the ministry to advance any project, it must be supported by a strong business case where the benefits to the public clearly outweigh the costs. More discussion will be needed to determine the best way to proceed. In the meantime, we are also closely monitoring how the federal government responds to a BC Court of Appeal ruling related to sections of the corridor that bisect the Snaw-Naw-As First Nation Reserve.

I have shared your email with ministry staff involved in this work for their information. You may also wish to share your feedback directly with ICF through their [online submission form](#).

Meanwhile, you may be interested in reading the [South Island Transportation Strategy](#), which speaks to opportunities for the South Island and inter-regional transportation choices like rail and transit service between South Vancouver Island and the rest of the island. This study was released in fall 2020, and we are now working with our municipal partners and other key stakeholders on implementation.

Thank you again for taking the time to write.

Sincerely,

Ministry of Transportation
and Infrastructure

Office of the Minister

Mailing Address:
Parliament Buildings
Victoria BC V8V 1X4

Rob Fleming
Minister

Copy to: Premier John Horgan

Honourable Murray Rankin
Minister of Indigenous Relations and Reconciliation and Attorney General and
Minister Responsible for Housing
MLA, Oak Bay-Gordon Head

From: Transportation, Minister TRAN:EX (Minister.Transportation@gov.bc.ca)
To: s. 22
Cc: OfficeofthePremier, Office PREM:EX (Premier@gov.bc.ca); Minister, AG AG:EX (AG.Minister@gov.bc.ca)
Bcc: TRAN SCR CORR TRAN:EX (TRANSCR@gov.bc.ca)
Subject: 312248 – Island Rail Corridor
Sent: 10/03/2022 20:42:19
Attachments: 312248 - Vancouver Island Railroad.msg
Message Body:

s. 22

312248 – Island Rail Corridor

s. 22

Dear

Thank you for your email regarding the Island Rail Corridor.

Our government recognizes people want more options to travel without a vehicle, and we too see the potential of the rail corridor.

As you may know, the Island Corridor Foundation (ICF) owns the land and the rail line. The provincial government has continued to work with the ICF and with local First Nations and decision makers to explore the best option for this corridor moving forward. Our goal remains to find the best use for the Island Rail Corridor, as well as to support First Nations interests in these discussions.

On May 16, 2022, the [ICF released a business case](#) that proposes a mixed-use rail system with commuter service, interregional passenger service and freight operations. Ministry staff have provided some initial feedback to the ICF on its business plan, highlighting the importance of First Nations consultation and the need for an adequate contingency in the proposed costs. For the ministry to advance any project, it must be supported by a strong business case where the benefits to the public clearly outweigh the costs. More discussion will be needed to determine the best way to proceed. In the meantime, we are also closely monitoring how the federal government responds to a BC Court of Appeal ruling related to sections of the corridor that bisect the Snaw-Naw-As First Nation Reserve.

I have shared your email with ministry staff involved in this work for their information. You may also wish to share your feedback directly with ICF through their [online submission form](#).

Meanwhile, you may be interested in reading the [South Island Transportation Strategy](#), which

speaks to opportunities for the South Island and inter-regional transportation choices like rail and transit service between South Vancouver Island and the rest of the island. This study was released in fall 2020, and we are now working with our municipal partners and other key stakeholders on implementation.

Thank you again for taking the time to write.

Sincerely,

Rob Fleming

Minister

Copy to: Premier John Horgan

Honourable Murray Rankin

Minister of Indigenous Relations and Reconciliation

and Attorney General and Minister Responsible for Housing

MLA, Oak Bay-Gordon Head

From: Fleming.MLA, Rob LASS:EX (Rob.Fleming.MLA@leg.bc.ca)
To: Transportation, Minister TRAN:EX (Minister.Transportation@gov.bc.ca)
Subject: 312248 - Vancouver Island Railroad
Sent: 08/16/2022 17:44:31
Attachments: ~WRD0000.jpg
Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

From: s. 22
Sent: August 15, 2022 3:40 PM
To: Fleming.MLA, Rob <Rob.Fleming.MLA@leg.bc.ca>; OfficeofthePremier, Office PREM:EX <Premier@gov.bc.ca>
Subject: Vancouver Island Railroad

Hello,

s. 22 I am writing to my MLA, Murray Rankin; the minister of transportation, Rob Fleming; and the premier, John Horgan.

I am writing because I want to hear your thoughts on the idea of restoring the Vancouver Island railroad. All three of you reside on Vancouver Island and I would hope you all will see the merit behind a train system here. I believe restoring the railroad on the island is a very important project that must be done as soon as possible, for several reasons:

1. Vancouver Island now has over 800,000 people
2. A huge portion of these 800,000 people commute everyday from up-island communities to Victoria for work.
3. On top of that, many people also commute to Victoria from up-island for medical care, business, personal reasons, etc.
4. There are thousands of people who are unable to drive and are thus unable to travel outside of their communities without taking the unreliable and slow coach buses. The Greyhound line ceased operations on the island quite some time ago now as well.
5. We saw devastating rainfall and flooding along the Malahat highway in the fall of 2021 which made it impassable. This was horrific for many people who had medical emergencies/appointments in Victoria and the thousands of people who were unable to go to work in the CRD. The Malahat and other parts of the TransCanada highway on the island are unreliable and have proven to be ineffective with even minor weather events. Having an alternative would be greatly beneficial and more reliable.
6. The island already has hundreds of kilometers of railroad extending from Esquimalt all the way to Courtenay-Comox.
7. The restoration of the railroad on the island would create hundreds of temporary jobs and many permanent jobs. The economic benefit will greatly help the island and the province as well as provide residents a much easier, safer, and convenient way to travel among Vancouver Island communities.
8. The island has an aging population, many of which should not be driving. Older people in retirement communities, however, are forced to drive for essentially anything they may need, putting themselves and others on the road at

risk.

9. People need an alternative to driving. I personally hate driving. Many people hate driving or cannot drive at all. It is discriminatory to have an infrastructure system catered exclusively to people with a personal vehicle. Again, the few buses that run between island communities are terrible ways of transport.

10. It is time Vancouver Island and British Columbia catch up with modern times. Japan, China, and almost the entirety of Europe have high-speed trains that allow people to travel around with comfort and ease and BC needs to catch up.

Thank you for your time and I hope to hear some helpful feedback on these reasons and the overall idea of a railroad on the island. I would hope residents of the island would be supportive of an idea that would help all Vancouver Islanders. It is time we modernize our island away from car-centrism.

Kind Regards,

s. 22

Virus-free.www.avg.com



MEETING BRIEFING NOTE

DATE: October 3, 2022

PREPARED FOR: Kaye Krishna, Deputy Minister of Transportation and Infrastructure

ISSUE: Island Rail Corridor Engagement with First Nations and Other Stakeholders

MEETING: Michael Keenan, Deputy Minister, Transport Canada on October 5, 2022

PROPOSED KEY MESSAGES:

- Ministry staff and Transport Canada staff have been meeting since December 2021 and the relationship at a staff level is positive.
- Stakeholder engagement (at a staff level) is nearing completion and a draft engagement summary report is expect mid October. Once finalized, we have committed to share this with Transport Canada staff.
- First Nation engagement is underway, in partnership with the Island Corridor Foundation.
- s. 16
- To date, the ministry has heard from 10 of the 14 Nations who were invited to participate in this engagement process.
- One meeting has occurred with Snuneymuxw First Nations and three meetings are scheduled in October and November.
- In a meeting on September 29, 2022, Transport Canada advised that they remain available to participate in meetings if specifically requested by Nations, however, will otherwise rely on the summary of feedback from the province,

PAST INTERACTIONS:

- *Minister Fleming and Minister Alghabra met on September 22, 2022.*

BACKGROUND:

On September 14, 2021, the BC Court of Appeal ruled that Canada had 18 months from the date of the ruling to determine whether it will approve funding for infrastructure improvements on the segment of the Island Rail Corridor that includes the Snaw-Naw-As First Nation (SFN) after which time the SFN is at liberty to apply to the courts for revision of the reserve lands.

The ministry reached out to Transport Canada staff in December 2021 and have been in regular contact since that time noting that their staff have been very responsive to requests to meet and discuss this file. Staff from Transport Canada include:

- Jon Fox, Manager / Senior Policy Advisor, Surface Transportation Policy
- Joel Dei, Director, Rail Policy Analysis and Legislative Initiatives
- Ian Chatwell, Regional Director Programs – Pacific Region (September 29 meeting only)



On August 26, 2022, the ministry sent out letters to numerous stakeholders and 14 First Nations inviting them to participate in an engagement process regarding the Island Rail (former E&N) corridor. Transport Canada staff were aware of this engagement getting underway.

The ministry agreed to work in partnership with the Island Corridor Foundation (ICF) to engage with First Nations. At the request of their Board, the ICF had previously sent out engagement letters to First Nations. The ICF Board appointed a First Nations Engagement lead (Charlene Everson, K'ómoks First Nations) to help support in the engagement process.

s. 16

Transport Canada indicated that they did not intend to send similar letters to local governments deferring to the provincial process however they looked forward to staying apprised of the status of this engagement.

Following the meeting between Minister Fleming and Minister Alghabra, Ministry staff met with Transport Canada staff on September 29. They reaffirmed their willingness to participate in meetings if request by Nations however otherwise confirmed that they would defer to the summary of feedback from the province. They noted that letters had already gone out to Nations advising that Transport Canada would not be participating so were concerned around confusion to Nations as well as a lack of ability to resource (staff) the meetings due to a series of other priorities.

DISCUSSION:

There has been a strong stakeholder response and meetings got underway in early September. To date, there have been 19 meetings, including the following stakeholders:

Comox Valley Regional District	Town of View Royal	City of Victoria
Township of Esquimalt	District of Lantzville	Alberni-Clayoquot Regional District
City of Duncan	BC Transit	City of Colwood
District of Sooke	Friends of Rails to Trails	City of Nanaimo
Regional District of Nanaimo	Capital Regional District	Town of Ladysmith
City of Port Alberni	Vancouver Island Economic Alliance	Town of Qualicum Beach
Cowichan Valley Regional District	District of North Cowichan	

s. 13

The meetings have been at a staff level and focused on seeking information regarding the corridor and alignment with community policies and plans. Early feedback themes include:

- This is an important transportation corridor and would like to see it preserved.
- Active transportation is viewed as a great opportunity along this corridor, particularly given increasing use of electric bikes
- Reluctance to invest in the corridor (utilities, AT, etc.) without certainty.



- Active transportation and transit use of the corridor will contribute to a reduction in GHG emissions and may be more cost-effective than rail
- Potential non-transportation use as a utility infrastructure corridor
- Strong advocacy support, but most municipal and regional plans do not incorporate use of the corridor for rail and its re-introduction is not anticipated to have a significant, immediate impact.
- Opportunity to pursue employment/industrial/residential developments in proximity to future rail stations, complemented by active transportation networks to provide “last-mile” connections
- The Malahat continues to pose a transportation challenge and the IRC (and other corridors) viewed as an alternative/opportunity to mitigate risk
- Restoration of the full rail line may not be warranted. Focus should be on segments that generate sufficient demand for operational/financial viability

A draft engagement summary report is expected by mid to late October summarizing themes from stakeholder engagement. There will be a subsequent round of engagement with elected officials to share the themes following the October local government elections. Local MLA’s will be invited to participate in these meetings.

First Nations Engagement

The ICF has recently advised that their First Nations members brought forward a resolution to the Board at the May Annual General Meeting which was subsequently approved by the Board. The Board also directed the ICF to share this Resolution with First Nations communities which has been completed.

“Engage in a community engagement process to solicit the view of each directly affected First Nation or Local Government concerning their views as to the appropriate use of the corridor lands through their area of interest.”

The Guiding Principles around this Resolution (Attachment 1) were also endorsed by the ICF and shared with Nations. The resolution and guiding principles represent a strategy to incorporate a broad range of perspectives and offer a meaningful opportunity for reconciliation. Inclusive engagement with First Nations and others will support comprehensive dialogue with the goal of co-developing a vision for future uses of the rail corridor.

s. 16



Ministry of
Transportation
and Infrastructure

s. 16



s. 16

GBA+ OR DIVERSITY AND INCLUSION IMPLICATIONS:

The ministry is ensuring meaningful engagement with First Nations communities and offering to meet in whatever forum is most appropriate to these communities. This is expected to be a mix of virtual and in person meetings. s. 16

s. 16

The ministry is seeking to understand all possible uses and opportunities for the corridor.

FINANCIAL IMPLICATIONS:

s. 17

Attachments:

1. Island Corridor Foundation Guiding Principles for First Nations Engagement
2. s. 16
- 3.

PREPARED BY:

Janelle Staite, Deputy Director
South Coast
(250) 713-8763

REVIEWED BY:

Kevin Richter, Associate DM
Highways and Regional Services Division
Heather Hill, ADM & EFO
Finance and Risk Management Division

DATE:

22-Sep-29

22-Sep-29

**Attachment 1. Island Corridor Foundation Guiding Principles for First Nations Engagement***Guiding Principles*

1. *Engage in a community consultation process to solicit views from potentially interested parties for alternate or compatible uses of the corridor.*
2. *Develop a plan for non-rail use for appropriate sections of the corridor based on the engagement with First Nations, local governments, and community groups and as contingency in the event funding isn't secured for the restoration of rail service, prior to the next AGM.*
3. *Investigate and develop a strategy for the removal of rail lines in the case of non-rail corridor use and options for recovering the costs through external sources, including Canada, BC and CP rail.*
4. *Develop and present proposed amendments to the Articles and By-Laws of the ICF if necessary, based on First Nation, Local Government, and community engagement for consideration at the next AGM.*
5. *Meet with the Provincial and Federal government to secure funding for rail upgrades, where feasible, or to support alternate use.*





Ministry of
Transportation
and Infrastructure



September 21, 2022

Snaw'Naw'As First Nation
209 Mallard Way
Lantzville BC V0R 2H0

Re: Response to Snaw'Naw'As First Nation – Request to Engage - Island Rail Corridor

Dear Chief and Council,

Thank you for your letter dated September 13, 2022 in response to the Ministry of Transportation and Infrastructure's (MoTI) invitation to engage to discuss the future of the Island Rail Corridor. MoTI recognizes the capacity challenges facing Snaw'Naw'As First Nation and acknowledges your frustration regarding the proposed timelines.

In response to the conditions outlined in your letter, MoTI would like to confirm the following:

1. Engagement meetings with Snaw'Naw'As First Nation will be between MoTI and Snaw'Naw'As First Nation, only. ICF will not attend.
2. s. 16
3. MoTI can speak further to the assumptions in both the ICF Initial Business Case as well as the WSP Condition Assessment reports that are currently available when we are able to meet. At this time, assumptions have been made about the level of rail passenger and freight service to provide a reasonable estimate of ridership on the service but not to the level of ticket pricing, operational costs, etc.

MoTI values its relationship with Snaw'Naw'As First Nation. We hope this provides a workable process to move forward.

I look forward to hearing from you.

Sincerely,

Morganne Franssen
Senior Advisor, Indigenous Relations

Cc: Michael Pearson, District Manager



Note: They're asking the rail to be considered "at this year's convention", presumably UBCM.

Note: Email response to mayorandcouncil@metchosin.ca, copy to jranns@metchosin.ca.

October 4, 2022

His Worship
Mayor John Ranns
District of Metchosin
4450 Happy Valley Road
Victoria BC V9C 3Z3

Reference: 312090
Your File: 0400-08

Dear Mayor Ranns:

Re: Island Rail Corridor

Thank you for your letter of July 21, 2022, regarding the Island Rail Corridor.

I recognize that the District of Metchosin is keen to see the restoration of passenger and freight rail services along the corridor. As you likely know, there have been many studies looking at the viability of rail service on the Island Rail Corridor, which have identified that restoring any form of rail service would be very costly.

On May 16, 2022, the [ICF released a business case](#) that proposes a mixed-use rail system with commuter service, interregional passenger service and freight operations. Ministry staff have provided some initial feedback to the ICF on its business plan, highlighting the importance of First Nations consultation and the need for an adequate contingency in the proposed costs. For the ministry to advance any project, it must be supported by a strong business case where the benefits to the public clearly outweigh the costs. More discussion will be needed to determine the best way to proceed. In the meantime, we are also closely monitoring how the federal government responds to a BC Court of Appeal ruling related to sections of the corridor that bisect the Snaw-Naw-As First Nation Reserve.

Our goal remains to find the best use for the Island Rail Corridor, as well as to support First Nations interests in these discussions.

Should you have any questions or wish to share further information, please do not hesitate to contact Janelle Staite, the ministry's Regional Deputy Director for the South Coast Region. She can be reached at 250 751-3282 or Janelle.Staite@gov.bc.ca and would be pleased to assist you.

.../2

Thank you again for taking the time to write.

Sincerely,

Original Signed By:

Rob Fleming
Minister

Copy to: Premier John Horgan

Janelle Staite, Regional Deputy Director
South Coast Region

From: Transportation, Minister TRAN:EX (Minister.Transportation@gov.bc.ca)
To: mayorandcouncil@metchosisin.ca
Cc: jranns@metchosisin.ca; OfficeofthePremier, Office PREM:EX (Premier@gov.bc.ca); Staite, Janelle A TRAN:EX (Janelle.Staite@gov.bc.ca)
Bcc: TRAN SCR CORR TRAN:EX (TRANSCR@gov.bc.ca)
Subject: 312090 - Island Rail Corridor
Sent: 10/04/2022 17:58:25
Attachments: 312090 Response.pdf, 312090 Incoming.pdf
Message Body:

His Worship

Mayor John Ranns

District of Metchosin

mayorandcouncil@metchosisin.ca

312090 - Island Rail Corridor

Dear Mayor Ranns:

Please find attached correspondence from the Honourable Rob Fleming, Minister of Transportation and Infrastructure.

Sincerely,

Office of the Minister

Ministry of Transportation and Infrastructure



October 4, 2022

His Worship
Mayor John Ranns
District of Metchosin
4450 Happy Valley Road
Victoria BC V9C 3Z3

Reference: 312090
Your File: 0400-08

Dear Mayor Ranns:

Re: Island Rail Corridor

Thank you for your letter of July 21, 2022, regarding the Island Rail Corridor.

I recognize that the District of Metchosin is keen to see the restoration of passenger and freight rail services along the corridor. As you likely know, there have been many studies looking at the viability of rail service on the Island Rail Corridor, which have identified that restoring any form of rail service would be very costly.

On May 16, 2022, the [ICF released a business case](#) that proposes a mixed-use rail system with commuter service, interregional passenger service and freight operations. Ministry staff have provided some initial feedback to the ICF on its business plan, highlighting the importance of First Nations consultation and the need for an adequate contingency in the proposed costs. For the ministry to advance any project, it must be supported by a strong business case where the benefits to the public clearly outweigh the costs. More discussion will be needed to determine the best way to proceed. In the meantime, we are also closely monitoring how the federal government responds to a BC Court of Appeal ruling related to sections of the corridor that bisect the Snaw-Naw-As First Nation Reserve.

Our goal remains to find the best use for the Island Rail Corridor, as well as to support First Nations interests in these discussions.

Should you have any questions or wish to share further information, please do not hesitate to contact Janelle Staite, the ministry's Regional Deputy Director for the South Coast Region. She can be reached at 250 751-3282 or Janelle.Staite@gov.bc.ca and would be pleased to assist you.

.../2

Thank you again for taking the time to write.

Sincerely,

A handwritten signature in blue ink, appearing to read "Rob Fleming". The signature is fluid and cursive, with the first name "Rob" being more prominent than the last name "Fleming".

Rob Fleming
Minister

Copy to: Premier John Horgan

Janelle Staite, Regional Deputy Director
South Coast Region



DISTRICT OF METCHOSIN

File No. 0400-08

July 21, 2022

Hon. Omar Alghabra, Minister of Transport of Canada

Hon John Horgan, Premier of British Columbia

Hon. Rob Fleming, Minister of Transportation & Infrastructure of British Columbia

Capital Regional District Councils

Dear Minister Alghabra, Premier Horgan, Minister Fleming, and Capital Regional District Councils,

Re: Support for Island Rail Corridor

At the Regular Council meeting held on June 27, 2022, the District of Metchosin Council expressed its support for the following Town of View Royal Island Rail Corridor resolution to be considered at this year's convention:

WHEREAS the E&N Rail Corridor, now known as the Island Corridor, which has connected Vancouver Island communities, businesses and services for more than 135 years is at risk of being lost forever by March 15, 2023 without the financial support and commitments of the Provincial and Federal governments;

AND WHEREAS, because 80 per cent of Vancouver Island's population lives within five kilometers of the corridor, it presents viable options for commuter and inter-regional passenger rail, as well as strong economic opportunities for excursion and freight services that will reduce traffic congestion and greenhouse gas emissions;

THEREFORE BE IT RESOLVED that the UBCM call on the Provincial and Federal governments to commit to making the necessary investments to preserve the Island Corridor so that it can continue to connect communities, establish safe and environmentally sound passenger and freight rail service, and strengthen economies up, down, and across Vancouver Island.

Time is running out to ensure the preservation of this priceless asset on Vancouver Island, and we urge all to work together to protect this contiguous transportation corridor on Vancouver Island for the future.

We need to draw as much attention to this issue in the coming months as we can, and we ask for your support and help with this.

Sincerely,

John Ranns
Mayor

cc: Mayor David Screech, Town of View Royal
Island Corridor Foundation



4450 Happy Valley Road, Victoria, B.C. V9C 3Z3
Administration Office (250) 474-3167 Fax 474-6298
Building Inspection Department (250) 474-3196 Fax 474-6298

Note: Email response to [s. 22](#)

October 4, 2022

[s. 22](#)

312760 – Island Rail Corridor

Dear [s. 22](#)

Thank you for your letter regarding the Island Rail Corridor.

Our government recognizes people want more options to travel without a vehicle, and we too see the potential of the rail corridor.

As you may know, the Island Corridor Foundation (ICF) owns the land and the rail line. The provincial government has continued to work with the ICF and with local First Nations and decision makers to explore the best option for this corridor moving forward. Our goal remains to find the best use for the Island Rail Corridor, as well as to support First Nations interests in these discussions.

On May 16, 2022, the [ICF released a business case](#) that proposes a mixed-use rail system with commuter service, interregional passenger service and freight operations. Ministry staff have provided some initial feedback to the ICF on its business plan, highlighting the importance of First Nations consultation and the need for an adequate contingency in the proposed costs. For the ministry to advance any project, it must be supported by a strong business case where the benefits to the public clearly outweigh the costs. More discussion will be needed to determine the best way to proceed. In the meantime, we are also closely monitoring how the federal government responds to a BC Court of Appeal ruling related to sections of the corridor that bisect the Snaw-Naw-As First Nation Reserve.

I have shared your email with ministry staff involved in this work for their information. You may also wish to share your feedback directly with ICF via their [online submission form](#).

Meanwhile, you may be interested in reading the [South Island Transportation Strategy](#), which speaks to opportunities for the South Island and inter-regional transportation choices like rail and transit service between South Vancouver Island and the rest of the island. This study was released in fall 2020, and we are now working with our municipal partners and other key stakeholders on implementation.

Thank you again for taking the time to write.

**Ministry of Transportation
and Infrastructure**

Office of the Minister

Mailing Address:
Parliament Buildings
Victoria BC V8V 1X4

Sincerely,

Sent via Email:

Rob Fleming
Minister

Copy to: Doug Routley
MLA, Nanaimo-North Cowichan

From: Transportation, Minister TRAN:EX (Minister.Transportation@gov.bc.ca)
To: s. 22
Cc: Routley.MLA, Douglas G LASS:EX (Douglas.Routley.MLA@leg.bc.ca)
Bcc: TRAN SCR CORR TRAN:EX (TRANSCR@gov.bc.ca)
Subject: 312760 – Island Rail Corridor
Sent: 10/04/2022 21:05:14
Attachments: 312760 Incoming.pdf
Message Body:

s. 22

312760 – Island Rail Corridor

Dear s. 22

Thank you for your letter regarding the Island Rail Corridor.

Our government recognizes people want more options to travel without a vehicle, and we too see the potential of the rail corridor.

As you may know, the Island Corridor Foundation (ICF) owns the land and the rail line. The provincial government has continued to work with the ICF and with local First Nations and decision makers to explore the best option for this corridor moving forward. Our goal remains to find the best use for the Island Rail Corridor, as well as to support First Nations interests in these discussions.

On May 16, 2022, the [ICF released a business case](#) that proposes a mixed-use rail system with commuter service, interregional passenger service and freight operations. Ministry staff have provided some initial feedback to the ICF on its business plan, highlighting the importance of First Nations consultation and the need for an adequate contingency in the proposed costs. For the ministry to advance any project, it must be supported by a strong business case where the benefits to the public clearly outweigh the costs. More discussion will be needed to determine the best way to proceed. In the meantime, we are also closely monitoring how the federal government responds to a BC Court of Appeal ruling related to sections of the corridor that bisect the Snaw-Naw-As First Nation Reserve.

I have shared your email with ministry staff involved in this work for their information. You may also wish to share your feedback directly with ICF via their [online submission form](#).

Meanwhile, you may be interested in reading the [South Island Transportation Strategy](#), which speaks to opportunities for the South Island and inter-regional transportation choices like rail and

transit service between South Vancouver Island and the rest of the island. This study was released in fall 2020, and we are now working with our municipal partners and other key stakeholders on implementation.

Thank you again for taking the time to write.

Sincerely,

Rob Fleming

Minister

Copy to: Doug Routley
 MLA, Nanaimo-North Cowichan

To Rob Fleming, Minister of Transportation and Infrastructure:

September 4, 2022

I am one of many wishing the province to join the Canadian government to finance the former E&N rail corridor (now "Island Rail") upgraded to modern transportation standards.

All-too-common events like flooding, landslides and accidents have stopped traffic on the Island's highways. That has resulted in a barrier to the flow of goods and people, causing inequality and delays. Yet the rail corridor is poised to create greater reliability for the Island. Adequate funding will make the rail transportation corridor even more important in the Island's future.

An alternative to road-only transportation is desperately needed. Why is this important? In today's world, economic and social development is heavily dependent on proper access to good transportation options. Changes in climate and limited road-transportation corridors have exacerbated the situation. This is very evident on Vancouver Island, and it needs serious attention:

- Growing extreme weather events like those experienced last fall,
- Limited transportation corridors that were affected by flooding, snow, etc.,
- Alternative for those who drive and an option for those who don't,
- Continuing population growth in central parts of the Island as residents move there for more-affordable housing, even at the expense of a longer commute,
- Rail is more efficient at moving freight and passengers and is proven to draw people out of their cars.
- Rail can shape our urban environments in a manner more positive than other modes, namely the car.
- Rail can co-exist with other modes in a multi-modal transportation system, e.g., the ability to carry bikes on board.
- Rail has, and can once again, encourage and support the Island's tourism industry, jobs and the tax revenue which rail generates.
- Rail could greatly reduce the number of ships parked in our beautiful and sensitive gulf islands.

Rail will play an increasingly important role in reducing B.C.'s carbon footprint, development of climate change resilience, and will allow citizens to move freely to participate in the Canadian economy.

Currently, residents of this island are inadequately connected; the only means for travel is by car or a very limited bus service. This affects, especially, seniors, students, those without a car and those who cannot drive. But, as you know, the cost of adding highway capacity, both in construction and in environmental loss, including through precious wetlands, is horrendously high and is no longer acceptable in today's climate.

With our growing population on Vancouver Island, we need diversity in our transportation options. State of the art rail can complement our existing highway network while embracing both biking and hiking trails. Please give serious consideration to the business plan put forth by the Island Corridor Foundation. Activation of that plan will make viable, for years to come, the Island Corridor's rail system.

Please consider this request.

Respectfully yours,

s. 22

MINISTER'S OFFICE RECEIVED	
SEP 08 2022	
REF # _____	REFER TO _____
REPLY DIRECT <input type="checkbox"/>	DRAFT REPLY <input checked="" type="checkbox"/> INFO/FILE <input type="checkbox"/>

C.C. Han Doug Routley, MLA

October 4, 2022

s. 22

312620 - Island Rail Corridor

Dear ^{s. 22}

Thank you for your email regarding the Island Rail Corridor, which was previously known as the E&N Corridor.

The provincial government recognizes people want more options to travel without a vehicle, and we too see the potential of the rail corridor.

As you may know, the Island Corridor Foundation (ICF) owns the land and the rail line. The provincial government has continued to work with the ICF and with local First Nations and decision makers to explore the best option for this corridor moving forward. Our goal remains to find the best use for the Island Rail Corridor, as well as to support First Nations interests in these discussions.

On May 16, 2022, the [ICF released a business case](#) that proposes a mixed-use rail system with commuter service, interregional passenger service and freight operations. Ministry staff have provided some initial feedback to the ICF on its business plan, highlighting the importance of First Nations consultation and the need for an adequate contingency in the proposed costs. For the ministry to advance any project, it must be supported by a strong business case where the benefits to the public clearly outweigh the costs. More discussion will be needed to determine the best way to proceed. In the meantime, we are also closely monitoring how the federal government responds to a BC Court of Appeal ruling related to sections of the corridor that bisect the Snaw-Naw-As First Nation Reserve.

I have shared your email with ministry staff involved in this work for their information. You may also wish to share your ideas with the ICF through its [online comment submission form](#).

Thank you again for taking the time to write.

Sincerely,

Rob Fleming
Minister

Ministry of Transportation
and Infrastructure

Office of the Minister

Mailing Address:
Parliament Buildings
Victoria BC V8V 1X4

From: Transportation, Minister TRAN:EX (Minister.Transportation@gov.bc.ca)
To: s. 22
Bcc: TRAN SCR CORR TRAN:EX (TRANSCR@gov.bc.ca)
Subject: 312620 - Island Rail Corridor
Sent: 10/04/2022 21:19:43
Attachments: 312620 - Commuter rail Victoria to Langford.msg
Message Body:

s. 22

312620 - Island Rail Corridor

Dear s. 22

Thank you for your email regarding the Island Rail Corridor, which was previously known as the E&N Corridor.

The provincial government recognizes people want more options to travel without a vehicle, and we too see the potential of the rail corridor.

As you may know, the Island Corridor Foundation (ICF) owns the land and the rail line. The provincial government has continued to work with the ICF and with local First Nations and decision makers to explore the best option for this corridor moving forward. Our goal remains to find the best use for the Island Rail Corridor, as well as to support First Nations interests in these discussions.

On May 16, 2022, the [ICF released a business case](#) that proposes a mixed-use rail system with commuter service, interregional passenger service and freight operations. Ministry staff have provided some initial feedback to the ICF on its business plan, highlighting the importance of First Nations consultation and the need for an adequate contingency in the proposed costs. For the ministry to advance any project, it must be supported by a strong business case where the benefits to the public clearly outweigh the costs. More discussion will be needed to determine the best way to proceed. In the meantime, we are also closely monitoring how the federal government responds to a BC Court of Appeal ruling related to sections of the corridor that bisect the Snaw-Naw-As First Nation Reserve.

I have shared your email with ministry staff involved in this work for their information. You may also wish to share your ideas with the ICF through its [online comment submission form](#).

Thank you again for taking the time to write.

Sincerely,

Rob Fleming

Minister

From: s. 22

To: Transportation, Minister TRAN:EX (Minister.Transportation@gov.bc.ca); Fleming.MLA, Rob LASS:EX (Rob.Fleming.MLA@leg.bc.ca)

Subject: 312620 - Commuter rail Victoria to Langford

Sent: 09/06/2022 17:33:20

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

To whom it may concern;

I want to communicate the immense support I've found among our community for commuter rail in the greater Victoria region. The economic and environmental cases are clear. I understand internal government documents support this notion and I won't dwell on them. The project is also immensely popular among people I've sampled. Decongesting the Langford-Victoria corridor is key as our community shifts from a unipolar (Victoria) to a bi-polar (Vic + Langford) region s. 22

s. 22 will be shifting from renting in Victoria to buying homes in the Westshore area. A commuter rail along the former E&N is the only clear solution beyond building another giant highway to address the future shift in population westwards. I read an article that mentioned a lawsuit by indigenous communities suing for a portion of the land in question. Naturally, one must let the courts decide, I hope the ministry has a backup plan in place. Toronto and Montreal all seem to have tons of new rail projects in the works, I hope the federal government will contribute their fair share to our rail project.

Kind regards,

s. 22

From: TRAN Corporate Writing Services TRAN:EX (TRANWritingServices@gov.bc.ca)
To: TRAN Corporate Writing Services TRAN:EX (TRANWritingServices@gov.bc.ca)
Subject: 313155 - Restoring Island Rail
Sent: 10/06/2022 17:16:35
Message Body:

From: s. 22
Sent: September 28, 2022 9:50 PM
To: OfficeofthePremier, Office PREM:EX <Premier@gov.bc.ca>
Subject: Restoring Island Rail

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Premier

I strongly support the efforts to restore the rail service between Victoria and Courtenay s. 22
s. 22 We used to
to take the train to Victoria when it was running and really enjoyed it.

Please consider restoring the rail service. So many people are moving to Vancouver Island who could utilize the service.

Sincerely

s. 22

From: s. 22
To: Transportation, Minister TRAN:EX (Minister.Transportation@gov.bc.ca)
Subject: 313178 FYI - E&N Passenger Service
Sent: 10/03/2022 16:06:57
Attachments: s. 22
Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Dear Minister of Transportation,

The attached is an option based on the Vancouver Island Rail Business Case. It provides additional service to Duncan by using the 4 trains in a slightly different format.

Train 1 is a Commuter Rail running every hour between Langford and Victoria.

Train 2 is a Regional Rail running between Duncan and Victoria.

Train 3&4 is an Inter City Rail running between Courtenay and Victoria each with two round trips.

I have kept stations at one per city so Atkins and Westhills are not included. For View Royal I have placed the station near Helmcken instead of Six Mile as there would be access to Bus #14 which runs every 15 minutes and connects to the Victoria General Hospital. The station would also be close to the future Town Centre mentioned in the latest View Royal OCP.

Additional stations at Chemainus, YCD, Lantzville, Coombs, and Buckley Bay. YCD would provide a connection to the Nanaimo Airport and Buckley Bay would provide a connection to the Denman Island Ferry.

I made up a schedule based on the travel times in the table in the attached document. The times north of Langford can be adjusted including small layovers if required, but the schedule between Langford and Victoria would need to be on time. Train 2 does have layovers in Duncan during the day and Train 3 has one layover in Courtenay during the day.

I have sent this to the CEO of Island Corridor Foundation as well. Thank you for your time.

Sincerely,

s. 22

September 21, 2022

The Minister of Transportation and
Infrastructure
#200, 940 Blanshard Street
Victoria, B.C. V8W 3E8

The Office of the Premier of British
Columbia
P.O. Box 9041 Stn Prov Govt.
Victoria, B.C. V8W 9E1

Gentlemen:

Re: Infrastructure between Victoria and Duncan

s. 22

I am certain both of your offices are aware of the problems relating to the infrastructure, or lack thereof, between the cities of Victoria and Duncan.

What has prompted this letter are several events:

1. In November 2019, I was caught in Victoria when the road on the Malahat collapsed due to severe rain. It took me over 24 hours to make my way s. 22
s. 22 eventually via the Mill Bay Ferry. I had attempted the route via Port Renfrew but was turned back as Fairy Creek was flooded. I was going to take the ferry over to Salt Spring and then Crofton and was advised the road north of Duncan was flooded. I eventually ended back at the Brentwood Ferry and slept in my vehicle waiting for a 20 car ferry to transport waiting parties back and forth.
2. On Tuesday, September 20, 2022, it took me over 95 minutes to drive s. 22
s. 22 a trip that should normally take 40-45 minutes. This was due to congestion. There was no accident. Had there been an accident, the timing would have increased significantly. I have, on two occasions, simply turned around and gone home when there is an accident on the Malahat.

If you are not aware, the congestion starts sometimes on the Malahat, more so now due to the repair work, and continues until one passes the Mackenzie overpass. Vehicles are attempting to merge onto basically the only commuter route. The volume has increased significantly s. 22 and I can only foresee it increasing more so with municipalities granting building permits, such as the one on Bear Mountain.

I am aware that there have been discussions about the possibility of a train up island or perhaps increasing either the size of the Mill Bay Ferry or frequency, but I have heard nothing concrete.

My question, gentlemen, is what is being done to address this problem, both in the short term and long term?

I might suggest that this matter should be uppermost on any agenda and a resolution found.

I look forward to an early response with some definitive answers.

Sincerely,

s. 22

From: s. 22

To: omar.alghabra@parl.gc.ca

Cc: Minister, MSI TRAN:EX (Minister.SI@gov.bc.ca); OfficeofthePremier, Office PREM:EX (Premier@gov.bc.ca); Marc.Miller@parl.gc.ca; dominic.leblanc@parl.gc.ca; Transportation, Minister TRAN:EX (Minister.Transportation@gov.bc.ca); andreathomas@islandrail.ca

Subject: 313274 - Restoration of Service on the E&N Railway, Vancouver Island, BC

Sent: 10/12/2022 03:38:39

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Minister of Transport Canada, Honourable Omar Alghabra

Dear Sir,

I'm writing out of concern for the apparent lack of interest or action on the part of the provincial and federal governments in the fate of the E&N Railway on Vancouver Island. After an earlier round of litigation, the Snaw Naw As First Nation appealed to the BC Supreme Court in the matter of reclaiming that portion of the E&N right-of-way that runs through the Snaw Naw As reserve lands as it was not an active rail line. In a September 2021 decision the BC Court of Appeals was clear that there was an 18 month window in which funding had to be secured to restore service on the E&N or the right-of-way would revert to the Snaw Na As. That is effectively a deadline of March 2023 to begin restoration of the railway as an operating entity.

The E&N Railway represents a valuable contiguous transportation and utility corridor for current and potential future use. If broken up, or severed, as a result of the court action it would be extremely difficult and expensive to replace with an equivalent corridor in the future, due to the intensity of development prevalent along the east coast of Vancouver Island, and simply from a land cost point of view.

Currently, Vancouver Island depends on roads for all ground transportation. Complete reliance on rubber-tired road transport seems unwise considering the generation of green house gases due to use of fossil fuels, traffic congestion and the intensity of energy use in road transportation. Even with the goal to switch the transportation sector to electric power, railway transportation is still 3 to 5 times more energy efficient, whatever the source of energy. Assuming a whole-sale switch to electricity, there will be a massive demand for electricity generating capacity, and the more efficient the use of that electricity, the better.

Passenger rail service has great potential for supporting tourism, as well as a practical means of movement of people along the populous east coast of the Island. This will reduce the strain on road transport by providing a viable and attractive alternative to cars and buses.

The railway can also play a role in freight movement, diverting some freight from the highway system. Growing truck traffic imposes considerable wear and tear on the highway system, and dictates ever greater investments of public funds to handle increased traffic. The transportation of hazardous commodities is also a particular consideration, where the interaction of large transport trucks with small automobiles presents a significant risk. Further, if the railway is dissolved, this will result in propane and other shipments that are currently received by rail in Nanaimo shifting entirely to road transport, with, again, increased wear and tear on the highway system and attendant safety concerns.

Therefore, I urge the Federal and Provincial governments to cooperate in providing sufficient funding to restore passenger and freight service over the length of the E&N Railway, thereby protecting its value as an intact transportation corridor and providing an alternative transportation mode on Vancouver Island.

Sincerely,

s. 22

cc.

Premier of BC, Honourable John Horgan

Minister of Crown and Indigenous Affairs Canada, Honourable Marc Miller

Minister of Intergovernmental Affairs, Infrastructure and Communities Canada, Honourable Dominic Leblanc

Minister of Transportation and Infrastructure BC, Honourable Rob Fleming

Minister of State for Infrastructure BC, Honourable Bowinn Ma

Prime Minister, Honourable Justin Trudeau

Prime Minister, Honourable Justin Trudeau via website contact portal, <https://pm.gc.ca/en/connect/contact>

Andrea Thomas, Manager, Corridor Development, Island Corridor Foundation

Response can be emailed to jjack@acrd.bc.ca with cc to EA Janice Hill at jhill@acrd.bc.ca.

October 20, 2022

John Jack, Chair
Alberni-Clayoquot Regional District
3008 Fifth Avenue
Port Alberni BC V9Y 2E3

Reference: 312104

Dear Chair Jack:

Re: Island Rail Corridor

Thank you for your letter, regarding the Island Rail Corridor.

I recognize that the Alberni-Clayoquot Regional District would like to see the restoration of rail services along the corridor. As you likely know, there have been many studies looking at the viability of rail service on the Island Rail Corridor, which have identified that restoring any form of rail service would be very costly.

For the ministry to advance any project, it must be supported by a strong business case where the benefits to the public clearly outweigh the costs. As you will know, on May 16, 2022, the [ICF released a business case](#) that proposes a mixed-use rail system with commuter service, interregional passenger service and freight operations. Ministry staff have provided some initial feedback to the ICF on its business plan, highlighting the importance of First Nations consultation and the need for an adequate contingency in the proposed costs.

Ministry staff continue to engage with the ICF and will be working collaboratively with the ICF to undertake consultation with First Nations communities to better understand their interests along the corridor. Both the ministry and the ICF view this as a critical step to inform any decisions around the future of the corridor. The ICF has initiated engagement with a small number of First Nations; however, more engagement is needed. Transport Canada is aware of this engagement and has reached out to First Nations to encourage them to participate with the Province and the ICF.

The ministry also sent letters to local governments in late August 2022, inviting them to participate in engagement on this matter. The ministry is seeking information from local governments as to how the use of the corridor aligns with their policies and plans. A letter was sent to Mike Irg, General Manager of Planning and Development with the Alberni-Clayoquot Regional District, and we thank you for the response. Ministry staff also appreciated the opportunity to meet with you on September 22, 2022.

.../2

As you will know, ministry staff have also been in discussions with the federal government about the corridor. The provincial and federal governments are aware of the timelines around decisions regarding the corridor and are working collaboratively to discuss the corridor and the interests of First Nations, in addition to the benefits of the corridor as a part of the overall transportation network. The provincial government's goal remains to find the best use for the Island Rail Corridor, as well as to support First Nations interests in these discussions.

Should you have any questions or wish to share further information, please do not hesitate to contact Mike Pearson, the ministry's Director for Vancouver Island District. He can be reached at 250 751-3287 or Michael.Pearson@gov.bc.ca and would be pleased to assist you.

Thank you again for taking the time to write.

Sincerely,

Original Signed By:

Rob Fleming
Minister

Copy to: Janelle Staite, Deputy Director
South Coast Region

Michael Pearson, Director Vancouver Island District
South Coast Region

311728; <https://www.acrd.bc.ca/district-staff-list>



October 20, 2022

John Jack, Chair
Alberni-Clayoquot Regional District
3008 Fifth Avenue
Port Alberni BC V9Y 2E3

Reference: 312104

Dear Chair Jack:

Re: Island Rail Corridor

Thank you for your letter, regarding the Island Rail Corridor.

I recognize that the Alberni-Clayoquot Regional District would like to see the restoration of rail services along the corridor. As you likely know, there have been many studies looking at the viability of rail service on the Island Rail Corridor, which have identified that restoring any form of rail service would be very costly.

For the ministry to advance any project, it must be supported by a strong business case where the benefits to the public clearly outweigh the costs. As you will know, on May 16, 2022, the [ICF released a business case](#) that proposes a mixed-use rail system with commuter service, interregional passenger service and freight operations. Ministry staff have provided some initial feedback to the ICF on its business plan, highlighting the importance of First Nations consultation and the need for an adequate contingency in the proposed costs.

Ministry staff continue to engage with the ICF and will be working collaboratively with the ICF to undertake consultation with First Nations communities to better understand their interests along the corridor. Both the ministry and the ICF view this as a critical step to inform any decisions around the future of the corridor. The ICF has initiated engagement with a small number of First Nations; however, more engagement is needed. Transport Canada is aware of this engagement and has reached out to First Nations to encourage them to participate with the Province and the ICF.

The ministry also sent letters to local governments in late August 2022, inviting them to participate in engagement on this matter. The ministry is seeking information from local governments as to how the use of the corridor aligns with their policies and plans. A letter was sent to Mike Irg, General Manager of Planning and Development with the Alberni-Clayoquot Regional District, and we thank you for the response. Ministry staff also appreciated the opportunity to meet with you on September 22, 2022.

.../2

As you will know, ministry staff have also been in discussions with the federal government about the corridor. The provincial and federal governments are aware of the timelines around decisions regarding the corridor and are working collaboratively to discuss the corridor and the interests of First Nations, in addition to the benefits of the corridor as a part of the overall transportation network. The provincial government's goal remains to find the best use for the Island Rail Corridor, as well as to support First Nations interests in these discussions.

Should you have any questions or wish to share further information, please do not hesitate to contact Mike Pearson, the ministry's Director for Vancouver Island District. He can be reached at 250 751-3287 or Michael.Pearson@gov.bc.ca and would be pleased to assist you.

Thank you again for taking the time to write.

Sincerely,



Rob Fleming
Minister

Copy to: Janelle Staite, Deputy Director
South Coast Region

Michael Pearson, Director Vancouver Island District
South Coast Region

From: Transportation, Minister TRAN:EX (Minister.Transportation@gov.bc.ca)
To: jjack@acrd.bc.ca
Cc: jhill@acrd.bc.ca; Staite, Janelle A TRAN:EX (Janelle.Staite@gov.bc.ca); Pearson, Michael TRAN:EX (Michael.Pearson@gov.bc.ca)
Bcc: Hein, Stephen TRAN:EX (Stephen.Hein@gov.bc.ca); TRAN SCR CORR TRAN:EX (TRANSCR@gov.bc.ca)
Subject: 312104 - Island Rail Corridor
Sent: 10/20/2022 16:02:43
Attachments: 312104 Response.pdf, 312104 - 2022-08-08 ICF Letter of Support to MoTI BC.pdf.msg
Message Body:

John Jack, Chair

Alberni-Clayoquot Regional District

jjack@acrd.bc.ca

312104 - Island Rail Corridor

Dear Chair Jack:

Please find attached correspondence from the Honourable Rob Fleming, Minister of Transportation and Infrastructure.

Sincerely,

Office of the Minister

Ministry of Transportation and Infrastructure



October 20, 2022

John Jack, Chair
Alberni-Clayoquot Regional District
3008 Fifth Avenue
Port Alberni BC V9Y 2E3

Reference: 312104

Dear Chair Jack:

Re: Island Rail Corridor

Thank you for your letter, regarding the Island Rail Corridor.

I recognize that the Alberni-Clayoquot Regional District would like to see the restoration of rail services along the corridor. As you likely know, there have been many studies looking at the viability of rail service on the Island Rail Corridor, which have identified that restoring any form of rail service would be very costly.

For the ministry to advance any project, it must be supported by a strong business case where the benefits to the public clearly outweigh the costs. As you will know, on May 16, 2022, the [ICF released a business case](#) that proposes a mixed-use rail system with commuter service, interregional passenger service and freight operations. Ministry staff have provided some initial feedback to the ICF on its business plan, highlighting the importance of First Nations consultation and the need for an adequate contingency in the proposed costs.

Ministry staff continue to engage with the ICF and will be working collaboratively with the ICF to undertake consultation with First Nations communities to better understand their interests along the corridor. Both the ministry and the ICF view this as a critical step to inform any decisions around the future of the corridor. The ICF has initiated engagement with a small number of First Nations; however, more engagement is needed. Transport Canada is aware of this engagement and has reached out to First Nations to encourage them to participate with the Province and the ICF.

The ministry also sent letters to local governments in late August 2022, inviting them to participate in engagement on this matter. The ministry is seeking information from local governments as to how the use of the corridor aligns with their policies and plans. A letter was sent to Mike Irg, General Manager of Planning and Development with the Alberni-Clayoquot Regional District, and we thank you for the response. Ministry staff also appreciated the opportunity to meet with you on September 22, 2022.

.../2

As you will know, ministry staff have also been in discussions with the federal government about the corridor. The provincial and federal governments are aware of the timelines around decisions regarding the corridor and are working collaboratively to discuss the corridor and the interests of First Nations, in addition to the benefits of the corridor as a part of the overall transportation network. The provincial government's goal remains to find the best use for the Island Rail Corridor, as well as to support First Nations interests in these discussions.

Should you have any questions or wish to share further information, please do not hesitate to contact Mike Pearson, the ministry's Director for Vancouver Island District. He can be reached at 250 751-3287 or Michael.Pearson@gov.bc.ca and would be pleased to assist you.

Thank you again for taking the time to write.

Sincerely,



Rob Fleming
Minister

Copy to: Janelle Staite, Deputy Director
South Coast Region

Michael Pearson, Director Vancouver Island District
South Coast Region

From: Janice Hill (jhill@acrd.bc.ca)

To: Transportation, Minister TRAN:EX (Minister.Transportation@gov.bc.ca)

Cc: andreathomas@islandrail.ca; John Jack (Huu-ay-aht) (John.j@huuayaht.org); Daniel Sailland (dsailland@acrd.bc.ca); Wendy Thomson (wthomson@acrd.bc.ca)

Subject: 312104 - 2022-08-08 ICF Letter of Support to MoTI BC.pdf

Sent: 08/08/2022 22:38:35

Attachments: image001.png, image002.png, image003.jpg, image004.png, image005.jpg, image006.png, image007.jpg, 2022-08-08 ICF Letter of Support to MoTI BC.pdf

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Dear Minister Fleming,

Please find attached a letter from the Alberni-Clayoquot Regional District Board of Directors regarding the Vancouver Island Rail Corridor.

Thank you

Janice Hill

Executive Assistant – Alberni-Clayoquot Regional District

A 3008 Fifth Avenue, Port Alberni, BC V9Y 2E3

O 250.720.2714 **W** acrd.bc.ca

P Please consider the environment before printing this email

This email is confidential and may be privileged. Any use of this email by an unintended recipient is prohibited. If you receive this email in error please notify me immediately and delete it.



August 8, 2022

The Honourable Rob Fleming
Minister of Transportation and Infrastructure
PO Box 9055 Stn Prov Govt
Victoria, BC V8W 9E2
Via email: Minister.Transportation@gov.bc.ca

Dear Minister Fleming:

RE: VANCOUVER ISLAND RAIL CORRIDOR

I write to request your assistance and engagement with the federal government on an important and time sensitive matter for the Island Corridor Foundation (ICF) and the Alberni-Clayoquot Regional District (ACRD).

As you are aware the Snaw-Naw-As Nation is seeking the segment of the Island Rail corridor that passes through their reserve to revert to the Nation as the corridor is currently not actively being used for railway purposes. The BC Court of Appeal has given Canada until March 2023 to determine its' intent for the corridor before the Nation can return to court to enforce its right of reversion. The Island Rail corridor is an approximately 295km rail corridor owned by the Island Corridor Foundation (ICF). ICF is ultimately responsible for infrastructure maintenance and repair along the corridor in order to restore rail service to Vancouver Island.

At the request of ICF and with the support of the ACRD Board, we are encouraging the province to meet with government, the Island Corridor Foundation and the ACRD to update us on both the provincial and federal position on this issue. The ACRD Board believes protection of this important corridor is paramount at this time and a commitment of federal and provincial funding is urgently needed to signal that the senior governments are determined to see that the line is restored.

At the ACRD Board meeting on July 27, 2022, the Board supported the Island Corridor Foundation request that the federal and provincial governments work together to create a multi-disciplinary team, reflecting all interests, to protect the corridor and advance rail transportation on Vancouver Island. The ICF and the ACRD Board also request that the federal and provincial government equitably settle indigenous claims within and along the island rail corridor.

I have written to the Honourable Omar Alghabra, Minister of Transportation regarding this issue and ask for your assistance in ensuring federal engagement.

Thank you for your consideration and we look forward to working collaboratively with all parties involved.

Sincerely,

A handwritten signature in black ink that reads "John Jack". The script is cursive and fluid, with the first letters of "John" and "Jack" being capitalized and prominent.

John Jack, Chair
Alberni-Clayoquot Regional District

cc: Island Corridor Foundation

From: TRAN Corporate Writing Services TRAN:EX (TRANWritingServices@gov.bc.ca)
To: TRAN Corporate Writing Services TRAN:EX (TRANWritingServices@gov.bc.ca)
Subject: 313558 - Island Railway Proposal
Sent: 10/26/2022 17:40:43
Attachments: s. 22
Message Body:

From: s. 22
Sent: October 25, 2022 4:36 PM
To: Transportation, Minister TRAN:EX <Minister.Transportation@gov.bc.ca>; Fleming.MLA, Rob LASS:EX <Rob.Fleming.MLA@leg.bc.ca>
Subject: Island Railway Proposal

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

s. 22

I'm very interested in reviving railway services on Vancouver Island. Please see attached my proposal for the development and the expansion of rail services along the Island Corridor. Please feel free to contact me to discuss further information regarding my ideas put forward in the attached proposal.

Thanks for your consideration,

s. 22

From: TRAN Corporate Writing Services TRAN:EX (TRANWritingServices@gov.bc.ca)
To: TRAN Corporate Writing Services TRAN:EX (TRANWritingServices@gov.bc.ca)
Subject: 313562 - Vancouver Island Rail - A Call to Action - Now! Time is of the essence.
Sent: 10/26/2022 20:22:59
Message Body:

From: s. 22
Sent: October 25, 2022 8:57 PM
To: Transportation, Minister TRAN:EX <Minister.Transportation@gov.bc.ca>
Subject: Vancouver Island Rail - A Call to Action - Now! Time is of the essence.

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

To Rob Fleming, Minister of Transportation and Infrastructure:

Please receive this letter which is in support of the Vancouver Island Transportation Corridor Coalition (VITCC) and its advocacy of having the former E&N rail corridor (now "Island Rail") upgraded to modern transportation standards. Much depends on your support of this endeavour.

The Island Rail Corridor has been an important part of Vancouver Island's transportation network for nearly 140 years. However, through a lack of investment it risks disappearing altogether. As the great Canadian singer Joni Mitchell put it: "you don't know what you've got 'till its gone."

All too common events like flooding, landslides, and accidents have stopped traffic on the Island Highway and on other highways. They have resulted in barriers to the flow of goods and people that create inequality, in addition to causing delays. Yet the rail corridor is still there.

Adequate funding will make the rail transportation corridor even more important in the Island's future as it will provide an alternative to road-only transportation which is so desperately needed.

Why is this important?

In today's world, economic and social development is heavily dependent on proper access to good transportation options. Changes in climate and limited road-transportation corridors have exacerbated the situation. This is very evident on Vancouver Island, and it needs serious attention:

- Growing extreme weather events like those experienced last fall.
- Limited transportation corridors that were affected by flooding, snow, etc.
- Alternative for those who drive and an option for those who don't.
- Continuing population growth along with relocation of residents to central parts of the Island for more affordable housing, even at the greater expense of longer commutes.
- Rail is more efficient at moving freight and passengers and is proven to draw people out of their cars.
- Rail can shape our urban environments in a manner more positive than other modes, namely the car.
- It can co-exist with other modes in a multi-modal transportation system, like the ability to carry bikes on board.
- Rail has, and can once again, encourages and supports the Island's tourism industry and the jobs and tax revenues it generates.

Currently, residents of this island are inadequately connected, as the only way to travel is by car and by a very limited bus service. This affects especially seniors, students, those without cars, and those who can not drive. But as you know the costs of adding highway capacity, both in construction and in environmental losses, including to precious wetlands, is horrendously high and is no longer acceptable in today's climate.

With our growing population on Vancouver Island, we need diversity in our transportation options. One that can complement our existing highway networks, while embracing both biking and hiking trails as an integrated part of a redeveloped state-of-the-art Island railway network.

That is why we urge Honourable Members of Provincial and Federal governments to seriously consider the business plan put forth by the Island Corridor Foundation. Activation of that plan will make viable, for years to come, the Island Corridor's rail system.

The lack of dependable transportation options impacts me personally. Here's how ... (explain the impact on your life, your social connections, business, volunteering, etc.). Looking forward, rail will play an increasingly important role in reducing B.C.'s carbon footprint, development of climate change resilience, and allow citizens to move freely to participate in the Canadian economy.

Transportation alternatives are important. Please consider this request.

Thank you.

s. 22

November 3, 2022

s. 22

313455 - Island Rail Corridor

Dear s. 22

Thank you for your email regarding the Island Rail Corridor.

Our government recognizes people want more travel options on Vancouver Island, and we too see the potential of the rail corridor.

As you are likely aware, the Island Corridor Foundation (ICF) owns the land and the rail line. The provincial government has continued to work with the ICF and with local First Nations and decision makers to explore the best option for this corridor moving forward. Our goal remains to find the best use for the Island Rail Corridor, as well as to support First Nations interests in these discussions.

Ministry staff have provided some initial feedback to the ICF on its [business case](#), highlighting the importance of First Nations consultation and the need for an adequate contingency in the proposed costs. Ministry staff continue to engage with the ICF and have been working collaboratively with the ICF to undertake consultation with First Nations communities to better understand their interests along the corridor. Both the ministry and the ICF view this as a critical step to inform any decisions around the future of the corridor. Transport Canada is aware of this engagement and has reached out to First Nations to encourage them to participate with the Province and the ICF.

Ministry staff have also been in discussions with the federal government about the corridor. The provincial and federal governments are aware of the timelines around decisions regarding the corridor and are working collaboratively to discuss the corridor and the interests of First Nations, in addition to the benefits of the corridor as a part of the overall transportation network. We are also closely monitoring how the federal government responds to a BC Court of Appeal ruling related to sections of the corridor that bisect the Snaw-Naw-As First Nation Reserve.

Meanwhile, we continue to invest in transportation improvements for the South Island, as guided by our [South Island Transportation Strategy](#). The strategy was released in fall 2020 and speaks to opportunities for inter-regional transportation choices like rail and transit service between South Vancouver Island and the rest of the island. We are now working with our municipal partners and other key stakeholders on implementation.

Ministry of Transportation
and Infrastructure

Office of the Minister

Mailing Address:
Parliament Buildings
Victoria BC V8V 1X4

Thank you again for taking the time to write.

Sincerely,

Sent via Email:

Rob Fleming
Minister

From: Transportation, Minister TRAN:EX (Minister.Transportation@gov.bc.ca)
To: s. 22
Bcc: TRAN SCR CORR TRAN:EX (TRANSCR@gov.bc.ca)
Subject: 313455 - Island Rail Corridor
Sent: 11/03/2022 22:20:43
Attachments: 313455 Rail service for Vancouver Island.msg
Message Body:

s. 22

313455 - Island Rail Corridor

Dear s. 22

Thank you for your email regarding the Island Rail Corridor.

Our government recognizes people want more travel options on Vancouver Island, and we too see the potential of the rail corridor.

As you are likely aware, the Island Corridor Foundation (ICF) owns the land and the rail line. The provincial government has continued to work with the ICF and with local First Nations and decision makers to explore the best option for this corridor moving forward. Our goal remains to find the best use for the Island Rail Corridor, as well as to support First Nations interests in these discussions.

Ministry staff have provided some initial feedback to the ICF on its [business case](#), highlighting the importance of First Nations consultation and the need for an adequate contingency in the proposed costs. Ministry staff continue to engage with the ICF and have been working collaboratively with the ICF to undertake consultation with First Nations communities to better understand their interests along the corridor. Both the ministry and the ICF view this as a critical step to inform any decisions around the future of the corridor. Transport Canada is aware of this engagement and has reached out to First Nations to encourage them to participate with the Province and the ICF.

Ministry staff have also been in discussions with the federal government about the corridor. The provincial and federal governments are aware of the timelines around decisions regarding the corridor and are working collaboratively to discuss the corridor and the interests of First Nations, in addition to the benefits of the corridor as a part of the overall transportation network. We are also closely monitoring how the federal government responds to a BC Court of Appeal ruling related to sections of the corridor that bisect the Snaw-Naw-As First Nation Reserve.

Meanwhile, we continue to invest in transportation improvements for the South Island, as guided

by our [South Island Transportation Strategy](#). The strategy was released in fall 2020 and speaks to opportunities for inter-regional transportation choices like rail and transit service between South Vancouver Island and the rest of the island. We are now working with our municipal partners and other key stakeholders on implementation.

Thank you again for taking the time to write.

Sincerely,

Rob Fleming

Minister

From: s. 22

To: Transportation, Minister TRAN:EX (Minister.Transportation@gov.bc.ca); omar.alghabra@parl.gc.ca

Subject: 313455 Rail service for Vancouver Island

Sent: 10/19/2022 20:47:47

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Hello Mr Fleming and Mr Alghabra,

As the Ministers for Transportation of Canada and BC, you seemed like the best people to contact about making sure that rail service is restored on Vancouver island. With the deadline to decide the fate of the island rail corridor fast approaching, I have been increasingly worried to see no news about the issue.

From what I have read about the business case, it seems like we could have regular trains between Langford and Victoria, as well as a reliable morning and evening service all the way past Nanaimo and freight connections, all for 700 million dollars. All of the commentary has been that this is impossibly large and can not be done, but compared to what? The new subway line along Broadway in Vancouver supposedly costs 2.8 *billion* dollars, and that is for a short 6 station subway that is only a few kilometres long! How is it possible that a train project that could bring rail service to the entire island for a quarter of that price is not worth it?

s. 22

and I plan to work somewhere on the island when I graduate. I have seen the traffic between Langford and Victoria. When the Malahat was washed out, I was trapped overnight in Duncan. The old rails were not even damaged! It is a serious vulnerability to have only as single 2 lane road connecting the greater Victoria area with the rest of the island. It would be incredibly valuable to have the rails available for use by cargo and people, even just as a backup!

The canceled museum replacement project was supposed to have a similar price to the rail project. There is no way that a new museum would benefit the taxpayers more than reliable, environmentally friendly public transit. If the museum was ever considered the be worth the price, then the rail project must also be worth the price!

Please, I implore you, make sure that we do not lose the rail corridor, and bring proper rail service to Vancouver island. The city of Vancouver should not be the only city that gets proper funding for transportation infrastructure.

Thank you for listening,

s. 22

November 3, 2022

s. 22

313542 – Island Rail Corridor

Dear ^{s. 22}

Thank you for your email regarding the Island Rail Corridor.

The provincial government recognizes people want more options to travel without a vehicle, and we too see the potential of the rail corridor. I was also glad to see the corridor discussed at the 2022 Union of BC Municipalities convention.

As you may know, the Island Corridor Foundation (ICF) owns the land and the rail line. The provincial government has continued to work with the ICF and with local First Nations and decision makers to explore the best option for this corridor moving forward. Our goal remains to find the best use for the Island Rail Corridor, as well as to support First Nations interests in these discussions.

On May 16, 2022, the [ICF released a business case](#) that proposes a mixed-use rail system with commuter service, interregional passenger service and freight operations. Ministry staff have provided some initial feedback to the ICF on its business plan, highlighting the importance of First Nations consultation and the need for an adequate contingency in the proposed costs. For the ministry to advance any project, it must be supported by a strong business case where the benefits to the public clearly outweigh the costs. More discussion will be needed to determine the best way to proceed. In the meantime, we are also closely monitoring how the federal government responds to a BC Court of Appeal ruling related to sections of the corridor that bisect the Snaw-Naw-As First Nation Reserve.

I have shared your email with ministry staff involved in this work for their information. You may also wish to share your ideas with the ICF through its [online comment submission form](#).

Thank you again for taking the time to write.

Sincerely,
Sent via Email:
Rob Fleming
Minister

From: Transportation, Minister TRAN:EX (Minister.Transportation@gov.bc.ca)
To: s. 22
Bcc: TRAN SCR CORR TRAN:EX (TRANSCR@gov.bc.ca)
Subject: 313542 - Island Rail Corridor
Sent: 11/03/2022 22:53:12
Attachments: 313542 - Vancouver Island Rail Service.msg
Message Body:

s. 22

313542 - Island Rail Corridor

Dear s. 22

Thank you for your email regarding the Island Rail Corridor.

The provincial government recognizes people want more options to travel without a vehicle, and we too see the potential of the rail corridor. I was also glad to see the corridor discussed at the 2022 Union of BC Municipalities convention.

As you may know, the Island Corridor Foundation (ICF) owns the land and the rail line. The provincial government has continued to work with the ICF and with local First Nations and decision makers to explore the best option for this corridor moving forward. Our goal remains to find the best use for the Island Rail Corridor, as well as to support First Nations interests in these discussions.

On May 16, 2022, the [ICF released a business case](#) that proposes a mixed-use rail system with commuter service, interregional passenger service and freight operations. Ministry staff have provided some initial feedback to the ICF on its business plan, highlighting the importance of First Nations consultation and the need for an adequate contingency in the proposed costs. For the ministry to advance any project, it must be supported by a strong business case where the benefits to the public clearly outweigh the costs. More discussion will be needed to determine the best way to proceed. In the meantime, we are also closely monitoring how the federal government responds to a BC Court of Appeal ruling related to sections of the corridor that bisect the Snaw-Naw-As First Nation Reserve.

I have shared your email with ministry staff involved in this work for their information. You may also wish to share your ideas with the ICF through its [online comment submission form](#).

Thank you again for taking the time to write.

Sincerely,

Rob Fleming

Minister

From: TRAN Corporate Writing Services TRAN:EX (TRANWritingServices@gov.bc.ca)
To: TRAN Corporate Writing Services TRAN:EX (TRANWritingServices@gov.bc.ca)
Subject: 313542 - Vancouver Island Rail Service
Sent: 10/25/2022 23:21:48
Message Body:

From: ^{s. 22}
Sent: October 25, 2022 2:24 PM
To: Transportation, Minister TRAN:EX <Minister.Transportation@gov.bc.ca>
Subject: Vancouver Island Rail Service

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Dear Minister Fleming,

Recently the Union of BC Municipalities passed a resolution for the restoration of rail service on Vancouver Island. Passenger and freight rail service are needed immediately. We have patients requiring passenger rail service to travel to Victoria for medical appointments and treatments. Would you please advocate for funding of this important issue. Vancouver Island's growing population needs an environmentally friendly transportation alternative to motor vehicles.

Kind regards,

^{s. 22}

November 7, 2022

s. 22

Reference: 313270

Dear s. 22

Re: South Island Transportation

Thank you for your letter regarding transportation between Duncan and Victoria. I recognize that traffic across Southern Vancouver Island is increasing, and we have been working hard to deliver better transit and transportation for the region.

Our South Island Transportation Strategy, released in fall 2020, explores ways to improve all modes of transportation across Southern Vancouver Island. You can read the strategy online at <https://www2.gov.bc.ca/gov/content/transportation/transportation-reports-and-reference/reports-studies/vancouver-island/south-island-transportation-strategy>.

One important part of this work is the Goldstream Median Barrier Widening project, which involves widening 1.7 kilometres of highway to accommodate wider paved shoulders, roadside barriers, and median barrier separation. Although the existing right-of-way limits our ability to widen the section of highway through Goldstream Provincial Park, the wider paved shoulders along the other sections of highway will reduce the severity of crashes and cut road closure times by letting motorists pass a vehicle stalled on the shoulder, which is not currently possible without crossing the centreline.

The project also involves adding 1.5 kilometres of median barrier to Highway 1 north of the West Shore Parkway to just north of Finlayson Arm Road, which will help to reduce crossover incidents on the highway. More information can be found on our Malahat Safety Improvements webpage at <https://www2.gov.bc.ca/gov/content/transportation-projects/other-transportation-projects/malahat-safety-improvements>.

Our transportation strategy identifies a rapid transit corridor along Highway 1 between Victoria and the Western Communities as a priority, and we are working with BC Transit to create additional bus lanes on Highway 1. Prior to the pandemic, buses moved 40 per cent of the people on Highway 1 in the Capital Regional District, while only making up three percent of the traffic. The dedicated bus lanes along Douglas Street and Highway 1 between Fisgard Street in downtown Victoria and the Burnside Road overpass save transit users approximately ten minutes travel time during peak periods. Providing faster transit between the Westshore and downtown Victoria will encourage more people to choose transit, which will benefit drivers too.

...2

The ministry, through BC Transit, continues to support the delivery of regional transit services like the Route 66 Duncan commuter service. As you may know, this service operates four round trips on weekdays from Duncan during peak morning travel hours, with four return trips from Victoria during peak afternoon travel hours. This service keeps many vehicles off the highway.

There are also two private bus operators that provide service between Nanaimo and Victoria daily.

Regarding potential rail service using the existing Island Rail Corridor, you may be aware that the Island Corridor Foundation (ICF) owns the land and the rail line. The provincial government has continued to work with the ICF and with local First Nations and decision makers to explore the best option for this corridor.

Last May, the ICF released a business case that proposes a mixed-use rail system with commuter service, interregional passenger service and freight operations. Ministry staff have provided some initial feedback to the ICF on its business plan, highlighting the importance of First Nations consultation and the need for an adequate contingency in the proposed costs. Staff are working collaboratively with the ICF to consult with First Nations communities to better understand their interests along the corridor. The provincial and federal governments are also discussing the corridor and the interests of First Nations, in addition to the benefits of the corridor as a part of the overall transportation network. The provincial government's goal remains to find the best use for the corridor, as well as to support First Nations interests in these discussions.

Regarding the Mill Bay to Brentwood Bay ferry service, while a larger vessel is currently not being considered for this route, the ministry will continue to work with BC Ferries to look at options to address future emergency situations.

Thank you again for taking the time to write.

Sincerely,

Original Signed By:

Rob Fleming
Minister

Copy to: Premier John Horgan



November 7, 2022

s. 22

Reference: 313270

Dear s. 22

Re: South Island Transportation

Thank you for your letter regarding transportation between Duncan and Victoria. I recognize that traffic across Southern Vancouver Island is increasing, and we have been working hard to deliver better transit and transportation for the region.

Our South Island Transportation Strategy, released in fall 2020, explores ways to improve all modes of transportation across Southern Vancouver Island. You can read the strategy online at <https://www2.gov.bc.ca/gov/content/transportation/transportation-reports-and-reference/reports-studies/vancouver-island/south-island-transportation-strategy>.

One important part of this work is the Goldstream Median Barrier Widening project, which involves widening 1.7 kilometres of highway to accommodate wider paved shoulders, roadside barriers, and median barrier separation. Although the existing right-of-way limits our ability to widen the section of highway through Goldstream Provincial Park, the wider paved shoulders along the other sections of highway will reduce the severity of crashes and cut road closure times by letting motorists pass a vehicle stalled on the shoulder, which is not currently possible without crossing the centreline.

The project also involves adding 1.5 kilometres of median barrier to Highway 1 north of the West Shore Parkway to just north of Finlayson Arm Road, which will help to reduce crossover incidents on the highway. More information can be found on our Malahat Safety Improvements webpage at <https://www2.gov.bc.ca/gov/content/transportation-projects/other-transportation-projects/malahat-safety-improvements>.

Our transportation strategy identifies a rapid transit corridor along Highway 1 between Victoria and the Western Communities as a priority, and we are working with BC Transit to create additional bus lanes on Highway 1. Prior to the pandemic, buses moved 40 per cent of the people on Highway 1 in the Capital Regional District, while only making up three percent of the traffic. The dedicated bus lanes along Douglas Street and Highway 1 between Fisgard Street in downtown Victoria and the Burnside Road overpass save transit users approximately ten minutes travel time during peak periods. Providing faster transit between the Westshore and downtown Victoria will encourage more people to choose transit, which will benefit drivers too.

...2

The ministry, through BC Transit, continues to support the delivery of regional transit services like the Route 66 Duncan commuter service. As you may know, this service operates four round trips on weekdays from Duncan during peak morning travel hours, with four return trips from Victoria during peak afternoon travel hours. This service keeps many vehicles off the highway.

There are also two private bus operators that provide service between Nanaimo and Victoria daily.

Regarding potential rail service using the existing Island Rail Corridor, you may be aware that the Island Corridor Foundation (ICF) owns the land and the rail line. The provincial government has continued to work with the ICF and with local First Nations and decision makers to explore the best option for this corridor.

Last May, the ICF released a business case that proposes a mixed-use rail system with commuter service, interregional passenger service and freight operations. Ministry staff have provided some initial feedback to the ICF on its business plan, highlighting the importance of First Nations consultation and the need for an adequate contingency in the proposed costs. Staff are working collaboratively with the ICF to consult with First Nations communities to better understand their interests along the corridor. The provincial and federal governments are also discussing the corridor and the interests of First Nations, in addition to the benefits of the corridor as a part of the overall transportation network. The provincial government's goal remains to find the best use for the corridor, as well as to support First Nations interests in these discussions.

Regarding the Mill Bay to Brentwood Bay ferry service, while a larger vessel is currently not being considered for this route, the ministry will continue to work with BC Ferries to look at options to address future emergency situations.

Thank you again for taking the time to write.

Sincerely,

A handwritten signature in black ink, appearing to read 'Rob Fleming', written in a cursive style.

Rob Fleming
Minister

Copy to: Premier John Horgan

November 15, 2022

s. 22

313562 - Vancouver Island Rail

Dear s. 22

Thank you for your email regarding the Vancouver Island Rail corridor.

The provincial government recognizes people want more options to travel without a vehicle, and we too see the potential of the rail corridor.

As you probably know, the Island Corridor Foundation (ICF) owns the land and the rail line. The provincial government has continued to work with the ICF and with local First Nations and decision makers to explore the best option for this corridor moving forward. Our goal remains to find the best use for the Island Rail Corridor, as well as to support First Nations interests in these discussions.

Ministry staff have provided some initial feedback to the ICF on its [business plan](#), highlighting the importance of First Nations consultation and the need for an adequate contingency in the proposed costs. For the ministry to advance any project, it must be supported by a strong business case where the benefits to the public clearly outweigh the costs. More discussion will be needed to determine the best way to proceed. In the meantime, we are also closely monitoring how the federal government responds to a BC Court of Appeal ruling related to sections of the corridor that bisect the Snaw-Naw-As First Nation Reserve.

I have shared your email with ministry staff involved in this work for their information. You may also wish to share your ideas with the ICF through its [online comment submission form](#).

The ministry, through BC Transit, continues to support the delivery of regional transit services like the Route 66 Duncan commuter service. As you may know, this service operates four round trips on weekdays from Duncan during peak morning travel hours, with four return trips from Victoria during peak afternoon travel hours. BC Transit's Route 44 service also operates between Duncan and Victoria on Saturdays, with three round trips between the Cowichan Valley and Victoria providing another option for travellers.

Thank you again for taking the time to write.

Ministry of Transportation
and Infrastructure

Office of the Minister

Mailing Address:
Parliament Buildings
Victoria BC V8V 1X4

Sincerely,

Sent via Email:

Rob Fleming
Minister

Copy to: Premier John Horgan

Mike Pearson, Director
Vancouver Island District

November 16, 2022

s. 22

312751 – Inter-city bus service for Vancouver Island

Dear s. 22

Thank you for your email regarding inter-city bus service and clean transportation options for Vancouver Island, especially between Ladysmith and Nanaimo.

Our government recognizes that British Columbians want more options to travel without a vehicle and improved connections between communities. The ministry continues to work to find solutions to the need for inter-city transportation through a mix of publicly and privately operated transportation services.

As you may know, BC Transit delivers both regional and local transit throughout British Columbia in partnership with local and regional governments. On Vancouver Island, decisions regarding inter-city transit are typically taken by regional districts, who subsequently work with BC Transit to determine feasibility. You may wish to share your support for improved transit service between Ladysmith and Nanaimo with the [Regional District of Nanaimo](#) and the [Cowichan Valley Regional District](#).

Over the next three years, the provincial government will invest \$316 million in transit improvements in BC Transit communities, including renewal and expansion of the bus fleet, new transit facilities, land acquisition, construction of operations and maintenance facilities, park and rides and transit exchanges, as well as information technology initiatives and other projects.

Our government is also partnering with the federal government and local governments to invest in electric buses to support BC Transit's [Low Carbon Fleet Program](#). This program will replace existing diesel buses with low-carbon buses, with the goal of achieving a fully electric bus fleet by 2040. BC Transit has awarded a contract for its first 10 battery electric buses for deployment in Victoria in 2023.

There are currently seven inter-city bus carriers approved to operate on Vancouver Island, including [Wilson's Transportation](#), [West Coast Trail Express](#), [Vancouver Island Coachlines](#), [Waivin Flags](#), West Coast Shuttle, [Mount Washington Pacific](#) and [Tofino Bus Services](#). Last year, four of these companies benefited from the provincial government's [investment of \\$6.2 million](#) to keep inter-city bus operators open and providing essential services to British Columbians.

You may be interested to read our [South Island Transportation Strategy](#), which speaks to inter-regional transportation choices like rail and transit service between South Vancouver Island and the rest of the island. This study was released in fall 2020, and we are now working with our municipal partners and other key stakeholders on implementation. Regarding the Island Rail Corridor, the provincial government continues to work with the Island Corridor Foundation, local First Nations and decision makers to explore the best option for this corridor moving forward. I have shared your email with ministry staff involved in this work for their information.

You may have heard that as part of our [CleanBC Roadmap to 2030](#), we are taking steps to reduce carbon pollution from transportation. Our goal is to increase the share of trips made by transit, walking and cycling to 30 per cent by 2030, while reducing kilometres driven by light duty vehicles by 25 per cent compared to 2020. To achieve this, we are expanding public transit and active transportation networks, requiring vehicles to use cleaner fuels and making hybrid or electric vehicles more affordable and convenient. By 2035, every new car sold in B.C. will produce zero emissions.

Details about our how we will achieve our CleanBC goals will be released in 2023 in our Clean Transportation Action Plan. In the meantime, the ministry's website has other information about our work to support [cleaner transportation](#).

Thank you again for taking the time to write.

Sincerely,

Sent via Email:

Rob Fleming
Minister

Copy to: Doug Routley
MLA, Nanaimo-North Cowichan

From: Transportation, Minister TRAN:EX (Minister.Transportation@gov.bc.ca)

To: s. 22

Cc: Routley.MLA, Douglas G LASS:EX (Douglas.Routley.MLA@leg.bc.ca)

Bcc: Peters, Yvonne TRAN:EX (Yvonne.Peters@gov.bc.ca); Hubley, Holly TRAN:EX (Holly.Hubley@gov.bc.ca); TRAN SCR CORR TRAN:EX (TRANSCR@gov.bc.ca); Davies, Amber N TRAN:EX (Amber.Davies@gov.bc.ca)

Subject: 312751 - Inter-city bus service for Vancouver Island

Sent: 11/16/2022 19:41:51

Attachments: 312751 Incoming.msg

Message Body:

s. 22

312751 - Inter-city bus service for Vancouver Island

s. 22

Dear

Thank you for your email regarding inter-city bus service and clean transportation options for Vancouver Island, especially between Ladysmith and Nanaimo.

Our government recognizes that British Columbians want more options to travel without a vehicle and improved connections between communities. The ministry continues to work to find solutions to the need for inter-city transportation through a mix of publicly and privately operated transportation services.

As you may know, BC Transit delivers both regional and local transit throughout British Columbia in partnership with local and regional governments. On Vancouver Island, decisions regarding inter-city transit are typically taken by regional districts, who subsequently work with BC Transit to determine feasibility. You may wish to share your support for improved transit service between Ladysmith and Nanaimo with the [Regional District of Nanaimo](#) and the [Cowichan Valley Regional District](#).

Over the next three years, the provincial government will invest \$316 million in transit improvements in BC Transit communities, including renewal and expansion of the bus fleet, new transit facilities, land acquisition, construction of operations and maintenance facilities, park and rides and transit exchanges, as well as information technology initiatives and other projects.

Our government is also partnering with the federal government and local governments to invest in electric buses to support BC Transit's [Low Carbon Fleet Program](#). This program will replace existing diesel buses with low-carbon buses, with the goal of achieving a fully electric bus fleet by 2040. BC Transit has awarded a contract for its first 10 battery electric buses for deployment in Victoria in 2023.

There are currently seven inter-city bus carriers approved to operate on Vancouver Island, including [Wilson's Transportation](#), [West Coast Trail Express](#), [Vancouver Island Coachlines](#), [Waivin Flags](#), West Coast Shuttle, [Mount Washington Pacific](#) and [Tofino Bus Services](#). Last year, four of these companies benefited from the provincial government's [investment of \\$6.2 million](#) to keep inter-city bus operators open and providing essential services to British Columbians.

You may be interested to read our [South Island Transportation Strategy](#), which speaks to inter-regional transportation choices like rail and transit service between South Vancouver Island and the rest of the island. This study was released in fall 2020, and we are now working with our municipal partners and other key stakeholders on implementation. Regarding the Island Rail Corridor, the provincial government continues to work with the Island Corridor Foundation, local First Nations and decision makers to explore the best option for this corridor moving forward. I have shared your email with ministry staff involved in this work for their information.

You may have heard that as part of our [CleanBC Roadmap to 2030](#), we are taking steps to reduce carbon pollution from transportation. Our goal is to increase the share of trips made by transit, walking and cycling to 30 per cent by 2030, while reducing kilometres driven by light duty vehicles by 25 per cent compared to 2020. To achieve this, we are expanding public transit and active transportation networks, requiring vehicles to use cleaner fuels and making hybrid or electric vehicles more affordable and convenient. By 2035, every new car sold in B.C. will produce zero emissions.

Details about our how we will achieve our CleanBC goals will be released in 2023 in our Clean Transportation Action Plan. In the meantime, the ministry's website has other information about our work to support [cleaner transportation](#).

Thank you again for taking the time to write.

Sincerely,

Rob Fleming

Minister

Copy to: Doug Routley
MLA, Nanaimo-North Cowichan

From: TRAN Corporate Writing Services TRAN:EX (TRANWritingServices@gov.bc.ca)
To: TRAN Corporate Writing Services TRAN:EX (TRANWritingServices@gov.bc.ca)
Subject: 312751 - bus service for Vancouver Island
Sent: 09/12/2022 21:14:15
Attachments: Rob Fleming.docx
Message Body:

-----Original Message-----

From: s. 22
Sent: September 11, 2022 10:19 PM
To: Transportation, Minister TRAN:EX <Minister.Transportation@gov.bc.ca>
Subject: 312751 - bus service for Vancouver Island

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Please forward the attached letter to Minister Rob Fleming.

s. 22

To Rob Fleming
BC Transportation and Infrastructure Minister
11 September 2022

Dear Rob Fleming,

s. 22

We are, as everyone knows, in a human induced climate crisis. We must make huge changes across our society to reduce our output of greenhouse gases. My concern here is with transportation: road transportation produces 15% of our global emissions, and given our lack of alternatives here on Vancouver Island, and our large average size of vehicle, it may well be higher for us.

Therefore, to play our part in reducing B.C's and Canada's greenhouse gas emissions, Vancouver Island needs a greener approach to transportation. Currently we are hugely dependent on cars, especially for journeys between towns, such as that which I make daily from Ladysmith to Nanaimo. Though even within towns such as Nanaimo, the bus service is inconvenient enough that unless they have to use it, people do not. Hence, for example, the vast area given over to car-parking at my place of work: Vancouver Island University.

There is much talk but little action over restoring the old E&N. The track would need replacing as would much of the rest of the infrastructure—the many, many bridges etc. It will take a lot of time and money to produce what would probably still be a limited service without widening for double tracking, spur lines to feed in passengers and so on.

We don't have time for this.

The easiest and most effective way to address this transport pollution crisis is to vastly extend and improve the bus service. There is a lot of research into and experience of how to do this, from quality bus corridors (see Dublin's example) to full on Bus Rapid Transit as has been widely instituted in South America, especially in Brazil (see the RIT in Curitiba).

Even with conventional buses, a frequent fast service available to all would see a significant reduction in pollution. However, our own BC Transit has a lot of experience in alternative fuels for buses, from Compressed Natural Gas to hybrid-electric to full battery electric to hydrogen fuel cells. It is easy to imagine fleets of such buses operating in all our communities and running rapid services up and down the island between towns. This would have a major impact.

It will not be free, and not without infrastructure costs of its own above and beyond the busses themselves, but what is the alternative-- go on as we are? We have been tardy already, and as an elected representative, and responsible minister, I'm sure you want to act on this fundamentally important file: we can't go on effectively doing nothing. This is something you can throw your weight behind. It's practical and doable.

There is a catch. Many people here are not used to riding buses and will not want to. They have already made significant investments in their private vehicles, and so they will need persuading out of their cars. This may well mean financially incentivising this action. This is done by making car use expensive (fuel price rises are helping here): parking and road use have to be rationed/priced such that riding the bus looks inviting. Think of the road-pricing scheme in London (UK) which charges users to drive in the centre of the city. Think of Paris, which is reducing its car-parking places by half. Car use has to become unattractive: too expensive, too inconvenient. The *frequent*, smooth, fast, undelayed, economical, environmentally-friendly bus will become the obvious option. But you have to build it first so they will come. You can't price people out of their cars and provide no alternative. When I was a boy in Sheffield, England, in what was known then as "The Socialist Republic of South Yorkshire," the buses were heavily subsidised by the county council. A bus passed my door every 9 minutes and an adult could go anywhere in the county for 9 pence, a child for 2 pence—and we did. Thatcherism put paid to that.

Though I drive one myself, I know private zero emissions vehicles are an inadequate tool for reducing our impact on the environment overall. Efficient, clean, public transport is the only answer. I hope this will help persuade you to make this a priority in your work. I am also writing to Doug Routley, MLA and to Lisa Marie Barron M.P.

Yours faithfully,

November 16, 2022

s. 22

313558 – Island Rail Corridor

Dear s. 22

Thank you for your email regarding the Island Rail Corridor.

Our government recognizes people want more travel options on Vancouver Island, and we too see the potential of the rail corridor. I was glad to read your thoughtful proposal. I was impressed by your knowledge of the railway's history and your ideas for restoring rail service in a way that would benefit communities across the Island.

As you may know, the Island Corridor Foundation (ICF) owns the land and the rail line. The provincial government has continued to work with the ICF and with local First Nations and decision makers to explore the best option for this corridor moving forward. Our goal remains to find the best use for the Island Rail Corridor, as well as to support First Nations interests in these discussions.

On May 16, 2022, the [ICF released a business case](#) that proposes a mixed-use rail system with commuter service, interregional passenger service and freight operations. Ministry staff have provided some initial feedback to the ICF on its business plan, highlighting the importance of First Nations consultation and the need for an adequate contingency in the proposed costs. For the ministry to advance any project, it must be supported by a strong business case where the benefits to the public clearly outweigh the costs. More discussion will be needed to determine the best way to proceed. In the meantime, we are also closely monitoring how the federal government responds to a BC Court of Appeal ruling related to sections of the corridor that bisect the Snaw-Naw-As First Nation Reserve.

I have shared your email with ministry staff involved in this work for their information. You may also wish to share your ideas with the ICF through its [online comment submission form](#).

Meanwhile, we continue to invest in transportation improvements for the South Island, as guided by our [South Island Transportation Strategy](#). The strategy was released in fall 2020 and speaks to opportunities for inter-regional transportation choices like rail and transit service between South Vancouver Island and the rest of the island. We are now working with our municipal partners and other key stakeholders on implementation.

Thank you again for taking the time to write.

Ministry of Transportation
and Infrastructure

Office of the Minister

Mailing Address:
Parliament Buildings
Victoria BC V8V 1X4

Sincerely,

Sent via Email:

Rob Fleming
Minister

From: Transportation, Minister TRAN:EX (Minister.Transportation@gov.bc.ca)
To: s. 22
Bcc: TRAN SCR CORR TRAN:EX (TRANSCR@gov.bc.ca)
Subject: 313558 - Island Rail Corridor
Sent: 11/16/2022 19:51:29
Attachments: 313558 - Island Railway Proposal .msg
Message Body:

s. 22

313558 - Island Rail Corridor

Dear s. 22

Thank you for your email regarding the Island Rail Corridor.

Our government recognizes people want more travel options on Vancouver Island, and we too see the potential of the rail corridor. I was glad to read your thoughtful proposal. I was impressed by your knowledge of the railway's history and your ideas for restoring rail service in a way that would benefit communities across the Island.

As you may know, the Island Corridor Foundation (ICF) owns the land and the rail line. The provincial government has continued to work with the ICF and with local First Nations and decision makers to explore the best option for this corridor moving forward. Our goal remains to find the best use for the Island Rail Corridor, as well as to support First Nations interests in these discussions.

On May 16, 2022, the [ICF released a business case](#) that proposes a mixed-use rail system with commuter service, interregional passenger service and freight operations. Ministry staff have provided some initial feedback to the ICF on its business plan, highlighting the importance of First Nations consultation and the need for an adequate contingency in the proposed costs. For the ministry to advance any project, it must be supported by a strong business case where the benefits to the public clearly outweigh the costs. More discussion will be needed to determine the best way to proceed. In the meantime, we are also closely monitoring how the federal government responds to a BC Court of Appeal ruling related to sections of the corridor that bisect the Snaw-Naw-As First Nation Reserve.

I have shared your email with ministry staff involved in this work for their information. You may also wish to share your ideas with the ICF through its [online comment submission form](#).

Meanwhile, we continue to invest in transportation improvements for the South Island, as guided

by our [South Island Transportation Strategy](#). The strategy was released in fall 2020 and speaks to opportunities for inter-regional transportation choices like rail and transit service between South Vancouver Island and the rest of the island. We are now working with our municipal partners and other key stakeholders on implementation.

Thank you again for taking the time to write.

Sincerely,

Rob Fleming

Minister

From: TRAN Corporate Writing Services TRAN:EX (TRANWritingServices@gov.bc.ca)
To: TRAN Corporate Writing Services TRAN:EX (TRANWritingServices@gov.bc.ca)
Subject: 313558 - Island Railway Proposal
Sent: 10/26/2022 17:40:43
Attachments: s. 22
Message Body:

From: s. 22
Sent: October 25, 2022 4:36 PM
To: Transportation, Minister TRAN:EX <Minister.Transportation@gov.bc.ca>; Fleming.MLA, Rob LASS:EX <Rob.Fleming.MLA@leg.bc.ca>
Subject: Island Railway Proposal

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Hello s. 22 I'm very interested in reviving railway services on Vancouver Island. Please see attached my proposal for the development and the expansion of rail services along the Island Corridor. Please feel free to contact me to discuss further information regarding my ideas put forward in the attached proposal.

Thanks for your consideration,

s. 22

From: s. 22

To: Transportation, Minister TRAN:EX (Minister.Transportation@gov.bc.ca)

Subject: 314008 - E&N Railway

Sent: 11/21/2022 00:44:35

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

s. 22

native people from whom it was taken.

I would request that the rail land be returned to our

s. 22

From: TRAN Corporate Writing Services TRAN:EX (TRANWritingServices@gov.bc.ca)
To: TRAN Corporate Writing Services TRAN:EX (TRANWritingServices@gov.bc.ca)
Subject: 314058 - Passenger Rail on Vancouver Island
Sent: 11/23/2022 22:43:21
Attachments: image001.jpg, image002.png
Message Body:

From: s. 22
Sent: November 23, 2022 11:43 AM
To: OfficeofthePremier, Office PREM:EX <Premier@gov.bc.ca>; Transportation, Minister TRAN:EX <Minister.Transportation@gov.bc.ca>; justin.trudeau@parl.gc.ca; omar.alghabra@parl.gc.ca
Subject: Passenger Rail on Vancouver Island

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Various members of my community, and of other larger centres on Vancouver Island are sending you emails asking for support from all levels, to restore and improve passenger rail service here.

Those who oppose its return are being very short-sighted, looking only at the few years of their own lives that would benefit only those who share their lifestyle. I ask you to look beyond 2026, and consider fifty years from now, how important such a service will be to an island whose population will likely have doubled by then. Failure to consider developing this public transit system will mean twice as many vehicles on the road (probably most still burning gasoline or diesel, asphalt replacement, and hours of sitting on the one highway we have now, braking, moving forward, braking etc. --- a great deal of personal time wasted for hundreds of thousands of people.

Victoria has just been "awarded" the title of most expensive city in BC (nationally also??); young workers can't afford to live there; good rail service would allow for the development of much more affordable housing up island from the capital, and that would be of benefit to all.

I urge you to support the Island Corridor group, and support this most worthy project.

s. 22

From: s. 22
To: Transportation, Minister TRAN:EX (Minister.Transportation@gov.bc.ca); Minister, ENV ENV:EX (ENV.Minister@gov.bc.ca); Minister, MUNI MUNI:EX (MUNI.Minister@gov.bc.ca); Minister, MSI TRAN:EX (Minister.SI@gov.bc.ca)
Cc: Jardine, Kevin ENV:EX (Kevin.Jardine@gov.bc.ca); Yuma Morisho, Okenge MUNI:EX (Okenge.YumaMorisho@gov.bc.ca); Krishna, Kaye TRAN:EX (Kaye.Krishna@gov.bc.ca)
Subject: 314038 The Importance of the Vancouver Island Rail Corridor
Sent: 11/23/2022 03:25:20
Attachments: s. 22
Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Ministers responsible for Transportation, Municipal Affairs and Climate Change

Please find attached a briefing note on the importance of the Vancouver Island Rail Corridor.

I know that you are aware of this issue and its urgency, and I expect that it will be on one of your early ministry/inter-ministry agendas. When this comes up for discussion and action, I hope that you will recognize the broader context and opportunity that it provides for addressing the longer term future of Vancouver Island.

Vancouver Island is world-recognized as an attractive place to live. This will not change and is likely to increase with climate change and the political upheavals it will bring. Accommodating new residents both in the short term to 2041, and the longer term to 2100, will be a challenge beyond the densification of existing urban areas. And the rail corridor offers a 21st century opportunity to address this challenge.

I wish you every success in your endeavours.

s. 22

Please note: I have sent this briefing note and email (similar text) to:
CRD Mayors and CRD Directors
Island MLAs and MPs (Courtenay south)
Premier Eby

.....
.....

s. 22

From: s. 22

To: Transportation, Minister TRAN:EX (Minister.Transportation@gov.bc.ca)

Subject: 314095 Incoming B - Letter to Minister Omar Alhabra

Sent: 11/25/2022 22:05:32

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Dear Minister Alhabra,

s. 22

Who knew that in March of next year a decision is to be made by our government to determine whether or not the approximate 20 feet of railway corridor on Vancouver Island is to revert back to First Nation land?

This will happen if there is no decision to spend 350 million on a much needed double line freight/ passenger, train service, and the dream would be lost forever.

The service has many benefits and would transform the lives of commuters, shoppers, students, alike, with carbon emissions greatly reduced.

s. 22

that although the project would cost approximately 350 million a profit would be made within two years. Moreover, restoration would happen quickly with the service up and running by Summer of next year.

If the government doesn't proceed in March the dream will die for ever! Surely It's a no brainer to GO FOR IT!

Yours sincerely,

s. 22

From s. 22

To: Transportation, Minister TRAN:EX (Minister.Transportation@gov.bc.ca)

Subject: 314095 Incoming A - Fwd: Letter to Hon. Rob Flemming

Sent: 11/25/2022 22:09:36

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Dear Hon. Rob Flemming,

s. 22

Who knew that in March of next year a decision is to be made by our government to determine whether or not the approximate 20 feet of railway corridor on Vancouver Island is to revert back to First Nation land?

This will happen if there is no decision to spend 350 million on a much needed double line freight/ passenger, train service, and the dream would be lost forever.

The service has many benefits and would transform the lives of commuters, shoppers, students, alike, with carbon emissions greatly reduced.

s. 22

hat although the project would cost approximately 350 million a profit would be made within two years. Moreover, restoration would happen quickly with the service up and running by Summer of next year.

If the government doesn't proceed in March the dream will die for ever! Surely It's a no brainer to GO FOR IT!

Yours sincerely,

s. 22

From: TRAN Corporate Writing Services TRAN:EX (TRANWritingServices@gov.bc.ca)
To: TRAN Corporate Writing Services TRAN:EX (TRANWritingServices@gov.bc.ca)
Subject: 314213 (B 314201) - A Case for Island Rail
Sent: 12/01/2022 19:10:55
Attachments: A Case For Island Rail (1).pdf
Message Body:

From: s. 22
Sent: November 26, 2022 12:28 AM
To: Transportation, Minister TRAN:EX <Minister.Transportation@gov.bc.ca>
Subject: 314213 (B 314201) - A Case for Island Rail

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Dear Rob Fleming, Minister of transportation and Infrastructure,

Please receive this letter which is in support of the Vancouver Island Transportation Corridor Coalition (VITCC) and its advocacy of having the former E&N rail corridor (now "Island Rail") upgraded to modern transportation standards. Much depends on your support of this endeavour.

The Island Rail Corridor has been an important part of Vancouver Island's transportation network for nearly 140 years. However, through a lack of investment it risks disappearing altogether. As the great Canadian singer Joni Mitchell put it: "you don't know what you've got 'till it's gone." We know what we have and we cannot afford to lose it.

All too common events like flooding, landslides, and accidents have stopped traffic on the Island Highway and on other highways. They have resulted in barriers to the flow of goods and people that create inequality, in addition to causing delays. Yet the rail corridor is still there.

Adequate funding will make the rail transportation corridor even more important in the Island's future as it will provide an alternative to road-only transportation which is so desperately needed.

Why is this important? In today's world, economic and social development is heavily

dependent on proper access to good transportation options. Among these, there are many strong reasons to restore rail service to the island, those that I find most important are as follows:

- Rail provides a safer, cheaper, and more environmentally friendly alternative to driving.
- Rail can economically and socially connect smaller communities on and near the corridor providing access to more employment opportunities in larger municipal areas.
- Rail is more efficient at moving freight and passengers, at a fraction of the cost. In dollars and in carbon emissions.
- Railways require less land to operate compared to road infrastructure, and can shape our urban environments in a more positive manner compared to automobile infrastructure.
- Rail not only co-exists, but provides a crucial link between other modes of transit such as buses and active transportation.
- Rail has, and can once again, encourages and supports the Island's tourism industry and the jobs and tax revenues it generates.

Currently, residents of this island are inadequately connected, as the only way to travel is by car and by a very limited bus service. This affects everyone, especially seniors, students, those without cars, and those who can not afford to drive. But as you know the costs of adding highway capacity, both in construction and in environmental losses, including to precious wetlands, is horrendously high and is no longer acceptable in today's climate.

With our growing population on Vancouver Island, we need to diversify and future-proof our transportation Infrastructure. We need something that can relieve pressure on our existing highway networks and complement active transportation infrastructure. A railway would do exactly this.

That is why we urge Honourable Members of Provincial and Federal governments to seriously consider the business plan put forth by the Island Corridor Foundation. Activation of that plan will make viable, for years to come, the Island Corridor's rail system.

s. 22 The lack of dependable transportation options impacts me personally

s. 22

If I was able to take

a train I would be able to work and study on the whole ride up instead of being stuck behind the wheel, therefore allowing me to keep up with my studies while staying connected with my family.

Looking forward, rail will play an increasingly important role in reducing B.C.'s carbon footprint while increasing the mobility of its citizens and participation in our local economies.

Thankyou for your time. Transportation alternatives are important and I urge you to please consider this request.

Cheers,

s. 22

Dear Rob Fleming, Minister of transportation and Infrastructure,

Please receive this letter which is in support of the Vancouver Island Transportation Corridor Coalition (VITCC) and its advocacy of having the former E&N rail corridor (now "Island Rail") upgraded to modern transportation standards. Much depends on your support of this endeavour.

The Island Rail Corridor has been an important part of Vancouver Island's transportation network for nearly 140 years. However, through a lack of investment it risks disappearing altogether. As the great Canadian singer Joni Mitchell put it: "you don't know what you've got 'till it's gone." We know what we have and we cannot afford to lose it.

All too common events like flooding, landslides, and accidents have stopped traffic on the Island Highway and on other highways. They have resulted in barriers to the flow of goods and people that create inequality, in addition to causing delays. Yet the rail corridor is still there.

Adequate funding will make the rail transportation corridor even more important in the Island's future as it will provide an alternative to road-only transportation which is so desperately needed.

Why is this important? In today's world, economic and social development is heavily dependent on proper access to good transportation options. Among these, there are many strong reasons to restore rail service to the island, those that I find most important are as follows:

- Rail provides a safer, cheaper, and more environmentally friendly alternative to driving.
- Rail can economically and socially connect smaller communities on and near the corridor providing access to more employment opportunities in larger municipal areas.
- Rail is more efficient at moving freight and passengers, at a fraction of the cost. In dollars and in carbon emissions.
- Railways require less land to operate compared to road infrastructure, and can shape our urban environments in a more positive manner compared to automobile infrastructure.
- Rail not only co-exists, but provides a crucial link between other modes of transit such as buses and active transportation.
- Rail has, and can once again, encourages and supports the Island's tourism industry and the jobs and tax revenues it generates.

Currently, residents of this island are inadequately connected, as the only way to travel is by car and by a very limited bus service. This affects everyone, especially seniors, students, those without cars, and those who can not afford to drive. But as you know the costs of adding highway capacity, both in construction and in environmental losses, including to precious wetlands, is horrendously high and is no longer acceptable in today's climate.

With our growing population on Vancouver Island, we need to diversify and future-proof our transportation Infrastructure. We need something that can relieve pressure on our existing highway networks and complement active transportation infrastructure. A railway would do exactly this.

That is why we urge Honourable Members of Provincial and Federal governments to seriously consider the business plan put forth by the Island Corridor Foundation. Activation of that plan will make viable, for years to come, the Island Corridor's rail system.

The lack of dependable transportation options impacts me personally.^{s. 22}
s. 22

s. 22 If I was able to take a train I would be able to work and study on the whole ride up instead of being stuck behind the wheel, therefore allowing me to keep up with my studies while staying connected with my family.

Looking forward, rail will play an increasingly important role in reducing B.C.'s carbon footprint while increasing the mobility of its citizens and participation in our local economies.

Thankyou for your time. Transportation alternatives are important and I urge you to please consider this request.

Cheers,

s. 22

From: TRAN Corporate Writing Services TRAN:EX (TRANWritingServices@gov.bc.ca)
To: TRAN Corporate Writing Services TRAN:EX (TRANWritingServices@gov.bc.ca)
Subject: 314214 A (B 314201) - Vancouver Island Railway
Sent: 12/01/2022 20:03:15
Message Body:

From: s. 22
Sent: November 26, 2022 4:08 PM
To: justin.trudeau@parl.gc.ca
Cc: omar.alghabra@parl.gc.ca; OfficeofthePremier, Office PREM:EX <Premier@gov.bc.ca>; Transportation, Minister TRAN:EX <Minister.Transportation@gov.bc.ca>; Ma.MLA, Bowinn LASS:EX <Bowinn.Ma.MLA@leg.bc.ca>; alistair.macgregor@parl.gc.ca
Subject: Vancouver Island Railway

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Dear Prime Minister,

I write to you because you are the Canadian who has a great deal of influence over any decision that would contribute to one of the best ways to reduce greenhouse gas emissions. The issue that I want you to use your influence over is the railway line on Vancouver Island.

I ask for your leadership on this issue because I believe that we the residents and commuters on Vancouver Island know single car occupants contribute to high rates of CO2 emissions.

I believe that the Vancouver Island Corridor Foundation is doing good work and needs you to endorse their leadership regarding the plans to have the railway line upgraded and modern trains operating.

Please let me know that you will support Vancouver Islanders and my want to see your leadership regarding this railway line plan.

Thank you for your attention.

Sincerely,

s. 22

From: TRAN Corporate Writing Services TRAN:EX (TRANWritingServices@gov.bc.ca)
To: TRAN Corporate Writing Services TRAN:EX (TRANWritingServices@gov.bc.ca)
Subject: 314214 B (B 314201) - Vancouver Island Railway
Sent: 12/01/2022 20:03:54
Message Body:

From: s. 22

Sent: November 26, 2022 4:10 PM

To: Transportation, Minister TRAN:EX <Minister.Transportation@gov.bc.ca>

Cc: OfficeofthePremier, Office PREM:EX <Premier@gov.bc.ca>; OfficeofthePremier, Office PREM:EX <Premier@gov.bc.ca>; omar.alghabra@parl.gc.ca; alistair.macgregor@parl.gc.ca

Subject: 314213 B (B 314201) - Vancouver Island Railway

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Dear Minister Fleming,

I write to you because you are a B.C. person who has a great deal of influence over any decision that would contribute to one of the best ways to reduce greenhouse gas emissions. The issue that I want you to use your influence over is the railway line on Vancouver Island.

I ask for your leadership on this issue because I believe that we the residents and commuters on Vancouver Island know single car occupants contribute to high rates of CO2 emissions.

I believe that the Vancouver Island Corridor Foundation is doing good work and needs you to endorse their leadership regarding the plans to have the railway line upgraded and modern trains operating.

Please let me know that you will support Vancouver Islanders and my want to see your leadership regarding this railway line plan.

Thank you for your attention.

Sincerely,

s. 22

From: TRAN Corporate Writing Services TRAN:EX (TRANWritingServices@gov.bc.ca)
To: TRAN Corporate Writing Services TRAN:EX (TRANWritingServices@gov.bc.ca)
Subject: 314215 A (MO) (B 314201) - Your E-mail Has Been Received
Sent: 12/01/2022 20:12:27
Message Body:

From: s. 22
Sent: November 27, 2022 1:26 PM
To: Transportation, Minister TRAN:EX <Minister.Transportation@gov.bc.ca>
Subject: Re: Your E-mail Has Been Received

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

s. 22

On Sat., Nov. 26, 2022, 4:48 p.m. Transportation, Minister TRAN:EX,
<Minister.Transportation@gov.bc.ca> wrote:

Thank you for your e-mail. This an automated response to let you know your e-mail has been received.

Your correspondence will be shared with Ministry of Transportation and Infrastructure staff for review and consideration.

Sincerely,

Office of the Minister
Ministry of Transportation and Infrastructure

From: TRAN Corporate Writing Services TRAN:EX (TRANWritingServices@gov.bc.ca)
To: TRAN Corporate Writing Services TRAN:EX (TRANWritingServices@gov.bc.ca)
Subject: 314215 B (PO) (B 314201) - Island Corridor Foundation
Sent: 12/01/2022 20:13:12
Message Body:

From: s. 22
Sent: November 26, 2022 4:48 PM
To: OfficeofthePremier, Office PREM:EX <Premier@gov.bc.ca>
Subject: 314215 B (PO) (B 314201) - Island Corridor Foundation

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Dear Sir

I am writing in regards to the most important decision that needs your approval and support concerning Vancouver Island.

The March 15, 2023 deadline to approve and support the continued planning and construction of Vancouver Island Railroad.

The amount and effort in organizing, planning, researching, and presenting by the Foundation, is tremendous. This project, to restore rail traffic on the Island is the most important decision that needs to be made in our lifetime. To reduce highway traffic and move people and goods is vital to the economy, ecology, environment, and the future.

Please listen and review any presentation and discussion on this subject. There is only one highway that goes North and South on the Island. Trans Canada Hwy from Victoria to Nanaimo and changing to Hwy 19 to Comox/Courtney and beyond to Port Hardy. A span of Trans Canada Hwy north of Victoria has only 1 lane in either direction. This section is part of the highest traffic density on the highway. When an accident or other unforeseen issues (e.g. landslides) occur the highway can be closed indefinitely, stranding drivers without a detour.. As the population on Vancouver Island continues to grow so will traffic congestion. This project can and will ease these concerns.

From what I know and have learned the people working on this monumental transportation project are from various cultural, ethnic private and professional backgrounds including several First Nation Tribes.

Once the facts are all submitted I believe you will see fit to approve and support this project that will be beneficial to all Islanders now and in the future..

Sincerely

s. 22

From: TRAN Corporate Writing Services TRAN:EX (TRANWritingServices@gov.bc.ca)
To: TRAN Corporate Writing Services TRAN:EX (TRANWritingServices@gov.bc.ca)
Subject: 314215 C (PO) (B 314201) - Island Corridor Foundation
Sent: 12/01/2022 20:13:40
Attachments: ~WRD0001.jpg
Message Body:

From: s. 22
Sent: November 26, 2022 5:06 PM
To: OfficeofthePremier, Office PREM:EX <Premier@gov.bc.ca>
Subject: Island Corridor Foundation

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Dear Sir

I am writing in regards to the most important decision that needs your approval and support concerning Vancouver Island.

The March 15, 2023 deadline to approve and support the continued planning and construction of Vancouver Island Railroad.

The amount and effort in organizing, planning, researching, and presenting by the Foundation, is tremendous. This project, to restore rail traffic on the Island is the most important decision that needs to be made in our lifetime. To reduce highway traffic and move people and goods is vital to the economy, ecology, environment, and the future.

Please listen and review any presentation and discussion on this subject. There is only one highway that goes North and South on the Island. Trans Canada Hwy from Victoria to Nanaimo and changing to Hwy 19 to Comox/Courtney and beyond to Port Hardy. A span of Trans Canada Hwy north of Victoria has only 1 lane in either direction. This section is part of the highest traffic density on the highway. When an accident or other unforeseen issues (e.g. landslides) occur the highway can be closed indefinitely, stranding drivers without a detour.. As the population on Vancouver Island continues to grow so will traffic congestion. This project can and will ease these concerns.

From what I know and have learned the people working on this monumental transportation project are from various cultural, ethnic private and professional backgrounds including several First Nation Tribes.

Once the facts are all submitted I believe you will see fit to approve and support this project that will be beneficial to all Islanders now and in the future..

Sincerely

s. 22

From:**To:** Transportation, Minister TRAN:EX (Minister.Transportation@gov.bc.ca)**Subject:** 314216 (B 314201) - Hon. Rob Fleming, Minister of Transport**Sent:** 11/28/2022 17:37:32**Message Body:**

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Sir

I was most interested recently to attend a presentation by the Island Corridor Foundation at which the possibilities of a commuter and freight rail system were outlined to a group of approximately 70 people. It was clear to the group that the future of rail on Vancouver Island is not only viable but given the nature of the single highway from the Cowichan Valley and points north to Victoria it is essential.

When compared to the cost of the commuter rail system being built on the lower mainland, the system on Vancouver Island is a veritable bargain and would display the provincial governments commitment to an alternative for the thousands of commuters on the highways every day.

A recent article in the National Post suggests that the province is on track to record a sizable surplus in the annual budget which if combined with a negotiated agreement with the federal government could easily fund the revitalization of this one hundred and fifty year old system.

Saving the system now is a real bargain compared to trying to start over in a decade or two given that the agreement that provided for the land to build the railroad is scheduled to expire in 2023.

From: TRAN Corporate Writing Services TRAN:EX (TRANWritingServices@gov.bc.ca)
To: TRAN Corporate Writing Services TRAN:EX (TRANWritingServices@gov.bc.ca)
Subject: 314319 (B 314201) - Passenger rail on Vancouver Island
Sent: 12/01/2022 23:37:31
Message Body:

From: s. 22

Sent: November 18, 2022 8:19 PM

To: OfficeofthePremier, Office PREM:EX <Premier@gov.bc.ca>; Fleming.MLA, Rob <Rob.Fleming.MLA@leg.bc.ca>

Subject: Passenger rail on Vancouver Island

Dear Mr. Eby and Mr. Fleming,

I believe that Vancouver Island should have a functioning passenger rail system, and that BC should revive and improve on the old railway to achieve this. In many countries around the world, people use trains as a comfortable, economical, and environmentally friendly way of getting around. Why then, does Vancouver Island, with a rapidly growing population, not have functioning passenger rail?

s. 22

Interregional public transit is lacking in BC and many of the bus routes between cities have been ended. I would like to move up island in order to afford a house, but this will leave me with few options to travel down the island to meet family, friends or do errands or attend events in Victoria or Nanaimo. If there was passenger rail, I could easily take the train down island for the weekend. Cities like Victoria are investing in walking and biking infrastructure to help people make car-free trips, but these most make sense as part of a network that is connected with regional public transit. That way, people can make most of the trips they take without a car, if they so choose.

One of the issues with the old train was that it was out of date, slow and ran infrequently. No wonder there wasn't strong ridership. In order to make transit that is worth it for people to use, it needs to run at convenient times, run frequently and be on time. With the rising cost of gas and living overall, I'm sure many more people will be interested in taking a faster, modern train up and down the island. It would benefit seniors, people with disabilities, teenagers, students, commuters, and tourists. An LRT route between Westshore and Victoria would also have high ridership and reduce traffic congestion on the highway from commuters.

Having better connected communities can also support some of the housing needs of people on the island by allowing them to live in a different community. This would take some pressure off the housing crisis in Victoria. It would also allow tourists arriving to Victoria by airplane or cruise ship to go up island and support the economies in those communities.

Then there are the environmental benefits of trains and reduced reliance on fossil fuel burning cars. Trains are already more efficient, being able to move many people at once. They can also be electrified eventually and run on renewable energy. Many, many places in Europe and Asia have electric trains serving their communities. This greatly reduces the carbon emissions of these communities. A train would be a step forward to meeting BC and Canada's overall climate targets.

A new train line should be a public crown corporation, to ensure that the train is affordable and accessible. This way, it will be provided the funding and maintenance to keep it running to meet the needs of the population as the island's population grows.

I hope that you will consider these things as the court mandated decision on the island rail corridor is required by 2023. Investing in reviving passenger rail on the island will benefit many people and communities and support the island's growing population, and BC's need to reduce carbon emissions overall. In order for this to be a worthwhile project however, the train must be modern, reliable, frequent, and accessible. It must be funded sufficiently over time to provide a worthwhile transport service. I believe this is a future forward project and something worth investing in.

From: s. 22

To: OfficeofthePremier, Office PREM:EX (Premier@gov.bc.ca); Transportation, Minister TRAN:EX (Minister.Transportation@gov.bc.ca)

Cc: Lore.MLA, Grace LASS:EX (Grace.Lore.MLA@leg.bc.ca)

Subject: 314320 (B 314201) - Vancouver Island Rail

Sent: 12/07/2022 18:18:53

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Dear Premier & Minister of Transportation

s. 22

s. 22

I am writing you today to request your support restoration of rail transport service on Vancouver Island. The Island Corridor Foundation has laid out a plan and business case for providing passenger rail service between Victoria and Courtenay, as well as freight service from ports in Nanaimo and Port Alberni along the existing rail corridors. This plan has the unanimous support of all 13 mayors of the Capital Regional District.

I believe that rail transport is critical for the future of Vancouver Island. For me and my family, passenger rail service would allow us to visit our family s. 22 without relying on a car. Restoration of the rail service would provide a relatively affordable, safer, and more environmentally friendly option for travel when compared to driving the Trans Canada Highway and Malahat. This would also allow our aging family members to continue to travel on the island when they are no longer able to drive.

For Vancouver Island as a whole there are numerous benefits:

- More transportation options and reduced congestion and wear on Greater Victoria and Vancouver Island roadways. Road maintenance is a major cost to our government that many forget about!
- An affordable, reliable, and accessible travel option for those who cannot drive, cannot afford a car, or would prefer not to drive
- An alternative to the highway, providing resiliency to our transportation system. Last year the Highway was closed due flooding and landslides and winter weather can make the Malahat impassible.
- A safer method of travel than driving. Motor vehicle incidents are the second leading cause of death for people under 35 years of age in our country. This is tragic and our community deserves better options!
- A more environmentally friendly passenger and freight transportation option. Rail produces one third of the carbon emissions compared to private vehicles. This will help our province meet our carbon reduction goals! There may even be options to use electric or hydrogen powered trains to make rail service zero emissions.

I am asking that you support restoration of rail service on Vancouver Island. I understand there is urgency to take quick action on this as a decision must be made prior to March 2023. I would

appreciate a response to know what your position is on this policy.

Thank you,

s. 22

From: OfficeofthePremier, Office PREM:EX (Premier@gov.bc.ca)

To: s. 22

Cc: Transportation, Minister TRAN:EX (Minister.Transportation@gov.bc.ca)

Subject: 314216 (B 314201) (PO Response) - RE: Premier of BC, David Eby:

Sent: 12/09/2022 19:46:55

Message Body:

Dear s. 22

Thank you for your email regarding the Vancouver Island Rail Corridor. We appreciate your taking the time to share your thoughts and recommendations with us.

On your behalf, we have shared a copy of your message with the Honourable Rob Fleming, Minister of Transportation and Infrastructure for review and consideration. Please be assured that your comments and suggestions will be considered in any related discussions going forward.

Thank you, again, for writing. It was good to hear from you.

cc: Honourable Rob Fleming

From: s. 22

Sent: November 28, 2022 9:35 AM

To: OfficeofthePremier, Office PREM:EX <Premier@gov.bc.ca>

Subject: Premier of BC, David Eby:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Sir

I was most interested recently to attend a presentation by the Island Corridor Foundation at which the possibilities of a commuter and freight rail system were outlined to a group of approximately 70 people. It was clear to the group that the future of rail on Vancouver Island is not only viable but given the nature of the single highway from the Cowichan Valley and points north to Victoria it is essential.

When compared to the cost of the commuter rail system being built on the lower mainland, the system on Vancouver Island is a veritable bargain and would display the provincial governments commitment to an alternative for the thousands of commuters on the highways every day.

A recent article in the National Post suggests that the province is on track to record a sizable surplus in the annual budget which if combined with a negotiated agreement with the federal government could easily fund the revitalization of this one hundred and fifty year old system.

Saving the system now is a real bargain compared to trying to start over in a decade or two given that the agreement that provided for the land to build the railroad is scheduled to expire in 2023.

s. 22

dd

s. 22

November 10, 2022

The Minister of Transportation and
Infrastructure
#200, 940 Blanshard Street
Victoria, V.C. V8W 3E8

The Office of the Premier of British
Columbia
P.O. Box 9041 Stn Prov Govt.
Victoria, B.C. V8W 9E1

Gentlemen:

Re: Infrastructure between Victoria and Duncan

I enclose a copy of my September 21, 2022 correspondence. I have not received a response.

I would appreciate hearing from both your government bodies as to the plans to improve the situation.

Sincerely,

s. 22

enclosure

COPY

September 21, 2022

The Minister of Transportation and
Infrastructure
#200, 940 Blanshard Street
Victoria, B.C. V8W 3E8

The Office of the Premier of British
Columbia
P.O. Box 9041 Stn Prov Govt.
Victoria, B.C. V8W 9E1

Gentlemen:

Re: Infrastructure between Victoria and Duncan

s. 22

I am certain both of your offices are aware of the problems relating to the infrastructure, or lack thereof, between the cities of Victoria and Duncan.

What has prompted this letter are several events:

1. In November 2019, I was caught in Victoria when the road on the Malahat collapsed due to severe rain. It took me over 24 hours to make my way home to
s. 22 eventually via the Mill Bay Ferry. I had attempted the route via Port Renfrew but was turned back as Fairy Creek was flooded. I was going to take the ferry over to Salt Spring and then Crofton and was advised the road north of Duncan was flooded. I eventually ended back at the Brentwood Ferry and slept in my vehicle waiting for a 20 car ferry to transport waiting parties back and forth.
2. On Tuesday, September 20, 2022, it took me over 95 minutes to drive from
s. 22 a trip that should normally take 40-45 minutes. This was due to congestion. There was no accident. Had there been an accident, the timing would have increased significantly. I have, on two occasions, simply turned around and gone home when there is an accident on the Malahat.

If you are not aware, the congestion starts sometimes on the Malahat, more so now due to the repair work, and continues until one passes the Mackenzie overpass. Vehicles are attempting to merge onto basically the only commuter route. The volume has increased significantly since I commenced employment in Victoria and I can only foresee it increasing more so with municipalities granting building permits, such as the one on Bear Mountain.

I am aware that there have been discussions about the possibility of a train up island or perhaps increasing either the size of the Mill Bay Ferry or frequency, but I have heard nothing concrete.

My question, gentlemen, is what is being done to address this problem, both in the short term and long term?

I might suggest that this matter should be uppermost on any agenda and a resolution found.

I look forward to an early response with some definitive answers.

Sincerely,

s. 22

From: Fleming.MLA, Rob LASS:EX (Rob.Fleming.MLA@leg.bc.ca)
To: Transportation, Minister TRAN:EX (Minister.Transportation@gov.bc.ca)
Subject: 314428 (B 314201) - Vancouver Island Rail
Sent: 12/13/2022 19:30:24
Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

From: s. 22
Sent: December 13, 2022 9:21 AM
To: Fleming.MLA, Rob <Rob.Fleming.MLA@leg.bc.ca>
Subject: Vancouver Island Rail

Hello

My wife and I would like to see the Island rail corridor restored. We would use it to access the communities s. 22 We much prefer public transportation to car ownership.

Society's dependance on car culture is enormously expensive, and a significant contributor to atmospheric and noise pollution.

This is a fantastic opportunity for BC to initiate effective commuter service on this line. If necessary start with the Victoria to Duncan leg, then gradually grow it northward.

90% of the population of Vancouver Island lives on the east side of the Island, and rail could so effectively serve us.

Thank you

s. 22

From: Fleming.MLA, Rob (Rob.Fleming.MLA@leg.bc.ca)
To: Transportation, Minister TRAN:EX (Minister.Transportation@gov.bc.ca)
Subject: 314433 FYI - Vancouver Island railway
Sent: 12/13/2022 19:30:10
Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

-----Original Message-----

From: **s. 22**
Sent: December 13, 2022 10:16 AM
To: Fleming.MLA, Rob <Rob.Fleming.MLA@leg.bc.ca>
Subject: Vancouver Island railway

The unused railway line on Vancouver Island known as the “E & N” is at risk of being “lost”.

The 900,000 residents of Vancouver Island could benefit greatly from renewing this infrastructure.

As the 136,000 residents of Prince Edward Island got a very expensive bridge some years ago, the West Coast Island railway rebuild would be a much less-costly undertaking.

Sent from my iPhone

s. 22

From: Fleming.MLA, Rob LASS:EX (Rob.Fleming.MLA@leg.bc.ca)
To: Transportation, Minister TRAN:EX (Minister.Transportation@gov.bc.ca)
Subject: 314460 (B 314201) - Island Rail
Sent: 12/14/2022 00:14:06
Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

-----Original Message-----

From: s. 22
Sent: December 13, 2022 3:20 PM
To: Fleming.MLA, Rob <Rob.Fleming.MLA@leg.bc.ca>
Subject: Island Rail

Dear Minister,

We need our railway restored on Vancouver Island! Trying to get to Victoria from Nanaimo (or even more north), you have to travel the Malahat....if you can!

s. 22 my trips to Victoria have me driving over 2 1/2 hours on a narrow and often dangerous highway. How else can I get there? I would love the comfort and convenience of a modern train rather than my tired old eyes. Eastern Canada and Europe are good examples of how transportation does not necessarily involve cars.

We say that we want people to afford a home, but workers (especially with families) have to live outside the city to afford this. Without transportation, this means a family needs at least 2 cars....including their costs and Parking at their job sites, roads to travel on. In England I noted that even businessmen and businesswomen used the trains to get from the countryside to the city. Some read the morning papers, some worked on their laptops, some just enjoyed a break looking at the countryside roll by- some took a little power nap.

The cost of restoring our rail line on the Island is a bargain at the moment, but that is coming to an end quickly. The rail bed is currently there! Please act NOW. This is important transport for people, commodities, businesses and tourism.

Lots of people thought the West Coast Express would fail. It didn't. It helped open up the North side of the Fraser and is always busy. Cheaper by far than Skytrain in the lower mainland. Please look at the plan, and extensive work, already done by the Island Rail group.

I'm excited to see a modern railway restored to the Island- hopefully in my lifetime. I'm not alone.

Respectfully yours,
s. 22

Sent from my iPad

From: s. 22

To: Transportation, Minister TRAN:EX (Minister.Transportation@gov.bc.ca)

Subject: 314461 (B 314201) - Railway line.

Sent: 12/14/2022 01:44:32

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

I am totally in favour of the railway.

Please do whatever you can do to help have it restored.

s. 22

From: Fleming.MLA, Rob (Rob.Fleming.MLA@leg.bc.ca)
To: Transportation, Minister TRAN:EX (Minister.Transportation@gov.bc.ca)
Subject: 314462 (B 314201) - Restoration of the Vancouver Island Rail Corridor
Sent: 12/15/2022 00:56:19
Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

From: s. 22
Sent: December 14, 2022 4:51 PM
To: omar.alghabra@parl.gc.ca
Cc: OfficeofthePremier, Office PREM:EX <Premier@gov.bc.ca>; Fleming.MLA, Rob <Rob.Fleming.MLA@leg.bc.ca>; alistair.macgregor@parl.gc.ca
Subject: Restoration of the Vancouver Island Rail Corridor

Honourable Minister:

I'm writing you today as a big supporter of the Vancouver Island Rail Corridor, specifically the Island Corridor Foundation's (ICF) business case to restore rail-based services to Vancouver Island, British Columbia, through Canada's most western Port.

I would implore you to recognize the Island Rail Corridor for the 289 km long historical site, and much needed transportation Corridor that is needed now and into the future for Vancouver Island, British Columbia and Canada as a whole.

As is written on the ICF website "The Island railway was originally incorporated on September 27, 1883 by the E&N Railway Company, led by Sir Robert Dunsmuir, a renowned British Columbia (BC) coal baron and politician."

The Vancouver Island Corridor connects from Courtenay all the way to Victoria and intersects with the Parksville to Port Alberni line too. Both corridors are pre-existing! Originally built between 1883 and 1887, the railway corridor is in itself a 289 km museum. The corridor connects every town and city along its path on an established right of way.

The Vancouver Island corridor does not require creating an alternative route like all the previous attempts tried and failed to do. It doesn't require blasting or bridging over watersheds or spending billions on a tunnel as needed in Vancouver for Skytrain. It will relieve the pressure to expand the roads with yet another extremely costly lane.

The corridor represents an amazing reconciliation opportunity to address the historical grievances emanating from the land grants, and that should not be ignored by the Government.

The Vancouver Island Railway is a gift to Vancouver Island from the past wrapped in controversy and strong feelings, but no one can deny that is just what Vancouver Island needs for 2023:

- Increase mobility and independence for seniors and anyone with accessibility

needs.

- Increase safety, comfort, and gained productive time for everyone travelling on the train.
- Lower travel and insurance expenses or live without a car at all! Fuel independence!
- Save money for rent, medications, food, cloths, education, and other essentials.
- Gain a farther reach to find work or to find a less expensive place to live.
- Have space to distance, play, entertain, nap, work, or just stare out the window as nature rolls by.

First Nations, the B.C. Government, Regional Districts and every Mayor in B.C Supports it along with residents, by a landslide. And it would be a significant step towards restoring environmental balance, which roadway expansion emphatically does not do.

Please support development of the Vancouver Island Railway Corridor.

Sincerely,

s. 22

From: s. 22

To: Transportation, Minister TRAN:EX (Minister.Transportation@gov.bc.ca); Grant, Lisa TACS:EX (Lisa.Grant@gov.bc.ca)

Subject: 314600 FYI - Federal funding for an Island Corridor Active Transportation Trail

Sent: 12/16/2022 21:45:02

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Dear Minister,

I am forwarding this recently received information and our response. As you are aware we received a grant from the federal Active Transportation Fund for a feasibility study of an active transportation trail on the railbed of the island corridor. The study is currently under way with a draft due at the end of January 2023. We are not sure yet what will be announced on Dec 19 other than that our proposed project will be included, apparently in relation to new funding. We look forward to discussing any development which is of mutual interest.

Alastair Craighead, Chairmann, FORT-VI
phone s. 22

From: **Tammy McLelland** <Tammy.McLelland@infc.gc.ca>

Date: Thu, Dec 15, 2022 at 12:07 PM

Subject: Active Transportation Fund Announcement | Annonce pour le Fonds pour le transport actif

To:

Cc: Vivian Vavassis <Vivian.Vavassis@infc.gc.ca>, Michel Archambault <michel.archambault@infc.gc.ca>

Hello,

On December 19, 2022, Minister Sajjan will announce new funding for various projects in British Columbia through the Government of Canada's Active Transportation Fund. We are pleased to inform you that your project will be included as part of this announcement via news release and backgrounder.

The news release and accompanying backgrounder will be available on the date of the announcement in the Government of Canada Newsroom: www.canada.ca/news. We encourage you to promote this good news through your channels. INFC will also promote the announcement on its Twitter accounts available here [EN](#) and [FR](#).

Please provide a quote to include in the news release by **Friday, December 16 at 10:00 a.m. PST (1:00 p.m. EST)** as your project will be highlighted in the news release.

If you have any questions, please feel free to contact me at: tammy.mclelland@infc.gc.ca

s. 22

9:51 AM (3

to Tammy.McLelland



Hi Tammy,
thank you for this opportunity. Quote follows:

"The Galloping Goose Rail Trail in the Capital Region Is well known as a highly successful rail to trail project. The unused Island Corridor presents an opportunity to extend that success all the way from the CRD to Comox. The trail will bring safe, active travel opportunities to residents and visitors on the Island's East Coast and business and tourism opportunities to First Nations and the many small communities on the corridor."

Alastair Craighead, Chairman, Friends of Rails to Trails Vancouver Island (FORT-VI)
phone [s. 22](#)
website: fort-vi.ca

From: OfficeofthePremier, Office PREM:EX (Premier@gov.bc.ca)

To: s. 22

Cc: Transportation, Minister TRAN:EX (Minister.Transportation@gov.bc.ca)

Subject: RE: A Case for Island Rail

Sent: 12/28/2022 22:48:35

Attachments: A Case For Island Rail (2).pdf

Message Body:

Dear s. 22

Thank you for your email regarding the Island Rail Corridor. We appreciate your taking the time to share your thoughts and recommendations with us.

On your behalf, we have provided a copy of your message to the Honourable Rob Fleming, Minister of Transportation and Infrastructure, for review and consideration. Please be assured that your comments and suggestions will be included in any related discussions going forward.

Thank you, again, for writing. It was good to hear from you.

cc: Honourable Rob Fleming

From: s. 22

Sent: November 26, 2022 12:32 AM

To: OfficeofthePremier, Office PREM:EX <Premier@gov.bc.ca>

Subject: A Case for Island Rail

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Dear David Eby, Premier of BC,

Please receive this letter which is in support of the Vancouver Island Transportation Corridor Coalition (VITCC) and its advocacy of having the former E&N rail corridor (now "Island Rail") upgraded to modern transportation standards. Much depends on your support of this endeavour.

The Island Rail Corridor has been an important part of Vancouver Island's transportation network for nearly 140 years. However, through a lack of investment it risks disappearing altogether. As the great Canadian singer Joni Mitchell put it: "you don't know what you've got 'till it's gone." We know what we have and we cannot afford to lose it.

All too common events like flooding, landslides, and accidents have stopped traffic on the Island Highway and on other highways. They have resulted in barriers to the flow of goods and people that create inequality, in addition to causing delays. Yet the rail corridor is still there.

Adequate funding will make the rail transportation corridor even more important in the Island's future as it will provide an alternative to road-only transportation which is so desperately needed.

Why is this important? In today's world, economic and social development is heavily dependent on proper access to good transportation options. Among these, there are many strong reasons to restore rail service to the island, those that I find most important are as follows:

-
-
- Rail provides a safer, cheaper, and more environmentally friendly alternative to driving.
-
-
-
- Rail can economically and socially connect smaller communities on and near the corridor

providing

- access to more employment opportunities in larger municipal areas.
-
-
-
- Rail is more efficient at moving freight and passengers, at a fraction of the cost. In dollars and in carbon emissions.
-
-
-
- Railways require less land to operate compared to road infrastructure, and can shape our urban environments in a more positive manner compared to automobile infrastructure.
-
-
-
- Rail not only co-exists, but provides a crucial link between other modes of transit such as buses and active transportation.
-
-
-
- Rail has, and can once again, encourages and supports the Island's tourism industry and the jobs and tax revenues it generates.
-

Currently, residents of this island are inadequately connected, as the only way to travel is by car and by a very limited bus service. This affects everyone, especially seniors, students, those without cars, and those who can not afford to drive. But as you know the costs of adding highway capacity, both in construction and in environmental losses, including to precious wetlands, is horrendously high and is no longer acceptable in today's climate.

With our growing population on Vancouver Island, we need to diversify and future-proof our transportation Infrastructure. We need something that can relieve pressure on our existing highway networks and complement active transportation infrastructure. A railway would do exactly this.

That is why we urge Honourable Members of Provincial and Federal governments to seriously consider the business plan put forth by the Island Corridor Foundation. Activation of that plan will make viable, for years to come, the Island Corridor's rail system.

The lack of dependable transportation options impacts me personally s. 22
s. 22

If I was able to take a train I would be able to work and study on the whole ride up instead of being stuck behind the wheel, therefore allowing me to keep up with my studies while staying connected with my family.

Looking forward, rail will play an increasingly important role in reducing B.C.'s carbon footprint while increasing the mobility of its citizens and participation in our local economies.

Thankyou for your time. Transportation alternatives are important and I urge you to please consider this request.

Cheers,

Dear David Eby, Premier of BC,

Please receive this letter which is in support of the Vancouver Island Transportation Corridor Coalition (VITCC) and its advocacy of having the former E&N rail corridor (now "Island Rail") upgraded to modern transportation standards. Much depends on your support of this endeavour.

The Island Rail Corridor has been an important part of Vancouver Island's transportation network for nearly 140 years. However, through a lack of investment it risks disappearing altogether. As the great Canadian singer Joni Mitchell put it: "you don't know what you've got 'till it's gone." We know what we have and we cannot afford to lose it.

All too common events like flooding, landslides, and accidents have stopped traffic on the Island Highway and on other highways. They have resulted in barriers to the flow of goods and people that create inequality, in addition to causing delays. Yet the rail corridor is still there.

Adequate funding will make the rail transportation corridor even more important in the Island's future as it will provide an alternative to road-only transportation which is so desperately needed.

Why is this important? In today's world, economic and social development is heavily dependent on proper access to good transportation options. Among these, there are many strong reasons to restore rail service to the island, those that I find most important are as follows:

- Rail provides a safer, cheaper, and more environmentally friendly alternative to driving.
- Rail can economically and socially connect smaller communities on and near the corridor providing access to more employment opportunities in larger municipal areas.
- Rail is more efficient at moving freight and passengers, at a fraction of the cost. In dollars and in carbon emissions.
- Railways require less land to operate compared to road infrastructure, and can shape our urban environments in a more positive manner compared to automobile infrastructure.
- Rail not only co-exists, but provides a crucial link between other modes of transit such as buses and active transportation.
- Rail has, and can once again, encourages and supports the Island's tourism industry and the jobs and tax revenues it generates.

Currently, residents of this island are inadequately connected, as the only way to travel is by car and by a very limited bus service. This affects everyone, especially seniors, students, those without cars, and those who can not afford to drive. But as you know the costs of adding highway capacity, both in construction and in environmental losses, including to precious wetlands, is horrendously high and is no longer acceptable in today's climate.

With our growing population on Vancouver Island, we need to diversify and future-proof our transportation Infrastructure. We need something that can relieve pressure on our existing highway networks and complement active transportation infrastructure. A railway would do exactly this.

That is why we urge Honourable Members of Provincial and Federal governments to seriously consider the business plan put forth by the Island Corridor Foundation. Activation of that plan will make viable, for years to come, the Island Corridor's rail system.

The lack of dependable transportation options impacts me personally. s. 22
s. 22

s. 22 . If I was able to take a train I would be able to work and study on the whole ride up instead of being stuck behind the wheel, therefore allowing me to keep up with my studies while staying connected with my family.

Looking forward, rail will play an increasingly important role in reducing B.C.'s carbon footprint while increasing the mobility of its citizens and participation in our local economies.

Thankyou for your time. Transportation alternatives are important and I urge you to please consider this request.

Cheers,

s. 22

From: Fleming.MLA, Rob LASS:EX (Rob.Fleming.MLA@leg.bc.ca)
To: Transportation, Minister TRAN:EX (Minister.Transportation@gov.bc.ca)
Subject: 314816 Incoming - Island Railway
Sent: 01/03/2023 18:35:01
Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

From: s. 22
Sent: December 26, 2022 10:19 AM
To: Fleming.MLA, Rob <Rob.Fleming.MLA@leg.bc.ca>
Subject: Island Railway

Minister Fleming,

I fail to understand your complete lack of support for the Island Railway Corridor. You state that a "strong business case" is required for this project, yet I understand that at least 2 previous business cases have been undertaken and submitted to your ministry. Why then do we need yet another one? Was there a business case conducted for the construction of the useless flyover at McKenzie and the Island Highway? Is so, I don't remember ever seeing one and, that being the case, it would appear to me that you're being "selective" in your choice of transportation options. Who, or what is influencing you in this matter?

If one examines the many rail projects that are being undertaken in eastern Canada, one cannot but fail to understand your reluctance to advance the Island Railway Corridor project. Why is this so? I can tell you one thing, for sure, on behalf of myself and thousands of other supporters, should you miss the deadline provided by the Federal Government to obtain the financial support they are prepared to offer, you will be considered to be a massive failure and I will never again support you, or the NDP. Your reluctance to stand tall and help us, the residents of Vancouver Island, to achieve this long-awaited and long-desired mode of transportation strikes me as a step back in time, especially as we begin to evolve into a green economy.

I implore you to "get on board" and support this venture before time runs out and this fantastic opportunity is lost forever.

From: s. 22

To: Transportation, Minister TRAN:EX (Minister.Transportation@gov.bc.ca)

Cc: Kevin Falcon (kevin.falcon@bcliberals.com); Allison St - Jean (allison.st-jean@tc.gc.ca)

Subject: 314943 (B 314201) - Vancouver Island Corridor

Sent: 01/05/2023 17:39:51

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Mr. Fleming,

Safe, secure transportation routes on Vancouver Island have been ignored for far too long. Highway congestion from Victoria to mid Island and beyond has been a growing problem for many years. The Malahat section of the highway continues to be a safety concern in poor weather conditions, with no satisfactory solution in-sight no matter how much money is thrown at it. Most recently Island residents who depend on a safe scheduled bus service from the north and west Island find that their only regularly scheduled bus service is to be discontinued, at least temporarily.

The time to get serious about renewing the Island Corridor Rail Line from Victoria to Courtenay and a branch line to Port Alberni is here and now! Past Premiers have paid lip service at best to the idea of renewing this vital infrastructure, preferring to watch it deteriorate. First nations and other concerned people along the route want answers about how they are or are not going to be affected by the unused corridor. The time for having meaningful talks with them is fast running out.

A rail service not only makes sense for the security and safety of travel for all Islanders, but could be a major draw for tourism, reconciliation and the economy. Perhaps most importantly, it makes so much more sense then does adding more pavement, more vehicles and more pollution to an already fragile environment. Something none of us want.

What we do want and need is a minister, a premier and a government to show they have a vision for what transportation on Vancouver Island can be, rather than sit back and wait until a rail corridor is in such a state of disrepair that it is no longer viable. It is now time to ensure that rail service on Vancouver Island becomes a reality, for all residents, the economy and the environment.

I hope that you, the Minister of Transport and the new Premier are willing and able to bring all levels of government and other stakeholders together today, to build the future of transportation on Vancouver Island.

s. 22

From: s. 22

To: mintc@tc.gc.ca; Transportation, Minister TRAN:EX (Minister.Transportation@gov.bc.ca)

Cc: mintc@tc.gc.ca; MP Randall Garrison (randall.garrison@parl.gc.ca); larrystevenson@islandrail.ca

Subject: 314977 FYI - Island Rail Corridor

Sent: 01/06/2023 21:32:20

Attachments: Last Spike.docx

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Min. Rob Fleming
Minister of Transportation and
Infrastructure

Dear Minister Fleming,
Please include the attached letter in future considerations toward the preservation of the Island Rail Corridor.

Sincerely,
s. 22



Last Spike, 1886, E&N,
Sir John A. MacDonald

January 6th, 2023

MLA : Hon. Rob Fleming
Minister of Transportation and
Infrastructure
Victoria-Swan Lake, BC

Re: Island Rail Corridor

Dear Minister Fleming;

As the March 2023 deadline closes in for the final decision on the fate of our Vancouver Island rail corridor, I implore you to step forward with a decision to preserve and invest in this valuable transportation necessity. The Island Rail Corridor is part of a viable vision for this island's future transportation strategy as climate change has forced our hand to reconsider future investment in automobile corridors, valid or otherwise.

With the billions allocated to rail transportation on the lower mainland, a shift in focus on investment to Vancouver Island rail is long overdue. Please look at a long term vision regarding rail rather than short term transportation solutions to support the exponentially growing island population.

Respectfully,

s. 22

c.c. The Hon. Omar Alhabra MPP, Min of Transportation, Ottawa
The Hon. Randall Garrison MP.
Larry Stevenson, CEO, Island Corridor Foundation

From: Transport Action BC (bc@transportaction.ca)
To: Transportation, Minister TRAN:EX (Minister.Transportation@gov.bc.ca)
Subject: 315008 Incoming - Vancouver Island Rail Opportunity
Sent: 01/10/2023 05:18:47
Attachments: TABC - Future of VI Rail.pdf
Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Dear Minister Fleming,

We would like to highlight an urgent situation and opportunity regarding the future of the Vancouver Island Railway. Please see the attached letter. We look forward to your response, and please let us know if there is anything we can do.

Best,

Alex Mandel

--

Transport Action BC
<http://bc.transportaction.ca/>

@TransAction_BC



January 9, 2023

The Honourable Rob Fleming,
Minister of Transport for the Province of British Columbia.
Room 124 Parliament Buildings
Victoria, BC V8V 1X4
Minister.Transportation@gov.bc.ca

Dear Minister Fleming,

We represent Transport Action British Columbia, which has been representing British Columbia transportation consumers for over 40 years. As president and board members of TABC and a board member of the Vancouver Island Transportation Corridor Coalition (VITCC), we are writing you today on a subject of critical importance and time sensitivity, but also an excellent opportunity for Vancouver Island transportation infrastructure.

We are writing to you to urge the Federal Government to take immediate action to facilitate the revitalization of the former Esquimalt & Nanaimo Railway (E&N) whose corridor is owned by the Island Corridor Foundation, which is comprised of regional districts and 14 First Nations.

We understand that the B.C. Court of Appeal has set a March 2023 deadline for the Federal government, with the Province, to come up with an agreement that reconciles with grievous historical injustice of taking Ancestral lands to build the E&N Railway and sets up a framework to revitalize the railway.

We are aware of and strongly support the engagement between the Province and the Island Corridor Foundation (ICF) to make that happen. In our view, rail complements intercity/intercommunity buses and local transit by providing an attractive, accessible, green, energy-efficient, comfortable, and reliable alternative to the Island Highway and Highway 4: which impacts buses as well as cars and trucks. Rail also supports and enables tourism. Equally importantly, bringing back rail will provide a freight option to trucks for businesses.

We understand that there may be \$600 million in unused Federal infrastructure money dedicated to B.C. that could be lost if not assigned. Island rail revitalization would be an appropriate use for these funds.

We further highlight that a future Island rail system can for a new redundant spine with bus links to off-rail points; reinvigorating transit beyond the railway is also a primary goal of the ICF.

High population and consequently substantial traffic growth have led to congestion and delays on the principal Highway 1/Highway 19 spine from Victoria to Courtenay

and Highway 4 west to Port Alberni. Accidents and severe weather result in blockages. These highways are the only routes in and out for many communities. As we have seen with several severe weather events, relying on single corridors with a single mode of transport can leave people stranded. In order to add resilience to the transportation network, we will need to add more transportation corridors.

New highways would have to be built through environmentally sensitive terrain including watersheds and may take Ancestral lands at enormous cost (\$1 billion alone to bypass the Malahat summit). In contrast, the rail line lies fallow, ready to take a load of passenger travel to major Vancouver Island cities

There is a strong case for the restoration and development of rail on Vancouver Island. Rail uses less energy and emits fewer GHGs and pollutants while taking a smaller land footprint to meet the same transportation needs. Investing in rail and encouraging a shift to it from road would therefore meet the Government's climate, environmental, economic, and social goals.

The ICF has devised a business case that is prudent and financially sound, avoiding unnecessary expenditures. It therefore merits strong consideration by the Government.

Thank you for your time. Please feel free to reach out to TABC, VITCC or us if you have any questions.

Yours sincerely,

Brendan Read

Board Member – Vancouver Island Transportation Corridor Coalition
Board Member – Transport Action British Columbia

Telephone: s. 22
E-mail:

Alex Mandel

President – Transport Action British Columbia
#307-6055 Balsam St,
Vancouver, BC V6M 4C2

Telephone: s. 22
E-mail: bc@transportaction.com

Transport Action BC is an advocacy group that promotes the use of sustainable transportation. We are affiliated with Transport Action Canada, a national federation of consumers devoted to the public interest in transportation systems.



BRIEFING NOTE FOR INFORMATION

DATE: January 11, 2023

PREPARED FOR: Honourable Rob Fleming, Minister of Transportation and Infrastructure

ISSUE: Island Rail Corridor (IRC) Status Update

BACKGROUND:

On September 14, 2021, the BC Court Appeal ruled that Canada had 18 months from the date of the ruling (by March 14, 2023) to determine whether it will approve funding for infrastructure improvements on the segment of the Island Rail Corridor that includes the Snaw-Naw-As First Nation, after which time the Snaw-Naw-As is at liberty to apply to the courts for reversion of the reserve lands.

On August 26, 2022, the ministry sent out letters to numerous stakeholders and 14 First Nations inviting them to participate in an engagement process regarding the Island Rail (former E&N) corridor. Transport Canada staff were aware of this engagement getting underway.

The ministry agreed to work in partnership with the Island Corridor Foundation (ICF) to engage with First Nations. At the request of their board, the ICF had previously sent out engagement letters to First Nations. The ICF Board appointed a First Nations Engagement lead (Charlene Everson, K'ómoks First Nations) to help support in the engagement process.

On September 13, 2022, Transport Canada reached out to the First Nations and advised that they would not be leading an engagement process of its own and that the Government of Canada's decision-making will be informed by BC's engagement. Ministry staff were aware that these letters were being sent. These letters were sent by Tamara Rudge, Director General, Surface Transportation Policy for Transport Canada.

Transport Canada indicated that they did not intend to send similar letters to local governments deferring to the provincial process however they looked forward to staying apprised of the status of this engagement.

In August 2022, the ministry engaged HDR Corporation to undertake a preliminary Freight Analysis to quantify potential short to medium-term future freight volumes based on targeted stakeholder engagement and considering past and current volumes. The report noted that the immediate short-term freight opportunities predominantly exist between Duncan and Port Alberni, with longer-term opportunities between Nanaimo and Victoria. Future opportunities that were identified but not quantified also include moving containers and trailers south to Victoria from Duke Point's DP World Terminal and Seaspans Facility, which will have continually increasing volumes of traffic.

PAST INTERACTIONS:

- July 6, 2022: Briefing with MRF.



DISCUSSION:

Stakeholders Engagement

There has been a strong stakeholder response and meetings got underway in early September. To date, there have been 24 meetings, including the following stakeholders:

Comox Valley Regional District	Town of View Royal	City of Victoria
Township of Esquimalt	District of Lantzville	Alberni-Clayoquot Regional District
City of Duncan	BC Transit	City of Colwood
District of Sooke	Friends of Rails to Trails	City of Nanaimo
Regional District of Nanaimo	Capital Regional District	Town of Ladysmith
City of Port Alberni	Vancouver Island Economic Alliance	Town of Qualicum Beach
Cowichan Valley Regional District	District of North Cowichan	City of Langford
BC Truck Association	Destination BC	Department of National Defence

There has been no response from 6 stakeholders, including Village of Cumberland, City of Parksville, District of Highlands, City of Courtney, District of Metchosin and BC Cycling Coalition.

The meetings have been at a staff level and focused on seeking information regarding the corridor and alignment with community policies and plans. Feedback themes included the following:

- This is an important transportation corridor that should be preserved.
- Active transportation is viewed as a great opportunity along this corridor, particularly given increasing use of electric bikes.
- Reluctance to invest in the corridor (utilities, AT, etc.) without certainty.
- Active transportation and transit use of the corridor will contribute to a reduction in GHG emissions and may be more cost-effective than rail.
- Potential non-transportation use as a utility infrastructure corridor.
- Strong advocacy support, however, most municipal and regional plans do not incorporate use of the corridor for rail, and its re-introduction is not anticipated to have a significant or immediate impact.
- Opportunity to pursue employment/industrial/residential developments in proximity to future rail stations, complemented by active transportation networks to provide “last-mile” connections.
- The Malahat continues to pose a transportation challenge and the IRC (and other corridors) is viewed as an alternative/opportunity to mitigate risk.
- Restoration of the full rail line may not be warranted; focus should be on segments that generate sufficient demand for operational/financial viability.



A summary report has been prepared summarizing themes from stakeholder engagement (**Appendix A**).

First Nations Engagement

The Island Rail Corridor bisects 8 First Nation reserves (see **Appendix B**).

The ministry has met with 9 of the 14 First Nations indicated to participate in the engagement process:

Halalt First Nation	Snuneymuxw First Nation	Lake Cowichan First Nation
Tseshaht First Nation	Esquimalt First Nation	Malahat First Nation
K'omoks First Nation	Snaw-Naw-As First Nation	Songhees Nation

s. 16

Penelakut Tribe have not yet responded, and staff continue to follow up.

Ministry staff also had an opportunity to travel on Hi-Rail along the corridor between Duncan and Nanaimo (Wellcox Yard). The photos below are through portions of the Snuneymuxw First Nation (SFN) reserve lands along the Wellcox spur through downtown Nanaimo:



Ministry of
Transportation
and Infrastructure



s. 13



Figure 1 – Proximity of House to Rail (SFN)



Figure 2 - Proximity of House to Rail (SFN)

A draft engagement summary report has been prepared summarizing the discussions with First Nations (Appendix C).

s. 14, s. 16

Freight Analysis

In August 2022, the Ministry retained HDR to undertake a preliminary Freight Analysis to forecast potential short- to medium-term future freight volumes based on limited stakeholder engagement and considering past and current volumes. The analysis was based on engagement with a targeted group of stakeholders, including 2 port authorities, 4 transportation providers, 10 shippers, and 5 other organizations.



Due to the scope of the project, engagement with all potential users of the line was not able to occur. Examples of commodities that are not included in this range but may still be feasible are: aggregates, woodchips, petroleum products, cement, asphalt, ethanol, biodiesel, and scrap metal. It should be noted that these additional commodities were identified as reasonable opportunities that will require more specific analysis to generate forecasted volumes. Stakeholders were unanimous in stating that they believed the long-term benefits of the rail line necessitated its preservation, with many stating the short to medium term benefits were substantial enough on their own to justify preservation.

Due to concerns around business competitiveness, the stakeholder engagement was confidential in terms of identities and responses were consolidated and shared in aggregate in the final report attached as **Appendix D**.

The report notes that the immediate short-term freight opportunities predominantly exist between Duncan and Port Alberni, with longer-term opportunities between Nanaimo and Victoria. At its peak prior to 2001, the Island Rail Corridor handled 8,000 carloads annually. Current annual carloads are in the range of 1,200 including commodities of propane, grain, fly ash, calcium carbonate (slurry), latex, fertilizer, and urea. They only operate in the Nanaimo area. A map showing current active rail operations on the corridor is attached as **Appendix E**.

As part of the freight assessment, potential volumes ranges were identified. These potential volumes are not a future forecast but are instead considered to be reasonable values that could be achieved with minimal improvements as a starting point for the rail corridor. This volume range is 4,500 – 11,400 annual carloads in the short- to medium-term, primarily between Duncan and Port Alberni. These volumes are based primarily on stakeholder feedback and are limited to specific commodities.

The potential volume ranges identified would enable removal of 10,400 – 25,570 annual truckloads, with an estimated reduction of 2 – 4 million truck kilometres per year. (For example this is roughly equivalent to 50 – 100 truck trips per day between Nanaimo and Victoria, which equates to less than 1% of overall traffic on that Highway 1 corridor.) This saves 1,741 – 3,635 metric tonnes of greenhouse gas emissions per year. This also carries the additional benefit of reducing congestion on the road network, which eases time and financial burdens.

Future opportunities that were identified but not quantified also include moving containers and trailers south to Victoria from Duke Point's DP World Terminal and Seaspans Facility, which will have continually increasing volumes of traffic. The current Seaspans facility at Swartz Bay is at capacity and cannot be expanded, leading to the use of the Duke Point Seaspans facility for unloading of goods destined for Victoria. DP World is also expanding their terminal facility with the goal of bringing containers to the island via their terminal. By 2024, they will have an annual capacity of 150,000 TEU's. Further analysis of these facilities, as well as other opportunities and the potential volumes that may arise, would need to be undertaken in order to accurately assess their viability.

Passenger Ridership

Ridership projections for inter-city rail service between Courtenay and Victoria have been provided in the 2020 Island Rail Corridor Condition Assessment based on multiple service level scenarios. The initial scenario for inter-city rail service would see 1 train in peak AM and PM directions. Ridership projections are shown in the table below which is an excerpt from the South Island Transportation Strategy:



	Langford-Victoria Commuter Service	Courtenay – Langford Inter-City Service
2020	1,130 passengers / day	1,420 passengers / day
2038	1,610 passengers / day*	2,030 passengers/day*

* Passenger forecasts based on projections from the Island Rail Corridor Condition Assessment, WSP, April 2020, 2% annual growth rate applied over 18 years

Current Uses on the Corridor (Outside of Rail)

The corridor currently includes an extensive rail-trail network within the Capital Regional District and carries an estimate 1,000 cyclists per day (based on CRD data).

The corridor currently houses several important utilities for Vancouver Island including:

- A fibre optics line which runs from Vic West to Qualicum Beach and from Port Alberni for about 8 miles toward Parksville.
- A water main adjacent to the track in the Parksville area.
- Hundreds of other utilities crossing over or under the corridor up and down the island.

Land Tenure

s. 14



Ministry of
Transportation
and Infrastructure

s. 14

Liabilities

s. 14

Legal Considerations

s. 14



Ministry of
Transportation
and Infrastructure

Reversion of Corridor Lands

s. 14

ICF Dissolution

s. 13, s. 14



Ministry of
Transportation
and Infrastructure

s. 13, s. 14

Railbanking

s. 13, s. 14

Scenarios

s. 13



Ministry of
Transportation
and Infrastructure

s. 13

Key Considerations

s. 13



Ministry of
Transportation
and Infrastructure

s. 13

Scenario 2 – Do Not Invest in Corridor Upgrades / Pursue Opportunities to Preserve Corridor for Future Use

s. 13

Key Considerations

s. 13



s. 13

GBA+ OR DIVERSITY AND INCLUSION IMPLICATIONS:

The ministry is ensuring meaningful engagement with First Nations communities and offering to meet in whatever forum is most appropriate to these communities. This is expected to be a mix of virtual and in person meetings. ^{s. 16}

s. 16

The ministry is seeking to understand all possible uses and opportunities for the corridor.

FINANCIAL IMPLICATIONS:

- The ministry has included \$300,000 in TIP (pre-project development) funding to undertake engagement as well the Freight Analysis (\$80,000).



Appendices:

- A. Stakeholder Engagement Summary Report - DRAFT
- B. First Nations Reserve Overview Map
- C. First Nations Engagement Summary Report - DRAFT
- D. Freight Analysis Report - FINAL
- E. Rail Operations Overview Map – Nanaimo Area
- F. Land Tenure Map – Victoria to Port Alberni
- G. Land Tenure Map – Wellcox Spur
- H. Flow Chart – IRC Decision Matrix

PREPARED BY:	REVIEWED BY:	DATE:
Janelle Staite, P. Eng Deputy Director, South Coast Region	Kevin Richter, Associate DM Highways & Regional Services Division	22-Dec-8
Bob Steele Director, Partnerships Development Policy, Programs & Partnerships Division	Reg Bawa, ADM Policy, Programs & Partnerships Division	22-Dec-9
	Kevin Volk, ADM Integrated Transportation & Infrastructure Services Division	22-Dec-9
Kathryn Weicker, P. Eng. Director, Integrated Transportation	Heather Hill, ADM & EFO Finance & Risk Management Division	-
	Kaye Krishna, Deputy Minister	23-Jan-11



Island Rail Corridor Overview Map



Island Rail Corridor Overview Map - Insets



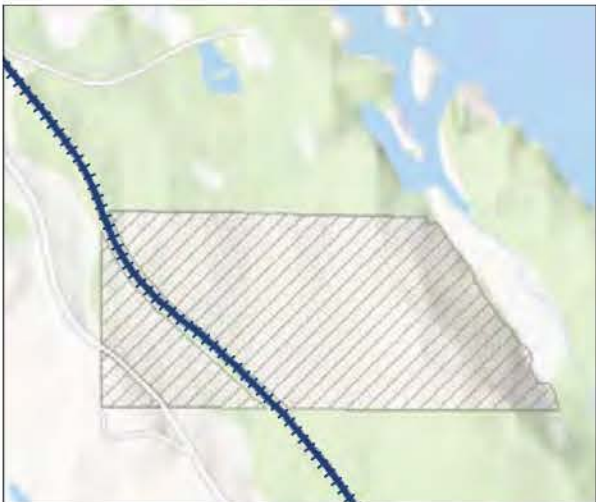
Qualicum – adjacent does not bisect
Qualicum First Nation



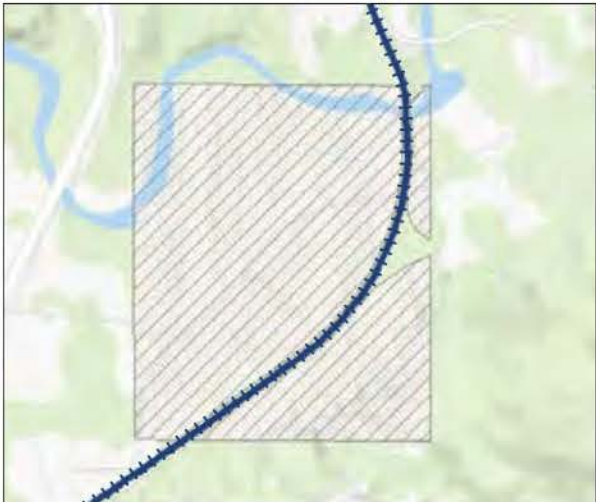
Nanoose – 1,429.3 metres bisected
Snaw-naw-as (Nanoose) First Nation



Oyster Bay 12 – 1,231.9 metres bisected
Stz'uminus First Nation



Squaw-hay-one 11 – 550.3 metres bisected
Stz'uminus First Nation



Halalt 2 – 1,536.4 metres bisected
Halalt First Nation



Cowichan 1 – 720.9 metres bisected
Cowichan Tribes



* Esquimalt – 554.4 metres bisected
Esquimalt Nation

New Songhees 1A – 145.6 metres bisected
Songhees Nation



Snuneymuxw – 1,026.3 metres bisected
Snuneymuxw First Nation





BRITISH
COLUMBIA

MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE

ISLAND RAIL CORRIDOR FREIGHT ANALYSIS

DECEMBER 5, 2022



This Page Intentionally Blank



Disclaimer

In preparing this report, HDR relied, in whole or in part, on data and information provided by the British Columbia Ministry of Transportation and Infrastructure (the Client) and third parties, which information has not been independently verified by HDR and which HDR has assumed to be accurate, complete, reliable, and current. Therefore, while HDR has utilized its best efforts in preparing this report and supplemental information, HDR does not warrant or guarantee the accuracy of data, information or statements supplied by third parties or the Client.

Use of this report or any information contained herein, if by any party other than Client, shall be at the sole risk of such party and shall constitute a release and agreement by such party to defend and indemnify HDR and its affiliates, officers, employees, and subcontractors from and against any liability for direct, indirect, incidental, consequential or special loss or damage or other liability of any nature arising from its use of the report or reliance upon any of its content. To the maximum extent permitted by law, such release from and indemnification against liability shall apply in contract, tort (including negligence), strict liability, or any other theory of liability.

DISCLAIMER

Executive Summary

The Island Rail Corridor, previously known as the Esquimalt and Nanaimo Railway (E&N), is the primary existing rail infrastructure asset on Vancouver Island. This asset has largely fallen into disuse over the past 20 years. The Island Rail Corridor is currently owned by the Island Corridor Foundation (ICF), a non-profit agency responsible for management of the real property associated with the rail assets divested by Canadian Pacific Railway (CP) and short line railroad holding company RailAmerica in 2006.

The British Columbia Ministry of Transportation and Infrastructure (MoTI) engaged HDR Corporation (HDR) to conduct a detailed analysis of existing freight rail transportation services and facilities, freight rail demand, potential benefits of shifting freight onto rail (such as supply chain resiliency and emissions reduction), and potential future opportunities for businesses to utilize rail for freight movement along the Island Rail Corridor network so that it may continue to function as a component of the overall multimodal transportation system on Vancouver Island.

HDR conducted stakeholder engagement with a range of organizations and firms to better understand existing and potential future freight transportation demand on Vancouver Island and opportunities for the future use of rail transportation to support freight movement. HDR reached out to 28 different entities and individuals and conducted 21 interviews in total. Interview participants included shippers, transportation service providers, industry organizations, port authorities, and other interested parties.

This report includes HDR's assessment of how likely each of the commodities and associated volumes identified by stakeholders are to materialize within the next five years. However, it is important to note that the potential volumes presented are not a future forecast, and instead are considered reasonable values that could be achieved with minimal improvements. This report also describes some of the primary considerations and factors that are likely to influence the success of the Island Rail Corridor as a trade corridor.

Primary Study Findings

- There are many opportunities for freight rail traffic on Vancouver Island that could be realized with significantly less investment than previous studies have identified.
- These opportunities would shift many truck trips to rail, both on Vancouver Island and in the Lower Mainland, providing a range of benefits.
- Developing a rail connection to Duke Point would provide synergetic benefits for the area and the Island Rail Corridor.
- Stakeholders agreed that maintaining the Island Rail Corridor is important to the overall resiliency of the Island, given its limited highway network.

If all of the most-likely opportunities were realized, HDR estimates that a volume range of between 4,500 and 11,400 annual carloads on the Island Rail Corridor could be achieved in the near to medium term, provided that rail shipping and handling fees are competitive with other modes. These rail opportunities could enable between 10,400 and 25,570 annual truckloads on Vancouver Island to be taken off the roads, which is equivalent to an estimated 2 to 4 million truck kilometers per year. This shift would result in an annual greenhouse gas emissions savings estimated to be between 1,741 and 3,636 metric tonnes of greenhouse gas emissions per year.

Contents

1.0	Introduction	1
1.1	Background	1
1.2	Vancouver Island Freight Transportation Overview	3
1.2.1	The Role of Freight Rail on Vancouver Island	6
1.3	Potential Advantages of Freight Rail	8
2.0	Literature Review	9
2.1	Evaluation of the E & N Railway Corridor: Foundation Report (2010)	9
2.2	Evaluation of the E & N Railway Corridor: Freight Analysis (2010)	10
2.3	E & N Railway Corridor: Development Strategies for the Island Corridor Foundation (2010).....	11
2.4	Island Rail Corridor Condition Assessment Summary Report (2020).....	12
2.5	Vancouver Island Rail – Initial Business Case (2022).....	13
2.5.1	Anticipated Freight Rail Operations and Revenues	13
3.0	Existing Island Rail Corridor Freight Infrastructure.....	14
3.1	Rail.....	14
3.1.1	Main Line Rail.....	14
3.1.2	Yards and Terminals	14
3.1.3	Spurs.....	17
3.1.4	Industrial Railways	17
3.2	Ports.....	19
3.2.1	Port of Nanaimo	19
3.2.2	Port of Port Alberni	21
4.0	Vancouver Island Industry Profile	21
4.1	Forest Products.....	21
4.1.1	Forestry and Logging.....	22
4.1.2	Wood Product Manufacturing	22
4.1.3	Pulp and Paper Manufacturing.....	24
4.2	Agriculture.....	24
4.3	Construction.....	25
4.4	Mining.....	25

4.5	Retail and Wholesale Trade	25
5.0	Stakeholder Engagement.....	25
5.1	Current Service & Conditions	26
5.2	Improvement Ideas.....	30
5.3	Potential Future Opportunities	30
5.4	Summary	30
6.0	Existing Freight Rail Volumes.....	31
7.0	Rail Service Improvements and Other Considerations Needed to Attract and Sustain Freight Volumes	32
8.0	Future Potential Freight Rail Volumes.....	34
8.1	Freight Rail Volume Opportunities	34
8.2	Truck Volumes Potentially Replaced by Rail	36
8.2.1	Greenhouse Gas Emissions Comparison Between Rail and Truck Modes	38
9.0	Summary of Findings.....	39
9.1	Rail Carload Opportunities	39
9.2	Truck to Rail Mode Shift Benefits	40
9.3	Duke Point Opportunities.....	40
9.4	Impacts off Island.....	40
9.5	Network Resiliency	41

Figures

Figure 1: Island Rail Corridor Network.....	2
Figure 2: Vancouver Island Freight Transportation Network	4
Figure 3: Wellcox Yard	15
Figure 4: Rail to Truck Transloading at Wellcox Yard	16
Figure 5: Rail Barge Slip at Wellcox Yard.....	16
Figure 6: Harmac Industrial Railway.....	18
Figure 7: Crofton Industrial Railway.....	19
Figure 8: Extent of Existing Rail Operations in the Nanaimo Area	27
Figure 9: SRY Train at Annacis Rail Marine Terminal	28
Figure 10: Seaspan Rail Barge.....	29

Tables

Table 1: Daily Truck Volumes on Key Corridors (2021)	3
Table 2: Vancouver Island Population Growth by Regional District.....	5
Table 3: Vancouver Island Commercial Ferry Operations.....	6
Table 4: ICF Projected Island Rail Corridor Freight Revenue per Initial Business Case	13
Table 5: Rail Spur Sites.....	17
Table 6: Vancouver Island Lumber Mills and Estimated Annual Production Capacity	23
Table 7: Vancouver Island Veneer Mills and Estimated Annual Production Capacity	23
Table 8: Vancouver Island Pulp and Paper Mills	24
Table 9: Stakeholder Engagement Record	26
Table 10: Existing Island Rail Corridor Freight Rail Volumes (Estimated).....	31
Table 11: Existing Harmac Freight Rail Volumes (Estimated)	31
Table 12: Existing Crofton Freight Rail Volumes (Estimated).....	32
Table 13: Freight Rail Volume Opportunities.....	35
Table 14: Truck Volumes Potentially Replaced by Rail Opportunity Volumes.....	37
Table 15: Annual Emissions by Mode (Rail and Truck).....	38

1.0 Introduction

1.1 Background

The Island Rail Corridor, previously known as the Esquimalt and Nanaimo Railway (E&N), is the primary existing rail infrastructure asset on Vancouver Island. This asset has largely fallen into disuse over the past 20 years. The Island Rail Corridor is currently owned by the Island Corridor Foundation (ICF), a non-profit agency responsible for management of the real property associated with the rail assets divested by Canadian Pacific Railway (CP) and short line railroad holding company RailAmerica in 2006.

Figure 1 shows the extent of the Island Rail Corridor network including rail barge connections to the mainland.

ICF contracts with third-party entities for operation and maintenance of the railway. Since 2006, operations and maintenance have been performed by the Southern Railway of British Columbia (SRY) – branded as SRY Rail Link – doing business as the Southern Railway of Vancouver Island (SVI). SRY is owned by The Washington Companies.

The Island Rail Corridor is connected to the mainland North American rail network by rail barge. Rail barge service connecting SVI's Wellcox Yard in Nanaimo with the Lower Mainland of British Columbia is operated by Seaspan, also owned by The Washington Companies. The Seaspan rail barge service connects with SRY's Lower Mainland network at SRY's Annacis Rail Marine Terminal along the Fraser River. SRY interchanges directly with three North American Class I railways, including BNSF Railway (BNSF), Canadian National Railway (CN), and Canadian Pacific Railway (CP). SRY also interchanges with Union Pacific Railroad (UP) via a haulage agreement with BNSF.

VIA Rail Canada (VIA), a crown corporation responsible for operation of intercity passenger rail service throughout Canada, continued to provide daily passenger service over the Island Rail Corridor between Victoria and Courtenay until service was suspended in 2011.

The British Columbia Ministry of Transportation and Infrastructure (MoTI) engaged HDR Corporation (HDR) to conduct a detailed analysis of existing freight rail transportation services and facilities, freight rail demand, potential benefits of shifting freight onto rail (such as supply chain resiliency and emissions reduction), and potential future opportunities for businesses to utilize rail for freight movement along the Island Rail Corridor network so that it may continue to function as a component of the overall multimodal transportation system on Vancouver Island.

Figure 1: Island Rail Corridor Network



1.2 Vancouver Island Freight Transportation Overview

Freight transportation and goods movement is essential for all residents and businesses on Vancouver Island. Vancouver Island produces many different types of commodities for local consumption and export to the mainland and overseas. The modes used to transport freight on, and to/from Vancouver Island include truck, rail, marine, and air.

The vast majority of cargo on Vancouver Island is transported via truck, with previous estimates indicating that less than 1 percent of the total volume of freight on Vancouver Island is moved by rail.¹

The highway network on the island is shown in Figure 2. Highway 1 (part of the Trans-Canada Highway) runs north-south on the east side of Vancouver Island, and connects major population centres including Victoria, Langford, Duncan, and Nanaimo. Highway 19 (Island Highway) extends north from Nanaimo to Parksville, Courtenay, Campbell River, and to the north end of the island at Port Hardy. Highway 4 (Alberni Highway) and Highway 17 (Patricia Bay Highway) are also important routes for freight transportation on Vancouver Island.

Vehicle volumes on these routes are recorded by MoTI's permanent count stations, some of which are able to identify vehicle length. This classification serves as a proxy for estimating truck volumes on the highways, with vehicles longer than 6 metres considered to be a truck. Truck volumes on select corridors are summarized in Table 1. Two-way truck volumes can be as high as 5,000 trucks per day, with trucks representing up to 25 percent of the traffic flow on the busier routes, such as on Highway 1 near Nanaimo.

Table 1: Daily Truck Volumes on Key Corridors (2021)

Highway	Location	Daily Truck Volumes	Truck Percentage	Total Vehicle Volume
Highway 1	North of Duncan, P-12-4NS - NY	5,474	25%	22,164
Highway 1	South of Nanaimo, P-12-3NS - NY	3,613	13%	27,789
Highway 14	East of Sooke, P-11-3EW-NY	1,800	10%	17,212
Highway 17	South of Sidney, P-11-8NS - NY	2,078	6%	34,068
Highway 19	South of Courtney, P-14-5NS - NY	1,509	15%	9,826

Source: BC MoTI Traffic Data Program, 2021 Counts ²

¹ BC Ministry of Transportation and Infrastructure, Evaluation of the E & N Railway Corridor: Freight Analysis, 2010

² BC Ministry of Transportation and Infrastructure, Traffic Data Program GIS Application. Retrieved from: <https://prdoas6.pub-apps.th.gov.bc.ca/tsg/>

Figure 2: Vancouver Island Freight Transportation Network



The population on Vancouver Island grew from 799,400 in 2016 to 864,864 in 2021, equivalent to a compound annual growth rate of 1.59 percent. This is higher than the provincial average annual growth rate of 1.47 percent over the same period.³ Future population growth forecasts for each of the island's regional districts are shown in Table 2 below. The overall compound annual population growth rates range between 0.3 percent for the Alberni-Clayoquot Regional District to 1.3 percent for the Capital Regional District.⁴ Population growth will not only increase passenger traffic on the highway network, but also increase the demand for consumer goods. This increase in demand will in turn result in greater volumes of truck traffic on the highway network.

Table 2: Vancouver Island Population Growth by Regional District

Year	Regional District					
	Alberni-Clayoquot	Capital	Comox Valley	Cowichan Valley	Nanaimo	Strathcona
2016	32,305	403,012	69,484	87,551	162,617	46,658
2020	33,885	425,504	73,663	90,775	171,977	49,302
2041	35,723	556,667	93,600	106,826	218,151	58,600
Projected Compound Annual Growth Rate	0.3%	1.3%	1.1%	0.8%	1.1%	0.8%

Source: Statistics Canada, BC Stats

The vast majority of cargo (by weight) that is transported between Vancouver Island and the mainland is handled by marine vessels, ferries, and barges. The primary port facilities on Vancouver Island are described in **Section 3.2**. Most truck cargo to and from Vancouver Island is forwarded on the freight-only commercial drop trailer ferry services operated by Seaspan Ferries, linking Duke Point Terminal near Nanaimo and Swartz Bay Terminal near Victoria to Seaspan's mainland terminals at Surrey and Tilbury. In addition to the Seaspan service, some trucks are also accommodated on the commercial passenger ferry services operated by BC Ferries from Swartz Bay Terminal, Duke Point Terminal, Departure Bay Terminal, and Little River Terminal. For U.S. traffic, Black Ball Ferry Line operates a ferry between Belleville Terminal in Victoria and Port Angeles, Washington.

Table 3 lists the existing commercial ferry operations to and from Vancouver Island.

³ Census Data, Statistics Canada, 2016/2021

⁴ BC Stats Population Estimates & Projections for British Columbia. Retrieved November 15, 2022.

Table 3: Vancouver Island Commercial Ferry Operations

Operator	Vancouver Island Terminal	Mainland Terminal	Sailing Frequency (per Day)
BC Ferries	Swartz Bay	Tsawwassen	8 – 10
BC Ferries	Duke Point	Tsawwassen	6 – 8
BC Ferries	Departure Bay	Horseshoe Bay	7 – 8
BC Ferries	Little River	Powell River	3 – 4
Black Ball Ferry Line	Belleville (Victoria)	Port Angeles	2 – 4
Seaspan Ferries	Swartz Bay	Tilbury	1 – 3
Seaspan Ferries	Duke Point	Surrey	1 – 3
Seaspan Ferries	Duke Point	Tilbury	3 – 5

Source: BC Ferries, Black Ball Ferry Line, Seaspan Ferries

The Nanaimo region is the focal point of most freight trips on Vancouver Island due to Nanaimo having a significant concentration of freight-dependent industry, as well as more available developable land, and by acting as a connection point for freight moving to and from the mainland via the Duke Point Terminal. The Duke Point Terminal has greater existing freight capacity and greater future expansion potential than the other ferry terminals on Vancouver Island, such as Swartz Bay Terminal, which is constrained due to limited land availability and likely cannot accommodate any significant future growth. As a result, there is a higher proportion of truck trips originating from and destined to the Nanaimo region (relative to its population) when compared to the other major population centres on Vancouver Island, namely the Greater Victoria area.⁵ Most Victoria-bound freight traffic is handled through Swartz Bay, but a significant portion of Victoria-bound traffic is now handled through Duke Point as well and these volumes will continue to grow due to the limited space for expansion at Swartz Bay Terminal.

1.2.1 The Role of Freight Rail on Vancouver Island

Around the world and particularly in North America, freight rail plays a distinct role in the overall multimodal transportation system. Rail is often the preferred mode for high-volume, low-value shipments moving over longer distances. Most freight handled by rail is not time-sensitive. As a result, freight trains can effectively and efficiently operate at a range of speeds as conditions require.

By the 1960s, the largest user of freight rail on Vancouver Island was the Pacifica Paper mill in Port Alberni. CP operated daily freight trains between Nanaimo and Port Alberni

⁵ BC Ministry of Transportation and Infrastructure, Evaluation of the E & N Railway Corridor: Freight Analysis, 2010

and between Nanaimo and Victoria. The paper mill received pulp and other inputs by rail from other coastal pulp mills and shipped out nearly all of its finished products by rail.

When short line operator RailAmerica took over operations on the Island Rail Corridor from CP in 1998, freight trains continued to operate five days per week between Nanaimo and Port Alberni. RailAmerica also continued to operate freight service a few days per week between Nanaimo and Victoria. The railcar ferry between Nanaimo and the mainland had six sailings per week, providing competitive cycle times and allowing for minimal railcar dwell.

At this time, the Island Rail Corridor handled over 8,000 carloads annually. However, freight rail service on Vancouver Island continued to be marketed by CP, as all railcars continued to be handled by CP once on the mainland. This meant that CP controlled the carload shipping and handling rates for all Vancouver Island carloads, which disincentivized the interchange of these carloads to and from other North American Class I railways, particularly for locations on competing rail networks.

In 2001, Norske Skog acquired Pacifica Paper and reduced the Port Alberni mill's use of freight rail by nearly 80 percent. This was driven by the desire to circumvent carload handling rates imposed by CP (particularly for U.S.-bound shipments). To accomplish this, Norske Skog began trucking outbound paper products from Port Alberni to its mainland distribution warehouse in Surrey. Because the Surrey warehouse is served by short line carrier SRY with neutral access to four North American Class I railways, trucking paper products from Port Alberni to Surrey provided Norske Skog the ability to ship these products by rail throughout North America with a more competitive and favorable rate structure than could be had by shipping directly on rail from Port Alberni.

Due to the loss of revenue as a result of this shift by a single customer, it was no longer economically feasible for RailAmerica to continue to maintain the Island Rail Corridor track infrastructure for the remaining freight rail volumes (now less than 1,000 carloads per year). As a result, rail service on the Port Alberni Subdivision between Parksville and Port Alberni was discontinued, while a temporary stop-gap agreement was made between stakeholders to keep VIA passenger trains and reduced freight service operating on the Victoria Subdivision between Victoria, Nanaimo, and Courtenay until a longer-term solution could be found. With the reduced carload volume and curtailed freight service, RailAmerica was still able to sustain ongoing operations on a break-even basis. This led to the creation of the ICF and the operating arrangement that exists today, with contract operator SVI assuming operations from RailAmerica in 2006.

Under SVI, freight service continued to operate between Nanaimo and Duncan and between Nanaimo, Parksville, and Courtenay until 2014, when service was truncated to operate only in the immediate Nanaimo area due to needed infrastructure maintenance

and upgrades along the remainder of the corridor. With the exception of one customer receiving direct deliveries by rail, all other railcars handled by SVI are transloaded to truck in the Wellcox Yard in Nanaimo.

Use of freight rail services on Vancouver Island today is largely driven by the corresponding mainland origin or destination of the cargo. If the product is loaded onto rail on the mainland North American freight rail network, those carloads are more likely to remain on rail until they arrive on Vancouver Island to be transloaded onto trucks for final delivery. Conversely, much of the mainland-bound freight that originates on Vancouver Island today (primarily forest products) is loaded onto trucks or barges at the origin. Some of those truck or barge freight volumes are then transloaded or reloaded onto railcars once on the mainland for North American distribution.

1.3 Potential Advantages of Freight Rail

Freight rail is the principal alternative to trucking for goods movement over land. Despite the advantages that trucking can offer in terms of flexibility, truck transportation also has a number of negative impacts and externalities that must be considered. Trucking tends to be more costly – especially for longer trips, has greater fuel consumption and greenhouse gas emissions per tonne-kilometer than rail, contributes to road congestion and highway vehicle collisions, and increases the cost of highway maintenance.

For freight shipments originating or terminating on Vancouver Island that are presently transloaded from truck to rail or from rail to truck in the Lower Mainland, relocating these transloading activities to locations along the Island Rail Corridor would serve to reduce truck traffic not only on Vancouver Island, but also in the Lower Mainland.

The Vancouver Island supply chain itself is particularly vulnerable to disruption from weather related events and service interruptions due to labor availability and other logistical issues. Rail can provide a viable alternative to highways for both freight and passenger movements. Many options exist to leverage the rail corridor from a resiliency perspective, including diversion of freight shipments to rail, either immediately at origin, or at a locally served transload facility depending on circumstances. In some cases, rail can even serve as a vehicle ferry for trucks and/or passenger vehicles. Based on equipment availability, this type of service can be done on a temporary basis, especially during unplanned outages and planned maintenance. Often referred to as motorail, rolling road, or auto train service, drivers can have the ability to travel with their vehicle on the train in a passenger car while their vehicle is loaded on a flatcar.⁶

⁶ Rail Cargo Operator – Austria GmbH, ROLA Service, Retrieved from:
<https://rola.railcargo.com/en/dam/jcr:ffff705b-b522-4085-92cb-83b9053d0ef3/2022-frachtpreisheft.pdf>

In the longer term, scheduled container-on-flatcar (COFC) and trailer-on-flatcar (TOFC) train services could be developed to reduce truck traffic on the Island's highways. Such a service could be used to forward trailers and containers from key marine terminals, such as Duke Point, to other locations on the Island Rail Corridor network, such as Victoria, Courtenay, or Port Alberni. Similar services have operated in Canada in the past, such as CP's Expressway drop-trailer service that forwarded trailers between Toronto and Montreal.⁷ An Expressway-style service would require minimal capital investment when compared to other typical rail intermodal solutions, as trailers could be driven onto and off of the train using ramps rather than lift-on/lift-off with cranes. As a drop-trailer service, it could be operated as an extension of the drop-trailer ferry service currently provided by Seaspan between Vancouver Island and the mainland.

There is also an ongoing societal shift towards more sustainable modes of transportation and use of alternative fuels and zero-emission vehicles (including hydrogen-powered and electric-powered vehicles, etc.), both in British Columbia (guided by CleanBC) and in other jurisdictions around the world. Placed in this context, leveraging existing and underutilized freight rail capacity can provide policymakers an opportunity to reduce the carbon footprint of freight transportation in the near term without significant investment in new vehicle fleets or the infrastructure required to support them (such as vehicle charging stations). Rail is proven technology, while zero-emission heavy duty trucks are still largely under research and development. Shifting freight from truck to rail would help reduce congestion on highways in the short term and over the long term as the population continues to grow.

2.0 Literature Review

Previous studies and planning documents have addressed freight rail needs and opportunities on the Island Rail Corridor network. The findings of these documents are summarized in this section.

2.1 Evaluation of the E & N Railway Corridor: Foundation Report (2010)

In 2009, the Province of British Columbia committed to examine the viability of the E&N Railway Corridor on Vancouver Island. The purpose of this foundation report was to

⁷ Railway Age, CP Shutting Down Expressway. March 05, 2018. Retrieved from: <https://www.railwayage.com/intermodal/cp-shutting-expressway/#:~:text=Canadian%20Pacific%20Railway%27s%20Expressway%20service,Intermodal%20in%20the%20early%201990s>.

provide a summary of technical work performed that included an analysis of several business markets including freight, intercity passenger, tourist excursion, and commuter.

The foundation report noted that existing freight volumes at the time were about 900 railcars per year, and that market growth could be achieved as a result of related investments such as more frequent rail barge service to the Lower Mainland.

At the time the report was published, Compliance Energy was proposing to develop the Raven Underground Coal Mine Project, to be located near Fanny Bay. Rail was under consideration as a potential way to transport the coal, allowing shipment to Port Alberni for overseas export by deep sea vessel. Market estimates indicated that 16,500 railcars per year of coal could be possible if this opportunity were to materialize. As of 2022, this proposed mine is no longer under development.

The foundation report also investigated opportunities for more efficient movement of forest products to North American markets as well as markets for construction aggregates moving intra-island.

The foundation report noted that the principal challenge facing the E&N Corridor is a lack of re-investment. As of 2010, the Island Rail Corridor had the lowest annual traffic (and lowest per km freight volume) of any Canadian short line railway. In simple terms, rail traffic needs to increase substantially to sustain the ongoing operation and maintenance of the Island Rail Corridor, but this cannot happen without prior capital investment.

The foundation report concluded that without increasing volumes of freight and passenger service on Vancouver Island, continued reinvestment in rail infrastructure is not sustainable. Given that there are a variety of business opportunities that could emerge in this corridor, MoTI recommended that a corridor strategy be developed in partnership with ICF as a next step. The objective of the corridor strategy would be to determine what conditions and economic circumstances need to be in place to preserve the corridor for future use and encourage and enhance the potential opportunities for growth. This corridor strategy was published in 2010 as "E & N Railway Corridor: Development Strategies for the Island Corridor Foundation" and is discussed in **Section 2.3**.

2.2 Evaluation of the E & N Railway Corridor: Freight Analysis (2010)

This working paper presents the freight demand analysis undertaken as part of the Evaluation of the E&N Railway Corridor on Vancouver Island, and also includes analysis of the potential freight revenues versus the costs needed to preserve and expand the existing freight rail service at the time.

The working paper noted that demand for inbound freight services is linked to population growth on Vancouver Island, whereas outbound demand is related to the competitiveness of locally produced materials and goods in North American and offshore markets.

The dominance of trucking had left rail with remarkably low market share on Vancouver Island, with only 900 carloads handled by SVI in 2009. Compared to parallel truck movements on the Island Highway, rail accounted for less than one percent of freight traffic. Rail traffic in 2009 was concentrated between Duncan, Nanaimo, and Parksville – and included grain, propane, and fertilizer from Alberta, silicates from Quebec, and outbound poles destined for Ontario.

2.3 E & N Railway Corridor: Development Strategies for the Island Corridor Foundation (2010)

This study built upon previous evaluations of the Island Rail Corridor and was sponsored and managed by MoTI on behalf of the ICF. The purpose of the study was to assist the ICF in identifying potential approaches to build towards the longer-term vision for the railway. This included strategies for passenger and commuter rail service, tourist train operations, freight rail development, and land use – all placed in the context of the estimated capital cost of rehabilitating the existing rail infrastructure.

Specific to freight, the study identified the key market segments of mining, pulp and paper, concrete, and asphalt that may be conducive to rail transportation. The study noted that any freight rail growth is dependent on the restoration of the rail corridor between Victoria and Courtenay, as well as between Parksville and Port Alberni.

The study came to the following preliminary conclusions regarding freight rail:

- The greatest potential for freight rail volume growth is from industries located in the central portion of the corridor (between Duncan and Parksville), and possibly from industries located in Port Alberni.
- More freight volumes could be attracted from other modes if rail service was faster, frequent, and cost-competitive with trucking (provided that capital was invested to make these improvements to sections of the corridor where the new traffic would be carried). If the cost of fuel were to increase for trucking without having as great an impact on freight rail, then the cost comparison could improve in favour of rail at some point in the future.
- The existing freight market is fairly small and the cost of the needed track infrastructure improvements per ton of freight would be high.
- Notwithstanding the costs to achieve it, enhancing the freight and passenger rail services would reduce transportation-related greenhouse gas emissions and improve energy efficiency on Vancouver Island.

2.4 Island Rail Corridor Condition Assessment Summary Report (2020)

MoTI engaged WSP Canada Group Ltd. (WSP) to conduct a detailed evaluation of the base asset condition of the Island Rail Corridor on Vancouver Island. The assessment scope covered the entire length of the rail corridor, including Victoria to Courtenay, Parksville to Port Alberni, the Wellcox Spur, and the Wellcox Yard.

Site investigations were undertaken to assess the condition of the Island Rail Corridor. During the site investigation, a good/fair/poor rating was applied at each inspection element to grade the overall condition of each component of the railway. The condition assessment found that the railway corridor is in poor to fair condition, with the Victoria Subdivision in a poor to fair condition and the Port Alberni Subdivision in a poor condition.

Conceptual cost estimates were developed to support three Improvement Phases evaluated based on use case: Initial, Intermediate, and Ultimate.

- **Initial Phase** – Track rehabilitated to Class 2 Track Standard (25 mph freight, 30 mph passenger) to accommodate up to four freight trains per day and up to four passenger trains per day.⁸
- **Intermediate Phase** – Track rehabilitated to Class 3 Track Standard (40 mph freight, 60 mph passenger) and upgraded to support a maximum allowable gross weight capacity per carload of 286,000-lbs, to accommodate up to four freight trains per day and up to eight passenger trains per day.⁹
- **Ultimate Phase** – Track rehabilitated to Class 3 Track Standard (40 mph freight, 60 mph passenger) and upgraded to support a maximum allowable gross weight capacity per carload of 286,000-lbs., plus additional improvements to the roadbed to improve ride quality, to accommodate up to four freight trains per day and at least eight passenger trains per day.¹⁰

The estimated total cumulative costs to achieve each phase of restoration of the entire Island Rail Corridor network range from \$326,448,991 for the Initial Phase, \$552,023,932 to achieve the Intermediate Phase, and up to \$720,778,304 to achieve the Ultimate Phase.

The condition assessment did not consider a low-density **freight-only** scenario reflective of past operations in its proposed phasing. There are many comparable low-density short line freight railways that continue to operate successfully today with speeds as low as 10 mph. The total cost to rehabilitate all or a portion of the Island Rail Corridor network to

⁸ Transport Canada, Rules Respecting Track Safety, Part II – Track Safety Rules, Subpart A – Classes of Track.

⁹ Ibid.

¹⁰ Ibid.

accommodate renewed freight operations with 10 mph operations would certainly be less than the estimated total cost for the Initial Phase as outlined in the condition assessment.

2.5 Vancouver Island Rail – Initial Business Case (2022)

In 2022, the ICF published a document that presents the business case for restoring freight and passenger rail service on the existing Island Rail Corridor. The initial business case draws on the Island Rail Corridor Condition Assessment that was commissioned by the British Columbia provincial government in 2020 as the basis for the proposal. The initial business case is intended to be a decision-making tool to assess the strategic and economic rationale for restoring freight and passenger rail service to Vancouver Island. The initial business case provides for a robust commuter system operating within the Capital Regional District (CRD), intercity passenger trains, as well as freight operations.

2.5.1 Anticipated Freight Rail Operations and Revenues

The initial business case assumes that the existing volume of 1,200 carloads per year handled by SVI in the Nanaimo area would continue once rail service is restored.

Historically, the Island Rail Corridor network handled an average of 8,000 carloads per year. Most of those cars were handled to and from Port Alberni. The initial business case claims that most of that volume is still being shipped today in one form or another and could be shifted back to rail provided there was daily freight train service on the Island Rail Corridor network that was competitive on price and service.

Freight revenues in the initial business case were calculated based on the assumption that a flat handling fee would apply for each railcar originating or terminating on the Island Rail Corridor, regardless of origin or destination, through a haulage agreement with SRY. The exact terms of this haulage agreement would be subject to future negotiations. For the purposes of the business case, a per car handling rate of \$1,100 was assumed.

For the purposes of determining the anticipated revenue that could be realized from freight, a target of 50 percent of the previous 8,000 carloads per year volume was used, resulting in a projected annual revenue of \$4,400,000 from freight operations.

Conservative and optimistic scenarios were also calculated. The projected Island Rail Corridor freight revenue in each volume scenario is listed in Table 4.

Table 4: ICF Projected Island Rail Corridor Freight Revenue per Initial Business Case

Scenario	Annual Carloads	Revenue per Car	Total
Conservative	2,500	\$1,100	\$2,750,000
Anticipated	4,000	\$1,100	\$4,400,000
Optimistic	8,000	\$1,000	\$8,800,000

3.0 Existing Island Rail Corridor Freight Infrastructure

3.1 Rail

3.1.1 Main Line Rail

The Island Rail Corridor network, shown in Figure 1, is composed of two main line track segments: the Victoria Subdivision and the Port Alberni Subdivision. These two segments are described in further detail below.

3.1.1.1 VICTORIA SUBDIVISION

The Victoria Subdivision spans 139 miles from Victoria to Courtenay. The rail corridor begins in Victoria West, near Victoria's Inner Harbor and the former E&N Esquimalt rail yard. The rail corridor circles the Esquimalt Harbor and passes through the suburban communities of Esquimalt, View Royal, Langford, and Goldstream. The route then roughly parallels Malahat Drive – a portion of Trans-Canada Highway 1 – along the west side of the Saanich Inlet until Malahat, then along Shawnigan Lake before descending into the Cowichan Valley to reach Duncan. North of Duncan, the route passes Crofton and then rejoins the coast and passes through the communities of Chemainus and Ladysmith.

Two miles south of Nanaimo, the Wellcox Spur diverges from the Victoria Subdivision on a wye junction at Stockett to access the Wellcox Yard and barge slip along the Nanaimo waterfront, adjacent to the Nanaimo Assembly Wharf.

The Victoria Subdivision main track continues through urban Nanaimo on a more inland alignment, then continues along the coast until reaching Parksville. At Parksville, the Port Alberni Subdivision diverges to the west on a wye junction. The Victoria Subdivision continues along the coast through Qualicum Beach until finally terminating in Courtenay.

3.1.1.2 PORT ALBERNI SUBDIVISION

The Port Alberni Subdivision spans 39 miles from Parksville to Port Alberni. The line diverges from the Victoria Subdivision on a wye junction, climbing over Vancouver Island's mountain divide before descending into Port Alberni. The route enters Port Alberni from the north, terminating at a small rail yard along the waterfront.

3.1.2 Yards and Terminals

3.1.2.1 WELLCOX YARD (NANAIMO)

Wellcox Yard in Nanaimo is in active use as the base of operations for SVI on Vancouver Island. The main portion of the yard has nine storage tracks, each approximately 1,000 feet in length, where inbound railcars can be sorted and blocked by destination, and outbound railcars can be held awaiting the next rail barge sailing. There are several additional tracks where railcars are placed for transloading activities (Figure 4).

Multiple commodities arrive by rail at Wellcox Yard to be transferred into trucks for final delivery, including grain, fly ash, calcium carbonate, and latex. There is also a small outdoor locomotive servicing area where SVI typically performs fueling and light maintenance of its locomotives assigned to the Island.

At the north end of Wellcox Yard is the barge slip where railcars are exchanged between the Island Rail Corridor network and the mainland North American rail network by rail barge (Figure 5). This is the only means by which locomotives, railcars, and other rail equipment may enter and exit the Island Rail Corridor network. Rail barge service is currently provided by Seaspan, linking the Island Rail Corridor to the Annacis Rail Marine Terminal in the Lower Mainland.

Figure 3 shows a diagram of the Wellcox Yard facilities.

Figure 3: Wellcox Yard



Image Source: Google Earth

Figure 4: Rail to Truck Transloading at Wellcox Yard

Image Source: HDR

Figure 5: Rail Barge Slip at Wellcox Yard

Image Source: Island Corridor Foundation

3.1.2.2 PORT ALBERNI

There is a small rail yard in Port Alberni. The yard is currently used by the Alberni Pacific Railway for heritage rail equipment storage but is not in use by SVI for freight rail operations. There are five storage tracks, which vary between approximately 500 feet and 1,000 feet in length.

3.1.3 Spurs

A number of existing rail spur locations exist along the Island Rail Corridor network, many of which provide direct rail network access for existing and former freight rail shippers.

Table 5 below lists locations of sites with rail spurs on the Island Rail Corridor network.

Table 5: Rail Spur Sites

Location	Subdivision	Mile Post	Status	User/Site Owner
Esquimalt	Victoria	1.4	Removed	Wholesale Club
Langford	Victoria	8.9	Inactive	Jacklin Centre (Warehouse)
Duncan	Victoria	38.3	Inactive	Top Shelf Feeds
Duncan	Victoria	38.8	Inactive	Buckerfield's
Somenos	Victoria	42.6	Inactive	Unknown
Crofton	Victoria	47.5	Inactive	Paper Excellence
Chemainus	Victoria	50.7	Inactive	Unknown
Cassidy	Victoria	66.1	Inactive	Quarry
Nanaimo	Victoria	70.9	Inactive	Regional Recycling
Nanaimo	Victoria	75.8	Active	Superior Propane
Nanaimo	Victoria	76.5	Inactive	Unknown
Parksville	Victoria	92.1	Removed	Unknown
Parksville	Victoria	92.3	Removed	National Silicates
Parksville	Victoria	95.2	Inactive	Unknown
Courtenay	Victoria	137.0	Inactive	Unknown
Courtenay	Victoria	137.4	Inactive	Chinook Forest Products
Courtenay	Victoria	139.3	Removed	Coastal Mountain Fuels
Port Alberni	Port Alberni	38.2	Inactive	Paper Excellence
Port Alberni	Port Alberni	38.5	Inactive	Western Forest Products

3.1.4 Industrial Railways

While not designated as part of the Island Rail Corridor and not under ICF ownership, there are two privately-owned industrial railways that also facilitate freight rail service for shippers on Vancouver Island.

Like the Island Rail Corridor, these isolated industrial railways exchange railcars with the North American freight rail network via rail barge. The eventual need to renew or replace aging infrastructure (particularly the rail barge slips) at these industrial facilities and at Wellcox Yard could yield an opportunity for potential operational synergies in the future through a consolidated terminal. A consolidated rail barge operation may make possible benefits such as more frequent barge sailings, railcar fleet consolidation, and reduced operating expenses – each of which would help to make rail a more attractive option for shippers on Vancouver Island.

3.1.4.1 HARMAC

The Harmac Pacific pulp mill located in Harmac, near Duke Point, has an isolated intra-plant industrial rail operation that is not physically connected to the Island Rail Corridor network. The Harmac mill has a dedicated rail barge slip to receive railcars from the mainland.

Figure 6 shows a diagram of the Harmac industrial rail facilities.

Figure 6: Harmac Industrial Railway



Image Source: Google Earth

Orca Joint Venture

Orca is a joint venture between Harmac Pacific and Texon Distributing L.P. Orca receives propane by rail using the Harmac rail barge slip. A truck terminal on site allows trucks to be loaded with propane for distribution across Vancouver Island.

3.1.4.2 CROFTON

The Paper Excellence pulp and paper mill located in Crofton has an isolated intra-plant industrial rail operation that is not physically connected to the Island Rail Corridor network. A spur connecting the facility to the Island Rail Corridor exists and was in service previously, but this track has since been disconnected and abandoned. The Crofton mill has a dedicated rail barge slip to receive railcars from the mainland.

Figure 7 shows a diagram of the Crofton industrial rail facilities.

Figure 7: Crofton Industrial Railway



Image Source: Google Earth

3.2 Ports

3.2.1 Port of Nanaimo

The Nanaimo Port Authority administers, controls, and manages the harbour, waters, and foreshore adjacent to Nanaimo.¹¹ The Port of Nanaimo features two wharves: the Nanaimo Assembly Wharf and the Duke Point Terminal. These facilities are described below.

3.2.1.1 NANAIMO ASSEMBLY WHARF

The Nanaimo Assembly Wharf, located along the Nanaimo waterfront and adjacent to the Wellcox Yard, occupies the site of a decommissioned former lumber mill. The Nanaimo

¹¹ Nanaimo Port Authority, About the Port. Retrieved from: <https://npa.ca/about-the-port/>

Assembly Wharf features a cruise ship terminal, a vehicle processing centre, and two deep sea berths for cargo vessels.¹² The Nanaimo Assembly Wharf previously had direct access to the Island Rail Corridor via Wellcox Yard and it would be relatively easy to construct new trackage into the wharf area depending on opportunity and need.

3.2.1.2 DUKE POINT TERMINAL

The Duke Point Terminal is located on the Duke Point peninsula along the eastern edge of the Nanaimo estuary. Duke Point Terminal is equipped with a barge berth for short sea shipping, roll-on/roll-off ramp, one deep sea berth for cargo vessels, a 40 megaton gantry crane, and a 100 megaton mobile harbour crane.¹³ Duke Point does not currently have an existing rail connection to the Island Rail Corridor and is located approximately 6 kilometers away by road. The Island Rail Corridor is located on the west side of the highway interchange between Trans-Canada Highway 1 and British Columbia Highway 19 (Duke Point Highway) on the south side of Nanaimo.

Port tenants at Duke Point include BC Ferries, Seaspan, DP World, Duke Point Transload, ABC Recycling, Imerys, and Western Forest Products.

Duke Point is presently the only terminal on Vancouver Island that handles containerized freight. The container terminal is operated by DP World. Containers are currently handled by barge domestically to and from the Lower Mainland container terminals because Duke Point does not have a Canada Border Services Agency (CBSA) customs and inspection checkpoint facility. The Nanaimo Port Authority is currently working to establish the needed CBSA facilities at Duke Point to enable DP World to receive containers directly from overseas by vessels calling at the port.

DP World will begin a major expansion project in 2023 to triple its container handling capacity at Duke Point from 50,000 twenty-foot equivalent units (TEU) to 150,000 TEU. The project is partially funded through the National Trade Corridors Fund (NTCF), a federal program administered through Transport Canada to help fund trade-related infrastructure projects across the country.¹⁴ The DP World expansion will further increase truck volumes on the highways between Duke Point and major population centres unless these containers can be shifted to rail for movement on the island. An example could see the conversion of truck movements that currently move through Swartz Bay on their way to/from the Capital Regional District potentially being converted to container movements

¹² Nanaimo Port Authority, Shipping Facilities. Retrieved from: <https://npa.ca/shipping-facilities/>

¹³ Ibid.

¹⁴ Transport Canada, National Trade Corridors Fund. Retrieved from: <https://tc.canada.ca/en/programs/funding-programs/national-trade-corridors-fund>

through Duke Point. This would increase truck trips on Highway 1 in the absence of an option to move containers by rail on the island.

3.2.2 Port of Port Alberni

Port Alberni is a deep sea port that is North America's closest port to the Pacific Rim. Vessels up to and including panamax size are able to navigate the Alberni Inlet from the Pacific Ocean.

The Port Alberni Port Authority is responsible for both the day-to-day operations of the harbour, and the long term development and improvement of the waterfront facilities in Port Alberni.¹⁵

The port features three deep sea berths for cargo vessels. The port has four warehouses, totaling 4,645 square metres (50,000 sq. ft) located on the shipping berths, with storage space for up to 9,000 tonnes of product.

The port's primary exports are forest products including raw logs and lumber destined for foreign markets. The Port Alberni Port Authority is also actively working with a variety of shippers to consolidate imports and exports to create sufficient demand to facilitate container shipping and/or container barge loading at the port.

4.0 Vancouver Island Industry Profile

The Vancouver Island Economic Alliance (VIEA) produces an annual State of the Island Economic Report that discusses industry and employment trends on Vancouver Island.¹⁶ The 2020 report revealed that the majority (82.9 percent) of Vancouver Island's employment is composed of service sector activities, while only 17.1 percent of employment is tied to goods-producing activities. Major freight-dependent industries are discussed below.

4.1 Forest Products

Forestry is an important driving force in the Vancouver Island economy, particularly in rural communities. According to the VIEA, total employment in the forestry sector in 2019 was 7,700, with 56 percent of these employees working in forestry and logging, 25 percent working in wood product manufacturing, and 19 percent working in pulp and paper manufacturing.

¹⁵ Port Alberni Port Authority, Overview. Retrieved from: <https://papa-appa.ca/administration/overview/>

¹⁶ Vancouver Island Economic Alliance, State of the Island Economic Report, 2020. Retrieved from: <http://viea.ca/wp-content/uploads/2020/11/2020SOTI-Report-WEB-New.pdf>

4.1.1 Forestry and Logging

Forestry and logging on Vancouver Island is conducted by private enterprises with large landholdings. These enterprises engage solely in logging and forest management, and do not operate their own processing facilities.

Nearly half of Vancouver Island's log output is exported to international markets, while the remainder is floated by water to be processed at lumber mills, pulp mills, and paper mills in British Columbia, including several mills in the Lower Mainland. Logs are mainly delivered to these mills by water; very few logs are delivered by truck.

While rail was used extensively to move logs on Vancouver Island in the past, including several private industrial railway operations that were almost exclusively constructed and operated for use in transporting logs, the forestry industry today finds rail transportation undesirable for log movement, due to the need to cut logs to size to fit onto railcars. Purpose-built railcars that could minimize the impact of cutting logs to shorter sizes would be an important consideration if the Island Rail Corridor were to be utilized for moving raw logs.

4.1.2 Wood Product Manufacturing

Major wood products manufacturing companies on Vancouver Island include Western Forest Products, San Group Global Forestry Products, and Coastland Wood Industries. Raw logs are processed in sawmills to produce dimensional lumber as well as wood veneer and plywood. In addition to sawmills, there are additional workshops on Vancouver Island that specialize in value-added woodworking and processing to create specialty products.

Species processed on Vancouver Island include:

- Western Red Cedar
- Yellow Cedar
- Douglas Fir
- Hemlock
- Spruce

According to the VIEA, there are 23 lumber mills on Vancouver Island, as of 2020. Lumber mills near or adjacent to the Island Rail Corridor network are listed in Table 6 below. Estimates of production capacity are collected by the British Columbia Ministry of Forests through its annual major timber processing facilities survey.

Table 6: Vancouver Island Lumber Mills and Estimated Annual Production Capacity

Owner	Location	Estimated Annual Production Capacity, 2020 (mmbf) ¹⁷	Existing Rail Access
Western Forest Products	Saltair	184	Adjacent
Western Forest Products	Port Alberni	134	Adjacent
Western Forest Products	Cowichan Bay	129	No
Western Forest Products	Duke Point	97	No
Western Forest Products	Ladysmith	88	Adjacent
Western Forest Products	Chemainus	66	Adjacent
San Group Global Forestry Products	Port Alberni	31.2	No
Long Hoh Enterprises Canada Ltd	Qualicum Beach	29.8	No

Mmbf: Million Board Feet

There is one major producer of wood veneer on Vancouver Island, listed in Table 7 below.

Table 7: Vancouver Island Veneer Mills and Estimated Annual Production Capacity

Owner	Location	Estimated Annual Production Capacity, 2020 (million sq. ft, 3/8" basis) ¹⁸	Existing Rail Access
Coastland Wood Industries	Nanaimo	213	Adjacent

While a significant amount of lumber produced on Vancouver Island is exported overseas by deep sea break-bulk vessels and in containers, rail is used extensively for the North American distribution of lumber products. However, most lumber produced on Vancouver Island that is destined for North American distribution is first transported to the mainland by truck or barge and is then reloaded onto rail at intermediate locations in the Lower Mainland. Thus, there is a significant opportunity for lumber to instead be loaded onto rail along the Island Rail Corridor network, whether directly at the sawmills or at one or more reload facilities.

There is also a potential opportunity for rail to be used for the intra-island movement of woodchips from sawmills to pulp and paper mills, discussed in **Section 4.1.3**.

Approximately half of the woodchips utilized by the island's pulp and paper mills are currently delivered by truck from island sawmills, representing a large opportunity for modal conversion if a suitable rail transportation alternative was available.

¹⁷ British Columbia Ministry of Forests, 2020 Major Timber Processing Facilities in British Columbia. Retrieved from: https://www2.gov.bc.ca/assets/gov/farming-natural-resources-and-industry/forestry/fibre-mills/mill_list_report_2020.pdf

¹⁸ Ibid.

4.1.3 Pulp and Paper Manufacturing

Pulp and paper manufacturers process wood fibers (primarily woodchips sourced by truck and barge) into pulp and paper through both chemical and mechanical processes. Major pulp and paper manufacturing companies on Vancouver Island include Paper Excellence (formerly Catalyst Paper) and Harmac Pacific.

There are three pulp and paper mills on Vancouver Island, as of 2020. Estimated production capacity for these mills is listed in Table 8. Estimates of production capacity are collected by the British Columbia Ministry of Forests through its annual major timber processing facilities survey.

The pulp and paper mills have historically been the largest driver of inbound and outbound freight rail volumes on Vancouver Island. This industry presents a significant growth opportunity for further mode shift to rail and potential synergies resulting from consolidation of shipments through a single rail barge terminal, versus the three rail barge slips that exist on the island today (located at Wellcox Yard, Harmac, and Crofton).

Table 8: Vancouver Island Pulp and Paper Mills

Owner	Location	Type	Annual Pulp Production Capacity, 2020 (Tonnes) ¹⁹	Annual Paper Production Capacity, 2020 (Tonnes) ²⁰	Existing Rail Access
Harmac Pacific	Harmac	Pulp	356,000	0	Yes – Rail Barge
Paper Excellence	Crofton	Pulp	690,000	314,000	Yes – Rail Barge
Paper Excellence	Port Alberni	Paper	173,000	258,000	Yes – Inactive

Note: Estimated annual capacity is based on a standardized operation of 345 operating days per year, 24 hours per day. For integrated mills, pulp capacity includes both pulp that is used internally to produce paper, and pulp that is shipped from the mill site as market pulp.

4.2 Agriculture

Agricultural production on Vancouver Island is varied and includes both livestock as well as crop production. Due to its temperate climate, Vancouver Island has a long growing season, which makes it an ideal location for many agricultural endeavors, including growing fruits, berries, and vegetables.

Livestock depends on the availability of feed grain. Grain is not produced in sufficient quantities on Vancouver Island, so grain and feed products are imported from the mainland.

¹⁹ Ibid.

²⁰ Ibid.

4.3 Construction

The construction industry encompasses residential, commercial, and industrial development, as well as infrastructure. Many building materials, such as lumber and stone, are readily available on Vancouver Island. However, other materials such as asphalt, cement, and steel must be imported from the mainland.

4.4 Mining

Mining on Vancouver Island is currently limited. Historically, coal mining drove much of the Island's initial economic and industrial development. The last operating coal mine on Vancouver Island, the Quinsam mine near Campbell River, closed in 2016.²¹

Materials mined on Vancouver Island today include zinc, copper, gold, and silver, as well as various grades of aggregates from quarries and gravel pits.²²

4.5 Retail and Wholesale Trade

Retail and wholesale trade represents one of the largest industry sectors on Vancouver Island. The consumer economy is almost entirely dependent on continuous supply from regional distribution centres on the mainland. All consumer goods are delivered by truck, arriving on Vancouver Island via BC Ferries or Seaspan ferry services.

Consumer demand on Vancouver Island will continue to increase along with anticipated population growth on the island. This not only drives an increase in retail and wholesale trade on the island for local use and consumption, but also offers opportunities for future warehousing and distribution facilities to complement the expansion of the DP World container terminal at Duke Point and further drive the requirement for efficient transportation and logistics options on the island itself.

5.0 Stakeholder Engagement

HDR conducted stakeholder engagement with a range of organizations and firms to better understand existing and potential future freight transportation demand on Vancouver Island and opportunities for the future use of rail transportation to support freight movement. HDR reached out to 28 different organizations and individuals and conducted 21 interviews in total. Table 9 provides a summary of the different stakeholder types that were interviewed.

²¹ CBC News, Last working coal mine on Vancouver Island shuts down, marking end of era, January 17, 2016. Retrieved from: <https://www.cbc.ca/news/canada/british-columbia/last-working-coal-mine-on-vancouver-island-shuts-down-marking-end-of-era-1.3407339>

²² Vancouver Island Economic Alliance, Economic Sectors – Mining. Retrieved from: <https://viea.ca/economic-sector/mining-including-oil-gas/>

Table 9: Stakeholder Engagement Record

Stakeholder Type	Number of Stakeholders Interviewed
Port Authorities	2
Transportation Providers	4
Shippers	10
Other Organizations	5

The stakeholder engagement was confidential, and stakeholder identities and responses have been consolidated and only shared in aggregate. This section provides a summary of the feedback that we received through the consultation.

5.1 Current Service & Conditions

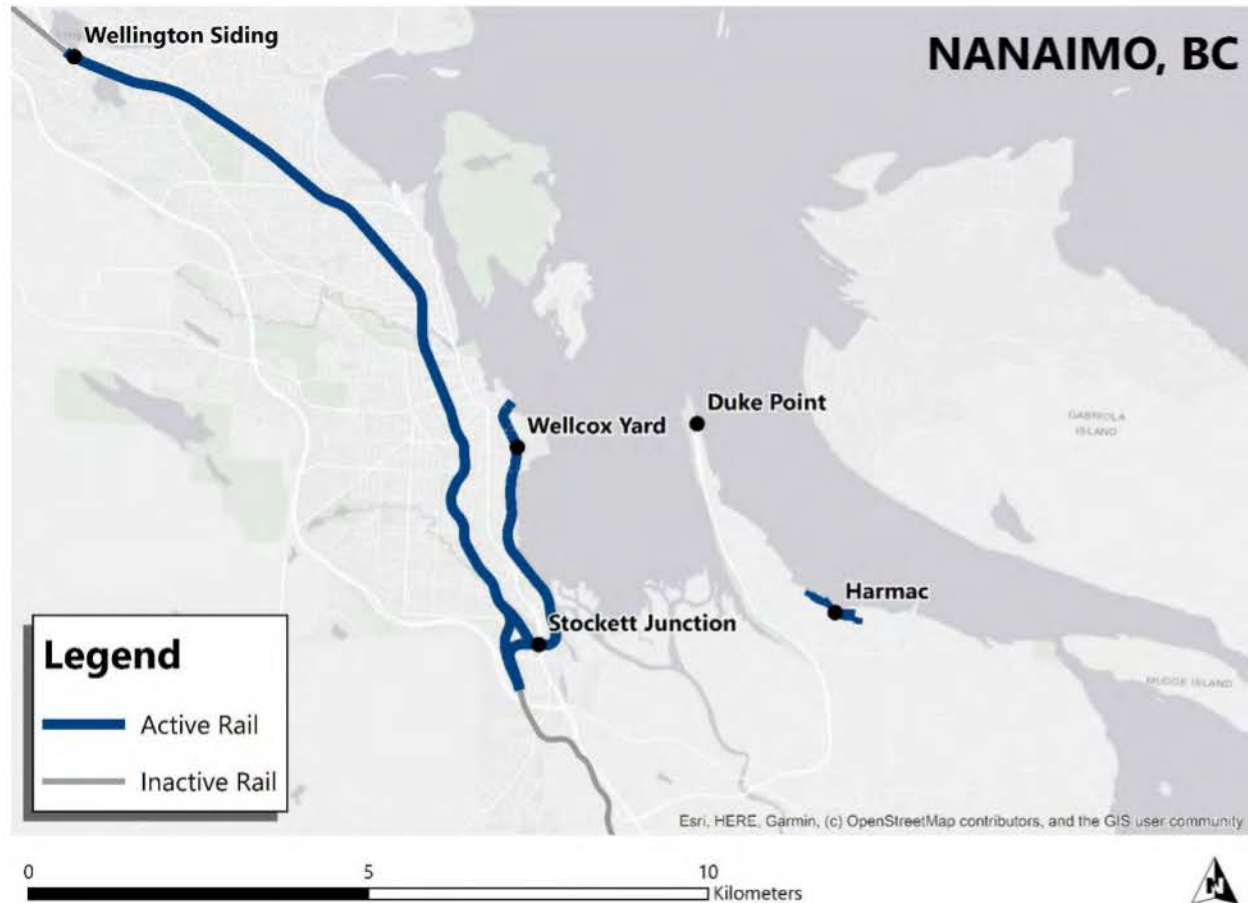
All stakeholders were asked to comment on the current state of the Island Rail Corridor and use of freight rail services in general. Stakeholders provided insight on a range of different topics:

Ownership History – Many stakeholders were aware of the recent history and performance of the Island Rail Corridor, beginning with the sale and lease of portions of the railway line from CP to subsequent owner/operator RailAmerica, and the most recent structure with the ICF owning the corridor. Some stakeholders noted that the corridor was in a poor state of repair when it was received by the ICF from CP and RailAmerica.

Track Conditions – Almost all stakeholders noted that the railway is presently in poor condition, and low freight volumes have made it difficult for owners and operators of the Island Rail Corridor to justify the needed investment to maintain the infrastructure in a state of good repair.

Rail Service – SRY (dba SVI) operates the Island Rail Corridor under contract with ICF and is available to provide rail service on the Island Rail Corridor daily. Current track and bridge conditions on portions of the Island Rail Corridor preclude access to portions of the line, with existing operations limited to the Nanaimo area (Figure 8).

Figure 8: Extent of Existing Rail Operations in the Nanaimo Area



Under CP and later RailAmerica operation, railcars originating on the Island Rail Corridor were effectively captive to CP pricing and service on the mainland. This is because railcars moving by ferry or barge to and from Vancouver Island were handled through a facility located at Tilbury in the Lower Mainland, which was served by CP. Use of Tilbury and the resultant CP handling continued until 2010, when SRY commenced operations at the newly-constructed Annacis Rail Marine Terminal on Annacis Island in the Lower Mainland (Figure 9). From Annacis Rail Marine Terminal, SRY provides interchange connections to four North American Class I railways, allowing shippers on Vancouver Island competitive access to the entire mainland North American freight rail network.

As a result, Vancouver Island shippers now have extended market reach throughout North America and expanded commercial and rail service opportunities that were not available previously.

Figure 9: SRY Train at Annacis Rail Marine Terminal

Image Source: SRY Rail Link

Rail Barge Service – Seaspan is the only operator of rail barge service in British Columbia (Figure 10). Seaspan currently owns a fleet of two rail barges; only one of the two barges is able to dock at the Wellcox Yard barge slip; the other barge can only dock at the barge slips of several coastal industrial railways, both on Vancouver Island and on the mainland, that have isolated intra-plant trackage and are not physically connected to either the Island Rail Corridor or to the mainland North American rail network.

Seaspan presently provides two or three sailings per week from the Annacis Rail Marine Terminal to the SVI barge slip at Wellcox Yard in Nanaimo, with a capacity of approximately 18 railcars per sailing. Seaspan has indicated that daily sailings to SVI are possible if sufficient volumes were present to justify it. Additionally, two pulp mills on Vancouver Island, located at Harmac and Crofton, each typically receive at least one Seaspan rail barge sailing per week from the Annacis Rail Marine Terminal.

Figure 10: Seaspan Rail Barge



Image Source: Seaspan

Gross Weight Capacity – The maximum allowable gross weight capacity of the Island Rail Corridor infrastructure is 263,000-lbs, short of the current 286,000-lb North American rail industry standard. This may limit some potential shippers' ability to maximize carloadings for optimal railcar utilization, depending on the density of the commodity being shipped. The Island Rail Corridor may have the ability to accommodate low volumes of 286,000-lb carload shipments on select routes with minimal upgrades and/or minimal frequency.

Railcar Availability – The availability of empty railcars for loading can have a negative impact on operations and cycle times for originating outbound freight movements, as shippers are reliant on mainland rail carriers to provide railcars for loading on Vancouver Island. If SVI or shippers could acquire more of their own railcars, this may make shipping outbound products by rail more feasible. Having a dedicated fleet for Island Rail Corridor freight movement would minimize the impact to mainland fleets (particularly for box cars and centerbeam flatcars needed to load outbound shipments of forest products).

Dedicated railcar fleets would almost certainly be a necessity for any potential intra-island freight movements, with railcars cycling between origins and destinations on the Island.

5.2 Improvement Ideas

Stakeholders provided a number of ideas to improve the viability of the Island Rail Corridor, and the main ideas that were raised are described in brief below:

Track Repair and Upgrades – Almost all stakeholders stated that track repairs and upgrades were necessary to improve the railway's reliability, speed, and gross weight capacity. Many shippers would prefer 286,000-lb gross weight capacity to optimize railcar utilization.

Track repair and upgrades could be phased to be implemented as-needed to allow shipment of specific commodities and volumes to commence.

Service & Cost Improvements – The primary source of rail traffic on the Island Rail Corridor historically was freight going to and from Port Alberni, but these goods have been hauled by truck since 2002. This trade flow could potentially be recaptured by the Island Rail Corridor, but most of the stakeholders interviewed indicated that this would require rail rates competitive with trucking above all other factors.

5.3 Potential Future Opportunities

Stakeholders identified a number of different types of commodities that could travel over the Island Rail Corridor. Some stakeholders simply identified potential commodities that might leverage the Island Rail Corridor, while others identified certain conditions that may need to be present (or be considered) prior to specific opportunities materializing.

Section 8.0 includes more detail on the trade potential and considerations for each commodity.

5.4 Summary

The stakeholders that were engaged as part of this study were hopeful as to whether the Island Rail Corridor would have utility for present-day and future-state freight transportation needs, irrespective of economic viability, but there is some skepticism around the practicality and competitiveness of freight rail service as it exists today.

The redundancy and resiliency benefits of maintaining the Island Rail Corridor were mentioned by many, especially given the impact that recent disruption events such as landslides and the COVID-19 pandemic have had on supply chains and the overall transportation network. Stakeholders agreed that maintaining the trade function of the Island Rail Corridor has value from a strategic perspective, especially when placed in the context of proposed alternative carbon pricing schemes to be potentially implemented in coming years and the effect that this may have on the cost of trucking, even if the comparative value that rail can provide may not yet be realized in the near-term.

6.0 Existing Freight Rail Volumes

This analysis assumes that all existing freight rail volumes handled on the Island Rail Corridor network today, estimated to be approximately 1,200 carloads per year, would continue in any future scenario. In some cases, existing carloads may be able to be hauled a greater distance on the Island Rail Corridor contingent on the reactivation of certain portions of the corridor and rehabilitation of existing customer spurs and transload facilities or construction of new customer spurs and transload facilities.

Table 10 lists an estimated range of carload volumes for each of the existing commodities that move on the Island Rail Corridor network through the Wellcox rail yard.

Table 10: Existing Island Rail Corridor Freight Rail Volumes (Estimated)

Commodity	Direction	Carloads per Year (Low Estimate)	Carloads per Year (High Estimate)
Propane (Liquefied Petroleum Gas)	Inbound	300	400
Grain	Inbound	250	300
Fly Ash	Inbound	50	150
Calcium Carbonate (Slurry)	Inbound	250	350
Latex	Inbound	150	250
Ammonium Nitrate Fertilizer	Inbound	0	25
Urea	Inbound	0	25
TOTAL		1,000	1,500

Rail volumes currently handled at Harmac and Crofton could potentially be consolidated with Island Rail Corridor volumes through a single rail barge connection if future build-ins to link these industrial railways to the Island Rail Corridor network were to occur.

Table 11 and Table 12 list estimated ranges of volumes by commodity handled through Harmac and Crofton respectively.

Table 11: Existing Harmac Freight Rail Volumes (Estimated)

Commodity	Direction	Carloads per Year (Low Estimate)	Carloads per Year (High Estimate)
Propane (Liquefied Petroleum Gas)	Inbound	300	400
Hydrogen Peroxide	Inbound	150	200
Sulfuric Acid	Inbound	100	200
Sodium Chlorate	Inbound	50	150
Pulp	Outbound	100	150
TOTAL		700	1,100

Table 12: Existing Crofton Freight Rail Volumes (Estimated)

Commodity	Direction	Carloads per Year (Low Estimate)	Carloads per Year (High Estimate)
Calcium Carbonate (Slurry)	Inbound	250	350
Hydrogen Peroxide	Inbound	100	200
Sulfuric Acid	Inbound	100	200
Sodium Chlorate	Inbound	50	150
Starch	Inbound	50	150
Pulp	Outbound	150	250
TOTAL		700	1,300

7.0 Rail Service Improvements and Other Considerations Needed to Attract and Sustain Freight Volumes

Building from the feedback received through the stakeholder engagement, there are a number of improvements and considerations that are either critical for the trade corridor's success or would greatly increase its chances of success. A number of these critical success factors need to be implemented in order for the Island Rail Corridor to realize the opportunities identified in **Section 8.0**. These include:

Railway Quality – In order to attract and sustain freight volumes, the operator of the Island Rail Corridor needs to be able to provide competitive service from a cost, convenience, reliability, and transit time perspective. Unreliability and deferred maintenance have hindered the railway in the past, and these challenges will need to be overcome if the Island Rail Corridor is to recover past volumes and build confidence among shippers to help attract new volumes as well.

Interline Rail Movements and Competitive Fees – In order for trade flows such as forest products to be shipped via the Island Rail Corridor, the transportation fees (freight rates) and interline (multi-railway) service to facilitate the movement of product between the Island Rail Corridor and one of four connecting North American Class I rail carriers on the mainland would need to be perceived by shippers to be competitive and reasonable.

As an example, the forest products industry primarily relies on break-bulk maritime shipping as an affordable and low-carbon way to move lumber to the Lower Mainland, where it can then be transloaded onto railcars for further distribution across North America. For railcars to be loaded directly on Vancouver Island, both the empty and loaded railcars must be moved to and from the Island by rail barge in a timely and consistent manner. Rail volume growth on the Island Rail Corridor will drive more

frequent barge sailings and faster cycle times, increasing the attractiveness of loading railcars on Vancouver Island for interline moves across North America.

Direct Rail Access – Many existing and potential shippers may be reluctant to utilize rail on the Island in lieu of trucking and maritime shipping because their sites are not directly connected to the Island Rail Corridor and these shippers do not wish to short-haul freight by truck to an intermediate transload site due to added cost and complexity. For some shippers, it may be feasible to construct new spurs from the Island Rail Corridor into existing facilities, and these would require additional investment.

Third Party Transloads – Many existing and potential shippers on the Island are not in a position to make the necessary capital investment to develop suitable facilities for loading or unloading a particular commodity. While a number of existing shippers utilize space in SVI's Wellcox Yard for transloading, this is often because there are no other suitable destinations for their railcars on the Island Rail Corridor, and the product being transloaded is being delivered to sites that cannot feasibly be served with a direct rail connection. There is an opportunity for third party transloading sites to be built along the rail corridor, enabling many shippers to use the same location, and reducing the need to develop more expensive dedicated facilities. This is also an opportunity to extend the haul of railcars further on Vancouver Island and relocate some of the existing transloading activities closer to customer facilities, thus further reducing truck haul distances.

Railcar Availability – Concerns regarding the availability of railway-owned railcars is often a potential limitation or reason for why utilizing rail service for freight originating on the Island Rail Corridor may be avoided. This is especially important for forest products which typically are shipped in railway-owned boxcars and on centerbeam flatcars.

For intra-island freight movement, such as for the shipment of construction aggregates and riprap, a captive fleet of railcars would need to be procured and maintained either by the operator or by shippers. Other originating shippers may also procure their own dedicated, private fleets of railcars to ensure railcar availability. Short line railways and shippers often procure their own railcars to supplement the fleets owned by the larger Class I railways. This allows them to secure guaranteed car supply for their shipments by controlling or supplementing the fleet. Pre-owned railcars can be purchased secondhand or leased on the open market for a fraction of the price of procuring new railcars.

8.0 Future Potential Freight Rail Volumes

8.1 Freight Rail Volume Opportunities

As discussed in **Section 5.3**, stakeholders identified a number of different types of commodities that could potentially be shipped on the Island Rail Corridor if a limited number of conditions were to be met.

HDR built on this list of commodities for use in this section. Table 13 lists potential future volumes, which are estimates of realistic trade flows based on stakeholder feedback. The table also includes HDR's assessment of how likely each commodity and associated volume is to materialize in the next five years. This is also based on feedback from stakeholders. For most commodities, each railcar is assumed to hold approximately 100 short tons of product; though some products are lighter in density and reach volume capacity before reaching weight capacity.

It is important to note that the potential volumes are not a future forecast, and instead are considered reasonable values that could potentially be achieved with minimal improvements. **Section 7.0** describes some of the primary considerations / factors that are likely to influence the success of the Island Rail Corridor as a trade corridor.

The table also includes "why" each commodity would potentially flow through the Island Rail Corridor, and specific "considerations", or conditions that would need to occur before each commodity could be attracted to the Island Rail Corridor.

If all of the 'high' likelihood opportunities were realized, HDR estimates that a volume range of between 4,500 and 11,400 annual carloads on the Island Rail Corridor could be achieved in the near to medium term. This estimate does not include the consolidation of existing Harmac and Crofton rail volumes. If Harmac and Crofton were connected to the Island Rail Corridor with the necessary build-ins and the rail volumes from these industries were consolidated with the other potential Island Rail Corridor volumes through a single rail barge terminal, the total number of carloads handled on the Island Rail Corridor could increase to as many as 13,800 annually.

Stakeholders also identified other commodities that may be conducive to transportation by freight rail, but for which potential volumes are not known or quantified at this time. Should any of these additional commodity opportunities also be realized, the range of railcar loads that could potentially be handled on the Island Rail Corridor would increase.

Table 13: Freight Rail Volume Opportunities

Commodity	Origin/Destination Station	Direction	Carloads per Year (Low)	Carloads per Year (High)	Likelihood	Why Rail	Additional Considerations
Propane	Nanaimo	Inbound	300	400	High	Existing direct rail service customer on Island Rail Corridor.	Volumes vary seasonally, with demand being higher in the winter.
Grain	Duncan	Inbound	300	400	High	Currently transloaded at Wellcox Yard. Receiver has direct rail access. At least 90% of grain inputs to the feed mill on the Island can come by rail (6-8 cars per week). The efficiencies of transloading at the Wellcox Yard transload do not compare with unloading directly at the mill.	There are times when the competing mainland feed companies cannot get their trucks to the island and the feed mill on the island has taken on new business to ensure survival of the livestock. The feed mill on the island is a critical resiliency component to manage emergency livestock feed requirements during outages for the entire island. The feed mill has indicated that they may not be able to sustain their operations long-term without the return of direct rail service. Without the feed mill on the island, many small farms would struggle to remain in business due to the logistics of sourcing small lots of feed from mainland suppliers at competitive prices.
Fly Ash	Wellcox	Inbound	50	150	High	Currently transloaded at Wellcox Yard.	Will likely continue to be transloaded at Wellcox Yard unless new shipper facilities are constructed elsewhere to receive the railcars.
Ammonium Nitrate Fertilizer	Wellcox	Inbound	0	25	High	Currently transloaded at Wellcox Yard.	Will likely continue to be transloaded at Wellcox Yard unless new shipper facilities are constructed elsewhere to receive the railcars.
Urea	Wellcox	Inbound	0	25	High	Currently transloaded at Wellcox Yard.	Will likely continue to be transloaded at Wellcox Yard unless new shipper facilities are constructed elsewhere to receive the railcars.
Calcium Carbonate (Slurry)	Port Alberni	Inbound	250	350	High	Currently transloaded at Wellcox Yard. Receiver has direct rail access.	Intra-plant trackage would need to be rehabilitated and some fixtures within the facility would need to be reconfigured to ship/receive by rail.
Latex	Port Alberni	Inbound	150	250	High	Currently transloaded at Wellcox Yard. Receiver has direct rail access.	
Kaolin Clay (Slurry)	Port Alberni	Inbound	100	200	High	Receiver has direct rail access. Currently trucked from Duke Point.	
Hydrogen Peroxide	Port Alberni	Inbound	100	200	High	Receiver has direct rail access.	
Sulfuric Acid	Port Alberni	Inbound	100	200	High	Receiver has direct rail access.	
Sodium Chlorate	Port Alberni	Inbound	100	200	High	Receiver has direct rail access.	
Starch	Port Alberni	Inbound	50	150	High	Receiver has direct rail access	
Paper	Port Alberni	Outbound	3,000	4,000	High	Shipper has direct rail access. A significant amount of paper produced on Vancouver Island is currently trucked or shipped by covered barge to distribution centres in the Lower Mainland where it is then transloaded to rail for shipment throughout North America. Paper could be shipped by rail directly from mills to customers or shipped by rail from the mills to the existing distribution centres in the Lower Mainland.	Intra-plant trackage would need to be rehabilitated and some fixtures within the facility would need to be reconfigured to ship/receive by rail.
Lumber	Various	Outbound	0	4,800	High	Is feasible from SRY's perspective. Lumber is occasionally transloaded onto rail at Wellcox Yard.	Will require new transload/reload facilities nearer to lumber mills or direct rail access to lumber mills.
Methanol	Parksville	Inbound	0	25	High	Currently trucked from rail transloads in the Lower Mainland.	May require third-party transload facilities.
Aluminum Sulfate	Parksville	Inbound	0	25	High	Currently trucked from rail transloads in the Lower Mainland.	May require third-party transload facilities.
Aggregates (incl. riprap)	Various	Intra-Island	Unknown	Unknown	Medium	Is feasible from SRY's perspective. Aggregates and riprap were transported by rail on the Island Rail Corridor in the past.	May require third-party transload facilities.
Woodchips	Various	Intra-Island	Unknown	Unknown	Medium	Currently trucked from sawmills to pulp and paper mills.	Will require new direct rail access to lumber mills and pulp and paper mills.
Petroleum Products	Various	Inbound	Unknown	Unknown	Medium	Currently trucked from rail transloads in the Lower Mainland.	Will require new shipper facilities.
Asphalt	Various	Inbound	Unknown	Unknown	Medium	Currently trucked from rail transloads in the Lower Mainland.	Will require new shipper facilities.
Ethanol	Various	Inbound	Unknown	Unknown	Medium	Is feasible from SRY's perspective.	Will require new shipper facilities.
Biodiesel	Various	Inbound	Unknown	Unknown	Medium	Is feasible from SRY's perspective.	Will require new shipper facilities.
Cement	Various	Inbound	Unknown	Unknown	Medium	Is feasible from SRY's perspective.	May require third-party transload facilities or new shipper facilities.
Scrap Metal	Various	Inbound	Unknown	Unknown	Medium	Is feasible from SRY's perspective.	May require new shipper facilities.
Containers	Duke Point – Port Alberni	Intra-Island	Unknown	Unknown	Low	Container on flatcar service can provide a land bridge between ports.	Will require new intermodal facilities.
Trailers	Duke Point – Victoria	Intra-Island	Unknown	Unknown	Low	Trailer on flatcar service can help to alleviate highway congestion.	Will require new intermodal facilities.
TOTAL	-	-	4,500	11,400	-	-	-

8.2 Truck Volumes Potentially Replaced by Rail

The commodities shown in the previous section are currently being transported on Vancouver Island, predominantly by truck. This section shows the associated reduction in truck traffic that could be expected to occur if each rail volume opportunity were to materialize. Table 14 shows the truck volumes by commodity that would be replaced by the rail opportunities shown in Table 13.

Estimated truck capacities were based on assumed truck types by commodity (33 short tons per truck semi-trailer / 44 short tons per B-Train trailer set), which was informed by stakeholder discussions. Truck trip distances were estimated based on the truck route length between commodity origin and destination only on Vancouver Island, and the overall truck kilometers include both loaded and empty trips.

If all 'high' likelihood opportunities were realized, between 10,400 and 25,570 truckloads could be replaced each year by rail, which is equivalent to an estimated 2 to 4 million truck kilometers.

Table 14: Truck Volumes Potentially Replaced by Rail Opportunity Volumes

Commodity	Origin	Destination	Truck Loads per Year (Low)	Truck Loads per Year (High)	Truck Trip Distance (km)	Truck Distance (km) per Year (Low)	Truck Distance (km) per Year (High)
Propane	Wellcox	Nanaimo	0	0	15	0	0
Grain	Wellcox	Duncan	400	600	52	41,600	62,400
Fly Ash	Wellcox	Various	152	455	50	15,152	45,455
Ammonium Nitrate Fertilizer	Wellcox	Various	0	76	50	0	7,576
Urea	Wellcox	Various	0	76	50	0	7,576
Calcium Carbonate (Slurry)	Wellcox	Port Alberni	758	1,061	100	151,515	212,121
Latex	Wellcox	Port Alberni	455	758	100	90,909	151,515
Kaolin Clay (Slurry)	Duke Point	Port Alberni	303	606	100	60,606	121,212
Hydrogen Peroxide	Duke Point	Port Alberni	303	606	100	60,606	121,212
Sulfuric Acid	Duke Point	Port Alberni	303	606	100	60,606	121,212
Sodium Chlorate	Duke Point	Port Alberni	303	606	100	60,606	121,212
Starch	Duke Point	Port Alberni	152	455	100	30,303	90,909
Paper	Port Alberni	Duke Point	7,273	9,697	100	1,454,545	1,939,394
Lumber	Various	Duke Point	0	9,818	Varies	0	931,705
Methanol	Duke Point	Parksville	0	76	53	0	8,030
Aluminum Sulfate	Duke Point	Parksville	0	76	53	0	8,030
Aggregates (incl. riprap)	Various	Various	Unknown	Unknown	90	Unknown	Unknown
Woodchips	Various	Various	Unknown	Unknown	50	Unknown	Unknown
Petroleum Products	Duke Point	Various	Unknown	Unknown	50	Unknown	Unknown
Asphalt	Duke Point	Parksville	Unknown	Unknown	53	Unknown	Unknown
Ethanol	Duke Point	Various	Unknown	Unknown	50	Unknown	Unknown
Biodiesel	Duke Point	Various	Unknown	Unknown	50	Unknown	Unknown
Cement	Duke Point	Parksville	Unknown	Unknown	53	Unknown	Unknown
Scrap Metal	Various	Duke Point	Unknown	Unknown	Varies	Unknown	Unknown
Containers	Duke Point	Victoria	Unknown	Unknown	113	Unknown	Unknown
Trailers	Duke Point	Victoria	Unknown	Unknown	113	Unknown	Unknown
TOTAL	-	-	10,400	25,570	-	2,026,448	3,949,559

8.2.1 Greenhouse Gas Emissions Comparison Between Rail and Truck Modes

Freight rail transportation is typically more efficient than truck transportation from a fuel consumption and greenhouse gas (GHG) emissions perspective. The annual GHG emissions to move the opportunity volume for each commodity were estimated for both truck and rail transportation, using the trip distances and emissions profiles of each mode of transportation on Vancouver Island (Table 15). If all 'high' likelihood rail opportunities were achieved (with commodity flows shifted from truck to rail) the annual GHG emissions savings is estimated to be between 1,741 and 3,636 metric tonnes of GHG emissions per year, depending on the amount of rail volumes realized.

Table 15: Annual Emissions by Mode (Rail and Truck)

Commodity	Tonnes of GHG (Rail – Low)	Tonnes of GHG (Rail – High)	Tonnes of GHG (Truck – Low)	Tonnes of GHG (Truck – High)
Propane	3	4	22	29
Grain	14	19	85	113
Fly Ash	0	0	15	45
Ammonium Nitrate Fertilizer	0	0	0	8
Urea	0	0	0	8
Calcium Carbonate (Slurry)	25	35	151	211
Latex	15	25	91	151
Kaolin Clay (Slurry)	10	20	60	121
Hydrogen Peroxide	10	20	60	121
Sulfuric Acid	10	20	60	121
Sodium Chlorate	10	20	60	121
Starch	5	15	30	91
Paper	241	321	1,450	1,933
Lumber	0	190	0	1,238
Methanol	0	1	0	8
Aluminum Sulfate	0	1	0	8
Aggregates (incl. riprap)	Unknown	Unknown	Unknown	Unknown
Woodchips	Unknown	Unknown	Unknown	Unknown
Petroleum Products	Unknown	Unknown	Unknown	Unknown
Asphalt	Unknown	Unknown	Unknown	Unknown
Ethanol	Unknown	Unknown	Unknown	Unknown
Biodiesel	Unknown	Unknown	Unknown	Unknown
Cement	Unknown	Unknown	Unknown	Unknown
Scrap Metal	Unknown	Unknown	Unknown	Unknown
Containers	Unknown	Unknown	Unknown	Unknown
Trailers	Unknown	Unknown	Unknown	Unknown
TOTAL	343	691	2,084	4,327
TRUCK TO RAIL SAVINGS (LOW / HIGH)			1,741	3,636

Note: This analysis was conducted using 2030 emission factors assuming diesel powered locomotives and trucks. The results would change if alternative fuel sources or higher efficiency power units were used.

9.0 Summary of Findings

The British Columbia Ministry of Transportation and Infrastructure (MoTI) engaged HDR to conduct a detailed analysis of existing freight rail transportation services and facilities, freight rail demand, potential benefits of shifting freight to rail, and potential future opportunities for businesses to utilize rail for freight movement on the Island Rail Corridor network.

This report summarizes HDR's assessment of the railcar opportunities for the Island Rail Corridor and the potential for each opportunity to materialize within the next five years based on stakeholder feedback – assuming the corridor were to be restored to operation. The report also describes some of the primary considerations and factors that are likely to influence the success of the Island Rail Corridor as a trade corridor.

It is noted that the potential volumes presented are not a future forecast, and instead are considered reasonable values that could be achieved with limited infrastructure improvements on the corridor.

9.1 Rail Carload Opportunities

The stakeholders that HDR engaged with through the project identified numerous opportunities to attract freight traffic onto the Island Rail Corridor if specific portions of the network were brought back into service. Between 4,500 and 11,400 annual railcar loads were identified in the near to medium term, provided that rail shipping and handling fees are competitive with other modes. Opportunities are available through a range of industries, including Forestry, Agriculture, Construction, Energy, Mining, and Retail and Wholesale Trade. It should be noted that additional carload opportunities above and beyond the volumes mentioned above were identified as realistic short term opportunities by stakeholders. These additional opportunities have been noted but scope requirements constrained assessment and these opportunities likely require more specific analysis into the required facilities, equipment, and service parameters that would allow volumes to materialize or be developed.

The study also identified additional carload opportunities for the Island Rail Corridor network if the three rail barge slips currently located at Wellcox, Harmac, and Crofton were consolidated into one. This would not only minimize the longer term capital requirements for the three rail barge slips as they age, but also provide increased rail barge sailings between the Lower Mainland and the Island, resulting in reduced cycle times for rail shipments and additional service opportunities driven by the scale and volume density created by the consolidation.

9.2 Truck to Rail Mode Shift Benefits

If the identified rail carload opportunities were realized, they would reduce truck volumes on Vancouver Island highways by an estimated 10,400 to 25,570 truck trips annually, representing an estimated 2 to 4 million truck kilometers per year. This shift would result in greenhouse gas emission savings between 1,741 to 3,636 metric tonnes per year. Replacing truck trips with rail trips would also be expected to provide a wide range of additional public benefits, including reduced road congestion, reduced labour requirements to move the same freight volume, improved livability, safety benefits, and lower road maintenance costs.

9.3 Duke Point Opportunities

The rapidly developing Duke Point area at the Port of Nanaimo is a significant economic hub and generator of freight activity on the Island. Freight volumes and development in the area are expected to increase, in part due to population growth on the Island and the associated growth in demand for consumer goods, which will be predominantly directed to Duke Point (both containers and trailers) due to capacity constraints at Swartz Bay near Victoria. These capacity constraints at Swartz Bay have already increased Duke Point traffic. These capacity constraints at Swartz Bay have already increased Duke Point traffic.

Duke Point is not currently connected to the Island Rail Corridor but could potentially be connected in the future with the development of a rail spur into the area. If this rail connection were provided with the re-introduction of service on the Island Rail Corridor, it would provide synergetic benefits for island trade and economic development. Businesses in the Duke Point area would likely generate significant carload volumes for the rail corridor and in turn the re-introduction of rail service is expected to stimulate growth at Duke Point itself, including opportunities for prominent businesses such as Harmac Pacific, the DP World Terminal, and for future warehousing and distribution facilities that are being considered for the area.

There may be an opportunity to consolidate rail barge slips to Duke Point or Harmac in the long term, which would facilitate the potential redevelopment of shorefront real estate currently occupied by the Wellcox Yard in Nanaimo.

9.4 Impacts Off Island

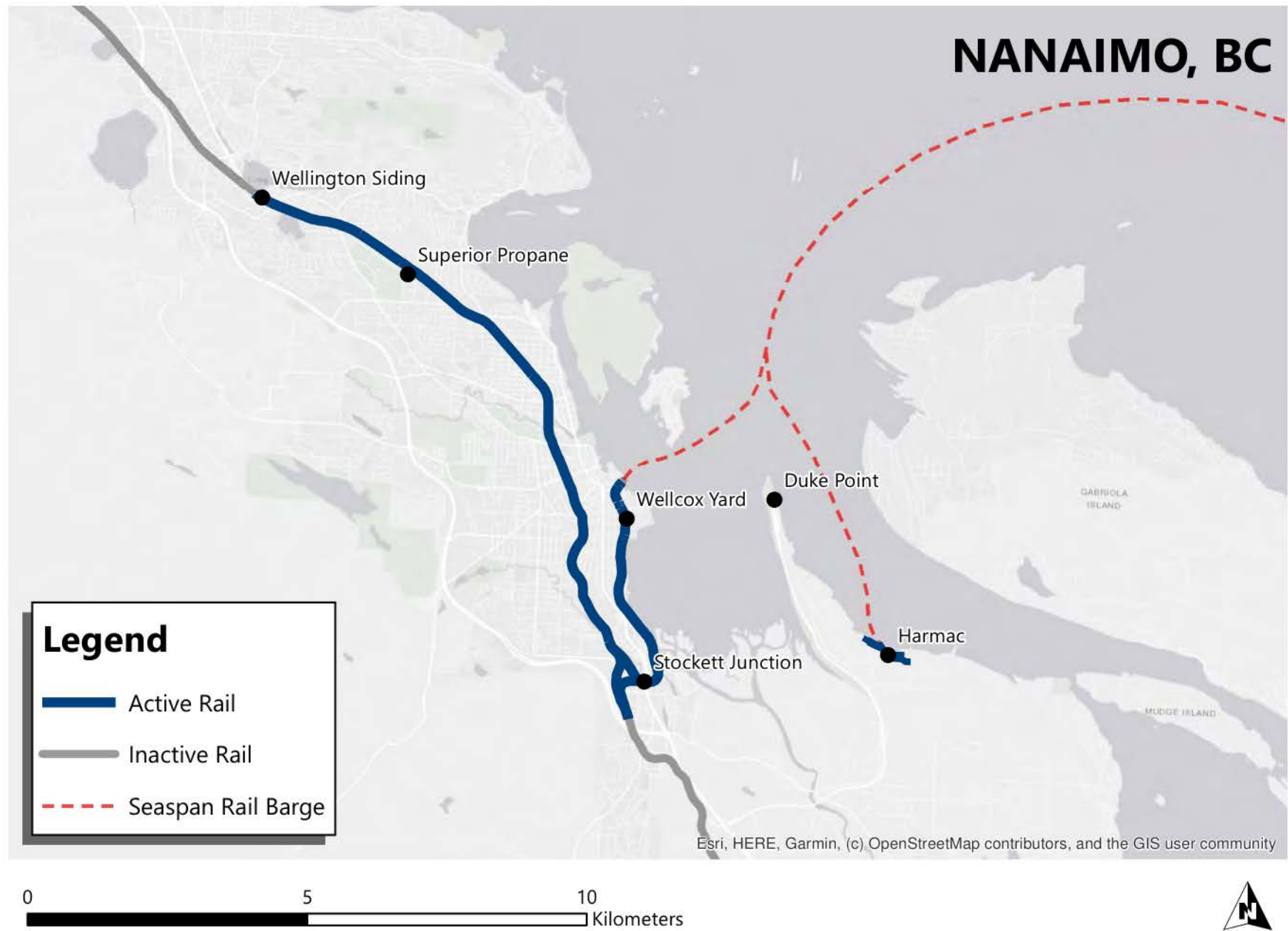
The re-introduction of rail service on Vancouver Island is expected to provide benefits off the island as well, primarily within the Lower Mainland. As an example, forest products are currently barged from the island to the Lower Mainland, where they are often drayed by truck to a local transload facility and then re-loaded onto railcars for furtherance inland (50 percent of BC's forest products are destined to the U.S. marketplace). The re-introduction of rail service on Vancouver Island would enable more forest products to be

directly loaded onto railcars on the island, shipped by rail barge to the Lower Mainland, and then transported via the Class I railways for furtherance across North America. This would eliminate the current truck drayage trips in the Lower Mainland and potentially reduce transloading and handling of goods as well.

9.5 Network Resiliency

Maintaining the Island Rail Corridor and re-introducing rail service would provide resiliency benefits for Vancouver Island businesses, the supply chain, and the economy as a whole. The island currently relies on a limited number of physically constrained and busy highways, such as the Malahat portion of the Trans-Canada (Highway 1), and Highway 4 to Port Alberni, which includes challenging gradients (up to 7% over “the Hump”) as well as constraints through MacMillan Provincial Park and along Cameron Lake.

Incidents, disruptions, or even routine maintenance and upgrades on these routes can effectively halt travel and trade, as there are often no adjacent connections (road or other). Nearly every stakeholder that we spoke with underlined the importance of retaining the Island Rail Corridor from a strategic perspective, especially given the impact that recent events (such as the Malahat washout on November 15th, 2021) have had on Vancouver Island supply chains.



From: Fleming.MLA, Rob LASS:EX (Rob.Fleming.MLA@leg.bc.ca)
To: Transportation, Minister TRAN:EX (Minister.Transportation@gov.bc.ca)
Subject: 315096 Incoming - Future of Vancouver Island Rail Corridor
Sent: 01/12/2023 23:58:43
Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

From: s. 22
Sent: January 12, 2023 3:57 PM
To: Fleming.MLA, Rob <Rob.Fleming.MLA@leg.bc.ca>
Subject: Future of Vancouver Island Rail Corridor

I am writing as a resident of s. 22 to advocate for the removal of the E&N railway tracks on Vancouver Island and replace them with a multi-use trail. While I think restoring the rail service sounds romantic and might help some commuters, I think it is far too expensive to restore and to operate it, and it would probably lose a great deal of money each year. On the other hand, a walking and biking trail will be good for tourism and to encourage others to move here.

s. 22

s. 22 These were former railway lines but now they get a great deal of recreational and commuter use. It was probably very inexpensive to prepare them, and costs almost nothing to maintain them, which is far better than sinking hundreds of millions of dollars into the railway with a relatively low user base.

s. 22

From: s. 22

To: Transportation, Minister TRAN:EX (Minister.Transportation@gov.bc.ca); Minister, MSI TRAN:EX (Minister.SI@gov.bc.ca)

Cc: Minister, ENV ENV:EX (ENV.Minister@gov.bc.ca); OfficeofthePremier, Office PREM:EX (Premier@gov.bc.ca); Lee.MLA, Michael LASS:EX (Michael.Lee.MLA@leg.bc.ca)

Subject: 315103 (B 314201) - Expanding Rail Travel in BC

Sent: 01/12/2023 23:46:34

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Hello there,

s. 22

I am very passionate about public transportation. I believe it is one of the great equalizers and the more access people have to reliable and efficient public transportation, the better their lives will be. Not only that but the more we invest in creating a public transportation system that can compete with car ownership the better off the environment will be. We need fewer people in cars and in planes. While Translink in particular is doing great work within Metro Vancouver there is a lot more that could be done in regard to intercity travel. That is why I am contacting you today.

I believe that the BC government has an excellent opportunity with the current budget surplus to implement a provincial commuter rail system. As more and more intercity bus services such as Greyhound shut down it is leaving an enormous gap in people's ability to get around the province. Establishing a commuter rail system in BC would fill this gap and give British Columbians an affordable and more environmentally friendly way to travel.

We need only look at countries like the UK or others in Europe to see how this can be done effectively. Better yet we don't even have to leave Canada. Just look at systems like [Metrolinx](#) in Ontario or [Exo](#) in Quebec. Or why even go that far, just look at the West Coast Express operated by Translink. BC could be a leader on this front and I believe with the political will and vision that it can be done. BC used to have trains that would take people from North Vancouver to Prince Rupert but what happened? The system was sold off by the Liberal government in the early 2000's. We don't have to live with the mistakes others made in the past, we can build back better!

In addition to these ideas around provincial rail, I would be remiss to not mention our national rail system VIA Rail. As I'm sure you are aware, there used to be a train operated by VIA that went from Victoria to Courtenay. This train has been out of commission for over a decade because the rails have been left to languish and deteriorate. Every day that those rails aren't fixed is a day that people on the island aren't able to travel because they don't have any other options (especially when bus services stop operating). I implore you to begin the process of having those rails fixed so that VIA can once again begin operations on the island. It can be done, just look at the government of Quebec and the rehabilitation of the railway on the [Gaspé Peninsula](#) or in [Northern Manitoba](#) or in

New Democrats are all about getting things done for people and I believe that with this current budget surplus there is no better time than right now to make transportation in BC more accessible, affordable, and environmentally sustainable.

Thank you so much for your time, I hope to hear back from you.

Best,

s. 22

From: s. 22

To: Routley.MLA, Douglas G LASS:EX (Douglas.Routley.MLA@leg.bc.ca); Transportation, Minister TRAN:EX (Minister.Transportation@gov.bc.ca); omar.alghabra@parl.gc.ca; OfficeofthePremier, Office PREM:EX (Premier@gov.bc.ca); lisamarie.barron@parl.gc.ca

Subject: 315104 (B 314201) - I support restoring Vancouver Island Rail Service

Sent: 01/13/2023 00:42:57

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Good day,

I am writing to inform you of my family's support for renewed service for Vancouver Island rail. We would like to see light rapid transit rail on Vancouver Island from Victoria to Courtenay. This rail infrastructure is too valuable to lose and we must plan for a future where Vancouver Islanders can travel on public transit rail. The Malahat in particular needs a secondary travel corridor for when motor vehicle accidents shut down the only current access between Victoria and the Cowichan Valley.

I trust you also see the value and importance of restoring rail service to Vancouver Island.

s. 22

From: s. 22

To: Transportation, Minister TRAN:EX (Minister.Transportation@gov.bc.ca)

Cc: OfficeofthePremier, Office PREM:EX (Premier@gov.bc.ca)

Subject: 315181 Incoming - Vancouver Island Rail Transit

Sent: 01/16/2023 17:43:32

Attachments: s. 22

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Dear Minister of Transportation,

My first option for the E&N section through the Snaw-Naw-As First Nation reserve would be to return the E&N right of way back to the First Nation as long as there is an agreement to allow a tunnel under the reserve. Yes it is more expensive but the First Nation has shown in the last decade that they want the land back for development.

The line could be built in phases where Phase 1 would be Lantzville to Victoria and then in Phase 2 the tunnel and northern sections of the rail line.

In 100 years would a 6 to 8 lane highway or a passenger train line in a tunnel be preferable through the reserve?

Thank you for your time.

Sincerely

s. 22

From: Fleming.MLA, Rob LASS:EX (Rob.Fleming.MLA@leg.bc.ca)
To: Transportation, Minister TRAN:EX (Minister.Transportation@gov.bc.ca)
Subject: 315185 Incoming - Lose our precious rail corridor?
Sent: 01/16/2023 18:33:50
Attachments: Biz Card 2011.jpg
Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

From: s. 22
Sent: January 13, 2023 3:57 PM
To: OfficeofthePremier, Office PREM:EX <Premier@gov.bc.ca>
Cc: Fleming.MLA, Rob <Rob.Fleming.MLA@leg.bc.ca>
Subject: Lose our precious rail corridor?

Dear Premier Eby,

This is regarding the precious rail right of way from Langford through westshore and Victoria municipalities (plus island):

Our David Screech stated my thoughts exactly :

" if the senior levels of government don't stop procrastinating the entire corridor will be broken up. That loss is catastrophic in my view and we should all be working to see that doesn't happen regardless of what we might think about the long term use of the corridor. The original land grant was for rail purposes, if that purpose ceases the lands will revert back to the original owners. The Island Corridor Foundation was formed to ensure the corridor remains contiguous and we are on the verge of losing that contiguous corridor."

Please- I don't think it costs anything to assert our right to make use of that legally. Hon. Fleming you do live here I believe and know the traffic issue we all deal with every day. That commuter route right to downtown Victoria is irreplaceable.

Here are some ideas for future possibilities:

This site has buses that were converted for use in Japan and the photos below the written description really shows the wheel-tire part.

<https://www.wired.com/2008/05/half-bus-half-t/>

When you have lots of time to devote, what I got on google when asked for any city using buses converted to use on rails:

<https://cs.trains.com/trn/f/742/p/127447/1436816.aspx?page=1>

Yours sincerely,

s. 22

From: s. 22

To: OfficeofthePremier, Office PREM:EX (Premier@gov.bc.ca)

Cc: Minister, WLRS WLRS:EX (WLRS.Minister@gov.bc.ca); Transportation, Minister TRAN:EX (Minister.Transportation@gov.bc.ca); gord.johns@parl.gc.ca.

Subject: 315188 FYI - restore island rail

Sent: 01/16/2023 21:40:21

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

I am writing to express my support for restoring island rail. And also for rails and trails initiatives along the E and N corridors to provide a healthy and low carbon way of commuting in different parts of Vancouver island.

s. 22

(with operating railroad equipment – but no where to run it) and various biking groups on the island the potential is tremendous for joint use of the railway corridor right now and with investments in infrastructure freight and passenger rail could come back to the island

Thank You

s. 22

From: s. 22

To: Transportation, Minister TRAN:EX (Minister.Transportation@gov.bc.ca)

Subject: 315191 (B 314201) - Rail on Vancouver Island

Sent: 01/14/2023 13:15:00

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Good morning;

s. 22

s. 22

I am contacting you regarding the future of the Esquimalt & Nanaimo railway on Vancouver Island, now in the hands of the Island Corridor Foundation. As the deadline for reactivation of the full length of the line nears, it seemed vital to mention the immense utility a reinvigorated railway, and the services it would support, would have for both Vancouver Island specifically and for broader goals related to climate change, reduced reliance on roads and automobile transport, and the provision of safe, reliable, low-cost transport between remote communities and larger centres.

The most frequently raised objection to reactivation is the cost, which is, admittedly, massive: the most expensive option recently presented would see the better part of a billion dollars spent to fully rebuild the entire line, and to cover the startup costs of a commuter service. This cost, though, is only ten times what was spent, as a matter of course, in building a single highway interchange at the Admirals/Mackenzie intersection with the Trans Canada Highway, and would provide a significantly greater long-term impact than any ten upgraded intersections. A rail line with a suitably capacious commuter service and good freight capacity would also reduce or eliminate the need for continued improvements on the island's road network.

A renewed E&N running from Victoria to Courtenay, with the Port Alberni spur, touches the majority of communities on Vancouver Island: outside of Greater Victoria, on the east coast only Mill Bay, the Cowichan Lake area, and Cumberland are without ready access, and all three of those have BC Transit service to towns served by the E&N. Bringing rail service to Port Alberni would not only serve that community, but change the entire dynamic for Tofino, Ucluelet, and other residents on the western side of the island by providing a ready, nearby link to the rest of the world. Commuter service for Greater Victoria and Nanaimo (and potentially Port Alberni, Courtenay, and Duncan) would be of immediate, obvious benefit; equally, an efficient and stable replacement for the never-ending cycle of coach bus operators happy to profit off the tourist rush, but less willing or able to provide reliable service for more prosaic local needs. On an additional note, the E&N route is within easy bus-transit or shuttle range of the Powell River, Departure Bay, and Duke Point BC Ferry terminals, the Victoria harbour ferries to the US, and Comox airport, and is within walking distance of the Nanaimo airport.

Some objections have also been raised suggesting that people will find commuting by rail unappealing due to travel time: as someone who has travelled by rail, used Translink for several years, and now commutes by car on Vancouver Island, being able to get on transit, know your arrival time, and spend your trip doing something other than driving, is absolutely worth a slightly longer travel time. Right now, commuting from Shawnigan Lake to downtown Victoria, a drive which should take 45 minutes, usually takes 75 to 90 minutes, and has proven sufficiently prone to delays that I allow two hours to get in to work. For comparison, in 1912, steam passenger service made the reverse trip, with ten stops and the Malahat grade, in 90 minutes. A modern commuter service couldn't possibly do worse. In addition to time spent on and stress created by commuting by car, parking for a full day is easily \$15, while gas is easily \$10-\$20 for a round trip.

Taking one step further, the Greater Victoria area has a variety of disused, or currently trail-only, rights of way connecting the growing western area; Langford, Metchosin, and Sooke; and the

Saanich Peninsula: all of these once supported full-service rail or interurban services. These present opportunities for future or complementary expansion, ideally replacing spinal bus routes with higher-capacity, more reliable rail service.

Freight service by rail was once a routine part of life for island businesses: many commercial and industrial lots either still have sidings or show signs of rail access, and a number of disused rights of way link existing, active industrial sites (for example, the Crofton pulp mill and the Cowichan Bay terminal) to the E&N route, while Port Alberni's industrial district is immediately adjacent to rail. Mills, especially, create significant predictable truck traffic operating between fixed locations. Getting those vehicles off the roads should have immediate benefit for wear and tear, safety, and environmental concerns. Providing commercial and smaller industrial with a heavy-haulage option capable of, with the Seaspam rail ferry, moving goods anywhere in North America without multiple mode switches may also be of benefit, while a more local capacity for mixed goods movement by boxcar should provide a more efficient and environmentally friendly substitute for truck-based freight services.

While nobody has yet brought up electrification, a self-contained rail line serving a single island is very amenable to an eventual move away from diesel, with obvious environmental benefits.

All of this is to say that rail service on Vancouver Island is both achievable and desirable, and to ask that you take every measure to bring it back to life.

Thank you for your consideration;

s. 22

From: s. 22

To: Transportation, Minister TRAN:EX (Minister.Transportation@gov.bc.ca); omar.alghabra@parl.gc.ca

Cc: frontdesk@nanoose.org; gedwards@nanoose.org; May, Elizabeth - Riding 1

(elizabeth.may.c1@parl.gc.ca); Brent Edwards (getthenet@nanoose.org); Alastair Craighead
s. 22

David and Kelly Slade (dslade@telus.net); Andersen, Ian
(ianandersen@telus.net); Danielle.MylesWilson@cprd.bc.ca; mayor@esquimalt.ca; mayor@saanich.ca

Subject: 315194 FYI - No compelling reason to fund restoration of old E&N railway line

Sent: 01/14/2023 16:47:55

Attachments: image.png, E.3 Continuance.pdf

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Dear Ministers Fleming and Alghabra:

There is no business case for commuter service in Victoria:

- the railway line is not near sufficient populations
- the railway line does not go into Victoria
- the single-line railway can only move 500 people *near* Victoria during peak
- restoration stands in the way of **Reconciliation** with First Nations who want to develop their Lands
- freight service does not solve the problem of door-to-door delivery
- the property where the freight warehouses once stood was sold for condo decades ago (The RailYards) and indeed the ICF makes no business case for freight traffic over the Malahat so would not reduce large vehicle track on the highway over the Malahat, AND
- there is no business case for freight services beyond the Malahat.

Top Shelf Feeds in Duncan was interviewed on Chek 6 last week in support of the restoration of rail service/freight service, that delivery costs would come down and save everyone money is not supported.

In 2004 when the railway was operational there were **2 freight customers** of the CPR/E&N Railway Company 1998 Ltd on Vancouver Island: **Superior Propane and Top Shelf Feeds.**

Here, from a 2004 court case:

Seaspan International Ltd., 2004 CIRB 267 (CanLII), <<https://canlii.ca/t/20w08>>, retrieved on 2023-01-14

6. The _____) Ltd. is considered a short haul line and is under provincial jurisdiction for labour relations purposes. ... **SCIC is aware of only 2 E&N Railway Company (1998) Ltd. customers, Superior Propane and Top Shelf Feeds.**

Here, (and attached) from the BC Govt Order in Council, ICF owns E&N Railway Company (1998) Ltd and certain leases it or CPR held:

[https://www.bclaws.gov.bc.ca/civix/document/id/oic/arc_oic/2006resume26/search/CIVIX_DOCUMENT_ROOT_STEM:\(%22Island%20Corridor%20Foundation%22\)?5#hit1](https://www.bclaws.gov.bc.ca/civix/document/id/oic/arc_oic/2006resume26/search/CIVIX_DOCUMENT_ROOT_STEM:(%22Island%20Corridor%20Foundation%22)?5#hit1)

Kindly stay the course with respect to the ***Active Transportation Strategy*** and decline to fund the restoration of the old E&N railway line. The Island Corridor Foundation can dissolve and distribute its assets to its members (see attached *E.3 Certificate of Continuance*, #9 *what happens at wind-up*), including First Nations, saving the need to return to court to enforce their right of reversion, while local governments can use their lands for a trail network as envisioned by [FORT-VI](#). Everyone wins.

s. 22

2. The **Island Corridor Foundation** is the holder of all current outstanding Certificates issued to **E & N RAILWAY COMPANY (1998) LTD.** under the *Railway Act*, as if the **Island Corridor Foundation** was named in such Certificates and shall be subject to all conditions and obligations whatsoever contained in such Certificates,



Certificate of Continuance

Canada Not-for-profit Corporations Act

Certificat de prorogation

*Loi canadienne sur les organisations à but non
lucratif*

ISLAND CORRIDOR FOUNDATION

Corporate name / Dénomination de l'organisation

419938-3

Corporation number / Numéro de
l'organisation

I HEREBY CERTIFY that the above-named corporation, the articles of continuance of which are attached, is continued under section 211 of the *Canada Not-for-profit Corporations Act*.

JE CERTIFIE que l'organisation susmentionnée, dont les statuts de prorogation sont joints, a été prorogée en vertu de l'article 211 de la *Loi canadienne sur les organisations à but non lucratif*.

Marcie Girouard

Director / Directeur

2013-09-16

Date of Continuance (YYYY-MM-DD)
Date de prorogation (AAAA-MM-JJ)




Canada Not-for-profit Corporations Act (NFP Act)

Form 4031

Articles of Continuance (transition)

To be used only for a continuance from the *Canada Corporations Act*, Part II.

1 Current name of the corporation	
ISLAND CORRIDOR FOUNDATION	
2 The change of name is requested. Indicate previous corporate name	
3 Corporation number	4 The province or territory in Canada where the registered office is situated
4, 1, 9, 9, 3, 8, -, 3	British Columbia 
5 Minimum and maximum number of directors (For fixed number, indicate the same number in both boxes)	
Minimum number 3	Maximum number 14
6 Statement of the purpose of the corporation	
See the attached Schedule "A".	
7 Restrictions on the activities that the corporation may carry on, if any	
None.	

M 16 SEP '13 9:13

Canada



Form 4031

Articles of Continuance (transition)

8 The classes, or regional or other groups, of members that the corporation is authorized to establish

See the attached Schedule "B".

9 Statement regarding the distribution of property remaining on liquidation

In the event of liquidation or winding up of the Corporation, the assets of the Corporation, after payment of all liabilities, shall be distributed to one or more qualified donees as defined in the Income Tax Act, having the capacity to administer the assets of the Corporation and for the purposes as close as possible to the Corporation, or to the Crown in Right of British Columbia and/or Regional Governments and/or First Nations Governments if the transfer can be effected on terms which will, in the reasonable opinion of the directors, result in the accomplishment of the purposes of the Corporation. The recipients shall be chosen by resolution of two-thirds of the directors of the Corporation and ratified by a vote of two-thirds of the Members at a General Meeting of the Members.

10 Additional provisions, if any

See the attached Schedule "C".

11 Declaration

I hereby certify that I am a director or an authorized officer of the corporation continuing into the NFP Act.

Signature

Print name

Graham Bruce

Phone number

(250) 246 - 4320

Note: A person who makes, or assists in making, a false or misleading statement is guilty of an offence and liable on summary conviction to a fine of not more than \$6,000 or to imprisonment for a term of not more than six months or to both (subsection 262(2) of the NFP Act).

Island Corridor Foundation
Form 4031 Articles of Continuance

Schedule "A"

The purposes of the Corporation are:

1. to acquire, preserve and develop for purposes of the Corporation and its objects, but for no other purposes, the Island Corridor which lies North-South from Courtenay to Victoria, East-West from Parksville to Port Alberni and Duncan to Lake Cowichan on Vancouver Island, together with ancillary lands, structures and all other property right attached thereto (the "Island Corridor") and the infrastructure and other assets that constitute the E & N Railroad and are located on the Island Corridor (the "Railroad");
2. to maintain the continuity of the Island Corridor as a continuous special use connection for all communities, while respecting and supporting First Nations interests and traditional lands and uses;
3. to contribute to safe and environmentally sound passenger and freight rail services along the Railroad;
4. to encourage a flexible infrastructure along the Island Corridor which will encourage a wide range of economic and trade activity for the benefit of all communities lying adjacent to the Island Corridor;
5. to preserve archaeological resources, historic landmarks, structures, artifacts, and historic routes along the Island Corridor for historical purposes and for ongoing and future use by the community;
6. to create trails, parks, gardens, greenways and other public areas for use of members of the public along the length of the Island Corridor;
7. to conserve the environmental and spiritual features and functions of the Island Corridor in respect of the land, water and natural resources for the general benefit of the public; and
8. to do all such charitable activities that are incidental to and beneficial to the attainment of the purposes stated above.

The above purposes of the Corporation shall be carried out without purpose of gain for its members and any profits or other accretions to the Corporation shall be used for promoting its purposes and all of the above purposes shall be carried on an exclusively charitable basis.

Island Corridor Foundation
Form 4031 Articles of Continuance

Schedule "B"

1. The Corporation is authorized to establish two groups of members, Regional District Members and First Nations Members, with qualification and voting rights as follows:

Regional District Members

- (a) Regional District membership shall only be available to the Capital Regional District, the Cowichan Valley Regional District, the Nanaimo Regional District, the Comox Valley Regional District, and the Alberni-Clayoquot Regional District;

First Nations Government Members

- (b) First Nations Government membership shall only be available to Snaw-naw-as First Nation, Cowichan Tribes, Songhees Nation, Esquimalt Nation, Halalt First Nation, Hupacasath First Nation, Lake Cowichan First Nation, Qualicum First Nation, K'omoks First Nation, Snuneymuxw First Nation, Penelakut Tribe, Stz'uminus First Nation, Malahat First Nation, and Tseshaht First Nation;

Designated Representatives of Members

- (c) Each member shall appoint a designated representative to exercise its voting rights at any meeting of members. Each member shall be entitled to have its designated representative attend and vote at all meetings of members;

Voting of Members

- (d) For every meeting of members, Regional District Members shall collectively be entitled to 100 votes (the "Regional Member Votes") and First Nations Government Members shall collectively be entitled to 100 votes (the "First Nations Member Votes"). The Regional Member Votes shall be allocated evenly among the Regional District Members whose designated representative is present at the meeting of members and the First Nations Member Votes shall be allocated evenly among the First Nations Government Members whose designated representative is present at the meeting of members.

Island Corridor Foundation
Form 4031 Articles of Continuance

Schedule "C"

1. The Corporation shall be carried on without the purpose of gain for its members, and any profits or other accretions to the Corporation shall be used in furtherance of its purposes.
2. Directors shall serve without remuneration, and no director shall directly or indirectly receive any profit from his or her position as such, provided that a director may be reimbursed for reasonable expenses incurred in performing his or her duties. A director shall not be prohibited from receiving compensation for services provided to the Corporation in another capacity.

From: Minister of Transport / Ministre des Transports (TC) (TC.MinisterofTransport-MinistredesTransports.TC@tc.gc.ca)
To: mayortobias@viewroyal.ca
Cc: OfficeofthePremier, Office PREM:EX (Premier@gov.bc.ca); Transportation, Minister TRAN:EX (Minister.Transportation@gov.bc.ca)
Subject: 315197 FYI - Regarding the Island Rail Corridor Project
Sent: 01/16/2023 16:16:25
Attachments: image001.png
Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

January 16, 2023

Your Worship Sid Tobias
Mayor
Town of View Royal
mayortobias@viewroyal.ca

Dear Mayor Tobias:

I am responding to correspondence from your predecessor seeking funding for the Island Rail Corridor Project. I apologize for the delay in replying.

As you may know, the British Columbia Court of Appeals has given the Government of Canada until March 2023 to determine whether the restoration of rail service on the former E&N railway line is in the public interest, and whether it will fund such restoration.

The Government of Canada is actively considering the issues raised in the ruling and is committed to better understanding perspectives across Vancouver Island, including those of First Nations, regional districts, and other levels of government, to inform the path forward.

While my officials will not be leading an engagement process of its own, the Government of Canada's decision-making will be informed by the ongoing engagement by the British Columbia Ministry of Transportation and Infrastructure.

I appreciated receiving the Town of View Royal's views on this important matter.

Sincerely,

The Honourable Omar Alghabra, P.C., M.P.
Minister of Transport

c.c. The Honourable John Horgan, M.L.A.

Premier of British Columbia

The Honourable Rob Fleming, M.L.A.

Minister of Transportation and Infrastructure, British Columbia

The Honourable Rob Fleming Minister, Transportation

s. 22

s. 22 This road is used by the people living in the village of Shawnigan Lake and Cobble Hill, as the shortest route to go to Duncan or anywhere north of Shawnigan. I believe it is also designated as a truck route.

I have watched the increase of traffic every year in front of my house and I am distressed every time I learn of a new subdivision starting.

The latest of approximately 30 new homes. This usually means 2 cars per house hold, this means the road in front of my house will only get busier. Also, it means more pollution.

I strongly feel that the E&N train needs to be brought back to life, not only to alleviate the traffic issue here.

It would have been wonderful for me when I worked, s. 22

s. 22 think it is safe to say most people living in Cobble Hill or Shawnigan Lake have to travel to either Victoria for jobs.

Retired now and as a senior, this would enable me to go down to Victoria shopping without worrying about the rush hour traffic. It would be a pleasant trip as well as being safer than the drive on the Malahat. This would also be \$ beneficial to the shops in Victoria.

I could also go visit my grandchildren s. 22 without the long drive. And I would not be concerned about the fluctuating gas prices.

The train route was across the road from my house. I actually enjoyed hearing it go by.

Also, this would be a help for the (traffic, stop & go) congestion in Duncan after 4 pm on workdays every week.

Please bring back the E&N train.

s. 22

From: s. 22

To: Transportation, Minister TRAN:EX (Minister.Transportation@gov.bc.ca)

Subject: 315232 (B 314201) - Island Rail Service

Sent: 01/17/2023 18:24:45

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Your Honour,

The Vancouver Island Rail Service has been non-operational for a number of years. It will be in consultation for another 60 days apparently, and this then is the end for public consultation on its transit use. A final time to develop a plan.

As you also know, the malahat portion of the Trans Canada Hwy has some issues which have been rectified with significant construction recently, yet, it remains to be virtually the only route up and down the southern part of the island,

With these two points in mind, I now request that the BC government get on to approving the start of the next phase on the plans for re enacting the rail services. It has been dormant for too long and needs to be reinstated as we realize the island needs are increasing in demands and this will help.

Respectfully,

s. 22

From: Fleming.MLA, Rob (Rob.Fleming.MLA@leg.bc.ca)
To: Transportation, Minister TRAN:EX (Minister.Transportation@gov.bc.ca)
Subject: 315240 FYI - We need the trains to roll again
Sent: 01/17/2023 17:51:22
Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

From: s. 22
Sent: January 16, 2023 6:55 PM
To: Fleming.MLA, Rob <Rob.Fleming.MLA@leg.bc.ca>
Cc: Routley.MLA, Douglas <Douglas.Routley.MLA@leg.bc.ca>
Subject: We need the trains to roll again

Dear Hon Rob Fleming,

This is a heart-felt request that the provincial government to invest in our island railway. And to call on the federal government to join the province.

Would you do this for the sake of our economy, environment, safety, and far more?

Most sincerely,

s. 22

I respectfully acknowledge that I live, work and play within the ancestral, traditional and unceded territory of the Snuneymuxw First Nation

Cc Hon Doug Routley, MLA, Nanaimo North Cowichan

From: Fleming.MLA, Rob LASS:EX (Rob.Fleming.MLA@leg.bc.ca)
To: Transportation, Minister TRAN:EX (Minister.Transportation@gov.bc.ca)
Subject: 315264 (B 314201) - Restore the railway
Sent: 01/18/2023 18:15:27
Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

-----Original Message-----

From: s. 22
Sent: January 18, 2023 2:23 AM
To: Fleming.MLA, Rob <Rob.Fleming.MLA@leg.bc.ca>
Subject: Restore the railway

Dear Rob,

Please back the restoration and reopen the passenger railway on Vancouver island.

This is needed for many extremely important reasons.

Access to Victoria is only via the Malahat - a notorious and dangerous road - this highway is closed due to accidents and weather all to often and is clogged and at a standstill in the summer due to high tourist traffic.

Which means that the island is held hostage if anything happens and closes off vital access to hospitals and essential services.

Heavy traffic, mostly single occupant vehicles, create massive carbon destruction of our glorious air and planet.

Having a train - especially an electric one - would really go towards BC and Canada's dream and image of being Green Focused and a real leader in Climate action and a wonderful opportunity for good jobs and tourism on the island.

Having the train Indigenous lead and focused would also go towards vital reconciliation and recovery of our first peoples and really show that their importance is not just words.

The tourism value would also be massive and essential for the growth of the island. Imagine the draw of tourists coming to travel the island via train. I am from England originally and the train service there, on an Island not much bigger than Vancouver island, is outstanding, this could be the standard here. The track is already there.

Safe affordable transportation for many of the smaller towns would be interlinked and offer vital transportation to many that are currently cut off and left to hitch hike and their safety compromised, especially individuals from socioeconomic disparities.

Please support the restoration and reopening of this vital infrastructure

s. 22

From: s. 22

To: Transportation, Minister TRAN:EX (Minister.Transportation@gov.bc.ca)

Subject: 314428 Wiltshire B - (B 314201) - (no subject)

Sent: 01/19/2023 18:13:31

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Minister:

My wife and I would like to see the Island rail corridor restored. We would use it to access the communities s. 22 transportation to car ownership.

Society's dependance on car culture is enormously expensive, and a significant contributor to atmospheric and noise pollution.

This is a fantastic opportunity for BC to initiate effective commuter service on this line. If necessary start with the Victoria to Duncan leg, then gradually grow it northward. 90% of the population of Vancouver Island lives on the east side of the Island, and rail could so effectively serve us.

Sincerely

s. 22

We much prefer public

From: s. 22

To: Transportation, Minister TRAN:EX (Minister.Transportation@gov.bc.ca); Rankin.MLA, Murray LASS:EX (Murray.Rankin.MLA@leg.bc.ca)

Subject: 315313 Incoming - Transportation on Vancouver Island

Sent: 01/18/2023 19:52:06

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Dear Mr. Fleming and Mr. Rankin

It's heartbreaking that especially here on Vancouver Island our transportation options have been steadily diminishing. They should by all rights be expanding! I am now in my seventies, as are lots of folks, and I would certainly prefer to use public transportation to visit Vancouver (the ride in from Tsawwassen is a real nail-biter now). However the cutback in the Island Connector service from downtown Victoria to downtown Vancouver is making it much more difficult. Also, I have family in s. 22 and would much prefer a public option there as well. It seems the height of insanity to continue spend money to widen highways to accommodate more and more cars, which only gets us more carbon emissions, more gridlock and more accidents. I am a big fan of reinstating the train on Vancouver Island. I well recall family trips to Qualicum Beach in the early fifties. Moving freight by rail is also much more efficient. And last, I was always pleased to be able to use the Airport connector to get to and from YYJ. Now it means a 70.00 (one way) taxi ride, or a large parking fee. Our tax dollars continually subsidize car travel; why not public transportation?

s. 22

January 20, 2023

s. 22

314038 – Island Rail Corridor

Dear s. 22

Thank you for your email regarding the Island Rail Corridor.

Our government recognizes people want more travel options on Vancouver Island, and we too see the potential of the rail corridor. I appreciate you sharing your thoughtful input on restoring rail service to benefit communities across the Island.

As you may know, the Island Corridor Foundation (ICF) owns the land and the rail line. The provincial government has continued to work with the ICF and with local First Nations and decision makers to explore the best option for this corridor moving forward. Our goal remains to find the best use for the Island Rail Corridor, as well as to support First Nations interests in these discussions.

On May 16, 2022, the [ICF released a business case](#) that proposes a mixed-use rail system with commuter service, interregional passenger service and freight operations. Ministry staff have provided some initial feedback to the ICF on its business plan, highlighting the importance of First Nations consultation and the need for an adequate contingency in the proposed costs. For the ministry to advance any project, it must be supported by a strong business case where the benefits to the public clearly outweigh the costs. More discussion will be needed to determine the best way to proceed. In the meantime, we are also closely monitoring how the federal government responds to a BC Court of Appeal ruling related to sections of the corridor that bisect the Snaw-Naw-As First Nation Reserve.

I have shared your email with ministry staff involved in this work for their information. You may also wish to share your ideas with the ICF through its [online comment submission form](#).

Meanwhile, we continue to invest in transportation improvements for the South Island, as guided by our [South Island Transportation Strategy](#). The strategy was released in fall 2020 and speaks to opportunities for inter-regional transportation choices like rail and transit service between South Vancouver Island and the rest of the island. We are now working with our municipal partners and other key stakeholders on implementation.

Thank you again for taking the time to write.

Sincerely,

Ministry of Transportation
and Infrastructure

Office of the Minister

Mailing Address:
Parliament Buildings
Victoria BC V8V 1X4

Sent Via Email

Rob Fleming
Minister

Copy to: Honourable George Heyman
Minister of Environment and Climate Change Strategy
Minister Responsible for TransLink
MLA, Vancouver-Fairview

Honourable Nathan Cullen
Minister of Municipal Affairs
MLA, Stikine

Honourable Bowinn Ma
Minister of State for Infrastructure
MLA, North Vancouver-Lonsdale

Kathryn Krishna, Deputy Minister
Ministry of Transportation and Infrastructure

Kevin Jardine, Deputy Minister
Ministry of Environment and Climate Change Strategy

Okenge Yuma Morisho, Deputy Minister
Ministry of Municipal Affairs

From: Transportation, Minister TRAN:EX (Minister.Transportation@gov.bc.ca)

To s. 22

Cc: Minister, ECC ECC:EX (ECC.Minister@gov.bc.ca); Minister, MUNI MUNI:EX (MUNI.Minister@gov.bc.ca); Minister, MSI TRAN:EX (Minister.SI@gov.bc.ca); TRAN Deputy Minister TRAN:EX (TRANDeputyMinister@gov.bc.ca); Deputy Minister ENV:EX (DM.ENV@gov.bc.ca); Okenge.YumaMorisho@gov.bc.ca

Bcc: Hein, Stephen TRAN:EX (Stephen.Hein@gov.bc.ca); TRAN SCR CORR TRAN:EX (TRANSCR@gov.bc.ca); Leaman, Erika TRAN:EX (Erika.Leaman@gov.bc.ca)

Subject: 314038 – Island Rail Corridor

Sent: 01/20/2023 23:52:09

Attachments: 314038 The Importance of the Vancouver Island Rail Corridor.msg

Message Body:

s. 22

314038 – Island Rail Corridor

s. 22
Dear

Thank you for your email regarding the Island Rail Corridor.

Our government recognizes people want more travel options on Vancouver Island, and we too see the potential of the rail corridor. I appreciate you sharing your thoughtful input on restoring rail service to benefit communities across the Island.

As you may know, the Island Corridor Foundation (ICF) owns the land and the rail line. The provincial government has continued to work with the ICF and with local First Nations and decision makers to explore the best option for this corridor moving forward. Our goal remains to find the best use for the Island Rail Corridor, as well as to support First Nations interests in these discussions.

On May 16, 2022, the [ICF released a business case](#) that proposes a mixed-use rail system with commuter service, interregional passenger service and freight operations. Ministry staff have provided some initial feedback to the ICF on its business plan, highlighting the importance of First Nations consultation and the need for an adequate contingency in the proposed costs. For the ministry to advance any project, it must be supported by a strong business case where the benefits to the public clearly outweigh the costs. More discussion will be needed to determine the best way to proceed. In the meantime, we are also closely monitoring how the federal government responds to a BC Court of Appeal ruling related to sections of the corridor that bisect the Snaw-Naw-As First Nation Reserve.

I have shared your email with ministry staff involved in this work for their information. You may also wish to share your ideas with the ICF through its [online comment submission form](#).

Meanwhile, we continue to invest in transportation improvements for the South Island, as guided by our [South Island Transportation Strategy](#). The strategy was released in fall 2020 and speaks to opportunities for inter-regional transportation choices like rail and transit service between South Vancouver Island and the rest of the island. We are now working with our municipal partners and other key stakeholders on implementation.

Thank you again for taking the time to write.

Sincerely,

Rob Fleming

Minister

Copy to: Honourable George Heyman
 Minister of Environment and Climate Change Strategy
 Minister Responsible for TransLink
 MLA, Vancouver-Fairview

Honourable Nathan Cullen
Minister of Municipal Affairs
MLA, Stikine

Honourable Dan Coulter
Minister of State for Infrastructure
MLA, Chilliwack

Kathryn Krishna, Deputy Minister
Ministry of Transportation and Infrastructure

Kevin Jardine, Deputy Minister

Ministry of Environment and Climate Change Strategy

Okenge Yuma Morisho, Deputy Minister

Ministry of Municipal Affairs

From: Transportation, Minister TRAN:EX (Minister.Transportation@gov.bc.ca)

To: s. 22

Bcc: Leaman, Erika TRAN:EX (Erika.Leaman@gov.bc.ca); TRAN SCR CORR TRAN:EX (TRANSCR@gov.bc.ca)

Subject: 314095 – Island Rail Corridor

Sent: 01/23/2023 21:53:01

Attachments: 314095 Incoming A - Fwd: Letter to Hon. Rob Flemming.msg, 314095 Incoming B - Letter to Minister Omar Alghabra.msg

Message Body:

s. 22

314095 – Island Rail Corridor

Dear s. 22

Thank you for your email regarding the Island Rail Corridor.

Our government recognizes people want more travel options on Vancouver Island, and we too see the potential of the rail corridor.

As you may know, the Island Corridor Foundation (ICF) owns the land and the rail line. The provincial government has continued to work with the ICF and with local First Nations and decision makers to explore the best option for this corridor moving forward. Our goal remains to find the best use for the Island Rail Corridor, as well as to support First Nations interests in these discussions.

On May 16, 2022, the [ICF released a business case](#) that proposed a mixed-use rail system with commuter service, interregional passenger service and freight operations. Ministry staff provided some initial feedback to the ICF on its business plan, highlighting the importance of First Nations consultation and the need for an adequate contingency in the proposed costs. For the ministry to advance any project, it must be supported by a strong business case where the benefits to the public clearly outweigh the costs. More discussion will be needed to determine the best way to proceed. In the meantime, we are also closely monitoring how the federal government responds to a BC Court of Appeal ruling related to sections of the corridor that bisect the Snaw-Naw-As First Nation Reserve.

The ministry, in partnership with the ICF, is currently meeting with local First Nations communities to discuss the corridor. We are also engaging with local governments on this important topic.

I have shared your email with ministry staff involved in this work for their information. You may also

wish to share your ideas with the ICF through its [online comment submission form](#).

Meanwhile, we continue to invest in transportation improvements for the South Island, as guided by our [South Island Transportation Strategy](#). The strategy was released in fall 2020 and speaks to opportunities for inter-regional transportation choices like rail and transit service between South Vancouver Island and the rest of the island. We are now working with our municipal partners and other key stakeholders on implementation.

Thank you again for taking the time to write.

Sincerely,

Rob Fleming

Minister

January 23, 2023

s. 22

314095 – Island Rail Corridor

Dear s. 22

Thank you for your email regarding the Island Rail Corridor.

Our government recognizes people want more travel options on Vancouver Island, and we too see the potential of the rail corridor.

As you may know, the Island Corridor Foundation (ICF) owns the land and the rail line. The provincial government has continued to work with the ICF and with local First Nations and decision makers to explore the best option for this corridor moving forward. Our goal remains to find the best use for the Island Rail Corridor, as well as to support First Nations interests in these discussions.

On May 16, 2022, the [ICF released a business case](#) that proposed a mixed-use rail system with commuter service, interregional passenger service and freight operations. Ministry staff provided some initial feedback to the ICF on its business plan, highlighting the importance of First Nations consultation and the need for an adequate contingency in the proposed costs. For the ministry to advance any project, it must be supported by a strong business case where the benefits to the public clearly outweigh the costs. More discussion will be needed to determine the best way to proceed. In the meantime, we are also closely monitoring how the federal government responds to a BC Court of Appeal ruling related to sections of the corridor that bisect the Snaw-Naw-As First Nation Reserve.

The ministry, in partnership with the ICF, is currently meeting with local First Nations communities to discuss the corridor. We are also engaging with local governments on this important topic.

I have shared your email with ministry staff involved in this work for their information. You may also wish to share your ideas with the ICF through its [online comment submission form](#).

Meanwhile, we continue to invest in transportation improvements for the South Island, as guided by our [South Island Transportation Strategy](#). The strategy was released in fall 2020 and speaks to opportunities for inter-regional transportation choices like rail and transit service between South Vancouver Island and the rest of the island. We are now working with our municipal partners and other key stakeholders on implementation.

Thank you again for taking the time to write.

Sincerely,

Sent Via Email

Rob Fleming
Minister

From: s. 22
To: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)
Subject: 315356 - Vancouver Island Railway
Sent: 01/24/2023 00:08:15
Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Dear Sir,

Please ensure that the Vancouver Island Railway is provided sufficient funds in order to guarantee its success. The route is already in place, municipalities are in agreement that this project should go forward, as are indigenous representatives.

The Federal Government has happily provided millions of dollars for the construction of The Confederation Bridge, and other projects across the country. The Vancouver Island Line would cover over 200 kilometers, would eliminate the need for further invasive highway development, and would provide our population with a truly green solution. It would also help to grow and accomodate our steadily increasing tourist volumes without further harm to the environment.

Please let me know when and how much this project will be receiving from The Federal Government.

Yours truly,

s. 22

From: s. 22

To: OfficeofthePremier, Office PREM:EX (Premier@gov.bc.ca)

Cc: Minister, EMLI EMLI:EX (EMLI.Minister@gov.bc.ca); Minister, MUNI MUNI:EX (MUNI.Minister@gov.bc.ca); Minister, ENV ENV:EX (ENV.Minister@gov.bc.ca); Minister, FIN FIN:EX (FIN.Minister@gov.bc.ca); Minister, IRR IRR:EX (IRR.Minister@gov.bc.ca); Minister, TACS TACS:EX (TACS.Minister@gov.bc.ca); Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca); Minister, EMCR EMCR:EX (EMCR.minister@gov.bc.ca); Minister, JEDI JEDI:EX (JEDI.Minister@gov.bc.ca); Coulter.MLA, Dan LASS:EX (Dan.Coulter.MLA@leg.bc.ca); Minister, WLRS WLRS:EX (WLRS.Minister@gov.bc.ca); Popham.MLA, Lana LASS:EX (Lana.Popham.MLA@leg.bc.ca); s. 22

Catherine Nickerson (catherine@nickersonconsulting.ca)

Subject: 315371 Incoming - Letter to Honourable David Eby: Preserve the Vancouver Island Corridor

Sent: 01/24/2023 18:44:18

Attachments: Letter to Premier Jan 24 2022.pdf

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Please see attached a letter to the Premier of British Columbia.

Yours truly,

s. 22

January 24, 2023

The Honourable David Eby, M.L.A.
Premier of British Columbia
PO Box 9041, Stn Prov Govt
Victoria, BC. V8W 9E1

Dear Premier Eby,

The Friends of Rails to Trails Vancouver Island (FORT-VI) believe that it is essential that the Island Rail Corridor, an irreplaceable 289 km real estate asset owned by First Nations and local Governments through the Island Corridor Foundation (ICF), be preserved as a continuous corridor in perpetuity.

Furthermore, FORT-VI believes that if the more than \$431 million* in funding required to reinstate commuter and freight rail service, that was terminated in 2011 for safety reasons, is not forthcoming by the March 2023 deadline imposed by the BC Court of Appeal, then the corridor should be converted to an Active Transportation* Trail, until when and if rail service is economically viable.

A Feasibility Study, commissioned by FORT-VI and funded by the Government of Canada, is currently underway and will be submitted to the Province of BC in the coming weeks. Preliminary findings indicate that a continuous trail on the railbed can be constructed for approximately one-quarter of the cost to reinstate intermediate rail service.

An Active Transportation Trail, together with rapid electric transit service, would provide safe, cost-effective, and environmentally sustainable transportation and commuter service on Vancouver Island. In addition, an Active Transportation Trail would significantly contribute to Vancouver Island tourism, economic development and partnerships with many communities and First Nations.

An Active Transportation Trail supports the National and Provincial Active Transportation Strategies; the B.C. government's CleanBC Plan; the Province's Economic Recovery Plan; along with many regional, municipal and First Nations' planning documents, such as Official Community Plans, Sustainability Plans, and Transportation Plans.

As you are aware, the Snaw-naw-as First Nation's (SFN) initiated a lawsuit in 2020 seeking a declaration that the right of way was no longer being used for railway purposes and that the lands revert to the administration and control of Canada for the use and benefit of SFN as reserve land. While the case was dismissed by the BC Court of Appeal, in an August 2021 appeal, the court ruled that the ICF has to acquire the necessary funding to restore the railway within 18 months or the court would allow the SFN to return to court for reconsideration of the judgement.

With the February 2023 deadline rapidly approaching, time is of the essence to identify a feasible solution to retain and use the island corridor.

The federal government has established an Active Transportation Fund to target active transportation. It is making \$400 million in federal funding available over five years to support a modal shift away from cars and toward active transportation, in support of Canada's National Active Transportation Strategy.

Your support for this initiative will help accelerate Federal and Regional government commitment and action to convert the Vancouver Island Rail Corridor to an Active Transportation Trail and preserve the corridor.

Under your leadership, conversion of the Island Rail Corridor to an Active Transportation Trail will provide an irreplaceable legacy asset to the residents of Vancouver Island and to all British Columbians. Please take action today.

Yours truly,

Catherine Nickerson

Catherine Nickerson, Architect AIBC, FRAIC, LEED AP
Member of the Board, FORT-VI

s. 22

cc Honourable Murray Rankin, MLA Oak Bay-Gordon Head and Minister of Indigenous Relations and Reconciliation
Honourable Bowinn Ma, Minister of Emergency Management and Climate Readiness
Honourable Josie Osborne, Minister of Energy, Mines and Low Carbon Innovation
Honourable George Heyman, Minister of Environment and Climate Change Strategy
Honourable Katrine Conroy, Minister of Finance and Minister responsible for the Columbia Basin Trust, Columbia Power Corporation, and the Columbia River Treaty
Honourable Brenda Bailey, Minister of Jobs, Economic Development and Innovation
Honourable Anne Kang, Minister of Municipal Affairs
Honourable Lana Popham, Minister of Tourism, Arts, Culture and Sport
Honourable Rob Fleming, Minister of Transportation and Infrastructure
Honourable Dan Coulter, Minister of State for Infrastructure and Transit
Honourable Natha Cullen, Minister of Water, Land and Resource Stewardship
Alastair Craighead, Chair, FORT-VI Board of Directors

*ICF May 2022 Business Case Cost Estimate for reinstatement of a mixed-use rail system on Vancouver Island.

**Active transportation is human powered transportation such as walking, cycling and skiing, and includes mobility aids, electric bikes (e-bikes) and electric kick scooters (e-scooters).

Chan, Rita Y TRAN:EX

From: Fleming.MLA, Rob LASS:EX
Sent: January 24, 2023 1:48 PM
To: Minister, MOTI MOTI:EX
Subject: 315385 (B 314201) - Vancouver island Rail

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

From: S. 22
Sent: January 21, 2023 10:38 AM
To: Fleming.MLA, Rob <Rob.Fleming.MLA@leg.bc.ca>
Subject: Vancouver island Rail

Honourable Minister,

I'm writing you this letter today as a big supporter of the Vancouver Island Rail Corridor, specifically the Island Corridor Foundations business case to restore Rail based services to Vancouver Island, British Columbia Canada, Canada's most western Port.

I would implore you to recognize the Island Rail Corridor for the 289km long historical site, and much needed transportation Corridor that it is needed now and into the future for Vancouver Island, British Columbia and Canada.

As is written on their web site "The Island railway was originally incorporated on September 27, 1883 by the E&N Railway Company, led by Sir Robert Dunsmuir, a renowned British Columbia (BC) coal baron and politician."

The Vancouver Island Corridor connects from Courtenay all the way to Victoria and intersects with the Parksville to Port Alberni line too! Both corridors are pre-existing! Originally built between 1883 and 1887, the railway corridor is in itself a 289km museum. The corridor connects every town and city along its path on an established right of way.

The Vancouver Island corridor does not require creating an alternate route like all the previous attempts tried and failed to do. It doesn't require blasting or bridging over watersheds or spending billions on a tunnel like they've had to do in Vancouver for Skytrain. It will relieve the pressure to expand the roads with yet another extremely costly lane.

The corridor represents an amazing reconciliation opportunity to address the historical grievances emanating from the land grants, and that should not be ignored by the Government.
The Vancouver Island Railway is a gift to Vancouver Island from the past wrapped in controversy and strong feelings, but no one can deny that is just what Vancouver Island needs for 2023!

Increased mobility and independence for seniors and anyone with accessibility needs.
Increased safety, comfort, and gained productive time for everyone travelling on the train.
Lower travel and insurance expenses or live without a car at all! Fuel independence!
Save money for rent, medications, food, cloths, education, and other essentials.
Gain a farther reach to find work or to find a less expensive place to live.
Have space to distance, play, entertain, nap, work, or just stare out the window as nature scrolls by.

First Nations, the B.C. Government, Regional Districts and every Mayor in B.C Supports it along with residents by a landslide.

Please support development of the Vancouver Island Railway Corridor.

Signed

s. 22

From: Fleming.MLA, Rob (Rob.Fleming.MLA@leg.bc.ca)
To: Transportation, Minister TRAN:EX (Minister.Transportation@gov.bc.ca)
Subject: 315411 FYI - Trains?
Sent: 01/20/2023 19:53:11
Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

-----Original Message-----

From: s. 22
Sent: January 19, 2023 11:20 PM
To: Fleming.MLA, Rob <Rob.Fleming.MLA@leg.bc.ca>
Subject: Trains?

Why are you still debating weather or not to put a train on Vancouver island? Just spend the money on the train system from Victoria to port hardy, people will use the line in the long run, if you build it people will use it?

Sent from my iPad

From:

To: Transportation, Minister TRAN:EX (Minister.Transportation@gov.bc.ca)

Subject: 315412 FYI - Vancouver Island Rail Corridor

Sent: 01/21/2023 21:35:15

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Greetings Minister Fleming

Please give your consideration to the proposed up-grade for a modern rail system on Vancouver Island. Inasmuch as the rail bed has been already dedicated, it would be a legacy for future generations and the cost would be substantial less than the rail system currently being built on the lower mainland.

A modern rail system could generate income from expanding freight services as well as passenger fares. Victoria and Nanaimo are hubs for medical services, education facilities, and employment. Having a rail service would greatly lessen the carbon footprint and offer an attractive method to commuting to and fro work.

Your support would be wonderfully appreciated!

Sincerely

s. 22

Sent from my iPad Sent from my iPad

From: s. 22

To: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)

Subject: 315423 FYI - Re: railway restoration

Sent: 01/25/2023 20:08:13

Attachments: railUK.jpg, Levenmouth-First-rails-1-1024x768.jpg, whatsnewliam-barnes-photo-of-east-lancashire-railways-d9531-and-d9551-engines-1-1hr.jpg

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Dear Mr Fleming,

Please support and fund a restoration of the railway on Vancouver Island. Countries the world over are restoring abandoned railways for freight, transport, and tourism and climate. Please don't let BC fall behind. Don't be the forgotten minister who didn't have the foresight to make a difference in Island corridor transportation. Rail is the future.

s. 22

Sent from my iPhone







MINISTER OF FINANCE
REFERRAL NUMBER _____
REFER TO: MIN ☐ DM ☐ MA ☐ AC ☐
RECEIVED: JAN 25 2023
DRAFT REPLY ☐ INFO ☐ FILE ☐
REMARKS: _____

CLIFF # 315469

s. 22

January 22, 2023

The Honourable Katrine Conroy,
Minister of Finance,
Parliament Buildings, Victoria,
V8V 1X4

Restoration of the Vancouver Island Train between
Victoria and Courtenay.

Dear Minister Conroy,

I am writing to ask for your support to restore the train between Victoria and Courtenay. The Island Corridor Foundation, a non-profit society, has produced a document, *Vancouver Island Rail, Initial Business Case*, which is a thoughtful and professional blueprint for this vital transportation link on Vancouver Island.

For some time I have been a supporter of a train and was pleased to know others, such as the Foundation, also believe this will be a positive addition to the social, economic and sustainable life of our communities. On a personal basis my support is a practical one. s. 22

s. 22 Like everyone else it is important to me that I participate fully in life with as much independence as possible. The train service would be a vital link to family, friends, resources and events which otherwise I would normally miss. According to the business case the train would be an affordable and viable service providing those important connections.

From a wider perspective the train would have many benefits. A modern train system will be a positive contribution to deal with climate change. Increasingly people prefer not to depend on cars: indeed it has been noted that a growing number of Millennials and even younger people are abandoning the notion of car ownership for other means of getting around. Trains are one of their best options. A number of years ago I travelled on the train from Nanaimo to Victoria for business. It was convenient and pleasant.

There are significant economic benefits including transportation of goods and services. The recent government announcement to convert the pulp mills in Crofton to

produce environmentally sensitive paper products is an example of how a train system could move commodities. Tourism is one of the important revenue producers on the Island. The train would be a tourist attraction on its own as well as connecting visitors to all the Island has to offer. A group in Duncan just received funding to re-furbish their train station so it can be the hub of community and visitor activity as enjoyed at the Langford station.

While the price tag for this project is sizeable I understand it is not beyond what would be contemplated. The benefits to the economy, the quality of people's lives and our local environment will far exceed the costs in the near and more distant future.

Thank you for reading this letter. I believe now is the time to demonstrate progressive, dynamic thinking. I would urge you to support the Vancouver Island Corridor Train both as a program and in the upcoming budget. I would appreciate hearing back from you, at your earliest convenience.

Yours truly,

s. 22

Similar letters were sent to:

- | | |
|--|---|
| . Prime Minister Trudeau | . BC Premier Eby |
| . Minister of Finance and Deputy Prime Minister Freeland | . Minister of Finance Conroy |
| . Minister of Transport Alghabra | . Minister of Transportation and Infrastructure Fleming |
| . Minister of Environment and Climate Change Guilbeault | . Minister of Environment and Climate Change Strategy |
| . Gordon Johns, MP Courtenay and Alberni | . Ronna-Rae Leonard, MLA Courtenay-Comox |

From: s. 22
To: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)
Subject: 315474 (B 314201) - The future of Island Rail Corridor
Sent: 01/27/2023 02:17:41
Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Minister of Transportation and Infrastructure

Room 124 Parliament Buildings
Victoria, BC V8V 1X4

The Honorable Rob Fleming

Minister of Transportation and Infrastructure,

Dear Minister Fleming

Let me introduce myself: s. 22

I writing to voice my concern about the upcoming severing of the Island Rail Corridor by the Snaw-Naw-As First Nation court case. This will be the proverbial nail that will cut any chance of rail service to the northern part of Vancouver Island. The Vancouver Island railway corridor is an amazing asset and yes, it's going to cost to repair it after Rail America left it in such a mess.

The green future for BC includes the Island Rail Corridor and is supported by the majority of people on Vancouver Island. If I could take a train from Courtenay to Victoria to see medical specialists I would do it in a heartbeat and greener.. There is only value in the corridor if it stays in one piece. Freight, Passenger, Tourism and Industry will all benefit. With stops at First Nations along Island railway corridor the reconciliation and understanding will continue. In time fully electric rail transport from one end of the island to the other.

The Island railway corridor got to this point by a series of bad choices. We have the opportunity at this juncture in time to correct those mistakes. Start small repair the track from Nanaimo to Parksville, that way the Alberni Pacific Railway can continue to draw tourists to the island and it's been proven buses don't work.

There are other opportunity's, Canfor has announced the permanent closure of its Chetwynd sawmill and pellet plant. Does not Vancouver Island have fiber?. A rail service would help such a venture..

I will end with a gentle reminder. Don't be the government that let the Island Rail Corridor go.. The Avro Arrow was one that all Canadians will never forget.

Warmest Regards

s. 22

From: Fleming.MLA, Rob LASS:EX (Rob.Fleming.MLA@leg.bc.ca)
To: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)
Subject: 315503 (B 314201) - Regarding the Vancouver Island Rail Corridor
Sent: 01/27/2023 18:50:34
Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

From: s. 22
Sent: January 26, 2023 11:32 AM
To: Fleming.MLA, Rob <Rob.Fleming.MLA@leg.bc.ca>
Subject: Regarding the Vancouver Island Rail Corridor

Regarding the Vancouver Island Rail Corridor

Honourable Minister,

I'm writing you this letter today as a big supporter of the Vancouver Island Rail Corridor, specifically the Island Corridor Foundations business case to restore Rail based services to Vancouver Island, British Columbia Canada, Canada's most western Port.

I would implore you to recognize the Island Rail Corridor for the 289km long historical site, and much needed transportation Corridor that it is needed now and into the future for Vancouver Island, British Columbia and Canada.

As is written on their web site "The Island railway was originally incorporated on September 27, 1883 by the E&N Railway Company, led by Sir Robert Dunsmuir, a renowned British Columbia (BC) coal baron and politician."

The Vancouver Island Corridor connects from Courtenay all the way to Victoria and intersects with the Parksville to Port Alberni line too! Both corridors are pre-existing! Originally built between 1883 and 1887, the railway corridor is in itself a 289km museum. The corridor connects every town and city along its path on an established right of way.

The Vancouver Island corridor does not require creating an alternate route like all the previous attempts tried and failed to do. It doesn't require blasting or bridging over watersheds or spending billions on a tunnel like they've had to do in Vancouver for Skytrain. It will relieve the pressure to expand the roads with yet another extremely costly lane.

The corridor represents an amazing reconciliation opportunity to address the historical grievances emanating from the land grants, and that should not be ignored by the Government.

The Vancouver Island Railway is a gift to Vancouver Island from the past wrapped in controversy and strong feelings, but no one can deny that is just what Vancouver Island needs for 2023!

Increased mobility and independence for seniors and anyone with accessibility needs. Increased safety, comfort, and gained productive time for everyone travelling on the train.

Lower travel and insurance expenses or live without a car at all! Fuel independence! Save money for rent, medications, food, cloths, education, and other essentials. Gain a farther reach to find work or to find a less expensive place to live. Have space to distance, play, entertain, nap, work, or just stare out the window as nature scrolls by.

First Nations, the B.C. Government, Regional Districts and every Mayor in B.C Supports it along with residents by a landslide.

Please support development of the Vancouver Island Railway Corridor.

From: Fleming.MLA, Rob LASS:EX (Rob.Fleming.MLA@leg.bc.ca)
To: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)
Subject: 315505 (B 314201) - Letter from resident attached
Sent: 01/27/2023 18:40:37
Attachments: 2023-01-27 - Letter to MLA Fleming re E&N.pdf
Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

From: s. 22
Sent: January 27, 2023 10:13 AM
To: Fleming.MLA, Rob <Rob.Fleming.MLA@leg.bc.ca>
Subject: Letter from resident attached

Dear Sir,

The deadline for government to make a commitment to future restoration of island railway service is only six weeks away.

Failure to do so will likely result in the loss of the existing rail corridor since the September 2021 court case determined that unless the government made such a commitment the land should revert to the First Nations. This railway corridor is a vital link for future passenger and freight service on Vancouver Island.

Please see my attached letter addressed to you. Thanks.

s. 22

To: Rob Fleming, MLA Victoria-Swan Lake
Legislative Assembly,
Victoria, BC V8W 9E1

2023 – 01 – 27

Dear Mr. Fleming,

I have the following understanding regarding the future of the E & N Railway on Vancouver Island. If I have misunderstood the information, I apologize.

Apparently the First Nations took the Island Corridor Foundation (current owners of the railway right-of-way) to court in 2021, arguing that since the land was taken from them in the 1800's for railway purposes, it should be returned to them now that the railway is not operating. This would result in the loss of this valuable corridor which stretches from Courtenay to Victoria, including through all the communities along the route.

I understand that the Supreme Court ruled in September 2021 that the provincial and/or federal governments would have until **14 March 2023** to make a commitment to restoring rail operations on the route, and failing to do so would mean the First Nations would be entitled to have the land returned. Each of the First Nations on Vancouver Island presumably would use these lands transferred to them as they see fit. This **deadline is fast approaching**.

Regional districts and municipal councils on the island have passed resolutions supporting restoration of passenger and freight rail operations on the E & N. Ideally there would be commuter service between Langford and Victoria, and intercity service up the island (3 – 4 trains per day, requiring only a single track). The cost to upgrade the line varies depending on the level of service, but is a fraction of what is being spent on Skytrain extensions in Vancouver and Surrey. .

Obviously rail travel is a much greener mode of travel than by vehicle, especially with the advent of battery and hydrogen technologies rapidly developing. CP Rail already has a hydrogen powered locomotive in trial service.

Surely you will encourage the BC Government to not let this corridor slip away from us for want of a commitment to future operations? Future generations will not forgive their elected representatives for losing this railway corridor, and the cost of ever creating a new one would be prohibitive. I strongly urge you to get briefed on this issue as soon as possible, and to push the provincial government to make a commitment before March 2023. Thanks.

From: Fleming.MLA, Rob LASS:EX (Rob.Fleming.MLA@leg.bc.ca)
To: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)
Subject: 315537 (B 314201) - Rail Transportation
Sent: 01/30/2023 18:06:23
Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

From: s. 22
Sent: January 27, 2023 9:24 PM
To: Fleming.MLA, Rob <Rob.Fleming.MLA@leg.bc.ca>
Subject: Rail Transportation

s. 22

January 27, 2023

Climate Change, driven largely by the transportation sector's emissions of fossil fuels, has put an end to our complete reliance on automobiles and the highway system as BC's sole means of mass transportation.

Like many, I believe at this time of global warming it is critically important to include rail, one of the most energy efficient and environmentally harmless modes of transport, in all considerations; and more specifically to resurrect rail on Southern Vancouver Island.

In addition to moving people, rail can provide benefits to the industrial and business sectors in all communities.

Twenty years ago, First Nation and local government leaders came together and formed the Island Corridor Foundation to take over ownership of the Island's rail system and together work with the Province to bring the rail initiative to fulfilment.

Progress moving forward has been slow, but public interest in the South Island Rail initiative

continues to increase. Will the Province commit to preserving the Island Rail Corridor before the March 2023 court-imposed deadline?

Sincerely,

s. 22

C.C.

The Honourable Robert Fleming,

Minister of Transportation & Infrastructure

rob.fleming.MLA@leg.bc.ca

From: Fleming.MLA, Rob LASS:EX (Rob.Fleming.MLA@leg.bc.ca)
To: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)
Subject: 315538 (B 314201) - Rail corridor on Vancouver Island
Sent: 01/30/2023 18:14:19
Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

-----Original Message-----

From: **s. 22**
Sent: January 29, 2023 8:54 AM
To: Fleming.MLA, Rob <Rob.Fleming.MLA@leg.bc.ca>; laurel.collins@parl.gc.ca
Subject: Rail corridor on Vancouver Island

Dear Mr. Flemming and Ms. Collins,

I write to you as my representatives in the provincial and federal governments, also noting your respective roles as the provincial Minister for Transportation and the federal Critic for Environment and Climate Change.

I want to highlight the importance of preserving the rail corridor on Vancouver Island; the rail corridor offers opportunities to improve transportation options on the island, decrease road congestion in the CRD, and improve tourism to the island as a whole, while moving towards collaboration and partnership with local First Nations.

As a constituent of your ridings, I know my family and I would use a train to travel and explore the island. When I was a university student I used to take the train from Victoria to visit family up island, and I have always felt the loss of that transportation option was disappointing; **s. 22** who lives and breathes trains, agrees it is a loss. As we look at how to move into the 21st century, we need to find ways to make cars less of the driving force in our lives (if you'll forgive the pun), and this rail corridor is an opportunity to bring Vancouver Island into the modern world. I hope it will be a priority in your respective agendas as representatives of Victoria.

Thank you for your time and attention,
s. 22

Sent from my iPhone

From: Fleming.MLA, Rob LASS:EX (Rob.Fleming.MLA@leg.bc.ca)
To: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)
Subject: 315539 (B 314201) - Island Corridor Foundation (ICF)
Sent: 01/31/2023 18:03:21
Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

From: s. 22
Sent: January 30, 2023 5:05 PM
To: Fleming.MLA, Rob <Rob.Fleming.MLA@leg.bc.ca>
Subject: FW: Island Corridor Foundation (ICF)

Dear Honourable Minister Fleming,

Please see email below to my MLA.

s. 22

From: s. 22
Sent: January 28, 2023 10:51 AM
To: ronna-rae.leonard.MLA@leg.bc.ca
Subject: Island Corridor Foundation (ICF)

Honorable Minister,

My name is s. 22

I am in favour of restoring the full length of the Island Railway and putting it back into service. Too many times our leadership has failed to provide infrastructure to keep pace or outpace demand. Vancouver Island's population is growing rapidly and I believe this rail line can become viable once again if planned and managed correctly.

Some thoughts:

- The bedroom communities in the Cowichan area already need better access to Victoria.
- Medical services which seem to be centralized in Nanaimo and Victoria could be accessed by citizens without driving.
- Tourism could fill the summer months and pay for the leaner winter months.
- Coordinate with FC Ferries to provide a tourism loop.
- Modernize the rail while restoring it to make it efficient and greener.
- Centralize switch controls to allow more trains in safe, simultaneous operation with minimal sidings.
- Consider future extensions of the rail to Campbell River.

One example of a far-sighted successful NDP infrastructure program was the Inland Island Highway 19 which continues to have capacity well ahead of demand. I suggest that you and your government can build on that legacy. It is actually much simpler with no land to purchase or expropriate and no grades to build, it seems obvious and I think it just needs strong leadership to promote it and to help the Island Corridor Foundation push it along.

Among my acquaintances, family, neighbours and friends, I have never heard a negative stance on reopening the rail. It is also an opportunity to advance reconciliation with the indigenous stakeholders that live in (still own) parts of the corridor.

We live in complicated times but I believe that far-sightedness, fairness and strong leadership can still make big things happen. It starts with a vision which then become hard objectives that a plan can be built around – I think the ICF is well along with this process and just needs your government's full support.

Sincerely,

s. 22

From: s. 22

To: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)

Subject: 315602 (B 314201) - Rail on Vancouver Island

Sent: 01/31/2023 21:35:31

Attachments: IMG_5961.jpeg, IMG_6077.jpeg

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Dear Honorable Minister Flemming,

I am writing to you about the upcoming deadline on whether to keep and re-activate the existing Railway on Vancouver Island, or to disband it. It's formerly known as the E & N Railway.

It is of utmost importance that we save this line and re-build it.

Below are two "Letters to the editor" which appeared in the local paper recently. They explain the situation very well, I can't say it any better.

Thank you for reading this and I'm hoping for your support.

Best regards,

s. 22

LETTERS

Resurrecting rail would make travel accessible, equitable

To the editor,

Rail is, by far, the most equitable mode of ground-based transportation as there are no age, health, ability, income impediments, and no requirements for vehicle operator ownership, licensing, and associated expenses.

Resurrecting our Island rail service will check many socio-economic boxes including access to affordable housing, a response to traffic congestion with its related GHG emissions, an alternative to regular highway closures, and would relieve pressure resulting from municipal densification.

There are some who state the cost is too great; however, we do not question the cost of other transportation infrastructure or place the burden of profitability on our road systems – how long should we expect to wait for years of investment in widening sections of the Trans-Canada Highway to break even? The ICF has presented a net-revenue posi-

tive business case to the province.

There are some who feel the corridor should be converted to trails. This position does not consider the current court case that requires a commitment to a rail service by March 14. A solution that is specifically devoted to trails will exclude a significant segment of our population and will permanently end the possibility of migrating commuters and freight from our already over-burdened road system. The ICF business case promotes the co-existence of both rails and trails.

There is a conversation with future generations that we will want to avoid: 'We missed our chance, and the opportunity was lost forever.'

It's time for us to work together and build a lasting legacy – it's time to get Island rail 'back on track.'

Paul Robinson
Victoria

LETTERS

Investing in rail would indicate forward thinking

To the editor,

The population of Vancouver Island will soon be one million. Why are we hesitating about keeping the railway corridor? We need another route for the residents to move up and down the Island. What house builder builds a house with only one door? This opportunity will soon slip through our hands. An irrevocable decision will be made in March. It may not be the little Dayliner putting up and down the tracks but we need something. If we lose that route it is gone forever. In 25 years our descendants will look back and say 'What foolish people who wanted to save a few million and now we are strangled with this bottleneck on the Malahat.'

I remember well when the

Nanaimo bypass was built in the 1990s and short-sighted planners saved a bit of money by not putting a cloverleaf or overpass at Northfield and also at Jingle Pot Roads. It was possible then when there was more room and less build up but nearly impossible today. Roads clog from the top of the hill by the college all the way to Woodgrove.

The planners and politicians who make these decisions should be eager to save this route to Victoria. A trail or bike path is not an alternative. The whole thing will be gone if the mayors on this Island do not eagerly lobby for this route. The population of Vancouver Island is growing rapidly. We must look to the future.

Stephanie Williams
Nanaimo

From: s. 22

To: Of

ier@gov.bc.ca); Minister, MOTI MOTI:EX

(Minister.MOTI@gov.bc.ca)

Subject: 315603 (B 314201) - Vancouver Island Railway Service

Sent: 02/02/2023 01:12:10

Attachments: MP Letter Of Advocacy (Final)(1).pdf

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Dear Premier and Minister of Transportation,

I am writing to express my support for the Vancouver Island Transportation Corridor Coalition, and my sincere desire that you, too, will lend your support to this cause. Could you please let me know your position on this?

s. 22

On the traditional and unceded territory of the Qualicum First Nation and Coast Salish Peoples

Dear Vancouver Island MP,

Re: Vancouver Island Rail and pending B.C. Court of Appeal deadline

Your attention to this letter, which is in support of reinstating active rail service throughout the Vancouver Island Rail Corridor, is greatly appreciated.

We ask that the Government of Canada urgently make that happen by taking these two steps:

- Firstly, and critically, address the necessary consultation, accommodation, and reconciliation that needs to be undertaken with Vancouver Island First Nations in order to resolve historical grievances and issues emanating from the E&N land grants.
- Secondly, agree on a plan with the Province of British Columbia for a modern railway service.

As you are likely aware, VIA Rail suspended service in 2011 due to safety concerns. The ICF has failed to secure ongoing investment to return the entire railway in the corridor to active service, with the goal of connecting and building communities.

In September 2021, in the matter of Snaw-Naw-As First Nation (SNA) v. Attorney General of Canada and Island Corridor Foundation, the B.C. Court of Appeal set a deadline of March 14th, 2023, after which, the B.C. Supreme Court would hear arguments to extinguish the rail right of way, placing the responsibility with Canada: “[100] ...I consider a period of 18 months from the date of this judgment sufficient for Canada to determine whether it will approve funding for infrastructure improvements on the segment of the corridor that includes the SFN Reserve. If it determines not to approve funding or does not make a determination on or before that time, the appellant will be entitled to return to court to enforce its right of reversion.”

The residents of Vancouver Island recognize that a loss of the railway will lead to significant negative environmental and economic impacts for future generations.

Why this is important

There are several factors that heighten the urgency of addressing this issue immediately:

1. This initiative represents a tremendous opportunity for the Federal and Provincial governments to prioritize reconciliation with the First Nations along the rail corridor.
2. Transportation options for the residents of the Island are extremely constrained. The current options are restricted to automobiles or extremely limited and expensive and/or slow bus service.
3. The highway system is facing delays and blockages due to growing traffic congestion, increasingly severe weather, and accidents. There is, in many areas, only one road in and out. When these links are slowed or closed individuals could be late to work or school, miss critical appointments like medical treatment, and miss ferry sailings. Most crucially many communities run the risk of shortages of food, supplies, and fuel while crippling the ability of first responders to reach victims.

4. At almost 900,000 residents, we have experienced explosive population growth. But economic development within our communities is heavily dependent on access to safe, efficient, and cost-effective transportation, whereas the current highway system is nearing or exceeding capacity in many areas.
5. The costs of adding highway capacity, both in construction and in environmental losses including precious parkland and wetlands, are horrendously high (\$1 billion+ to build through or around the Malahat section through Goldstream Provincial Park alone) and are no longer aligned with the vision of a positive environmental future held by our society.
6. We will benefit from greater efficiencies in the movement of freight and passengers, and co-existence with other transportation alternatives including trail networks. This presents a compelling case for climate action and will contribute far fewer GHG emissions per capita compared to road transportation.
7. There are a growing number of successful examples in the United Kingdom, Germany, and the USA of restored, revitalized rail lines in regions similar to Vancouver Island that could be followed. There are also examples in Canada of First Nations' involvement with and equal ownership of rail (Hudson's Bay Railway to Churchill, MB, Algoma Central Railway in Ontario, and Tshiuetin Rail Transportation in Quebec and Newfoundland and Labrador).
8. Revitalizing rail on Vancouver Island could also be the key to unlocking Port of Vancouver congestion while growing our economy through resolving supply chain issues: by enabling Port Alberni to serve as a container port where containers would be loaded on/off railcars and moved to/from the mainland.

Our request

We note, and thank, the strong and dynamic investments being made by the Government of Canada in green transportation infrastructure, including the SkyTrain extensions, the new VIA Rail corridor fleet, and the High-Frequency Rail initiative. Concluding an agreement to revitalize Vancouver Island rail would be in both the spirit and letter of the direction the Government is taking.

We also are aware that it was the Federal Government that rescued the railway in 2002 when it was similarly threatened with abandonment. That action set the stage for and enabled the creation of the ICF, and the return of the ownership of the railway corridor to the people of Vancouver Island. The ICF employees, which are answerable to the Board made up of representatives from Vancouver Island Regional Districts and First Nations, can facilitate the rebuilding of the railway better than it was before, with service that meets our needs now and into the future. And which can ensure that the agreement being sought will be executed fairly, sensibly, respectively, responsibly, and successfully.

This is an endeavour for which your support is critical, and on which hinges the future of safe, equitable, and reliable transportation on Vancouver Island. The rail corridor is still there, for now, and with the commitment from the governments of Canada and British Columbia, we look forward to realizing the benefits of active rail throughout the corridor to serve future generations.

Together, we stand at a strategic crossroads – It is time to think differently and move forward with rail.

Respectfully

yours, Concerned

Citizen

From: s. 22

To: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca); Fleming.MLA, Rob LASS:EX (Rob.Fleming.MLA@leg.bc.ca); OfficeofthePremier, Office PREM:EX (Premier@gov.bc.ca); WEBMASTER TRAN:EX (TRAN.WEBMASTER@gov.bc.ca)

Subject: 315623 Incoming - Time to restore the E&N rail and BC Rail to give people another option to driving on a highway.

Sent: 02/02/2023 18:53:48

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Dear Premier and Minister of Transport,

In 2020, You released a report in storing the railway. Here is the link.

<https://www2.gov.bc.ca/gov/content/transportation/transportation-reports-and-reference/reports-studies/vancouver-island/island-rail>

In this report, You said it would cost up to \$728,000 to restore the railway. The plan was to have a commuter rail for Victoria area and an intercity rail for Victoria to Courtenay and Port Alberni.

When are you going to start restoring the railway?

There is a deadline of March 2023 to start as set by the BC Court of appeal. If you do nothing, you must give the land back to the first nations. The Island corridor foundation is owned by the regional governments and first nations. They can operate the trains if the rails are restored.

<https://www.cheknews.ca/deadline-for-decision-on-future-of-en-railway-on-vancouver-island-enters-final-weeks-1131853/>

The BC government is wasting money on studies for a highspeed rail to the USA.

<https://vancouversun.com/news/local-news/bc-spends-300k-on-high-speed-train-study>

BC already spent \$900,000 on this useless study. You could have spent this money in BC to restore railways that needs maintenance. We don't need highspeed rail to another country.

Since 2002, The BC NDP have criticized the BC liberals for getting rid of BC rail. Now that you have a majority, you do nothing to bring back BC rail. Towns like Lillooet have no public transportation. We need BC rail restored. The BC government still own the railway right of way.

BC spends a lot of money maintaining and fixing the highways. It is time to fix and restore the public railways.

A good system of railways around BC would encourage people to use them and reduce traffic caused by cars on highways. It would be better for the environment. Trains can be electric and

very green.

s. 22

Think about this. Restoring the E&N on Vancouver island would be a good first step.

Regards,

s. 22

From: s. 22

To: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca); Fleming.MLA, Rob LASS:EX (Rob.Fleming.MLA@leg.bc.ca)

Subject: 315628 (B 314201) - Passenger Rail on Vancouver Island

Sent: 02/03/2023 00:09:20

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Hello Rob,

s. 22

I'm writing to you in support of the Island Corridor Foundation with respect to the upcoming deadline to decide the future of the rail system on Vancouver Island.

I generally try my best to not rely on my car, either by biking or by taking public transit. Where I find it difficult to do so is when travelling from south to mid-island for errands or activities s. 22

s. 22

I would love to ditch the car and make these trips by train.

Beyond myself, commuter/passenger rail is the future and destroying the tracks is taking a step backwards for Vancouver Island. Not only will it be safer for commuters, it's also more environmentally friendly and will decrease the maintenance on the highway.

I ask you to advocate on behalf of myself and other Victoria residents to support moving forward with Island Rail rather than to destroy it.

Thanks in advance for your support,

s. 22

From: s. 22

To: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)

Subject: 315629 (B 314201) - Island corridor foundation support

Sent: 02/03/2023 00:16:54

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Hello,

s. 22

I am writing in support of the stated position of the island corridor foundation to reinstate the island rail as a commuter train and alternate option for transportation on the island. It is my belief that a green option for commuter transit which does not rely on vehicles is the best option for the region and will stimulate significant growth in the surrounding areas.

Furthermore introducing alternate means to travel would limit the instances of being trapped in the lower island due to malahat closures.

Thank you,

s. 22

Sent from my iPhone

From: s. 22

To: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)

Subject: 315630 Singh A (MO) (B 314201) - Restoring Rail Service on Vancouver Island

Sent: 02/03/2023 02:30:38

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

To The Honourable Minister of Transportation,

My name is s. 22 and I am writing to urge you to restore the rail service on Vancouver Island. With increasing congestion on the Island, the railway provides an economical and environmentally friendly way to transport citizens.

According to the South Island Transportation study it takes 43-70 minutes to travel from Mill Bay to Victoria today which will increase to 87-144 minutes in 2038. This shows that the travel times will double due to growth in population. In the past transportation ministries have tried to add lanes on a road to meet the increased travel demand. Instead this creates the phenomenon of induced demand where the added road capacity is quickly saturated by enough car trips moving over to the road with new lanes. This results in a near net zero improvement in travel times. In an era where infrastructure costs are high and continue to rise, it is important to spend the limited resources in a manner that provides the most relief to the most number of people with the least amount of spent money; restoring passenger rail on Vancouver Island does just that.

Rail transportation emits 1/3 the CO2 emissions of private vehicles and will therefore help the Government of British Columbia in meeting the CleanBC Act targets by 2030. It is extremely expensive to acquire land and build a brand new railway corridor. The existence of the Island corridor allows the government to solve the mobility problem on Vancouver Island now and for decades to come. While saturation of road capacity requires one to build more physical infrastructure to add capacity, it is not the case for rail infrastructure. If an hourly rail service is at capacity the frequency can be increased to half hourly service with ease. Increasing frequency requires minimal infrastructure like passing tracks. In the future if need be the signalling system can be upgraded to modern railway signalling like European Train Control System (ETCS) which allows one to run trains closer together. ETCS is being installed on the GO Transit system in Toronto and therefore will be a tried and tested system in Canada.

To conclude, restoring rail service on Vancouver Island is the economical and environmentally friendly move which will help British Columbia in achieving the emission targets set out in the CleanBC Act. Restoring the rail corridor will require the repair of existing infrastructure which is cheaper than building brand new transportation infrastructure. Therefore, using existing infrastructure to improve the lives of British Columbians would be the economical way to address the mobility problem. Thank you for your time and I look forward to hearing back from you. Sincerely,

s. 22

From: s. 22

To: TRAN Deputy Minister TRAN:EX (TRANDeputyMinister@gov.bc.ca)

Subject: 315630 Singh B (DM) (B 314201) - Restoring Rail Service on Vancouver Island

Sent: 02/03/2023 02:42:34

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

To The Honourable Deputy Minister of Transportation,

My name is s. 22 and I am writing to urge you to restore the rail service on Vancouver Island. With increasing congestion on the Island, the railway provides an economical and environmentally friendly way to transport citizens.

According to the South Island Transportation study it takes 43-70 minutes to travel from Mill Bay to Victoria today which will increase to 87-144 minutes in 2038. This shows that the travel times will double due to growth in population. In the past transportation ministries have tried to add lanes on a road to meet the increased travel demand. Instead this creates the phenomenon of induced demand where the added road capacity is quickly saturated by enough car trips moving over to the road with new lanes. This results in a near net zero improvement in travel times. In an era where infrastructure costs are high and continue to rise, it is important to spend the limited resources in a manner that provides the most relief to the most number of people with the least amount of spent money; restoring passenger rail on Vancouver Island does just that.

Rail transportation emits 1/3 the CO2 emissions of private vehicles and will therefore help the Government of British Columbia in meeting the CleanBC Act targets by 2030. It is extremely expensive to acquire land and build a brand new railway corridor. The existence of the Island corridor allows the government to solve the mobility problem on Vancouver Island now and for decades to come. While saturation of road capacity requires one to build more physical infrastructure to add capacity, it is not the case for rail infrastructure. If an hourly rail service is at capacity the frequency can be increased to half hourly service with ease. Increasing frequency requires minimal infrastructure like passing tracks. In the future if need be the signalling system can be upgraded to modern railway signalling like European Train Control System (ETCS) which allows one to run trains closer together. ETCS is being installed on the GO Transit system in Toronto and therefore will be a tried and tested system in Canada.

To conclude, restoring rail service on Vancouver Island is the economical and environmentally friendly move which will help British Columbia in achieving the emission targets set out in the CleanBC Act. Restoring the rail corridor will require the repair of existing infrastructure which is cheaper than building brand new transportation infrastructure. Therefore, using existing infrastructure to improve the lives of British Columbians would be the economical way to address the mobility problem. Thank you for your time and I look forward to hearing back from you.
Sincerely,

s. 22

From: s. 22

To: TRAN Deputy Minister TRAN:EX (TRANDeputyMinister@gov.bc.ca)

Subject: 315630 Singh C (DM) (B 314201) - Restoring Rail Service on Vancouver Island

Sent: 02/03/2023 02:47:27

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

To The Honourable Deputy Minister of Transportation,

My name is s. 22 and I am writing to urge you to restore the rail service on Vancouver Island. With increasing congestion on the Island, the railway provides an economical and environmentally friendly way to transport citizens.

According to the South Island Transportation study it takes 43-70 minutes to travel from Mill Bay to Victoria today which will increase to 87-144 minutes in 2038. This shows that the travel times will double due to growth in population. In the past transportation ministries have tried to add lanes on a road to meet the increased travel demand. Instead this creates the phenomenon of induced demand where the added road capacity is quickly saturated by enough car trips moving over to the road with new lanes. This results in a near net zero improvement in travel times. In an era where infrastructure costs are high and continue to rise, it is important to spend the limited resources in a manner that provides the most relief to the most number of people with the least amount of spent money; restoring passenger rail on Vancouver Island does just that.

Rail transportation emits 1/3 the CO2 emissions of private vehicles and will therefore help the Government of British Columbia in meeting the CleanBC Act targets by 2030. It is extremely expensive to acquire land and build a brand new railway corridor. The existence of the Island corridor allows the government to solve the mobility problem on Vancouver Island now and for decades to come. While saturation of road capacity requires one to build more physical infrastructure to add capacity, it is not the case for rail infrastructure. If an hourly rail service is at capacity the frequency can be increased to half hourly service with ease. Increasing frequency requires minimal infrastructure like passing tracks. In the future if need be the signalling system can be upgraded to modern railway signalling like European Train Control System (ETCS) which allows one to run trains closer together. ETCS is being installed on the GO Transit system in Toronto and therefore will be a tried and tested system in Canada.

To conclude, restoring rail service on Vancouver Island is the economical and environmentally friendly move which will help British Columbia in achieving the emission targets set out in the CleanBC Act. Restoring the rail corridor will require the repair of existing infrastructure which is cheaper than building brand new transportation infrastructure. Therefore, using existing infrastructure to improve the lives of British Columbians would be the economical way to address the mobility problem. Thank you for your time and I look forward to hearing back from you. Sincerely,

s. 22

From: s. 22

To: Dean.MLA, Mitzi LASS:EX (Mitzi.Dean.MLA@leg.bc.ca); Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca); Rankin.MLA, Murray LASS:EX (Murray.Rankin.MLA@leg.bc.ca); Lore.MLA, Grace LASS:EX (Grace.Lore.MLA@leg.bc.ca); Popham.MLA, Lana LASS:EX (Lana.Popham.MLA@leg.bc.ca); Olsen.MLA, Adam LASS:EX (Adam.Olsen.MLA@leg.bc.ca); Horgan.MLA, John LASS:EX (John.Horgan.MLA@leg.bc.ca); Furstenau.MLA, Sonia LASS:EX (Sonia.Furstenau.MLA@leg.bc.ca); Routley.MLA, Douglas G LASS:EX (Douglas.Routley.MLA@leg.bc.ca); Walker.MLA, Adam LASS:EX (Adam.Walker.MLA@leg.bc.ca); Osborne.MLA, Josie LASS:EX (Josie.Osborne.MLA@leg.bc.ca); Leonard.MLA, Ronna-Rae LASS:EX (Ronna-Rae.Leonard.MLA@leg.bc.ca); Babchuk.MLA, Michele LASS:EX (Michele.Babchuk.MLA@leg.bc.ca)

Subject: 315632 FYI - Saving the E & N rail line for railroad use

Sent: 02/03/2023 01:18:05

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Members of the Legislative Assembly for Vancouver Island:

With the deadline looming in March, 2023 for a decision to be made regarding saving the E & N rail line for railroad use, I call upon you to do all you can to make sure that the decision that is made will be in favour of restoring parts, and eventually all, of the railroad on Vancouver Island.

s. 22

From: [Fleming.MLA, Rob LASS:EX](#)
To: [Minister, MOTI MOTI:EX](#)
Subject: 315660 - FW: Island Rail Corridor
Date: February 3, 2023 10:19:40 AM

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

-----Original Message-----

From: [s. 22](#)
Sent: February 2, 2023 5:00 PM
Cc: dobee@timescolonist.com; editor@cowichancitizen.com; Fleming.MLA, Rob
<Rob.Fleming.MLA@leg.bc.ca>
Subject: Island Rail Corridor

Dear Sir:

I understand that a major decision will be made this March regarding the future of the E&N rail line. [s. 22](#) regarding
[s. 22](#) the history of that railway includes pointing out the sheer magnitude of the accomplishment of routing and building such a corridor, how incredibly difficult it was then and how impossible it would be today with current costs, environmental challenges and necessary improvements to work safety. There are only 17 km of original track remaining of the original 500 km. of the Kettle Valley Railway, and I point out that the remainder of the right of way has been preserved as a hiking and cycling route in perpetuity for everyone to experience this amazing and irreplaceable route created in the early days of this province's history.

And so it is with the E&N rail line. If the true value of this still intact corridor is not fully appreciated now, it certainly will be by governments in the near future as we continue to expand the population on Vancouver Island and the need for an alternate corridor becomes essential.

A decision to allow the breakup of this corridor would, in my opinion, be an almost criminal lack of foresight, common sense and leadership: once lost, the cost and feasibility of building another corridor or reclaiming this one will be prohibitive.

Whether it is preserved just as a trail to bring some of the formative history of this province alive to its users or fully developed as a modern rail line for commuters and freight, the first, absolutely essential and necessary step is to keep this corridor intact. I ask you please to reflect on what I and many others so fervently believe; the maintenance of this continuous Island corridor is absolutely essential. As the premier of this great province, please ensure that we do not let this vitally important corridor slip away into the past and leave as its legacy the fact that history will record this as one of the biggest mistakes made in this Island's governance. The next and only slightly less important step is to keep tracks on it, we'll get to that once you have secured the corridor!

Sincerely and with respect, [s. 22](#)

From: Fleming.MLA, Rob LASS:EX (Rob.Fleming.MLA@leg.bc.ca)
To: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)
Subject: 315660 - FW: Island Rail Corridor
Sent: 02/03/2023 18:19:35
Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

-----Original Message-----

From: s. 22

Sent: February 2, 2023 5:00 PM

Cc: dobee@timescolonist.com.; editor@cowichancitizen.com; Fleming.MLA, Rob <Rob.Fleming.MLA@leg.bc.ca>

Subject: Island Rail Corridor

Dear Sir:

I understand that a major decision will be made this March regarding the future of the E&N rail line. s. 22
s. 22 regarding the history of that railway includes pointing out the sheer magnitude of the accomplishment of routing and building such a corridor, how incredibly difficult it was then and how impossible it would be today with current costs, environmental challenges and necessary improvements to work safety. There are only 17 km of original track remaining of the original 500 km. of the Kettle Valley Railway, and I point out that the remainder of the right of way has been preserved as a hiking and cycling route in perpetuity for everyone to experience this amazing and irreplaceable route created in the early days of this province's history.

And so it is with the E&N rail line. If the true value of this still intact corridor is not fully appreciated now, it certainly will be by governments in the near future as we continue to expand the population on Vancouver Island and the need for an alternate corridor becomes essential.

A decision to allow the breakup of this corridor would, in my opinion, be an almost criminal lack of foresight, common sense and leadership: once lost, the cost and feasibility of building another corridor or reclaiming this one will be prohibitive.

Whether it is preserved just as a trail to bring some of the formative history of this province alive to its users or fully developed as a modern rail line for commuters and freight, the first, absolutely essential and necessary step is to keep this corridor intact. I ask you please to reflect on what I and many others so fervently believe; the maintenance of this continuous Island corridor is absolutely essential. As the premier of this great province, please ensure that we do not let this vitally important corridor slip away into the past and leave as its legacy the fact that history will record this as one of the biggest mistakes made in this Island's governance. The next and only slightly less important step is to keep tracks on it, we'll get to that once you have secured the corridor!

Sincerely and with respect s. 22

From: Fleming.MLA, Rob LASS:EX (Rob.Fleming.MLA@leg.bc.ca)
To: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)
Subject: 315661 - FW: Restore Rail Service on Vancouver Island
Sent: 02/03/2023 18:20:19
Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

From: s. 22
Sent: February 2, 2023 1:49 PM
To: Fleming.MLA, Rob <Rob.Fleming.MLA@leg.bc.ca>
Subject: Restore Rail Service on Vancouver Island

Hello Minister Fleming,

s. 22 I am writing to you to take into consideration the need to restore rail service to Vancouver Island and to support the Island Corridor Foundation's mission for the same purpose. I chose to write to you as my MLA rather than your role as the Minister of Transportation and Infrastructure because I feel that it is important you hear from the people who elected you rather than hearing from me as a concerned citizen based on your current portfolio.

s. 22 where rail service is accessible to almost all people regardless of whether they are in rural locations or a major city like Tokyo. I have been lucky to have traveled and visited many parts of those countries because of rail. Even within Canada, I have found passenger rail systems to be a functional alternative to air or car travel s. 22
s. 22 he sense of freedom to see the country has been one of the best experiences of my life.

Since moving to Vancouver Island, I have not had the same experience. I have barely explored the Island because everywhere I go, I require a car. There are no safe and reliable bus service between the cities on the east coast of the island. For the past few years, this wasn't an issue since the pandemic has limited travel. However, now that it's safer to travel, I find myself hesitant to drive to Nanaimo, Courtney, and beyond to visit. s. 22

s. 22 This is hardly a great scenario for someone wanting to retire and explore. On the other side, s. 22
s. 22

I urge you to really consider what transportation should look like in 20 or 30 years. I missed my chance at experiencing rail travel do to my "youth" and will probably not live long enough to see Star Trek style teleportation to destinations.

I would like a response on how you plan to consider my request. I understand that there are many things to consider and the cost of restoration is probably very high. There are likely risks and benefits to consider as well like safety, noise pollution, environmental benefits, Consultation with First Nations. All I ask is you think about the future and how you plan to move yourself once your eyes are also too old to see.

Thank you,

s. 22

From: [Fleming.MLA, Rob.LASS:EX](#)
To: [Minister, MOTI.MOTI:EX](#)
Subject: 315662 - FW: Island Corridor Foundation support
Date: February 3, 2023 10:30:04 AM

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

From: s. 22
Sent: February 2, 2023 7:47 AM
To: Fleming.MLA, Rob <Rob.Fleming.MLA@leg.bc.ca>
Subject: Island Corridor Foundation support

Hi Rob,

s. 22

I'm writing to you today in support of the Island Corridor Foundation and its mission to restore rail service on Vancouver Island.

Also as our Minister of Transportation & Infrastructure, I want your support for rail as a viable transportation option on Vancouver Island.

I want to be more connected to my community across Vancouver Island and hate that our only option is to drive by car. If I want to go visit friends & family in Nanaimo, Parksville, or Courtenay, driving by car is our only viable option.

This is wasteful from an environmental perspective:

- Rail produces 1/3 the CO2 emissions vs that of private vehicles.

It also contributes to increased congestion on our highways which is only going to get worse:

- According to the Province's South Island Transportation Study, travel from Mill Bay to Victoria will take 87 – 144 minutes by 2038. Today it takes 43-70 minutes.

Especially since the Provincial Government just stepped-up targets to meet their CleanBC Act by 2030 – rail provides a transportation option that will help us meet those targets.

Thank you for your time and I hope you take this letter to heart,

s. 22

From: Fleming.MLA, Rob LASS:EX (Rob.Fleming.MLA@leg.bc.ca)
To: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)
Subject: 315662 - FW: Island Corridor Foundation support
Sent: 02/03/2023 18:29:59
Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

From: s. 22
Sent: February 2, 2023 7:47 AM
To: Fleming.MLA, Rob <Rob.Fleming.MLA@leg.bc.ca>
Subject: Island Corridor Foundation support

Hi Rob,

s. 22

I'm writing to you today in support of the Island Corridor Foundation and its mission to restore rail service on Vancouver Island.

Also as our Minister of Transportation & Infrastructure, I want your support for rail as a viable transportation option on Vancouver Island.

I want to be more connected to my community across Vancouver Island and hate that our only option is to drive by car. If I want to go visit friends & family in Nanaimo, Parksville, or Courtenay, driving by car is our only viable option.

This is wasteful from an environmental perspective:

- Rail produces 1/3 the CO2 emissions vs that of private vehicles.

It also contributes to increased congestion on our highways which is only going to get worse:

- According to the Province's South Island Transportation Study, travel from Mill Bay to Victoria will take 87 – 144 minutes by 2038. Today it takes 43-70 minutes.

Especially since the Provincial Government just stepped-up targets to meet their CleanBC Act by 2030 – rail provides a transportation option that will help us meet those targets.

Thank you for your time and I hope you take this letter to heart,

s. 22

From: s. 22
To: [Minister, IRR IRR:EX](#)
Subject: 315663 - 57988 - Island rail
Date: February 2, 2023 3:47:52 PM

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Hey there, s. 22 I'm just writing to push for
restoration of the island rail track in place from Victoria to Courteney.

s. 22 without having a car it's
hard to get down and see them. The privately owned bus company's work, but the rail system
would be a much better option for myself and many others. It would be a major benefit for
seniors as well, seeing as booking a ticket for the island busses can be a hassle at times.

Thank you for considering

s. 22

From: s. 22

To: Minister, IRR IRR:EX (IRR.Minister@gov.bc.ca)

Subject: 315663 - 57988 - Island rail

Sent: 02/02/2023 23:47:35

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Hey there, s. 22

I'm just writing to push for restoration of

the island rail track in place from Victoria to Courteney.

s. 22

without having a car it's hard to

get down and see them. The privately owned bus company's work, but the rail system would be a much better option for myself and many others. It would be a major benefit for seniors as well, seeing as booking a ticket for the island busses can be a hassle at times.

Thank you for considering

s. 22

From: s. 22

To: Dean.MLA, Mitzi LASS:EX (Mitzi.Dean.MLA@leg.bc.ca); Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)

Subject: 315664 - Vancouver Island Rail

Sent: 02/04/2023 15:33:16

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Good morning. It is my understanding that the BC Government is exploring whether to restore rail service on Vancouver Island or to scrap the idea and dismantle the infrastructure.

I would like to express my support for restoring rail service on Vancouver Island. As a province we always seem to find more and more funding to expand and improve the Malahat mountain pass, only to discover each time that the highway still does not meet the needs of commuters and that the improvements do very little to improve safety. Not only that but improving the Malahat highway only serves to help those who drive.

Currently the only options for people to travel up and down the island is personal transportation or the Island Link bus that only travels to Nanaimo and has a well deserved reputation for unreliability. The lack of alternative transportation options creates a substantial financial burden for people who work in the Capital Regional District who have been forced to find affordable housing outside of the area in places such as Duncan. Not only do they have to shoulder the financial burden of the ever increasing cost of petrol but also have deal with an increase in wear and tear on their vehicles plus the daily commute statistically increases the chances of an accident that would drive up insurance costs. Additionally they also need to contend with the issue of where to park their vehicle, and if they work downtown that means the possibility of having to pay for parking.

Restoring rail service and making that service part of the highway and transportation system would take cars off the road and thus decrease the need for maintenance and improvements for the Malahat, it would make the commute more enjoyable and more affordable for those who work in the Capital Regional District but live outside of our Capital Regional District, and would offer a scenic and relaxing way for tourists to travel while showcasing the beauty of our Island. Overall restoring rail service would offer a net benefit to the residents of Vancouver Island and would benefit British Columbia as a whole.

Frankly, I think it is disgraceful to the residents of Vancouver Island that our Provincial Government is even considering dismantling the current rail infrastructure rather than restoring it. My family and myself, all of whom are avid voters, regard restoring rail service to be a key issue. If the province has money to spend on road widening projects that never seem to actually alleviate traffic congestion, the province surely has money to spend on restoring rail service on Vancouver Island.

Cheers, s. 22

s. 22

From: s. 22
To: [Dean.MLA.Mitzi.LASS:EX](#); [Minister.MOTI.MOTI:EX](#)
Subject: 315664 - Vancouver Island Rail
Date: February 4, 2023 7:33:22 AM

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Good morning. It is my understanding that the BC Government is exploring whether to restore rail service on Vancouver Island or to scrap the idea and dismantle the infrastructure.

I would like to express my support for restoring rail service on Vancouver Island. As a province we always seem to find more and more funding to expand and improve the Malahat mountain pass, only to discover each time that the highway still does not meet the needs of commuters and that the improvements do very little to improve safety. Not only that but improving the Malahat highway only serves to help those who drive.

Currently the only options for people to travel up and down the island is personal transportation or the Island Link bus that only travels to Nanaimo and has a well deserved reputation for unreliability. The lack of alternative transportation options creates a substantial financial burden for people who work in the Capital Regional District who have been forced to find affordable housing outside of the area in places such as Duncan. Not only do they have to shoulder the financial burden of the ever increasing cost of petrol but also have deal with an increase in wear and tear on their vehicles plus the daily commute statistically increases the chances of an accident that would drive up insurance costs. Additionally they also need to contend with the issue of where to park their vehicle, and if they work downtown that means the possibility of having to pay for parking.

Restoring rail service and making that service part of the highway and transportation system would take cars off the road and thus decrease the need for maintenance and improvements for the Malahat, it would make the commute more enjoyable and more affordable for those who work in the Capital Regional District but live outside of our Capital Regional District, and would offer a scenic and relaxing way for tourists to travel while showcasing the beauty of our Island. Overall restoring rail service would offer a net benefit to the residents of Vancouver Island and would benefit British Columbia as a whole.

Frankly, I think it is disgraceful to the residents of Vancouver Island that our Provincial Government is even considering dismantling the current rail infrastructure rather than restoring it. My family and myself, all of whom are avid voters, regard restoring rail service to be a key issue. If the province has money to spend on road widening projects that never seem to actually alleviate traffic congestion, the province surely has money to spend on restoring rail service on Vancouver Island.

s. 22
Cheers,
s. 22

From: s. 22
To: [Minister, MOTI MOTI:EX](#)
Subject: 315665 - E&N railway Vancouver Island
Date: February 4, 2023 11:16:07 AM

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Good day Honourable Rob Fleming,

Good day Honourable David Eby,

I am writing to you today to express the importance of keeping and reviving the E & N railway on Vancouver Island.

This is a key piece to our transit dilemma we consistently face on Vancouver Island which in my opinion is consistently ignored by the government to properly address.

We have an opportunity to provide fast reliable commuting services to people across the island which would keep many single cars off the road and aid in climate change responsibility.

It would further provide transit to those unable to afford or drive a motor vehicle as well as aid in tourism to all communities on Vancouver Island.

I have lived on Vancouver Island for 33 years and road the train often in my younger years living in the westshore.

I think it is time the government remember and assist Vancouver Island in our transit dilemma and stop turning a blind eye to what is needed here; improved and responsible climate action, less cars on the road and an ability for safer commuting provided to the people you serve.

Thank you
s. 22

Sent from my Galaxy

From:

To: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)

Subject: 315665 - E&N railway Vancouver Island

Sent: 02/04/2023 19:16:01

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Good day Honourable Rob Fleming,

Good day Honourable David Eby,

I am writing to you today to express the importance of keeping and reviving the E & N railway on Vancouver Island.

This is a key piece to our transit dilemma we consistently face on Vancouver Island which in my opinion is consistently ignored by the government to properly address.

We have an opportunity to provide fast reliable commuting services to people across the island which would keep many single cars off the road and aid in climate change responsibility.

It would further provide transit to those unable to afford or drive a motor vehicle as well as aid in tourism to all communities on Vancouver Island.

I have lived on Vancouver Island for 33 years and rode the train often in my younger years living in the westshore.

I think it is time the government remember and assist Vancouver Island in our transit dilemma and stop turning a blind eye to what is needed here; improved and responsible climate action, less cars on the road and an ability for safer commuting provided to the people you serve.

Thank you

s. 22

Sent from my Galaxy

s. 22
From:
To: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)
Subject: 315666 - ISLAND RAIL
Sent: 02/05/2023 05:37:40
Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

We absolutely need rail travel in Victoria and up the island.

Europe would have a shit fit laughing at our situation, it's entirely possible and obviously the best solution. It would invigorate every community it touches.

Please, consider island rail strongly. This is regarding the SNAW-NAW-AS FIRST NATIONS VS THE ATTORNEY GENERAL OF CANADA AND ISLAND CORRIDOR FOUNDATION.

Please sir, this is what would undoubtedly create a greater Victoria. Let's make it happen.

The budget is there at less than 1BN dollars, the money is there since it costs less than our new museum was supposed to,

Please respond with your reasoning why not

From: s. 22
To: [Minister, MOTI MOTI:EX](#)
Subject: 315666 - ISLAND RAIL
Date: February 4, 2023 9:38:05 PM

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

We absolutely need rail travel in Victoria and up the island.

Europe would have a shit fit laughing at our situation, it's entirely possible and obviously the best solution. It would invigorate every community it touches.

Please, consider island rail strongly. This is regarding the SNAW-NAW-AS FIRST NATIONS VS THE ATTORNEY GENERAL OF CANADA AND ISLAND CORRIDOR FOUNDATION.

Please sir, this is what would undoubtedly create a greater Victoria. Let's make it happen.

The budget is there at less than 1BN dollars, the money is there since it costs less than our new museum was supposed to,

Please respond with your reasoning why not

From: s. 22
To: [Minister, MOTI MOTI:EX](#)
Subject: 315667 - Island rail petition
Date: February 5, 2023 7:45:23 AM

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Hello Mr. Fleming,

I am writing to you to share my concerns with you concerning the lack of transportation methods in Southern Vancouver Island. The population of the greater Victoria has been steadily growing and we still do not have new solutions to meet that growth in terms of transportation. s. 22

s. 22 am and there's already a lot of traffic along the transcanadian highway. I can't imagine how much time is wasted in traffic for first line workers, contractors and other shift workers that do not have a schedule as I do. It is especially frustrating knowing that we used to have rail service but it was shut down meanwhile the population growth never stopped. On top of that, the traffic patterns are predictable with nearly all the Vancouver Island population living near the eastern coast. I do think a light rail line along the transcanadian highway and Douglas would be more convenient and more used as that's where the population grew the most, but with the deadline to fund the Island rail corridor approaching, I implore you to do something about it as it is a great need for me and my fellow citizens of the area.

Most respectfully,

s. 22

s. 22

From:

To: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)

Subject: 315667 - Island rail petition

Sent: 02/05/2023 15:45:08

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Hello Mr. Fleming,

I am writing to you to share my concerns with you concerning the lack of transportation methods in Southern Vancouver Island. The population of the greater Victoria has been steadily growing and we still do not have new solutions to meet that growth in terms of transportation. s. 22

s. 22

and there's already a lot of traffic along the transcanadian highway. I can't imagine how much time is wasted in traffic for first line workers, contractors and other shift workers that do not have a schedule as I do. It is especially frustrating knowing that we used to have rail service but it was shut down meanwhile the population growth never stopped. On top of that, the traffic patterns are predictable with nearly all the Vancouver Island population living near the eastern coast. I do think a light rail line along the transcanadian highway and Douglas would be more convenient and more used as that's where the population grew the most, but with the deadline to fund the Island rail corridor approaching, I implore you to do something about it as it is a great need for me and my fellow citizens of the area.

Most respectfully,

s. 22

From: s. 22
To: [Minister, MOTI MOTI:EX; OfficeofthePremier, Office PREM:EX](#)
Subject: 315668 - Island rail
Date: February 5, 2023 1:57:57 PM

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Hi,

I imagine you've probably had a flurry of emails about this already so I'll try to keep it brief.

Just adding a +1 to the request that the provincial and/or federal governments fund and re-activate the rail line on Vancouver Island before the March 14th deadline in the legal case between the Snaw-Naw-As First Nation and The Attorney General of Canada/Island Corridor Foundation.

That said, I also recognize that the argument could be made it's not our land to keep in the first place.

But considering the inevitable future necessity of island rail as populations and population densities grow, and the relative costs between using the already-owned land previously purposed for exactly this or starting from scratch at some point in the future (if it's even possible then), it seems reasonable to retain the rail corridor and perhaps offer the Snaw-Naw-As First Nation a comparable parcel of provincial or Crown land as compensation.

The province or Crown may indeed own a parcel that, to the province, is comparable in value, but to the Snaw-Naw-As may actually be more valuable than the rail corridor land in terms of resources or logistics.

Anyway that's my two cents!

Best wishes,
s. 22

From: s. 22

To: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca); OfficeofthePremier, Office PREM:EX (Premier@gov.bc.ca)

Subject: 315668 - Island rail

Sent: 02/05/2023 21:57:51

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Hi,

I imagine you've probably had a flurry of emails about this already so I'll try to keep it brief.

Just adding a +1 to the request that the provincial and/or federal governments fund and re-activate the rail line on Vancouver Island before the March 14th deadline in the legal case between the Snaw-Naw-As First Nation and The Attorney General of Canada/Island Corridor Foundation.

That said, I also recognize that the argument could be made it's not our land to keep in the first place.

But considering the inevitable future necessity of island rail as populations and population densities grow, and the relative costs between using the already-owned land previously purposed for exactly this or starting from scratch at some point in the future (if it's even possible then), it seems reasonable to retain the rail corridor and perhaps offer the Snaw-Naw-As First Nation a comparable parcel of provincial or Crown land as compensation.

The province or Crown may indeed own a parcel that, to the province, is comparable in value, but to the Snaw-Naw-As may actually be more valuable than the rail corridor land in terms of resources or logistics.

Anyway that's my two cents!

Rest wishes,
s. 22

From: s. 22
To: [OfficeofthePremier, Office PREM:EX; Minister, MOTI MOTI:EX; Rankin.MLA, Murray LASS:EX](#)
Cc: info@islandrail.ca
Subject: 315669 - E & N Railway - Please fund the necessary work to get it back up and running
Date: February 5, 2023 4:59:39 PM

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Good afternoon Premier, Minister of Transportation, and my MLA,

The E&N rail corridor needs to be preserved, the rail line repaired, and it needs to be used for train transportation. I have great memories of taking this train up island to visit friends, and it was maddening to see BC Rail sell off our island train and the American owners neglect it, and allow it to run down until it was no longer usable.

Please, please, please find the necessary funds to get rail back up and running on the island. I can see many scenarios a year when I (or my family) would use the train.

s. 22

– what an amazing experience having your rail car moved onto the ferry while you sleep).

s. 22

would love to be able to pop them on a train to visit their friends. Right now, their only option is to take a bus, and the result is that they don't make the trip as it is logistically too difficult for an elderly person. Imagine the freedom an island train could provide for our seniors.

s. 22

Surely we can find the same dollars (\$514 million) that were found to replace BC Place Roof, and instead use it for transportation infrastructure, especially rail, which gets us out of our cars. The planet is warming, and we are trying to get folks out of cars. Train travel makes so much sense from a climate action perspective.

All of the transportation dollars are spent in the lower mainland, and the island has been sorely neglected for years. I know that the lower mainland has a greater population, but the island population is growing quickly and it would be short-sighted not to start this process **now** while we still can. If we don't do it now, we will lose it forever.

s. 22

s. 22

It is an amazing system. I picture something like that in Victoria, a tramway system that connects to the E&N for travel up the island. It is a shame that the city of Victoria removed the bridge rail line and the downtown train station in Victoria – but even in Vic West the terminus would be close enough to town to be workable for island travel.

It is time that we start thinking/planning for the next 100 years, not just in thinking in four-year election cycles. This is a once in a lifetime opportunity for the government to secure this important corridor for future generations. Please, please, please commit to repairing/restoring the E&N rail corridor as soon as possible. When you do, you can count on me as a regular train traveler from Victoria to Courtenay.

Regards, s. 22

s. 22

From: s. 22

To: OfficeofthePremier, Office PREM:EX (Premier@gov.bc.ca); Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca); Rankin.MLA, Murray LASS:EX (Murray.Rankin.MLA@leg.bc.ca)

Cc: info@islandrail.ca

Subject: 315669 - E & N Railway - Please fund the necessary work to get it back up and running

Sent: 02/06/2023 00:59:28

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Good afternoon Premier, Minister of Transportation, and my MLA,

The E&N rail corridor needs to be preserved, the rail line repaired, and it needs to be used for train transportation. I have great memories of taking this train up island to visit friends, and it was maddening to see BC Rail sell off our island train and the American owners neglect it, and allow it to run down until it was no longer usable.

Please, please, please find the necessary funds to get rail back up and running on the island. I can see many scenarios a year when I (or my family) would use the train.

s. 22

s. 22 what an amazing experience
having your rail car moved onto the terry while you sleep).

s. 22

and I would love to be able to pop them on a train to visit their friends.
Right now, their only option is to take a bus, and the result is that they don't make the trip as it is logistically too difficult for an elderly person. Imagine the freedom an island train could provide for our seniors.

s. 22

Surely we can find the same dollars (\$514 million) that were found to replace BC Place Roof, and instead use it for transportation infrastructure, especially rail, which gets us out of our cars. The planet is warming, and we are trying to get folks out of cars. Train travel makes so much sense from a climate action perspective.

All of the transportation dollars are spent in the lower mainland, and the island has been sorely neglected for years. I know that the lower mainland has a greater population, but the island population is growing quickly and it would be short-sighted not to start this process now while we still can. If we don't do it now, we will lose it forever.

s. 22

s. 22 It is an
amazing system. I picture something like that in Victoria, a tramway system that connects to the E&N for travel up the island. It is a shame that the city of Victoria removed the bridge rail line and the downtown train station in Victoria – but even in Vic West the terminus would be close enough to town to be workable for island travel.

It is time that we start thinking/planning for the next 100 years, not just in thinking in four-year election cycles. This is a once in a lifetime opportunity for the government to secure this important corridor for future generations. Please, please, please commit to repairing/restoring the E&N rail corridor as soon as possible. When you do, you can count on me as a regular train traveler from Victoria to Courtenay.

Regards, s. 22
s. 22

From: Fleming.MLA, Rob LASS:EX (Rob.Fleming.MLA@leg.bc.ca)
To: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)
Subject: 315673 (B 314201) - Restore the Rail Service on Vancouver Island
Sent: 02/06/2023 18:32:43
Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

From: s. 22
Sent: February 4, 2023 12:44 PM
To: Fleming.MLA, Rob <Rob.Fleming.MLA@leg.bc.ca>
Subject: Restore the Rail Service on Vancouver Island

Dear Rob Fleming,

s. 22 I am one of your constituents who is writing to express my support for the restoration of rail service on Vancouver Island. As a resident s. 22 of Vancouver Island, I believe that this is a critical issue that needs to be addressed. These are some reasons why I believe it would be beneficial to restore the rail service.

First and foremost, restoring rail service would have a positive impact on the environment. Rail transportation is a much more efficient and sustainable mode of transportation compared to cars and trucks. It would reduce the amount of greenhouse gas emissions and help to combat climate change.

In addition, restoring rail service would improve connectivity and access to services for residents of Vancouver Island. With the increasing population and growth of cities such as Victoria and Nanaimo, it is essential to have a reliable and efficient means of transportation to support economic development. In my own personal case, I do not drive, and thus it is often time-consuming and expensive to travel further up the island.

Furthermore, rail service would provide a much-needed boost to the tourism industry on Vancouver Island. Visitors to the island would have the ability to explore its beautiful landscapes and attractions in an environmentally friendly manner, helping to boost the local economy.

Finally, restoring rail service would also help to address the issue of congestion on the island's roads. With the increase in traffic, it is becoming increasingly difficult to navigate the island's highways and roads, causing frustration for residents and visitors alike.

In conclusion, I strongly believe that restoring rail service on Vancouver Island is a necessary step to promote sustainable transportation, improve connectivity, support economic growth, and address the growing traffic congestion problem. I hope that you will consider this important issue and work towards finding a solution that will benefit all residents of the island.

Thank you for taking the time to read my letter. I look forward to hearing your response.

Sincerely,
s. 22

From: s. 22
To: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)
Subject: 315674 (B 314201) - E&N Corridor
Sent: 02/06/2023 19:09:53
Attachments: image001.jpg
Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Dear Minister Fleming: I am writing to you regarding the E&N corridor. I am hoping that you, as our provincial Minister of Highways and Infrastructure would be able to convene a meeting with the federal government and the Island Rail Corridor members (First Nations and municipalities) to try to bring some sense to this subject. During the summer we have gridlock on the Malahat highway on weekends and often throughout the year. Hours and hours of cars churning out greenhouse gases. It's insane!

I know this would cost a huge amount of money but the payoffs would be enormous. I don't need to spell them out to you. s. 22
s. 22

See picture below.

This is a Bombardier train so it would make sense to liaise with the Quebec government to see what could be done to facilitate the construction of rail cars for our train tracks – a made in Canada solution.

To continue to rely on cars on this island is crazy. The longer we wait the more expensive it will become. I don't need to point out to you that these long lineups are something that seniors like myself, cannot stay in as we need more frequent rest breaks. I'm sure the same could be said for young families.

While I'm on this subject, I would like to suggest that on these horrible weekends when no cars are moving on the Malahat, could you not put in traffic control people who could let the traffic move in one direction for 15 minutes and then vice versa to try to speed up the process? I'm sure your traffic engineers could work out what would be the ideal timeframes to arrange one way traffic with two lanes moving through the congested area.

Thank you for considering my request. s. 22
s. 22



From:**To:** Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)**Subject:** 315687 We need a railway on Vancouver island**Sent:** 02/06/2023 21:50:47**Message Body:**

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Dear Minister Flemming,

As a voter on Vancouver island I urge you to support an island railway now.

As a student and commuter without a car, getting around is incredibly inefficient. Busses are easily subject to traffic especially around the Westshore region. There is a railway that exists and estimates from 2020 place the cost of refurbishment of the corridor under 1 billion. The inefficiency of public transport is enough to make me consider moving out of this province.

Furthermore, if we ever hope to combat climate change without compromising the wellbeing of BC citizens we MUST invest in public transportation and efficient transport of goods. Trucks and cars are incredibly fuel inefficient and cause tons of congestion which exacerbates emissions.

The Malahat has become more and more dangerous and every time there is a flood it is nearly impossible to transport people and goods on the island. As the climate changes and deforestation continues this will only get worse. Fixing it or building a new highway is far more costly.

The island relies on tourism and if tourists can't get to the scenic areas without renting a car (which is expensive and impossible without being of age with a driver's license) or taking one of the limited, infrequent bus routes, then what is the point of even visiting. We could bring in so much more revenue to remote areas of the island. We could connect with rural First Nations and improve cultural learning.

Honestly, I don't know much about the way this works in government but even a light rail to Langford would be much better than what we currently have.

From: Fleming.MLA, Rob LASS:EX (Rob.Fleming.MLA@leg.bc.ca)
To: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)
Subject: 315688 FW: Vancouver island railway funding
Sent: 02/06/2023 23:15:27
Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

From: s. 22
Sent: February 6, 2023 2:30 PM
To: Fleming.MLA, Rob <Rob.Fleming.MLA@leg.bc.ca>
Subject: Vancouver island railway funding

Hello Rob and staffers,

I am writing about funding for the Vancouver island rail.

s. 22

s. 22

The E&R railway is a close to my heart s. 22

s. 22

The basic ideal of why can we have any thing nice ?

Why can't we have railway to service the lower Vancouver island? Why did we give away the largest land grant in Canada in order for Lord Dunsmuir to build the rail, only to let the railway rot ?

s. 22

s. 22

On weekends we the working people are denied

access the land grant. Used as payment for the E&N railway.

If we believe in are self's. If we want to build a better future on the lower Island. Do one of two things. Fund the railway to make it like a European State Railway Or take back the land from Mosaic Forest Management. Let's improve are life.

Cheers,

s. 22

Ps. There is funding. We all know there is Funding.

From: Fleming.MLA, Rob LASS:EX (Rob.Fleming.MLA@leg.bc.ca)
To: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)
Subject: 315689 FW:
Sent: 02/07/2023 18:34:59
Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

From: s. 22
Sent: February 7, 2023 9:51 AM
To: Fleming.MLA, Rob <Rob.Fleming.MLA@leg.bc.ca>
Subject:

Hello Mr. Fleming,

s. 22

I am writing to support the Island Corridor Foundation (ICF) in their mission to restore rail service on Vancouver Island, and I ask that you take steps to inform the Premier and/or the Minister of Transportation of Infrastructure of my support for rail as a viable transportation option on Vancouver Island.

I have lived up and down Vancouver Island and when the topic of the Corridor is brought up, people begin to tell stories of when it was running. That they loved to take the train, that it made their morning commute bearable, that it saved time and money for families who wanted to explore more of this beautiful island we call home. Not only that but it would help decrease traffic congestion, taking single-person cars off the road as people would favour to save money and take the rail for those long commutes to work in the morning. Not only that, rail produces 1/3 of CO2 emissions compared to private cars.

I stand in strong favour that bringing back the rail line to Vancouver Island would support our infrastructure as well as stimulate the economy, offering tourism opportunities as well as new jobs in uncertain times.

Thank you for taking the time to read my email, I appreciate your leadership and if you have the time I would love to know your position on returning the rail service back to the island.

Warmly,
s. 22

From: s. 22

To: Routley.MLA, Douglas G LASS:EX (Douglas.Routley.MLA@leg.bc.ca); Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)

Subject: 315690 Incoming - Vancouver Island

Sent: 02/07/2023 20:48:58

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Dear Sirs/Madams.

I understand there is quite a bit of money in the Government pot. I would like to know why most (if not all) of it is going towards the lower mainland?

The island's population is exploding and we do not have a consistent form of public transit system on the island. What happened to our rail system.

The bus system is a joke. Plus I thought we wanted people out of their cars. The North is also being left behind big time but don't get me started on that one.

s. 22

Victoria is the most southern city on this island and everyone else north of there which needs service in Victoria has to drive the Malahat. There are so many reasons why we need a rail system on this island. We need someone who can plow through all the "stuff" of our local officials and get it done.

We could start with hubs. Courtenay, Nanaimo, Duncan, Victoria. Build a large parking lot where people can drive to the hubs, get on the train to go south. The train has to leave Courtenay around 5ish am in order to get to Victoria for work, appointments, shopping etc.

The First Nations can get involved by designing the cars to make it there own. I am sure someone could (if they haven't already) design a locomotive that is diesel (to start) which can be converted to electric later. This talk about getting rid of the tracks and turning it into a walking trail is crazy talk. Who is going to walk/cycle to Victoria?

All I know is all the talking is just a way for people to keep getting paid and getting nothing accomplished. I know VI is known to be very supportive of the NDP over the years but it seems we have become the old dependable group that doesn't need much "winning over" like the lower mainland. Please set politics aside and get some dependable rail system on this island.

As you have probably figured out that I am a results orientated person (like many others) that things have to get done and the talk has to stop.

Please someone DO something before it is too late and now seems to be the best time.

On another note. Please rid us of the Island Health Authority. (even if we become a pilot project) s. 22

But any way, please do something about resurrecting the rail system on this island. If you want to discuss this with me further please don't hesitate to respond. Heck I will even buy the coffee if you want to meet.

Yours truly,

From: Fleming.MLA, Rob LASS:EX (Rob.Fleming.MLA@leg.bc.ca)
To: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)
Subject: 315703 (B 314201) - Canada must save the Vancouver Island Railway
Sent: 02/07/2023 23:03:33
Attachments: ~WRD0004.jpg
Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

From: s. 22
Sent: February 7, 2023 2:41 PM
To: Fleming.MLA, Rob <Rob.Fleming.MLA@leg.bc.ca>
Subject: Canada must save the Vancouver Island Railway

Dear Rob Fleming,

I want to see trains running again on Vancouver Island, providing safe, comfortable, and low-emission travel for residents and visitors.

The railway on Vancouver Island faces a March 14 deadline set by the BC courts for the federal government to confirm Canada still considers the railway to be “in the public interest” and a “Crown Corridor” as defined in the Te'mexw Treaty Association Agreement-in-Principle, which the federal government wishes to retain for railway use and to make investments in the line to ensure its continued operation, securing the long-term future of sustainable transportation for all people on Vancouver Island.

The government's silence on this issue over the past two years deeply concerns me. If Canada is committed to reconciliation, why did our government not respond properly to the original court case? If Canada is committed to sustainable public transportation, why does our government not reopen a railway line that needs only basic repairs?

The Island Corridor Foundation has prepared a business plan that would provide modern train services, several times per day, and reconnect local industries to the rail-based supply chain. Canada should move forward with this plan to support the Island's growing population and economy.

If the deadline is not met, the railway corridor will revert piecemeal to the Island's First Nations, and not even be available for use as a trail, making the island entirely dependent on highways that are frequently closed by bad weather, and travel around the Island very difficult for people who do not drive.

Sincerely,

s. 22

From:

To: Rankin.MLA, Murray LASS:EX (Murray.Rankin.MLA@leg.bc.ca); Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca); elizabeth.may@parl.gc.ca; mintc@tc.gc.ca

Subject: 315704 (B 314201) - E&N railway full or partial restoration

Sent: 02/08/2023 15:20:47

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Hello MLA Rankin, Minister Fleming, MP May, and Minister Alghabra

s. 22

I am
to live

car free, and have faced considerable challenges when trying to travel upisland without access to a personal vehicle.

s. 22

I have many friends

who are unhappy being forced to drive daily over the Malahat, made worse by BC's disastrous housing market that prevents them from living closer to work or university.

British Columbia needs better intercity transit options. Restoring the E&N, or even just a portion of it, would provide many benefits for BC and Vancouver Island.

Victoria, the Cowichan Valley, Nanaimo, and Courtney-Comox all have solid functional transit systems that could be leveraged to form a solid interconnected network, providing far greater connectivity. Finally, providing a reliable sustainable alternative to the Malahat and highway 1 would demonstrate a commitment to reducing carbon emissions, and building in greater climate and disaster (and vehicle crash) resilience for the future.

Now costs may be significant, but there are ways to mitigate them. Full double tracking would be ideal, however 2 way service with reasonable frequencies could be achieved with well placed sidings and passing tracks, as shown by the Trillium Line in Ottawa that manages 15 minute service in both directions despite having a single tracked tunnel along the route. As the E&N would be providing a longer distance intercity type service, running trains every 30 to 60 minutes each way would still be acceptable for many people, while allowing greater flexibility in design. Any new stations can be built cheaply using low floor trains, and can be as simple as a platform with a bus shelter and basic accessibility features (ie ramps) for the initial launch, with opportunities to expand and enhance them later. Similarly, a Vic West terminus still provides good access to Greater Victoria thanks to ample transit connections. A link into downtown can be left for the future.

If restoring the full line is not feasible, A Nanaimo to Victoria service would still provide many benefits, without incurring the full cost of restoring rail to Courtney Comox. As the majority of Vancouver Island's population does live between Victoria and Nanaimo the line has stronger potential to attract ridership, especially as stations are well located in the centre of communities.

Reconciliation is a hard task with this rail line. As the E&N cuts through reserve land, it does present issues including the legal case that created the deadline. However, opinions of the island's first Nations are mixed.

A restored rail line with stations in these communities would provide better transportation options, and the ability to pursue transit oriented development. This does require discussion with each band to find benefits for them, but I am hopeful restored service can provide acceptable benefits for all

As it stands intercity transportation on the island is nearly non-existent. We are behind Washington state which has extensive intercity community bus connections around Puget Sound. We need to decarbonize inter community travel.

I'm honestly incredibly frustrated how it's nearly impossible to travel from Victoria to the Cowichan Valley and back without a car as the only option is a nearly useless peak direction only commuter bus, and the Mill Bay Brentwood Bay ferry. Private bus operators don't sell tickets for Victoria to Duncan. The Cowichan Valley has a decent transit system for its size, we are so close to achieving strong transit connectivity across the island, yet frustratingly there's no urgency or action being done to link the disconnected transit systems on the island and create a strong network effect enabling car free living for more people, making more trips.

In the absolute worst case where rail is not restored, the bare minimum should be all day 2 way bus service between all of the island's transit systems. However a rail backbone is preferable.

This is an opportunity to revert mistakes of the past. The BC Liberals sold off BC Rail, the BC NDP could bring it back. This could also be the chance to make VIA rail useful in Western Canada, restoring some of its former extensive network. Please restore rail to Vancouver Island, even if just in a limited capacity.

Thank you
s. 22

From:

To: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)

Subject: 315705 (B 314201) - The future of the Island Rail

Sent: 02/08/2023 16:03:43

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Mr. Rob Fleming,

As the March 14 deadline imposed by Judge Barbara Fisher in **Snaw-Naw-As First Nation vs. The Attorney General of Canada and Island Corridor Foundation** looms, the final fate of if we will ever have good transportation on the Island is in the hands of the provincial government.

The corridors restoration project was estimated at \$730M; less than the \$1B concept announced last year for a new Royal BC Museum before facing backlash. We know the funding is there, and it is desperately needed to go towards our transportations infrastructure.

The commute between Victoria and the West Shore communities alone is only going to get worse with the rapid growth in numbers, and public bus services will never fill the gap between Victoria to Duncan, let alone Nanaimo and Courtenay...

With last years flood and washout on the Malahat, we literally *could not* move people or goods on the Island. Adding a single lane to highways over and over costs *Billions* in both construction and maintenance, and there is *no land to build on*.

As per the 2020 report on the rails potential restoration - they had a lot of different partial-repair scenarios that have promise: the province could turn part of the line into a commuter rail that would run back and forth between the westhills every 20-30 mins. The same report was expecting train speeds of ~80km/h through the CRD after being refurbished. This is certainly better than gridlock on the island highway.

While mass rail may not be feasible across Canada, I believe it certainly is on the Island- especially with population growth projections.

If this prospect is taken up again and not abandoned next month, you will have my Vote.

Victoria cannot be the world class city we believe it to be without progressing with the rest of the world.

Thank you.

From: s. 22

To: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)

Subject: 315716 - FW: Vancouver Island Rail - A Call to Action - Now! Time is of the essence.

Sent: 02/04/2023 05:36:29

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Still Need some action!

From: s. 22

Sent: October 25, 2022 8:57 PM

To: 'minister.transportation@gov.bc.ca' <minister.transportation@gov.bc.ca>

Subject: Vancouver Island Rail - A Call to Action - Now! Time is of the essence.

To Rob Fleming, Minister of Transportation and Infrastructure:

Please receive this letter which is in support of the Vancouver Island Transportation Corridor Coalition (VITCC) and its advocacy of having the former E&N rail corridor (now "Island Rail") upgraded to modern transportation standards. Much depends on your support of this endeavour.

The Island Rail Corridor has been an important part of Vancouver Island's transportation network for nearly 140 years. However, through a lack of investment it risks disappearing altogether. As the great Canadian singer Joni Mitchell put it: "you don't know what you've got 'till its gone."

All too common events like flooding, landslides, and accidents have stopped traffic on the Island Highway and on other highways. They have resulted in barriers to the flow of goods and people that create inequality, in addition to causing delays. Yet the rail corridor is still there.

Adequate funding will make the rail transportation corridor even more important in the Island's future as it will provide an alternative to road-only transportation which is so desperately needed.

Why is this important?

In today's world, economic and social development is heavily dependent on proper access to good transportation options. Changes in climate and limited road-transportation corridors have exacerbated the situation. This is very evident on Vancouver Island, and it needs serious attention:

- Growing extreme weather events like those experienced last fall.
- Limited transportation corridors that were affected by flooding, snow, etc.
- Alternative for those who drive and an option for those who don't.
- Continuing population growth along with relocation of residents to central parts of the Island for more affordable housing, even at the greater expense of longer commutes.
- Rail is more efficient at moving freight and passengers and is proven to draw people out of their cars.
- Rail can shape our urban environments in a manner more positive than other modes, namely the car.
- It can co-exist with other modes in a multi-modal transportation system, like the ability to carry bikes on board.
- Rail has, and can once again, encourages and supports the Island's tourism industry and the jobs and tax revenues it generates.

Currently, residents of this island are inadequately connected, as the only way to travel is by car and by a very limited bus service. This affects especially seniors, students, those without cars, and those who can not drive. But as you

know the costs of adding highway capacity, both in construction and in environmental losses, including to precious wetlands, is horrendously high and is no longer acceptable in today's climate.

With our growing population on Vancouver Island, we need diversity in our transportation options. One that can complement our existing highway networks, while embracing both biking and hiking trails as an integrated part of a redeveloped state-of-the-art Island railway network.

That is why we urge Honourable Members of Provincial and Federal governments to seriously consider the business plan put forth by the Island Corridor Foundation. Activation of that plan will make viable, for years to come, the Island Corridor's rail system.

The lack of dependable transportation options impacts me personally. Here's how ... (explain the impact on your life, your social connections, business, volunteering, etc.). Looking forward, rail will play an increasingly important role in reducing B.C.'s carbon footprint, development of climate change resilience, and allow citizens to move freely to participate in the Canadian economy.

Transportation alternatives are important. Please consider this request.

Thank you.

s. 22

From: s. 22

To: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)

Subject: 315717 (B 315710) - Regarding Support for Island Rail From a Victoria Resident

Sent: 02/04/2023 22:56:52

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Mr. Fleming,

I am writing to you to express my strong and urgent support for rail service between Victoria and the more northern parts of the Island. s. 22 I'm one of many that has been subject to the poor transit systems and blocked roads on the Island for years - we need a reliable train system that can safely and sustainably transport our residents between our cities. It's truly ridiculous that we have so few options for transiting between our neighboring cities, and I feel like the government's lack of action is just pushing people towards driving year after, worsening our climate crisis and continually making the city look outdated and unattractive for new residents.

I beg you, please consider funding a rail initiative here. I have been a lifelong NDP voter but - as a young person - I have been crushed by the housing/ rental prices, the lack of mobility around the island, and the soaring costs of everything else. I want to feel like my party is doing something to improve life in this city. A train system would be an enormous step forward for Victoria and the Island in general, and would let us easily, safely and sustainably connect with our community.

Thank you for your consideration,

s. 22

From: s. 22
To: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)
Subject: 315718 (B 315710) - Vancouver Island Rail Line
Sent: 02/05/2023 00:16:21
Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Dear Mr. Fleming,

s. 22

s. 22

was able to experience what rail infrastructure can provide. And while s. 22 has a very sizable population compared to Canada (or Vancouver island in general) -- it does not mean that the concept of accessible rail travel is unrealistic.

I

I do not want to have to own a car to see this great island. I want to be able to safely travel up to see the friends I've made over the years who now live all over the island. And I want tourists to be able to see the amazing sights that we have to offer here. All with increased safety and a reduced carbon footprint.

In short, please support the restoration of rail service on the E&N corridor.

Cheers,

s. 22

From: s. 22

To: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca); OfficeofthePremier, Office PREM:EX (Premier@gov.bc.ca)

Subject: 315719 (B 315710) - In support of Vancouver Island Railway

Sent: 02/05/2023 00:19:38

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

I am writing to show my support for the Vancouver island railway project or any project that is in support of rail structure. s. 22

s. 22

Having active rail transportation up and down the island would be beneficial for all communities on the island and would be good for tourism. Please invest in this critical infrastructure and provide good jobs and help to further our economy.

s. 22

I acknowledge and respect the Snuneymuxw, Snaw-naw-as, Quw'utsun (Cowichan), K'ómoks and Tla'amin peoples on whose traditional territory I live and work on, and whose historical relationships with the land continue to this day.

From: s. 22
To: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)
Cc: OfficeofthePremier, Office PREM:EX (Premier@gov.bc.ca)
Subject: 315720 (B 315710) - PLEASE Save Island Rail
Sent: 02/05/2023 04:54:26
Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Hello,

I am writing to you to voice my support for the preservation of the Island Rail Corridor.

As the population grows, we need greener modes of mass transport. Let's follow the examples set by Europe and Japan and get the South Island equipped with commuter rail.

Even if the E&N line isn't ideal right now, saving the corridor ensures we have the space later when we need it most.

It will cost more to develop a brand new line than use existing space after all. Plus with money saved from the BC Museum fiasco, we can feasibly start upgrading the line for our future needs.

Let's not think of ourselves but future generations for once. With climate change knocking louder on our doorstep each season, we need to make moves now.

Sincerely,

A concerned resident, s. 22

From: s. 22

To: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)

Subject: 315721 (B 315710) - Rail Service on Vancouver Island

Sent: 02/05/2023 07:25:51

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Hello Minister Fleming,

I am writing to join many voices in requesting that we push to reinstate the rail service on Vancouver island. This will drastically increase accessibility and foster better connections between communities.

Thank you,

s. 22

From: s. 22
To: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)
Subject: 315726 (B 315710) - We need Rail
Sent: 02/05/2023 17:42:34
Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

We need safe transport. We need green transport. We need mass transport. We need a means of effectively connecting lower mainland cities which does not include waves of increasingly problematic traffic. We need to allow workers to have more options on where they live and work. We need to provide an economical alternative to lower wage workers who struggle to buy, fuel, and maintain a vehicle just to get to work. We need to help downtown businesses get access to potential customers who would normally not be able to travel into the city. We need to provide a means of mobility for those who cannot drive.

We need Rail.

We can do this.

From: s. 22

To: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca); OfficeofthePremier, Office PREM:EX (Premier@gov.bc.ca)

Subject: 315727 (B 315710) - Bring rail service back go vancouver island!

Sent: 02/05/2023 18:26:30

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

The island needs rail service again! We cannot rely on cars, we need rail! Bring it back!

s. 22

From: s. 22
To: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)
Subject: 315728 (B 315710) - BC Rail
Sent: 02/05/2023 21:42:50
Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Dear Mr. Fleming

I am writing to you today in the hopes that this email will prompt you to address one of the most pressing issues that currently effects Vancouver Island residents. And that is lack of public inter-city transit. Since the shutdown of the island rail corridor in 2011, the island has relied solely on private bus services for inter-city transit. These services are expensive, inefficient, and unreliable, and put undue pressure on the already strained island highway system. Public rail provides a safe, cheap, and tested alternative to expansion of the Malahat, which in addition to being more expensive may not be a long term solution.

I ask you to consider the above or I may consider pulling support for the BC NDP.

From: Fleming.MLA, Rob LASS:EX (Rob.Fleming.MLA@leg.bc.ca)
To: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)
Subject: 315730 (B 315710) - Rail line
Sent: 02/06/2023 23:16:53
Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

-----Original Message-----

From: s. 22
Sent: February 4, 2023 4:09 PM
To: Fleming.MLA, Rob <Rob.Fleming.MLA@leg.bc.ca>
Subject: Rail line

Hello. I would like to let u know that I am for train service on van island. I do not think it is wise to let the many miles of rain line be lost. It w never come back. So do island rail for freight, travel, seniors and lots more.

s. 22

From: s. 22

To: OfficeofthePremier, Office PREM:EX (Premier@gov.bc.ca); Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca); Furstenau.MLA, Sonia LASS:EX (Sonia.Furstenau.MLA@leg.bc.ca); mike.wilson4cobblehill@gmail.com

Subject: 315731 (B 315710) - E & N railway tracks - Commuter train needed

Sent: 02/07/2023 03:31:22

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Good evening

I wish to show my support to keep the E&N railroad tracks in place with the hope they can be utilized as an alternative to driving the malahat.

We desperately need another method of transportation to move the thousands of people that drive daily between Victoria and points north. There is a huge amount of commuter traffic from the Cowichan Valley alone that could benefit from a train servicing this route. Thankfully I only commute once a week as the traffic is insane. Last week it took me 1.5 hours to go from my home in s. 22 a trip that normally would take under an hour in moderate traffic conditions.

Thank you

s. 22

From: s. 22

To: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)

Subject: 315732 (B 315710) - Passenger Rail on Vacouver Island

Sent: 02/07/2023 03:44:36

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

To the Honnorable Rob Flemming,

I as a Canadian feel it is my duty to let you know my concern about the state of BC public transit. With our growing population and rising gas prices it is becoming more and more obvious our need for passenger rail. s. 22 Passenger rail would make

it possible for me to visit my family on the north island more often.

Having a train that stops at the University would also allow students to spread out and help the housing situation close to the university.

There is honestly no situation I can think of where a train does not benefit me. I am currently a one cause vote and the cause is the train. Please build a train.

- Thank-you for your time,

s. 22

From: s. 22
To: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)
Cc: info@transportaction.ca
Subject: 315733 (B 315710) - Tourist travel on Vancouver Island
Sent: 02/07/2023 18:15:48
Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Minister Fleming,

s. 22

s. 22

having an affordable and reliable way to travel down Island would have been welcome - there is not one continuous bus service, so we ended up flying from s. 22. If there had been a train from at least Courtney, we would certainly have taken it.

Please restore the rail service which used to go from Victoria up-Island. Travelling by rental car on the Malahat is a white-knuckle trip at times, from my life on the South Island. And the Colwood Crawl is notorious. Providing a regularly-scheduled rail service between Victoria and at least Courtney-Comox would facilitate the reduction of transportation emissions, danger and hold-ups from accidents on the Malahat, provide tourists a way to see the beauties of the Island without depending on car rentals for that part of the Island (did you know that there is no car rental between Port Hardy and Victoria? Or one continuous bus service?)

Have you considered that food supplies are not secure on the Island? Yet if the farms further up-Island had a reliable daily way to move their products to the larger populations south, then that would make residents less dependent on imports from California which is suffering from drought caused by the transportation emissions. Also, health costs would be reduced from the respiratory diseases caused by the auto and truck emissions. Being able to move cargo along a rail line (as long as passenger service takes schedule priority and remains subsidized to make it affordable) would remove many trucks from the highway, but still needed to move goods from rail stations to final destination.

Please restore Vancouver Island Rail service. It will require federal dollars, I know, but would show the government that we are trying our best to reduce emissions and suppress climate destruction. Many tourists like me are doing our part by staying out of planes. We love rail travel.

Sincerely,

s. 22

From: Fleming.MLA, Rob LASS:EX (Rob.Fleming.MLA@leg.bc.ca)
To: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)
Subject: 315732 B (B 315710) - Passenger Rail
Sent: 02/07/2023 18:33:02
Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

From: s. 22
Sent: February 6, 2023 7:48 PM
To: Fleming.MLA, Rob <Rob.Fleming.MLA@leg.bc.ca>
Subject: Passenger Rail

To the Honnorable Rob Flemming,

I hear that the date to make a choice about what happens to the rails on Vancouver Island is coming up soon. I can not see any situation where passenger train on Vancouver Island does not benefit me. I am all for the passenger train.

Thank you for your time
s. 22

From: Fleming. s. 22
To: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)
Subject: 315734 (B 315710) - In support of Island Rail
Sent: 02/07/2023 18:33:39
Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

From: Ben Martin <bencmartin@protonmail.com>
Sent: February 6, 2023 9:53 PM
To: Lore.MLA, Grace <Grace.Lore.MLA@leg.bc.ca>; Fleming.MLA, Rob <Rob.Fleming.MLA@leg.bc.ca>
Subject: In support of Island Rail

To the Honourable Grace Lore (MP for Victoria-Beacon Hill) and the Honourable Rob Flemming (Minister of Transportation),

s. 22

I'd like to take a moment of your time today to voice my support on renewing the Island rail corridor before the point-of-no-return March 14 deadline, with the ultimate goal of re-establishing passenger rail transportation on Vancouver Island.

Restoring Island rail could be a huge benefit to the entire island in a number of ways. It could:

- Connect our municipalities together
- Create jobs
- Encourage density and development along the island rail corridor
- Reduce greenhouse gas emissions by reducing car traffic
- Help BC meet our climate targets

s. 22

s. 22 We try to live as environmentally-friendly lifestyle as we can so we don't own an automobile.

Expanding public transportation options on the Island (which is *heavily car-dependant*) to accommodate other modes would be a huge benefit. It would give young families like ourselves more mobility, more housing options, and more affordable and convenient travel opportunities.

At the very least, I urge the BC government to renew the Island rail corridor before the March 14th deadline so that our options are not limited in the future. As the population of Vancouver Island grows so too will our transportation infrastructure need to grow with it.

Thank you for your time.

Kind regards,

s. 22

From: Fleming.MLA, Rob LASS:EX (Rob.Fleming.MLA@leg.bc.ca)
To: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)
Subject: 315735 (B 315710) - Island Rail decision
Sent: 02/07/2023 23:00:39
Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

From: s. 22
Sent: February 5, 2023 8:04 AM
To: Fleming.MLA, Rob <Rob.Fleming.MLA@leg.bc.ca>
Subject: Island Rail decision

Dear Honourable Rob Fleming,

I am writing to issue my support for reinstating the island passenger rail way from Victoria to Courtney. I believe that this would be a strong decision in terms of environmental protections in BC as it can help to take daily commuters off the road. Additionally, I believe that the train can boost tourism across the island. If the train is reinstated, it would also broaden my options for education and employment as I cannot afford the expenses related to commuting by car to other cities.

Thank you for considering this email,

s. 22

From: s. 22
To: Mi
Subject: 315736 (B 315710) - Rail line please
Sent: 02/08/2023 14:34:38
Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Now is the time to re open the rail line on Vancouver island. Quite simply, rail works. There is no place on earth where they put a commuter rail line in and later regretted it. Please don't let this opportunity pass you by.

s. 22

Sent from my iPhone

From: Fleming.MLA, Rob LASS:EX (Rob.Fleming.MLA@leg.bc.ca)
To: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)
Subject: 315738 (B 315710) - the rail corridor
Sent: 02/08/2023 17:46:58
Attachments: s. 22
Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

From: s. 22
Sent: February 8, 2023 9:46 AM
To: Omar Alghabra <Omar.Alghabra@parl.gc.ca>; Fleming.MLA, Rob <Rob.Fleming.MLA@leg.bc.ca>; laurel.collins@parl.gc.ca; elizabeth.may@parl.gc.ca
Subject: the rail corridor

Greetings- While not perhaps the current 'hot topic', the rail line question, I feel, is of primary concern. Please read my attached statement. Sincerely,
s. 22

From: s. 22

To: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca); OfficeofthePremier, Office PREM:EX (Premier@gov.bc.ca)

Subject: 315724 (B 315710) - Vancouver island rail

Sent: 02/05/2023 16:29:41

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

I am writing to tell you I am in support of keeping the rail line active on Vancouver island and working towards getting passenger rail going again.

Thank you

--

s. 22

From: s. 22

To: Fleming.MLA, Rob LASS:EX (Rob.Fleming.MLA@leg.bc.ca); Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)

Subject: 315748 (B 314201) - Restore Island Rail, Let's Move Forward

Sent: 02/08/2023 17:16:30

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Dear Honorable Minister Fleming,

I am writing as someone who works in your constituency. s. 22 and am writing to urge you to act to restore the Island Rail Corridor for the benefit of all Vancouver Islanders. I have three main reasons why I feel we should restore service on the Rail Corridor:

1. s. 22
s. 22 It was a safe, and viable way for young and old alike to travel. We have a rapidly aging population on VI that will require more health care in coming years. Many do not drive, and are left without a way to travel to our largest hospitals for cancer treatments, etc. Rail provides a truly accessible way for Islanders to travel between major hubs without driving.
2. The Malahat continues to be a risky and volatile single artery linking the entire Island. I myself was trapped in Shawnigan Lake in the aftermath of the Nov 2021 flooding, and had my life significantly disrupted in the weeks afterwards as I was a regular commuter s. 22 during that time. Every major accident or weather event has the potential to shut down the movement of goods and people on the southern Island. Working rail would alleviate some of this stress on our one roadway upisland.
3. Restoring the Island Rail Corridor would benefit generations of future island residents and tourists. We increasingly see suburban sprawl and workers forced to live farther from the downtown core. An option to take a train would be a welcome alternative for those with long commutes, and would doubly benefit us all in reduced carbon emissions and road use.

In closing, I urge you to inform the Premier of your support for rail as a viable transportation option on Vancouver Island. It is frankly an embarrassment that we lag so far behind other developed economies in terms of rail travel in Canada. It is embarrassing that as a world class tourist destination we force tourists to rent a car to visit our best sites. Now is the time to act by restoring service as an act of hope and commitment to future generations.

Thank you for your time and service.

Best,
s. 22

From: Fleming.MLA, Rob LASS:EX (Rob.Fleming.MLA@leg.bc.ca)
To: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)
Subject: 315749 (B 314201) - Rail travel in BC/Vancouver Island
Sent: 02/08/2023 17:37:07
Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

From: s. 22
Sent: February 8, 2023 8:10 AM
To: Fleming.MLA, Rob <Rob.Fleming.MLA@leg.bc.ca>
Subject: Rail travel in BC/Vancouver Island

Hi Mr. Flemming,

s. 22

s. 22 s. 22 It has come to my attention that there is an upcoming decision regarding rail
travel on the island. s. 22 over the
course of the next few years. s. 22
s. 22

It would be incredibly helpful if there was rail service available from Victoria to the communities listed above. Taking a train to work would mean I could get things done during my commute, save on gas/fossil fuel emission, and avoid driving the often dangerous Malahat. I understand that the process of reinstating commuter rail travel will likely take longer than a few months or even years but I thought it would be useful to know that there are people like me who would use it in the future!

I hope you will take this into consideration, it's something I have been talking about with some of my friends who also live and work on the island. Reinstating passenger rail service on Vancouver Island is an important step towards making local travel on the island more accessible, and more green.

Thank you for your time,

Regards,

s. 22

From: Fleming.MLA, Rob LASS:EX (Rob.Fleming.MLA@leg.bc.ca)
To: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)
Subject: 315750 (B 314201) - Canada must save the Vancouver Island Railway
Sent: 02/08/2023 17:42:06
Attachments: ~WRD0000.jpg
Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

From: s. 22
Sent: February 7, 2023 10:35 PM
To: Fleming.MLA, Rob <Rob.Fleming.MLA@leg.bc.ca>
Subject: Canada must save the Vancouver Island Railway

Dear Rob Fleming,

I want to see trains running again on Vancouver Island, providing safe, comfortable, and low-emission travel for residents and visitors.

The railway on Vancouver Island faces a March 14 deadline set by the BC courts for the federal government to confirm Canada still considers the railway to be “in the public interest” and a “Crown Corridor” as defined in the Te'mexw Treaty Association Agreement-in-Principle, which the federal government wishes to retain for railway use and to make investments in the line to ensure its continued operation, securing the long-term future of sustainable transportation for all people on Vancouver Island.

The government's silence on this issue over the past two years deeply concerns me. If Canada is committed to reconciliation, why did our government not respond properly to the original court case? If Canada is committed to sustainable public transportation, why does our government not reopen a railway line that needs only basic repairs?

The Island Corridor Foundation has prepared a business plan that would provide modern train services, several times per day, and reconnect local industries to the rail-based supply chain. Canada should move forward with this plan to support the Island's growing population and economy.

If the deadline is not met, the railway corridor will revert piecemeal to the Island's First Nations, and not even be available for use as a trail, making the island entirely dependent on highways that are frequently closed by bad weather, and travel around the Island very difficult for people who do not drive.

Sincerely,

s. 22

From: Fleming.MLA, Rob LASS:EX (Rob.Fleming.MLA@leg.bc.ca)
To: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)
Subject: 315751 (B 314201) - Please restore rail service on Vancouver Island!
Sent: 02/08/2023 20:04:40
Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

From: s. 22
Sent: February 3, 2023 7:26 AM
To: Fleming.MLA, Rob <Rob.Fleming.MLA@leg.bc.ca>
Subject: Please restore rail service on Vancouver Island!

Dear Mr Fleming,

s. 22 I am writing to you to express my support of maintaining rail services on Vancouver Island. I recently learned that there is consideration to rip out the rail lines and I have always thought it was such a missed opportunity having those rails in such close proximity to communities that need extra transportation services and to not have the train running. As the island becomes more populated, having services like a train would be huge in commuting, transportation of goods, tourism and more.

Rail would be a huge opportunity for Vancouver Island and a way to support sustainable travel of the 50% of island residents that live north of Victoria, increased tourism, and create jobs. I hope that you will consider doing your part to keep the rail line intact. I know that I would use this type of service frequently if it was available. Looking to other global regions like Europe, it is clear that rail is incredibly useful and important to growing populations which we do in fact have here on Vancouver Island.

Thank you for your time and consideration, and I look forward to seeing the revitalization of the railroads on Vancouver Island.

Warm regards,
s. 22



MEETING BRIEFING NOTE

DATE: February 8, 2023
PREPARED FOR: Kaye Krishna, Deputy Minister, Ministry of Transportation & Infrastructure
ISSUE: Island Rail Corridor (aka E&N rail)
MEETING: Shannon Salter, Deputy to the Premier on February 10, 2023

EXECUTIVE SUMMARY:

- The Island Rail Corridor (IRC) is a 225km rail corridor running from Victoria to Courtney, with a 64km branch from Parksville to Port Alberni, that is currently owned by the Island Corridor Foundation (ICF) (see Attachment 1).
- The Federal government stopped operating passenger rail service on the Victoria Subdivision in 2011 due to safety concerns from Technical Safety BC. Freight service remains on a short segment of the Victoria Subdivision within the Nanaimo area. There is also an expansive network of well-used trails constructed within the rail right-of-way.
- First Nations have launched legal proceedings against Canada and ICF asking that the land through reserve be returned because the corridor is no longer serving a railway function, which served as the principal original argument for the Federal government in taking the land.
- Without a commitment from government to invest in rail before March 14, 2023, it is expected that the court will support Snaw-Naw-As First Nations having their reserve lands returned (i.e. reversion). It is expected that other First Nations will follow suit, with a potential reversion of approximately 4% of the rail that bisects reserve lands through the corridor (see pg 2 of Attachment 1).

s. 13



- MOTI is in dialog with Transport Canada about their potential role in options 1 or 3. To date, TC has not actively engaged in this and seems inclined to take no action.

BACKGROUND:

The IRC bisects eight (8) First Nations Reserves, including the Snaw-Naw-As First Nation (SNF) (see **Attachment 1**). In 2015, SNF filed a lawsuit against Canada and the ICF with the goal of rendering the ICF land cutting through reserve returned to the FN. In 2016, Cowichan Tribes and Halalt First Nation filed similar suits; however, these are understood to be held in abeyance subject to the outcome of the SNF case. After ongoing court appearances, in September 2021, the BC Court of Appeal dismissed the SNF appeal; however, the SNF was given liberty to bring this matter back to the court to seek to enforce their right of reversion if Canada does not approve funding for rail infrastructure improvement on the segment of the corridor that includes the SNF reserve within 18 months (i.e., by March 14, 2023).

s. 16

s. 14

A preliminary Freight Analysis was also commissioned to forecast potential short- to medium-term future freight volumes. The report notes that potential short-term freight opportunities exist between Duncan and Port Alberni, with longer-term opportunities between Nanaimo and Victoria.

The South Island Transportation Strategy conducted ridership forecasting for rail service and concluded low rail ridership potential with much greater ridership on the Highway 1 Rapid Bus network. A condition assessment completed in 2020 estimated the costs to restore service in the hundreds of millions.

DISCUSSION:

Without a decision to invest in rail by March 14, 2023, SNF is at liberty to return to the court to seek reversion of the lands going through their reserve. If they are successful, it is expected that other Nations will seek reversion of land on their reserves (where rail is not currently operational).

s. 13

There is still potential for active transportation investments along the remainder of the corridor, as well as exploring opportunities to construct trails around the reserves, should it be necessary, in order to retain a continuous network.

s. 13

Transport Canada is seeking direction from the province to inform their next steps.



s. 13

GBA+ OR DIVERSITY AND INCLUSION IMPLICATIONS:

The ministry is ensuring meaningful engagement with First Nations communities and offering to meet in whatever forum is most appropriate (virtual or in person) for these communities. s. 16

s. 16

FINANCIAL IMPLICATIONS:

- Yes; the degree of investment will depend on the Province's decision around rail. A commitment to return rail to the corridor could exceed the current estimate.

Attachments:

1. Island Rail Corridor Overview Map
2. Options Matrix from MRF Briefing on January 19, 2023
3. Legal Memo

PREPARED BY:

Janelle Staite, P.Eng
Deputy Director, SCR
Highways & Regional Services Division
(250) 713-8763

REVIEWED BY:

Kevin Richter, Associate DM
Highways & Regional Services Division
Reg Bawa, Assistant Deputy Minister
Planning, Priorities & Partnerships Division
Heather Hill, ADM & EFO
Finance & Risk Management Division

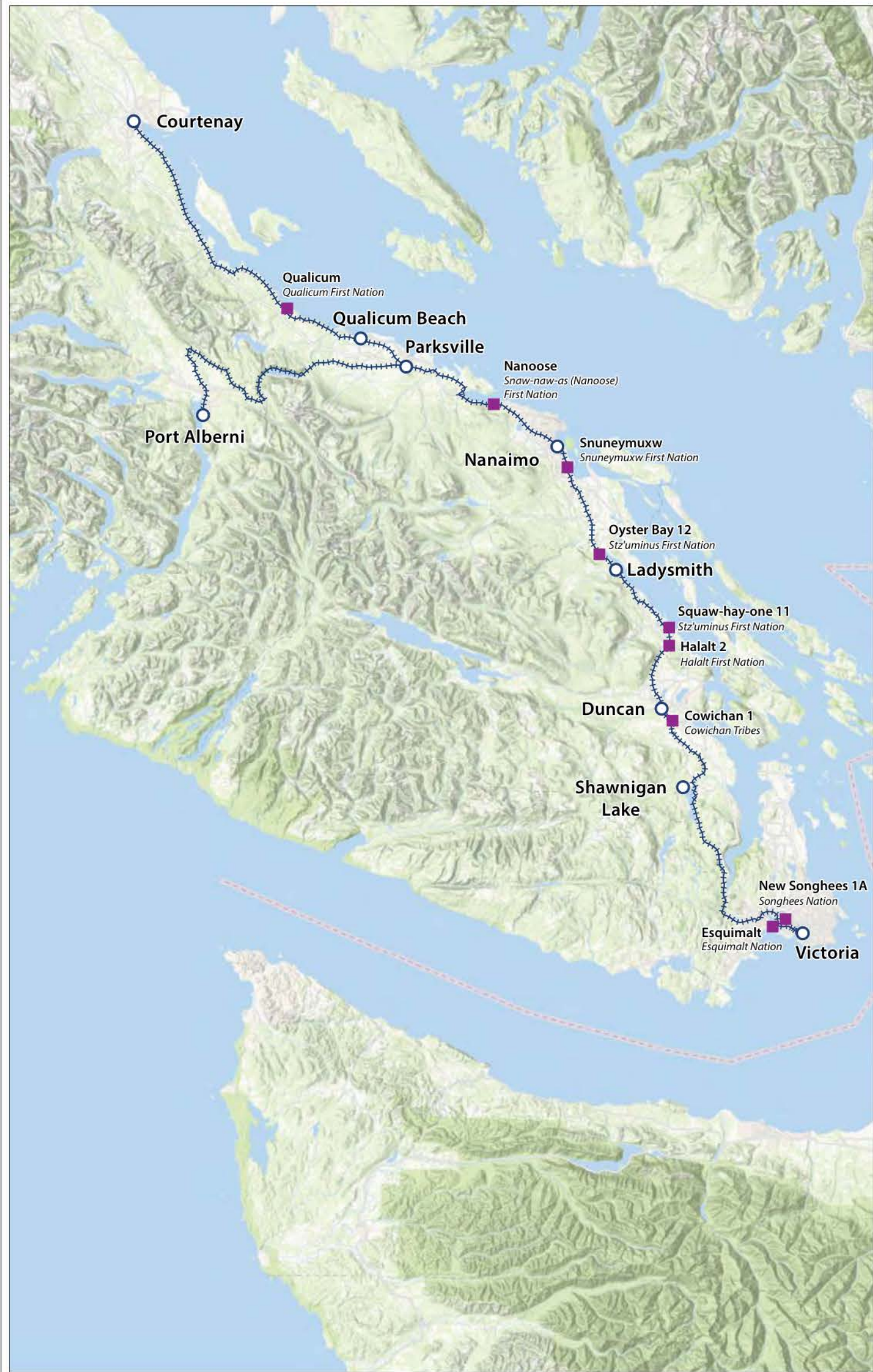
DATE:

23-Feb-6

23-Feb-6

-

Island Rail Corridor Overview Map



Island Rail Corridor Overview Map - Insets



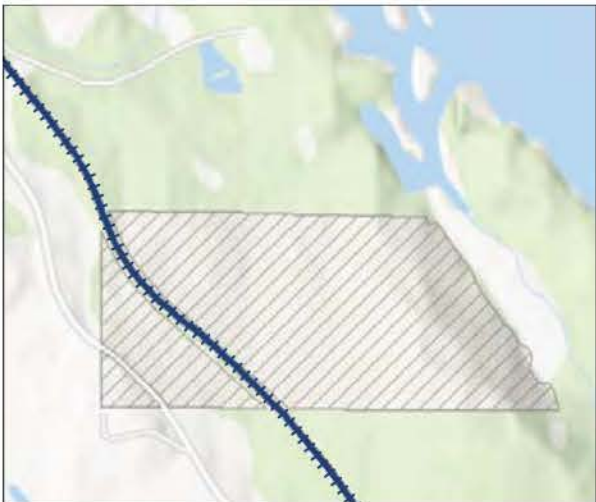
Qualicum – adjacent does not bisect
Qualicum First Nation



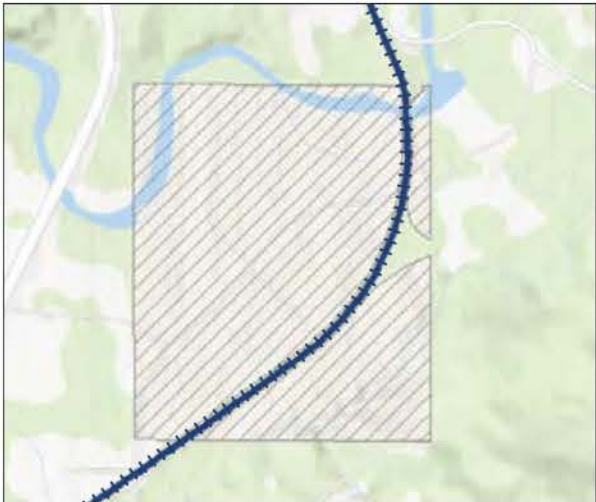
Nanoose – 1,429.3 metres bisected
Snaw-naw-as (Nanoose) First Nation



Oyster Bay 12 – 1,231.9 metres bisected
Stz'uminus First Nation



Squaw-hay-one 11 – 550.3 metres bisected
Stz'uminus First Nation



Halalt 2 – 1,536.4 metres bisected
Halalt First Nation

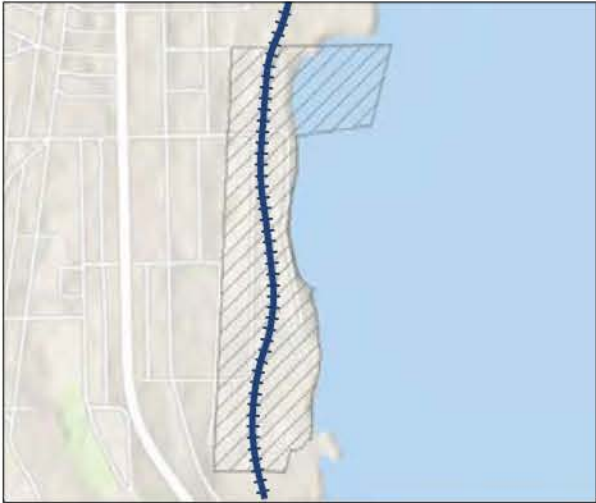


Cowichan 1 – 720.9 metres bisected
Cowichan Tribes



* Esquimalt – 554.4 metres bisected
Esquimalt Nation

New Songhees 1A – 145.6 metres bisected
Songhees Nation



Snuneymuxw – 1,026.3 metres bisected
Snuneymuxw First Nation



s. 13

ATTACHMENT 2: Options Matrix from MRF Briefing on January 19th, 2023

s. 14



From: Duffus, Robert GCPE:EX (Robert.Duffus@gov.bc.ca)
To: Shepard, Aaron TRAN:EX (Aaron.Shepard@gov.bc.ca)
Subject: 315767 FW: Inter island rail
Sent: 02/09/2023 20:39:21
Message Body:

s. 22

From
Sent: February 9, 2023 12:09 PM
To: Bowness, Lisanne GCPE:EX <Lisanne.Bowness@gov.bc.ca>
Subject: Inter island rail

Why is there not inter island rail?

I saw a very interesting video the other day talking about how they are removing passenger rail for good from the island. As more people are working online and our smart phones are taking up more of our lives this is a huge missed opportunity for people to travel and take care of business and catch up with friends and family at the same time. We should be introducing light rail metro to Victoria and Nanaimo connecting to these inter island rail networks instead of becoming completely car dependant.

Hopefully you realize the environmental positives that come with mass transit as well. Do you have any power to do anything in regards?

Sincerely,

s. 22

February 10, 2023

s. 22

315096 – Island Rail Corridor

Dear s. 22

Thank you for your email regarding your interest in seeing the Island Rail Corridor converted to a multi-use trail.

Making cycling and walking safer and more convenient for everyone is an important part of our commitment to helping more people choose active transportation, and I appreciate you sharing with me your support for a trail.

As you may know, the Island Corridor Foundation (ICF) owns the land and the rail line. The ministry, in partnership with the ICF, is currently meeting with local First Nations communities to discuss the corridor. We are also engaging with local governments to explore options for the corridor moving forward.

On September 14, 2021, the BC Court of Appeal provided a period of 18 months for the federal government to determine whether it will approve funding for infrastructure improvements on the corridor. The provincial government continues to closely monitor how the federal government responds to that ruling.

I have shared your email with ministry staff for their information. If you have not done so already, you may also wish to share your ideas with the ICF through its [online comment submission form](#).

Thank you again for taking the time to write.

Sincerely,

Sent Via Email

Rob Fleming
Minister

From: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)

To: s. 22

Bcc: Leaman, Erika TRAN:EX (Erika.Leaman@gov.bc.ca); TRAN SCR CORR TRAN:EX (TRANSCR@gov.bc.ca)

Subject: 315096 – Island Rail Corridor

Sent: 02/10/2023 17:41:12

Attachments: 315096 Incoming - Future of Vancouver Island Rail Corridor.msg

Message Body:

s. 22

315096 – Island Rail Corridor

s. 22

Dear

Thank you for your email regarding your interest in seeing the Island Rail Corridor converted to a multi-use trail.

Making cycling and walking safer and more convenient for everyone is an important part of our commitment to helping more people choose active transportation, and I appreciate you sharing with me your support for a trail.

As you may know, the Island Corridor Foundation (ICF) owns the land and the rail line. The ministry, in partnership with the ICF, is currently meeting with local First Nations communities to discuss the corridor. We are also engaging with local governments to explore options for the corridor moving forward.

On September 14, 2021, the BC Court of Appeal provided a period of 18 months for the federal government to determine whether it will approve funding for infrastructure improvements on the corridor. The provincial government continues to closely monitor how the federal government responds to that ruling.

I have shared your email with ministry staff for their information. If you have not done so already, you may also wish to share your ideas with the ICF through its [online comment submission form](#).

Thank you again for taking the time to write.

Sincerely,

Rob Fleming

Minister

From: Fleming.MLA, Rob LASS:EX (Rob.Fleming.MLA@leg.bc.ca)
To: Transportation, Minister TRAN:EX (Minister.Transportation@gov.bc.ca)
Subject: 315096 Incoming - Future of Vancouver Island Rail Corridor
Sent: 01/12/2023 23:58:43
Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

From: s. 22
Sent: January 12, 2023 3:57 PM
To: Fleming.MLA, Rob <Rob.Fleming.MLA@leg.bc.ca>
Subject: Future of Vancouver Island Rail Corridor

s. 22 to advocate for the removal of the E&N railway tracks on Vancouver Island and replace them with a multi-use trail. While I think restoring the rail service sounds romantic and might help some commuters, I think it is far too expensive to restore and to operate it, and it would probably lose a great deal of money each year. On the other hand, a walking and biking trail will be good for tourism and to encourage others to move here.

s. 22

s. 22 These were former railway lines but now they get a great deal of recreational and commuter use. It was probably very inexpensive to prepare them, and costs almost nothing to maintain them, which is far better than sinking hundreds of millions of dollars into the railway with a relatively low user base.

s. 22

February 10, 2023

s. 22

315177 – Island Rail Corridor

Dear s. 22

Thank you for your email regarding the Island Rail Corridor.

s. 22 thank you for taking the time to outline your s. 22 thoughts on this matter. s. 22
thank you for s. 22 sharing your thoughts. It is so important that
young people are engaged in issues that matter to them and to their community. I hope that you
will continue to advocate for the causes that you care about and that you will continue to be an
active member of our democracy.

Regarding the points that you raise in your letter, as you may know, the Island Corridor
Foundation (ICF) owns the land and the rail line. The provincial government has continued to
work with the ICF and with local First Nations and decision makers to explore options for this
corridor moving forward. I can assure you that our government recognizes that people want more
travel options on Vancouver Island, and our ministry is committed to finding the best use for the
Island Rail Corridor as well as to supporting First Nations' interests in discussions around the
future of the corridor.

On May 16, 2022, the [ICF released a business case](#) that proposed a mixed-use rail system with
commuter service, interregional passenger service and freight operations. Ministry staff provided
some initial feedback to the ICF on its business plan, highlighting the importance of First
Nations consultation and the need for an adequate contingency in the proposed costs. To advance
any project, it must be supported by a strong business case where the benefits to the public
clearly outweigh the costs.

The ministry, in partnership with the ICF, is currently meeting with local First Nations
communities to discuss the corridor. We are also engaging with local governments on this
important topic and closely monitoring how the federal government responds to a BC Court of
Appeal ruling related to sections of the corridor that bisect the Snaw-Naw-As First Nation
Reserve.

I have shared your email with ministry staff involved in this work for their information. If you
have not already done so, you may also wish to share your ideas with the ICF through its [online
comment submission form](#).

Meanwhile, our government continues to invest in transportation improvements for the South Island, as guided by our [South Island Transportation Strategy](#). The strategy was released in fall 2020 and speaks to opportunities for inter-regional transportation choices like rail and transit service between South Vancouver Island and the rest of the island. We are now working with our municipal partners and other key stakeholders on implementation.

Thank you again for taking the time to write and share your comments with me. I appreciated having the chance to review them. Please do not hesitate to write again in the future.

Sincerely,

Sent via Email:

Rob Fleming
Minister

From: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)

To s. 22

Bcc: TRAN SCR CORR TRAN:EX (TRANSCR@gov.bc.ca)

Subject: 315177 - Island Rail Corridor

Sent: 02/10/2023 18:01:01

Attachments: 315177 Incoming - The Vancouver Island Rail line: the perspective of my family.msg

Message Body:

s. 22

315177 - Island Rail Corridor

Dear s. 22

Thank you for your email regarding the Island Rail Corridor.

s. 22

s. 22 thank you for taking the time to outline your s. 22 thoughts on this matter. s. 22
thank you for s. 22 sharing your thoughts. It is so important that
young people are engaged in issues that matter to them and to their community. I hope that you
will continue to advocate for the causes that you care about and that you will continue to be an
active member of our democracy.

Regarding the points that you raise in your letter, as you may know, the Island Corridor Foundation (ICF) owns the land and the rail line. The provincial government has continued to work with the ICF and with local First Nations and decision makers to explore options for this corridor moving forward. I can assure you that our government recognizes that people want more travel options on Vancouver Island, and our ministry is committed to finding the best use for the Island Rail Corridor as well as to supporting First Nations' interests in discussions around the future of the corridor.

On May 16, 2022, the [ICF released a business case](#) that proposed a mixed-use rail system with commuter service, interregional passenger service and freight operations. Ministry staff provided some initial feedback to the ICF on its business plan, highlighting the importance of First Nations consultation and the need for an adequate contingency in the proposed costs. To advance any project, it must be supported by a strong business case where the benefits to the public clearly outweigh the costs.

The ministry, in partnership with the ICF, is currently meeting with local First Nations communities to discuss the corridor. We are also engaging with local governments on this important topic and closely monitoring how the federal government responds to a BC Court of Appeal ruling related to sections of the corridor that bisect the Snaw-Naw-As First Nation Reserve.

I have shared your email with ministry staff involved in this work for their information. If you have not already done so, you may also wish to share your ideas with the ICF through its [online comment submission form](#).

Meanwhile, our government continues to invest in transportation improvements for the South Island, as guided by our [South Island Transportation Strategy](#). The strategy was released in fall 2020 and speaks to opportunities for inter-regional transportation choices like rail and transit service between South Vancouver Island and the rest of the island. We are now working with our municipal partners and other key stakeholders on implementation.

Thank you again for taking the time to write and share your comments with me. I appreciated having the chance to review them. Please do not hesitate to write again in the future.

Sincerely,

Rob Fleming

Minister

From: s. 22

To: Transportation, Minister TRAN:EX (Minister.Transportation@gov.bc.ca)

Subject: 315177 Incoming - The Vancouver Island Rail line: the perspective of my family

Sent: 01/14/2023 16:28:13

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Dear Rob Fleming

I want to better understand your position on the return of the rail line, and want you to better understand my and my son's perspective.

s. 22

s. 22 has been a train enthusiast since he was s. 22 and developed a fascination with steam engines. His deep interest in the railway and longing for its return is infectious. We have fallen asleep reading *The Railways of Vancouver Island* for three years now. He has asked for me to do "anything, including being the principal of the government" to bring back the rail. When pressed about why the rail line is important to him, his reasons include: 1) for increased safety on the roads, so commuters s. 22 can ride the train instead of driving over the malahat, 2) for people to see more beauty and train tunnels when travelling on Vancouver Island and 3) because he is concerned about the environment.

I do not pretend to understand all the complexities and costs of getting the rail running, I am absolutely concerned about how the rail impacts First Nations lands, and understand that the cost of repairing the tracks is likely exorbitant. But I do know that this island has become far busier since I was a young girl riding the train, and that public transportation at the moment is severely lacking. I also know that the BC government had a large surplus this year.

s. 22 would also like to add his specific request for trains and train cars: "good working, in really good condition, the E&N locomotive, that is diesel, but I am hoping that can be turned into a biofuel train. And I hope they can have special train cars that can haul big trucks so they don't go on the road and take up so much of the road. And have the train to haul the milk from local farmers and to other parts of the island. And I'm also hoping the train can go somewhere close to the road so it could be like cars, except its [for the] public. p.s. I love the trains".

Thank you for your time - I do think that children deserve to be heard on this matter - as this is their home and their future.

Take care, s. 22

From: s. 22

To: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)

Subject: 315782 (B 314201) - Vancouver Island Heritage Railway

Sent: 02/10/2023 18:14:44

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Dear Mr. Fleming,

I could send you the email letter that the various groups are asking we sign and send to you https://act.newmode.net/action/transport-action-canada/tell-your-mp-save-vancouver-island-railway?fbclid=IwAR3S5o_o0sTjrTouNh46LcjK2vrE1ks5kRRip4Le3du50bQ_dX51kIEAAUI but I wanted to personally write to implore you to save our Railway.

The Island desperately needs the Federal and Provincial governments to release funds to restore the existing rail line.

We need you all to show an interest in our failing transport system of one main road on our Island, and the closed down existing railway.

There has been very little money spent on upgrades of this highway, except when a disaster has closed all traffic.

The amount of vehicles on the roads is increasing.

Re-opening the railway would take some of this traffic off the road.

Tourism is increasing, especially with the arrival of cruise ships.

Victoria is supposed to be the capital of British Columbia. The Legislative Building is there with pretty surroundings.

The majority of visitors think the Capital is in Vancouver.

The fact that the Island is an Island cannot be altered.

The ferries are part of the highway to the Mainland.

Our goods have to be shipped in and out and transported to destinations.

Why not by Rail on our Island?

quote:

The railway on Vancouver Island faces a March 14, 2023 deadline set by the BC courts in September 2021 for the federal government to confirm Canada still considers the railway to be "in the public interest" and to make investments in the line to ensure its continued operation.

We've got to use it, or lose it. While the government is considering its response it is imperative they understand the importance of this key corridor to the future of Vancouver Island!

Please would you invest in the future of our Island Heritage Railway?

Sincerely,

s. 22

From: s. 22

To: Fleming.MLA, Rob LASS:EX (Rob.Fleming.MLA@leg.bc.ca)

Cc: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)

Subject: 315781 (B 314201) - Please Restore the Island Rail Corridor

Sent: 02/09/2023 21:27:10

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Dear Hon. Rob Fleming.

I am writing to you today s. 22 in support of the Island Corridor Foundation (ICF) in their mission to restore rail service to and across Vancouver Island.

As the Minister of Transportation and Infrastructure, I am sure you are aware of the great benefits of rail service.

For me, rail service is the best way to travel the short range distances of Vancouver Island. It is far more comfortable than driving, and allows for work to be done during a commute.

Below are my top reasons why rail service should be restored.

- Rail Produces 1/3 of the CO2 emissions of private vehicles, and less if it is electrified.
- Freight rail is both safer and more personnel efficient compared to long distance truck freight.
- Population growth across Vancouver Island means that our roads are being brought to capacity, and Rail Service would vastly improve the conditions for those who do drive.
- Much of Canadian Rail is primarily between "major cities", and if B.C./Vancouver Island were able to implement frequent and convenient passenger rail it would be a leading example across Canada and the Pacific NorthWest.
- The Malahat is an exceptionally dangerous and inconvenient corridor, and rail transit would make it safer, easier and faster to commute past it.
- Finally, Rail Service is a great equalizer, as it gives the young, the old and low income people the ability to travel long distances without the need for a motor vehicle.

I hope that you can take these points into account when deciding on the future of rail service on the Island. If you are able, I would love to hear your position on this issue and how you plan to proceed with it.

I can be reached by the following.

s. 22

Thank you for your time.

Chan, Rita Y TRAN:EX

From: TRAN Corporate Writing Services TRAN:EX
Sent: November 23, 2022 2:43 PM
To: TRAN Corporate Writing Services TRAN:EX
Subject: 314058 (B 314201) - Passenger Rail on Vancouver Island

From: s. 22
Sent: November 23, 2022 11:43 AM
To: OfficeofthePremier, Office PREM:EX <Premier@gov.bc.ca>; Transportation, Minister TRAN:EX <Minister.Transportation@gov.bc.ca>; justin.trudeau@parl.gc.ca; omar.alghabra@parl.gc.ca
Subject: Passenger Rail on Vancouver Island

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Various members of my community, and of other larger centres on Vancouver Island are sending you emails asking for support from all levels, to restore and improve passenger rail service here.

Those who oppose its return are being very short-sighted, looking only at the few years of their own lives that would benefit only those who share their lifestyle. I ask you to look beyond 2026, and consider fifty years from now, how important such a service will be to an island whose population will likely have doubled by then. Failure to consider developing this public transit system will mean twice as many vehicles on the road (probably most still burning gasoline or diesel, asphalt replacement, and hours of sitting on the one highway we have now, braking, moving forward, braking etc. --- a great deal of personal time wasted for hundreds of thousands of people.

Victoria has just been "awarded" the title of most expensive city in BC (nationally also??); young workers can't afford to live there; good rail service would allow for the development of much more affordable housing up island from the capital, and that would be of benefit to all.

I urge you to support the Island Corridor group, and support this most worthy project.

s. 22

Chan, Rita Y TRAN:EX

From: TRAN Corporate Writing Services TRAN:EX
Sent: December 1, 2022 11:11 AM
To: TRAN Corporate Writing Services TRAN:EX
Subject: 314213 (B 314201) - A Case for Island Rail
Attachments: A Case For Island Rail (1).pdf

s. 22

From:
Sent: November 26, 2022 12:28 AM
To: Transportation, Minister TRAN:EX <Minister.Transportation@gov.bc.ca>
Subject: 314213 (B 314201) - A Case for Island Rail

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Dear Rob Fleming, Minister of transportation and Infrastructure,

Please receive this letter which is in support of the Vancouver Island Transportation Corridor Coalition (VITCC) and its advocacy of having the former E&N rail corridor (now "Island Rail") upgraded to modern transportation standards. Much depends on your support of this endeavour.

The Island Rail Corridor has been an important part of Vancouver Island's transportation network for nearly 140 years. However, through a lack of investment it risks disappearing altogether. As the great Canadian singer Joni Mitchell put it: "you don't know what you've got 'till it's gone." We know what we have and we cannot afford to lose it.

All too common events like flooding, landslides, and accidents have stopped traffic on the Island Highway and on other highways. They have resulted in barriers to the flow of goods and people that create inequality, in addition to causing delays. Yet the rail corridor is still there.

Adequate funding will make the rail transportation corridor even more important in the Island's future as it will provide an alternative to road-only transportation which is so desperately needed.

Why is this important? In today's world, economic and social development is heavily dependent on proper access to good transportation options. Among these, there are many strong reasons to restore rail service to the island, those that I find most important are as follows:

- Rail provides a safer, cheaper, and more environmentally friendly alternative to driving.
- Rail can economically and socially connect smaller communities on and near the corridor providing access to more employment opportunities in larger municipal areas.
- Rail is more efficient at moving freight and passengers, at a fraction of the cost. In dollars and in carbon emissions.
- Railways require less land to operate compared to road infrastructure, and can shape our urban environments in a more positive manner compared to automobile infrastructure.
- Rail not only co-exists, but provides a crucial link between other modes of transit such as buses and active transportation.
- Rail has, and can once again, encourages and supports the Island's tourism industry and the jobs and tax revenues it generates.

Currently, residents of this island are inadequately connected, as the only way to travel is by car and by a very limited bus service. This affects everyone, especially seniors, students, those without cars, and those who can not afford to drive. But as you know the costs of adding highway capacity, both in construction and in environmental losses, including to precious wetlands, is horrendously high and is no longer acceptable in today's climate.

With our growing population on Vancouver Island, we need to diversify and future-proof our transportation Infrastructure. We need something that can relieve pressure on our existing highway networks and complement active transportation infrastructure. A railway would do exactly this.

That is why we urge Honourable Members of Provincial and Federal governments to seriously consider the business plan put forth by the Island Corridor Foundation. Activation of that plan will make viable, for years to come, the Island Corridor's rail system.

The lack of dependable transportation options impacts me personally s. 22
s. 22

s. 22 If I was able to take a train I would be able to work and study on the whole ride up instead of being stuck behind the wheel, therefore allowing me to keep up with my studies while staying connected with my family.

Looking forward, rail will play an increasingly important role in reducing B.C.'s carbon footprint while increasing the mobility of its citizens and participation in our local economies.

Thankyou for your time. Transportation alternatives are important and I urge you to please consider this request.

Cheers,

s. 22

Baird, Siobhan TRAN:EX

From: OfficeofthePremier, Office PREM:EX
Sent: December 28, 2022 2:49 PM
To: s. 22
Cc: Transportation, Minister TRAN:EX
Subject: RE: A Case for Island Rail
Attachments: A Case For Island Rail (2).pdf

Dear s. 22

Thank you for your email regarding the Island Rail Corridor. We appreciate your taking the time to share your thoughts and recommendations with us.

On your behalf, we have provided a copy of your message to the Honourable Rob Fleming, Minister of Transportation and Infrastructure, for review and consideration. Please be assured that your comments and suggestions will be included in any related discussions going forward.

Thank you, again, for writing. It was good to hear from you.

cc: Honourable Rob Fleming

From: s. 22
Sent: November 26, 2022 12:32 AM
To: OfficeofthePremier, Office PREM:EX <Premier@gov.bc.ca>
Subject: A Case for Island Rail

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Dear David Eby, Premier of BC,

Please receive this letter which is in support of the Vancouver Island Transportation Corridor Coalition (VITCC) and its advocacy of having the former E&N rail corridor (now "Island Rail") upgraded to modern transportation standards. Much depends on your support of this endeavour.

The Island Rail Corridor has been an important part of Vancouver Island's transportation network for nearly 140 years. However, through a lack of investment it risks disappearing altogether. As the great Canadian singer Joni Mitchell put it: "you don't know what you've got 'till it's gone." We know what we have and we cannot afford to lose it.

All too common events like flooding, landslides, and accidents have stopped traffic on the Island Highway and on other highways. They have resulted in barriers to the flow of goods and people that create inequality, in addition to causing delays. Yet the rail corridor is still there.

Adequate funding will make the rail transportation corridor even more important in the Island's future as it will provide an alternative to road-only transportation which is so desperately needed.

Why is this important? In today's world, economic and social development is heavily dependent on proper access to good transportation options. Among these, there are many strong reasons to restore rail service to the island, those that I find most important are as follows:

-
-
- Rail provides a safer, cheaper, and more environmentally friendly alternative to driving.
-
-
-
- Rail can economically and socially connect smaller communities on and near the corridor providing access to more employment opportunities in larger municipal areas.
-
-
-
- Rail is more efficient at moving freight and passengers, at a fraction of the cost. In dollars and in carbon emissions.
-
-
-
- Railways require less land to operate compared to road infrastructure, and can shape our urban environments in a more positive manner compared to automobile infrastructure.
-
-
-
- Rail not only co-exists, but provides a crucial link between other modes of transit such as buses and active transportation.
-
-
-
- Rail has, and can once again, encourages and supports the Island's tourism industry and the jobs and tax revenues it generates.
-

Currently, residents of this island are inadequately connected, as the only way to travel is by car and by a very limited bus service. This affects everyone, especially seniors, students, those without cars, and those who can not afford to drive. But as you know the costs of adding highway capacity, both in construction and in environmental losses, including to precious wetlands, is horrendously high and is no longer acceptable in today's climate.

With our growing population on Vancouver Island, we need to diversify and future-proof our transportation Infrastructure. We need something that can relieve pressure on our existing highway networks and complement active transportation infrastructure. A railway would do exactly this.

That is why we urge Honourable Members of Provincial and Federal governments to seriously consider the business plan put forth by the Island Corridor Foundation. Activation of that plan will make viable, for years to come, the Island Corridor's rail system.

The lack of dependable transportation options impacts me personally. ^{s. 22}

s. 22

s. 22

If I was able to take a train I would be able to work and study on the whole ride up instead of being stuck behind the wheel, therefore allowing me to keep up with my studies while staying connected with my family.

Looking forward, rail will play an increasingly important role in reducing B.C.'s carbon footprint while increasing the mobility of its citizens and participation in our local economies.

Thankyou for your time. Transportation alternatives are important and I urge you to please consider this request.

Cheers,

s. 22

Dear David Eby, Premier of BC,

Please receive this letter which is in support of the Vancouver Island Transportation Corridor Coalition (VITCC) and its advocacy of having the former E&N rail corridor (now "Island Rail") upgraded to modern transportation standards. Much depends on your support of this endeavour.

The Island Rail Corridor has been an important part of Vancouver Island's transportation network for nearly 140 years. However, through a lack of investment it risks disappearing altogether. As the great Canadian singer Joni Mitchell put it: "you don't know what you've got 'till it's gone." We know what we have and we cannot afford to lose it.

All too common events like flooding, landslides, and accidents have stopped traffic on the Island Highway and on other highways. They have resulted in barriers to the flow of goods and people that create inequality, in addition to causing delays. Yet the rail corridor is still there.

Adequate funding will make the rail transportation corridor even more important in the Island's future as it will provide an alternative to road-only transportation which is so desperately needed.

Why is this important? In today's world, economic and social development is heavily dependent on proper access to good transportation options. Among these, there are many strong reasons to restore rail service to the island, those that I find most important are as follows:

- Rail provides a safer, cheaper, and more environmentally friendly alternative to driving.
- Rail can economically and socially connect smaller communities on and near the corridor providing access to more employment opportunities in larger municipal areas.
- Rail is more efficient at moving freight and passengers, at a fraction of the cost. In dollars and in carbon emissions.
- Railways require less land to operate compared to road infrastructure, and can shape our urban environments in a more positive manner compared to automobile infrastructure.
- Rail not only co-exists, but provides a crucial link between other modes of transit such as buses and active transportation.
- Rail has, and can once again, encourages and supports the Island's tourism industry and the jobs and tax revenues it generates.

Currently, residents of this island are inadequately connected, as the only way to travel is by car and by a very limited bus service. This affects everyone, especially seniors, students, those without cars, and those who can not afford to drive. But as you know the costs of adding highway capacity, both in construction and in environmental losses, including to precious wetlands, is horrendously high and is no longer acceptable in today's climate.

With our growing population on Vancouver Island, we need to diversify and future-proof our transportation Infrastructure. We need something that can relieve pressure on our existing highway networks and complement active transportation infrastructure. A railway would do exactly this.

That is why we urge Honourable Members of Provincial and Federal governments to seriously consider the business plan put forth by the Island Corridor Foundation. Activation of that plan will make viable, for years to come, the Island Corridor's rail system.

The lack of dependable transportation options impacts me personally. s. 22
s. 22

If I was able to take a train I would be able to work and study on the whole ride up instead of being stuck behind the wheel, therefore allowing me to keep up with my studies while staying connected with my family.

Looking forward, rail will play an increasingly important role in reducing B.C.'s carbon footprint while increasing the mobility of its citizens and participation in our local economies.

Thankyou for your time. Transportation alternatives are important and I urge you to please consider this request.

Cheers,

s. 22

Chan, Rita Y TRAN:EX

From: TRAN Corporate Writing Services TRAN:EX
Sent: December 1, 2022 12:03 PM
To: TRAN Corporate Writing Services TRAN:EX
Subject: 314214 A (B 314201) - Vancouver Island Railway

From: s. 22
Sent: November 26, 2022 4:08 PM
To: justin.trudeau@parl.gc.ca
Cc: omar.alghabra@parl.gc.ca; OfficeofthePremier, Office PREM:EX <Premier@gov.bc.ca>; Transportation, Minister TRAN:EX <Minister.Transportation@gov.bc.ca>; Ma.MLA, Bowinn LASS:EX <Bowinn.Ma.MLA@leg.bc.ca>; alistair.macgregor@parl.gc.ca
Subject: Vancouver Island Railway

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Dear Prime Minister,

I write to you because you are the Canadian who has a great deal of influence over any decision that would contribute to one of the best ways to reduce greenhouse gas emissions. The issue that I want you to use your influence over is the railway line on Vancouver Island.

I ask for your leadership on this issue because I believe that we the residents and commuters on Vancouver Island know single car occupants contribute to high rates of CO2 emissions.

I believe that the Vancouver Island Corridor Foundation is doing good work and needs you to endorse their leadership regarding the plans to have the railway line upgraded and modern trains operating.

Please let me know that you will support Vancouver Islanders and my want to see your leadership regarding this railway line plan.

Thank you for your attention.

Sincerely,

s. 22

Chan, Rita Y TRAN:EX

From: TRAN Corporate Writing Services TRAN:EX
Sent: December 1, 2022 12:04 PM
To: TRAN Corporate Writing Services TRAN:EX
Subject: 314214 B (B 314201) - Vancouver Island Railway

From s. 22

Sent: November 26, 2022 4:10 PM
To: Transportation, Minister TRAN:EX <Minister.Transportation@gov.bc.ca>
Cc: OfficeofthePremier, Office PREM:EX <Premier@gov.bc.ca>; OfficeofthePremier, Office PREM:EX <Premier@gov.bc.ca>; omar.alghabra@parl.gc.ca; alistair.macgregor@parl.gc.ca
Subject: 314213 B (B 314201) - Vancouver Island Railway

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Dear Minister Fleming,

I write to you because you are a B.C. person who has a great deal of influence over any decision that would contribute to one of the best ways to reduce greenhouse gas emissions. The issue that I want you to use your influence over is the railway line on Vancouver Island.

I ask for your leadership on this issue because I believe that we the residents and commuters on Vancouver Island know single car occupants contribute to high rates of CO2 emissions.

I believe that the Vancouver Island Corridor Foundation is doing good work and needs you to endorse their leadership regarding the plans to have the railway line upgraded and modern trains operating.

Please let me know that you will support Vancouver Islanders and my want to see your leadership regarding this railway line plan.

Thank you for your attention.

Sincerely,
s. 22

Chan, Rita Y TRAN:EX

From: TRAN Corporate Writing Services TRAN:EX
Sent: December 1, 2022 12:12 PM
To: TRAN Corporate Writing Services TRAN:EX
Subject: 314215 A (MO) (B 314201) - Your E-mail Has Been Received

From ^{s. 22}
Sent: November 27, 2022 1:26 PM
To: Transportation, Minister TRAN:EX <Minister.Transportation@gov.bc.ca>
Subject: Re: Your E-mail Has Been Received

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

s. 22

On Sat., Nov. 26, 2022, 4:48 p.m. Transportation, Minister TRAN:EX, <Minister.Transportation@gov.bc.ca> wrote:

Thank you for your e-mail. This an automated response to let you know your e-mail has been received.

Your correspondence will be shared with Ministry of Transportation and Infrastructure staff for review and consideration.

Sincerely,

Office of the Minister
Ministry of Transportation and Infrastructure

Chan, Rita Y TRAN:EX

From: TRAN Corporate Writing Services TRAN:EX
Sent: December 1, 2022 12:13 PM
To: TRAN Corporate Writing Services TRAN:EX
Subject: 314215 B (PO) (B 314201) - Island Corridor Foundation

From ^{s. 22}
Sent: November 26, 2022 4:48 PM
To: OfficeofthePremier, Office PREM:EX <Premier@gov.bc.ca>
Subject: 314215 B (PO) (B 314201) - Island Corridor Foundation

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Dear Sir

I am writing in regards to the most important decision that needs your approval and support concerning Vancouver Island.

The March 15, 2023 deadline to approve and support the continued planning and construction of Vancouver Island Railroad.

The amount and effort in organizing, planning, researching, and presenting by the Foundation, is tremendous. This project, to restore rail traffic on the Island is the most important decision that needs to be made in our lifetime. To reduce highway traffic and move people and goods is vital to the economy, ecology, environment, and the future.

Please listen and review any presentation and discussion on this subject. There is only one highway that goes North and South on the Island. Trans Canada Hwy from Victoria to Nanaimo and changing to Hwy 19 to Comox/Courtney and beyond to Port Hardy. A span of Trans Canada Hwy north of Victoria has only 1 lane in either direction. This section is part of the highest traffic density on the highway. When an accident or other unforeseen issues (e.g. landslides) occur the highway can be closed indefinitely, stranding drivers without a detour.. As the population on Vancouver Island continues to grow so will traffic congestion. This project can and will ease these concerns.

From what I know and have learned the people working on this monumental transportation project are from various cultural, ethnic private and professional backgrounds including several First Nation Tribes.

Once the facts are all submitted I believe you will see fit to approve and support this project that will be beneficial to all Islanders now and in the future..

Sincerely

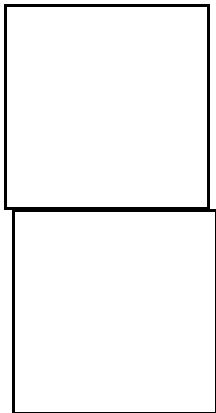
s. 22

Chan, Rita Y TRAN:EX

From: TRAN Corporate Writing Services TRAN:EX
Sent: December 1, 2022 12:14 PM
To: TRAN Corporate Writing Services TRAN:EX
Subject: 314215 C (PO) (B 314201) - Island Corridor Foundation

From: s. 22
Sent: November 26, 2022 5:06 PM
To: OfficeofthePremier, Office PREM:EX <Premier@gov.bc.ca>
Subject: Island Corridor Foundation

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.



Dear Sir

I am writing in regards to the most important decision that needs your approval and support concerning Vancouver Island.

The March 15, 2023 deadline to approve and support the continued planning and construction of Vancouver Island Railroad.

The amount and effort in organizing, planning, researching, and presenting by the Foundation, is tremendous. This project, to restore rail traffic on the Island is the most important decision that needs to be made in our lifetime. To reduce highway traffic and move people and goods is vital to the economy, ecology, environment, and the future.

Please listen and review any presentation and discussion on this subject. There is only one highway that goes North and South on the Island. Trans Canada Hwy from Victoria to Nanaimo and changing to Hwy 19 to Comox/Courtney and beyond to Port Hardy. A span of Trans Canada Hwy north of Victoria has only 1 lane in either direction. This section is part of the highest traffic density on the highway. When an accident or other unforeseen issues (e.g. landslides) occur the highway can be closed indefinitely, stranding drivers without a detour. As the population on Vancouver Island continues to grow so will traffic congestion. This project can and will ease these concerns.

From what I know and have learned the people working on this monumental transportation project are from various cultural, ethnic private and professional backgrounds including several First Nation Tribes.

Once the facts are all submitted I believe you will see fit to approve and support this project that will be beneficial to all Islanders now and in the future..

Sincerely

s. 22

Chan, Rita Y TRAN:EX

From: s. 22
Sent:
To: Transportation, Minister TRAN:EX
Subject: 314216 (B 314201) - Hon. Rob Fleming, Minister of Transport

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Yellow Category

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Sir

I was most interested recently to attend a presentation by the Island Corridor Foundation at which the possibilities of a commuter and freight rail system were outlined to a group of approximately 70 people. It was clear to the group that the future of rail on Vancouver Island is not only viable but given the nature of the single highway from the Cowichan Valley and points north to Victoria it is essential.

When compared to the cost of the commuter rail system being built on the lower mainland, the system on Vancouver Island is a veritable bargain and would display the provincial governments commitment to an alternative for the thousands of commuters on the highways every day.

A recent article in the National Post suggests that the province is on track to record a sizable surplus in the annual budget which if combined with a negotiated agreement with the federal government could easily fund the revitalization of this one hundred and fifty year old system.

Saving the system now is a real bargain compared to trying to start over in a decade or two given that the agreement that provided for the land to build the railroad is scheduled to expire in 2023.

s. 22

Chan, Rita Y TRAN:EX

From: TRAN Corporate Writing Services TRAN:EX
Sent: December 1, 2022 3:38 PM
To: TRAN Corporate Writing Services TRAN:EX
Subject: 314319 (B 314201) - Passenger rail on Vancouver Island

From: s. 22
Sent: November 18, 2022 8:19 PM
To: OfficeofthePremier, Office PREM:EX <Premier@gov.bc.ca>; Fleming.MLA, Rob <Rob.Fleming.MLA@leg.bc.ca>
Subject: Passenger rail on Vancouver Island

Dear Mr. Eby and Mr. Fleming,

I believe that Vancouver Island should have a functioning passenger rail system, and that BC should revive and improve on the old railway to achieve this. In many countries around the world, people use trains as a comfortable, economical, and environmentally friendly way of getting around. Why then, does Vancouver Island, with a rapidly growing population, not have functioning passenger rail?

s. 22

Interregional public transit is lacking in BC and many of the bus routes between cities have been ended. I would like to move up island in order to afford a house, but this will leave me with few options to travel down the island to meet family, friends or do errands or attend events in Victoria or Nanaimo. If there was passenger rail, I could easily take the train down island for the weekend. Cities like Victoria are investing in walking and biking infrastructure to help people make car-free trips, but these most make sense as part of a network that is connected with regional public transit. That way, people can make most of the trips they take without a car, if they so choose.

One of the issues with the old train was that it was out of date, slow and ran infrequently. No wonder there wasn't strong ridership. In order to make transit that is worth it for people to use, it needs to run at convenient times, run frequently and be on time. With the rising cost of gas and living overall, I'm sure many more people will be interested in taking a faster, modern train up and down the island. It would benefit seniors, people with disabilities, teenagers, students, commuters, and tourists. An LRT route between Westshore and Victoria would also have high ridership and reduce traffic congestion on the highway from commuters.

Having better connected communities can also support some of the housing needs of people on the island by allowing them to live in a different community. This would take some pressure off the housing crisis in Victoria. It would also allow tourists arriving to Victoria by airplane or cruise ship to go up island and support the economies in those communities.

Then there are the environmental benefits of trains and reduced reliance on fossil fuel burning cars. Trains are already more efficient, being able to move many people at once. They can also be electrified eventually and run on renewable energy. Many, many places in Europe and Asia have electric trains serving their communities. This greatly reduces the carbon emissions of these communities. A train would be a step forward to meeting BC and Canada's overall climate targets.

A new train line should be a public crown corporation, to ensure that the train is affordable and accessible. This way, it will be provided the funding and maintenance to keep it running to meet the needs of the population as the island's population grows.

I hope that you will consider these things as the court mandated decision on the island rail corridor is required by 2023. Investing in reviving passenger rail on the island will benefit many people and communities and support the island's growing population, and BC's need to reduce carbon emissions overall. In order for this to be a worthwhile project however, the train must be modern, reliable, frequent, and accessible. It must be funded sufficiently over time to provide a worthwhile transport service. I believe this is a future forward project and something worth investing in.

Sincerely,

s. 22

Chan, Rita Y TRAN:EX

From: s. 22
Sent: December 7, 2022 10:19 AM
To: OfficeofthePremier, Office PREM:EX; Transportation, Minister TRAN:EX
Cc: Lore.MLA, Grace LASS:EX
Subject: 314320 (B 314201) - Vancouver Island Rail

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Dear Premier & Minister of Transportation

s. 22

I am writing you today to request your support restoration of rail transport service on Vancouver Island. The Island Corridor Foundation has laid out a plan and business case for providing passenger rail service between Victoria and Courtenay, as well as freight service from ports in Nanaimo and Port Alberni along the existing rail corridors. This plan has the unanimous support of all 13 mayors of the Capital Regional District.

I believe that rail transport is critical for the future of Vancouver Island. For me and my family, passenger rail service would allow us to visit our family s. 22 without relying on a car. Restoration of the rail service would provide a relatively affordable, safer, and more environmentally friendly option for travel when compared to driving the Trans Canada Highway and Malahat. This would also allow our aging family members to continue to travel on the island when they are no longer able to drive.

For Vancouver Island as a whole there are numerous benefits:

- More transportation options and reduced congestion and wear on Greater Victoria and Vancouver Island roadways. Road maintenance is a major cost to our government that many forget about!
- An affordable, reliable, and accessible travel option for those who cannot drive, cannot afford a car, or would prefer not to drive
- An alternative to the highway, providing resiliency to our transportation system. Last year the Highway was closed due to flooding and landslides and winter weather can make the Malahat impassible.
- A safer method of travel than driving. Motor vehicle incidents are the second leading cause of death for people under 35 years of age in our country. This is tragic and our community deserves better options!
- A more environmentally friendly passenger and freight transportation option. Rail produces one third of the carbon emissions compared to private vehicles. This will help our province meet our carbon reduction goals! There may even be options to use electric or hydrogen powered trains to make rail service zero emissions.

I am asking that you support restoration of rail service on Vancouver Island. I understand there is urgency to take quick action on this as a decision must be made prior to March 2023. I would appreciate a response to know what your position is on this policy.

s. 22

Chan, Rita Y TRAN:EX

From: Fleming.MLA, Rob LASS:EX
Sent: December 13, 2022 11:30 AM
To: Transportation, Minister TRAN:EX
Subject: 314428 (B 314201) - Vancouver Island Rail

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

From: s. 22
Sent: December 13, 2022 9:21 AM
To: Fleming.MLA, Rob <Rob.Fleming.MLA@leg.bc.ca>
Subject: Vancouver Island Rail

Hello

My wife and I would like to see the Island rail corridor restored. We would use it to access the communities s. 22
s. 22 We much prefer public transportation to car ownership.

Society's dependance on car culture is enormously expensive, and a significant contributor to atmospheric and noise pollution.

This is a fantastic opportunity for BC to initiate effective commuter service on this line. If necessary start with the Victoria to Duncan leg, then gradually grow it northward.

90% of the population of Vancouver Island lives on the east side of the Island, and rail could so effectively serve us.

Thank you
s. 22

Chan, Rita Y TRAN:EX

From: s. 22
Sent: January 19, 2023 10:14 AM
To: Transportation, Minister TRAN:EX
Subject: 314428 Wiltshire B - (B 314201) - (no subject)
Categories: Yellow Category

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Minister:

My wife and I would like to see the Island rail corridor restored. We would use it to access the communities s. 22
s. 22 We much prefer public transportation to car ownership.
Society's dependance on car culture is enormously expensive, and a significant contributor to atmospheric and noise pollution.
This is a fantastic opportunity for BC to initiate effective commuter service on this line. If necessary start with the Victoria to Duncan leg, then gradually grow it northward.
90% of the population of Vancouver Island lives on the east side of the Island, and rail could so effectively serve us.

Sincerely
s. 22

Chan, Rita Y TRAN:EX

From: Fleming.MLA, Rob LASS:EX
Sent: December 13, 2022 4:14 PM
To: Transportation, Minister TRAN:EX
Subject: 314460 (B 314201) - Island Rail

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

-----Original Message-----

From: s. 22
Sent: December 13, 2022 3:20 PM
To: Fleming.MLA, Rob <Rob.Fleming.MLA@leg.bc.ca>
Subject: Island Rail

Dear Minister,

We need our railway restored on Vancouver Island! Trying to get to Victoria from Nanaimo (or even more north), you have to travel the Malahat....if you can!

s. 22 my trips to Victoria have me driving over 2 1/2 hours on a narrow and often dangerous highway. How else can I get there? I would love the comfort and convenience of a modern train rather than my tired old eyes. Eastern Canada and Europe are good examples of how transportation does not necessarily involve cars.

We say that we want people to afford a home, but workers (especially with families) have to live outside the city to afford this. Without transportation, this means a family needs at least 2 cars....including their costs and Parking at their job sites, roads to travel on. In England I noted that even businessmen and businesswomen used the trains to get from the countryside to the city. Some read the morning papers, some worked on their laptops, some just enjoyed a break looking at the countryside roll by- some took a little power nap.

The cost of restoring our rail line on the Island is a bargain at the moment, but that is coming to an end quickly. The rail bed is currently there! Please act NOW. This is important transport for people, commodities, businesses and tourism.

Lots of people thought the West Coast Express would fail. It didn't. It helped open up the North side of the Fraser and is always busy. Cheaper by far than Skytrain in the lower mainland. Please look at the plan, and extensive work, already done by the Island Rail group.

I'm excited to see a modern railway restored to the Island- hopefully in my lifetime. I'm not alone.

Respectfully yours,
s. 22

Sent from my iPad

Chan, Rita Y TRAN:EX

From: s. 22
Sent: December 13, 2022 5:45 PM
To: Transportation, Minister TRAN:EX
Subject: 314461 (B 314201) - Railway line.

Categories: Yellow Category

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

I am totally in favour of the railway.
Please do whatever you can do to help have it restored.

s. 22

Chan, Rita Y TRAN:EX

From: Fleming.MLA, Rob <Rob.Fleming.MLA@leg.bc.ca>
Sent: December 14, 2022 4:56 PM
To: Transportation, Minister TRAN:EX
Subject: 314462 (B 314201) - Restoration of the Vancouver Island Rail Corridor
Categories: Yellow Category

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

From: s. 22
Sent: December 14, 2022 4:51 PM
To: omar.alghabra@parl.gc.ca
Cc: OfficeofthePremier, Office PREM:EX <Premier@gov.bc.ca>; Fleming.MLA, Rob <Rob.Fleming.MLA@leg.bc.ca>; alistair.macgregor@parl.gc.ca
Subject: Restoration of the Vancouver Island Rail Corridor

Honourable Minister:

I'm writing you today as a big supporter of the Vancouver Island Rail Corridor, specifically the Island Corridor Foundation's (ICF) business case to restore rail-based services to Vancouver Island, British Columbia, through Canada's most western Port.

I would implore you to recognize the Island Rail Corridor for the 289 km long historical site, and much needed transportation Corridor that is needed now and into the future for Vancouver Island, British Columbia and Canada as a whole.

As is written on the ICF website "The Island railway was originally incorporated on September 27, 1883 by the E&N Railway Company, led by Sir Robert Dunsmuir, a renowned British Columbia (BC) coal baron and politician."

The Vancouver Island Corridor connects from Courtenay all the way to Victoria and intersects with the Parksville to Port Alberni line too. Both corridors are pre-existing! Originally built between 1883 and 1887, the railway corridor is in itself a 289 km museum. The corridor connects every town and city along its path on an established right of way.

The Vancouver Island corridor does not require creating an alternative route like all the previous attempts tried and failed to do. It doesn't require blasting or bridging over watersheds or spending billions on a tunnel as needed in Vancouver for Skytrain. It will relieve the pressure to expand the roads with yet another extremely costly lane.

The corridor represents an amazing reconciliation opportunity to address the historical grievances emanating from the land grants, and that should not be ignored by the Government.

The Vancouver Island Railway is a gift to Vancouver Island from the past wrapped in controversy and strong feelings, but no one can deny that is just what Vancouver Island needs for 2023:

- Increase mobility and independence for seniors and anyone with accessibility needs.
- Increase safety, comfort, and gained productive time for everyone travelling on the train.

- Lower travel and insurance expenses or live without a car at all! Fuel independence!
- Save money for rent, medications, food, cloths, education, and other essentials.
- Gain a farther reach to find work or to find a less expensive place to live.
- Have space to distance, play, entertain, nap, work, or just stare out the window as nature rolls by.

First Nations, the B.C. Government, Regional Districts and every Mayor in B.C Supports it along with residents, by a landslide. And it would be a significant step towards restoring environmental balance, which roadway expansion emphatically does not do.

Please support development of the Vancouver Island Railway Corridor.

Sincerely,

s. 22

Chan, Rita Y TRAN:EX

From: s. 22
Sent: January 5, 2023 9:40 AM
To: Transportation, Minister TRAN:EX
Cc: Kevin Falcon; Allison St - Jean
Subject: 314943 (B 314201) - Vancouver Island Corridor

Categories: Yellow Category

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Mr. Fleming,

Safe, secure transportation routes on Vancouver Island have been ignored for far too long. Highway congestion from Victoria to mid Island and beyond has been a growing problem for many years. The Malahat section of the highway continues to be a safety concern in poor weather conditions, with no satisfactory solution in-sight no matter how much money is thrown at it. Most recently Island residents who depend on a safe scheduled bus service from the north and west Island find that their only regularly scheduled bus service is to be discontinued, at least temporarily.

The time to get serious about renewing the Island Corridor Rail Line from Victoria to Courtenay and a branch line to Port Alberni is here and now! Past Premiers have paid lip service at best to the idea of renewing this vital infrastructure, preferring to watch it deteriorate. First nations and other concerned people along the route want answers about how they are or are not going to be affected by the unused corridor. The time for having meaningful talks with them is fast running out.

A rail service not only makes sense for the security and safety of travel for all Islanders, but could be a major draw for tourism, reconciliation and the economy. Perhaps most importantly, it makes so much more sense than does adding more pavement, more vehicles and more pollution to an already fragile environment. Something none of us want.

What we do want and need is a minister, a premier and a government to show they have a vision for what transportation on Vancouver Island can be, rather than sit back and wait until a rail corridor is in such a state of disrepair that it is no longer viable. It is now time to ensure that rail service on Vancouver Island becomes a reality, for all residents, the economy and the environment.

I hope that you, the Minister of Transport and the new Premier are willing and able to bring all levels of government and other stakeholders together today, to build the future of transportation on Vancouver Island.

s. 22

Chan, Rita Y TRAN:EX

From: s. 22
Sent: January 12, 2023 3:47 PM
To: Transportation, Minister TRAN:EX; Minister, MSI TRAN:EX
Cc: Minister, ENV ENV:EX; OfficeofthePremier, Office PREM:EX; Lee.MLA, Michael LASS:EX
Subject: 315103 (B 314201) - Expanding Rail Travel in BC

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Hello there,

s. 22 I am very passionate about public transportation. I believe it is one of the great equalizers and the more access people have to reliable and efficient public transportation, the better their lives will be. Not only that but the more we invest in creating a public transportation system that can compete with car ownership the better off the environment will be. We need fewer people in cars and in planes. While Translink in particular is doing great work within Metro Vancouver there is a lot more that could be done in regard to intercity travel. That is why I am contacting you today.

I believe that the BC government has an excellent opportunity with the current budget surplus to implement a provincial commuter rail system. As more and more intercity bus services such as Greyhound shut down it is leaving an enormous gap in people's ability to get around the province. Establishing a commuter rail system in BC would fill this gap and give British Columbians an affordable and more environmentally friendly way to travel.

We need only look at countries like the UK or others in Europe to see how this can be done effectively. Better yet we don't even have to leave Canada. Just look at systems like [Metrolinx](#) in Ontario or [Exo](#) in Quebec. Or why even go that far, just look at the West Coast Express operated by Translink. BC could be a leader on this front and I believe with the political will and vision that it can be done. BC used to have trains that would take people from North Vancouver to Prince Rupert but what happened? The system was sold off by the Liberal government in the early 2000's. We don't have to live with the mistakes others made in the past, we can build back better!

In addition to these ideas around provincial rail, I would be remiss to not mention our national rail system VIA Rail. As I'm sure you are aware, there used to be a train operated by VIA that went from Victoria to Courtenay. This train has been out of commission for over a decade because the rails have been left to languish and deteriorate. Every day that those rails aren't fixed is a day that people on the island aren't able to travel because they don't have any other options (especially when bus services stop operating). I implore you to begin the process of having those rails fixed so that VIA can once again begin operations on the island. It can be done, just look at the government of Quebec and the rehabilitation of the railway on the [Gaspé Peninsula](#) or in [Northern Manitoba](#).

New Democrats are all about getting things done for people and I believe that with this current budget surplus there is no better time than right now to make transportation in BC more accessible, affordable, and environmentally sustainable.

Thank you so much for your time, I hope to hear back from you.

Best,

s. 22

Chan, Rita Y TRAN:EX

From: s. 22
Sent: January 12, 2023 4:43 PM
To: Routley.MLA, Douglas G LASS:EX; Transportation, Minister TRAN:EX; omar.alghabra@parl.gc.ca; OfficeofthePremier, Office PREM:EX; lisamarie.barron@parl.gc.ca
Subject: 315104 (B 314201) - I support restoring Vancouver Island Rail Service

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Good day,

I am writing to inform you of my family's support for renewed service for Vancouver Island rail. We would like to see light rapid transit rail on Vancouver Island from Victoria to Courtenay. This rail infrastructure is too valuable to lose and we must plan for a future where Vancouver Islanders can travel on public transit rail. The Malahat in particular needs a secondary travel corridor for when motor vehicle accidents shut down the only current access between Victoria and the Cowichan Valley.

I trust you also see the value and importance of restoring rail service to Vancouver Island.

s. 22

Chan, Rita Y TRAN:EX

From: s. 22
Sent: January 14, 2023 5:15 AM
To: Transportation, Minister TRAN:EX
Subject: 315191 (B 314201) - Rail on Vancouver Island

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Good morning;

s. 22

s. 22 am contacting you regarding the future of the Esquimalt & Nanaimo railway on Vancouver Island, now in the hands of the Island Corridor Foundation. As the deadline for reactivation of the full length of the line nears, it seemed vital to mention the immense utility a reinvigorated railway, and the services it would support, would have for both Vancouver Island specifically and for broader goals related to climate change, reduced reliance on roads and automobile transport, and the provision of safe, reliable, low-cost transport between remote communities and larger centres.

The most frequently raised objection to reactivation is the cost, which is, admittedly, massive: the most expensive option recently presented would see the better part of a billion dollars spent to fully rebuild the entire line, and to cover the startup costs of a commuter service. This cost, though, is only ten times what was spent, as a matter of course, in building a single highway interchange at the Admirals/Mackenzie intersection with the Trans Canada Highway, and would provide a significantly greater long-term impact than any ten upgraded intersections. A rail line with a suitably capacious commuter service and good freight capacity would also reduce or eliminate the need for continued improvements on the island's road network.

A renewed E&N running from Victoria to Courtenay, with the Port Alberni spur, touches the majority of communities on Vancouver Island: outside of Greater Victoria, on the east coast only Mill Bay, the Cowichan Lake area, and Cumberland are without ready access, and all three of those have BC Transit service to towns served by the E&N. Bringing rail service to Port Alberni would not only serve that community, but change the entire dynamic for Tofino, Ucluelet, and other residents on the western side of the island by providing a ready, nearby link to the rest of the world. Commuter service for Greater Victoria and Nanaimo (and potentially Port Alberni, Courtenay, and Duncan) would be of immediate, obvious benefit; equally, an efficient and stable replacement for the never-ending cycle of coach bus operators happy to profit off the tourist rush, but less willing or able to provide reliable service for more prosaic local needs. On an additional note, the E&N route is within easy bus-transit or shuttle range of the Powell River, Departure Bay, and Duke Point BC Ferry terminals, the Victoria harbour ferries to the US, and Comox airport, and is within walking distance of the Nanaimo airport.

Some objections have also been raised suggesting that people will find commuting by rail unappealing due to travel time: as someone who has travelled by rail, used Translink for several years, and now commutes by car on Vancouver Island, being able to get on transit, know your arrival time, and spend your trip doing something other than driving, is absolutely worth a slightly longer travel time. Right now, commuting from Shawnigan Lake to downtown Victoria, a drive which should take 45 minutes, usually takes 75 to 90 minutes, and has proven sufficiently prone to delays that I allow two hours to get in to work. For comparison, in 1912, steam passenger service made the reverse trip, with ten stops and the Malahat grade, in 90 minutes. A modern commuter service couldn't possibly do worse. In addition to time spent on and stress created by commuting by car, parking for a full day is easily \$15, while gas is easily \$10-\$20 for a round trip.

Taking one step further, the Greater Victoria area has a variety of disused, or currently trail-only, rights of way connecting the growing western area; Langford, Metchosin, and Sooke; and the Saanich Peninsula: all of these once supported full-service rail or interurban services. These present opportunities for future or complementary expansion, ideally replacing spinal bus routes with higher-capacity, more reliable rail service.

Freight service by rail was once a routine part of life for island businesses: many commercial and industrial lots either still have sidings or show signs of rail access, and a number of disused rights of way link existing, active industrial sites (for example, the Crofton pulp mill and the Cowichan Bay terminal) to the E&N route, while Port Alberni's industrial district is immediately adjacent to rail. Mills, especially, create significant predictable truck traffic operating between fixed locations. Getting those vehicles off the roads should have immediate benefit for wear and tear, safety, and environmental concerns. Providing commercial and smaller industrial with a heavy-haulage option capable of, with the Seaspan rail ferry, moving goods anywhere in North America without multiple mode switches may also be of benefit, while a more local capacity for mixed goods movement by boxcar should provide a more efficient and environmentally friendly substitute for truck-based freight services.

While nobody has yet brought up electrification, a self-contained rail line serving a single island is very amenable to an eventual move away from diesel, with obvious environmental benefits.

All of this is to say that rail service on Vancouver Island is both achievable and desirable, and to ask that you take every measure to bring it back to life.

Thank your for your consideration;

s. 22

Chan, Rita Y TRAN:EX

From: s. 22
Sent: January 17, 2023 10:25 AM
To: Transportation, Minister TRAN:EX
Subject: 315232 (B 314201) - Island Rail Service

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Your Honour,

The Vancouver Island Rail Service has been non-operational for a number of years. It will be in consultation for another 60 days apparently, and this then is the end for public consultation on its transit use. A final time to develop a plan.

As you also know, the malahat portion of the Trans Canada Hwy has some issues which have been rectified with significant construction recently, yet, it remains to be virtually the only route up and down the southern part of the island,

With these two points in mind, I now request that the BC government get on to approving the start of the next phase on the plans for re enacting the rail services. It has been dormant for too long and needs to be reinstated as we realize the island needs are increasing in demands and this will help.

Respectfully,

s. 22

Chan, Rita Y TRAN:EX

From: Fleming.MLA, Rob LASS:EX
Sent: January 18, 2023 10:15 AM
To: Transportation, Minister TRAN:EX
Subject: 315264 (B 314201) - Restore the railway

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

-----Original Message-----

From: s. 22
Sent: January 18, 2023 2:23 AM
To: Fleming.MLA, Rob <Rob.Fleming.MLA@leg.bc.ca>
Subject: Restore the railway

Dear Rob,

Please back the restoration and reopen the passenger railway on Vancouver island.

This is needed for many extremely important reasons.

Access to Victoria is only via the Malahat - a notorious and dangerous road - this highway is closed due to accidents and weather all too often and is clogged and at a standstill in the summer due to high tourist traffic. Which means that the island is held hostage if anything happens and closes off vital access to hospitals and essential services.

Heavy traffic, mostly single occupant vehicles, create massive carbon destruction of our glorious air and planet.

Having a train - especially an electric one - would really go towards BC and Canada's dream and image of being Green Focused and a real leader in Climate action and a wonderful opportunity for good jobs and tourism on the island.

Having the train Indigenous lead and focused would also go towards vital reconciliation and recovery of our first peoples and really show that their importance is not just words.

The tourism value would also be massive and essential for the growth of the island. Imagine the draw of tourists coming to travel the island via train s. 22

s. 22 this could be the standard here. The track is already there.

Safe affordable transportation for many of the smaller towns would be interlinked and offer vital transportation to many that are currently cut off and left to hitch hike and their safety compromised, especially individuals from socioeconomic disparities.

Please support the restoration and reopening of this vital infrastructure

s. 22

Chan, Rita Y TRAN:EX

From: s. 22
Sent: January 23, 2023 4:08 PM
To: Minister, MOTI MOTI:EX
Subject: 315356 (B 314201) - Vancouver Island Railway

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Dear Sir,

Please ensure that the Vancouver Island Railway is provided sufficient funds in order to guarantee its success. The route is already in place, municipalities are in agreement that this project should go forward, as are indigenous representatives.

The Federal Government has happily provided millions of dollars for the construction of The Confederation Bridge, and other projects across the country. The Vancouver Island Line would cover over 200 kilometers, would eliminate the need for further invasive highway development, and would provide our population with a truly green solution. It would also help to grow and accomodate our steadily increasing tourist volumes without further harm to the environment.

Please let me know when and how much this project will be receiving from The Federal Government.

Yours truly,

s. 22

January 24, 2023

The Honourable David Eby, M.L.A.
Premier of British Columbia
PO Box 9041, Stn Prov Govt
Victoria, BC. V8W 9E1

Dear Premier Eby,

The Friends of Rails to Trails Vancouver Island (FORT-VI) believe that it is essential that the Island Rail Corridor, an irreplaceable 289 km real estate asset owned by First Nations and local Governments through the Island Corridor Foundation (ICF), be preserved as a continuous corridor in perpetuity.

Furthermore, FORT-VI believes that if the more than \$431 million* in funding required to reinstate commuter and freight rail service, that was terminated in 2011 for safety reasons, is not forthcoming by the March 2023 deadline imposed by the BC Court of Appeal, then the corridor should be converted to an Active Transportation* Trail, until when and if rail service is economically viable.

A Feasibility Study, commissioned by FORT-VI and funded by the Government of Canada, is currently underway and will be submitted to the Province of BC in the coming weeks. Preliminary findings indicate that a continuous trail on the railbed can be constructed for approximately one-quarter of the cost to reinstate intermediate rail service.

An Active Transportation Trail, together with rapid electric transit service, would provide safe, cost-effective, and environmentally sustainable transportation and commuter service on Vancouver Island. In addition, an Active Transportation Trail would significantly contribute to Vancouver Island tourism, economic development and partnerships with many communities and First Nations.

An Active Transportation Trail supports the National and Provincial Active Transportation Strategies; the B.C. government's CleanBC Plan; the Province's Economic Recovery Plan; along with many regional, municipal and First Nations' planning documents, such as Official Community Plans, Sustainability Plans, and Transportation Plans.

As you are aware, the Snaw-naw-as First Nation's (SFN) initiated a lawsuit in 2020 seeking a declaration that the right of way was no longer being used for railway purposes and that the lands revert to the administration and control of Canada for the use and benefit of SFN as reserve land. While the case was dismissed by the BC Court of Appeal, in an August 2021 appeal, the court ruled that the ICF has to acquire the necessary funding to restore the railway within 18 months or the court would allow the SFN to return to court for reconsideration of the judgement.

With the February 2023 deadline rapidly approaching, time is of the essence to identify a feasible solution to retain and use the island corridor.

The federal government has established an Active Transportation Fund to target active transportation. It is making \$400 million in federal funding available over five years to support a modal shift away from cars and toward active transportation, in support of Canada's National Active Transportation Strategy.

Your support for this initiative will help accelerate Federal and Regional government commitment and action to convert the Vancouver Island Rail Corridor to an Active Transportation Trail and preserve the corridor.

Under your leadership, conversion of the Island Rail Corridor to an Active Transportation Trail will provide an irreplaceable legacy asset to the residents of Vancouver Island and to all British Columbians. Please take action today.

Yours truly,

Catherine Nickerson

Catherine Nickerson, Architect AIBC, FRAIC, LEED AP
Member of the Board, FORT-VI

s. 22

cc Honourable Murray Rankin, MLA Oak Bay-Gordon Head and Minister of Indigenous Relations and Reconciliation
Honourable Bowinn Ma, Minister of Emergency Management and Climate Readiness
Honourable Josie Osborne, Minister of Energy, Mines and Low Carbon Innovation
Honourable George Heyman, Minister of Environment and Climate Change Strategy
Honourable Katrine Conroy, Minister of Finance and Minister responsible for the Columbia Basin Trust, Columbia Power Corporation, and the Columbia River Treaty
Honourable Brenda Bailey, Minister of Jobs, Economic Development and Innovation
Honourable Anne Kang, Minister of Municipal Affairs
Honourable Lana Popham, Minister of Tourism, Arts, Culture and Sport
Honourable Rob Fleming, Minister of Transportation and Infrastructure
Honourable Dan Coulter, Minister of State for Infrastructure and Transit
Honourable Natha Cullen, Minister of Water, Land and Resource Stewardship
Alastair Craighead, Chair, FORT-VI Board of Directors

*ICF May 2022 Business Case Cost Estimate for reinstatement of a mixed-use rail system on Vancouver Island.

**Active transportation is human powered transportation such as walking, cycling and skiing, and includes mobility aids, electric bikes (e-bikes) and electric kick scooters (e-scooters).

Chan, Rita Y TRAN:EX

From: Fleming.MLA, Rob LASS:EX
Sent: January 24, 2023 1:48 PM
To: Minister, MOTI MOTI:EX
Subject: 315385 (B 314201) - Vancouver island Rail

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

From: s. 22
Sent: January 21, 2023 10:38 AM
To: Fleming.MLA, Rob <Rob.Fleming.MLA@leg.bc.ca>
Subject: Vancouver island Rail

Honourable Minister,

I'm writing you this letter today as a big supporter of the Vancouver Island Rail Corridor, specifically the Island Corridor Foundations business case to restore Rail based services to Vancouver Island, British Columbia Canada, Canada's most western Port.

I would implore you to recognize the Island Rail Corridor for the 289km long historical site, and much needed transportation Corridor that it is needed now and into the future for Vancouver Island, British Columbia and Canada.

As is written on their web site "The Island railway was originally incorporated on September 27, 1883 by the E&N Railway Company, led by Sir Robert Dunsmuir, a renowned British Columbia (BC) coal baron and politician."

The Vancouver Island Corridor connects from Courtenay all the way to Victoria and intersects with the Parksville to Port Alberni line too! Both corridors are pre-existing! Originally built between 1883 and 1887, the railway corridor is in itself a 289km museum. The corridor connects every town and city along its path on an established right of way.

The Vancouver Island corridor does not require creating an alternate route like all the previous attempts tried and failed to do. It doesn't require blasting or bridging over watersheds or spending billions on a tunnel like they've had to do in Vancouver for Skytrain. It will relieve the pressure to expand the roads with yet another extremely costly lane.

The corridor represents an amazing reconciliation opportunity to address the historical grievances emanating from the land grants, and that should not be ignored by the Government.
The Vancouver Island Railway is a gift to Vancouver Island from the past wrapped in controversy and strong feelings, but no one can deny that is just what Vancouver Island needs for 2023!

Increased mobility and independence for seniors and anyone with accessibility needs.
Increased safety, comfort, and gained productive time for everyone travelling on the train.
Lower travel and insurance expenses or live without a car at all! Fuel independence!
Save money for rent, medications, food, cloths, education, and other essentials.
Gain a farther reach to find work or to find a less expensive place to live.
Have space to distance, play, entertain, nap, work, or just stare out the window as nature scrolls by.

First Nations, the B.C. Government, Regional Districts and every Mayor in B.C Supports it along with residents by a landslide.

Please support development of the Vancouver Island Railway Corridor.

Signed

s. 22

MINISTER OF FINANCE			
REFERRAL NUMBER _____			
REFER TO:	MIN <input type="checkbox"/>	DM <input type="checkbox"/>	MA <input type="checkbox"/> AC <input type="checkbox"/>
RECEIVED:	JAN 25 2023		
DRAFT REPLY <input type="checkbox"/>	INFO <input type="checkbox"/>	FILE <input type="checkbox"/>	
REMARKS: _____			

CLIFF # 315469

s. 22

January 22, 2023

The Honourable Katrine Conroy,
Minister of Finance,
Parliament Buildings, Victoria,
V8V 1X4

Restoration of the Vancouver Island Train between
Victoria and Courtenay.

Dear Minister Conroy,

I am writing to ask for your support to restore the train between Victoria and Courtenay. The Island Corridor Foundation, a non-profit society, has produced a document, *Vancouver Island Rail, Initial Business Case*, which is a thoughtful and professional blueprint for this vital transportation link on Vancouver Island.

For some time I have been a supporter of a train and was pleased to know others, such as the Foundation, also believe this will be a positive addition to the social, economic and sustainable life of our communities. On a personal basis my support is a practical one. s. 22

s. 22 Like everyone else it is important to me that I participate fully in life with as much independence as possible. The train service would be a vital link to family, friends, resources and events which otherwise I would normally miss. According to the business case the train would be an affordable and viable service providing those important connections.

From a wider perspective the train would have many benefits. A modern train system will be a positive contribution to deal with climate change. Increasingly people prefer not to depend on cars: indeed it has been noted that a growing number of Millennials and even younger people are abandoning the notion of car ownership for other means of getting around. Trains are one of their best options. A number of years ago I travelled on the train from Nanaimo to Victoria for business. It was convenient and pleasant.

There are significant economic benefits including transportation of goods and services. The recent government announcement to convert the pulp mills in Crofton to

produce environmentally sensitive paper products is an example of how a train system could move commodities. Tourism is one of the important revenue producers on the Island. The train would be a tourist attraction on its own as well as connecting visitors to all the Island has to offer. A group in Duncan just received funding to re-furbish their train station so it can be the hub of community and visitor activity as enjoyed at the Langford station.

While the price tag for this project is sizeable I understand it is not beyond what would be contemplated. The benefits to the economy, the quality of people's lives and our local environment will far exceed the costs in the near and more distant future.

Thank you for reading this letter. I believe now is the time to demonstrate progressive, dynamic thinking. I would urge you to support the Vancouver Island Corridor Train both as a program and in the upcoming budget. I would appreciate hearing back from you, at your earliest convenience.

Yours truly,

s. 22

Similar letters were sent to:

- | | |
|--|---|
| . Prime Minister Trudeau | . BC Premier Eby |
| . Minister of Finance and Deputy Prime Minister Freeland | . Minister of Finance Conroy |
| . Minister of Transport Alghabra | . Minister of Transportation and Infrastructure Fleming |
| . Minister of Environment and Climate Change Guilbeault | . Minister of Environment and Climate Change Strategy |
| . Gordon Johns, MP Courtenay and Alberni | . Ronna-Rae Leonard, MLA Courtenay-Comox |

Chan, Rita Y TRAN:EX

From: s. 22
Sent: January 26, 2023 6:18 PM
To: Minister, MOTI MOTI:EX
Subject: 315474 (B 314201) - The future of Island Rail Corridor

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Minister of Transportation and Infrastructure
Room 124 Parliament Buildings
Victoria, BC V8V 1X4

The Honorable Rob Fleming
Minister of Transportation and Infrastructure,

Dear Minister Fleming

s. 22
Let me introduce myself:

I writing to voice my concern about the upcoming severing of the Island Rail Corridor by the Snaw-Naw-As First Nation court case. This will be the proverbial nail that will cut any chance of rail service to the northern part of Vancouver Island. The Vancouver Island railway corridor is an amazing asset and yes, it's going to cost to repair it after Rail America left it in such a mess.

The green future for BC includes the Island Rail Corridor and is supported by the majority of people on Vancouver Island. If I could take a train from Courtenay to Victoria to see medical specialists I would do it in a heartbeat and greener.. There is only value in the corridor if it stays in one piece. Freight, Passenger, Tourism and Industry will all benefit. With stops at First Nations along Island railway corridor the reconciliation and understanding will continue. In time fully electric rail transport from one end of the island to the other.

The Island railway corridor got to this point by a series of bad choices. We have the opportunity at this juncture in time to correct those mistakes. Start small repair the track from Nanaimo to Parksville, that way the Alberni Pacific Railway can continue to draw tourists to the island and it's been proven buses don't work.

There are other opportunity's, Canfor has announced the permanent closure of its Chetwynd sawmill and pellet plant. Does not Vancouver Island have fiber?. A rail service would help such a venture..

I will end with a gentle reminder. Don't be the government that let the Island Rail Corridor go.. The Avro Arrow was one that all Canadians will never forget.

Warmest Regards

s. 22

Chan, Rita Y TRAN:EX

From: Fleming.MLA, Rob LASS:EX
Sent: January 27, 2023 10:51 AM
To: Minister, MOTI MOTI:EX
Subject: 315503 (B 314201) - Regarding the Vancouver Island Rail Corridor

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

From: s. 22
Sent: January 26, 2023 11:32 AM
To: Fleming.MLA, Rob <Rob.Fleming.MLA@leg.bc.ca>
Subject: Regarding the Vancouver Island Rail Corridor

Regarding the Vancouver Island Rail Corridor

Honourable Minister,

I'm writing you this letter today as a big supporter of the Vancouver Island Rail Corridor, specifically the Island Corridor Foundations business case to restore Rail based services to Vancouver Island, British Columbia Canada, Canada's most western Port.

I would implore you to recognize the Island Rail Corridor for the 289km long historical site, and much needed transportation Corridor that it is needed now and into the future for Vancouver Island, British Columbia and Canada.

As is written on their web site "The Island railway was originally incorporated on September 27, 1883 by the E&N Railway Company, led by Sir Robert Dunsmuir, a renowned British Columbia (BC) coal baron and politician."

The Vancouver Island Corridor connects from Courtenay all the way to Victoria and intersects with the Parksville to Port Alberni line too! Both corridors are pre-existing! Originally built between 1883 and 1887, the railway corridor is in itself a 289km museum. The corridor connects every town and city along its path on an established right of way.

The Vancouver Island corridor does not require creating an alternate route like all the previous attempts tried and failed to do. It doesn't require blasting or bridging over watersheds or spending billions on a

tunnel like they've had to do in Vancouver for Skytrain. It will relieve the pressure to expand the roads with yet another extremely costly lane.

The corridor represents an amazing reconciliation opportunity to address the historical grievances emanating from the land grants, and that should not be ignored by the Government.

The Vancouver Island Railway is a gift to Vancouver Island from the past wrapped in controversy and strong feelings, but no one can deny that is just what Vancouver Island needs for 2023!

Increased mobility and independence for seniors and anyone with accessibility needs.

Increased safety, comfort, and gained productive time for everyone travelling on the train.

Lower travel and insurance expenses or live without a car at all! Fuel independence!

Save money for rent, medications, food, cloths, education, and other essentials.

Gain a farther reach to find work or to find a less expensive place to live.

Have space to distance, play, entertain, nap, work, or just stare out the window as nature scrolls by.

First Nations, the B.C. Government, Regional Districts and every Mayor in B.C Supports it along with residents by a landslide.

Please support development of the Vancouver Island Railway Corridor.

Signed.

s. 22

s. 22

Chan, Rita Y TRAN:EX

From: Fleming.MLA, Rob LASS:EX
Sent: January 27, 2023 10:41 AM
To: Minister, MOTI MOTI:EX
Subject: 315505 (B 314201) - Letter from resident attached
Attachments: 2023-01-27 - Letter to MLA Fleming re E&N.pdf

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

From ^{s. 22}
Sent: January 27, 2023 10:13 AM
To: Fleming.MLA, Rob <Rob.Fleming.MLA@leg.bc.ca>
Subject: Letter from resident attached

Dear Sir,

The deadline for government to make a commitment to future restoration of island railway service is only six weeks away.

Failure to do so will likely result in the loss of the existing rail corridor since the September 2021 court case determined that unless the government made such a commitment the land should revert to the First Nations. This railway corridor is a vital link for future passenger and freight service on Vancouver Island.

Please see my attached letter addressed to you. Thanks.

^{s. 22}

To: Rob Fleming, MLA Victoria-Swan Lake
Legislative Assembly,
Victoria, BC V8W 9E1

2023 – 01 – 27

Dear Mr. Fleming,

I have the following understanding regarding the future of the E & N Railway on Vancouver Island. If I have misunderstood the information, I apologize.

Apparently the First Nations took the Island Corridor Foundation (current owners of the railway right-of-way) to court in 2021, arguing that since the land was taken from them in the 1800's for railway purposes, it should be returned to them now that the railway is not operating. This would result in the loss of this valuable corridor which stretches from Courtenay to Victoria, including through all the communities along the route.

I understand that the Supreme Court ruled in September 2021 that the provincial and/or federal governments would have until **14 March 2023** to make a commitment to restoring rail operations on the route, and failing to do so would mean the First Nations would be entitled to have the land returned. Each of the First Nations on Vancouver Island presumably would use these lands transferred to them as they see fit. This **deadline is fast approaching**.

Regional districts and municipal councils on the island have passed resolutions supporting restoration of passenger and freight rail operations on the E & N. Ideally there would be commuter service between Langford and Victoria, and intercity service up the island (3 – 4 trains per day, requiring only a single track). The cost to upgrade the line varies depending on the level of service, but is a fraction of what is being spent on Skytrain extensions in Vancouver and Surrey.

Obviously rail travel is a much greener mode of travel than by vehicle, especially with the advent of battery and hydrogen technologies rapidly developing. CP Rail already has a hydrogen powered locomotive in trial service.

Surely you will encourage the BC Government to not let this corridor slip away from us for want of a commitment to future operations? Future generations will not forgive their elected representatives for losing this railway corridor, and the cost of ever creating a new one would be prohibitive. I strongly urge you to get briefed on this issue as soon as possible, and to push the provincial government to make a commitment before March 2023. Thanks.

Chan, Rita Y TRAN:EX

From: Fleming.MLA, Rob LASS:EX
Sent: January 30, 2023 10:06 AM
To: Minister, MOTI MOTI:EX
Subject: 315537 (B 314201) - Rail Transportation

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

From s. 22
Sent: January 27, 2023 9:24 PM
To: Fleming.MLA, Rob <Rob.Fleming.MLA@leg.bc.ca>
Subject: Rail Transportation

s. 22

January 27, 2023

Climate Change, driven largely by the transportation sector's emissions of fossil fuels, has put an end to our complete reliance on automobiles and the highway system as BC's sole means of mass transportation.

Like many, I believe at this time of global warming it is critically important to include rail, one of the most energy efficient and environmentally harmless modes of transport, in all considerations; and more specifically to resurrect rail on Southern Vancouver Island.

In addition to moving people, rail can provide benefits to the industrial and business sectors in all communities.

Twenty years ago, First Nation and local government leaders came together and formed the Island Corridor Foundation to take over ownership of the Island's rail system and together work with the Province to bring the rail initiative to fulfilment.

Progress moving forward has been slow, but public interest in the South Island Rail initiative continues to increase. Will the Province commit to preserving the Island Rail Corridor before the March 2023 court-imposed deadline?

Sincerely,

s. 22

c.c.
The Honourable Robert Fleming,
Minister of Transportation & Infrastructure
rob.fleming.MLA@leg.bc.ca

Chan, Rita Y TRAN:EX

From: Fleming.MLA, Rob LASS:EX
Sent: January 30, 2023 10:14 AM
To: Minister, MOTI MOTI:EX
Subject: 315538 (B 314201) - Rail corridor on Vancouver Island

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

-----Original Message-----

From: s. 22
Sent: January 29, 2023 8:54 AM
To: Fleming.MLA, Rob <Rob.Fleming.MLA@leg.bc.ca>; laurel.collins@parl.gc.ca
Subject: Rail corridor on Vancouver Island

Dear Mr. Flemming and Ms. Collins,

I write to you as my representatives in the provincial and federal governments, also noting your respective roles as the provincial Minister for Transportation and the federal Critic for Environment and Climate Change.

I want to highlight the importance of preserving the rail corridor on Vancouver Island; the rail corridor offers opportunities to improve transportation options on the island, decrease road congestion in the CRD, and improve tourism to the island as a whole, while moving towards collaboration and partnership with local First Nations.

As a constituent of your ridings, I know my family and I would use a train to travel and explore the island. When I was a s. 22 and I have always felt the loss of that transportation option was disappointing; s. 22 agrees it is a loss. As we look at how to move into the 21st century, we need to find ways to make cars less of the driving force in our lives (if you'll forgive the pun), and this rail corridor is an opportunity to bring Vancouver Island into the modern world. I hope it will be a priority in your respective agendas as representatives of Victoria.

Thank you for your time and attention,
s. 22

Sent from my iPhone

Chan, Rita Y TRAN:EX

From: Fleming.MLA, Rob LASS:EX
Sent: January 31, 2023 10:03 AM
To: Minister, MOTI MOTI:EX
Subject: 315539 (B 314201) - Island Corridor Foundation (ICF)

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

From s. 22
Sent: January 30, 2023 5:05 PM
To: Fleming.MLA, Rob <Rob.Fleming.MLA@leg.bc.ca>
Subject: FW: Island Corridor Foundation (ICF)

Dear Honourable Minister Fleming,

Please see email below to my MLA.

s. 22

From: s. 22
Sent: January 28, 2023 10:51 AM
To: ronna-rae.leonard.MLA@leg.bc.ca
Subject: Island Corridor Foundation (ICF)

Honorable Minister,

s. 22

I am in favour of restoring the full length of the Island Railway and putting it back into service. Too many times our leadership has failed to provide infrastructure to keep pace or outpace demand. Vancouver Island's population is growing rapidly and I believe this rail line can become viable once again if planned and managed correctly.

Some thoughts:

- The bedroom communities in the Cowichan area already need better access to Victoria.
- Medical services which seem to be centralized in Nanaimo and Victoria could be accessed by citizens without driving.
- Tourism could fill the summer months and pay for the leaner winter months.
- Coordinate with FC Ferries to provide a tourism loop.
- Modernize the rail while restoring it to make it efficient and greener.
- Centralize switch controls to allow more trains in safe, simultaneous operation with minimal sidings.
- Consider future extensions of the rail to Campbell River.

One example of a far-sighted successful NDP infrastructure program was the Inland Island Highway 19 which continues to have capacity well ahead of demand. I suggest that you and your government can build on that legacy. It is actually much simpler with no land to purchase or expropriate and no grades to build, it seems obvious and I think it just needs strong leadership to promote it and to help the Island Corridor Foundation push it along.

Among my acquaintances, family, neighbours and friends, I have never heard a negative stance on reopening the rail. It is also an opportunity to advance reconciliation with the indigenous stakeholders that live in (still own) parts of the corridor.

We live in complicated times but I believe that far-sightedness, fairness and strong leadership can still make big things happen. It starts with a vision which then become hard objectives that a plan can be built around – I think the ICF is well along with this process and just needs your government's full support.

Sincerely,

s. 22

Chan, Rita Y TRAN:EX

From: s. 22
Sent: January 31, 2023 1:36 PM
To: Minister, MOTI MOTI:EX
Subject: 315602 (B 314201) - Rail on Vancouver Island
Categories: Yellow Category

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Dear Honorable Minister Flemming,

I am writing to you about the upcoming deadline on whether to keep and re-activate the existing Railway on Vancouver Island, or to disband it. It's formerly known as the E & N Railway.

It is of utmost importance that we save this line and re-build it.

Below are two "Letters to the editor" which appeared in the local paper recently. They explain the situation very well, I can't say it any better.

Thank you for reading this and I'm hoping for your support.

Best regards,

s. 22

LETTERS

Investing in would indica forward thin

To the editor,

The population of Vancouver Island will soon be one million. Why are we hesitating about keeping the railway corridor? We need another route for the residents to move up and down the Island. What house builder builds a house with only one door? This opportunity will soon slip through our hands. An irrevocable decision will be made in March. It may not be the little Dayliner putting up and down the tracks but we need something. If we lose that route it is gone forever. In

Nanaimo bypassed the 1990s and shippers saved a big buck by putting a clove at Northfield and Pot Roads. It was when there was less build up but possible today. Road top of the hill is the way to Wood

The planners who make these should be eager route to Victoria path is not an a whole thing will

LETTERS

Resurrecting rail would make trails accessible, equi

To the editor,

Rail is, by far, the most equitable mode of ground-based transportation as there are no age, health, ability, income impediments, and no requirements for vehicle operator ownership, licensing, and associated expenses.

Resurrecting our Island rail service will check many socio-economic boxes including access to affordable housing, a response to traffic congestion with its related GHG emissions, an alternative to regular highway closures, and would relieve pressure resulting from municipal densification.

There are some who state the

tive business cas

There are some corridors that should be converted to trails. This proposal considers the current situation that requires a car for a rail service by Metro. A trail that is specific to trails will exclude a segment of our population that will permanently reduce the ability of migration and freight from over-burdened roads. ICF business can co-exist with trails.

There is a con

Chan, Rita Y TRAN:EX

From: s. 22
Sent: February 1, 2023 5:12 PM
To: OfficeofthePremier, Office PREM:EX; Minister, MOTI MOTI:EX
Subject: 315603 (B 314201) - Vancouver Island Railway Service
Attachments: MP Letter Of Advocacy (Final)(1).pdf

Categories: Yellow Category

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Dear Premier and Minister of Transportation,

I am writing to express my support for the Vancouver Island Transportation Corridor Coalition, and my sincere desire that you, too, will lend your support to this cause. Could you please let me know your position on this?

s. 22

On the traditional and unceded territory of the Qualicum First Nation and Coast Salish Peoples

Dear Vancouver Island MP,

Re: Vancouver Island Rail and pending B.C. Court of Appeal deadline

Your attention to this letter, which is in support of reinstating active rail service throughout the Vancouver Island Rail Corridor, is greatly appreciated.

We ask that the Government of Canada urgently make that happen by taking these two steps:

- Firstly, and critically, address the necessary consultation, accommodation, and reconciliation that needs to be undertaken with Vancouver Island First Nations in order to resolve historical grievances and issues emanating from the E&N land grants.
- Secondly, agree on a plan with the Province of British Columbia for a modern railway service.

As you are likely aware, VIA Rail suspended service in 2011 due to safety concerns. The ICF has failed to secure ongoing investment to return the entire railway in the corridor to active service, with the goal of connecting and building communities.

In September 2021, in the matter of Snaw-Naw-As First Nation (SNA) v. Attorney General of Canada and Island Corridor Foundation, the B.C. Court of Appeal set a deadline of March 14th, 2023, after which, the B.C. Supreme Court would hear arguments to extinguish the rail right of way, placing the responsibility with Canada: “[100] ...I consider a period of 18 months from the date of this judgment sufficient for Canada to determine whether it will approve funding for infrastructure improvements on the segment of the corridor that includes the SFN Reserve. If it determines not to approve funding or does not make a determination on or before that time, the appellant will be entitled to return to court to enforce its right of reversion.”

The residents of Vancouver Island recognize that a loss of the railway will lead to significant negative environmental and economic impacts for future generations.

Why this is important

There are several factors that heighten the urgency of addressing this issue immediately:

1. This initiative represents a tremendous opportunity for the Federal and Provincial governments to prioritize reconciliation with the First Nations along the rail corridor.
2. Transportation options for the residents of the Island are extremely constrained. The current options are restricted to automobiles or extremely limited and expensive and/or slow bus service.
3. The highway system is facing delays and blockages due to growing traffic congestion, increasingly severe weather, and accidents. There is, in many areas, only one road in and out. When these links are slowed or closed individuals could be late to work or school, miss critical appointments like medical treatment, and miss ferry sailings. Most crucially many communities run the risk of shortages of food, supplies, and fuel while crippling the ability of first responders to reach victims.

4. At almost 900,000 residents, we have experienced explosive population growth. But economic development within our communities is heavily dependent on access to safe, efficient, and cost-effective transportation, whereas the current highway system is nearing or exceeding capacity in many areas.
5. The costs of adding highway capacity, both in construction and in environmental losses including precious parkland and wetlands, are horrendously high (\$1 billion+ to build through or around the Malahat section through Goldstream Provincial Park alone) and are no longer aligned with the vision of a positive environmental future held by our society.
6. We will benefit from greater efficiencies in the movement of freight and passengers, and co-existence with other transportation alternatives including trail networks. This presents a compelling case for climate action and will contribute far fewer GHG emissions per capita compared to road transportation.
7. There are a growing number of successful examples in the United Kingdom, Germany, and the USA of restored, revitalized rail lines in regions similar to Vancouver Island that could be followed. There are also examples in Canada of First Nations' involvement with and equal ownership of rail (Hudson's Bay Railway to Churchill, MB, Algoma Central Railway in Ontario, and Tshiuetin Rail Transportation in Quebec and Newfoundland and Labrador).
8. Revitalizing rail on Vancouver Island could also be the key to unlocking Port of Vancouver congestion while growing our economy through resolving supply chain issues: by enabling Port Alberni to serve as a container port where containers would be loaded on/off railcars and moved to/from the mainland.

Our request

We note, and thank, the strong and dynamic investments being made by the Government of Canada in green transportation infrastructure, including the SkyTrain extensions, the new VIA Rail corridor fleet, and the High-Frequency Rail initiative. Concluding an agreement to revitalize Vancouver Island rail would be in both the spirit and letter of the direction the Government is taking.

We also are aware that it was the Federal Government that rescued the railway in 2002 when it was similarly threatened with abandonment. That action set the stage for and enabled the creation of the ICF, and the return of the ownership of the railway corridor to the people of Vancouver Island. The ICF employees, which are answerable to the Board made up of representatives from Vancouver Island Regional Districts and First Nations, can facilitate the rebuilding of the railway better than it was before, with service that meets our needs now and into the future. And which can ensure that the agreement being sought will be executed fairly, sensibly, respectively, responsibly, and successfully.

This is an endeavour for which your support is critical, and on which hinges the future of safe, equitable, and reliable transportation on Vancouver Island. The rail corridor is still there, for now, and with the commitment from the governments of Canada and British Columbia, we look forward to realizing the benefits of active rail throughout the corridor to serve future generations.

Together, we stand at a strategic crossroads – It is time to think differently and move forward with rail.

Respectfully

yours, Concerned

Citizen

Chan, Rita Y TRAN:EX

From: s. 22
Sent: February 2, 2023 4:09 PM
To: Minister, MOTI MOTI:EX; Fleming.MLA, Rob LASS:EX
Subject: 315628 (B 314201) - Passenger Rail on Vancouver Island
Categories: Yellow Category

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Hello Rob,

s. 22

I'm writing to you in support of the Island Corridor Foundation with respect to the upcoming deadline to decide the future of the rail system on Vancouver Island.

I generally try my best to not rely on my car, either by biking or by taking public transit. Where I find it difficult to do so is when travelling from south to mid-island for errands or activities s. 22

s. 22

I would love to ditch the car and make these trips by train.

Beyond myself, commuter/passenger rail is the future and destroying the tracks is taking a step backwards for Vancouver Island. Not only will it be safer for commuters, it's also more environmentally friendly and will decrease the maintenance on the highway.

I ask you to advocate on behalf of myself and other Victoria residents to support moving forward with Island Rail rather than to destroy it.

Thanks in advance for your support,

s. 22

Chan, Rita Y TRAN:EX

From: s. 22
Sent: February 2, 2023 4:17 PM
To: Minister, MOTI MOTI:EX
Subject: 315629 (B 314201) - Island corridor foundation support
Categories: Yellow Category

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Hello,

s. 22

I am writing in support of the stated position of the island corridor foundation to reinstate the island rail as a commuter train and alternate option for transportation on the island. It is my belief that a green option for commuter transit which does not rely on vehicles is the best option for the region and will stimulate significant growth in the surrounding areas.

Furthermore introducing alternate means to travel would limit the instances of being trapped in the lower island due to malahat closures.

Thank you,

s. 22

Sent from my iPhone

Chan, Rita Y TRAN:EX

From: s. 22
Sent: February 2, 2023 6:31 PM
To: Minister, MOTI MOTI:EX
Subject: 315630 Singh A (MO) (B 314201) - Restoring Rail Service on Vancouver Island

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

To The Honourable Minister of Transportation,

s. 22

I am writing to urge you to restore the rail service on Vancouver Island. With increasing congestion on the Island, the railway provides an economical and environmentally friendly way to transport citizens.

According to the South Island Transportation study it takes 43-70 minutes to travel from Mill Bay to Victoria today which will increase to 87-144 minutes in 2038. This shows that the travel times will double due to growth in population. In the past transportation ministries have tried to add lanes on a road to meet the increased travel demand. Instead this creates the phenomenon of induced demand where the added road capacity is quickly saturated by enough car trips moving over to the road with new lanes. This results in a near net zero improvement in travel times. In an era where infrastructure costs are high and continue to rise, it is important to spend the limited resources in a manner that provides the most relief to the most number of people with the least amount of spent money; restoring passenger rail on Vancouver Island does just that.

Rail transportation emits 1/3 the CO2 emissions of private vehicles and will therefore help the Government of British Columbia in meeting the CleanBC Act targets by 2030. It is extremely expensive to acquire land and build a brand new railway corridor. The existence of the Island corridor allows the government to solve the mobility problem on Vancouver Island now and for decades to come. While saturation of road capacity requires one to build more physical infrastructure to add capacity, it is not the case for rail infrastructure. If an hourly rail service is at capacity the frequency can be increased to half hourly service with ease. Increasing frequency requires minimal infrastructure like passing tracks. In the future if need be the signalling system can be upgraded to modern railway signalling like European Train Control System (ETCS) which allows one to run trains closer together. ETCS is being installed on the GO Transit system in Toronto and therefore will be a tried and tested system in Canada.

To conclude, restoring rail service on Vancouver Island is the economical and environmentally friendly move which will help British Columbia in achieving the emission targets set out in the CleanBC Act. Restoring the rail corridor will require the repair of existing infrastructure which is cheaper than building brand new transportation infrastructure. Therefore, using existing infrastructure to improve the lives of British Columbians would be the economical way to address the mobility problem. Thank you for your time and I look forward to hearing back from you.

Sincerely,

s. 22

Chan, Rita Y TRAN:EX

From: s. 22
Sent: February 2, 2023 6:43 PM
To: TRAN Deputy Minister TRAN:EX
Subject: 315630 Singh B (DM) (B 314201) - Restoring Rail Service on Vancouver Island

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

To The Honourable Deputy Minister of Transportation,

s. 22 I am writing to urge you to restore the rail service on Vancouver Island. With increasing congestion on the Island, the railway provides an economical and environmentally friendly way to transport citizens.

According to the South Island Transportation study it takes 43-70 minutes to travel from Mill Bay to Victoria today which will increase to 87-144 minutes in 2038. This shows that the travel times will double due to growth in population. In the past transportation ministries have tried to add lanes on a road to meet the increased travel demand. Instead this creates the phenomenon of induced demand where the added road capacity is quickly saturated by enough car trips moving over to the road with new lanes. This results in a near net zero improvement in travel times. In an era where infrastructure costs are high and continue to rise, it is important to spend the limited resources in a manner that provides the most relief to the most number of people with the least amount of spent money; restoring passenger rail on Vancouver Island does just that.

Rail transportation emits 1/3 the CO2 emissions of private vehicles and will therefore help the Government of British Columbia in meeting the CleanBC Act targets by 2030. It is extremely expensive to acquire land and build a brand new railway corridor. The existence of the Island corridor allows the government to solve the mobility problem on Vancouver Island now and for decades to come. While saturation of road capacity requires one to build more physical infrastructure to add capacity, it is not the case for rail infrastructure. If an hourly rail service is at capacity the frequency can be increased to half hourly service with ease. Increasing frequency requires minimal infrastructure like passing tracks. In the future if need be the signalling system can be upgraded to modern railway signalling like European Train Control System (ETCS) which allows one to run trains closer together. ETCS is being installed on the GO Transit system in Toronto and therefore will be a tried and tested system in Canada.

To conclude, restoring rail service on Vancouver Island is the economical and environmentally friendly move which will help British Columbia in achieving the emission targets set out in the CleanBC Act. Restoring the rail corridor will require the repair of existing infrastructure which is cheaper than building brand new transportation infrastructure. Therefore, using existing infrastructure to improve the lives of British Columbians would be the economical way to address the mobility problem. Thank you for your time and I look forward to hearing back from you.

Sincerely,

s. 22

Chan, Rita Y TRAN:EX

From: s. 22
Sent: February 2, 2023 6:47 PM
To: TRAN Deputy Minister TRAN:EX
Subject: 315630 Singh C (DM) (B 314201) - Restoring Rail Service on Vancouver Island

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

To The Honourable Deputy Minister of Transportation,

s. 22 I am writing to urge you to restore the rail service on Vancouver Island. With increasing congestion on the Island, the railway provides an economical and environmentally friendly way to transport citizens.

According to the South Island Transportation study it takes 43-70 minutes to travel from Mill Bay to Victoria today which will increase to 87-144 minutes in 2038. This shows that the travel times will double due to growth in population. In the past transportation ministries have tried to add lanes on a road to meet the increased travel demand. Instead this creates the phenomenon of induced demand where the added road capacity is quickly saturated by enough car trips moving over to the road with new lanes. This results in a near net zero improvement in travel times. In an era where infrastructure costs are high and continue to rise, it is important to spend the limited resources in a manner that provides the most relief to the most number of people with the least amount of spent money; restoring passenger rail on Vancouver Island does just that.

Rail transportation emits 1/3 the CO2 emissions of private vehicles and will therefore help the Government of British Columbia in meeting the CleanBC Act targets by 2030. It is extremely expensive to acquire land and build a brand new railway corridor. The existence of the Island corridor allows the government to solve the mobility problem on Vancouver Island now and for decades to come. While saturation of road capacity requires one to build more physical infrastructure to add capacity, it is not the case for rail infrastructure. If an hourly rail service is at capacity the frequency can be increased to half hourly service with ease. Increasing frequency requires minimal infrastructure like passing tracks. In the future if need be the signalling system can be upgraded to modern railway signalling like European Train Control System (ETCS) which allows one to run trains closer together. ETCS is being installed on the GO Transit system in Toronto and therefore will be a tried and tested system in Canada.

To conclude, restoring rail service on Vancouver Island is the economical and environmentally friendly move which will help British Columbia in achieving the emission targets set out in the CleanBC Act. Restoring the rail corridor will require the repair of existing infrastructure which is cheaper than building brand new transportation infrastructure. Therefore, using existing infrastructure to improve the lives of British Columbians would be the economical way to address the mobility problem. Thank you for your time and I look forward to hearing back from you.

Sincerely,

s. 22

From: [Fleming.MLA, Rob LASS:EX](#)
To: [Minister, MOTI MOTI:EX](#)
Subject: 315661 - FW: Restore Rail Service on Vancouver Island
Date: February 3, 2023 10:20:25 AM

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

From: s. 22
Sent: February 2, 2023 1:49 PM
To: Fleming.MLA, Rob <Rob.Fleming.MLA@leg.bc.ca>
Subject: Restore Rail Service on Vancouver Island

Hello Minister Fleming,

s. 22 I am writing to you to take into consideration the need to restore rail service to Vancouver Island and to support the Island Corridor Foundation's mission for the same purpose. I chose to write to you as my MLA rather than your role as the Minister of Transportation and Infrastructure because I feel that it is important you hear from the people who elected you rather than hearing from me as a concerned citizen based on your current portfolio.

s. 22

s. 22 where rail service is accessible to almost all people regardless of whether they are in rural locations or a major city like Tokyo. I have been lucky to have traveled and visited many parts of those countries because of rail. Even within Canada, I have found passenger rail systems to be a functional alternative to air or car travel. s. 22

s. 22 The sense of freedom to see the country has been one of the best experiences of my life.

Since moving to Vancouver Island, I have not had the same experience. I have barely explored the Island because everywhere I go, I require a car. There are no safe and reliable bus service between the cities on the east coast of the island. For the past few years, this wasn't an issue since the pandemic has limited travel. However, now that it's safer to travel, I find myself hesitant to drive to Nanaimo, Courtney, and beyond to visit s. 22

s. 22 This is hardly a great scenario for someone wanting to retire and explore. On the other side, s. 22
s. 22

I urge you to really consider what transportation should look like in 20 or 30 years. I missed my chance at experiencing rail travel do to my "youth" and will probably not live long enough to see Star

Trek style teleportation to destinations.

I would like a response on how you plan to consider my request. I understand that there are many things to consider and the cost of restoration is probably very high. There are likely risks and benefits to consider as well like safety, noise pollution, environmental benefits, Consultation with First Nations. All I ask is you think about the future and how you plan to move yourself once your eyes are also too old to see.

Thank you,

s. 22

From: [Fleming.MLA, Rob.LASS:EX](#)
To: [Minister, MOTI.MOTI:EX](#)
Subject: 315662 - FW: Island Corridor Foundation support
Date: February 3, 2023 10:30:04 AM

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

From: s. 22
Sent: February 2, 2023 7:47 AM
To: Fleming.MLA, Rob <Rob.Fleming.MLA@leg.bc.ca>
Subject: Island Corridor Foundation support

Hi Rob,

s. 22

I'm writing to you today in support of the Island Corridor Foundation and its mission to restore rail service on Vancouver Island.

Also as our Minister of Transportation & Infrastructure, I want your support for rail as a viable transportation option on Vancouver Island.

I want to be more connected to my community across Vancouver Island and hate that our only option is to drive by car s. 22
s. 22

This is wasteful from an environmental perspective:

- Rail produces 1/3 the CO2 emissions vs that of private vehicles.

It also contributes to increased congestion on our highways which is only going to get worse:

- According to the Province's South Island Transportation Study, travel from Mill Bay to Victoria will take 87 – 144 minutes by 2038. Today it takes 43-70 minutes.

Especially since the Provincial Government just stepped-up targets to meet their CleanBC Act by 2030 – rail provides a transportation option that will help us meet those targets.

Thank you for your time and I hope you take this letter to heart,
s. 22

From: s. 22
To: [Minister, IRR IRR:EX](#)
Subject: 315663 - 57988 - Island rail
Date: February 2, 2023 3:47:52 PM

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Hey there, s. 22 . I'm just writing to push for restoration of the island rail track in place from Victoria to Courteney.

s. 22 without having a car it's hard to get down and see them. The privately owned bus company's work, but the rail system would be a much better option for myself and many others. It would be a major benefit for seniors as well, seeing as booking a ticket for the island busses can be a hassle at times.

Thank you for considering
s. 22

From: s. 22
To: [Dean.MLA.Mitzi.LASS:EX](#); [Minister.MOTI.MOTI:EX](#)
Subject: 315664 - Vancouver Island Rail
Date: February 4, 2023 7:33:22 AM

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Good morning. It is my understanding that the BC Government is exploring whether to restore rail service on Vancouver Island or to scrap the idea and dismantle the infrastructure.

I would like to express my support for restoring rail service on Vancouver Island. As a province we always seem to find more and more funding to expand and improve the Malahat mountain pass, only to discover each time that the highway still does not meet the needs of commuters and that the improvements do very little to improve safety. Not only that but improving the Malahat highway only serves to help those who drive.

Currently the only options for people to travel up and down the island is personal transportation or the Island Link bus that only travels to Nanaimo and has a well deserved reputation for unreliability. The lack of alternative transportation options creates a substantial financial burden for people who work in the Capital Regional District who have been forced to find affordable housing outside of the area in places such as Duncan. Not only do they have to shoulder the financial burden of the ever increasing cost of petrol but also have deal with an increase in wear and tear on their vehicles plus the daily commute statistically increases the chances of an accident that would drive up insurance costs. Additionally they also need to contend with the issue of where to park their vehicle, and if they work downtown that means the possibility of having to pay for parking.

Restoring rail service and making that service part of the highway and transportation system would take cars off the road and thus decrease the need for maintenance and improvements for the Malahat, it would make the commute more enjoyable and more affordable for those who work in the Capital Regional District but live outside of our Capital Regional District, and would offer a scenic and relaxing way for tourists to travel while showcasing the beauty of our Island. Overall restoring rail service would offer a net benefit to the residents of Vancouver Island and would benefit British Columbia as a whole.

Frankly, I think it is disgraceful to the residents of Vancouver Island that our Provincial Government is even considering dismantling the current rail infrastructure rather than restoring it. My family and myself, all of whom are avid voters, regard restoring rail service to be a key issue. If the province has money to spend on road widening projects that never seem to actually alleviate traffic congestion, the province surely has money to spend on restoring rail service on Vancouver Island.

From: s. 22
To: [Minister, MOTI MOTI:EX](#)
Subject: 315665 - E&N railway Vancouver Island
Date: February 4, 2023 11:16:07 AM

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Good day Honourable Rob Fleming,

Good day Honourable David Eby,

I am writing to you today to express the importance of keeping and reviving the E & N railway on Vancouver Island.

This is a key piece to our transit dilemma we consistently face on Vancouver Island which in my opinion is consistently ignored by the government to properly address.

We have an opportunity to provide fast reliable commuting services to people across the island which would keep many single cars off the road and aid in climate change responsibility.

It would further provide transit to those unable to afford or drive a motor vehicle as well as aid in tourism to all communities on Vancouver Island.

s. 22

I think it is time the government remember and assist Vancouver Island in our transit dilemma and stop turning a blind eye to what is needed here; improved and responsible climate action, less cars on the road and an ability for safer commuting provided to the people you serve.

Thank you
s. 22

Sent from my Galaxy

From: s. 22
To: [Minister, MOTI MOTI:EX](#)
Subject: 315666 - ISLAND RAIL
Date: February 4, 2023 9:38:05 PM

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

We absolutely need rail travel in Victoria and up the island.

Europe would have a shit fit laughing at our situation, it's entirely possible and obviously the best solution. It would invigorate every community it touches.

Please, consider island rail strongly. This is regarding the SNAW-NAW-AS FIRST NATIONS VS THE ATTORNEY GENERAL OF CANADA AND ISLAND CORRIDOR FOUNDATION.

Please sir, this is what would undoubtedly create a greater Victoria. Let's make it happen.

The budget is there at less than 1BN dollars, the money is there since it costs less than our new museum was supposed to,

Please respond with your reasoning why not

From: s. 22
To: [Minister, MOTI MOTI:EX](#)
Subject: 315667 - Island rail petition
Date: February 5, 2023 7:45:23 AM

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Hello Mr. Fleming,

I am writing to you to share my concerns with you concerning the lack of transportation methods in Southern Vancouver Island. The population of the greater Victoria has been steadily growing and we still do not have new solutions to meet that growth in terms of transportation. s. 22

s. 22 here's already a lot of traffic along the transcanadian highway. I can't imagine how much time is wasted in traffic for first line workers, contractors and other shift workers s. 22. It is especially frustrating knowing that we used to have rail service but it was shut down meanwhile the population growth never stopped. On top of that, the traffic patterns are predictable with nearly all the Vancouver Island population living near the eastern coast. I do think a light rail line along the transcanadian highway and Douglas would be more convenient and more used as that's where the population grew the most, but with the deadline to fund the Island rail corridor approaching, I implore you to do something about it as it is a great need for me and my fellow citizens of the area.

Most respectfully,

s. 22

From: s. 22
To: [Minister, MOTI MOTI:EX; OfficeofthePremier, Office PREM:EX](#)
Subject: 315668 - Island rail
Date: February 5, 2023 1:57:57 PM

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Hi,

I imagine you've probably had a flurry of emails about this already so I'll try to keep it brief.

Just adding a +1 to the request that the provincial and/or federal governments fund and re-activate the rail line on Vancouver Island before the March 14th deadline in the legal case between the Snaw-Naw-As First Nation and The Attorney General of Canada/Island Corridor Foundation.

That said, I also recognize that the argument could be made it's not our land to keep in the first place.

But considering the inevitable future necessity of island rail as populations and population densities grow, and the relative costs between using the already-owned land previously purposed for exactly this or starting from scratch at some point in the future (if it's even possible then), it seems reasonable to retain the rail corridor and perhaps offer the Snaw-Naw-As First Nation a comparable parcel of provincial or Crown land as compensation.

The province or Crown may indeed own a parcel that, to the province, is comparable in value, but to the Snaw-Naw-As may actually be more valuable than the rail corridor land in terms of resources or logistics.

Anyway that's my two cents!

Best wishes,

s. 22

Chan, Rita Y TRAN:EX

From: Fleming.MLA, Rob LASS:EX <Rob.Fleming.MLA@leg.bc.ca>
Sent: February 6, 2023 10:33 AM
To: Minister, MOTI MOTI:EX
Subject: 315673 (B 314201) - Restore the Rail Service on Vancouver Island

Categories: Yellow Category

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

From: s. 22
Sent: February 4, 2023 12:44 PM
To: Fleming.MLA, Rob <Rob.Fleming.MLA@leg.bc.ca>
Subject: Restore the Rail Service on Vancouver Island

Dear Rob Fleming,

s. 22 I am one of your constituents who is writing to express my support for the restoration of rail service on Vancouver Island. As a resident s. 22 and of Vancouver Island, I believe that this is a critical issue that needs to be addressed. These are some reasons why I believe it would be beneficial to restore the rail service.

First and foremost, restoring rail service would have a positive impact on the environment. Rail transportation is a much more efficient and sustainable mode of transportation compared to cars and trucks. It would reduce the amount of greenhouse gas emissions and help to combat climate change.

In addition, restoring rail service would improve connectivity and access to services for residents of Vancouver Island. With the increasing population and growth of cities such as Victoria and Nanaimo, it is essential to have a reliable and efficient means of transportation to support economic development. In my own personal case, I do not drive, and thus it is often time-consuming and expensive to travel further up the island.

Furthermore, rail service would provide a much-needed boost to the tourism industry on Vancouver Island. Visitors to the island would have the ability to explore its beautiful landscapes and attractions in an environmentally friendly manner, helping to boost the local economy.

Finally, restoring rail service would also help to address the issue of congestion on the island's roads. With the increase in traffic, it is becoming increasingly difficult to navigate the island's highways and roads, causing frustration for residents and visitors alike.

In conclusion, I strongly believe that restoring rail service on Vancouver Island is a necessary step to promote sustainable transportation, improve connectivity, support economic growth, and address the growing traffic congestion problem. I hope that you will consider this important issue and work towards finding a solution that will benefit all residents of the island.

Thank you for taking the time to read my letter. I look forward to hearing your response.

Sincerely,
s. 22

Chan, Rita Y TRAN:EX

From: s. 22
Sent: February 6, 2023 11:10 AM
To: Minister, MOTI MOTI:EX
Subject: 315674 (B 314201) - E&N Corridor

Categories: Yellow Category

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Dear Minister Fleming: I am writing to you regarding the E&N corridor. I am hoping that you, as our provincial Minister of Highways and Infrastructure would be able to convene a meeting with the federal government and the Island Rail Corridor members (First Nations and municipalities) to try to bring some sense to this subject. During the summer we have gridlock on the Malahat highway on weekends and often throughout the year. Hours and hours of cars churning out greenhouse gases. It's insane!

I know this would cost a huge amount of money but the payoffs would be enormous. I don't need to spell them out to you s. 22 . See picture below.



This is a Bombardier train so it would make sense to liaise with the Quebec government to see what could be done to facilitate the construction of rail cars for our train tracks – a made in Canada solution.

To continue to rely on cars on this island is crazy. The longer we wait the more expensive it will become. I don't need to point out to you that these long lineups are something that seniors like myself, cannot stay in as we need more frequent rest breaks. I'm sure the same could be said for young families.

While I'm on this subject, I would like to suggest that on these horrible weekends when no cars are moving on the Malahat, could you not put in traffic control people who could let the traffic move in one direction for 15 minutes and then vice versa to try to speed up the process? I'm sure your traffic engineers could work out what would be the ideal timeframes to arrange one way traffic with two lanes moving through the congested area.

Thank you for considering my request. s. 22

Baird, Siobhan TRAN:EX

From: s. 22
Sent: February 6, 2023 1:51 PM
To: Minister, MOTI MOTI:EX
Subject: 315687 We need a railway on Vancouver island

Categories: Green Category

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Dear Minister Flemming,

As a voter on Vancouver island I urge you to support an island railway now.

s. 22, getting around is incredibly inefficient. Busses are easily subject to traffic especially around the Westshore region. There is a railway that exists and estimates from 2020 place the cost of refurbishment of the corridor under 1 billion. The inefficiency of public transport is enough to make me consider moving out of this province.

Furthermore, if we ever hope to combat climate change without compromising the wellbeing of BC citizens we MUST invest in public transportation and efficient transport of goods. Trucks and cars are incredibly fuel inefficient and cause tons of congestion which exacerbates emissions.

The Malahat has become more and more dangerous and every time there is a flood it is nearly impossible to transport people and goods on the island. As the climate changes and deforestation continues this will only get worse. Fixing it or building a new highway is far more costly.

The island relies on tourism and if tourists can't get to the scenic areas without renting a car (which is expensive and impossible without being of age with a driver's license) or taking one of the limited, infrequent bus routes, then what is the point of even visiting. We could bring in so much more revenue to remote areas of the island. We could connect with rural First Nations and improve cultural learning.

Honestly, I don't know much about the way this works in government but even a light rail to Langford would be much better than what we currently have.

s. 22

Baird, Siobhan TRAN:EX

From: Fleming.MLA, Rob LASS:EX <Rob.Fleming.MLA@leg.bc.ca>
Sent: February 6, 2023 3:15 PM
To: Minister, MOTI MOTI:EX
Subject: 315688 FW: Vancouver island railway funding

Categories: Green Category

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

From ^{s. 22}
Sent: February 6, 2023 2:30 PM
To: Fleming.MLA, Rob <Rob.Fleming.MLA@leg.bc.ca>
Subject: Vancouver island railway funding

Hello Rob and staffers,

I am writing about funding for the Vancouver island rail.

^{s. 22}
^{s. 22} The E&R railway is a close to my heart. ^{s. 22}
^{s. 22} The basic ideal of why can we have any thing nice ? Why
can't we have railway to service the lower Vancouver island? Why did we give away the largest land grant in Canada in
order for Lord Dunsmuir to build the rail, only to let the railway rot ?

^{s. 22}

^{s. 22} Only to wait in Esquimalt traffic jams, next to empty tracks. On weekends we the working people are denied
access the land grant. Used as payment for the E&N railway.

If we believe in are self's. If we want to build a better future on the lower Island. Do one of two things. Fund the railway
to make it like a European State Railway Or take back the land from Mosaic Forest Management. Let's improve are life.

Cheers,

^{s. 22}

Ps. There is funding. We all know there is Funding.

Baird, Siobhan TRAN:EX

From: Fleming.MLA, Rob LASS:EX <Rob.Fleming.MLA@leg.bc.ca>
Sent: February 7, 2023 10:35 AM
To: Minister, MOTI MOTI:EX
Subject: 315689 FW:

Categories: Green Category

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

From: s. 22
Sent: February 7, 2023 9:51 AM
To: Fleming.MLA, Rob <Rob.Fleming.MLA@leg.bc.ca>
Subject:

Hello Mr. Fleming,

s. 22 I am writing to support the Island Corridor Foundation (ICF) in their mission to restore rail service on Vancouver Island, and I ask that you take steps to inform the Premier and/or the Minister of Transportation of Infrastructure of my support for rail as a viable transportation option on Vancouver Island.

I have lived up and down Vancouver Island and when the topic of the Corridor is brought up, people begin to tell stories of when it was running. That they loved to take the train, that it made their morning commute bearable, that it saved time and money for families who wanted to explore more of this beautiful island we call home. Not only that but it would help decrease traffic congestion, taking single-person cars off the road as people would favour to save money and take the rail for those long commutes to work in the morning. Not only that, rail produces 1/3 of CO2 emissions compared to private cars.

I stand in strong favour that bringing back the rail line to Vancouver Island would support our infrastructure as well as stimulate the economy, offering tourism opportunities as well as new jobs in uncertain times.

Thank you for taking the time to read my email, I appreciate your leadership and if you have the time I would love to know your position on returning the rail service back to the island.

Warmly,
s. 22

Chan, Rita Y TRAN:EX

From: Fleming.MLA, Rob LASS:EX <Rob.Fleming.MLA@leg.bc.ca>
Sent: February 7, 2023 3:04 PM
To: Minister, MOTI MOTI:EX
Subject: 315703 (B 314201) - Canada must save the Vancouver Island Railway

Categories: Yellow Category

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

From ^{s. 22}
Sent: February 7, 2023 2:41 PM
To: Fleming.MLA, Rob <Rob.Fleming.MLA@leg.bc.ca>
Subject: Canada must save the Vancouver Island Railway

Dear Rob Fleming,

I want to see trains running again on Vancouver Island, providing safe, comfortable, and low-emission travel for residents and visitors.

The railway on Vancouver Island faces a March 14 deadline set by the BC courts for the federal government to confirm Canada still considers the railway to be “in the public interest” and a “Crown Corridor” as defined in the Te'mexw Treaty Association Agreement-in-Principle, which the federal government wishes to retain for railway use and to make investments in the line to ensure its continued operation, securing the long-term future of sustainable transportation for all people on Vancouver Island.

The government's silence on this issue over the past two years deeply concerns me. If Canada is committed to reconciliation, why did our government not respond properly to the original court case? If Canada is committed to sustainable public transportation, why does our government not reopen a railway line that needs only basic repairs?

The Island Corridor Foundation has prepared a business plan that would provide modern train services, several times per day, and reconnect local industries to the rail-based supply chain. Canada should move forward with this plan to support the Island's growing population and economy.

If the deadline is not met, the railway corridor will revert piecemeal to the Island's First Nations, and not even be available for use as a trail, making the island entirely dependent on highways that are frequently closed by bad weather, and travel around the Island very difficult for people who do not drive.

Sincerely,

s. 22

Chan, Rita Y TRAN:EX

From: s. 22
Sent: February 8, 2023 7:21 AM
To: Rankin.MLA, Murray LASS:EX; Minister, MOTI MOTI:EX; elizabeth.may@parl.gc.ca; mintc@tc.gc.ca
Subject: 315704 (B 314201) - E&N railway full or partial restoration
Categories: Yellow Category

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Hello MLA Rankin, Minister Fleming, MP May, and Minister Alghabra

s. 22

I am writing in support of restoring rail to Vancouver Island in at least some capacity as I value being able to live car free, and have faced considerable challenges when trying to travel upisland without access to a personal vehicle. s. 22

s. 22

s. 22

I have many friends who are unhappy being forced to drive daily over the Malahat, made worse by BC's disastrous housing market that prevents them from living closer to work or university.

British Columbia needs better intercity transit options. Restoring the E&N, or even just a portion of it, would provide many benefits for BC and Vancouver Island.

Victoria, the Cowichan Valley, Nanaimo, and Courtney-Comox all have solid functional transit systems that could be leveraged to form a solid interconnected network, providing far greater connectivity. Finally, providing a reliable sustainable alternative to the Malahat and highway 1 would demonstrate a commitment to reducing carbon emissions, and building in greater climate and disaster (and vehicle crash) resilience for the future.

Now costs may be significant, but there are ways to mitigate them. Full double tracking would be ideal, however 2 way service with reasonable frequencies could be achieved with well placed sidings and passing tracks, as shown by the Trillium Line in Ottawa that manages 15 minute service in both directions despite having a single tracked tunnel along the route. As the E&N would be providing a longer distance intercity type service, running trains every 30 to 60 minutes each way would still be acceptable for many people, while allowing greater flexibility in design. Any new stations can be built cheaply using low floor trains, and can be as simple as a platform with a bus shelter and basic accessibility features (ie ramps) for the initial launch, with opportunities to expand and enhance them later. Similarly, a Vic West terminus still provides good access to Greater Victoria thanks to ample transit connections. A link into downtown can be left for the future.

If restoring the full line is not feasible, A Nanaimo to Victoria service would still provide many benefits, without incurring the full cost of restoring rail to Courtney Comox. As the majority of Vancouver Island's population does live between Victoria and Nanaimo the line has stronger potential to attract ridership, especially as stations are well located in the centre of communities.

Reconciliation is a hard task with this rail line. As the E&N cuts through reserve land, it does present issues including the legal case that created the deadline. However, opinions of the island's first Nations are mixed. A restored rail line with stations in these communities would provide better transportation options, and the ability to pursue transit oriented development. This does require discussion with each band to find benefits for them, but I am hopeful restored service can provide acceptable benefits for all

As it stands intercity transportation on the island is nearly non-existent. We are behind Washington state which has extensive intercity community bus connections around Puget Sound. We need to decarbonize inter community travel.

I'm honestly incredibly frustrated how it's nearly impossible to travel from Victoria to the Cowichan Valley and back without a car as the only option is a nearly useless peak direction only commuter bus, and the Mill Bay Brentwood Bay ferry. Private bus operators don't sell tickets for Victoria to Duncan. The Cowichan Valley has a decent transit system for its size, we are so close to achieving strong transit connectivity across the island, yet frustratingly there's no urgency or action being done to link the disconnected transit systems on the island and create a strong network effect enabling car free living for more people, making more trips.

In the absolute worst case where rail is not restored, the bare minimum should be all day 2 way bus service between all of the island's transit systems. However a rail backbone is preferable.

This is an opportunity to revert mistakes of the past. The BC Liberals sold off BC Rail, the BC NDP could bring it back. This could also be the chance to make VIA rail useful in Western Canada, restoring some of its former extensive network. Please restore rail to Vancouver Island, even if just in a limited capacity.

Thank you

s. 22

Chan, Rita Y TRAN:EX

From: s. 22
Sent: February 8, 2023 8:04 AM
To: Minister, MOTI MOTI:EX
Subject: 315705 (B 314201) - The future of the Island Rail
Categories: Yellow Category

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Mr. Rob Fleming,

As the March 14 deadline imposed by Judge Barbara Fisher in **Snaw-Naw-As First Nation vs. The Attorney General of Canada and Island Corridor Foundation** looms, the final fate of if we will ever have good transportation on the Island is in the hands of the provincial government.

The corridors restoration project was estimated at \$730M; less than the \$1B concept announced last year for a new Royal BC Museum before facing backlash. We know the funding is there, and it is desperately needed to go towards our transportations infrastructure.

The commute between Victoria and the West Shore communities alone is only going to get worse with the rapid growth in numbers, and public bus services will never fill the gap between Victoria to Duncan, let alone Nanaimo and Courtenay...

With last years flood and washout on the Malahat, we literally *could not* move people or goods on the Island. Adding a single lane to highways over and over costs *Billions* in both construction and maintenance, and there is *no land to build on*.

As per the 2020 report on the rails potential restoration - they had a lot of different partial-repair scenarios that have promise: the province could turn part of the line into a commuter rail that would run back and forth between the westhills every 20-30 mins. The same report was expecting train speeds of ~80km/h through the CRD after being refurbished. This is certainly better than gridlock on the island highway.

While mass rail may not be feasible across Canada, I believe it certainly is on the Island- especially with population growth projections.

If this prospect is taken up again and not abandoned next month, you will have my Vote.

Victoria cannot be the world class city we believe it to be without progressing with the rest of the world.

Thank you.

Chan, Rita Y TRAN:EX

From: s. 22
Sent: February 8, 2023 9:17 AM
To: Fleming.MLA, Rob LASS:EX; Minister, MOTI MOTI:EX
Subject: 315748 (B 314201) - Restore Island Rail, Let's Move Forward

Categories: Yellow Category

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Dear Honorable Minister Fleming,

I am writing as someone who works in your constituency s. 22 and am writing to urge you to act to restore the Island Rail Corridor for the benefit of all Vancouver Islanders. I have three main reasons why I feel we should restore service on the Rail Corridor:

1. s. 22
s. 22 It was a safe, and viable way for young and old alike to travel. We have a rapidly aging population on VI that will require more health care in coming years. Many do not drive, and are left without a way to travel to our largest hospitals for cancer treatments, etc. Rail provides a truly accessible way for Islanders to travel between major hubs without driving.
2. The Malahat continues to be a risky and volatile single artery linking the entire Island. I myself was trapped in Shawnigan Lake in the aftermath of the Nov 2021 flooding, and had my life significantly disrupted in the weeks afterwards as I was a regular commuter s. 22 during that time. Every major accident or weather event has the potential to shut down the movement of goods and people on the southern Island. Working rail would alleviate some of this stress on our one roadway upisland.
3. Restoring the Island Rail Corridor would benefit generations of future island residents and tourists. We increasingly see suburban sprawl and workers forced to live farther from the downtown core. An option to take a train would be a welcome alternative for those with long commutes, and would doubly benefit us all in reduced carbon emissions and road use.

In closing, I urge you to inform the Premier of your support for rail as a viable transportation option on Vancouver Island. It is frankly an embarrassment that we lag so far behind other developed economies in terms of rail travel in Canada. It is embarrassing that as a world class tourist destination we force tourists to rent a car to visit our best sites. Now is the time to act by restoring service as an act of hope and commitment to future generations.

Thank you for your time and service.

Best,
s. 22

Chan, Rita Y TRAN:EX

From: Fleming.MLA, Rob LASS:EX <Rob.Fleming.MLA@leg.bc.ca>
Sent: February 8, 2023 9:37 AM
To: Minister, MOTI MOTI:EX
Subject: 315749 (B 314201) - Rail travel in BC/Vancouver Island
Categories: Yellow Category

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

From s. 22
Sent: February 8, 2023 8:10 AM
To: Fleming.MLA, Rob <Rob.Fleming.MLA@leg.bc.ca>
Subject: Rail travel in BC/Vancouver Island

Hi Mr. Flemming,

s. 22
s. 22 It has come to my attention that there is an upcoming decision regarding rail
travel on the island. s. 22
s. 22

It would be incredibly helpful if there was rail service available from Victoria to the communities listed above. Taking a train to work would mean I could get things done during my commute, save on gas/fossil fuel emission, and avoid driving the often dangerous Malahat. I understand that the process of reinstating commuter rail travel will likely take longer than a few months or even years but I thought it would be useful to know that there are people like me who would use it in the future!

I hope you will take this into consideration, it's something I have been talking about with some of my friends who also live and work on the island. Reinstating passenger rail service on Vancouver Island is an important step towards making local travel on the island more accessible, and more green.

Thank you for your time,

Regards,

s. 22

Chan, Rita Y TRAN:EX

From: Fleming.MLA, Rob LASS:EX <Rob.Fleming.MLA@leg.bc.ca>
Sent: February 8, 2023 9:42 AM
To: Minister, MOTI MOTI:EX
Subject: 315750 (B 314201) - Canada must save the Vancouver Island Railway

Categories: Yellow Category

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

From: s. 22
Sent: February 7, 2023 10:35 PM
To: Fleming.MLA, Rob <Rob.Fleming.MLA@leg.bc.ca>
Subject: Canada must save the Vancouver Island Railway

Dear Rob Fleming,

I want to see trains running again on Vancouver Island, providing safe, comfortable, and low-emission travel for residents and visitors.

The railway on Vancouver Island faces a March 14 deadline set by the BC courts for the federal government to confirm Canada still considers the railway to be “in the public interest” and a “Crown Corridor” as defined in the Te'mexw Treaty Association Agreement-in-Principle, which the federal government wishes to retain for railway use and to make investments in the line to ensure its continued operation, securing the long-term future of sustainable transportation for all people on Vancouver Island.

The government's silence on this issue over the past two years deeply concerns me. If Canada is committed to reconciliation, why did our government not respond properly to the original court case? If Canada is committed to sustainable public transportation, why does our government not reopen a railway line that needs only basic repairs?

The Island Corridor Foundation has prepared a business plan that would provide modern train services, several times per day, and reconnect local industries to the rail-based supply chain. Canada should move forward with this plan to support the Island's growing population and economy.

If the deadline is not met, the railway corridor will revert piecemeal to the Island's First Nations, and not even be available for use as a trail, making the island entirely dependent on highways that are frequently closed by bad weather, and travel around the Island very difficult for people who do not drive.

Sincerely,

s. 22

Chan, Rita Y TRAN:EX

From: Fleming.MLA, Rob LASS:EX <Rob.Fleming.MLA@leg.bc.ca>
Sent: February 8, 2023 12:05 PM
To: Minister, MOTI MOTI:EX
Subject: 315751 (B 314201) - Please restore rail service on Vancouver Island!

Categories: Yellow Category

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

From s. 22
Sent: February 3, 2023 7:26 AM
To: Fleming.MLA, Rob <Rob.Fleming.MLA@leg.bc.ca>
Subject: Please restore rail service on Vancouver Island!

Dear Mr Fleming,

s. 22 I am writing to you to express my support of maintaining rail services on Vancouver Island. I recently learned that there is consideration to rip out the rail lines and I have always thought it was such a missed opportunity having those rails in such close proximity to communities that need extra transportation services and to not have the train running. As the island becomes more populated, having services like a train would be huge in commuting, transportation of goods, tourism and more.

Rail would be a huge opportunity for Vancouver Island and a way to support sustainable travel of the 50% of island residents that live north of Victoria, increased tourism, and create jobs. I hope that you will consider doing your part to keep the rail line intact. I know that I would use this type of service frequently if it was available. Looking to other global regions like Europe, it is clear that rail is incredibly useful and important to growing populations which we do in fact have here on Vancouver Island.

Thank you for your time and consideration, and I look forward to seeing the revitalization of the railroads on Vancouver Island.

Warm regards,

s. 22

February 10, 2023

«Email_Address»

314201 - Island Rail Corridor

Dear «Name»:

«Introduction»

Our government recognizes people want more travel options on Vancouver Island. The ministry is committed to finding the best use for the Island Rail Corridor as well as to supporting First Nations' interests in discussions around its future.

As you may know, the Island Corridor Foundation (ICF) owns the land and the rail line. The provincial government has continued to work with the ICF and with local First Nations and decision makers to explore options for this corridor moving forward.

On May 16, 2022, the [ICF released a business case](#) that proposed a mixed-use rail system with commuter service, interregional passenger service and freight operations. Ministry staff provided some initial feedback to the ICF on its business plan, highlighting the importance of First Nations consultation and the need for an adequate contingency in the proposed costs. To advance any project, it must be supported by a strong business case where the benefits to the public clearly outweigh the costs.

The provincial government is aware of the September 14, 2021, court decision that provided a period of 18 months for the federal government to determine whether it will approve funding for infrastructure improvements on the corridor. The provincial government will continue to closely monitor how the federal government responds to that ruling.

To assist in the process of determining the best future use for the corridor, the ministry continues to meet regularly with both the ICF and the federal government. The ministry, in partnership with the ICF, has also been engaging with First Nations, local governments, and other stakeholders to help ensure an understanding of their interests and concerns.

I have shared your email with ministry staff involved in this work for their information. You may also wish to share your ideas with the ICF through its [online comment submission form](#).

Meanwhile, we continue to invest in transportation improvements for the South Island, as guided by our [South Island Transportation Strategy](#). The strategy was released in fall 2020 and speaks to opportunities for inter-regional transportation choices like rail and transit service between South

**Ministry of Transportation
and Infrastructure**

Office of the Minister

Mailing Address:
Parliament Buildings
Victoria BC V8V 1X4

Vancouver Island and the rest of the island. We are now working with our municipal partners and other key stakeholders on implementation.

Thank you for taking the time to write.

Sincerely,

Sent via Email:

Rob Fleming
Minister

«Copy_to» «CC»

Batch 314201 – Island Rail Corridor

CLIFF ID	Email/ Address	Name	Introduction	Copy to	CC
314213	s. 22		Thank you for your emails regarding the Island Rail Corridor. Premier David Eby also asked me to respond on his behalf.	Copy to:	Premier David Eby
314214			Thank you for your emails regarding the Island Rail Corridor.	Copy to:	Premier David Eby Honourable Bowinn Ma Minister of Emergency Management and Climate Readiness MLA, North Vancouver-Lonsdale The Honourable Omar Alghabra Minister of Transport
314215			The Premier's office shared with me your email regarding the Island Rail Corridor.	Copy to:	Premier David Eby
314216			Thank you for your email regarding the Island Rail Corridor.		
314319			Thank you for your email	Copy to:	Premier David Eby

Batch 314201 – Island Rail Corridor

	s. 22	regarding the Island Rail Corridor.		
314320		Thank you for your email regarding the Island Rail Corridor.	Copy to:	Premier David Eby
314428		Thank you for your email regarding the Island Rail Corridor.		
314460		Thank you for your email regarding the Island Rail Corridor.		
314461		Thank you for your email regarding the Island Rail Corridor.		
314462		Thank you for your email regarding the Island Rail Corridor.	Copy to:	Premier David Eby
314943		Thank you for your email regarding the Island Rail Corridor.		

Batch 314201 – Island Rail Corridor

315103	s. 22	Thank you for your email regarding the Island Rail Corridor.	Copy to:	Premier David Eby Honourable Dan Coulter Minister of State for Infrastructure and Transit MLA, Chilliwack Honourable George Heyman Minister of Environment and Climate Change Strategy MLA, Vancouver-Fairview
315104		Thank you for your email regarding the Island Rail Corridor.	Copy to:	Premier David Eby Doug Routley MLA, Nanaimo-North Cowichan The Honourable Omar Alghabra Minister of Transport
		Thank you for your email regarding the Island Rail Corridor.		
		Thank you for your email regarding the Island Rail Corridor.		
314058		Thank you for your email regarding the Island Rail Corridor.	Copy to:	Premier David Eby The Honourable Omar Alghabra Minister of Transport

Batch 314201 – Island Rail Corridor

s. 22	Thank you for your email regarding the Island Rail Corridor.		
	Thank you for your email regarding the Island Rail Corridor.		
315356	Thank you for your email regarding the Island Rail Corridor.		
	Thank you for your email regarding the Island Rail Corridor.		
	Thank you for your email regarding the Island Rail Corridor.		
	Thank you for your email regarding the Island Rail Corridor.		
	Thank you for your email regarding the Island Rail Corridor.		
	Thank you for your email regarding the		

Batch 314201 – Island Rail Corridor

s. 22	Island Rail Corridor.		
315371	The Premier's office shared with me your email regarding the Island Rail Corridor.	Copy to:	<p>Premier David Eby</p> <p>Honourable Brenda Bailey Minister of Jobs, Economic Development and Innovation MLA, Vancouver-False Creek</p> <p>Honourable Katrine Conroy Minister of Finance MLA, Kootenay West</p> <p>Honourable Dan Coulter Minister of State for Infrastructure and Transit MLA, Chilliwack</p> <p>Honourable Nathan Cullen Minister of Water, Land and Resource Stewardship MLA, Stikine</p> <p>Honourable George Heyman Minister of Environment and Climate Change Strategy MLA, Vancouver-Fairview</p> <p>Honourable Anne Kang Minister of Municipal Affairs MLA, Burnaby-Deer Lake</p> <p>Honourable Bowinn Ma</p>

Batch 314201 – Island Rail Corridor

	s. 22			<p>Minister of Emergency Management and Climate Readiness MLA, North Vancouver-Lonsdale</p> <p>Honourable Josie Osborne Minister of Energy, Mines and Low Carbon Innovation MLA, Mid Island-Pacific Rim</p> <p>Honourable Lana Popham Minister of Tourism, Arts, Culture and Sport MLA, Saanich South</p> <p>Honourable Murray Rankin Minister of Indigenous Relations and Reconciliation MLA, Oak Bay-Gordon Head</p>
315469		My colleague the Honourable Katrine Conroy shared with me your email regarding the Island Rail Corridor.	Copy to:	<p>Honourable Katrine Conroy Minister of Finance MLA, Kootenay West</p> <p>Honourable George Heyman Minister of Environment and Climate Change Strategy MLA, Vancouver-Fairview</p> <p>Ronna-Rae Leonard MLA, Courtenay-Comox</p> <p>The Honourable Omar Alghabra Minister of Transport</p>

Batch 314201 – Island Rail Corridor

s. 22	Thank you for your email regarding the Island Rail Corridor.		
	Thank you for your email regarding the Island Rail Corridor.		
	Thank you for your email regarding the Island Rail Corridor.	Copy to:	Ronna-Rae Leonard MLA, Courtenay-Comox
315602	Thank you for your email regarding the Island Rail Corridor.		
315603	Thank you for your email regarding the Island Rail Corridor.	Copy to:	Premier David Eby
315628	Thank you for your email regarding the Island Rail Corridor.		
315629	Thank you for your email regarding the		

Batch 314201 – Island Rail Corridor

s. 22	Island Rail Corridor.		
315630	Thank you for your email regarding the Island Rail Corridor. I am also responding to your emails addressed to Deputy Ministry Kaye Krishna.	Copy to:	Deputy Minister Kaye Krishna
3155660	Thank you for your email regarding the Island Rail Corridor.		
315661	Thank you for your email regarding the Island Rail Corridor.		
315662	Thank you for your email regarding the Island Rail Corridor.		
	I am responding to your email addressed to my colleague the Honourable Murray Rankin,	Copy to:	Honourable Murray Rankin Minister of Indigenous Relations and Reconciliation MLA, Oak Bay-Gordon Head

Batch 314201 – Island Rail Corridor

s. 22	Minister of Indigenous Relations and Reconciliation, regarding the Island Rail Corridor.		
	Thank you for your email regarding the Island Rail Corridor.		
	Thank you for your email regarding the Island Rail Corridor.		
	Thank you for your email regarding the Island Rail Corridor.		
	Thank you for your email regarding the Island Rail Corridor.		
	Thank you for your email regarding the Island Rail Corridor.	Copy to:	Premier David Eby

Batch 314201 – Island Rail Corridor

	s. 22
315673	
315674	
315687	
315688	
315689	
315703	

Thank you for your email regarding the Island Rail Corridor.	Copy to:	Premier David Eby Honourable Murray Rankin Minister of Indigenous Relations and Reconciliation MLA, Oak Bay-Gordon Head
Thank you for your email regarding the Island Rail Corridor.		
Thank you for your email regarding the Island Rail Corridor.		
Thank you for your email regarding the Island Rail Corridor.		
Thank you for your email regarding the Island Rail Corridor.		
Thank you for your email regarding the Island Rail Corridor.		
Thank you for your email		

Batch 314201 – Island Rail Corridor

	s. 22	regarding the Island Rail Corridor.		
315704		Thank you for your email regarding the Island Rail Corridor.	Copy to:	Honourable Murray Rankin Minister of Indigenous Relations and Reconciliation MLA, Oak Bay-Gordon Head
		Thank you for your email regarding the Island Rail Corridor.		
		Thank you for your email regarding the Island Rail Corridor.		
315749		Thank you for your email regarding the Island Rail Corridor.		
315750		Thank you for your email regarding the Island Rail Corridor.		
		Thank you for your email regarding the Island Rail Corridor.		

Batch 314201 – Island Rail Corridor

315782	s. 22	Thank you for your email regarding the Island Rail Corridor.		
315781		Thank you for your email regarding the Island Rail Corridor.		

From: TRAN Corporate Writing Services TRAN:EX (TRANWritingServices@gov.bc.ca)
To: TRAN Corporate Writing Services TRAN:EX (TRANWritingServices@gov.bc.ca)
Subject: 315789 Incoming - missed opportunity in languishing rail corridor
Sent: 02/10/2023 22:38:51
Message Body:

From: s. 22
Sent: February 8, 2023 2:48 PM
To: Minister, TACS TACS:EX <TACS.Minister@gov.bc.ca>
Subject: missed opportunity in languishing rail corridor

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Dear Honourable Minister,

s. 22 and have been dismayed to see the abandonment of the rail line as I have always seen it as a neglected opportunity for profitable tourism.

s. 22

s. 22 it is very disappointing to see the deterioration of the abandoned line. The lack of rail on the replacement Johnson Street bridge and the neglect of the railbed may have sealed the fate of conventional rolling stock as a viable rail option. Thus a tourist train like a "Rocky Mountaineer" for the Island is out of the question.

There could be another option. In Japan there are under utilized rail lines which are getting re-purposed to have bus/train vehicles (<https://www.youtube.com/watch?v=zdOIl-1TerI>) It is my understanding that for less cost the rail bed could be rehabilitated to support the dual-mode bus/train as it weight tolerances and other technical specifications would not have to be upgraded to the same level as previous rolling stock.

I understand that there are decisions pending regarding re-activating the rail corridor for commuter purposes but it is important that the opportunity for economic gain from tourism not be overlooked in these cabinet discussion and decisions.

A creative approach to new ways to use the existing rail corridor could generate real money through tourism. Dual mode busses could pick up cruise passengers at Ogden Point and drive to Esquimalt. Without having to get off the bus, tourists would be amazed to find themselves traveling along a rail line with stunning views of the

Saanich Inlet and then be let out at a farmers' market or other tourist destination along the rail line and then have a scheduled pick-up point with the bus and make the return trip back to their ships.

Getting cruise ship passengers and other tourists to other parts of Vancouver Island can be thwarted by highway congestion and tight timeframes for shore excursions. Use of the rail line by upgrading to use dual mode busses could be a real boon to other Island communities and relieve congestion at Ogden Point.

Thank you for your attention and for your service in government.

From: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)

To: s. 22

Subject: 314201 - Island Rail Corridor

Sent: 02/10/2023 21:08:15

Message Body:

s. 22

314201 - Island Rail Corridor

s. 22

Dear

Thank you for your email regarding the Island Rail Corridor.

Our government recognizes people want more travel options on Vancouver Island. The ministry is committed to finding the best use for the Island Rail Corridor as well as to supporting First Nations' interests in discussions around its future.

As you may know, the Island Corridor Foundation (ICF) owns the land and the rail line. The provincial government has continued to work with the ICF and with local First Nations and decision makers to explore options for this corridor moving forward.

On May 16, 2022, the [ICF released a business case](#) that proposed a mixed-use rail system with commuter service, interregional passenger service and freight operations. Ministry staff provided some initial feedback to the ICF on its business plan, highlighting the importance of First Nations consultation and the need for an adequate contingency in the proposed costs. To advance any project, it must be supported by a strong business case where the benefits to the public clearly outweigh the costs.

The provincial government is aware of the September 14, 2021, court decision that provided a period of 18 months for the federal government to determine whether it will approve funding for infrastructure improvements on the corridor. The provincial government will continue to closely monitor how the federal government responds to that ruling.

To assist in the process of determining the best future use for the corridor, the ministry continues to meet regularly with both the ICF and the federal government. The ministry, in partnership with the ICF, has also been engaging with First Nations, local governments, and other stakeholders to help ensure an understanding of their interests and concerns.

I have shared your email with ministry staff involved in this work for their information. You may also wish to share your ideas with the ICF through its [online comment submission form](#).

Meanwhile, we continue to invest in transportation improvements for the South Island, as guided by our [South Island Transportation Strategy](#). The strategy was released in fall 2020 and speaks to opportunities for inter-regional transportation choices like rail and transit service between South Vancouver Island and the rest of the island. We are now working with our municipal partners and other key stakeholders on implementation.

Thank you for taking the time to write.

Sincerely,

Rob Fleming

Minister

From: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)

To: s. 22

Subject: 314201 - Island Rail Corridor

Sent: 02/10/2023 21:08:17

Message Body:

s. 22

314201 - Island Rail Corridor

Dear s. 22

Thank you for your email regarding the Island Rail Corridor.

Our government recognizes people want more travel options on Vancouver Island. The ministry is committed to finding the best use for the Island Rail Corridor as well as to supporting First Nations' interests in discussions around its future.

As you may know, the Island Corridor Foundation (ICF) owns the land and the rail line. The provincial government has continued to work with the ICF and with local First Nations and decision makers to explore options for this corridor moving forward.

On May 16, 2022, the [ICF released a business case](#) that proposed a mixed-use rail system with commuter service, interregional passenger service and freight operations. Ministry staff provided some initial feedback to the ICF on its business plan, highlighting the importance of First Nations consultation and the need for an adequate contingency in the proposed costs. To advance any project, it must be supported by a strong business case where the benefits to the public clearly outweigh the costs.

The provincial government is aware of the September 14, 2021, court decision that provided a period of 18 months for the federal government to determine whether it will approve funding for infrastructure improvements on the corridor. The provincial government will continue to closely monitor how the federal government responds to that ruling.

To assist in the process of determining the best future use for the corridor, the ministry continues to meet regularly with both the ICF and the federal government. The ministry, in partnership with the ICF, has also been engaging with First Nations, local governments, and other stakeholders to help ensure an understanding of their interests and concerns.

I have shared your email with ministry staff involved in this work for their information. You may also wish to share your ideas with the ICF through its [online comment submission form](#).

Meanwhile, we continue to invest in transportation improvements for the South Island, as guided by our [South Island Transportation Strategy](#). The strategy was released in fall 2020 and speaks to opportunities for inter-regional transportation choices like rail and transit service between South Vancouver Island and the rest of the island. We are now working with our municipal partners and other key stakeholders on implementation.

Thank you for taking the time to write.

Sincerely,

Rob Fleming

Minister

From: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)

To: s. 22

Subject: 314201 - Island Rail Corridor

Sent: 02/10/2023 21:08:15

Message Body:

s. 22

314201 - Island Rail Corridor

s. 22
Dear

Thank you for your email regarding the Island Rail Corridor.

Our government recognizes people want more travel options on Vancouver Island. The ministry is committed to finding the best use for the Island Rail Corridor as well as to supporting First Nations' interests in discussions around its future.

As you may know, the Island Corridor Foundation (ICF) owns the land and the rail line. The provincial government has continued to work with the ICF and with local First Nations and decision makers to explore options for this corridor moving forward.

On May 16, 2022, the [ICF released a business case](#) that proposed a mixed-use rail system with commuter service, interregional passenger service and freight operations. Ministry staff provided some initial feedback to the ICF on its business plan, highlighting the importance of First Nations consultation and the need for an adequate contingency in the proposed costs. To advance any project, it must be supported by a strong business case where the benefits to the public clearly outweigh the costs.

The provincial government is aware of the September 14, 2021, court decision that provided a period of 18 months for the federal government to determine whether it will approve funding for infrastructure improvements on the corridor. The provincial government will continue to closely monitor how the federal government responds to that ruling.

To assist in the process of determining the best future use for the corridor, the ministry continues to meet regularly with both the ICF and the federal government. The ministry, in partnership with the ICF, has also been engaging with First Nations, local governments, and other stakeholders to help ensure an understanding of their interests and concerns.

I have shared your email with ministry staff involved in this work for their information. You may also wish to share your ideas with the ICF through its [online comment submission form](#).

Meanwhile, we continue to invest in transportation improvements for the South Island, as guided by our [South Island Transportation Strategy](#). The strategy was released in fall 2020 and speaks to opportunities for inter-regional transportation choices like rail and transit service between South Vancouver Island and the rest of the island. We are now working with our municipal partners and other key stakeholders on implementation.

Thank you for taking the time to write.

Sincerely,

Rob Fleming

Minister

From: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)

To: s. 22

Subject: 314201 - Island Rail Corridor

Sent: 02/10/2023 21:08:18

Message Body:

s. 22

314201 - Island Rail Corridor

Dear ^{s. 22}

Thank you for your email regarding the Island Rail Corridor.

Our government recognizes people want more travel options on Vancouver Island. The ministry is committed to finding the best use for the Island Rail Corridor as well as to supporting First Nations' interests in discussions around its future.

As you may know, the Island Corridor Foundation (ICF) owns the land and the rail line. The provincial government has continued to work with the ICF and with local First Nations and decision makers to explore options for this corridor moving forward.

On May 16, 2022, the [ICF released a business case](#) that proposed a mixed-use rail system with commuter service, interregional passenger service and freight operations. Ministry staff provided some initial feedback to the ICF on its business plan, highlighting the importance of First Nations consultation and the need for an adequate contingency in the proposed costs. To advance any project, it must be supported by a strong business case where the benefits to the public clearly outweigh the costs.

The provincial government is aware of the September 14, 2021, court decision that provided a period of 18 months for the federal government to determine whether it will approve funding for infrastructure improvements on the corridor. The provincial government will continue to closely monitor how the federal government responds to that ruling.

To assist in the process of determining the best future use for the corridor, the ministry continues to meet regularly with both the ICF and the federal government. The ministry, in partnership with the ICF, has also been engaging with First Nations, local governments, and other stakeholders to help ensure an understanding of their interests and concerns.

I have shared your email with ministry staff involved in this work for their information. You may also wish to share your ideas with the ICF through its [online comment submission form](#).

Meanwhile, we continue to invest in transportation improvements for the South Island, as guided by our [South Island Transportation Strategy](#). The strategy was released in fall 2020 and speaks to opportunities for inter-regional transportation choices like rail and transit service between South Vancouver Island and the rest of the island. We are now working with our municipal partners and other key stakeholders on implementation.

Thank you for taking the time to write.

Sincerely,

Rob Fleming

Minister

Copy to:

Premier David Eby

From: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)

To: s. 22

Subject: 314201 - Island Rail Corridor

Sent: 02/10/2023 21:08:18

Message Body:

s. 22

314201 - Island Rail Corridor

Dear s. 22

Thank you for your email regarding the Island Rail Corridor.

Our government recognizes people want more travel options on Vancouver Island. The ministry is committed to finding the best use for the Island Rail Corridor as well as to supporting First Nations' interests in discussions around its future.

As you may know, the Island Corridor Foundation (ICF) owns the land and the rail line. The provincial government has continued to work with the ICF and with local First Nations and decision makers to explore options for this corridor moving forward.

On May 16, 2022, the [ICF released a business case](#) that proposed a mixed-use rail system with commuter service, interregional passenger service and freight operations. Ministry staff provided some initial feedback to the ICF on its business plan, highlighting the importance of First Nations consultation and the need for an adequate contingency in the proposed costs. To advance any project, it must be supported by a strong business case where the benefits to the public clearly outweigh the costs.

The provincial government is aware of the September 14, 2021, court decision that provided a period of 18 months for the federal government to determine whether it will approve funding for infrastructure improvements on the corridor. The provincial government will continue to closely monitor how the federal government responds to that ruling.

To assist in the process of determining the best future use for the corridor, the ministry continues to meet regularly with both the ICF and the federal government. The ministry, in partnership with the ICF, has also been engaging with First Nations, local governments, and other stakeholders to help ensure an understanding of their interests and concerns.

I have shared your email with ministry staff involved in this work for their information. You may also wish to share your ideas with the ICF through its [online comment submission form](#).

Meanwhile, we continue to invest in transportation improvements for the South Island, as guided by our [South Island Transportation Strategy](#). The strategy was released in fall 2020 and speaks to opportunities for inter-regional transportation choices like rail and transit service between South Vancouver Island and the rest of the island. We are now working with our municipal partners and other key stakeholders on implementation.

Thank you for taking the time to write.

Sincerely,

Rob Fleming

Minister

From: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)

To: s. 22

Subject: 314201 - Island Rail Corridor

Sent: 02/10/2023 21:08:17

Message Body:

s. 22

314201 - Island Rail Corridor

s. 22

Dear

Thank you for your email regarding the Island Rail Corridor.

Our government recognizes people want more travel options on Vancouver Island. The ministry is committed to finding the best use for the Island Rail Corridor as well as to supporting First Nations' interests in discussions around its future.

As you may know, the Island Corridor Foundation (ICF) owns the land and the rail line. The provincial government has continued to work with the ICF and with local First Nations and decision makers to explore options for this corridor moving forward.

On May 16, 2022, the [ICF released a business case](#) that proposed a mixed-use rail system with commuter service, interregional passenger service and freight operations. Ministry staff provided some initial feedback to the ICF on its business plan, highlighting the importance of First Nations consultation and the need for an adequate contingency in the proposed costs. To advance any project, it must be supported by a strong business case where the benefits to the public clearly outweigh the costs.

The provincial government is aware of the September 14, 2021, court decision that provided a period of 18 months for the federal government to determine whether it will approve funding for infrastructure improvements on the corridor. The provincial government will continue to closely monitor how the federal government responds to that ruling.

To assist in the process of determining the best future use for the corridor, the ministry continues to meet regularly with both the ICF and the federal government. The ministry, in partnership with the ICF, has also been engaging with First Nations, local governments, and other stakeholders to help ensure an understanding of their interests and concerns.

I have shared your email with ministry staff involved in this work for their information. You may also wish to share your ideas with the ICF through its [online comment submission form](#).

Meanwhile, we continue to invest in transportation improvements for the South Island, as guided by our [South Island Transportation Strategy](#). The strategy was released in fall 2020 and speaks to opportunities for inter-regional transportation choices like rail and transit service between South Vancouver Island and the rest of the island. We are now working with our municipal partners and other key stakeholders on implementation.

Thank you for taking the time to write.

Sincerely,

Rob Fleming

Minister

From: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)

To: s. 22

Subject: 314201 - Island Rail Corridor

Sent: 02/10/2023 21:08:21

Message Body:

s. 22

314201 - Island Rail Corridor

Dear s. 22

Thank you for your email regarding the Island Rail Corridor.

Our government recognizes people want more travel options on Vancouver Island. The ministry is committed to finding the best use for the Island Rail Corridor as well as to supporting First Nations' interests in discussions around its future.

As you may know, the Island Corridor Foundation (ICF) owns the land and the rail line. The provincial government has continued to work with the ICF and with local First Nations and decision makers to explore options for this corridor moving forward.

On May 16, 2022, the [ICF released a business case](#) that proposed a mixed-use rail system with commuter service, interregional passenger service and freight operations. Ministry staff provided some initial feedback to the ICF on its business plan, highlighting the importance of First Nations consultation and the need for an adequate contingency in the proposed costs. To advance any project, it must be supported by a strong business case where the benefits to the public clearly outweigh the costs.

The provincial government is aware of the September 14, 2021, court decision that provided a period of 18 months for the federal government to determine whether it will approve funding for infrastructure improvements on the corridor. The provincial government will continue to closely monitor how the federal government responds to that ruling.

To assist in the process of determining the best future use for the corridor, the ministry continues to meet regularly with both the ICF and the federal government. The ministry, in partnership with the ICF, has also been engaging with First Nations, local governments, and other stakeholders to help ensure an understanding of their interests and concerns.

I have shared your email with ministry staff involved in this work for their information. You may also wish to share your ideas with the ICF through its [online comment submission form](#).

Meanwhile, we continue to invest in transportation improvements for the South Island, as guided by our [South Island Transportation Strategy](#). The strategy was released in fall 2020 and speaks to opportunities for inter-regional transportation choices like rail and transit service between South Vancouver Island and the rest of the island. We are now working with our municipal partners and other key stakeholders on implementation.

Thank you for taking the time to write.

Sincerely,

Rob Fleming

Minister

From: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)

To: s. 22

Subject: 314201 - Island Rail Corridor

Sent: 02/10/2023 21:08:16

Message Body:

s. 22

314201 - Island Rail Corridor

Dear s. 22

Thank you for your email regarding the Island Rail Corridor.

Our government recognizes people want more travel options on Vancouver Island. The ministry is committed to finding the best use for the Island Rail Corridor as well as to supporting First Nations' interests in discussions around its future.

As you may know, the Island Corridor Foundation (ICF) owns the land and the rail line. The provincial government has continued to work with the ICF and with local First Nations and decision makers to explore options for this corridor moving forward.

On May 16, 2022, the [ICF released a business case](#) that proposed a mixed-use rail system with commuter service, interregional passenger service and freight operations. Ministry staff provided some initial feedback to the ICF on its business plan, highlighting the importance of First Nations consultation and the need for an adequate contingency in the proposed costs. To advance any project, it must be supported by a strong business case where the benefits to the public clearly outweigh the costs.

The provincial government is aware of the September 14, 2021, court decision that provided a period of 18 months for the federal government to determine whether it will approve funding for infrastructure improvements on the corridor. The provincial government will continue to closely monitor how the federal government responds to that ruling.

To assist in the process of determining the best future use for the corridor, the ministry continues to meet regularly with both the ICF and the federal government. The ministry, in partnership with the ICF, has also been engaging with First Nations, local governments, and other stakeholders to help ensure an understanding of their interests and concerns.

I have shared your email with ministry staff involved in this work for their information. You may also wish to share your ideas with the ICF through its [online comment submission form](#).

Meanwhile, we continue to invest in transportation improvements for the South Island, as guided by our [South Island Transportation Strategy](#). The strategy was released in fall 2020 and speaks to opportunities for inter-regional transportation choices like rail and transit service between South Vancouver Island and the rest of the island. We are now working with our municipal partners and other key stakeholders on implementation.

Thank you for taking the time to write.

Sincerely,

Rob Fleming

Minister

Copy to:

Premier David Eby

Doug Routley

MLA, Nanaimo-North Cowichan

The Honourable Omar Alghabra

Minister of Transport

From: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)

To: s. 22

Subject: 314201 - Island Rail Corridor

Sent: 02/10/2023 21:08:19

Message Body:

s. 22

314201 - Island Rail Corridor

Dear s. 22

Thank you for your email regarding the Island Rail Corridor. I am also responding to your emails addressed to Deputy Ministry Kaye Krishna.

Our government recognizes people want more travel options on Vancouver Island. The ministry is committed to finding the best use for the Island Rail Corridor as well as to supporting First Nations' interests in discussions around its future.

As you may know, the Island Corridor Foundation (ICF) owns the land and the rail line. The provincial government has continued to work with the ICF and with local First Nations and decision makers to explore options for this corridor moving forward.

On May 16, 2022, the [ICF released a business case](#) that proposed a mixed-use rail system with commuter service, interregional passenger service and freight operations. Ministry staff provided some initial feedback to the ICF on its business plan, highlighting the importance of First Nations consultation and the need for an adequate contingency in the proposed costs. To advance any project, it must be supported by a strong business case where the benefits to the public clearly outweigh the costs.

The provincial government is aware of the September 14, 2021, court decision that provided a period of 18 months for the federal government to determine whether it will approve funding for infrastructure improvements on the corridor. The provincial government will continue to closely monitor how the federal government responds to that ruling.

To assist in the process of determining the best future use for the corridor, the ministry continues to meet regularly with both the ICF and the federal government. The ministry, in partnership with the ICF, has also been engaging with First Nations, local governments, and other stakeholders to help ensure an understanding of their interests and concerns.

I have shared your email with ministry staff involved in this work for their information. You may also wish to share your ideas with the ICF through its [online comment submission form](#).

Meanwhile, we continue to invest in transportation improvements for the South Island, as guided by our [South Island Transportation Strategy](#). The strategy was released in fall 2020 and speaks to opportunities for inter-regional transportation choices like rail and transit service between South Vancouver Island and the rest of the island. We are now working with our municipal partners and other key stakeholders on implementation.

Thank you for taking the time to write.

Sincerely,

Rob Fleming

Minister

Copy to:

Deputy Minister Kaye Krishna

From: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)

To: s. 22

Subject: 314201 - Island Rail Corridor

Sent: 02/10/2023 21:08:21

Message Body:

s. 22

314201 - Island Rail Corridor

Dear s. 22

Thank you for your email regarding the Island Rail Corridor.

Our government recognizes people want more travel options on Vancouver Island. The ministry is committed to finding the best use for the Island Rail Corridor as well as to supporting First Nations' interests in discussions around its future.

As you may know, the Island Corridor Foundation (ICF) owns the land and the rail line. The provincial government has continued to work with the ICF and with local First Nations and decision makers to explore options for this corridor moving forward.

On May 16, 2022, the [ICF released a business case](#) that proposed a mixed-use rail system with commuter service, interregional passenger service and freight operations. Ministry staff provided some initial feedback to the ICF on its business plan, highlighting the importance of First Nations consultation and the need for an adequate contingency in the proposed costs. To advance any project, it must be supported by a strong business case where the benefits to the public clearly outweigh the costs.

The provincial government is aware of the September 14, 2021, court decision that provided a period of 18 months for the federal government to determine whether it will approve funding for infrastructure improvements on the corridor. The provincial government will continue to closely monitor how the federal government responds to that ruling.

To assist in the process of determining the best future use for the corridor, the ministry continues to meet regularly with both the ICF and the federal government. The ministry, in partnership with the ICF, has also been engaging with First Nations, local governments, and other stakeholders to help ensure an understanding of their interests and concerns.

I have shared your email with ministry staff involved in this work for their information. You may also wish to share your ideas with the ICF through its [online comment submission form](#).

Meanwhile, we continue to invest in transportation improvements for the South Island, as guided by our [South Island Transportation Strategy](#). The strategy was released in fall 2020 and speaks to opportunities for inter-regional transportation choices like rail and transit service between South Vancouver Island and the rest of the island. We are now working with our municipal partners and other key stakeholders on implementation.

Thank you for taking the time to write.

Sincerely,

Rob Fleming

Minister

From: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)

To: s. 22

Subject: 314201 - Island Rail Corridor

Sent: 02/10/2023 21:08:17

Message Body:

s. 22

314201 - Island Rail Corridor

Dear s. 22

Thank you for your email regarding the Island Rail Corridor.

Our government recognizes people want more travel options on Vancouver Island. The ministry is committed to finding the best use for the Island Rail Corridor as well as to supporting First Nations' interests in discussions around its future.

As you may know, the Island Corridor Foundation (ICF) owns the land and the rail line. The provincial government has continued to work with the ICF and with local First Nations and decision makers to explore options for this corridor moving forward.

On May 16, 2022, the [ICF released a business case](#) that proposed a mixed-use rail system with commuter service, interregional passenger service and freight operations. Ministry staff provided some initial feedback to the ICF on its business plan, highlighting the importance of First Nations consultation and the need for an adequate contingency in the proposed costs. To advance any project, it must be supported by a strong business case where the benefits to the public clearly outweigh the costs.

The provincial government is aware of the September 14, 2021, court decision that provided a period of 18 months for the federal government to determine whether it will approve funding for infrastructure improvements on the corridor. The provincial government will continue to closely monitor how the federal government responds to that ruling.

To assist in the process of determining the best future use for the corridor, the ministry continues to meet regularly with both the ICF and the federal government. The ministry, in partnership with the ICF, has also been engaging with First Nations, local governments, and other stakeholders to help ensure an understanding of their interests and concerns.

I have shared your email with ministry staff involved in this work for their information. You may also wish to share your ideas with the ICF through its [online comment submission form](#).

Meanwhile, we continue to invest in transportation improvements for the South Island, as guided by our [South Island Transportation Strategy](#). The strategy was released in fall 2020 and speaks to opportunities for inter-regional transportation choices like rail and transit service between South Vancouver Island and the rest of the island. We are now working with our municipal partners and other key stakeholders on implementation.

Thank you for taking the time to write.

Sincerely,

Rob Fleming

Minister

From: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)

To: s. 22

Subject: 314201 - Island Rail Corridor

Sent: 02/10/2023 21:08:17

Message Body:

s. 22

314201 - Island Rail Corridor

Dear s. 22

Thank you for your email regarding the Island Rail Corridor.

Our government recognizes people want more travel options on Vancouver Island. The ministry is committed to finding the best use for the Island Rail Corridor as well as to supporting First Nations' interests in discussions around its future.

As you may know, the Island Corridor Foundation (ICF) owns the land and the rail line. The provincial government has continued to work with the ICF and with local First Nations and decision makers to explore options for this corridor moving forward.

On May 16, 2022, the [ICF released a business case](#) that proposed a mixed-use rail system with commuter service, interregional passenger service and freight operations. Ministry staff provided some initial feedback to the ICF on its business plan, highlighting the importance of First Nations consultation and the need for an adequate contingency in the proposed costs. To advance any project, it must be supported by a strong business case where the benefits to the public clearly outweigh the costs.

The provincial government is aware of the September 14, 2021, court decision that provided a period of 18 months for the federal government to determine whether it will approve funding for infrastructure improvements on the corridor. The provincial government will continue to closely monitor how the federal government responds to that ruling.

To assist in the process of determining the best future use for the corridor, the ministry continues to meet regularly with both the ICF and the federal government. The ministry, in partnership with the ICF, has also been engaging with First Nations, local governments, and other stakeholders to help ensure an understanding of their interests and concerns.

I have shared your email with ministry staff involved in this work for their information. You may also wish to share your ideas with the ICF through its [online comment submission form](#).

Meanwhile, we continue to invest in transportation improvements for the South Island, as guided by our [South Island Transportation Strategy](#). The strategy was released in fall 2020 and speaks to opportunities for inter-regional transportation choices like rail and transit service between South Vancouver Island and the rest of the island. We are now working with our municipal partners and other key stakeholders on implementation.

Thank you for taking the time to write.

Sincerely,

Rob Fleming

Minister

Copy to:

Premier David Eby

The Honourable Omar Alghabra

Minister of Transport

From: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)

To: s. 22

Subject: 314201 - Island Rail Corridor

Sent: 02/10/2023 21:08:15

Message Body:

s. 22

314201 - Island Rail Corridor

Dear s. 22

Thank you for your emails regarding the Island Rail Corridor. Premier David Eby also asked me to respond on his behalf.

Our government recognizes people want more travel options on Vancouver Island. The ministry is committed to finding the best use for the Island Rail Corridor as well as to supporting First Nations' interests in discussions around its future.

As you may know, the Island Corridor Foundation (ICF) owns the land and the rail line. The provincial government has continued to work with the ICF and with local First Nations and decision makers to explore options for this corridor moving forward.

On May 16, 2022, the [ICF released a business case](#) that proposed a mixed-use rail system with commuter service, interregional passenger service and freight operations. Ministry staff provided some initial feedback to the ICF on its business plan, highlighting the importance of First Nations consultation and the need for an adequate contingency in the proposed costs. To advance any project, it must be supported by a strong business case where the benefits to the public clearly outweigh the costs.

The provincial government is aware of the September 14, 2021, court decision that provided a period of 18 months for the federal government to determine whether it will approve funding for infrastructure improvements on the corridor. The provincial government will continue to closely monitor how the federal government responds to that ruling.

To assist in the process of determining the best future use for the corridor, the ministry continues to meet regularly with both the ICF and the federal government. The ministry, in partnership with the ICF, has also been engaging with First Nations, local governments, and other stakeholders to help ensure an understanding of their interests and concerns.

I have shared your email with ministry staff involved in this work for their information. You may also wish to share your ideas with the ICF through its [online comment submission form](#).

Meanwhile, we continue to invest in transportation improvements for the South Island, as guided by our [South Island Transportation Strategy](#). The strategy was released in fall 2020 and speaks to opportunities for inter-regional transportation choices like rail and transit service between South Vancouver Island and the rest of the island. We are now working with our municipal partners and other key stakeholders on implementation.

Thank you for taking the time to write.

Sincerely,

Rob Fleming

Minister

Copy to:

Premier David Eby

From: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)

To: s. 22

Subject: 314201 - Island Rail Corridor

Sent: 02/10/2023 21:08:19

Message Body:

s. 22

314201 - Island Rail Corridor

Dear s. 22

Thank you for your email regarding the Island Rail Corridor.

Our government recognizes people want more travel options on Vancouver Island. The ministry is committed to finding the best use for the Island Rail Corridor as well as to supporting First Nations' interests in discussions around its future.

As you may know, the Island Corridor Foundation (ICF) owns the land and the rail line. The provincial government has continued to work with the ICF and with local First Nations and decision makers to explore options for this corridor moving forward.

On May 16, 2022, the [ICF released a business case](#) that proposed a mixed-use rail system with commuter service, interregional passenger service and freight operations. Ministry staff provided some initial feedback to the ICF on its business plan, highlighting the importance of First Nations consultation and the need for an adequate contingency in the proposed costs. To advance any project, it must be supported by a strong business case where the benefits to the public clearly outweigh the costs.

The provincial government is aware of the September 14, 2021, court decision that provided a period of 18 months for the federal government to determine whether it will approve funding for infrastructure improvements on the corridor. The provincial government will continue to closely monitor how the federal government responds to that ruling.

To assist in the process of determining the best future use for the corridor, the ministry continues to meet regularly with both the ICF and the federal government. The ministry, in partnership with the ICF, has also been engaging with First Nations, local governments, and other stakeholders to help ensure an understanding of their interests and concerns.

I have shared your email with ministry staff involved in this work for their information. You may also wish to share your ideas with the ICF through its [online comment submission form](#).

Meanwhile, we continue to invest in transportation improvements for the South Island, as guided by our [South Island Transportation Strategy](#). The strategy was released in fall 2020 and speaks to opportunities for inter-regional transportation choices like rail and transit service between South Vancouver Island and the rest of the island. We are now working with our municipal partners and other key stakeholders on implementation.

Thank you for taking the time to write.

Sincerely,

Rob Fleming

Minister

From: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)

To: s. 22

Subject: 314201 - Island Rail Corridor

Sent: 02/10/2023 21:08:16

Message Body:

s. 22

314201 - Island Rail Corridor

Dear s. 22

Thank you for your email regarding the Island Rail Corridor.

Our government recognizes people want more travel options on Vancouver Island. The ministry is committed to finding the best use for the Island Rail Corridor as well as to supporting First Nations' interests in discussions around its future.

As you may know, the Island Corridor Foundation (ICF) owns the land and the rail line. The provincial government has continued to work with the ICF and with local First Nations and decision makers to explore options for this corridor moving forward.

On May 16, 2022, the [ICF released a business case](#) that proposed a mixed-use rail system with commuter service, interregional passenger service and freight operations. Ministry staff provided some initial feedback to the ICF on its business plan, highlighting the importance of First Nations consultation and the need for an adequate contingency in the proposed costs. To advance any project, it must be supported by a strong business case where the benefits to the public clearly outweigh the costs.

The provincial government is aware of the September 14, 2021, court decision that provided a period of 18 months for the federal government to determine whether it will approve funding for infrastructure improvements on the corridor. The provincial government will continue to closely monitor how the federal government responds to that ruling.

To assist in the process of determining the best future use for the corridor, the ministry continues to meet regularly with both the ICF and the federal government. The ministry, in partnership with the ICF, has also been engaging with First Nations, local governments, and other stakeholders to help ensure an understanding of their interests and concerns.

I have shared your email with ministry staff involved in this work for their information. You may also wish to share your ideas with the ICF through its [online comment submission form](#).

Meanwhile, we continue to invest in transportation improvements for the South Island, as guided by our [South Island Transportation Strategy](#). The strategy was released in fall 2020 and speaks to opportunities for inter-regional transportation choices like rail and transit service between South Vancouver Island and the rest of the island. We are now working with our municipal partners and other key stakeholders on implementation.

Thank you for taking the time to write.

Sincerely,

Rob Fleming

Minister

From: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)

To: s. 22

Subject: 314201 - Island Rail Corridor

Sent: 02/10/2023 21:08:17

Message Body:

s. 22

314201 - Island Rail Corridor

Dear s. 22

Thank you for your email regarding the Island Rail Corridor.

Our government recognizes people want more travel options on Vancouver Island. The ministry is committed to finding the best use for the Island Rail Corridor as well as to supporting First Nations' interests in discussions around its future.

As you may know, the Island Corridor Foundation (ICF) owns the land and the rail line. The provincial government has continued to work with the ICF and with local First Nations and decision makers to explore options for this corridor moving forward.

On May 16, 2022, the [ICF released a business case](#) that proposed a mixed-use rail system with commuter service, interregional passenger service and freight operations. Ministry staff provided some initial feedback to the ICF on its business plan, highlighting the importance of First Nations consultation and the need for an adequate contingency in the proposed costs. To advance any project, it must be supported by a strong business case where the benefits to the public clearly outweigh the costs.

The provincial government is aware of the September 14, 2021, court decision that provided a period of 18 months for the federal government to determine whether it will approve funding for infrastructure improvements on the corridor. The provincial government will continue to closely monitor how the federal government responds to that ruling.

To assist in the process of determining the best future use for the corridor, the ministry continues to meet regularly with both the ICF and the federal government. The ministry, in partnership with the ICF, has also been engaging with First Nations, local governments, and other stakeholders to help ensure an understanding of their interests and concerns.

I have shared your email with ministry staff involved in this work for their information. You may also wish to share your ideas with the ICF through its [online comment submission form](#).

Meanwhile, we continue to invest in transportation improvements for the South Island, as guided by our [South Island Transportation Strategy](#). The strategy was released in fall 2020 and speaks to opportunities for inter-regional transportation choices like rail and transit service between South Vancouver Island and the rest of the island. We are now working with our municipal partners and other key stakeholders on implementation.

Thank you for taking the time to write.

Sincerely,

Rob Fleming

Minister

From: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)

To: s. 22

Subject: 314201 - Island Rail Corridor

Sent: 02/10/2023 21:08:21

Message Body:

s. 22

314201 - Island Rail Corridor

s. 22
Dear

Thank you for your email regarding the Island Rail Corridor.

Our government recognizes people want more travel options on Vancouver Island. The ministry is committed to finding the best use for the Island Rail Corridor as well as to supporting First Nations' interests in discussions around its future.

As you may know, the Island Corridor Foundation (ICF) owns the land and the rail line. The provincial government has continued to work with the ICF and with local First Nations and decision makers to explore options for this corridor moving forward.

On May 16, 2022, the [ICF released a business case](#) that proposed a mixed-use rail system with commuter service, interregional passenger service and freight operations. Ministry staff provided some initial feedback to the ICF on its business plan, highlighting the importance of First Nations consultation and the need for an adequate contingency in the proposed costs. To advance any project, it must be supported by a strong business case where the benefits to the public clearly outweigh the costs.

The provincial government is aware of the September 14, 2021, court decision that provided a period of 18 months for the federal government to determine whether it will approve funding for infrastructure improvements on the corridor. The provincial government will continue to closely monitor how the federal government responds to that ruling.

To assist in the process of determining the best future use for the corridor, the ministry continues to meet regularly with both the ICF and the federal government. The ministry, in partnership with the ICF, has also been engaging with First Nations, local governments, and other stakeholders to help ensure an understanding of their interests and concerns.

I have shared your email with ministry staff involved in this work for their information. You may also wish to share your ideas with the ICF through its [online comment submission form](#).

Meanwhile, we continue to invest in transportation improvements for the South Island, as guided by our [South Island Transportation Strategy](#). The strategy was released in fall 2020 and speaks to opportunities for inter-regional transportation choices like rail and transit service between South Vancouver Island and the rest of the island. We are now working with our municipal partners and other key stakeholders on implementation.

Thank you for taking the time to write.

Sincerely,

Rob Fleming

Minister

From: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)

To: s. 22

Subject: 314201 - Island Rail Corridor

Sent: 02/10/2023 21:08:17

Message Body:

s. 22

314201 - Island Rail Corridor

Dear s. 22

Thank you for your email regarding the Island Rail Corridor.

Our government recognizes people want more travel options on Vancouver Island. The ministry is committed to finding the best use for the Island Rail Corridor as well as to supporting First Nations' interests in discussions around its future.

As you may know, the Island Corridor Foundation (ICF) owns the land and the rail line. The provincial government has continued to work with the ICF and with local First Nations and decision makers to explore options for this corridor moving forward.

On May 16, 2022, the [ICF released a business case](#) that proposed a mixed-use rail system with commuter service, interregional passenger service and freight operations. Ministry staff provided some initial feedback to the ICF on its business plan, highlighting the importance of First Nations consultation and the need for an adequate contingency in the proposed costs. To advance any project, it must be supported by a strong business case where the benefits to the public clearly outweigh the costs.

The provincial government is aware of the September 14, 2021, court decision that provided a period of 18 months for the federal government to determine whether it will approve funding for infrastructure improvements on the corridor. The provincial government will continue to closely monitor how the federal government responds to that ruling.

To assist in the process of determining the best future use for the corridor, the ministry continues to meet regularly with both the ICF and the federal government. The ministry, in partnership with the ICF, has also been engaging with First Nations, local governments, and other stakeholders to help ensure an understanding of their interests and concerns.

I have shared your email with ministry staff involved in this work for their information. You may also wish to share your ideas with the ICF through its [online comment submission form](#).

Meanwhile, we continue to invest in transportation improvements for the South Island, as guided by our [South Island Transportation Strategy](#). The strategy was released in fall 2020 and speaks to opportunities for inter-regional transportation choices like rail and transit service between South Vancouver Island and the rest of the island. We are now working with our municipal partners and other key stakeholders on implementation.

Thank you for taking the time to write.

Sincerely,

Rob Fleming

Minister

From: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)

To: s. 22

Subject: 314201 - Island Rail Corridor

Sent: 02/10/2023 21:08:20

Message Body:

s. 22

314201 - Island Rail Corridor

Dear s. 22

Thank you for your email regarding the Island Rail Corridor.

Our government recognizes people want more travel options on Vancouver Island. The ministry is committed to finding the best use for the Island Rail Corridor as well as to supporting First Nations' interests in discussions around its future.

As you may know, the Island Corridor Foundation (ICF) owns the land and the rail line. The provincial government has continued to work with the ICF and with local First Nations and decision makers to explore options for this corridor moving forward.

On May 16, 2022, the [ICF released a business case](#) that proposed a mixed-use rail system with commuter service, interregional passenger service and freight operations. Ministry staff provided some initial feedback to the ICF on its business plan, highlighting the importance of First Nations consultation and the need for an adequate contingency in the proposed costs. To advance any project, it must be supported by a strong business case where the benefits to the public clearly outweigh the costs.

The provincial government is aware of the September 14, 2021, court decision that provided a period of 18 months for the federal government to determine whether it will approve funding for infrastructure improvements on the corridor. The provincial government will continue to closely monitor how the federal government responds to that ruling.

To assist in the process of determining the best future use for the corridor, the ministry continues to meet regularly with both the ICF and the federal government. The ministry, in partnership with the ICF, has also been engaging with First Nations, local governments, and other stakeholders to help ensure an understanding of their interests and concerns.

I have shared your email with ministry staff involved in this work for their information. You may also wish to share your ideas with the ICF through its [online comment submission form](#).

Meanwhile, we continue to invest in transportation improvements for the South Island, as guided by our [South Island Transportation Strategy](#). The strategy was released in fall 2020 and speaks to opportunities for inter-regional transportation choices like rail and transit service between South Vancouver Island and the rest of the island. We are now working with our municipal partners and other key stakeholders on implementation.

Thank you for taking the time to write.

Sincerely,

Rob Fleming

Minister

From: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)

To: s. 22

Subject: 314201 - Island Rail Corridor

Sent: 02/10/2023 21:08:20

Message Body:

s. 22

314201 - Island Rail Corridor

s. 22

Dear

Thank you for your email regarding the Island Rail Corridor.

Our government recognizes people want more travel options on Vancouver Island. The ministry is committed to finding the best use for the Island Rail Corridor as well as to supporting First Nations' interests in discussions around its future.

As you may know, the Island Corridor Foundation (ICF) owns the land and the rail line. The provincial government has continued to work with the ICF and with local First Nations and decision makers to explore options for this corridor moving forward.

On May 16, 2022, the [ICF released a business case](#) that proposed a mixed-use rail system with commuter service, interregional passenger service and freight operations. Ministry staff provided some initial feedback to the ICF on its business plan, highlighting the importance of First Nations consultation and the need for an adequate contingency in the proposed costs. To advance any project, it must be supported by a strong business case where the benefits to the public clearly outweigh the costs.

The provincial government is aware of the September 14, 2021, court decision that provided a period of 18 months for the federal government to determine whether it will approve funding for infrastructure improvements on the corridor. The provincial government will continue to closely monitor how the federal government responds to that ruling.

To assist in the process of determining the best future use for the corridor, the ministry continues to meet regularly with both the ICF and the federal government. The ministry, in partnership with the ICF, has also been engaging with First Nations, local governments, and other stakeholders to help ensure an understanding of their interests and concerns.

I have shared your email with ministry staff involved in this work for their information. You may also wish to share your ideas with the ICF through its [online comment submission form](#).

Meanwhile, we continue to invest in transportation improvements for the South Island, as guided by our [South Island Transportation Strategy](#). The strategy was released in fall 2020 and speaks to opportunities for inter-regional transportation choices like rail and transit service between South Vancouver Island and the rest of the island. We are now working with our municipal partners and other key stakeholders on implementation.

Thank you for taking the time to write.

Sincerely,

Rob Fleming

Minister

From: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)
To: s. 22
Subject: FW: 314201 - Island Rail Corridor
Sent: 02/10/2023 23:37:08
Message Body:

From: Minister, MOTI MOTI:EX
Sent: February 10, 2023 1:08 PM
To: s. 22
s. 22
Subject: 314201 - Island Rail Corridor

s. 22

314201 - Island Rail Corridor

Dear s. 22

The Premier's office shared with me your email regarding the Island Rail Corridor.

Our government recognizes people want more travel options on Vancouver Island. The ministry is committed to finding the best use for the Island Rail Corridor as well as to supporting First Nations' interests in discussions around its future.

As you may know, the Island Corridor Foundation (ICF) owns the land and the rail line. The provincial government has continued to work with the ICF and with local First Nations and decision makers to explore options for this corridor moving forward.

On May 16, 2022, the [ICF released a business case](#) that proposed a mixed-use rail system with commuter service, interregional passenger service and freight operations. Ministry staff provided some initial feedback to the ICF on its business plan, highlighting the importance of First Nations consultation and the need for an adequate contingency in the proposed costs. To advance any project, it must be supported by a strong business case where the benefits to the public clearly

outweigh the costs.

The provincial government is aware of the September 14, 2021, court decision that provided a period of 18 months for the federal government to determine whether it will approve funding for infrastructure improvements on the corridor. The provincial government will continue to closely monitor how the federal government responds to that ruling.

To assist in the process of determining the best future use for the corridor, the ministry continues to meet regularly with both the ICF and the federal government. The ministry, in partnership with the ICF, has also been engaging with First Nations, local governments, and other stakeholders to help ensure an understanding of their interests and concerns.

I have shared your email with ministry staff involved in this work for their information. You may also wish to share your ideas with the ICF through its [online comment submission form](#).

Meanwhile, we continue to invest in transportation improvements for the South Island, as guided by our [South Island Transportation Strategy](#). The strategy was released in fall 2020 and speaks to opportunities for inter-regional transportation choices like rail and transit service between South Vancouver Island and the rest of the island. We are now working with our municipal partners and other key stakeholders on implementation.

Thank you for taking the time to write.

Sincerely,

Rob Fleming

Minister

Copy to:

Premier David Eby

Honourable Brenda Bailey

Minister of Jobs, Economic Development and Innovation

MLA, Vancouver-False Creek

Honourable Katrine Conroy

Minister of Finance

MLA, Kootenay West

Honourable Dan Coulter

Minister of State for Infrastructure and Transit

MLA, Chilliwack

Honourable Nathan Cullen

Minister of Water, Land and Resource Stewardship

MLA, Stikine

Honourable George Heyman

Minister of Environment and Climate Change Strategy

MLA, Vancouver-Fairview

Honourable Anne Kang

Minister of Municipal Affairs

MLA, Burnaby-Deer Lake

Honourable Bowinn Ma

Minister of Emergency Management and Climate Readiness

MLA, North Vancouver-Lonsdale

Honourable Josie Osborne

Minister of Energy, Mines and Low Carbon Innovation

MLA, Mid Island-Pacific Rim

Honourable Lana Popham

Minister of Tourism, Arts, Culture and Sport

MLA, Saanich South

Honourable Murray Rankin

Minister of Indigenous Relations and Reconciliation

MLA, Oak Bay-Gordon Head

From: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)

To: s. 22

Subject: 314201 - Island Rail Corridor

Sent: 02/10/2023 21:08:21

Message Body:

s. 22

314201 - Island Rail Corridor

Dear s. 22

Thank you for your email regarding the Island Rail Corridor.

Our government recognizes people want more travel options on Vancouver Island. The ministry is committed to finding the best use for the Island Rail Corridor as well as to supporting First Nations' interests in discussions around its future.

As you may know, the Island Corridor Foundation (ICF) owns the land and the rail line. The provincial government has continued to work with the ICF and with local First Nations and decision makers to explore options for this corridor moving forward.

On May 16, 2022, the [ICF released a business case](#) that proposed a mixed-use rail system with commuter service, interregional passenger service and freight operations. Ministry staff provided some initial feedback to the ICF on its business plan, highlighting the importance of First Nations consultation and the need for an adequate contingency in the proposed costs. To advance any project, it must be supported by a strong business case where the benefits to the public clearly outweigh the costs.

The provincial government is aware of the September 14, 2021, court decision that provided a period of 18 months for the federal government to determine whether it will approve funding for infrastructure improvements on the corridor. The provincial government will continue to closely monitor how the federal government responds to that ruling.

To assist in the process of determining the best future use for the corridor, the ministry continues to meet regularly with both the ICF and the federal government. The ministry, in partnership with the ICF, has also been engaging with First Nations, local governments, and other stakeholders to help ensure an understanding of their interests and concerns.

I have shared your email with ministry staff involved in this work for their information. You may also wish to share your ideas with the ICF through its [online comment submission form](#).

Meanwhile, we continue to invest in transportation improvements for the South Island, as guided by our [South Island Transportation Strategy](#). The strategy was released in fall 2020 and speaks to opportunities for inter-regional transportation choices like rail and transit service between South Vancouver Island and the rest of the island. We are now working with our municipal partners and other key stakeholders on implementation.

Thank you for taking the time to write.

Sincerely,

Rob Fleming

Minister

From: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)

To: s. 22

Subject: 314201 - Island Rail Corridor

Sent: 02/10/2023 21:08:18

Message Body:

s. 22

314201 - Island Rail Corridor

s. 22
Dear

Thank you for your email regarding the Island Rail Corridor.

Our government recognizes people want more travel options on Vancouver Island. The ministry is committed to finding the best use for the Island Rail Corridor as well as to supporting First Nations' interests in discussions around its future.

As you may know, the Island Corridor Foundation (ICF) owns the land and the rail line. The provincial government has continued to work with the ICF and with local First Nations and decision makers to explore options for this corridor moving forward.

On May 16, 2022, the [ICF released a business case](#) that proposed a mixed-use rail system with commuter service, interregional passenger service and freight operations. Ministry staff provided some initial feedback to the ICF on its business plan, highlighting the importance of First Nations consultation and the need for an adequate contingency in the proposed costs. To advance any project, it must be supported by a strong business case where the benefits to the public clearly outweigh the costs.

The provincial government is aware of the September 14, 2021, court decision that provided a period of 18 months for the federal government to determine whether it will approve funding for infrastructure improvements on the corridor. The provincial government will continue to closely monitor how the federal government responds to that ruling.

To assist in the process of determining the best future use for the corridor, the ministry continues to meet regularly with both the ICF and the federal government. The ministry, in partnership with the ICF, has also been engaging with First Nations, local governments, and other stakeholders to help ensure an understanding of their interests and concerns.

I have shared your email with ministry staff involved in this work for their information. You may also wish to share your ideas with the ICF through its [online comment submission form](#).

Meanwhile, we continue to invest in transportation improvements for the South Island, as guided by our [South Island Transportation Strategy](#). The strategy was released in fall 2020 and speaks to opportunities for inter-regional transportation choices like rail and transit service between South Vancouver Island and the rest of the island. We are now working with our municipal partners and other key stakeholders on implementation.

Thank you for taking the time to write.

Sincerely,

Rob Fleming

Minister

Copy to:

Ronna-Rae Leonard

MLA, Courtenay-Comox

From: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)

To: s. 22

Subject: 314201 - Island Rail Corridor

Sent: 02/10/2023 21:08:22

Message Body:

s. 22

314201 - Island Rail Corridor

Dear s. 22

Thank you for your email regarding the Island Rail Corridor.

Our government recognizes people want more travel options on Vancouver Island. The ministry is committed to finding the best use for the Island Rail Corridor as well as to supporting First Nations' interests in discussions around its future.

As you may know, the Island Corridor Foundation (ICF) owns the land and the rail line. The provincial government has continued to work with the ICF and with local First Nations and decision makers to explore options for this corridor moving forward.

On May 16, 2022, the [ICF released a business case](#) that proposed a mixed-use rail system with commuter service, interregional passenger service and freight operations. Ministry staff provided some initial feedback to the ICF on its business plan, highlighting the importance of First Nations consultation and the need for an adequate contingency in the proposed costs. To advance any project, it must be supported by a strong business case where the benefits to the public clearly outweigh the costs.

The provincial government is aware of the September 14, 2021, court decision that provided a period of 18 months for the federal government to determine whether it will approve funding for infrastructure improvements on the corridor. The provincial government will continue to closely monitor how the federal government responds to that ruling.

To assist in the process of determining the best future use for the corridor, the ministry continues to meet regularly with both the ICF and the federal government. The ministry, in partnership with the ICF, has also been engaging with First Nations, local governments, and other stakeholders to help ensure an understanding of their interests and concerns.

I have shared your email with ministry staff involved in this work for their information. You may also wish to share your ideas with the ICF through its [online comment submission form](#).

Meanwhile, we continue to invest in transportation improvements for the South Island, as guided by our [South Island Transportation Strategy](#). The strategy was released in fall 2020 and speaks to opportunities for inter-regional transportation choices like rail and transit service between South Vancouver Island and the rest of the island. We are now working with our municipal partners and other key stakeholders on implementation.

Thank you for taking the time to write.

Sincerely,

Rob Fleming

Minister

From: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)
To: s. 22
Subject: 314201 - Island Rail Corridor
Sent: 02/10/2023 21:08:21
Message Body:

s. 22

314201 - Island Rail Corridor

Dear s. 22

Thank you for your email regarding the Island Rail Corridor.

Our government recognizes people want more travel options on Vancouver Island. The ministry is committed to finding the best use for the Island Rail Corridor as well as to supporting First Nations' interests in discussions around its future.

As you may know, the Island Corridor Foundation (ICF) owns the land and the rail line. The provincial government has continued to work with the ICF and with local First Nations and decision makers to explore options for this corridor moving forward.

On May 16, 2022, the [ICF released a business case](#) that proposed a mixed-use rail system with commuter service, interregional passenger service and freight operations. Ministry staff provided some initial feedback to the ICF on its business plan, highlighting the importance of First Nations consultation and the need for an adequate contingency in the proposed costs. To advance any project, it must be supported by a strong business case where the benefits to the public clearly outweigh the costs.

The provincial government is aware of the September 14, 2021, court decision that provided a period of 18 months for the federal government to determine whether it will approve funding for infrastructure improvements on the corridor. The provincial government will continue to closely monitor how the federal government responds to that ruling.

To assist in the process of determining the best future use for the corridor, the ministry continues to meet regularly with both the ICF and the federal government. The ministry, in partnership with the ICF, has also been engaging with First Nations, local governments, and other stakeholders to help ensure an understanding of their interests and concerns.

I have shared your email with ministry staff involved in this work for their information. You may also wish to share your ideas with the ICF through its [online comment submission form](#).

Meanwhile, we continue to invest in transportation improvements for the South Island, as guided by our [South Island Transportation Strategy](#). The strategy was released in fall 2020 and speaks to opportunities for inter-regional transportation choices like rail and transit service between South Vancouver Island and the rest of the island. We are now working with our municipal partners and other key stakeholders on implementation.

Thank you for taking the time to write.

Sincerely,

Rob Fleming

Minister

From: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)

To: s. 22

Subject: 314201 - Island Rail Corridor

Sent: 02/10/2023 21:08:18

Message Body:

s. 22

314201 - Island Rail Corridor

s. 22
Dear

Thank you for your email regarding the Island Rail Corridor.

Our government recognizes people want more travel options on Vancouver Island. The ministry is committed to finding the best use for the Island Rail Corridor as well as to supporting First Nations' interests in discussions around its future.

As you may know, the Island Corridor Foundation (ICF) owns the land and the rail line. The provincial government has continued to work with the ICF and with local First Nations and decision makers to explore options for this corridor moving forward.

On May 16, 2022, the [ICF released a business case](#) that proposed a mixed-use rail system with commuter service, interregional passenger service and freight operations. Ministry staff provided some initial feedback to the ICF on its business plan, highlighting the importance of First Nations consultation and the need for an adequate contingency in the proposed costs. To advance any project, it must be supported by a strong business case where the benefits to the public clearly outweigh the costs.

The provincial government is aware of the September 14, 2021, court decision that provided a period of 18 months for the federal government to determine whether it will approve funding for infrastructure improvements on the corridor. The provincial government will continue to closely monitor how the federal government responds to that ruling.

To assist in the process of determining the best future use for the corridor, the ministry continues to meet regularly with both the ICF and the federal government. The ministry, in partnership with the ICF, has also been engaging with First Nations, local governments, and other stakeholders to help ensure an understanding of their interests and concerns.

I have shared your email with ministry staff involved in this work for their information. You may also wish to share your ideas with the ICF through its [online comment submission form](#).

Meanwhile, we continue to invest in transportation improvements for the South Island, as guided by our [South Island Transportation Strategy](#). The strategy was released in fall 2020 and speaks to opportunities for inter-regional transportation choices like rail and transit service between South Vancouver Island and the rest of the island. We are now working with our municipal partners and other key stakeholders on implementation.

Thank you for taking the time to write.

Sincerely,

Rob Fleming

Minister

From: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)
To: s. 22
Subject: 314201 - Island Rail Corridor
Sent: 02/10/2023 21:08:19
Message Body:

s. 22

314201 - Island Rail Corridor

Dear s. 22

Thank you for your email regarding the Island Rail Corridor.

Our government recognizes people want more travel options on Vancouver Island. The ministry is committed to finding the best use for the Island Rail Corridor as well as to supporting First Nations' interests in discussions around its future.

As you may know, the Island Corridor Foundation (ICF) owns the land and the rail line. The provincial government has continued to work with the ICF and with local First Nations and decision makers to explore options for this corridor moving forward.

On May 16, 2022, the [ICF released a business case](#) that proposed a mixed-use rail system with commuter service, interregional passenger service and freight operations. Ministry staff provided some initial feedback to the ICF on its business plan, highlighting the importance of First Nations consultation and the need for an adequate contingency in the proposed costs. To advance any project, it must be supported by a strong business case where the benefits to the public clearly outweigh the costs.

The provincial government is aware of the September 14, 2021, court decision that provided a period of 18 months for the federal government to determine whether it will approve funding for infrastructure improvements on the corridor. The provincial government will continue to closely monitor how the federal government responds to that ruling.

To assist in the process of determining the best future use for the corridor, the ministry continues to meet regularly with both the ICF and the federal government. The ministry, in partnership with the ICF, has also been engaging with First Nations, local governments, and other stakeholders to help ensure an understanding of their interests and concerns.

I have shared your email with ministry staff involved in this work for their information. You may also wish to share your ideas with the ICF through its [online comment submission form](#).

Meanwhile, we continue to invest in transportation improvements for the South Island, as guided by our [South Island Transportation Strategy](#). The strategy was released in fall 2020 and speaks to opportunities for inter-regional transportation choices like rail and transit service between South Vancouver Island and the rest of the island. We are now working with our municipal partners and other key stakeholders on implementation.

Thank you for taking the time to write.

Sincerely,

Rob Fleming

Minister

From: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)

To: s. 22

Subject: 314201 - Island Rail Corridor

Sent: 02/10/2023 21:08:18

Message Body:

s. 22

314201 - Island Rail Corridor

Dear s. 22

Thank you for your email regarding the Island Rail Corridor.

Our government recognizes people want more travel options on Vancouver Island. The ministry is committed to finding the best use for the Island Rail Corridor as well as to supporting First Nations' interests in discussions around its future.

As you may know, the Island Corridor Foundation (ICF) owns the land and the rail line. The provincial government has continued to work with the ICF and with local First Nations and decision makers to explore options for this corridor moving forward.

On May 16, 2022, the [ICF released a business case](#) that proposed a mixed-use rail system with commuter service, interregional passenger service and freight operations. Ministry staff provided some initial feedback to the ICF on its business plan, highlighting the importance of First Nations consultation and the need for an adequate contingency in the proposed costs. To advance any project, it must be supported by a strong business case where the benefits to the public clearly outweigh the costs.

The provincial government is aware of the September 14, 2021, court decision that provided a period of 18 months for the federal government to determine whether it will approve funding for infrastructure improvements on the corridor. The provincial government will continue to closely monitor how the federal government responds to that ruling.

To assist in the process of determining the best future use for the corridor, the ministry continues to meet regularly with both the ICF and the federal government. The ministry, in partnership with the ICF, has also been engaging with First Nations, local governments, and other stakeholders to help ensure an understanding of their interests and concerns.

I have shared your email with ministry staff involved in this work for their information. You may also wish to share your ideas with the ICF through its [online comment submission form](#).

Meanwhile, we continue to invest in transportation improvements for the South Island, as guided by our [South Island Transportation Strategy](#). The strategy was released in fall 2020 and speaks to opportunities for inter-regional transportation choices like rail and transit service between South Vancouver Island and the rest of the island. We are now working with our municipal partners and other key stakeholders on implementation.

Thank you for taking the time to write.

Sincerely,

Rob Fleming

Minister

From: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)

To: s. 22

Subject: 314201 - Island Rail Corridor

Sent: 02/10/2023 21:08:19

Message Body:

s. 22

314201 - Island Rail Corridor

Dear s. 22

Thank you for your email regarding the Island Rail Corridor.

Our government recognizes people want more travel options on Vancouver Island. The ministry is committed to finding the best use for the Island Rail Corridor as well as to supporting First Nations' interests in discussions around its future.

As you may know, the Island Corridor Foundation (ICF) owns the land and the rail line. The provincial government has continued to work with the ICF and with local First Nations and decision makers to explore options for this corridor moving forward.

On May 16, 2022, the [ICF released a business case](#) that proposed a mixed-use rail system with commuter service, interregional passenger service and freight operations. Ministry staff provided some initial feedback to the ICF on its business plan, highlighting the importance of First Nations consultation and the need for an adequate contingency in the proposed costs. To advance any project, it must be supported by a strong business case where the benefits to the public clearly outweigh the costs.

The provincial government is aware of the September 14, 2021, court decision that provided a period of 18 months for the federal government to determine whether it will approve funding for infrastructure improvements on the corridor. The provincial government will continue to closely monitor how the federal government responds to that ruling.

To assist in the process of determining the best future use for the corridor, the ministry continues to meet regularly with both the ICF and the federal government. The ministry, in partnership with the ICF, has also been engaging with First Nations, local governments, and other stakeholders to help ensure an understanding of their interests and concerns.

I have shared your email with ministry staff involved in this work for their information. You may also wish to share your ideas with the ICF through its [online comment submission form](#).

Meanwhile, we continue to invest in transportation improvements for the South Island, as guided by our [South Island Transportation Strategy](#). The strategy was released in fall 2020 and speaks to opportunities for inter-regional transportation choices like rail and transit service between South Vancouver Island and the rest of the island. We are now working with our municipal partners and other key stakeholders on implementation.

Thank you for taking the time to write.

Sincerely,

Rob Fleming

Minister

From: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)

To: s. 22

Subject: 314201 - Island Rail Corridor

Sent: 02/10/2023 21:08:15

Message Body:

s. 22

314201 - Island Rail Corridor

Dear s. 22

Thank you for your email regarding the Island Rail Corridor.

Our government recognizes people want more travel options on Vancouver Island. The ministry is committed to finding the best use for the Island Rail Corridor as well as to supporting First Nations' interests in discussions around its future.

As you may know, the Island Corridor Foundation (ICF) owns the land and the rail line. The provincial government has continued to work with the ICF and with local First Nations and decision makers to explore options for this corridor moving forward.

On May 16, 2022, the [ICF released a business case](#) that proposed a mixed-use rail system with commuter service, interregional passenger service and freight operations. Ministry staff provided some initial feedback to the ICF on its business plan, highlighting the importance of First Nations consultation and the need for an adequate contingency in the proposed costs. To advance any project, it must be supported by a strong business case where the benefits to the public clearly outweigh the costs.

The provincial government is aware of the September 14, 2021, court decision that provided a period of 18 months for the federal government to determine whether it will approve funding for infrastructure improvements on the corridor. The provincial government will continue to closely monitor how the federal government responds to that ruling.

To assist in the process of determining the best future use for the corridor, the ministry continues to meet regularly with both the ICF and the federal government. The ministry, in partnership with the ICF, has also been engaging with First Nations, local governments, and other stakeholders to help ensure an understanding of their interests and concerns.

I have shared your email with ministry staff involved in this work for their information. You may also wish to share your ideas with the ICF through its [online comment submission form](#).

Meanwhile, we continue to invest in transportation improvements for the South Island, as guided by our [South Island Transportation Strategy](#). The strategy was released in fall 2020 and speaks to opportunities for inter-regional transportation choices like rail and transit service between South Vancouver Island and the rest of the island. We are now working with our municipal partners and other key stakeholders on implementation.

Thank you for taking the time to write.

Sincerely,

Rob Fleming

Minister

Copy to:

Premier David Eby

From: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)

To: s. 22

Subject: 314201 - Island Rail Corridor

Sent: 02/10/2023 21:08:20

Message Body:

s. 22

314201 - Island Rail Corridor

Dear s. 22

Thank you for your email regarding the Island Rail Corridor.

Our government recognizes people want more travel options on Vancouver Island. The ministry is committed to finding the best use for the Island Rail Corridor as well as to supporting First Nations' interests in discussions around its future.

As you may know, the Island Corridor Foundation (ICF) owns the land and the rail line. The provincial government has continued to work with the ICF and with local First Nations and decision makers to explore options for this corridor moving forward.

On May 16, 2022, the [ICF released a business case](#) that proposed a mixed-use rail system with commuter service, interregional passenger service and freight operations. Ministry staff provided some initial feedback to the ICF on its business plan, highlighting the importance of First Nations consultation and the need for an adequate contingency in the proposed costs. To advance any project, it must be supported by a strong business case where the benefits to the public clearly outweigh the costs.

The provincial government is aware of the September 14, 2021, court decision that provided a period of 18 months for the federal government to determine whether it will approve funding for infrastructure improvements on the corridor. The provincial government will continue to closely monitor how the federal government responds to that ruling.

To assist in the process of determining the best future use for the corridor, the ministry continues to meet regularly with both the ICF and the federal government. The ministry, in partnership with the ICF, has also been engaging with First Nations, local governments, and other stakeholders to help ensure an understanding of their interests and concerns.

I have shared your email with ministry staff involved in this work for their information. You may also wish to share your ideas with the ICF through its [online comment submission form](#).

Meanwhile, we continue to invest in transportation improvements for the South Island, as guided by our [South Island Transportation Strategy](#). The strategy was released in fall 2020 and speaks to opportunities for inter-regional transportation choices like rail and transit service between South Vancouver Island and the rest of the island. We are now working with our municipal partners and other key stakeholders on implementation.

Thank you for taking the time to write.

Sincerely,

Rob Fleming

Minister

Copy to:

Premier David Eby

From: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)

To s. 22

Subject: 314201 - Island Rail Corridor

Sent: 02/10/2023 21:08:16

Message Body:

s. 22

314201 - Island Rail Corridor

Dear s. 22

Thank you for your email regarding the Island Rail Corridor.

Our government recognizes people want more travel options on Vancouver Island. The ministry is committed to finding the best use for the Island Rail Corridor as well as to supporting First Nations' interests in discussions around its future.

As you may know, the Island Corridor Foundation (ICF) owns the land and the rail line. The provincial government has continued to work with the ICF and with local First Nations and decision makers to explore options for this corridor moving forward.

On May 16, 2022, the [ICF released a business case](#) that proposed a mixed-use rail system with commuter service, interregional passenger service and freight operations. Ministry staff provided some initial feedback to the ICF on its business plan, highlighting the importance of First Nations consultation and the need for an adequate contingency in the proposed costs. To advance any project, it must be supported by a strong business case where the benefits to the public clearly outweigh the costs.

The provincial government is aware of the September 14, 2021, court decision that provided a period of 18 months for the federal government to determine whether it will approve funding for infrastructure improvements on the corridor. The provincial government will continue to closely monitor how the federal government responds to that ruling.

To assist in the process of determining the best future use for the corridor, the ministry continues to meet regularly with both the ICF and the federal government. The ministry, in partnership with the ICF, has also been engaging with First Nations, local governments, and other stakeholders to help ensure an understanding of their interests and concerns.

I have shared your email with ministry staff involved in this work for their information. You may also wish to share your ideas with the ICF through its [online comment submission form](#).

Meanwhile, we continue to invest in transportation improvements for the South Island, as guided by our [South Island Transportation Strategy](#). The strategy was released in fall 2020 and speaks to opportunities for inter-regional transportation choices like rail and transit service between South Vancouver Island and the rest of the island. We are now working with our municipal partners and other key stakeholders on implementation.

Thank you for taking the time to write.

Sincerely,

Rob Fleming

Minister

From: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)

To: s. 22

Subject: 314201 - Island Rail Corridor

Sent: 02/10/2023 21:08:22

Message Body:

s. 22

314201 - Island Rail Corridor

Dear s. 22

Thank you for your email regarding the Island Rail Corridor.

Our government recognizes people want more travel options on Vancouver Island. The ministry is committed to finding the best use for the Island Rail Corridor as well as to supporting First Nations' interests in discussions around its future.

As you may know, the Island Corridor Foundation (ICF) owns the land and the rail line. The provincial government has continued to work with the ICF and with local First Nations and decision makers to explore options for this corridor moving forward.

On May 16, 2022, the [ICF released a business case](#) that proposed a mixed-use rail system with commuter service, interregional passenger service and freight operations. Ministry staff provided some initial feedback to the ICF on its business plan, highlighting the importance of First Nations consultation and the need for an adequate contingency in the proposed costs. To advance any project, it must be supported by a strong business case where the benefits to the public clearly outweigh the costs.

The provincial government is aware of the September 14, 2021, court decision that provided a period of 18 months for the federal government to determine whether it will approve funding for infrastructure improvements on the corridor. The provincial government will continue to closely monitor how the federal government responds to that ruling.

To assist in the process of determining the best future use for the corridor, the ministry continues to meet regularly with both the ICF and the federal government. The ministry, in partnership with the ICF, has also been engaging with First Nations, local governments, and other stakeholders to help ensure an understanding of their interests and concerns.

I have shared your email with ministry staff involved in this work for their information. You may also wish to share your ideas with the ICF through its [online comment submission form](#).

Meanwhile, we continue to invest in transportation improvements for the South Island, as guided by our [South Island Transportation Strategy](#). The strategy was released in fall 2020 and speaks to opportunities for inter-regional transportation choices like rail and transit service between South Vancouver Island and the rest of the island. We are now working with our municipal partners and other key stakeholders on implementation.

Thank you for taking the time to write.

Sincerely,

Rob Fleming

Minister

From: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)

To: s. 22

Subject: 314201 - Island Rail Corridor

Sent: 02/10/2023 21:08:22

Message Body:

s. 22

314201 - Island Rail Corridor

Dear s. 22

Thank you for your email regarding the Island Rail Corridor.

Our government recognizes people want more travel options on Vancouver Island. The ministry is committed to finding the best use for the Island Rail Corridor as well as to supporting First Nations' interests in discussions around its future.

As you may know, the Island Corridor Foundation (ICF) owns the land and the rail line. The provincial government has continued to work with the ICF and with local First Nations and decision makers to explore options for this corridor moving forward.

On May 16, 2022, the [ICF released a business case](#) that proposed a mixed-use rail system with commuter service, interregional passenger service and freight operations. Ministry staff provided some initial feedback to the ICF on its business plan, highlighting the importance of First Nations consultation and the need for an adequate contingency in the proposed costs. To advance any project, it must be supported by a strong business case where the benefits to the public clearly outweigh the costs.

The provincial government is aware of the September 14, 2021, court decision that provided a period of 18 months for the federal government to determine whether it will approve funding for infrastructure improvements on the corridor. The provincial government will continue to closely monitor how the federal government responds to that ruling.

To assist in the process of determining the best future use for the corridor, the ministry continues to meet regularly with both the ICF and the federal government. The ministry, in partnership with the ICF, has also been engaging with First Nations, local governments, and other stakeholders to help ensure an understanding of their interests and concerns.

I have shared your email with ministry staff involved in this work for their information. You may also wish to share your ideas with the ICF through its [online comment submission form](#).

Meanwhile, we continue to invest in transportation improvements for the South Island, as guided by our [South Island Transportation Strategy](#). The strategy was released in fall 2020 and speaks to opportunities for inter-regional transportation choices like rail and transit service between South Vancouver Island and the rest of the island. We are now working with our municipal partners and other key stakeholders on implementation.

Thank you for taking the time to write.

Sincerely,

Rob Fleming

Minister

From: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)

To: s. 22

Subject: 314201 - Island Rail Corridor

Sent: 02/10/2023 21:08:16

Message Body:

s. 22

314201 - Island Rail Corridor

Dear s. 22

Thank you for your email regarding the Island Rail Corridor.

Our government recognizes people want more travel options on Vancouver Island. The ministry is committed to finding the best use for the Island Rail Corridor as well as to supporting First Nations' interests in discussions around its future.

As you may know, the Island Corridor Foundation (ICF) owns the land and the rail line. The provincial government has continued to work with the ICF and with local First Nations and decision makers to explore options for this corridor moving forward.

On May 16, 2022, the [ICF released a business case](#) that proposed a mixed-use rail system with commuter service, interregional passenger service and freight operations. Ministry staff provided some initial feedback to the ICF on its business plan, highlighting the importance of First Nations consultation and the need for an adequate contingency in the proposed costs. To advance any project, it must be supported by a strong business case where the benefits to the public clearly outweigh the costs.

The provincial government is aware of the September 14, 2021, court decision that provided a period of 18 months for the federal government to determine whether it will approve funding for infrastructure improvements on the corridor. The provincial government will continue to closely monitor how the federal government responds to that ruling.

To assist in the process of determining the best future use for the corridor, the ministry continues to meet regularly with both the ICF and the federal government. The ministry, in partnership with the ICF, has also been engaging with First Nations, local governments, and other stakeholders to help ensure an understanding of their interests and concerns.

I have shared your email with ministry staff involved in this work for their information. You may also wish to share your ideas with the ICF through its [online comment submission form](#).

Meanwhile, we continue to invest in transportation improvements for the South Island, as guided by our [South Island Transportation Strategy](#). The strategy was released in fall 2020 and speaks to opportunities for inter-regional transportation choices like rail and transit service between South Vancouver Island and the rest of the island. We are now working with our municipal partners and other key stakeholders on implementation.

Thank you for taking the time to write.

Sincerely,

Rob Fleming

Minister

From: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)

To: s. 22

Subject: 314201 - Island Rail Corridor

Sent: 02/10/2023 21:08:22

Message Body:

s. 22

314201 - Island Rail Corridor

Dear s. 22

Thank you for your email regarding the Island Rail Corridor.

Our government recognizes people want more travel options on Vancouver Island. The ministry is committed to finding the best use for the Island Rail Corridor as well as to supporting First Nations' interests in discussions around its future.

As you may know, the Island Corridor Foundation (ICF) owns the land and the rail line. The provincial government has continued to work with the ICF and with local First Nations and decision makers to explore options for this corridor moving forward.

On May 16, 2022, the [ICF released a business case](#) that proposed a mixed-use rail system with commuter service, interregional passenger service and freight operations. Ministry staff provided some initial feedback to the ICF on its business plan, highlighting the importance of First Nations consultation and the need for an adequate contingency in the proposed costs. To advance any project, it must be supported by a strong business case where the benefits to the public clearly outweigh the costs.

The provincial government is aware of the September 14, 2021, court decision that provided a period of 18 months for the federal government to determine whether it will approve funding for infrastructure improvements on the corridor. The provincial government will continue to closely monitor how the federal government responds to that ruling.

To assist in the process of determining the best future use for the corridor, the ministry continues to meet regularly with both the ICF and the federal government. The ministry, in partnership with the ICF, has also been engaging with First Nations, local governments, and other stakeholders to help ensure an understanding of their interests and concerns.

I have shared your email with ministry staff involved in this work for their information. You may also wish to share your ideas with the ICF through its [online comment submission form](#).

Meanwhile, we continue to invest in transportation improvements for the South Island, as guided by our [South Island Transportation Strategy](#). The strategy was released in fall 2020 and speaks to opportunities for inter-regional transportation choices like rail and transit service between South Vancouver Island and the rest of the island. We are now working with our municipal partners and other key stakeholders on implementation.

Thank you for taking the time to write.

Sincerely,

Rob Fleming

Minister

From: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)
To: s. 22
Subject: 314201 - Island Rail Corridor
Sent: 02/10/2023 21:08:16
Message Body:

s. 22

314201 - Island Rail Corridor

Dear s. 22

Thank you for your email regarding the Island Rail Corridor.

Our government recognizes people want more travel options on Vancouver Island. The ministry is committed to finding the best use for the Island Rail Corridor as well as to supporting First Nations' interests in discussions around its future.

As you may know, the Island Corridor Foundation (ICF) owns the land and the rail line. The provincial government has continued to work with the ICF and with local First Nations and decision makers to explore options for this corridor moving forward.

On May 16, 2022, the [ICF released a business case](#) that proposed a mixed-use rail system with commuter service, interregional passenger service and freight operations. Ministry staff provided some initial feedback to the ICF on its business plan, highlighting the importance of First Nations consultation and the need for an adequate contingency in the proposed costs. To advance any project, it must be supported by a strong business case where the benefits to the public clearly outweigh the costs.

The provincial government is aware of the September 14, 2021, court decision that provided a period of 18 months for the federal government to determine whether it will approve funding for infrastructure improvements on the corridor. The provincial government will continue to closely monitor how the federal government responds to that ruling.

To assist in the process of determining the best future use for the corridor, the ministry continues to meet regularly with both the ICF and the federal government. The ministry, in partnership with the ICF, has also been engaging with First Nations, local governments, and other stakeholders to help ensure an understanding of their interests and concerns.

I have shared your email with ministry staff involved in this work for their information. You may also wish to share your ideas with the ICF through its [online comment submission form](#).

Meanwhile, we continue to invest in transportation improvements for the South Island, as guided by our [South Island Transportation Strategy](#). The strategy was released in fall 2020 and speaks to opportunities for inter-regional transportation choices like rail and transit service between South Vancouver Island and the rest of the island. We are now working with our municipal partners and other key stakeholders on implementation.

Thank you for taking the time to write.

Sincerely,

Rob Fleming

Minister

From: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)

To: s. 22

Subject: 314201 - Island Rail Corridor

Sent: 02/10/2023 21:08:19

Message Body:

s. 22

314201 - Island Rail Corridor

Dear s. 22

Thank you for your email regarding the Island Rail Corridor.

Our government recognizes people want more travel options on Vancouver Island. The ministry is committed to finding the best use for the Island Rail Corridor as well as to supporting First Nations' interests in discussions around its future.

As you may know, the Island Corridor Foundation (ICF) owns the land and the rail line. The provincial government has continued to work with the ICF and with local First Nations and decision makers to explore options for this corridor moving forward.

On May 16, 2022, the [ICF released a business case](#) that proposed a mixed-use rail system with commuter service, interregional passenger service and freight operations. Ministry staff provided some initial feedback to the ICF on its business plan, highlighting the importance of First Nations consultation and the need for an adequate contingency in the proposed costs. To advance any project, it must be supported by a strong business case where the benefits to the public clearly outweigh the costs.

The provincial government is aware of the September 14, 2021, court decision that provided a period of 18 months for the federal government to determine whether it will approve funding for infrastructure improvements on the corridor. The provincial government will continue to closely monitor how the federal government responds to that ruling.

To assist in the process of determining the best future use for the corridor, the ministry continues to meet regularly with both the ICF and the federal government. The ministry, in partnership with the ICF, has also been engaging with First Nations, local governments, and other stakeholders to help ensure an understanding of their interests and concerns.

I have shared your email with ministry staff involved in this work for their information. You may also wish to share your ideas with the ICF through its [online comment submission form](#).

Meanwhile, we continue to invest in transportation improvements for the South Island, as guided by our [South Island Transportation Strategy](#). The strategy was released in fall 2020 and speaks to opportunities for inter-regional transportation choices like rail and transit service between South Vancouver Island and the rest of the island. We are now working with our municipal partners and other key stakeholders on implementation.

Thank you for taking the time to write.

Sincerely,

Rob Fleming

Minister

From: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)

To: s. 22

Subject: 314201 - Island Rail Corridor

Sent: 02/10/2023 21:08:16

Message Body:

s. 22

314201 - Island Rail Corridor

Dear s. 22

Thank you for your email regarding the Island Rail Corridor.

Our government recognizes people want more travel options on Vancouver Island. The ministry is committed to finding the best use for the Island Rail Corridor as well as to supporting First Nations' interests in discussions around its future.

As you may know, the Island Corridor Foundation (ICF) owns the land and the rail line. The provincial government has continued to work with the ICF and with local First Nations and decision makers to explore options for this corridor moving forward.

On May 16, 2022, the [ICF released a business case](#) that proposed a mixed-use rail system with commuter service, interregional passenger service and freight operations. Ministry staff provided some initial feedback to the ICF on its business plan, highlighting the importance of First Nations consultation and the need for an adequate contingency in the proposed costs. To advance any project, it must be supported by a strong business case where the benefits to the public clearly outweigh the costs.

The provincial government is aware of the September 14, 2021, court decision that provided a period of 18 months for the federal government to determine whether it will approve funding for infrastructure improvements on the corridor. The provincial government will continue to closely monitor how the federal government responds to that ruling.

To assist in the process of determining the best future use for the corridor, the ministry continues to meet regularly with both the ICF and the federal government. The ministry, in partnership with the ICF, has also been engaging with First Nations, local governments, and other stakeholders to help ensure an understanding of their interests and concerns.

I have shared your email with ministry staff involved in this work for their information. You may also wish to share your ideas with the ICF through its [online comment submission form](#).

Meanwhile, we continue to invest in transportation improvements for the South Island, as guided by our [South Island Transportation Strategy](#). The strategy was released in fall 2020 and speaks to opportunities for inter-regional transportation choices like rail and transit service between South Vancouver Island and the rest of the island. We are now working with our municipal partners and other key stakeholders on implementation.

Thank you for taking the time to write.

Sincerely,

Rob Fleming

Minister

Copy to:

Premier David Eby

Honourable Dan Coulter

Minister of State for Infrastructure and Transit

MLA, Chilliwack

Honourable George Heyman

Minister of Environment and Climate Change Strategy

MLA, Vancouver-Fairview

From: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)

To s. 22

Subject: 314201 - Island Rail Corridor

Sent: 02/10/2023 21:08:19

Message Body:

s. 22

314201 - Island Rail Corridor

Dear s. 22

Thank you for your email regarding the Island Rail Corridor.

Our government recognizes people want more travel options on Vancouver Island. The ministry is committed to finding the best use for the Island Rail Corridor as well as to supporting First Nations' interests in discussions around its future.

As you may know, the Island Corridor Foundation (ICF) owns the land and the rail line. The provincial government has continued to work with the ICF and with local First Nations and decision makers to explore options for this corridor moving forward.

On May 16, 2022, the [ICF released a business case](#) that proposed a mixed-use rail system with commuter service, interregional passenger service and freight operations. Ministry staff provided some initial feedback to the ICF on its business plan, highlighting the importance of First Nations consultation and the need for an adequate contingency in the proposed costs. To advance any project, it must be supported by a strong business case where the benefits to the public clearly outweigh the costs.

The provincial government is aware of the September 14, 2021, court decision that provided a period of 18 months for the federal government to determine whether it will approve funding for infrastructure improvements on the corridor. The provincial government will continue to closely monitor how the federal government responds to that ruling.

To assist in the process of determining the best future use for the corridor, the ministry continues to meet regularly with both the ICF and the federal government. The ministry, in partnership with the ICF, has also been engaging with First Nations, local governments, and other stakeholders to help ensure an understanding of their interests and concerns.

I have shared your email with ministry staff involved in this work for their information. You may also wish to share your ideas with the ICF through its [online comment submission form](#).

Meanwhile, we continue to invest in transportation improvements for the South Island, as guided by our [South Island Transportation Strategy](#). The strategy was released in fall 2020 and speaks to opportunities for inter-regional transportation choices like rail and transit service between South Vancouver Island and the rest of the island. We are now working with our municipal partners and other key stakeholders on implementation.

Thank you for taking the time to write.

Sincerely,

Rob Fleming

Minister

From: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)

To: s. 22

Subject: 314201 - Island Rail Corridor

Sent: 02/10/2023 21:08:21

Message Body:

s. 22

314201 - Island Rail Corridor

Dear s. 22

Thank you for your email regarding the Island Rail Corridor.

Our government recognizes people want more travel options on Vancouver Island. The ministry is committed to finding the best use for the Island Rail Corridor as well as to supporting First Nations' interests in discussions around its future.

As you may know, the Island Corridor Foundation (ICF) owns the land and the rail line. The provincial government has continued to work with the ICF and with local First Nations and decision makers to explore options for this corridor moving forward.

On May 16, 2022, the [ICF released a business case](#) that proposed a mixed-use rail system with commuter service, interregional passenger service and freight operations. Ministry staff provided some initial feedback to the ICF on its business plan, highlighting the importance of First Nations consultation and the need for an adequate contingency in the proposed costs. To advance any project, it must be supported by a strong business case where the benefits to the public clearly outweigh the costs.

The provincial government is aware of the September 14, 2021, court decision that provided a period of 18 months for the federal government to determine whether it will approve funding for infrastructure improvements on the corridor. The provincial government will continue to closely monitor how the federal government responds to that ruling.

To assist in the process of determining the best future use for the corridor, the ministry continues to meet regularly with both the ICF and the federal government. The ministry, in partnership with the ICF, has also been engaging with First Nations, local governments, and other stakeholders to help ensure an understanding of their interests and concerns.

I have shared your email with ministry staff involved in this work for their information. You may also wish to share your ideas with the ICF through its [online comment submission form](#).

Meanwhile, we continue to invest in transportation improvements for the South Island, as guided by our [South Island Transportation Strategy](#). The strategy was released in fall 2020 and speaks to opportunities for inter-regional transportation choices like rail and transit service between South Vancouver Island and the rest of the island. We are now working with our municipal partners and other key stakeholders on implementation.

Thank you for taking the time to write.

Sincerely,

Rob Fleming

Minister

From: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)

To: s. 22

Subject: 314201 - Island Rail Corridor

Sent: 02/10/2023 21:08:20

Message Body:

s. 22

314201 - Island Rail Corridor

Dear s. 22

Thank you for your email regarding the Island Rail Corridor.

Our government recognizes people want more travel options on Vancouver Island. The ministry is committed to finding the best use for the Island Rail Corridor as well as to supporting First Nations' interests in discussions around its future.

As you may know, the Island Corridor Foundation (ICF) owns the land and the rail line. The provincial government has continued to work with the ICF and with local First Nations and decision makers to explore options for this corridor moving forward.

On May 16, 2022, the [ICF released a business case](#) that proposed a mixed-use rail system with commuter service, interregional passenger service and freight operations. Ministry staff provided some initial feedback to the ICF on its business plan, highlighting the importance of First Nations consultation and the need for an adequate contingency in the proposed costs. To advance any project, it must be supported by a strong business case where the benefits to the public clearly outweigh the costs.

The provincial government is aware of the September 14, 2021, court decision that provided a period of 18 months for the federal government to determine whether it will approve funding for infrastructure improvements on the corridor. The provincial government will continue to closely monitor how the federal government responds to that ruling.

To assist in the process of determining the best future use for the corridor, the ministry continues to meet regularly with both the ICF and the federal government. The ministry, in partnership with the ICF, has also been engaging with First Nations, local governments, and other stakeholders to help ensure an understanding of their interests and concerns.

I have shared your email with ministry staff involved in this work for their information. You may also wish to share your ideas with the ICF through its [online comment submission form](#).

Meanwhile, we continue to invest in transportation improvements for the South Island, as guided by our [South Island Transportation Strategy](#). The strategy was released in fall 2020 and speaks to opportunities for inter-regional transportation choices like rail and transit service between South Vancouver Island and the rest of the island. We are now working with our municipal partners and other key stakeholders on implementation.

Thank you for taking the time to write.

Sincerely,

Rob Fleming

Minister

From: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)

To: s. 22

Subject: 314201 - Island Rail Corridor

Sent: 02/10/2023 21:08:16

Message Body:

s. 22

314201 - Island Rail Corridor

s. 22

Dear

Thank you for your email regarding the Island Rail Corridor.

Our government recognizes people want more travel options on Vancouver Island. The ministry is committed to finding the best use for the Island Rail Corridor as well as to supporting First Nations' interests in discussions around its future.

As you may know, the Island Corridor Foundation (ICF) owns the land and the rail line. The provincial government has continued to work with the ICF and with local First Nations and decision makers to explore options for this corridor moving forward.

On May 16, 2022, the [ICF released a business case](#) that proposed a mixed-use rail system with commuter service, interregional passenger service and freight operations. Ministry staff provided some initial feedback to the ICF on its business plan, highlighting the importance of First Nations consultation and the need for an adequate contingency in the proposed costs. To advance any project, it must be supported by a strong business case where the benefits to the public clearly outweigh the costs.

The provincial government is aware of the September 14, 2021, court decision that provided a period of 18 months for the federal government to determine whether it will approve funding for infrastructure improvements on the corridor. The provincial government will continue to closely monitor how the federal government responds to that ruling.

To assist in the process of determining the best future use for the corridor, the ministry continues to meet regularly with both the ICF and the federal government. The ministry, in partnership with the ICF, has also been engaging with First Nations, local governments, and other stakeholders to help ensure an understanding of their interests and concerns.

I have shared your email with ministry staff involved in this work for their information. You may also wish to share your ideas with the ICF through its [online comment submission form](#).

Meanwhile, we continue to invest in transportation improvements for the South Island, as guided by our [South Island Transportation Strategy](#). The strategy was released in fall 2020 and speaks to opportunities for inter-regional transportation choices like rail and transit service between South Vancouver Island and the rest of the island. We are now working with our municipal partners and other key stakeholders on implementation.

Thank you for taking the time to write.

Sincerely,

Rob Fleming

Minister

Copy to:

Premier David Eby

From: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)

To: s. 22

Subject: 314201 - Island Rail Corridor

Sent: 02/10/2023 21:08:15

Message Body:

s. 22

314201 - Island Rail Corridor

Dear s. 22

Thank you for your emails regarding the Island Rail Corridor.

Our government recognizes people want more travel options on Vancouver Island. The ministry is committed to finding the best use for the Island Rail Corridor as well as to supporting First Nations' interests in discussions around its future.

As you may know, the Island Corridor Foundation (ICF) owns the land and the rail line. The provincial government has continued to work with the ICF and with local First Nations and decision makers to explore options for this corridor moving forward.

On May 16, 2022, the [ICF released a business case](#) that proposed a mixed-use rail system with commuter service, interregional passenger service and freight operations. Ministry staff provided some initial feedback to the ICF on its business plan, highlighting the importance of First Nations consultation and the need for an adequate contingency in the proposed costs. To advance any project, it must be supported by a strong business case where the benefits to the public clearly outweigh the costs.

The provincial government is aware of the September 14, 2021, court decision that provided a period of 18 months for the federal government to determine whether it will approve funding for infrastructure improvements on the corridor. The provincial government will continue to closely monitor how the federal government responds to that ruling.

To assist in the process of determining the best future use for the corridor, the ministry continues to meet regularly with both the ICF and the federal government. The ministry, in partnership with the ICF, has also been engaging with First Nations, local governments, and other stakeholders to help ensure an understanding of their interests and concerns.

I have shared your email with ministry staff involved in this work for their information. You may also wish to share your ideas with the ICF through its [online comment submission form](#).

Meanwhile, we continue to invest in transportation improvements for the South Island, as guided by our [South Island Transportation Strategy](#). The strategy was released in fall 2020 and speaks to opportunities for inter-regional transportation choices like rail and transit service between South Vancouver Island and the rest of the island. We are now working with our municipal partners and other key stakeholders on implementation.

Thank you for taking the time to write.

Sincerely,

Rob Fleming

Minister

Copy to:

Premier David Eby

Honourable Bowinn Ma

Minister of Emergency Management and Climate Readiness

MLA, North Vancouver-Lonsdale

The Honourable Omar Alghabra

Minister of Transport

From: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)

To: s. 22

Subject: 314201 - Island Rail Corridor

Sent: 02/10/2023 21:08:15

Message Body:

s. 22

314201 - Island Rail Corridor

Dear s. 22

The Premier's office shared with me your email regarding the Island Rail Corridor.

Our government recognizes people want more travel options on Vancouver Island. The ministry is committed to finding the best use for the Island Rail Corridor as well as to supporting First Nations' interests in discussions around its future.

As you may know, the Island Corridor Foundation (ICF) owns the land and the rail line. The provincial government has continued to work with the ICF and with local First Nations and decision makers to explore options for this corridor moving forward.

On May 16, 2022, the [ICF released a business case](#) that proposed a mixed-use rail system with commuter service, interregional passenger service and freight operations. Ministry staff provided some initial feedback to the ICF on its business plan, highlighting the importance of First Nations consultation and the need for an adequate contingency in the proposed costs. To advance any project, it must be supported by a strong business case where the benefits to the public clearly outweigh the costs.

The provincial government is aware of the September 14, 2021, court decision that provided a period of 18 months for the federal government to determine whether it will approve funding for infrastructure improvements on the corridor. The provincial government will continue to closely monitor how the federal government responds to that ruling.

To assist in the process of determining the best future use for the corridor, the ministry continues to meet regularly with both the ICF and the federal government. The ministry, in partnership with the ICF, has also been engaging with First Nations, local governments, and other stakeholders to help ensure an understanding of their interests and concerns.

I have shared your email with ministry staff involved in this work for their information. You may also wish to share your ideas with the ICF through its [online comment submission form](#).

Meanwhile, we continue to invest in transportation improvements for the South Island, as guided by our [South Island Transportation Strategy](#). The strategy was released in fall 2020 and speaks to opportunities for inter-regional transportation choices like rail and transit service between South Vancouver Island and the rest of the island. We are now working with our municipal partners and other key stakeholders on implementation.

Thank you for taking the time to write.

Sincerely,

Rob Fleming

Minister

Copy to:

Premier David Eby

From: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)

To: s. 22

Subject: 314201 - Island Rail Corridor

Sent: 02/10/2023 21:08:22

Message Body:

s. 22

314201 - Island Rail Corridor

Dear s. 22

Thank you for your email regarding the Island Rail Corridor.

Our government recognizes people want more travel options on Vancouver Island. The ministry is committed to finding the best use for the Island Rail Corridor as well as to supporting First Nations' interests in discussions around its future.

As you may know, the Island Corridor Foundation (ICF) owns the land and the rail line. The provincial government has continued to work with the ICF and with local First Nations and decision makers to explore options for this corridor moving forward.

On May 16, 2022, the [ICF released a business case](#) that proposed a mixed-use rail system with commuter service, interregional passenger service and freight operations. Ministry staff provided some initial feedback to the ICF on its business plan, highlighting the importance of First Nations consultation and the need for an adequate contingency in the proposed costs. To advance any project, it must be supported by a strong business case where the benefits to the public clearly outweigh the costs.

The provincial government is aware of the September 14, 2021, court decision that provided a period of 18 months for the federal government to determine whether it will approve funding for infrastructure improvements on the corridor. The provincial government will continue to closely monitor how the federal government responds to that ruling.

To assist in the process of determining the best future use for the corridor, the ministry continues to meet regularly with both the ICF and the federal government. The ministry, in partnership with the ICF, has also been engaging with First Nations, local governments, and other stakeholders to help ensure an understanding of their interests and concerns.

I have shared your email with ministry staff involved in this work for their information. You may also wish to share your ideas with the ICF through its [online comment submission form](#).

Meanwhile, we continue to invest in transportation improvements for the South Island, as guided by our [South Island Transportation Strategy](#). The strategy was released in fall 2020 and speaks to opportunities for inter-regional transportation choices like rail and transit service between South Vancouver Island and the rest of the island. We are now working with our municipal partners and other key stakeholders on implementation.

Thank you for taking the time to write.

Sincerely,

Rob Fleming

Minister

From: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)

To: s. 22

Subject: 314201 - Island Rail Corridor

Sent: 02/10/2023 21:08:20

Message Body:

s. 22

314201 - Island Rail Corridor

Dear s. 22

Thank you for your email regarding the Island Rail Corridor.

Our government recognizes people want more travel options on Vancouver Island. The ministry is committed to finding the best use for the Island Rail Corridor as well as to supporting First Nations' interests in discussions around its future.

As you may know, the Island Corridor Foundation (ICF) owns the land and the rail line. The provincial government has continued to work with the ICF and with local First Nations and decision makers to explore options for this corridor moving forward.

On May 16, 2022, the [ICF released a business case](#) that proposed a mixed-use rail system with commuter service, interregional passenger service and freight operations. Ministry staff provided some initial feedback to the ICF on its business plan, highlighting the importance of First Nations consultation and the need for an adequate contingency in the proposed costs. To advance any project, it must be supported by a strong business case where the benefits to the public clearly outweigh the costs.

The provincial government is aware of the September 14, 2021, court decision that provided a period of 18 months for the federal government to determine whether it will approve funding for infrastructure improvements on the corridor. The provincial government will continue to closely monitor how the federal government responds to that ruling.

To assist in the process of determining the best future use for the corridor, the ministry continues to meet regularly with both the ICF and the federal government. The ministry, in partnership with the ICF, has also been engaging with First Nations, local governments, and other stakeholders to help ensure an understanding of their interests and concerns.

I have shared your email with ministry staff involved in this work for their information. You may also wish to share your ideas with the ICF through its [online comment submission form](#).

Meanwhile, we continue to invest in transportation improvements for the South Island, as guided by our [South Island Transportation Strategy](#). The strategy was released in fall 2020 and speaks to opportunities for inter-regional transportation choices like rail and transit service between South Vancouver Island and the rest of the island. We are now working with our municipal partners and other key stakeholders on implementation.

Thank you for taking the time to write.

Sincerely,

Rob Fleming

Minister

Copy to:

Premier David Eby

Honourable Murray Rankin

Minister of Indigenous Relations and Reconciliation

MLA, Oak Bay-Gordon Head

From: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)

To: s. 22

Subject: 314201 - Island Rail Corridor

Sent: 02/10/2023 21:08:21

Message Body:

s. 22

314201 - Island Rail Corridor

Dear s. 22

Thank you for your email regarding the Island Rail Corridor.

Our government recognizes people want more travel options on Vancouver Island. The ministry is committed to finding the best use for the Island Rail Corridor as well as to supporting First Nations' interests in discussions around its future.

As you may know, the Island Corridor Foundation (ICF) owns the land and the rail line. The provincial government has continued to work with the ICF and with local First Nations and decision makers to explore options for this corridor moving forward.

On May 16, 2022, the [ICF released a business case](#) that proposed a mixed-use rail system with commuter service, interregional passenger service and freight operations. Ministry staff provided some initial feedback to the ICF on its business plan, highlighting the importance of First Nations consultation and the need for an adequate contingency in the proposed costs. To advance any project, it must be supported by a strong business case where the benefits to the public clearly outweigh the costs.

The provincial government is aware of the September 14, 2021, court decision that provided a period of 18 months for the federal government to determine whether it will approve funding for infrastructure improvements on the corridor. The provincial government will continue to closely monitor how the federal government responds to that ruling.

To assist in the process of determining the best future use for the corridor, the ministry continues to meet regularly with both the ICF and the federal government. The ministry, in partnership with the ICF, has also been engaging with First Nations, local governments, and other stakeholders to help ensure an understanding of their interests and concerns.

I have shared your email with ministry staff involved in this work for their information. You may also wish to share your ideas with the ICF through its [online comment submission form](#).

Meanwhile, we continue to invest in transportation improvements for the South Island, as guided by our [South Island Transportation Strategy](#). The strategy was released in fall 2020 and speaks to opportunities for inter-regional transportation choices like rail and transit service between South Vancouver Island and the rest of the island. We are now working with our municipal partners and other key stakeholders on implementation.

Thank you for taking the time to write.

Sincerely,

Rob Fleming

Minister

Copy to:

Honourable Murray Rankin

Minister of Indigenous Relations and Reconciliation

MLA, Oak Bay-Gordon Head

From: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)

To: s. 22

Subject: 314201 - Island Rail Corridor

Sent: 02/10/2023 21:08:18

Message Body:

s. 22

314201 - Island Rail Corridor

Dear s. 22

Thank you for your email regarding the Island Rail Corridor.

Our government recognizes people want more travel options on Vancouver Island. The ministry is committed to finding the best use for the Island Rail Corridor as well as to supporting First Nations' interests in discussions around its future.

As you may know, the Island Corridor Foundation (ICF) owns the land and the rail line. The provincial government has continued to work with the ICF and with local First Nations and decision makers to explore options for this corridor moving forward.

On May 16, 2022, the [ICF released a business case](#) that proposed a mixed-use rail system with commuter service, interregional passenger service and freight operations. Ministry staff provided some initial feedback to the ICF on its business plan, highlighting the importance of First Nations consultation and the need for an adequate contingency in the proposed costs. To advance any project, it must be supported by a strong business case where the benefits to the public clearly outweigh the costs.

The provincial government is aware of the September 14, 2021, court decision that provided a period of 18 months for the federal government to determine whether it will approve funding for infrastructure improvements on the corridor. The provincial government will continue to closely monitor how the federal government responds to that ruling.

To assist in the process of determining the best future use for the corridor, the ministry continues to meet regularly with both the ICF and the federal government. The ministry, in partnership with the ICF, has also been engaging with First Nations, local governments, and other stakeholders to help ensure an understanding of their interests and concerns.

I have shared your email with ministry staff involved in this work for their information. You may also wish to share your ideas with the ICF through its [online comment submission form](#).

Meanwhile, we continue to invest in transportation improvements for the South Island, as guided by our [South Island Transportation Strategy](#). The strategy was released in fall 2020 and speaks to opportunities for inter-regional transportation choices like rail and transit service between South Vancouver Island and the rest of the island. We are now working with our municipal partners and other key stakeholders on implementation.

Thank you for taking the time to write.

Sincerely,

Rob Fleming

Minister

From: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)

To: s. 22

Subject: 314201 - Island Rail Corridor

Sent: 02/10/2023 21:08:19

Message Body:

s. 22

314201 - Island Rail Corridor

Dear s. 22

I am responding to your email addressed to my colleague the Honourable Murray Rankin, Minister of Indigenous Relations and Reconciliation, regarding the Island Rail Corridor.

Our government recognizes people want more travel options on Vancouver Island. The ministry is committed to finding the best use for the Island Rail Corridor as well as to supporting First Nations' interests in discussions around its future.

As you may know, the Island Corridor Foundation (ICF) owns the land and the rail line. The provincial government has continued to work with the ICF and with local First Nations and decision makers to explore options for this corridor moving forward.

On May 16, 2022, the [ICF released a business case](#) that proposed a mixed-use rail system with commuter service, interregional passenger service and freight operations. Ministry staff provided some initial feedback to the ICF on its business plan, highlighting the importance of First Nations consultation and the need for an adequate contingency in the proposed costs. To advance any project, it must be supported by a strong business case where the benefits to the public clearly outweigh the costs.

The provincial government is aware of the September 14, 2021, court decision that provided a period of 18 months for the federal government to determine whether it will approve funding for infrastructure improvements on the corridor. The provincial government will continue to closely monitor how the federal government responds to that ruling.

To assist in the process of determining the best future use for the corridor, the ministry continues to meet regularly with both the ICF and the federal government. The ministry, in partnership with the ICF, has also been engaging with First Nations, local governments, and other stakeholders to help ensure an understanding of their interests and concerns.

I have shared your email with ministry staff involved in this work for their information. You may also wish to share your ideas with the ICF through its [online comment submission form](#).

Meanwhile, we continue to invest in transportation improvements for the South Island, as guided by our [South Island Transportation Strategy](#). The strategy was released in fall 2020 and speaks to opportunities for inter-regional transportation choices like rail and transit service between South Vancouver Island and the rest of the island. We are now working with our municipal partners and other key stakeholders on implementation.

Thank you for taking the time to write.

Sincerely,

Rob Fleming

Minister

Copy to:

Honourable Murray Rankin

Minister of Indigenous Relations and Reconciliation

MLA, Oak Bay-Gordon Head

From: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)

To: s. 22

Subject: 314201 - Island Rail Corridor

Sent: 02/10/2023 21:08:21

Message Body:

s. 22

314201 - Island Rail Corridor

Dear s. 22

Thank you for your email regarding the Island Rail Corridor.

Our government recognizes people want more travel options on Vancouver Island. The ministry is committed to finding the best use for the Island Rail Corridor as well as to supporting First Nations' interests in discussions around its future.

As you may know, the Island Corridor Foundation (ICF) owns the land and the rail line. The provincial government has continued to work with the ICF and with local First Nations and decision makers to explore options for this corridor moving forward.

On May 16, 2022, the [ICF released a business case](#) that proposed a mixed-use rail system with commuter service, interregional passenger service and freight operations. Ministry staff provided some initial feedback to the ICF on its business plan, highlighting the importance of First Nations consultation and the need for an adequate contingency in the proposed costs. To advance any project, it must be supported by a strong business case where the benefits to the public clearly outweigh the costs.

The provincial government is aware of the September 14, 2021, court decision that provided a period of 18 months for the federal government to determine whether it will approve funding for infrastructure improvements on the corridor. The provincial government will continue to closely monitor how the federal government responds to that ruling.

To assist in the process of determining the best future use for the corridor, the ministry continues to meet regularly with both the ICF and the federal government. The ministry, in partnership with the ICF, has also been engaging with First Nations, local governments, and other stakeholders to help ensure an understanding of their interests and concerns.

I have shared your email with ministry staff involved in this work for their information. You may also wish to share your ideas with the ICF through its [online comment submission form](#).

Meanwhile, we continue to invest in transportation improvements for the South Island, as guided by our [South Island Transportation Strategy](#). The strategy was released in fall 2020 and speaks to opportunities for inter-regional transportation choices like rail and transit service between South Vancouver Island and the rest of the island. We are now working with our municipal partners and other key stakeholders on implementation.

Thank you for taking the time to write.

Sincerely,

Rob Fleming

Minister

From: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)
To: secard@telus.net
Subject: 314201 - Island Rail Corridor
Sent: 02/10/2023 21:08:18
Message Body:

s. 22

314201 - Island Rail Corridor

Dear ^{s. 22}

My colleague the Honourable Katrine Conroy shared with me your email regarding the Island Rail Corridor.

Our government recognizes people want more travel options on Vancouver Island. The ministry is committed to finding the best use for the Island Rail Corridor as well as to supporting First Nations' interests in discussions around its future.

As you may know, the Island Corridor Foundation (ICF) owns the land and the rail line. The provincial government has continued to work with the ICF and with local First Nations and decision makers to explore options for this corridor moving forward.

On May 16, 2022, the [ICF released a business case](#) that proposed a mixed-use rail system with commuter service, interregional passenger service and freight operations. Ministry staff provided some initial feedback to the ICF on its business plan, highlighting the importance of First Nations consultation and the need for an adequate contingency in the proposed costs. To advance any project, it must be supported by a strong business case where the benefits to the public clearly outweigh the costs.

The provincial government is aware of the September 14, 2021, court decision that provided a period of 18 months for the federal government to determine whether it will approve funding for infrastructure improvements on the corridor. The provincial government will continue to closely monitor how the federal government responds to that ruling.

To assist in the process of determining the best future use for the corridor, the ministry continues to meet regularly with both the ICF and the federal government. The ministry, in partnership with the ICF, has also been engaging with First Nations, local governments, and other stakeholders to help ensure an understanding of their interests and concerns.

I have shared your email with ministry staff involved in this work for their information. You may also wish to share your ideas with the ICF through its [online comment submission form](#).

Meanwhile, we continue to invest in transportation improvements for the South Island, as guided by our [South Island Transportation Strategy](#). The strategy was released in fall 2020 and speaks to opportunities for inter-regional transportation choices like rail and transit service between South Vancouver Island and the rest of the island. We are now working with our municipal partners and other key stakeholders on implementation.

Thank you for taking the time to write.

Sincerely,

Rob Fleming

Minister

Copy to:

Honourable Katrine Conroy

Minister of Finance

MLA, Kootenay West

Honourable George Heyman

Minister of Environment and Climate Change Strategy

MLA, Vancouver-Fairview

Ronna-Rae Leonard

MLA, Courtenay-Comox

The Honourable Omar Alghabra

Minister of Transport

From: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)

To: s. 22

Subject: 314201 - Island Rail Corridor

Sent: 02/10/2023 21:08:20

Message Body:

s. 22

314201 - Island Rail Corridor

s. 22
Dear

Thank you for your email regarding the Island Rail Corridor.

Our government recognizes people want more travel options on Vancouver Island. The ministry is committed to finding the best use for the Island Rail Corridor as well as to supporting First Nations' interests in discussions around its future.

As you may know, the Island Corridor Foundation (ICF) owns the land and the rail line. The provincial government has continued to work with the ICF and with local First Nations and decision makers to explore options for this corridor moving forward.

On May 16, 2022, the [ICF released a business case](#) that proposed a mixed-use rail system with commuter service, interregional passenger service and freight operations. Ministry staff provided some initial feedback to the ICF on its business plan, highlighting the importance of First Nations consultation and the need for an adequate contingency in the proposed costs. To advance any project, it must be supported by a strong business case where the benefits to the public clearly outweigh the costs.

The provincial government is aware of the September 14, 2021, court decision that provided a period of 18 months for the federal government to determine whether it will approve funding for infrastructure improvements on the corridor. The provincial government will continue to closely monitor how the federal government responds to that ruling.

To assist in the process of determining the best future use for the corridor, the ministry continues to meet regularly with both the ICF and the federal government. The ministry, in partnership with the ICF, has also been engaging with First Nations, local governments, and other stakeholders to help ensure an understanding of their interests and concerns.

I have shared your email with ministry staff involved in this work for their information. You may also wish to share your ideas with the ICF through its [online comment submission form](#).

Meanwhile, we continue to invest in transportation improvements for the South Island, as guided by our [South Island Transportation Strategy](#). The strategy was released in fall 2020 and speaks to opportunities for inter-regional transportation choices like rail and transit service between South Vancouver Island and the rest of the island. We are now working with our municipal partners and other key stakeholders on implementation.

Thank you for taking the time to write.

Sincerely,

Rob Fleming

Minister

From: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)

To: s. 22

Subject: 314201 - Island Rail Corridor

Sent: 02/10/2023 21:08:15

Message Body:

s. 22

314201 - Island Rail Corridor

s. 22
Dear

Thank you for your email regarding the Island Rail Corridor.

Our government recognizes people want more travel options on Vancouver Island. The ministry is committed to finding the best use for the Island Rail Corridor as well as to supporting First Nations' interests in discussions around its future.

As you may know, the Island Corridor Foundation (ICF) owns the land and the rail line. The provincial government has continued to work with the ICF and with local First Nations and decision makers to explore options for this corridor moving forward.

On May 16, 2022, the [ICF released a business case](#) that proposed a mixed-use rail system with commuter service, interregional passenger service and freight operations. Ministry staff provided some initial feedback to the ICF on its business plan, highlighting the importance of First Nations consultation and the need for an adequate contingency in the proposed costs. To advance any project, it must be supported by a strong business case where the benefits to the public clearly outweigh the costs.

The provincial government is aware of the September 14, 2021, court decision that provided a period of 18 months for the federal government to determine whether it will approve funding for infrastructure improvements on the corridor. The provincial government will continue to closely monitor how the federal government responds to that ruling.

To assist in the process of determining the best future use for the corridor, the ministry continues to meet regularly with both the ICF and the federal government. The ministry, in partnership with the ICF, has also been engaging with First Nations, local governments, and other stakeholders to help ensure an understanding of their interests and concerns.

I have shared your email with ministry staff involved in this work for their information. You may also wish to share your ideas with the ICF through its [online comment submission form](#).

Meanwhile, we continue to invest in transportation improvements for the South Island, as guided by our [South Island Transportation Strategy](#). The strategy was released in fall 2020 and speaks to opportunities for inter-regional transportation choices like rail and transit service between South Vancouver Island and the rest of the island. We are now working with our municipal partners and other key stakeholders on implementation.

Thank you for taking the time to write.

Sincerely,

Rob Fleming

Minister

Copy to:

Premier David Eby

From: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)

To: s. 22

Subject: 314201 - Island Rail Corridor

Sent: 02/10/2023 21:08:16

Message Body:

s. 22

314201 - Island Rail Corridor

Dear s. 22

Thank you for your email regarding the Island Rail Corridor.

Our government recognizes people want more travel options on Vancouver Island. The ministry is committed to finding the best use for the Island Rail Corridor as well as to supporting First Nations' interests in discussions around its future.

As you may know, the Island Corridor Foundation (ICF) owns the land and the rail line. The provincial government has continued to work with the ICF and with local First Nations and decision makers to explore options for this corridor moving forward.

On May 16, 2022, the [ICF released a business case](#) that proposed a mixed-use rail system with commuter service, interregional passenger service and freight operations. Ministry staff provided some initial feedback to the ICF on its business plan, highlighting the importance of First Nations consultation and the need for an adequate contingency in the proposed costs. To advance any project, it must be supported by a strong business case where the benefits to the public clearly outweigh the costs.

The provincial government is aware of the September 14, 2021, court decision that provided a period of 18 months for the federal government to determine whether it will approve funding for infrastructure improvements on the corridor. The provincial government will continue to closely monitor how the federal government responds to that ruling.

To assist in the process of determining the best future use for the corridor, the ministry continues to meet regularly with both the ICF and the federal government. The ministry, in partnership with the ICF, has also been engaging with First Nations, local governments, and other stakeholders to help ensure an understanding of their interests and concerns.

I have shared your email with ministry staff involved in this work for their information. You may also wish to share your ideas with the ICF through its [online comment submission form](#).

Meanwhile, we continue to invest in transportation improvements for the South Island, as guided by our [South Island Transportation Strategy](#). The strategy was released in fall 2020 and speaks to opportunities for inter-regional transportation choices like rail and transit service between South Vancouver Island and the rest of the island. We are now working with our municipal partners and other key stakeholders on implementation.

Thank you for taking the time to write.

Sincerely,

Rob Fleming

Minister

From: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)

To: s. 22

Subject: 314201 - Island Rail Corridor

Sent: 02/10/2023 21:08:20

Message Body:

s. 22

314201 - Island Rail Corridor

Dear s. 22

Thank you for your email regarding the Island Rail Corridor.

Our government recognizes people want more travel options on Vancouver Island. The ministry is committed to finding the best use for the Island Rail Corridor as well as to supporting First Nations' interests in discussions around its future.

As you may know, the Island Corridor Foundation (ICF) owns the land and the rail line. The provincial government has continued to work with the ICF and with local First Nations and decision makers to explore options for this corridor moving forward.

On May 16, 2022, the [ICF released a business case](#) that proposed a mixed-use rail system with commuter service, interregional passenger service and freight operations. Ministry staff provided some initial feedback to the ICF on its business plan, highlighting the importance of First Nations consultation and the need for an adequate contingency in the proposed costs. To advance any project, it must be supported by a strong business case where the benefits to the public clearly outweigh the costs.

The provincial government is aware of the September 14, 2021, court decision that provided a period of 18 months for the federal government to determine whether it will approve funding for infrastructure improvements on the corridor. The provincial government will continue to closely monitor how the federal government responds to that ruling.

To assist in the process of determining the best future use for the corridor, the ministry continues to meet regularly with both the ICF and the federal government. The ministry, in partnership with the ICF, has also been engaging with First Nations, local governments, and other stakeholders to help ensure an understanding of their interests and concerns.

I have shared your email with ministry staff involved in this work for their information. You may also wish to share your ideas with the ICF through its [online comment submission form](#).

Meanwhile, we continue to invest in transportation improvements for the South Island, as guided by our [South Island Transportation Strategy](#). The strategy was released in fall 2020 and speaks to opportunities for inter-regional transportation choices like rail and transit service between South Vancouver Island and the rest of the island. We are now working with our municipal partners and other key stakeholders on implementation.

Thank you for taking the time to write.

Sincerely,

Rob Fleming

Minister

From: s. 22

To: OfficeofthePremier, Office PREM:EX (Premier@gov.bc.ca); Eby.MLA, David LASS:EX (David.Eby.MLA@leg.bc.ca); Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca); Fleming.MLA, Rob LASS:EX (Rob.Fleming.MLA@leg.bc.ca)

Subject: 315814 Incoming - Reinstating Island Rail - A response to the 2023 BC Throne Speech

Sent: 02/11/2023 00:47:14

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Dear Premier Eby and Minister Fleming,

I would like to take a moment to review what we've heard regarding Monday's BC Throne Speech and how it applies to the reinstatement of Island Rail. There are a number of key areas that were brought forward that I believe will benefit, both directly and indirectly, as a result of resurrecting the Island Rail Corridor, as outlined below:

Reference to Throne Speech

The Issues Facing Vancouver Island Residents

How Island Rail Assists With The Solution

Access to affordable housing

- Affordable housing consists of two parts – Availability and Accessibility. The accessibility factor will not be resolved by simply creating more supply and requires us to re-think our approach to creating 'transportation oriented communities'
- The Island Rail Corridor stands to serve as a backbone for access to affordable housing outside of our major centres. The current primary transportation corridor is at, or nearing capacity and efforts to improve our highways only serves to continue to contribute to the root causes leading to ongoing congestion. Furthermore, the rail corridor is significantly less vulnerable to the severe weather incidents that we continue to witness.

Access to health care

- As with housing, our major health care services are provided within our primary population centres and individuals with limited transportation options, our most vulnerable population will continue to be underserved. This is particularly true for individuals requiring access to more advanced services such as in-person medical testing and specialized in-hospital services.

- Rail provides the most equitable form of transportation as there are no impediments related to licensing, capital costs, or accessibility. There are no impediments to accessing this service, and individuals are able to count on making their appointments on time regardless of accidents, weather incidents, or traffic congestion.

Personal safety

- We have witness countless incidents where individuals have had to resort to taking unnecessary risks to their safety resulting from inadequate transportation options. In particular, this leads to an increase in vulnerable individuals requesting rides from strangers through hitchhiking or other means. We don't need more 'Highway Of Tears' incidents to wake us up to this matter.
- Rail is rated as one of the safest and most reliable modes of transportation. In particular there is a much larger disincentive for individuals to obtain rides from strangers if a reliable, regular, affordable and safe mode of transportation is available as part of our community.

A response to the climate crisis

- Our sole transportation corridor throughout the island is severely congested and will only get worse as we continue to rely on our 'single occupancy vehicle culture'. Our citizens cannot be blamed for this as there is no other option available unlike other jurisdictions throughout the province.
- Implementing rail provides a direct response to the climate crisis by providing an alternative to our existing, and only, option of single occupancy vehicles throughout the length of the island. This is true for commuter services and particularly impactful for freight services.

First Nations reconciliation

- We are aware of the historical wrongs that originally occurred as a result of the expropriation of land for the initial implementation of the rail corridor.
- Recognizing and responding to this historical wrong is a key component in the proposal to resurrect Island Rail, and possibly provides one of the greatest paths towards reconciliation that is currently before provincial and federal governments. There is also the potential access to ongoing opportunities for the various First Nations through provincial, federal, and commercial partnerships.

In summary, it is evident that the rail corridor provides a solid horizontal foundation and key infrastructure component to enable every one of the items brought forward during the throne speech. The upcoming budget represents a tremendous opportunity for you to provide the province with a legacy that will serve the province in these

areas for generations to come.

As citizens of Vancouver Island we need to ensure that funding for this initiative has been clearly allocated by the province in order to avoid the risk of losing this valuable asset forever.

Your attention to this matter is greatly appreciated.

s. 22

MEETING BRIEFING NOTE

DATE: February 14, 2023
PREPARED FOR: Honourable Rob Fleming, Minister of Transportation and Infrastructure
ISSUE: Island Rail Corridor (IRC)

PROPOSED KEY MESSAGES:

- The BC Court of Appeal will hear Snaw-Naw-As (Nanoose) First Nation's claim to reversion after March 14, 2023 if Canada has not made a commitment to fund the return of rail on the IRC.
- The Province seeks to preserve the integrity of this transportation corridor today and for future generations, while working collaboratively and respecting the interests of many First Nations along the line.
- s. 13
-

BACKGROUND:

Formerly referred to as the E&N Corridor, the IRC extends 225km from Victoria to Courtenay (including a short spur in Nanaimo), with a 64km branch line from Parksville to Port Alberni (See Attachment 1). The IRC has been owned by the Island Corridor Foundation (ICF) since 2006. The ICF was created in 2003 as a non-profit society incorporated under Part II of the Canada Corporations Act.

When BC joined Canada, one of the terms of union provided that Canada was to "secure the completion" of a rail line across the province. In April 1887, Canada conveyed the lands to the E&N for the construction of the railway. A right-of way through the SFN reserve was later granted by Canada to the E&N Railway in 1912 for railway purposes. See Appendix 1 for a map of First Nations whose reserve lands are bisected by the IRC as a result of Canada land grants to the E&N Railway.

Canada supported VIA rail service from 1979 to 2011 when service was ceased due to track safety concerns. Freight service on the IRC ceased in 2014, except for a modest freight rail service to Nanaimo Port.

In December 2015, the Snaw-Naw-As First Nation (SFN) filed a civil lawsuit against Canada and the ICF to have land returned where the IRC crosses their reserve. In November 2016, Cowichan Tribes and the Halalt First Nation filed similar suits (which are currently understood to be in abeyance). All three First Nations claim there is no reasonable expectation that rail operations on the IRC will resume – the basis for originally taking the land - and that the lands should revert to the federal government for benefit of the First Nations.

On September 14, 2021 the BC Court of Appeal dismissed the appeal of the Snaw-Naw-As First Nation, "*with liberty for the Snaw-Naw-As to bring this matter back before the court if Canada determines that it will not approve funding for (rail) infrastructure improvements on the segment of the corridor that includes the SFN Reserve, or does not make a determination, within 18 months*" (March 14, 2023).

DISCUSSION:

Recent Engagement and Studies

Since August 2022, the Ministry has been engaged with First Nations, Local Governments and key stakeholders on the IRC (see Appendix 2).

In addition, the Ministry has undertaken several technical studies: 2020 Island Rail Condition Assessment/ and the 2022 Island Rail Freight Analysis Report—Please see Appendix 3 for a summary of these studies.

Outstanding Liabilities

s. 14

Potential Approach for Corridor

s. 13

APPENDICES:

1. Island Rail Corridor Overview Map
2. Engagement Summary
3. Recent Studies Summary
4. Investment Options
5. Briefing Note for Minister of Transport Canada (*separate document*)

APPENDIX 1: ISLAND RAIL CORRIDOR OVERVIEW MAP

Island Rail Corridor Overview Map



APPENDIX 2: FIRST NATIONS ENGAGEMENT

Invitations were sent to 14 First Nations, including those whose reserves are bisected by the IRC (noted with an astericks below), and others (;;;;; and). Of the 14 Nations invited there were 10 responses/meetings (those highlighted in red did not participate):

Esquimalt*	Qualicum
Songhees*	Malahat
Cowichan Tribes*	Tseshaht
Halalt*	Lake Cowichan
Stz'uminus*	Penelakut
Snuneymuwx*	Huscapath
Snaw-Naw-As*	K'omoks

Local Government/Stakeholder Engagement

Invitations were sent to the following 29 local governments and stakeholder groups to participate, and there were 23 meetings held (those highlighted in red did not participate):

City of Colwood	District of Sooke
City of Courtenay	City of Victoria
The Village of Cumberland	Town of View Royal
City of Duncan	Alberni-Clayoquot Regional District
Corporation of the Township of Esquimalt	Capital Regional District
District of Highlands	Comox Valley Regional District
Town of Ladysmith	Cowichan Valley Regional District
City of Langford	Nanaimo Regional District
District of Lantzville	BC Transit
District of Metchosin	Destination BC
City of Nanaimo	BC Cycling Coalition
Municipality of North Cowichan	Friends of Rails to Trails Vancouver Island
City of Parksville	BC Trucking Association
City of Port Alberni	Vancouver Island Economic Alliance
Town of Qualicum Beach	Department of National Defence

APPENDIX 3: BC STUDIES/FINDINGS

1. Corridor Ownership & Liabilities

s. 13, s. 14

2. 2022 Island Rail Corridor Freight Analysis Report

- Commissioned by BC Ministry of Transportation and Infrastructure
- The analysis was based on engagement with a targeted group of stakeholders, including 2 port authorities, 4 transportation providers, 10 shippers, and 5 other organizations.
- Key Findings:
 - Opportunities for freight rail traffic on Vancouver Island are possible with less investment than previous studies have identified; focused between Duncan and Port Alberni (152.8km in length)
 - Development of a rail connection to Duke Point Port would be very beneficial to support the Port expansion and support of freight rail on Vancouver Island
 - Potential freight volume range is 4,500 – 11,400 annual carloads in the short- to medium-term, primarily between Duncan and Port Alberni.
 - This is equivalent to the removal of 10,400 – 25,570 annual commercial truckloads.

3. 2020 Island Rail Condition Assessment

- Commissioned by BC Ministry of Transportation and Infrastructure
- Key Findings:
 - The IRC infrastructure (rail bed, track structure) is generally in fair/poor condition
 - Three levels of investment were identified.
 - Initial – minimum investment to restore Passenger Service
 - Intermediate – restore Passenger Service and Freight
 - Suitable for 286lb car loading
 - Ultimate – full restoration of the rail infrastructure
 - Suitable for 286lb car loading

- In addition to an inter-regional service a Commuter Rail Service was studied for a portion of the corridor between Langford and Victoria to provide additional service to the Greater Victoria Area.

Operational Summary:

Based on investments identified in the 2020 Island Rail Assessment

Travel Times by Mode:

	Distance	Passenger Rail Service		Cowichan Commuter Transit Service	Passenger Vehicle
		Initial Investment (40km/h)	Intermediate/Ultimate Investment (80km/h)		
Victoria to Duncan	64km	1hr 36min	48min	1hr 12min	55 min
Victoria to Courtenay	225km	5hrs 11 min	3hrs 8 min	--	2hrs 43 min

Price/Fares by Mode:

	Rail	Cowichan Commuter Transit Service	Passenger Vehicle
Victoria to Duncan	\$11.15/trip	\$10/trip	--
Victoria to Courtenay	\$27.40/trip	--	--

As with most Canadian rail services, it is expected that the above noted fares will be contingent on a heavy government subsidy to ensure affordability in pricing (thereby incentivising ridership). The value of this subsidy has not been determined and would be explored as part of a further business case (if advanced).

Operating costs were not explored by the province however the ICF included operating costs as part of their May 2022 Initial Business Case, as follows:

Annual Operations Costs	
Infrastructure Maintenance	\$1,816,631
Train Operations	\$10,565,361
Equipment Maintenance	\$397,823
Total Costs	\$12,779,815

Table 30 Annual Operating Costs

Annual operations costs noted above include all labour for train operations, maintenance of way, equipment and management, as well as fuel, car hire, equipment leases, purchased services and G&A expense and based on known operating experience (of SVI Rail). Following a ministry commissioned 3rd party review of the ICF Initial Business Case last year, indications were that that these values were lower than would be anticipated by the consultants who undertook the peer review.

Service Level/Traffic Volume:

	Rail	Cowichan Commuter Transit Service	Passenger Vehicle
Victoria to Duncan	1 train/day 1130 passengers/train	8 bus/day 155 passengers/day	30,000 Vehicles/day
Victoria to Courtenay	1 train/day 1420 passengers/train	--	30,000 Vehicles/day

s. 13

APPENDIX 4: INVESTMENT OPTIONS



INFORMATION BRIEFING NOTE

DATE: February 13, 2023

PREPARED FOR: Honourable Omar Alghabra, Federal Minister of Transport Canada

ISSUE: Island Rail Corridor (IRC) Status

PURPOSE: Meeting Between Minister Alghabra and Minister Fleming on February 15, 2023

SUMMARY:

- A right-of way through the Snaw-Naw-As First Nation's (SFN) reserve was granted by Canada to the E&N Railway in 1912 for railway purposes. Snaw-Naw-As has filed suit against Canada and the Island Corridor Foundation (ICF) for return of this land since it is no longer being used for rail.
- BC Court of Appeal has given Canada until March 14, 2023 to determine whether it will approve funding for (rail) infrastructure improvements on the segment of the corridor that includes the SFN reserve,
- [s. 13](#)

BACKGROUND:

Formerly referred to as the E&N Corridor, the IRC extends 225km from Victoria to Courtenay (including a short spur in Nanaimo), with a 64km branch line from Parksville to Port Alberni (See Attachment 1). The IRC has been owned by the Island Corridor Foundation (ICF) since 2006. The ICF was created in 2003 as a non-profit society incorporated under Part II of the Canada Corporations Act, and is registered as a charity under the federal Income Tax Act. It is comprised of a 12 person Board of Directors – Regional Districts (5); First Nations (5); and Members at Large (2). The ICF obtained ownership of the IRC from the Canadian Pacific Railway in exchange for a tax receipt.

When BC joined Canada, one of the terms of union provided that Canada was to “secure the completion” of a rail line across the province. In April 1887, Canada conveyed the lands to the E&N for the construction of the railway. A right-of way through the SFN reserve was later granted by Canada to the E&N Railway in 1912 for railway purposes. See Appendix 1 for a map of First Nations whose reserve lands are bisected by the IRC as a result of Canada land grants to the E&N Railway.

Passenger rail service ceased on the IRC in 2011 due to track safety concerns. Freight service on the IRC ceased in 2014, except for a modest freight rail service to Nanaimo Port by Southern Rail Vancouver Island (an active short spur from south of Nanaimo to the Nanaimo waterfront, connecting to Seaspan operations).

In December 2015, the Snaw-Naw-As First Nation (SFN) filed a civil lawsuit against Canada and the ICF to have land returned where the IRC crosses their reserve. In November 2016, Cowichan Tribes and the Halalt First Nation filed similar suits (which are currently understood to be in abeyance). All three First Nations claim there is no reasonable expectation that rail operations on the IRC will resume – the basis for originally taking the land - and that the lands should revert to the federal government for benefit of the First Nations.

On September 14, 2021 the BC Court of Appeal dismissed the appeal of the Snaw-Naw-As First Nation, “with liberty for the Snaw-Naw-As to bring this matter back before the court if Canada determines that it will not approve funding for (rail) infrastructure improvements on the segment of the corridor that includes the SFN Reserve, or does not make a determination, within 18 months” (March 14, 2023).

DISCUSSION:***1. Recent BC Engagements & Studies on IRC***

Since August 2022, the Ministry has been engaged with First Nations, Local Governments and key stakeholders on the IRC (see Appendix 2).

Invitations were sent to 14 First Nations, including those whose reserves are bisected by the IRC and there were 10 responses/meetings. The key feedback and themes were as follows:

s. 16

-
-
-

Invitations were also sent to 29 local governments and key stakeholders to participate, with 23 meetings held. The key feedback and themes were as follows:

- Strong support for maintaining the IRC as a transportation corridor for either rail or active transportation;
- Demand for goods movement by rail on Vancouver Island doesn't appear to be warranted on the entire corridor but perhaps on portions of the corridor; and,
- Most communities do not anticipate that reinstatement of the IRC would have a significant impact on transportation mode shift or change in land use around the corridor.

The FN, local government, and stakeholder engagement follows recent studies the Ministry has undertaken, specifically the 2020 Island Rail Condition Assessment and the 2022 Island Rail Freight Analysis Report—Please see Appendix 3 for a summary of these studies and key findings.

2. Potential Approach for Corridor

s. 13

s. 13

Given the pending court date, along with a unique potential year-end surplus opportunities for BC, it will be important for the Province to better understand the interests of Transport Canada and the Federal government in order to make near-term decisions.

Appendices:

1. Island Rail Corridor Overview Map
2. First Nations Engagement
3. BC Studies/Findings

APPENDIX 1: ISLAND RAIL CORRIDOR OVERVIEW MAP



APPENDIX 2: FIRST NATIONS ENGAGEMENT

Invitations were sent to 14 First Nations, including those whose reserves are bisected by the IRC (noted with an astericks below), and others (;;;;; and). Of the 14 Nations invited there were 10 responses/meetings (those highlighted in red did not participate):

Esquimalt*	Qualicum
Songhees*	Malahat
Cowichan Tribes*	Tseshaht
Halalt*	Lake Cowichan
Stz'uminus*	Penelakut
Snuneymuwx*	Huscapath
Snaw-Naw-As*	K'omoks

Local Government/Stakeholder Engagement

Invitations were sent to the following 29 local governments and stakeholder groups to participate, and there were 23 meetings held (those highlighted in red did not participate):

City of Colwood	District of Sooke
City of Courtenay	City of Victoria
The Village of Cumberland	Town of View Royal
City of Duncan	Alberni-Clayoquot Regional District
Corporation of the Township of Esquimalt	Capital Regional District
District of Highlands	Comox Valley Regional District
Town of Ladysmith	Cowichan Valley Regional District
City of Langford	Nanaimo Regional District
District of Lantzville	BC Transit
District of Metchosin	Destination BC
City of Nanaimo	BC Cycling Coalition
Municipality of North Cowichan	Friends of Rails to Trails Vancouver Island
City of Parksville	BC Trucking Association
City of Port Alberni	Vancouver Island Economic Alliance
Town of Qualicum Beach	Department of National Defence

APPENDIX 3: BC STUDIES/FINDINGS

1. Corridor Ownership & Liabilities

s. 14

2. 2022 Island Rail Corridor Freight Analysis Report

- Commissioned by BC Ministry of Transportation and Infrastructure
- The analysis was based on engagement with a targeted group of stakeholders, including 2 port authorities, 4 transportation providers, 10 shippers, and 5 other organizations.
- Key Findings:
 - Opportunities for freight rail traffic on Vancouver Island are possible with less investment than previous studies have identified; focused between Duncan and Port Alberni (152.8km in length)
 - Development of a rail connection to Duke Point Port would be very beneficial to support the Port expansion and support of freight rail on Vancouver Island
 - Potential freight volume range is 4,500 – 11,400 annual carloads in the short- to medium-term, primarily between Duncan and Port Alberni.
 - This is equivalent to the removal of 10,400 – 25,570 annual commercial truckloads.

3. 2020 Island Rail Condition Assessment

- Commissioned by BC Ministry of Transportation and Infrastructure
- Key Findings:
 - The IRC infrastructure (rail bed, track structure) is generally in fair/poor condition
 - Three levels of investment were identified.
 - Initial – minimum investment to restore Passenger Service
 - Intermediate – restore Passenger Service and Freight
 - Suitable for 286lb car loading
 - Ultimate – full restoration of the rail infrastructure
 - Suitable for 286lb car loading
- In addition to an inter-regional service a Commuter Rail Service was studied for a portion of the corridor between Langford and Victoria to provide additional service to the Greater Victoria Area.

Operational Summary:

Based on investments identified in the 2020 Island Rail Assessment

Travel Times by Mode:

	Distance	Passenger Rail Service		Cowichan Commuter Transit Service	Passenger Vehicle
		Initial Investment (40km/h)	Intermediate/Ultimate Investment (80km/h)		
Victoria to Duncan	64km	1hr 36min	48min	1hr 12min	55 min
Victoria to Courtenay	225km	5hrs 11 min	3hrs 8 min	--	2hrs 43 min

Price/Fares by Mode:

	Rail	Cowichan Commuter Transit Service	Passenger Vehicle
Victoria to Duncan	\$11.15/trip	\$10/trip	--
Victoria to Courtenay	\$27.40/trip	--	--

Service Level/Traffic Volume:

	Rail	Cowichan Commuter Transit Service	Passenger Vehicle
Victoria to Duncan	1 train/day 1130 passengers/train	8 bus/day 155 passengers/day	30,000 Vehicles/day
Victoria to Courtenay	1 train/day 1420 passengers/train	--	30,000 Vehicles/day

From: s. 22
To: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)
Subject: RE: 315818 - Island Rail Corridor
Sent: 02/15/2023 05:27:13
Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Thank you for your reply, the original contract with ICF as I understood was the ICF was granted the infrastructure and was required to have a workable rail line before the right of way was granted to them when was that arrangement changed. Is it possible to see the original contract? I can't conceive that the government would give away such a valuable asset with no guarantee of performance from ICF. Is there a time line for ICF to perform there obligations to restart the rail system?

Thank you for your info, s. 22

From: Minister, MOTI MOTI:EX <Minister.MOTI@gov.bc.ca>
Sent: February 14, 2023 1:16 PM
To: s. 22
Subject: 315818 - Island Rail Corridor

Dear s. 22

Thank you for your email to the Honourable Rob Fleming, Minister of Transportation and Infrastructure, inquiring about the Island Rail Corridor.

The [Island Corridor Foundation](#) (ICF) owns the land and the rail line. The provincial government has continued to work with the ICF and with local First Nations and decision makers to explore options for this corridor moving forward.

On May 16, 2022, the [ICF released a business case](#) that proposed a mixed-use rail system with commuter service, interregional passenger service and freight operations. Ministry staff provided some initial feedback to the ICF on its business plan, highlighting the importance of First Nations consultation and the need for an adequate contingency in the proposed costs. To advance any project, it must be supported by a strong business case where the benefits to the public clearly outweigh the costs.

You can share your ideas with the ICF through its [online comment submission form](#).

Sincerely,

Office of the Minister
Ministry of Transportation and Infrastructure

From: s. 22
Sent: February 10, 2023 6:14 PM
To: Minister, MOTI MOTI:EX <Minister.MOTI@gov.bc.ca>
Subject: island rail

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

I have been looking on the internet for info on the island railway. I would like to know if the island corridor foundation owns the right of way and the infrastructure or just the infrastructure.
Thanks for your reply ^{s. 22}

From: s. 22

To: Fleming.MLA, Rob LASS:EX (Rob.Fleming.MLA@leg.bc.ca); Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)

Subject: 315918 Incoming - Island Railway

Sent: 02/17/2023 02:35:06

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Good Eve,

Please advocate for the restoration and implementation of the Island Railway. It is a brilliant transportation option especially given the evolution of hybrid work arrangements post Pandemic. Commutes, tourism, family adventure & engagement etc would all benefit.

I am interested in your position on this initiative.

Warm Regards,

s. 22

Sent from my iPhone

s. 22

From:

To: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)

Subject: 315356 (B 314201) - Island Rail Corridor

Sent: 02/10/2023 22:01:13

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Thank you Mr. Fleming for your straightforward and helpful response.

Yours,

s. 22

On Fri, Feb 10, 2023 at 4:08 PM Minister, MOTI MOTI:EX <Minister.MOTI@gov.bc.ca> wrote:

s. 22

314201 - Island Rail Corridor

Dear

s. 22

Thank you for your email regarding the Island Rail Corridor.

Our government recognizes people want more travel options on Vancouver Island. The ministry is committed to finding the best use for the Island Rail Corridor as well as to supporting First Nations' interests in discussions around its future.

As you may know, the Island Corridor Foundation (ICF) owns the land and the rail line. The provincial government has continued to work with the ICF and with local First Nations and decision makers to explore options for this corridor moving forward.

On May 16, 2022, the [ICF released a business case](#) that proposed a mixed-use rail system with commuter service, interregional passenger service and freight operations. Ministry staff provided some initial feedback to the ICF on its business plan, highlighting the importance of First Nations consultation and the need for an adequate contingency in the proposed costs. To advance any project, it must be supported by a strong business case where the benefits to the public clearly outweigh the costs.

The provincial government is aware of the September 14, 2021, court decision that provided a period of 18 months for the federal government to determine whether it will approve funding for infrastructure improvements on the corridor. The provincial government will continue to closely monitor how the federal government responds to that ruling.

To assist in the process of determining the best future use for the corridor, the ministry continues to meet regularly with both the ICF and the federal government. The ministry, in partnership with the ICF, has also been engaging with First Nations, local governments, and other stakeholders to help ensure an understanding of their interests and concerns.

I have shared your email with ministry staff involved in this work for their information. You may also wish to share your ideas with the ICF through its [online comment submission form](#).

Meanwhile, we continue to invest in transportation improvements for the South Island, as guided by our South Island Transportation Strategy. The strategy was released in fall 2020 and speaks to opportunities for inter-regional transportation choices like rail and transit service between South Vancouver Island and the rest of the island. We are now working with our municipal partners and other key stakeholders on implementation.

Thank you for taking the time to write.

Sincerely,

Rob Fleming

Minister

From: s. 22

To: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)

Subject: 315469 (B 314201) Further Correspondence - Island Rail Corridor

Sent: 02/10/2023 22:19:07

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Dear Minister Fleming,

Thank you for your reply to my letter.

I am looking forward to a positive outcome to this valuable project.

Take care,

s. 22

On 2023-02-10 1:08 p.m., Minister, MOTI MOTI:EX wrote:

s. 22

314201 - Island Rail Corridor

Dear s. 22

My colleague the Honourable Katrine Conroy shared with me your email regarding the Island Rail Corridor.

Our government recognizes people want more travel options on Vancouver Island. The ministry is committed to finding the best use for the Island Rail Corridor as well as to supporting First Nations' interests in discussions around its future.

As you may know, the Island Corridor Foundation (ICF) owns the land and the rail line. The provincial government has continued to work with the ICF and with local First Nations and decision makers to explore options for this corridor moving forward.

On May 16, 2022, the [ICF released a business case](#) that proposed a mixed-use rail system with commuter service, interregional passenger service and freight operations. Ministry staff provided some initial feedback to the ICF on its business plan, highlighting the importance of First Nations consultation and the need for an adequate contingency in the proposed costs. To advance any project, it must be supported by a strong business case where the benefits to the public clearly outweigh the costs.

The provincial government is aware of the September 14, 2021, court decision that provided a period of 18 months for the federal government to determine whether it will approve funding for infrastructure improvements on the corridor. The provincial government will continue to closely monitor how the federal government responds to that ruling.

To assist in the process of determining the best future use for the corridor, the ministry continues to meet regularly with both the ICF and the federal government. The ministry, in partnership with the ICF, has also been engaging with First Nations, local governments, and other stakeholders to help ensure an understanding

of their interests and concerns.

I have shared your email with ministry staff involved in this work for their information. You may also wish to share your ideas with the ICF through its [online comment submission form](#).

Meanwhile, we continue to invest in transportation improvements for the South Island, as guided by our South Island Transportation Strategy. The strategy was released in fall 2020 and speaks to opportunities for inter-regional transportation choices like rail and transit service between South Vancouver Island and the rest of the island. We are now working with our municipal partners and other key stakeholders on implementation.

Thank you for taking the time to write.

Sincerely,

Rob Fleming
Minister

Copy to: Honourable Katrine Conroy
 Minister of Finance
 MLA, Kootenay West

Honourable George Heyman
Minister of Environment and Climate Change Strategy
MLA, Vancouver-Fairview

Ronna-Rae Leonard
MLA, Courtenay-Comox

The Honourable Omar Alghabra
Minister of Transport

From: s. 22
To: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)
Subject: 315185 Incoming B - Begging you...Red Flag.
Sent: 02/10/2023 22:53:39
Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Dear Honourable Fleming,

A fellow constituent stated this on facebook and it is just so true. The time deadline is coming up in March. We don't have to build on it yet - just keep the option for a future need.

s. 22

Yours sincerely,

s. 22

From: Transport Action Canada (info@transportaction.ca)
To: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)
Subject: 315961 Incoming - Reopening the Esquimalt & Nanaimo Railway
Sent: 02/19/2023 23:02:29
Attachments: Letter Transport Canada re Vancouver Island.pdf, Letter to Minister Rob Fleming re Vancouver Island Railway.pdf
Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Dear Minister Fleming,

As Canada's national citizen advocacy group for public transport passengers and sustainable transportation, we are alarmed that the deadline for the government to resolve the court case hanging over the future of Vancouver Island's railway line is fast approaching.
Please review the attached letter.

Sincerely,

Terry Johnson
President, Transport Action Canada

Transport Action Canada
240 - 211 Bronson Ave
Box/CP 858, Station B
Ottawa, Ontario K1P 5P9
www.transportaction.ca



The Honourable Omar Alghabra PC, MP
Minister of Transport
330 Sparks Street
Ottawa, Ontario K1A 0N5
Email: TC.MinisterofTransport-MinistredesTransports.TC@tc.gc.ca

January 3, 2023

Esquimalt & Nanaimo Railway

Dear Minister Alghabra,

As a national organisation representing passengers and sustainable public transportation from coast to coast, we are writing to ask you take immediate action to secure the future of the Esquimalt & Nanaimo Railway on Vancouver Island.

As you will be aware, the B.C. Court of Appeal has set a March 14, 2023 deadline for Canada to respond in *Snaw-Naw-As First Nation vs Attorney General for Canada and Island Corridor Foundation*. The Court's ruling was deeply critical of Canada for its failure to answer the original case.

The Island Corridor Foundation, which is comprised of regional districts and 14 First Nations, was also seeking funding from Infrastructure Canada to repair and reactivate the line, which became stalled in 2017 as a result of the lawsuit, seeking reversion due to inactivity, creating a paradox.

"What is conspicuously absent in all of this is Canada. Rather than acting in the public interest and engaging in an assessment of whether the rail corridor continues to be required to fulfill the public purpose for which it was created, Canada has withdrawn any consideration of infrastructure funding pending resolution of this litigation.

"Canada's absence also leaves ICF in limbo in its quest to secure infrastructure funding, and alone in its defence of this litigation...ICF is not entitled to hold the lands indefinitely without some restoration of rail service, or a concrete plan to do so..."

As we understand the situation, you can resolve this paradox by confirming to the Court that Canada still considers the railway to be "in the public interest" and a "Crown Corridor" as defined in the Te'mexw Treaty Association Agreement-in-Principle, which the federal government wishes to retain for railway use to secure the long-term future of sustainable transportation for all people on Vancouver Island.

It would be appropriate to accompany this statement with confirmation that Canada remains committed to the modern treaty process, including addressing the land base question.

Such a statement of Canada's position, and a willingness to work in partnership to develop a funding agreement to advance the project, would clear the way for Canada and British Columbia to undertake a detailed evaluation of the business case that has been prepared by the ICF, which we believe is prudent and financially sound, avoiding expenditures where they are not needed, and also identifying industries waiting to be served by rail.



Although we understand that Transport Canada awaits guidance from the Province of British Columbia, and that shortline railways fall under Provincial jurisdiction, the Government of Canada has a clear responsibility for the matter before the Court:

- The Government of Canada, through then-Transport Minister David Collenette, stepped in to prevent the railway from being abandoned in 2002, setting the stage for its transfer from Canadian Pacific Railway to what became the ICF.
- VIA Rail Canada continues to assert its objective of reinstating passenger service on Vancouver Island, suspended since 2011, in its annual Corporate Plans.
- The Government of Canada is responsible for reconciliation with First Nations. It was the Government of Canada that took their ancestral lands for the railway, and it was Canada, not British Columbia, which was sued by the Snaw-Naw-As First Nation.

Should the Court deadline not be met, the rail corridor – the railway, trails, and other properties – falls into limbo and faces piecemeal reversion to individual Nations. If the corridor is broken up, the opportunity to provide low-carbon, all-weather mobility and logistics in Vancouver Island would be lost forever, yet Highway 1/19 already suffers worsening congestion and increasingly frequent closures over the Malahat due to severe weather, through which the railway would be able to operate.

It would also be at best a Pyrrhic victory for the plaintiffs. Canada should be under no illusions that the narrow railway strip at issue, alongside the now much wider highway corridor, would materially address the need for a truly adequate land base or contribute to fulsomely addressing the injustices inherent in the original Douglas Treaties. Moreover, the only other option to support the future growth of the Island's population and economy would be the further widening of that highway at enormous cost.

Meanwhile, for Canada to remain silent would be tantamount to contempt for the Court and would signal Canada's disinterest in constructively engaging with the reconciliation and modern treaty process and in fulfilling its moral obligation to ensure the personal safety of Indigenous Women and Girls, and all other peoples, when traveling on the Island.

We are thankful for Canada's investments in the Arctic Corridor and support of the Keewatin Railway and Tshietin Rail Transportation, all of which contribute to reconciliation. With strong First Nations representation on the ICF, we believe Vancouver Island presents a similar opportunity for federal leadership that empowers all peoples to move forward together.

Sincerely,

T.W. Johnson

Terence Johnson
President, Transport Action Canada



The Hon. Rob Fleming
Room 124, Parliament Buildings
Victoria, BC V8V 1X4
By Email: Minister.Transportation@gov.bc.ca

February 19, 2023

Reopening the Esquimalt & Nanaimo Railway

Dear Minister Fleming,

As Canada's national citizen advocacy group for public transport passenger and sustainable transportation, we recently wrote to your federal colleague asking the federal government to respond to *Snaw-Naw-As First Nation vs Attorney General for Canada and Island Corridor Foundation* and resolve the paradox that has stalled access to federal infrastructure funding to repair the railway. (Attached)

Although Canada is the respondent in this court case, and both reconciliation and the provision of inter-city rail are areas of federal concern, our understanding from Minister Alghabra's response is that Transport Canada awaits guidance from the Province of British Columbia and your ministry.

We hope that British Columbia will publicly acknowledge that the railway is crucial to providing a reliable and low-carbon integrated public transportation network for all peoples and future generations on Vancouver Island, and announce that the province is therefore asking Canada to confirm to the BC Court that Canada still considers the railway to be in the public interest and a "Crown Corridor" as defined in the Te'mexw Treaty Association Agreement-in-Principle, with a view to working together to return the railway to operable condition.

Transport Action Canada previously facilitated development of the original O-Train project in Ottawa and stands ready to support the Island Corridor Foundation in the preparation of an Updated Business Case. This could include evaluating the option of zero-emission hydrogen-fueled multiple-unit trains that use fuel cells manufactured in British Columbia, showcasing the province's leadership in this field of green energy.

Should Canada decline to take the necessary steps to secure the corridor for ongoing railway use, we expect that the significant expense of deconstructing the railway and environmental remediation will fall largely upon the provincial taxpayer. As the Vancouver Island population continues to grow, losing this comparatively low-cost opportunity to secure the infrastructure needed to support that growth would be swiftly regretted.

We applaud your Ministry's recent investments to expand the Skytrain network and sustainable mobility in the Lower Mainland, and hope that a similar success story will be possible for Vancouver Island.

Sincerely,

T.W. Johnson

Terence Johnson
President, Transport Action Canada

From: Fleming.MLA, Rob LASS:EX (Rob.Fleming.MLA@leg.bc.ca)
To: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)
Subject: 316011 FYI - Shared Voicemail (CO Victoria-Swan Lake)
Sent: 02/09/2023 23:25:41
Attachments: audio.mp3
Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

From: s. 22
Sent: February 9, 2023 3:24 PM
To: s. 22
Subject: Shared Voicemail s. 22

Hi there. I am a constituent of Minister Flemmings. s. 22 and I just want to register my opinion on the question of the Esquimalt Nanaimo rail corridor. The deadline is fast approaching, which the BC government needs to make a decision as you'll probably know, and I'm strongly in favor of restoring rail and I think Island Corridor Foundation has built a solid business case. There's a solid environmental and also tourism case which is very rare with any big project. In terms of the money not being there, your government was able to find a billion dollars for a museum that no one ended up wanting So I think you should just use the museum money to build us a railroad. And when you compare the per capita transportation spending for people in the Lower Mainland to here, it's dwarfing, dwarfing island residents. So Island residents deserve mass transit as well, and we deserve greener transit. And if we pass up this opportunity, I think your government will not be long for this world because this is a issue many voters care about. Many in my circle especially. I will be writing to the MLA's office as well. On this issue, I strongly, strongly urge Mr. Fleming, as Minister and as MLA, to not let this opportunity pass in and to restore Island Rail to the EN corridor. Thank you can reach me at s. 22

You received a voice mail from s. 22

From: s. 22
To: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)
Subject: 316025 - E&N RAIL CORRIDOR
Sent: 02/16/2023 02:36:41
Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Dear Minister: I was interested to hear announcements today about fed/provincial commitments to the find the Belleville street ferry terminal and a new fast bus to Langford. The railway is a project that should also be funded. It's value as a transportation corridor is immeasurable. The improvement to transportation of passengers is beyond measure. As a benefit to the environment is again immeasurable. This doesn't even touch on the opportunities for freight. Please do the right thing and fund restoration of the valuable asset. The Vancouver Island rail corridor is essential to Vancouver Island. s. 22

From: s. 22

To: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)

Cc: Minister, MSI TRAN:EX (Minister.SI@gov.bc.ca); OfficeofthePremier, Office PREM:EX (Premier@gov.bc.ca); Marc.Miller@parl.gc.ca; dominic.leblanc@parl.gc.ca; andreathomas@islandrail.ca; omar.alghabra@parl.gc.ca

Subject: 316031 FYI - Efforts for Preserving the E&N Railway, Vancouver Island, BC

Sent: 02/20/2023 03:09:28

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Minister of Transportation and Infrastructure BC, Honourable Rob Fleming

Dear Sir,

A few months ago, I wrote highlighting the critically short time remaining to preserve the E&N Railway on Vancouver Island from dismantling/abandonment.

As a recap on the current situation. After a cycle of litigation, the Snaw Naw As First Nation appealed to the BC Supreme Court in the matter of reclaiming that portion of the E&N right-of-way that runs through the Snaw Naw As reserve lands as it was not an active rail line. In a September 2021 decision the BC Court of Appeals was clear that there was an 18 month window in which funding had to be secured to restore service on the E&N or the right-of-way would revert to the Snaw Na As. That is effectively a deadline of mid-March 2023 to begin restoration of the railway as an operating entity.

The E&N Railway represents a valuable contiguous transportation and utility corridor for current and potential future use. If broken up, or severed, as a result of the court action it would be extremely difficult and expensive to replace with an equivalent corridor in the future, due to the intensity of development prevalent along the east coast of Vancouver Island, and simply from a land cost point of view.

I note that prior to the court litigation, both the Provincial and Federal governments had committed to restoring service on the E&N. Unfortunately, that commitment was undermined by the then pending litigation of the Snaw Naw As First Nation, which put the legal status of the right-of-way in doubt. Subsequently the courts did make it clear that if the E&N became an active railway again within the window set out by the BC Supreme Court, then the right-of-way could legitimately remain for railway use. However, nothing has transpired in terms of restoring service since that ruling.

I sense that there is a strategy to "run out the clock" so that restoration of service will not happen. I believe that this is an appallingly short-sighted strategy. There is no requirement to provide a high priced "gold plated" rail service on the island at this time. A reasonable effort to restore passenger and freight service similar to that which existed prior to 2011 would preserve the railway until such time as a more elaborate and extensive service were desired.

Complete reliance on rubber-tired road transport seems unwise considering the generation of green house gases due to use of fossil fuels, traffic congestion and the intensity of energy use in road transportation. Even with the goal to switch the transportation sector to electric power, railway transportation is still 3 to 5 times more energy efficient, whatever the source of energy. Assuming a whole-sale switch to electricity, there will be a massive demand for electricity generating capacity, and the more efficient the use of that electricity, the better.

Passenger rail service has great potential for supporting tourism, as well as a practical means of movement of people along the populous east coast of the Island. This will reduce the strain on road transport by providing a viable and attractive alternative to cars and buses.

The railway can also play a role in freight movement, diverting some freight from the highway system. Growing truck traffic imposes considerable wear and tear on the highway system, and dictates ever greater investments of public funds to handle increased traffic. The transportation of hazardous commodities is also a particular consideration, where the interaction of large transport trucks with small automobiles presents a significant risk.

Also, I believe it is worth mentioning that the E&N is an important part of the heritage and history of Vancouver Island, dating as it does from the mid-1880s and being part of the incentive for BC to join Confederation. If it dies now, that will forever be associated with the current Provincial and Federal Governments.

Therefore, I urge the Federal and Provincial governments to cooperate in providing sufficient funding to restore passenger and freight service over the length of the E&N Railway, thereby protecting its value as an intact transportation corridor and providing an alternative transportation mode on Vancouver Island.

Sincerely,

s. 22

cc.

Premier of BC, Honourable David Eby

Minister of Crown and Indigenous Affairs Canada, Honourable Marc Miller

Minister of Transport Canada, Honourable Omar Alghabra

Minister of Intergovernmental Affairs, Infrastructure and Communities Canada, Honourable Dominic Leblanc

Minister of Transportation and Infrastructure BC, Honourable Rob Fleming

Minister of State for Infrastructure and Transit BC, Honourable Dan Coulter

Andrea Thomas, Manager, Corridor Development, Island Corridor Foundation

From: s. 22

To: Jagmeet Singh (jagmeet.singh@parl.gc.ca); Laurel - M.P. (laurel.collins@parl.gc.ca); lori.idlout@parl.gc.ca; alistair.macgregor@parl.gc.ca; gord.johns@parl.gc.ca; niki.ashton@parl.gc.ca; Taylor.Bachrach@parl.gc.ca; lisamarie.barron@parl.gc.ca; daniel.blaikie@parl.gc.ca; rachel.blaney@parl.gc.ca; Alexandre.Boulerice@parl.gc.ca; richard.cannings@parl.gc.ca; don.davies@parl.gc.ca; blake.desjarlais@parl.gc.ca; randall.garrison@parl.gc.ca; Leah.Gazan@parl.gc.ca; Matthew.Green@parl.gc.ca; carol.hughes@parl.gc.ca; peter.julian@parl.gc.ca; jenny.kwan@parl.gc.ca; brian.masse@parl.gc.ca; Lindsay.Mathysen@parl.gc.ca; Heather.McPherson@parl.gc.ca; bonita.zarrillo@parl.gc.ca; justin.trudeau@parl.gc.ca; Annie.Koutrakis@parl.gc.ca; omar.alghabra@parl.gc.ca; Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca); Fleming.MLA, Rob LASS:EX (Rob.Fleming.MLA@leg.bc.ca); Lore.MLA, Grace LASS:EX (Grace.Lore.MLA@leg.bc.ca)
Subject: 316039 FYI - Future of Vancouver Island Rail Corridor - Liberals have failed to consult
Sent: 02/12/2023 01:13:56
Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Dear Alistair McGreggor,
CC: Annie Koutrakis Parliamentary Secretary Transport
Omar Algabaraabgha Minister of Transportation
Rob Fleming Minister of Transportation BC

Nice work asking about the island rail corridor! It's amazing how when gas has costed upto \$2.30 per liter, and many young people on the island can't afford to own a personal vehicle, there is not business case for public transit to be built?

<https://www.youtube.com/watch?v=jOAQPBuT3qo>

You did a good job summarizing except you only spoke about 'first nations' who territory the rail corridor goes through... I'm pretty sure it's not all their territory, and FYI first nations are only 6% of the population. The other 94% of us would sure love to use the train too Alistair!

Anyways, keep up the good work. It's refreshing to once in a while see some common sense from the NDP. Why are you still supporting Trudeau? Aren't you supposed to be a separate party?

Thanks!
s. 22

----- Original Message -----

On Monday, January 30th, 2023 at 7:25 AM, s. 22 wrote:

Dear Jagmeet Singh & NDP caucus,

Have you seen what an excellent job some of your MP's are doing questioning the Liberals on their completely flawed gun ban?

<https://www.youtube.com/watch?v=uhtC6P3x7-4>

In case you're unclear, that is what opposition looks like, not just agreeing with the Liberals on everything...

Alistair, I hope you'll run for leader after Jagmeet destroys your party. You look like you may have a conscience. Why are you supporting the corrupt Liberals?

Best wishes,

s. 22

From: s. 22

To: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)

Cc: info@islandrail.ca

Subject: 314058 (B 314201) (Further Correspondence) - Island Rail Corridor

Sent: 02/12/2023 17:17:28

Attachments: image002.jpg

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

I have read the various documents whose links you provided, and I continue to see fluffy words of praise for the work you purport to do. But still no actual plan for the distant future. Methinks we have far too many well paid top bureaucrats protecting their jobs by having their staff write trivial replies to taxpayers.

In your reply, not a word about what life will be like on Vancouver Island in fifty years:

- Still only one highway connecting the capital with the rest of the Island
- Water routes? How will this help the commuter travelling from Duncan to Victoria, or to Nanaimo from Mill Bay?
- And the possibility that the population might well double by 2050

The lack of action by the Government is squeezing middle class workers, forcing them

- into long, slow commutes
- to pay high prices for a home close to work
- or pay ever-increasing gas prices for their trips to and from work.

Your ability to focus solely on your elected terms of office, and not forty or fifty years ahead perplexes us taxpayers beyond words.

s. 22

From: Minister, MOTI MOTI:EX <Minister.MOTI@gov.bc.ca>

Sent: 10-Feb-23 3:08 PM

To: s. 22

Subject: 314201 - Island Rail Corridor

s. 22

314201 - Island Rail Corridor

Dear s. 22

Thank you for your email regarding the Island Rail Corridor.

Our government recognizes people want more travel options on Vancouver Island. The ministry is committed to finding the best use for the Island Rail Corridor as well as to supporting First Nations' interests in discussions around its future.

As you may know, the Island Corridor Foundation (ICF) owns the land and the rail line. The provincial government has continued to work with the ICF and with local First Nations and decision makers to explore

options for this corridor moving forward.

On May 16, 2022, the [ICF released a business case](#) that proposed a mixed-use rail system with commuter service, interregional passenger service and freight operations. Ministry staff provided some initial feedback to the ICF on its business plan, highlighting the importance of First Nations consultation and the need for an adequate contingency in the proposed costs. To advance any project, it must be supported by a strong business case where the benefits to the public clearly outweigh the costs.

The provincial government is aware of the September 14, 2021, court decision that provided a period of 18 months for the federal government to determine whether it will approve funding for infrastructure improvements on the corridor. The provincial government will continue to closely monitor how the federal government responds to that ruling.

To assist in the process of determining the best future use for the corridor, the ministry continues to meet regularly with both the ICF and the federal government. The ministry, in partnership with the ICF, has also been engaging with First Nations, local governments, and other stakeholders to help ensure an understanding of their interests and concerns.

I have shared your email with ministry staff involved in this work for their information. You may also wish to share your ideas with the ICF through its [online comment submission form](#).

Meanwhile, we continue to invest in transportation improvements for the South Island, as guided by our South Island Transportation Strategy. The strategy was released in fall 2020 and speaks to opportunities for inter-regional transportation choices like rail and transit service between South Vancouver Island and the rest of the island. We are now working with our municipal partners and other key stakeholders on implementation.

Thank you for taking the time to write.

Sincerely,

Rob Fleming
Minister

Copy to: Premier David Eby

The Honourable Omar Alghabra
Minister of Transport

From: s. 22
To: OfficeofthePremier, Office PREM:EX (Premier@gov.bc.ca)
Cc: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)
Subject: 315181 Incoming B (PO) - Vancouver Island Rail Transit
Sent: 02/22/2023 17:21:07
Attachments: s. 22
Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Dear Premier,

cc: Minister of Transportation.

The attached is a revision of the Vancouver Island Rail Transit.
The four trains run on the Victoria Sub and an additional train runs on the Port Alberni Sub from Port Alberni to Parksville.
There is also an example of a Fare structure based on the IRCCA Report and the ICF Business Case.
The line would route underground along the south side of the Saw-Naw-As Reserve and the existing right of way through the reserve returned to the First Nations.

The point of the rail transit is to connect most of the cities on Vancouver Island including Port Alberni.

Thank you for your time.

Sincerely,
s. 22

From:

To: editor@nanaimobulletin.com; robflemingmla@leg.bc.ca; info@islandrail.ca; Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)

Subject: 316073 B - Re: test of address

Sent: 02/22/2023 01:52:21

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

On Tue, Feb 21, 2023 at 4:16 PM s. 22

wrote:

re the recent Nanaimo Bulletin about the looming deadline on the Island Rail Corridor.

s. 22

there has been an article in the feb 15th

Bulletin about this deadline, and much talk about a fast light rail service for the 290 kilometers of track and rail. This is not possible with all the level crossings in each town or city and the present state of the tracks, and bridges. Here is my Solution an electrical powered Monorail Train running on a concrete beam 25 feet or more above the corridor, and the highway crossings on the way

s. 22

s. 22

s. 22

The base for the concrete

beam has a footprint of 5 foot x two ft. The corridor can still be used for the same people that use it now, the present rail tracks can still stay and be used for slow freight trains. Based on the

s. 22

there were three coaches each takes 50 passengers. The trains can have a drive motor on the front coach and rear, the the trains are powered by 50 hp 400 volt direct current motors direct drive to two Michelin heavy duty truck tires on the 2 foot wide track with smaller type tires on the sides for ballance on the concrete beam, the power is picked up by a carbon type brush set connecting to a small copper strip as i remember we used Diodes to convert The AC power to Dc. Basically light trains only carry passengers it can also carry mail. All direct current motors will run to infinite so they have to be coupled to a load and controlled i think speeds of 100 miles per hour are possible for these trains we never got the chance or the time to test this, snow will not stop this train nor rain or wind the biggest item is the beam is up in free air. earnings by the fast passenger train can assist to pay for the renewal of the slow freight track and bridges, the last passenger trains to run on the track was in 2011 they were a slow diesel electric train, Most of the world has moved on with very fast electrical trains or Magnetic trains. Australia has a train crossing some of this worlds servere lands and travelling many hundreds of miles yours

s. 22

i am not looking for a job or fame.

On Tue, Feb 21, 2023 at 2:40 PM [s. 22](#)

wrote:

From: s. 22
To: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)
Subject: 316073 - Fwd: test of address
Sent: 02/22/2023 02:00:33
Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

----- Forwarded message -----

From: s. 22
Date: Tue, Feb 21, 2023 at 4:16 PM
Subject: Re: test of address
To: <editor@nanaimobulletin.com>, <robflamingmla@leg.bc.ca>, <info@islandrail.ca>

re the recent Nanaimo Bulletin about the looming deadline on the Island Rail Corridor.
s. 22

there has been an article in the feb 15th
Bulletin about this deadline, and much talk about a fast light rail service for the 290 kilometers
of track and rail. This is not possible with all the level crossings in each town or city and the
present state of the tracks, and bridges. Here is my Solution an electrical powered Monorail Train
running on a concrete beam 25 feet or more above the corridor, and the highway crossings on
the way
s. 22

s. 22
The base for the concrete
beam has a footprint of 5 foot x two ft. The corridor can still be used for the same people that use
it now, the present rail tracks can still stay and be used for slow freight trains. Based on the
s. 22

there were three coaches each takes 50 passengers. The trains can have a
drive motor on the front coach and rear, the trains are powered by 50 hp 400 volt direct
current motors direct drive to two Michelin heavy duty truck tires on the 2 foot wide track with
smaller type tires on the sides for balance on the concrete beam, the power is picked up by
a carbon type brush set connecting to a small copper strip as I remember we used Diodes to
convert The AC power to DC. Basically light trains only carry passengers it can also carry
mail. All direct current motors will run to infinity so they have to be coupled to a load and
controlled. I think speeds of 100 miles per hour are possible for these trains we never got the
chance or the time to test this, snow will not stop this train nor rain or wind the biggest item is
the beam is up in free air. Earnings by the fast passenger train can assist to pay for the renewal
of the slow freight track and bridges, the last passenger trains to run on the track was in 2011
they were a slow diesel electric train, Most of the world has moved on with very fast electrical

trains or Magnetic trains. Australia has a train crossing some of this worlds servere lands and travelling many hundreds of miles yours ^{s. 22} i am not looking for a job or fame.

On Tue, Feb 21, 2023 at 2:40 PM ^{s. 22}

wrote:

From: s. 22

To: Minister, IRR IRR:EX (IRR.Minister@gov.bc.ca)

Subject: 316076 FYI - 58185 - We need a train on the island

Sent: 02/21/2023 19:23:39

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Hello I hope you're doing well today.

I wanted to write you today to say how important I think it is to get a train running on the island.

As someone who got hit on the Malahat I know how dangerous the roads can be and I think a train would be a safer and more environmentally friendly way to handle the daily commute around the island.

There is a large movement of young people who want the train and who could be life long supporters of you if you fought to make it a reality.

I think it would be great for the island and even though it would be an investment I think it would pay off with more travel and a boost to the economy of the cities the train passes through.

Thank you for your time and I hope you have a great day.

s. 22

From: s. 22

To: Colin Plant (colin.plant@saanich.ca); councillor.ketler@cumberland.ca; Aaron Stone (astone@ladysmith.ca); crdchair@crd.bc.ca; jjack@acrd.bc.ca; Chairperson (Chairperson@cvrld.bc.ca)
Cc: Brent Edwards (getthenet@nanoose.org); tc.ministeroftransport-ministredestransports.tc@tc.gc.ca; Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca); gedwards@nanoose.org

Subject: 316078 FYI - Restoration of E&N Rail Line

Sent: 02/22/2023 20:43:30

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

?
?

Dear Local Govt Chairs

Kindly don't promote the restoration of old E&N rail line. There is no business case for restoration and it stands in the way of Reconciliation.

There is no business case for commuter service because the tracks don't cross Johnson Street bridge, don't go into Victoria, because a single line railway can only move 500 "near" Victoria during rush hour, because the railway lands have been alienated by 25-year Licence of Occupation agreements pubs, restaurants, kiosks, and disconnected array of trails making dual line railway impossible, because sufficient population doesn't exist along the corridor, because proposed fares are prohibitive, because the proposed Timetable is hopeless.

There is no business case for freight service because the freight warehouses and land in Vic West were sold for condo development in 2002 (The RailYards) so expect no reduction of large vehicle traffic over the Malahat and since the ONLY freight customers North were Top Shelf Feeds in Duncan and Superior Propane in Nanaimo, expect NO reduction in large vehicle traffic anywhere else.

Restoring rail services on the old E&N rail line is an incredibly bad idea, a financial trap. The provincial government knows this and that is why restoration is not part of their Active Transportation Strategy.

Let the easements expire so that First Nations may develop their Lands. What remains can be developed into a trail network as envisioned by <https://fortvi.ca/>

s. 22

Sent from my iPhone

From: Aaron Stone (astone@ladysmith.ca)
To: Colin Plant (colin.plant@saanich.ca); councillor.ketler@cumberland.ca; crdchair@crd.bc.ca; jjack@acrd.bc.ca; Chairperson (Chairperson@cvrd.bc.ca)
Cc: tc.ministeroftransport-ministredestransports.tc@tc.gc.ca; Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)
Subject: Re: Restoration of E&N Rail Line
Sent: 02/22/2023 20:58:23
Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

s. 22

All the best, Aaron

Mayor - Town of Ladysmith | www.ladysmith.ca
410 Esplanade Street, Ladysmith BC V9G1A2
Tel: 250.245.6403

I acknowledge with gratitude that for thousands of years the Stz'uminus people have walked gently on the unceded territories where I now work, live and play.

Chairperson – Cowichan Valley Regional District | www.cvrd.ca

Chairperson – Island Coastal Economic Trust |
www.islandcoastaltrust.ca

Co-Chair – Island Corridor Foundation | www.islandrail.ca

From: s. 22

Sent: Wednesday, February 22, 2023, 12:43 p.m.

To: Colin Plant <colin.plant@saanich.ca>; councillor.ketler@cumberland.ca <councillor.ketler@cumberland.ca>; Aaron Stone <astone@ladysmith.ca>; crdchair@crd.bc.ca <crdchair@crd.bc.ca>; jjack@acrd.bc.ca <jjack@acrd.bc.ca>; Chairperson <Chairperson@cvrd.bc.ca>

Cc: Brent Edwards <getthenet@nanoose.org>; tc.ministeroftransport-ministredestransports.tc@tc.gc.ca <tc.ministeroftransport-ministredestransports.tc@tc.gc.ca>; Minister.Transportation@gov.bc.ca <Minister.Transportation@gov.bc.ca>; gedwards@nanoose.org <gedwards@nanoose.org>

Subject: Restoration of E&N Rail Line

?
?

Dear Local Govt Chairs

Kindly don't promote the restoration of old E&N rail line. There is no business case for restoration and it stands in the way of Reconciliation.

There is no business case for commuter service because the tracks don't cross Johnson Street bridge, don't go into Victoria, because a single line railway can only move 500 "near" Victoria during rush hour, because the railway lands have been alienated by 25-year Licence of Occupation agreements pubs, restaurants, kiosks, and disconnected array of trails making dual line railway impossible, because sufficient population doesn't exist along the corridor, because proposed fares are prohibitive, because the proposed Timetable is hopeless.

There is no business case for freight service because the freight warehouses and land in Vic West were sold for condo development in 2002 (The RailYards) so expect no reduction of large vehicle traffic over the Malahat and since the ONLY freight customers North were Top Shelf Feeds in Duncan and Superior Propane in Nanaimo, expect NO reduction in large vehicle traffic anywhere else.

Restoring rail services on the old E&N rail line is an incredibly bad idea, a financial trap. The provincial government knows this and that is why restoration is not part of their Active Transportation Strategy.

Let the easements expire so that First Nations may develop their Lands. What remains can be developed into a trail network as envisioned by <https://fortvi.ca/>

s. 22

Sent from my iPhone

From: s. 22

To: Chris.Bittle@parl.gc.ca; Jagmeet.Singh@parl.gc.ca; leader@greenparty.ca; justin.trudeau@parl.gc.ca; Stevens-QP, Jennie (JStevens-QP@ndp.on.ca); mintc@tc.gc.ca; Elizabeth.May.C1@parl.gc.ca; Transport Action Canada (info@transportaction.ca); omar.alghabra@parl.gc.ca; OfficeofthePremier, Office PREM:EX (Premier@gov.bc.ca); info@islandrail.ca; mayor.council@nanaimo.ca; mayorandcouncil@victoria.ca; mayor@victoria.ca; leonard.krog@nanaimo.ca; mayor@courtenay.ca; Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca); ccd@ccdonline.ca; president@vitcc.ca

Subject: 316081 FYI A - Why Rails to Trails are Problematic - Vancouver Island

Sent: 02/23/2023 00:58:13

Attachments: Outlook-yd2mhprg.jpg

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

To:

The Right Honourable Justin Trudeau - Prime Minister of Canada
The Honourable Omar Alghabra - Minister of Transport
Chris Bittle-Member of Parliament for St. Catharines
Jennie Stevens-Member of Provincial Parliament for St. Catharines
Jagmeet Singh-Leader of Canada's New Democratic Party

Elizabeth May - Green Party of Canada Leader
The Honourable David Eby, Premier of BC

Terence Johnson - President - Transport Action Canada
Island Corridor Foundation
Leonard Krog - Mayor of Nanaimo

Mayor Lisa Helps - City of Victoria

Bob Wells - Mayor of Courtenay

Hon. Rob Fleming - BC Transport Minister

Vancouver Island Transportation Corridor Coalition

Council of Canadians with Disabilities

Re: Why Rails to Trails are Problematic

With the news that Canada must make a decision by March 14 to either save the railway to meet the growing transport needs of Vancouver Island with modern passenger trains or lose it, **I am including the short but excellent 9 minute video below which explains why Rails to Trails are problematic:**

<https://www.youtube.com/watch?v=QaDWYT5GEIY>

[Why Rails to Trails are Problematic /// HovCity Ebike](#)

Check out the Bike here! <https://www.hovsco.com/products/hovcity-step-thru-cruiser?ref=URBANIST> to Hovsco for sponsoring this video The Armchair Urbanist Series: <https://www.youtube.com/playlistlist=PLhyclWhOLttikNg2Z1aJvGPoqijpGs9qh> My Second Channel: <https://www.youtube.com/channel/UC3VLdwwf4NKDkCYAiB0NAhw> Posters and other Merch here ...

www.youtube.com

×
×
×
×
×
×
×
×
×
×

For those who are unable or do not have the time to view the video I will attempt a brief summary of the points raised in the video, plus other reasons why passenger rail must be restored:

Passenger rail on Vancouver Island needs to be restored.

There is no reason a bike path cannot share the same corridor as passenger rail. Those who advocate for a bicycle-only 'solution' at the expense of improving public transit are claiming it is a zero-sum game when in fact it has been proven in countless cities & regions with a growing population that a combination bike & transit corridor is the best option.

Coverting the rail corridor to an exclusive bike-only one is likely to hinder and make nigh impossible any future prospect of much-needed public transit expansion, especially on the southern part of the island with growing traffic congestion and where the highway was washed out in recent storms while the rail line was left all but intact.

Couple with this is the fact that once the rail line is gone, any future attempt to improve public transport by restoring it will likely be faced with significant NIMBY opposition.

In addition to the points raised in the video:

A vital & environmentally sustainable passenger service is a service that everyone can use and is not exclusive to those with disabilities who are not fortunate enough to be able to ride a bicycle. No Federal, Provincial or Local government who claims to be for all Canadians can ignore this issue.

The simple fact is that funding trails only, at the expense of public transport, is discriminatory to those with mobility or other health issues who are unable to ride a bike.

Finally, the simple fact is that other modes of transportation require far more extensive subsidies from the taxpayer than passenger rail does.

Passenger rail's meager funding of about \$200 million per yr is less than 1% of the government spending given to other modes

– roads (ie bus & car modes), air transport, marine terminals, bike paths, sidewalks, ect. - which aren't expected to pay their own way much less operate at a profit.

(

<https://web.archive.org/web/20160602103158/http://www.comt.ca/english/statistics.pdf>)

Let's be honest: you can bet that if this were a highway, all required funding (read as unlimited funding because it's highways we're talking about) would be flowing the *nanosecond* the right of way became impassable - no such thing as "out-of-service because of deferred maintenance".

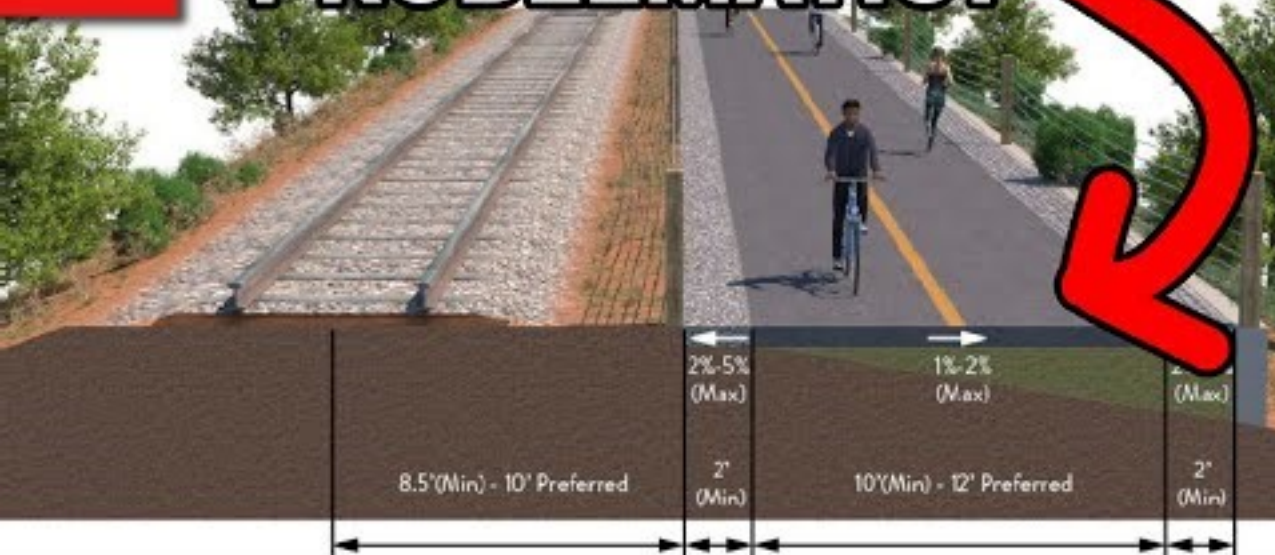
As a voter who values political parties that claim to care about climate change, pollution and highway sprawl
- and as someone who visits & spends their tax & tourist dollars on Vancouver Island nearly every year -
I am calling on all stakeholders & all levels of government to resolve the issue once & for all and get passenger rail running on Vancouver Island once again.

Thank you for your consideration,

s. 22

AU

PROBLEMATIC?



From: Mayor Leonard Krog (Leonard.Krog@nanaimo.ca)

To: s. 22

Cc: Chris.Bittle@parl.gc.ca; Jagmeet.Singh@parl.gc.ca; leader@greenparty.ca; justin.trudeau@parl.gc.ca; Stevens-QP, Jennie (JStevens-QP@ndp.on.ca); mintc@tc.gc.ca; Elizabeth.May.C1@parl.gc.ca; Transport Action Canada (info@transportaction.ca); omar.alghabra@parl.gc.ca; OfficeofthePremier, Office PREM:EX (Premier@gov.bc.ca); info@islandrail.ca; XT:Nanaimo, City ENV:IN (mayor&council@nanaimo.ca); mayorandcouncil@victoria.ca; Mayor@victoria.ca; mayor@courtenay.ca; Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca); ccd@ccdonline.ca; president@vitcc.ca

Subject: 316081 FYI C (Mayor Leonard Krog) - Why Rails to Trails are Problematic - Vancouver Island

Sent: 02/23/2023 04:04:18

Attachments: Outlook-yd2mhprg.jpg, Outlook-yd2mhprg.jpg

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Thanks but you are preaching to the choir here. I absolutely support the restoration of rail service!
Best,
Leonard Krog

Sent from my iPhone

On Feb 22, 2023, at 7:32 PM, s. 22

wrote:

?

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Sorry for the repost, a couple of typos that my spellcheck missed have been corrected in red below

To:

The Right Honourable Justin Trudeau - Prime Minister of Canada
The Honourable Omar Alghabra - Minister of Transport
Chris Bittle-Member of Parliament for St. Catharines
Jennie Stevens-Member of Provincial Parliament for St. Catharines
Jagmeet Singh-Leader of Canada's New Democratic Party

Elizabeth May - Green Party of Canada Leader
The Honourable David Eby, Premier of BC

Terence Johnson - President - Transport Action Canada
Island Corridor Foundation
Leonard Krog - Mayor of Nanaimo

Mayor Lisa Helps - City of Victoria

Bob Wells - Mayor of Courtenay

Hon. Rob Fleming - BC Transport Minister

Re: Why Rails to Trails are Problematic

With the news that Canada must make a decision by March 14 to either save the railway to meet the growing transport needs of Vancouver Island with modern passenger trains or lose it, **I am including the short but excellent 9 minute video below which explains why Rails to Trails are problematic:**

<https://www.youtube.com/watch?v=QaDWYT5GEIY>

[Why Rails to Trails are Problematic /// HovCity Ebike](#)

Check out the Bike here!

<https://www.hovsco.com/products/hovcity-step-thru-cruiser?ref=URBANIST> to Hovsco for sponsoring this video The Armchair Urbanist Series:

<https://www.youtube.com/playlistlist=PLhyclWhOLttikNg2Z1aJvGPoqijpGs9qh> My Second Channel: <https://www.youtube.com/channel/UC3VLdvwf4NKDkCYAiB0NAhw> Posters and other Merch here ...

www.youtube.com

For those who are unable or do not have the time to view the video I will attempt a brief summary of the points raised in the video, plus other reasons why passenger rail must be restored:

Passenger rail on Vancouver Island needs to be restored.

There is no reason a bike path cannot share the same corridor as passenger rail. Those who advocate for a bicycle-only 'solution' at the expense of improving public transit are claiming it is a zero-sum game when in fact it has been proven in countless cities & regions with a growing population that a combination bike & transit corridor is the best option.

Converting the rail corridor to an exclusive bike-only one is likely to hinder and make nigh impossible any future prospect of much-needed public transit expansion, especially on the southern part of the island with growing traffic congestion and where the highway was washed out in recent storms while the rail line was left all but intact.

Coupled with this is the fact that once the rail line is gone, any future attempt to improve public transport by restoring it will likely be faced with significant NIMBY opposition.

In addition to the points raised in the video:

A vital & environmentally sustainable passenger service is a service that everyone can use and

is does not exclude those with disabilities who are not fortunate enough to be able to ride a bicycle.

No Federal, Provincial or Local government who claims to be for all Canadians can ignore this issue.

The simple fact is that funding trails only, at the expense of public transport, is discriminatory to those with mobility or other health issues who are unable to ride a bike.

Finally, the simple fact is that other modes of transportation require far more extensive subsidies from the taxpayer than passenger rail does.

Passenger rail's meager funding of about \$200 million per yr is less than 1% of the government spending given to other modes

– roads (ie bus & car modes), air transport, marine terminals, bike paths, sidewalks, ect. - which aren't expected to pay their own way much less operate at a profit.

(<https://web.archive.org/web/20160602103158/http://www.comt.ca/english/statistics.pdf>)

Let's be honest: you can bet that if this were a highway, all required funding (read as unlimited funding because it's highways we're talking about) would be flowing the *nanosecond* the right of way became impassable - no such thing as "out-of-service because of deferred maintenance".

As a voter who values political parties that claim to care about climate change, pollution and highway sprawl

- and as someone who visits & spends their tax & tourist dollars on Vancouver Island nearly every year -

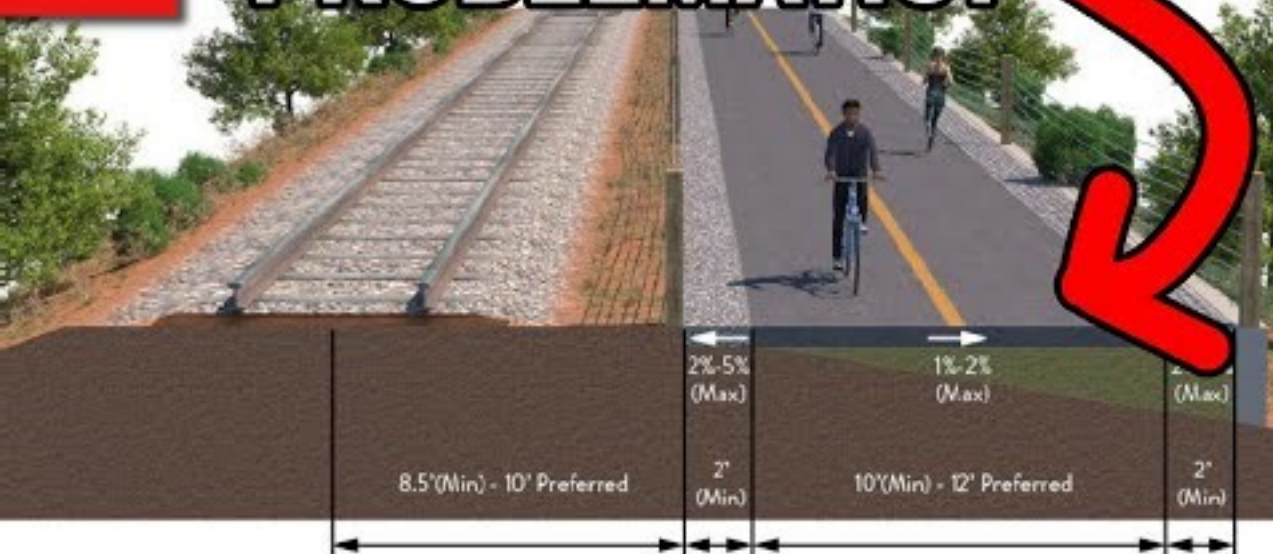
I am calling on all stakeholders & all levels of government to resolve the issue once & for all and get passenger rail running on Vancouver Island once again.

Thank you for your consideration,

s. 22



PROBLEMATIC?



s. 22

From:

To: Mayor Leonard Krog (Leonard.Krog@nanaimo.ca)

Cc: Chris.Bittle@parl.gc.ca; Jagmeet.Singh@parl.gc.ca; leader@greenparty.ca; justin.trudeau@parl.gc.ca; Stevens-QP, Jennie (JStevens-QP@ndp.on.ca); mintc@tc.gc.ca; Elizabeth.May.C1@parl.gc.ca; Transport Action Canada (info@transportaction.ca); omar.alghabra@parl.gc.ca; OfficeofthePremier, Office PREM:EX (Premier@gov.bc.ca); info@islandrail.ca; XT:Nanaimo, City ENV:IN (mayor&council@nanaimo.ca); mayorandcouncil@victoria.ca; Mayor@victoria.ca; mayor@courtenay.ca; Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca); ccd@ccdonline.ca; president@vitcc.ca

Subject: 316081 FYI D - Why Rails to Trails are Problematic - Vancouver Island

Sent: 02/23/2023 04:17:53

Attachments: Outlook-yd2mhprg.jpg

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

I did see in an article a while back that you were very supportive of passenger rail and wish to send a sincere thank you for your efforts.

However I wasn't sure about the other officials on the list & felt compelled to raise the issue one more time.

Thanks again & Best Regards,

s. 22

From: Mayor Leonard Krog <Leonard.Krog@nanaimo.ca>

Sent: February 22, 2023 11:04 PM

To: s. 22

Cc: Chris.Bittle@parl.gc.ca <Chris.Bittle@parl.gc.ca>; Jagmeet.Singh@parl.gc.ca <Jagmeet.Singh@parl.gc.ca>; leader@greenparty.ca <leader@greenparty.ca>; justin.trudeau@parl.gc.ca <justin.trudeau@parl.gc.ca>; Stevens-QP, Jennie <JStevens-QP@ndp.on.ca>; mintc@tc.gc.ca <mintc@tc.gc.ca>; Elizabeth.May.C1@parl.gc.ca <Elizabeth.May.C1@parl.gc.ca>; Transport Action Canada <info@transportaction.ca>; omar.alghabra@parl.gc.ca <omar.alghabra@parl.gc.ca>; premier@gov.bc.ca <premier@gov.bc.ca>; info@islandrail.ca <info@islandrail.ca>; Mayor&Council <Mayor&Council@nanaimo.ca>; mayorandcouncil@victoria.ca <mayorandcouncil@victoria.ca>; Mayor@victoria.ca <Mayor@victoria.ca>; mayor@courtenay.ca <mayor@courtenay.ca>; Minister.Transportation@gov.bc.ca <Minister.Transportation@gov.bc.ca>; ccd@ccdonline.ca <ccd@ccdonline.ca>; president@vitcc.ca <president@vitcc.ca>

Subject: Re: Why Rails to Trails are Problematic - Vancouver Island

Thanks but you are preaching to the choir here. I absolutely support the restoration of rail service!

Best,

Leonard Krog

Sent from my iPhone

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Sorry for the repost, a couple of typos that my spellcheck missed have been corrected in red below

To:

The Right Honourable Justin Trudeau - Prime Minister of Canada
The Honourable Omar Alghabra - Minister of Transport
Chris Bittle-Member of Parliament for St. Catharines
Jennie Stevens-Member of Provincial Parliament for St. Catharines
Jagmeet Singh-Leader of Canada's New Democratic Party

Elizabeth May - Green Party of Canada Leader
The Honourable David Eby, Premier of BC

Terence Johnson - President - Transport Action Canada
Island Corridor Foundation
Leonard Krog - Mayor of Nanaimo

Mayor Lisa Helps - City of Victoria

Bob Wells - Mayor of Courtenay

Hon. Rob Fleming - BC Transport Minister

Vancouver Island Transportation Corridor Coalition

Council of Canadians with Disabilities

Re: Why Rails to Trails are Problematic

With the news that Canada must make a decision by March 14 to either save the railway to meet the growing transport needs of Vancouver Island with modern passenger trains or lose it, **I am including the short but excellent 9 minute video below which explains why Rails to Trails are problematic:**

<https://www.youtube.com/watch?v=QaDWYT5GEIY>



[Why Rails to Trails are Problematic ///](#)
[HovCity Ebike](#)

Check out the Bike here!
<https://www.hovsco.com/products/hovcity-step-thru-cruiser?ref=URBANIST> to Hovsco for sponsoring this video The Armchair Urbanist Series:
<https://www.youtube.com/playlistlist=PLhyclIWhOLttikNg2Z1aJvGPoqijpGs9qh> My Second Channel:
<https://www.youtube.com/channel/UC3VLdvwf4NKDkCYAiBONA>
hw Posters and other Merch here ...

www.youtube.com

For those who are unable or do not have the time to view the video I will attempt a brief summary of the points raised in the video, plus other reasons why passenger rail must be restored:

Passenger rail on Vancouver Island needs to be restored.

There is no reason a bike path cannot share the same corridor as passenger rail. Those who advocate for a bicycle-only 'solution' at the expense of improving public transit are claiming it is a zero-sum game when in fact it has been proven in countless cities & regions with a growing population that a combination bike & transit corridor is the best option.

Converting the rail corridor to an exclusive bike-only one is likely to hinder and make nigh impossible any future prospect of much-needed public transit expansion, especially on the southern part of the island with growing traffic congestion and where the highway was washed out in recent storms while the rail line was left all but intact.

Coupled with this is the fact that once the rail line is gone, any future attempt to improve public transport by restoring it will likely be faced with significant NIMBY opposition.

In addition to the points raised in the video:

A vital & environmentally sustainable passenger service is a service that everyone can use and **does not exclude** those with disabilities who are not fortunate enough to be able to ride a bicycle. No Federal, Provincial or Local government who claims to be for all Canadians can ignore this issue.

The simple fact is that funding trails only, at the expense of public transport, is discriminatory to those with mobility or other health issues who are unable to ride a bike.

Finally, the simple fact is that other modes of transportation require far more extensive subsidies from the taxpayer than passenger rail does.

Passenger rail's meager funding of about \$200 million per yr is less than 1% of the government spending given to other modes

– roads (ie bus & car modes), air transport, marine terminals, bike paths, sidewalks, ect. - which aren't expected to pay their own way much less operate at a profit.

(<https://web.archive.org/web/20160602103158/http://www.comt.ca/english/statistics.pdf>)

Let's be honest: you can bet that if this were a highway, all required funding (read as unlimited funding because it's highways we're talking about) would be flowing the *nanosecond* the right of way became impassable - no such thing as "out-of-service because of deferred maintenance".

As a voter who values political parties that claim to care about climate change, pollution and highway sprawl

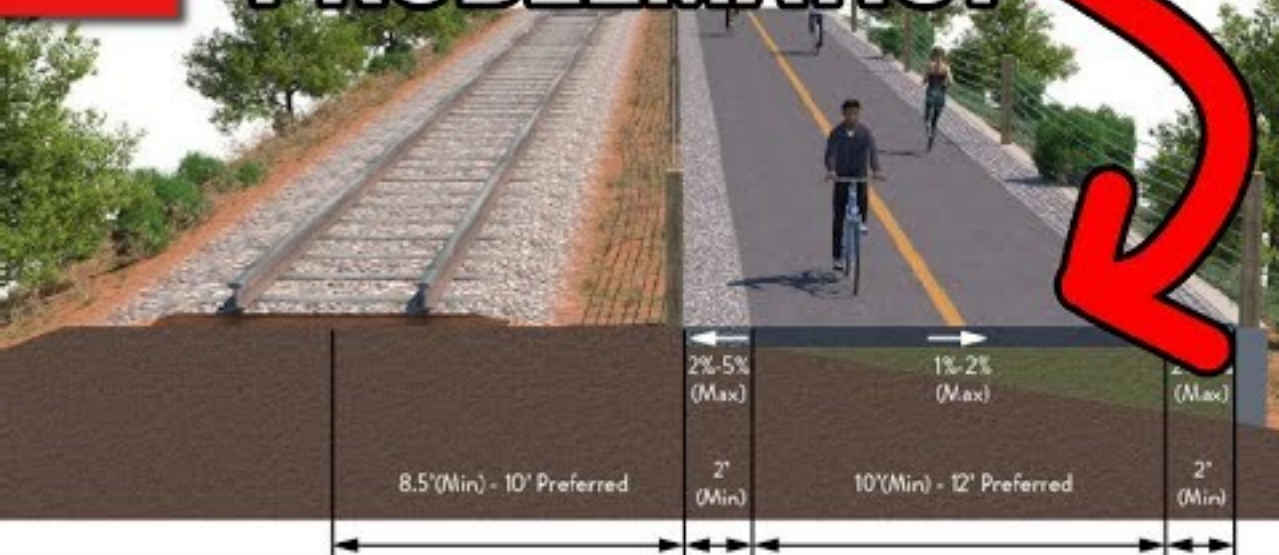
- and as someone who visits & spends their tax & tourist dollars on Vancouver Island nearly every year -

I am calling on all stakeholders & all levels of government to resolve the issue once & for all and get passenger rail running on Vancouver Island once again.

Thank you for your consideration,



PROBLEMATIC?



From: s. 22

To: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)

Subject: 315185 Incoming C - Begging you...Red Flag.

Sent: 02/23/2023 22:11:15

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Dear Honourable Fleming,

Altho' I sent this message a week+ ago - were you able to push David Eby to get on board and ride this train???

s. 22

A fellow constituent stated this on facebook and it is just so true. The time deadline is coming up in March. We don't have to build on it yet - just keep the option for a future need.

s. 22

Yours sincerely,

s. 22

From: s. 22

To: TRAN Deputy Minister TRAN:EX (TRANDeputyMinister@gov.bc.ca)

Subject: 315185 Incoming D - Begging you...RED FLAG

Sent: 02/23/2023 22:11:45

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Dear Honourable Krishna,

s. 22 Altho' I sent this message a week+ ago - were you able to push David Eby to get on board and ride this train???

A fellow constituent stated this on facebook and it is just so true. The time deadline is coming up in March. We don't have to build on it yet - just keep the option for a future need.

s. 22

Yours sincerely,
s. 22



February 24, 2023

Honourable Omar Alghabra
Minister of Transport
Government of Canada
House of Commons
Ottawa ON K1A 0A6

Reference: 315974

Dear Minister Alghabra:

Re: Island Rail Corridor

I would like to thank you for taking the time to meet last week to discuss the long-term importance of the Island Rail Corridor (IRC, or the Corridor) and I want to highlight again our government's desire to work with Canada to maintain the IRC as a contiguous transportation corridor that serves not only B.C. but our country's long-term supply chain, climate action, and reconciliation priorities. We both agree that this Corridor will play an important part in transporting goods and people in the future and it is important to consider its value for future generations of Vancouver Islanders, in particular as populations grow and the west coast of Canada plays a much more significant role in international trade with the movement of goods across Canada and North America.

To support our governments in a common understanding and to lay the groundwork for future collaboration on a path forward for the Corridor, staff in my ministry have since 2020 undertaken studies on the investments required to restore rail and have assessed the potential benefits resulting from freight rail along all or portions of the Corridor. My ministry has also engaged with First Nations, local governments, and other interested parties to better understand viewpoints on the Corridor's future. All this information has been shared with your staff and I have also attached it to this letter for your reference.

Acknowledging the history of the Corridor is key to any discussion with respect to its future. The IRC stretches back to the days of British Columbia joining confederation, when Canada agreed to build a railway to connect the seaboard of B.C. with the national railway system. Canada subsequently conveyed lands on Vancouver Island to the Esquimalt & Nanaimo (E&N) Railway and, as part of this, granted E&N a right-of-way through the Snaw-Naw-As First Nation (SNF) reserve, and through the reserves of six other Nations, for construction of the railway.

...2

The legacy of Canada's involvement in and responsibility for the Corridor is highlighted in the B.C. Court of Appeal's SFN lawsuit decision. While the Court dismissed the SFN's appeal, the decision invites the First Nation to return to the Court "...if Canada determines that it will not approve funding for (rail) infrastructure improvements on the segment of the corridor that includes the SFN Reserve, or does not make a determination, within 18 months".

The timeline for Canada's decision is March 14, 2023. In our most recent discussion, you requested B.C. lead the way in deciding the future of the Corridor, but I must reiterate that our government cannot preserve the integrity of the IRC without Canada's support. B.C. should not be expected to go-it-alone and make substantial investments in a railway corridor it does not own or have any control over. That is why a partnership between our respective governments is a critical opportunity to finally transform this asset of the past into a future-ready transportation corridor that serves the long-term interests of British Columbians and Canada. We also believe it is critical that we partner with the First Nations in establishing and benefitting from this new vision for the transportation corridor.

Extreme weather events such as the fall 2021 atmospheric river and flooding our province experienced are an important reminder of the need to improve supply chain efficiency and resiliency and build stronger trade corridors and gateways for future generations. At that time, the Malahat was damaged, and the Capital region was cut off from the rest of Vancouver Island. The IRC is unique and provides the only other north/south transportation corridor on the South Island. Loss of the IRC would establish an unfortunate precedent undermining our shared focus on building transportation and supply chain networks that shift more people and goods movement by rail, enabling more short sea shipping and Port network expansion, and ultimately lowering GHGs across the supply chain and transportation sector.

I am pleased strengthening supply chains, economic corridors, and climate change mitigation are the priorities we will discuss with our counterparts at the Council of Ministers' meeting in Ottawa on February 24th. These are critically important topics for federal, provincial, and territorial cooperation for years to come. Success will underpin Canada's future prosperity. That is why as ministers responsible for transport, I submit we not be swayed by short-term thinking that dismisses the IRC as a short-line, regional railway without any benefit to the provincial and national public interest. B.C. has the fastest growing population centres in Canada, with some of the most rapidly expanding cities in the country such as Langford and Nanaimo through which the IRC passes. This trend in population growth will only increase over the coming years and, with it, the value of an intact transportation corridor such as the IRC to both B.C. and the rest of the country.

...3

Another critically important priority our governments share is reconciliation. The colonial approach taken in the establishment of the IRC needs to be addressed going forward, whether Canada decides to invest in the Corridor's future or not. First Nations along the IRC continue to raise the issue of Canada's responsibility to address the past use of their lands over the last one hundred plus years. Return of those reserve lands bisected by the Corridor is an option for Canada in the short-term, but such a decision does not address the legacy of past use and, equally important, misses a significant opportunity for Canada and B.C. to work together with First Nations on co-developing a future for the IRC that benefits their communities and peoples for generations to come.

Finally, you have asked for B.C.'s plan. As I conveyed in our conversation last week and above, we seek a commitment from Canada to work with BC to maintain the IRC as a contiguous, intact transportation corridor, in partnership with First Nations.

I believe now is the time for our governments to collaborate on a series of concrete actions that set the course for the Corridor's near term and future use. Those actions I believe required without delay are:

- A public commitment from Canada and B.C. to jointly invest in the future restoration of the Corridor subject to agreement with and consent of those First Nations whose lands are impacted.
- As part of this public commitment, Canada and B.C. jointly support interim investments in the IRC for targeted safety and localized rail line preservation, as well as expanded active transportation as an interim 'light' transportation use as Canada and B.C. work with First Nations to consider longer term uses of the Corridor.
- Canada immediately engages directly with the SFN and other First Nations to determine whether and how the Corridor can remain intact. Given this important work Canada seek an extension to the Court's deadline of March 14, 2023, set out in SFN case decision.

Thank you again for all the discussions we have had regarding the IRC. I do hope we can find time to continue our discussion on this issue in person when we convene for the Council of Ministers meeting in Ottawa later this week.

Sincerely,



Rob Fleming
Minister

Copy to: Kaye Krishna, Deputy Minister

Island Rail Corridor Overview Map



From: s. 22

To: Colin Plant (colin.plant@saanich.ca); councillor.ketler@cumberland.ca; Aaron Stone (astone@ladysmith.ca); crdchair@crd.bc.ca; jjack@acrd.bc.ca; Chairperson (Chairperson@cverd.bc.ca); Furstenau.MLA, Sonia LASS:EX (Sonia.Furstenau.MLA@leg.bc.ca); May, Elizabeth - Riding 1 (elizabeth.may.c1@parl.gc.ca); alistair.macgregor@parl.gc.ca; Sierra Acton (sierra.acton@cverd.bc.ca); Mike Wilson (mike.wilson@cverd.bc.ca); Alison Nicholson (alison.nicholson@cverd.bc.ca); kate.segall@cverd.bc.ca; hilary.abbott@cverd.bc.ca; Ian Morrison (ian.morrison@cverd.bc.ca); jesse.mcclinton@cverd.bc.ca; Ben Maartman (ben.maartman@cverd.bc.ca); karen.deck@cverd.bc.ca; TimMcGonigle (trlm@lakecowichan.ca); mstaples@duncan.ca; rob.douglas@northcowichan.ca; mayor@saanich.ca; susan.brice@saanich.ca; Judy Brownoff (judy.brownoff@saanich.ca); Nathalie Chambers (nathalie.chambers@saanich.ca); zac.devries@saanich.ca; karen.harper@saanich.ca; teale.phelps.bondaroff@saanich.ca; mena.westhaver@saanich.ca; council@esquimalt.ca; mayor@langford.ca; Legislative.Servicesoffice@nanaimo.ca

Bcc: Minister.Transportation@gov.bc.ca

Subject: 316078 FYI C - Restoration of E&N Rail Line

Sent: 02/24/2023 15:54:57

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

It's bad enough that too many civic leaders think it's a good idea to blow \$1B+ taxpayers' money on restoring a useless railway line, it's an embarrassment they would say doing so advances Reconciliation.

I am shocked by the outrageous comments from the CRD Chair. Please, someone, have a word with him. He needs to stop and apologize.

I can't see the Government going against the Snaw-naw-as to fund a railway line. Please, get on the right side of this issue before the train comes out the other end of the proverbial tunnel or risk being remembered for at the very least, lack of vision.

s. 22

[B.C. First Nation says it's the end of the line for Island railway](#)

<div class="gmail-TbwUpd gmail-NJjxre" style="display:inline-block;padding-bottom:2px;padding-top:1px"><cite class="gmail-iUh30 gmail-qLRx3b gmail-tjvcx" role="text" style="color:rgb(32,33,36);font-style:normal;font-size:14px;line-height:1.3;padding-top:1px"><https://vancouver.sun.com> › news › local-news › bc-first...</Cite></Div>

The former E&N railway has served its purpose and now it's time to explore other opportunities instead of spending nearly a billion dollars ...

Sent from my iPhone

Begin forwarded message:

From: [s. 22](#)

Date: February 22, 2023 at 12:43:42 PM PST

To: Colin Plant <colin.plant@saanich.ca>, councillor.ketler@cumberland.ca, Aaron Stone <astone@ladysmith.ca>, crdchair@crd.bc.ca, jjack@acrd.bc.ca, Chairperson <Chairperson@cprd.bc.ca>

Cc: Brent Edwards <getthenet@nanoose.org>, tc.ministeroftransport-ministredestransports.tc@tc.gc.ca, Minister.Transportation@gov.bc.ca, gedwards@nanoose.org

Subject: Restoration of E&N Rail Line

Dear Local Govt Chairs

Kindly don't promote the restoration of old E&N rail line. There is no business case for restoration and it stands in the way of Reconciliation.

There is no business case for commuter service because the tracks don't cross Johnson Street bridge, don't go into Victoria, because a single line railway can only move 500 "near" Victoria during rush hour, because the railway lands have been alienated by 25-year Licence of Occupation agreements pubs, restaurants, kiosks, and disconnected array of trails making dual line railway impossible, because sufficient population doesn't exist along the corridor, because proposed fares are prohibitive, because the proposed Timetable is hopeless.

There is no business case for freight service because the freight warehouses and land in Vic West were sold for condo development in 2002 (The RailYards) so expect no reduction of large vehicle traffic over the Malahat and since the ONLY freight customers North were Top Shelf Feeds in Duncan and Superior Propane in Nanaimo, expect NO reduction in large vehicle traffic anywhere else.

Restoring rail services on the old E&N rail line is an incredibly bad idea, a financial trap. The provincial government knows this and that is why restoration is not part of their Active Transportation Strategy.

Let the easements expire so that First Nations may develop their Lands. What remains can be developed into a trail network as envisioned by <https://fortvi.ca/>

s. 22

Sent from my iPhone

From: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)

To: s. 22

Subject: 315185 Begging you...Red Flag.

Sent: 02/24/2023 18:24:55

Message Body:

Dear s. 22

Thank you for your emails to the Honourable Rob Fleming, Minister of Transportation and Infrastructure, regarding the Island Rail Corridor.

Minister Fleming has received your correspondence and you can be sure a formal, written response to the concerns you raise is forthcoming.

Sincerely,

Office of the Minister
Ministry of Transportation and Infrastructure

From: s. 22

Sent: February 23, 2023 2:11 PM

To: Minister, MOTI MOTI:EX <Minister.MOTI@gov.bc.ca>

Subject: 315185 Begging you...Red Flag.

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Dear Honourable Fleming,

Altho' I sent this message a week+ ago - were you able to push David Eby to get on board and ride this train???

s. 22

A fellow constituent stated this on facebook and it is just so true. The time deadline is coming up in March. We don't have to build on it yet - just keep the option for a future need.

s. 22

Yours sincerely,

s. 22

From: s. 22
To: [Minister, MOTI MOTI:EX; OfficeofthePremier, Office PREM:EX](#)
Subject: Batch 316123 - Island Rail
Date: February 8, 2023 8:47:43 AM

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Mr. Fleming and Mr. Eby,

I am writing to demonstrate my support for public rail to be restored on the Island Rail Corridor. The region is growing quickly and it's well past time for a more functional public transit system to be built. Our road system is expensive, dirty, unhealthy, and prone to failure whenever there's an accident or washout. We need alternatives. Do not let the March 14 deadline for reversion of the rail land to the Snaw-Naw-As First Nation pass.

All kinds of ideas have been proposed that could make this a reality. Lots of other areas around the world have solved the same kinds of geographic problems that the island has. These are just the latest examples,

1. https://www.reddit.com/r/VictoriaBC/comments/10wh4m2/my_highly_unlikely_but_highly_lowcost_and/
2. https://www.reddit.com/r/VictoriaBC/comments/10tr7y/want_island_rail_back_write_to_your_mla_and_the/

s. 22

From: [Fleming.MLA, Rob.LASS:EX](#)
To: [Minister, MOTI.MOTI:EX](#)
Subject: **Batch 316123** - Passenger Rail on Vancouver Island
Date: February 8, 2023 12:05:29 PM

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

From: s. 22
Sent: February 2, 2023 8:40 PM
To: Fleming.MLA, Rob <Rob.Fleming.MLA@leg.bc.ca>
Subject: Passenger Rail on Vancouver Island

Hi there,

I am reaching out in regards to the issue of the future of Vancouver Island's passenger rail system being decided on March 1st. I want to impress upon you the highly important nature of this issue to our community and to myself as a voter. Rail infrastructure is an integral part of a sustainable future and is superior in every way to the electric vehicle in terms of environmental impact. Furthermore, rail infrastructure such as this is becoming more financially vital than ever due to the reduced purchasing power of everyday citizens related to inflation, sky-high rental costs, and insane gas prices.

Restoring the passenger rail tracks is part of a sustainable future and will be a boon long-term for the local economy across the island. No longer will people have to worry about gas to get up island. The traffic would inevitably increase in more remote areas, benefitting local economies through tourism. There is only harm done to our local economy, to our community, and to our environment in removing the passenger rail tracks rather than restoring them.

Thank you for your time,

s. 22

From: [Fleming.MLA, Rob LASS:EX](#)
To: [Minister, MOTI MOTI:EX](#)
Subject: **Batch 316123** - Regarding the Vancouver Island Rail Corridor
Date: February 8, 2023 9:40:14 AM

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

From ^{s. 22}
Sent: February 7, 2023 11:58 PM
To: omar.alghabra@parl.gc.ca; OfficeofthePremier, Office PREM:EX <Premier@gov.bc.ca>; Fleming.MLA, Rob <Rob.Fleming.MLA@leg.bc.ca>; gord.johns@parl.gc.ca; alistair.macgregor@parl.gc.ca; randall.garrison@parl.gc.ca; lisamarie.barron@parl.gc.ca; rachel.blaney@parl.gc.ca; elizabeth.may@parl.gc.ca; Laurel.Collins@parl.gc.ca
Subject: Regarding the Vancouver Island Rail Corridor

Hello,

I'm writing you this letter today as a big supporter of the Vancouver Island Rail Corridor, specifically the Island Corridor Foundations business case to restore Rail based services to Vancouver Island.

The Island Rail Corridor is a 289km long historical site, and a much needed transportation Corridor that it is needed now and into the future.

As is written on the Island Corridor Foundations web-site, "The Island railway was originally incorporated on September 27, 1883 by the E&N Railway Company, led by Sir Robert Dunsmuir, a renowned British Columbia (BC) coal baron and politician. "

First Nations, Regional Districts and every Mayor in B.C Support it, along with residents by a landslide.

Please support development of the Vancouver Island Railway Corridor.

Signed,
^{s. 22}

From: [Fleming.MLA, Rob.LASS:EX](#)
To: [Minister, MOTI MOTI:EX](#)
Subject: **Batch 316123** - Restoration of the Vancouver Island Railroad
Date: February 8, 2023 9:42:35 AM

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

-----Original Message-----

From: **s. 22**
Sent: February 7, 2023 8:19 PM
To: Fleming.MLA, Rob <Rob.Fleming.MLA@leg.bc.ca>
Subject: Restoration of the Vancouver Island Railroad

Hello Mr Fleming,

s. 22

I am writing today to support the Island Corridor Foundation (ICF) in their mission to restore rail service on Vancouver Island. As a student with family up island this would allow me to have further contact with my loved ones without the time and financial restraints I currently face. Along with the many environmental, social and efficiency benefits this system would create, it would also allow low income individuals like myself to get around the island in an accessible way.

Thank you,

s. 22

From: s. 22
To: [Rankin.MLA, Murray LASS:EX; Minister, MOTI MOTI:EX](#)
Cc: [OfficeofthePremier, Office PREM:EX](#)
Subject: Batch 316123 - Restore Island Rail Service
Date: February 8, 2023 10:46:57 AM

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Good morning,

I am writing to urge the Ministry of Transportation to reinstate Island Rail. This service is absolutely crucial to the long-term sustainability of transportation services on Vancouver Island. Traffic from Victoria to Langford, Colwood and the Western communities is already terrible, and it will continue to worsen as migration increases to the island. Bus service to Duncan, Nanaimo and Courtney is insufficient and November 2021's unprecedented flooding showed how vulnerable the Malahat is to climate change-related weather events. These events will only increase over the next century. Finally, traffic on the Malahat is excessive and the only other proposed solution -adding another lane to a highway- would cost *billions*. To contrast, the restoration of rail service was estimated in 2020 to cost only \$730 million.

To improve transportation on the island, adapt to climate change, and reduce emissions, we need Island Rail. Please reinstate it ASAP.

Thank you,

s. 22

From: s. 22
To: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)
Subject: E&N Railway Restoration
Sent: 02/24/2023 23:15:55
Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

s. 22

to premier



To: Premier David Eby
Minister of Transportation, Rob Fleming
Alistair McGregor , MP
Sonia Furstenau, MLA
Sierra Acton, Shawnigan Lake Area Director

With Regard to the Restoration of the E&N Railway,

Dear Premier Eby,

Without a doubt, the revival of the E&N Railway would be of tremendous benefit to Vancouver Island. The development of a modern railway system encompassing the needs of commuters, freight, and tourism, would definitely bring transportation on the Island into the twenty-first century!

Consider the following points:

The MOT's [Ministry of Transportation] annual expenditure for highways alone is approximately \$4.4 billion. To renovate the E&N railway would only cost a modest portion of this total.

- The MOT's cost for reviving the Island railway is over \$1 billion, whereas the ICF's projection is \$431 million. [The difference is largely due to the addition of a grossly overestimated "contingency budget" of 50 % instead of the usual 10-20 %].
- Compare the construction costs of rail versus road for 1 kilometre: To upgrade rail with new ballast, ties, and continuous welded rail would cost approx. \$2.6 million, whereas road options [to highway standard] would require about \$19 million.
- Other inland routes proposed for an "alternative" Island highway have been studied and dismissed due to legal, environmental, and financial reasons.
- Several international studies cite the far greater safety of rail transportation over road travel. [One American study states rail travel is 25 times safer]. More "savings" would thus accrue in terms of health costs, insurance claims, site restoration – and human suffering.
- : Presently a car trip from Victoria to Mill Bay takes approx. 43 – 66 minutes depending upon time of day and weather conditions. But with the anticipated population growth in the south Island, the same trip, by 2038, is expected to take 87-144 minutes. This time equals or exceeds

that of a 1912 steam engine travelling from Victoria to Cobble Hill in under 90 minutes – and making 10 stops along the way!

- Environmental benefits: As well as the obvious reduction in greenhouse gases emitted from private vehicles when replaced by passenger rail service, an increase in freight shipping would also address environmental concerns - and be cheaper as well. One locomotive is capable of hauling a tonne of goods more than 220 kilometres on a single litre of fuel.
- Knit fragmented communities together again: A growing number of Island residents do not drive or cannot afford cars. With the curtailment of inter-city bus travel, they are isolated from visiting other communities. A restored rail service would mend these divisions.
- Tourism potential would expand significantly with the possibility of excursion trains for skiing, biking [newer, easily accessible cars would also be biker friendly], and cultural pursuits.
- Business opportunities in towns and villages along the E&N line would similarly flourish!
- * Another advantage in view of the recent weather: Trains can motor along quite nicely in snowy conditions!

I hope some of these facts inspire a renewed interest in confronting an old challenge yet again, and this time transforming it into a viable, effective service that all Islanders can be proud of at last!

Sincerely,

s. 22

From: s. 22

To: WEBMASTER TRAN:EX (TRAN.WEBMASTER@gov.bc.ca); Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca); TRAN Deputy Minister TRAN:EX (TRANDeputyMinister@gov.bc.ca)

Subject: Request to consider Vancouver Island Rail Corridor

Sent: 02/24/2023 16:00:00

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Hello,

I am a resident of BC and I believe the Vancouver Island Rail Corridor revitalization should be considered.

As mentioned by the article below, the deadline for decision to consider is March 14th.

<https://www.vicnews.com/news/strategically-important-feds-weighing-431m-vancouver-island-rail-corridor-future-as-deadline-looms/>

This Corridor would provide:

- High socio economic impact
- an alternative means of travel to reduce dependence and traffic of the singular highway
- Allow community members outside of Victoria who cannot drive a more reliable method of transport

Looking globally, cities and regions are funding alternative methods of transport. The question for rail is when, not if. And since there is a deadline, the smart choice needs to be made now.

Please consider this for this generation as well as all of the future generations that would benefit.

Thank you,

s. 22

From: s. 22

To: WEBMASTER TRAN:EX (TRAN.WEBMASTER@gov.bc.ca); Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca); TRAN Deputy Minister TRAN:EX (TRANDeputyMinister@gov.bc.ca)

Subject: Request to consider Vancouver Island Rail Corridor

Sent: 02/23/2023 16:00:00

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Hello,

I am a resident of BC and I believe the Vancouver Island Rail Corridor revitalization should be considered.

As mentioned by the article below, the deadline for decision to consider is March 14th.

<https://www.vicnews.com/news/strategically-important-feds-weighing-431m-vancouver-island-rail-corridor-future-as-deadline-looms/>

This Corridor would provide:

- High socio economic impact
- an alternative means of travel to reduce dependence and traffic of the singular highway
- Allow community members outside of Victoria who cannot drive a more reliable method of transport

Looking globally, cities and regions are funding alternative methods of transport. The question for rail is when, not if. And since there is a deadline, the smart choice needs to be made now.

Please consider this for this generation as well as all of the future generations that would benefit.

Thank you,

s. 22

From:

To: OfficeofthePremier, Office PREM:EX (Premier@gov.bc.ca); Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca); Fleming.MLA, Rob LASS:EX (Rob.Fleming.MLA@leg.bc.ca); Furstenau.MLA, Sonia LASS:EX (Sonia.Furstenau.MLA@leg.bc.ca); Horgan.MLA, John LASS:EX (John.Horgan.MLA@leg.bc.ca); Lore.MLA, Grace LASS:EX (Grace.Lore.MLA@leg.bc.ca); Dean.MLA, Mitzi LASS:EX (Mitzi.Dean.MLA@leg.bc.ca); Popham.MLA, Lana LASS:EX (Lana.Popham.MLA@leg.bc.ca); sheila.malcolmson.MLA@leg.bc.ca; Routley.MLA, Douglas G LASS:EX (Douglas.Routley.MLA@leg.bc.ca); Walker.MLA, Adam LASS:EX (Adam.Walker.MLA@leg.bc.ca)

Subject: Victoria Railway

Sent: 02/22/2023 19:12:58

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Dear MLA's, I am writing to express my support for keeping rail on Vancouver Island.

As you may know, there is ongoing discussion about the potential closure of the Island Corridor Foundation's rail line between Victoria and Courtenay. I believe that preserving this rail line is of utmost importance for the economic and social well-being of the Island.

Rail transportation is a vital link in connecting communities and supporting economic growth. The Island Corridor Foundation's rail line serves as a key transportation artery for the Island, providing an alternative to congested roads and highways. It enables the transportation of goods, services, and people throughout the Island, supporting focal businesses, tourism, and economic development.

Furthermore, rail transportation is more environmentally friendly, as opposed to private vehicles and other forms of road transportation. The line will also prepare the island for an inevitable population growth. According to Capital Daily, a drive between Mill Bay and Victoria would take two and a half hours. The rail line provides an important opportunity to reduce highway traffic, and contribute to the fight against climate change.

In addition to its economic and environmental benefits, the rail line is also a crucial component of the Island's heritage and cultural identity. The history of rail transportation on Vancouver Island dates back over a century, and the preservation of this infrastructure is important in maintaining that connection to the past.

Therefore, I urge you to support the continued operation of the Island Corridor Foundation's rail line. I believe that with investment in upgrades and improvements, the rail line can continue to be a valuable asset for the Island, connecting communities, supporting economic growth, and contributing to a sustainable future.

Thank you for your attention to this matter.

Sincerely, s. 22

From: Fleming.MLA, Rob (Rob.Fleming.MLA@leg.bc.ca)
To: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)
Subject: FW: Esquimalt and Nanaimo Railway funding.
Sent: 02/22/2023 19:07:19
Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

-----Original Message-----

From: s. 22
Sent: February 21, 2023 8:36 PM
To: Fleming.MLA, Rob <Rob.Fleming.MLA@leg.bc.ca>
Subject: Esquimalt and Nanaimo Railway funding.

Hello Mr Fleming, s. 22 I am writing to you to voice my concern about what I feel is one of the most important decisions that currently needs to be made before time runs out. As I'm sure you are well aware we the tax payer are constantly being told to "go green" and being taxed at ridiculous levels on "carbon". We are being forced into electric cars with what seems like little being done for a charging network or by that matter the bigger issue the power grid required to run an all electric world. And yet simultaneously I feel the federal and provincial governments don't care and are foolishly ignoring something we should be embracing that will give us an actual alternative to the automobile. With that in mind I sincerely hope you will fight for the railway. We need it, it is the only real green transportation option. And if we are going to be taxed more and more on carbon help give us a modern transportation solution to our cars. BC transit continues to piss around wasting money on busses that don't work and our regional districts and municipalities continue to allow half baked development all along the rail corridor. This only limits it's use, now is the time to save it before it's too late. Please for now and for the future support the E&N!

s. 22

Sent from my iPhone

From: s. 22

To: Minister, MSI TRAN:EX (Minister.SI@gov.bc.ca); Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca); omar.alghabra@parl.gc.ca

Subject: Vancouver Island rail corridor renewal

Sent: 02/22/2023 18:47:52

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Sirs,

s. 22

s. 22

to urge that the BC and Federal governments coordinate ASAP to secure a future for the Island rail corridor.

There are legitimate concerns about cost and operations, and any future services needs to be carefully developed with First Nations, but there are two key arguments in strong support of maintaining a rail link:

- Significant population growth will occur from Langford to Mill Bay and beyond; a non-bus, high quality commuter services WILL be required over the next decade to support this given limited or non-existent alternatives for low carbon and convenient transport options
- There is a climate resiliency argument, in that the Malahat was taken out by severe rains, leading to fuel and food rationing in cut-off Victoria, a situation never thought possible before. Regular vehicle crashes also lead to prolonged delays on our only rail linkage from Victoria up-island. There is no feasible alternative road link expansion/alternative, whereas the rail link provides redundancy that can be used in emergencies sure to arise again.

s. 22

I'd love to see another rails-to-trail project, but this rail transport artery is simply too important over the coming decades to be used for that purpose.

The investment is large, but needs to be seen through both a climate mitigation and adaptation lens, over a longer timeframe which I know is hard for political decisions.

s. 22

From: s. 22

To: Mi

c.ca)

Subject: Island Rail

Sent: 02/22/2023 18:24:20

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Dear Minister Fleming.

I am writing, as a constituent, to urge you to retain the rail corridor on Vancouver Island.

Even if train service is too costly for the expected usage today, we need to think longer term, and look ahead to the inevitable growth up-island. Without the corridor, rail will never be affordable.

s. 22

From: s. 22

To: WEBMASTER TRAN:EX (TRAN.WEBMASTER@gov.bc.ca); Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca); TRAN Deputy Minister TRAN:EX (TRANDeputyMinister@gov.bc.ca)

Subject: Request to consider Vancouver Island Rail Corridor

Sent: 02/22/2023 16:00:00

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Hello,

I am a resident of BC and I believe the Vancouver Island Rail Corridor revitalization should be considered.

As mentioned by the article below, the deadline for decision to consider is March 14th.

<https://www.vicnews.com/news/strategically-important-feds-weighing-431m-vancouver-island-rail-corridor-future-as-deadline-looms/>

This Corridor would provide:

- High socio economic impact
- an alternative means of travel to reduce dependence and traffic of the singular highway
- Allow community members outside of Victoria who cannot drive a more reliable method of transport

Looking globally, cities and regions are funding alternative methods of transport. The question for rail is when, not if. And since there is a deadline, the smart choice needs to be made now.

Please consider this for this generation as well as all of the future generations that would benefit.

Thank you,

s. 22

From: s. 22
To: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)
Subject: Please save the E&N
Sent: 02/22/2023 03:33:24
Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Dear Rob Fleming,

I am writing to express my support for keeping rail on Vancouver Island. As you may know, there is ongoing discussion about the potential closure of the Island Corridor Foundation's rail line between Victoria and Courtenay. I believe that preserving this rail line is of utmost importance for the economic and social well-being of the Island.

Rail transportation is a vital link in connecting communities and supporting economic growth. The Island Corridor Foundation's rail line serves as a key transportation artery for the Island, providing an alternative to congested roads and highways. It enables the transportation of goods, services, and people throughout the Island, supporting local businesses, tourism, and economic development.

Furthermore, rail transportation is more environmentally friendly, as opposed to private vehicles and other forms of road transportation. The line will also prepare the island for an inevitable population growth. According to Capital Daily, a drive between Mill Bay and Victoria would take two and a half hours by 2038. The rail line provides an important opportunity to reduce highway traffic, and contribute to the fight against climate change.

In addition to its economic and environmental benefits, the rail line is also a crucial component of the Island's heritage and cultural identity. The history of rail transportation on Vancouver Island dates back over a century, and the preservation of this infrastructure is important in maintaining that connection to the past.

Therefore, I urge you to support the continued operation of the Island Corridor Foundation's rail line. I believe that with investment in upgrades and improvements, the rail line can continue to be a valuable asset for the Island, connecting communities, supporting economic growth, and contributing to a sustainable future.

Thank you for your attention to this matter.

Sincerely,

s. 22

C

From: s. 22

To: omar.alghabra@parl.gc.ca; Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca); laurel.collins@parl.gc.ca; Rankin.MLA, Murray LASS:EX (Murray.Rankin.MLA@leg.bc.ca)

Subject: Save Vancouver Island Rail Corridor

Sent: 02/21/2023 21:52:43

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

To: The Honourable Omar Alghabra, The Federal Minister of Transportation
The Honourable Rob Fleming, BC Minister of Transportation and Infrastructure
Member of Parliament for Victoria, Laurel Collins
The Honourable Murray Rankin, MLA

s. 22

The former E&N rail line lies dormant on our beautiful Island, waiting to be called back into action. The rail corridor's past may be storied; however right now in a world facing catastrophic climate change, this existing rail line should be viewed as a gift. If we turn away now, future generations will pay the price.

I urge the BC province and the federal government to see an Island railway service as part of:

- a bold vision for the next 50 to 100 years. Save, protect and build the rail bed for future uses including electrified technology rail.
- how to meet nearer-future climate goals, by providing alternative passenger and freight options and reducing tanker and truck traffic.
- a viable transportation alternative to ongoing Malahat accidents and climate-related incidents that create economic hardship when commuters can't reach work and others lose access to medical appointments.

s. 22

Rail lines are being built in other parts of Canada and all over the world. Why not on Vancouver Island?

Thank you for all the work you do. Your continued leadership and vision in the face of so many challenges is valued.

s. 22

From: s. 22

To: WEBMASTER TRAN:EX (TRAN.WEBMASTER@gov.bc.ca); Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca); TRAN Deputy Minister TRAN:EX (TRANDeputyMinister@gov.bc.ca)

Subject: Request to consider Vancouver Island Rail Corridor

Sent: 02/21/2023 16:00:00

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Hello,

I am a resident of BC and I believe the Vancouver Island Rail Corridor revitalization should be considered.

As mentioned by the article below, the deadline for decision to consider is March 14th.

<https://www.vicnews.com/news/strategically-important-feds-weighing-431m-vancouver-island-rail-corridor-future-as-deadline-looms/>

This Corridor would provide:

- High socio economic impact
- an alternative means of travel to reduce dependence and traffic of the singular highway
- Allow community members outside of Victoria who cannot drive a more reliable method of transport

Looking globally, cities and regions are funding alternative methods of transport. The question for rail is when, not if. And since there is a deadline, the smart choice needs to be made now.

Please consider this for this generation as well as all of the future generations that would benefit.

Thank you,

s. 22

From: s. 22
To: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)
Subject: Reinstatement of the E&N Rail line
Sent: 02/21/2023 08:03:55
Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Hon. Rob Fleming,

I am writing to advocate for the reinstatement of the E&N rail line running between the city of Victoria and the city of Courtenay. s. 22 we have seen the worsening conditions of the Island Highway and how it has impacted our family. The traffic congestion and accidents often cause us to spend hours on the road, affecting our daily activities.

Expanding highway capacity with more interchanges, lanes, and bypasses may seem like a solution, but it hurts more than it helps. It encourages more traffic and sprawl, leading to the destruction of open space, farmlands, forests, streams, and wetlands while pumping more pollutants, including environment-ruining greenhouse gases. This is not a sustainable solution to our transportation problems.

The Island Corridor Foundation (ICF)'s business case is affordable, and a bargain compared to more/expanded highways. The cost to upgrade the 10 km from Nanaimo to Nanoose Bay alone would cost over \$230 million, which is more than half the cost of upgrading the railway. Buses and trails are also needed, integrated with rail, but they cannot replace rail. Buses become snarled in the same delays as other traffic, and trails are feasible only for short and passenger-only journeys in good weather.

There is an issue of transit equity, and equity with the rest of Canada. The Province, with Federal government support, is investing billions in SkyTrain expansion in Metro Vancouver but nothing for rail here. Ottawa is also spending money to fix up rail lines in Manitoba and Ontario, so why not on Vancouver Island?

It is a myth that Vancouver Island is "too small for rail." Rail is successful in regions equivalent to Vancouver Island in population, density, and geography, such as in the north Scottish Highlands, rural northwestern and southwestern England, the central Wales coast, southern Germany, and in Scandinavia. We should consider looking at these examples and implementing rail here.

The Speech from the Throne promises to spend the Province's surplus to help the economy. Investing it in rail enables affordable housing through prompting such developments at or near stations, addresses climate change by providing greener transportation, and enables access to healthcare by supplying a more reliable means of reaching medical service providers.

I urge you to consider the reinstatement of the E&N rail line as a priority to improve transportation on Vancouver Island. Thank you for your time and consideration.

Sincerely,
s. 22

From:

To: Dean.MLA, Mitzi LASS:EX (Mitzi.Dean.MLA@leg.bc.ca); Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca); Rankin.MLA, Murray LASS:EX (Murray.Rankin.MLA@leg.bc.ca); Lore.MLA, Grace LASS:EX (Grace.Lore.MLA@leg.bc.ca); Popham.MLA, Lana LASS:EX (Lana.Popham.MLA@leg.bc.ca); Olsen.MLA, Adam LASS:EX (Adam.Olsen.MLA@leg.bc.ca); Horgan.MLA, John LASS:EX (John.Horgan.MLA@leg.bc.ca); Furstenau.MLA, Sonia LASS:EX (Sonia.Furstenau.MLA@leg.bc.ca); Routley.MLA, Douglas G LASS:EX (Douglas.Routley.MLA@leg.bc.ca); Walker.MLA, Adam LASS:EX (Adam.Walker.MLA@leg.bc.ca); Osborne.MLA, Josie LASS:EX (Josie.Osborne.MLA@leg.bc.ca); Leonard.MLA, Ronna-Rae LASS:EX (Ronna-Rae.Leonard.MLA@leg.bc.ca); Babchuk.MLA, Michele LASS:EX (Michele.Babchuk.MLA@leg.bc.ca)

Subject: An economic case for keeping the Vancouver island rail corridor intact

Sent: 02/21/2023 03:02:52

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Members of the Legislative Assembly for Vancouver Island:

Sending you the attached article from the *Times Colonist* in support of keeping the Vancouver Island rail corridor intact. The deadline is looming in March, 2023. Please do all you can to influence a positive decision regarding this matter.

<https://www.timescolonist.com/opinion/comment-an-economic-case-for-keeping-the-rail-corridor-intact-6582161>

From: s. 22
To: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)
Subject: VIA Rail
Sent: 02/21/2023 01:10:57
Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Please restore the Vancouver island rail corridor! It is a critical infrastructure link to the island north of the Malahat and our only alternative in case of disaster for getting goods to the CRD. Surely we learned our lesson last year when the 'hat got washed out and it was revealed that we don't have adequate marine ports to restock Victoria.

Considering the new island highway was a \$5B investment in 1995 (probably \$15B in today's dollars) , \$1.1B was invested in the port Mann bridge, \$5B is earmarked for the George Massey tunnel the money for infrastructure improvements is clearly there. We are simply lacking political will.

This is not an ideological position but a prudent one. You must look past political or fiscal terms and think in generational ones when maintaining legacy infrastructure. Your position on this sole issue will influence my vote in the coming election.

Sincerely

s. 22

From: s. 22

To: OfficeofthePremier, Office PREM:EX (Premier@gov.bc.ca); Eby.MLA, David LASS:EX (David.Eby.MLA@leg.bc.ca); Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca); Fleming.MLA, Rob LASS:EX (Rob.Fleming.MLA@leg.bc.ca)

Subject: Vancouver Island Rail Corridor

Sent: 02/20/2023 22:03:38

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Dear Premier Eby,

I'm writing today to ask you to save a critical access route, the Vancouver Island Rail Corridor.

Should anything happen on the mountainous Malahat, (accidents, washouts, rockfalls) businesses and residents need another route to get up and down the island, one that avoids our precious Sooke watershed, despite the disappointing provincial support for such a high risk route in the recent past.

We need to plan for our high density, low carbon future, but a rapid transit corridor for electric busses/trains will not happen easily if this major transportation route is lost to development.

The Vancouver Island Rail Corridor provides a solution to many of our transportation problems, it's well worth saving.

s. 22

From: s. 22

To: WEBMASTER TRAN:EX (TRAN.WEBMASTER@gov.bc.ca); Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca); TRAN Deputy Minister TRAN:EX (TRANDeputyMinister@gov.bc.ca)

Subject: Request to consider Vancouver Island Rail Corridor

Sent: 02/20/2023 16:30:00

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Hello,

I am a resident of BC and I believe the Vancouver Island Rail Corridor revitalization should be considered.

As mentioned by the article below, the deadline for decision to consider is March 14th.

<https://www.vicnews.com/news/strategically-important-feds-weighing-431m-vancouver-island-rail-corridor-future-as-deadline-looms/>

This Corridor would provide:

- High socio economic impact
- an alternative means of travel to reduce dependence and traffic of the singular highway
- Allow community members outside of Victoria who cannot drive a more reliable method of transport

Looking globally, cities and regions are funding alternative methods of transport. The question for rail is when, not if. And since there is a deadline, the smart choice needs to be made now.

Please consider this for this generation as well as all of the future generations that would benefit.

Thank you,

s. 22

From: s. 22
To: Minister, MSI TRAN:EX (Minister.SI@gov.bc.ca)
Subject: Letter in support of the restoration of Passenger Rail on Vancouver Island
Sent: 02/19/2023 05:49:11
Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Honorable Dan Coulter
Minister of State for Infrastructure and Transit

I am writing to you s. 22 regarding the upcoming decision the government of BC will be forced to make on the future of the Island corridor rail Line. Mr. Coulter, I implore you to act in the interest of all islanders and the future generations of this island and support the restoration of passenger rail service on Vancouver island. The positive outcomes will be enormous; it could benefit every major island community from the north to the south creating a vital artery for connection between all islanders.

I cannot begin to describe the benefits that restoring the Rail Line would provide. There are far too many, but I will List a Few.

- A Reduction in Malahat Traffic lowering overall congestion.
- Rail produces far less CO2 than cars; alternatively, there is always the option to electrify our trains.
- Reductions in the ongoing issue of severe accidents on the Malahat
- Provide a way for low-income citizens to access new services and opportunities they may otherwise not have been able to access.
- Allow for more cross-community employment.
- Increase in domestic and foreign tourism between multiple communities helping to support local economies.
- Potential to expand rail infrastructure to accommodate more passengers or freight traffic, unlike the Malahat, where expansion would be extremely costly, time-consuming and severely environmentally damaging.
- Creating new stable, high-quality jobs for British Columbians.
- Further Promoting cities and towns based around people, not cars.
- Providing an affordable mode of transportation in the face of the rising cost of living.
- Simple, efficient, and convenient stress-free travel.
- Provide an alternative way to travel across the Malahat during closures and severe weather events.
- providing a safe, affordable way for citizens without motor vehicles to travel between communities
- Rail Infrastructure is already in place. If our predecessors could build a railway in the 1880s, surely we can repair one in 2023.
-

I can't help but be disappointed at the neglect that our little railway has faced. While Vancouver builds new Skytrain lines in the heart of a busy city, Europe connects every town and village with efficient high-speed rail, and Japan builds bullet trains, we can't even come to the clear and very rational decision to repair our already existing tracks and infrastructure and get our railway moving again. I and numerous of my friends and colleagues truly believe restoring the Island Corridor is one of the most direct, efficient, and realistic ways that we can improve the lives of all islanders.

I genuinely hope you and your colleagues will work together to restore the Island Corridor and bring passenger rail back to the island.

Thank you

s. 22

From:**To:** Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)**Subject:** Letter in support of the restoration of Passenger Rail on Vancouver Island**Sent:** 02/19/2023 05:37:29**Message Body:**

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Honorable Rob Fleming

I am writing to you from ^{s. 22} regarding the upcoming decision the government of BC will be forced to make on the future of the Island corridor rail Line. Mr. Fleming, I implore you to act in the interest of all islanders and the future generations of this island and support the restoration of passenger rail service on Vancouver island. The positive outcomes will be enormous; it could benefit every major island community from the north to the south creating a vital artery for connection between all islanders. I cannot begin to describe the benefits that restoring the Rail Line would provide. There are far too many, but I will List a Few.

- A Reduction in Malahat Traffic lowering overall congestion.
- Rail produces far less CO2 than cars; alternatively, there is always the option to electrify our trains.
- Reductions in the ongoing issue of severe accidents on the Malahat
- Provide a way for low-income citizens to access new services and opportunities they may otherwise not have been able to access.
- Allow for more cross-community employment.
- Increase in domestic and foreign tourism between multiple communities helping to support local economies.
- Potential to expand rail infrastructure to accommodate more passengers or freight traffic, unlike the Malahat, where expansion would be extremely costly, time-consuming and severely environmentally damaging.
- Creating new stable, high-quality jobs for British Columbians.
- Further Promoting cities and towns based around people, not cars.
- Providing an affordable mode of transportation in the face of the rising cost of living.
- Simple, efficient, and convenient stress-free travel.
- Provide an alternative way to travel across the Malahat during closures and severe weather events.
- providing a safe, affordable way for citizens without motor vehicles to travel between communities
- Rail Infrastructure is already in place. If our predecessors could build a railway in the 1880s, surely we can repair one in 2023.

I can't help but be disappointed at the neglect that our little railway has faced. While Vancouver builds new Skytrain lines in the heart of a busy city, Europe connects every town and village with efficient high-speed rail, and Japan builds bullet trains, we can't even come to the clear and very rational decision to repair our already existing tracks and infrastructure and get our railway moving again. I and numerous of my friends and colleagues truly believe restoring the Island Corridor is one of the most direct, efficient, and realistic ways that we can improve the lives of all islanders.

I genuinely hope you and your colleagues will work together to restore the Island Corridor and bring passenger rail back to the island.

Thank you

From:

To: OfficeofthePremier, Office PREM:EX (Premier@gov.bc.ca); Popham.MLA, Lana LASS:EX (Lana.Popham.MLA@leg.bc.ca); Rankin.MLA, Murray LASS:EX (Murray.Rankin.MLA@leg.bc.ca); Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)

Cc: Falcon.MLA, Kevin LASS:EX (Kevin.Falcon.MLA@leg.bc.ca); Furstenau.MLA, Sonia LASS:EX (Sonia.Furstenau.MLA@leg.bc.ca)

Subject: Island Railway

Sent: 02/18/2023 23:44:38

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

I am writing to inform you of the importance I attach to the maintenance and development of what was previously the E&N Railway.

The fundamental issues were very succinctly put in a recent letter to the Times Colonist by a G. R. Grieg of Victoria, which I reproduce below:

"The dilemma is this: Our politicians are convinced of a climate apocalypse, and at the same time want a Canadian population of 100 million by the end of the century.

"By that time, who knows what the population of Vancouver Island will be, but one certain fact is that a railway system will be a must. But again, who knows, and who will do what?"

Given the inter-twining of issues of transportation, housing (developed along the rail line), carbon mitigation, tourism and economic development, the development of the rail line is, in my view, a responsible policy action that should be taken, and for which the provincial government has ultimate responsibility. It is, I submit, a 'no-brainer.'

FYI, if action is not taken in this regard, I will consider the government in power not worthy of my vote when it comes time for re-election.

Sincerely,

From: s. 22

To: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)

Subject: Save the E&N Railway

Sent: 02/17/2023 21:48:15

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Dear Sir,

We wish to register our support for the refurbishment of the E&N Railway. It would be a terrible shame to lose such a valuable asset that the railway represents, in terms of operating and providing another vital transportation link through the most densely populated part of our Island. An asset that will carry folks through a historic corridor up and down the Island through some of the most beautiful scenery in the world in safety, comfort and ease s. 22

s. 22

From: s. 22
To: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)
Subject: E & N railway support
Sent: 02/17/2023 21:35:29
Attachments: 35e614_2a4ffa7ef12d4e2483ae004050dccbdb.pdf
Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Dear Vancouver Island MP,

Re: Vancouver Island Rail and pending B.C. Court of Appeal deadline

Your attention to this letter, which is in support of reinstating active rail service throughout the Vancouver Island Rail Corridor, is greatly appreciated.

We ask that the Government of Canada urgently make that happen by taking these two steps:

- Firstly, and critically, address the necessary consultation, accommodation, and reconciliation that needs to be undertaken with Vancouver Island First Nations in order to resolve historical grievances and issues emanating from the E&N land grants.
- Secondly, agree on a plan with the Province of British Columbia for a modern railway service.

As you are likely aware, VIA Rail suspended service in 2011 due to safety concerns. The ICF has failed to secure ongoing investment to return the entire railway in the corridor to active service, with the goal of connecting and building communities.

In September 2021, in the matter of Snaw-Naw-As First Nation (SNA) v. Attorney General of Canada and Island Corridor Foundation, the B.C. Court of Appeal set a deadline of March 14th, 2023, after which, the B.C. Supreme Court would hear arguments to extinguish the rail right of way, placing the responsibility with Canada: “[100] ...I consider a period of 18 months from the date of this judgment sufficient for Canada to determine whether it will approve funding for infrastructure improvements on the segment of the corridor that includes the SFN Reserve. If it determines not to approve funding or does not make a determination on or before that time, the appellant will be entitled to return to court to enforce its right of reversion.”

The residents of Vancouver Island recognize that a loss of the railway will lead to significant negative environmental and economic impacts for future generations.

Why this is important

There are several factors that heighten the urgency of addressing this issue immediately:

1. This initiative represents a tremendous opportunity for the Federal and Provincial governments to prioritize reconciliation with the First Nations along the rail corridor.
2. Transportation options for the residents of the Island are extremely constrained. The current options are restricted to automobiles or extremely limited and expensive and/or slow bus service.
3. The highway system is facing delays and blockages due to growing traffic congestion, increasingly severe weather, and accidents. There is, in many areas, only one road in and out. When these links are slowed or closed individuals could be late to work or school, miss critical appointments like medical treatment, and miss ferry sailings. Most crucially many communities run the risk of shortages of food, supplies, and fuel while crippling the ability of first responders to reach victims.

4. At almost 900,000 residents, we have experienced explosive population growth. But economic development within our communities is heavily dependent on access to safe, efficient, and cost-effective transportation, whereas the current highway system is nearing or exceeding capacity in many areas.
5. The costs of adding highway capacity, both in construction and in environmental losses including precious parkland and wetlands, are horrendously high (\$1 billion+ to build through or around the Malahat section through Goldstream Provincial Park alone) and are no longer aligned with the vision of a positive environmental future held by our society.
6. We will benefit from greater efficiencies in the movement of freight and passengers, and co-existence with other transportation alternatives including trail networks. This presents a compelling case for climate action and will contribute far fewer GHG emissions per capita compared to road transportation.
7. There are a growing number of successful examples in the United Kingdom, Germany, and the USA of restored, revitalized rail lines in regions similar to Vancouver Island that could be followed. There are also examples in Canada of First Nations' involvement with and equal ownership of rail (Hudson's Bay Railway to Churchill, MB, Algoma Central Railway in Ontario, and Tshiuetin Rail Transportation in Quebec and Newfoundland and Labrador).
8. Revitalizing rail on Vancouver Island could also be the key to unlocking Port of Vancouver congestion while growing our economy through resolving supply chain issues: by enabling Port Alberni to serve as a container port where containers would be loaded on/off railcars and moved to/from the mainland.

Our request

We note, and thank, the strong and dynamic investments being made by the Government of Canada in green transportation infrastructure, including the SkyTrain extensions, the new VIA Rail corridor fleet, and the High-Frequency Rail initiative. Concluding an agreement to revitalize Vancouver Island rail would be in both the spirit and letter of the direction the Government is taking.

We also are aware that it was the Federal Government that rescued the railway in 2002 when it was similarly threatened with abandonment. That action set the stage for and enabled the creation of the ICF, and the return of the ownership of the railway corridor to the people of Vancouver Island. The ICF employees, which are answerable to the Board made up of representatives from Vancouver Island Regional Districts and First Nations, can facilitate the rebuilding of the railway better than it was before, with service that meets our needs now and into the future. And which can ensure that the agreement being sought will be executed fairly, sensibly, respectively, responsibly, and successfully.

This is an endeavour for which your support is critical, and on which hinges the future of safe, equitable, and reliable transportation on Vancouver Island. The rail corridor is still there, for now, and with the commitment from the governments of Canada and British Columbia, we look forward to realizing the benefits of active rail throughout the corridor to serve future generations.

Together, we stand at a strategic crossroads – It is time to think differently and move forward with rail.

Respectfully

yours, Concerned

Citizen

From: Fleming.MLA, Rob LASS:EX (Rob.Fleming.MLA@leg.bc.ca)
To: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)
Subject: FW: Vancouver Island Rail Corridor
Sent: 02/17/2023 20:36:25
Attachments: image001.png, 2023-02-17OutgoingLetterToMinisterOmarAlghabraVancouverIslandRailCorridor.pdf
Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

From: s. 22
Sent: February 17, 2023 12:25 PM
To: tc.ministeroftransport-ministredestransports.tc@tc.gc.ca
Cc: marc.miller@parl.gc.ca; CRDBoard <crdboard@crd.bc.ca>; amanda.ferguson@cprd.bc.ca; chairperson@cprd.bc.ca; administration@acrd.bc.ca; jjack@acrd.bc.ca; Teresa Warnes <twarnes@comoxvalleyrd.ca>; Jesse Ketler <councillor.ketler@cumberland.ca>; CRD Chair <crdchair@crd.bc.ca>; inquiries@rdn.bc.ca; Olsen.MLA, Adam <Adam.Olsen.MLA@leg.bc.ca>; Walker.MLA, Adam <Adam.Walker.MLA@leg.bc.ca>; Routley.MLA, Douglas <Douglas.Routley.MLA@leg.bc.ca>; Lore.MLA, Grace <Grace.Lore.MLA@leg.bc.ca>; Horgan.MLA, John <John.Horgan.MLA@leg.bc.ca>; Osborne.MLA, Josie <Josie.Osborne.MLA@leg.bc.ca>; Popham.MLA, Lana <Lana.Popham.MLA@leg.bc.ca>; Babchuk.MLA, Michele <Michele.Babchuk.MLA@leg.bc.ca>; Dean.MLA, Mitzi <Mitzi.Dean.MLA@leg.bc.ca>; Rankin.MLA, Murray <Murray.Rankin.MLA@leg.bc.ca>; Fleming.MLA, Rob <Rob.Fleming.MLA@leg.bc.ca>; Leonard.MLA, Ronna-Rae <Ronna-Rae.Leonard.MLA@leg.bc.ca>; Malcolmson.MLA, Sheila <Sheila.Malcolmson.mla@leg.bc.ca>; Furstenau.MLA, Sonia <Sonia.Furstenau.MLA@leg.bc.ca>; Alistair Macgregor <alistair.macgregor@parl.gc.ca>; Elizabeth May <elizabeth.may@parl.gc.ca>; Gord Johns <gord.johns@parl.gc.ca>; Laurel Collins <Laurel.Collins@parl.gc.ca>; Lisa Marie Barron <lisamarie.barron@parl.gc.ca>; Rachel Blaney <rachel.blaney@parl.gc.ca>; Randall Garrison <randall.garrison@parl.gc.ca>
Subject: Vancouver Island Rail Corridor

Dear Minister Alghabra,

Please find attached a letter from the Board Chairs of the Capital, Cowichan Valley, Alberni Clayoquot and Comox Valley Regional Districts regarding the Vancouver Island Rail Corridor.

Many thanks,

Carolyn Jenkinson (she/her/hers) | Manager, Executive Administration
Office of the CAO and Board Chair | Capital Regional District
625 Fisgard Street, Victoria, BC V8W 1R7
T: 250.360.3125 | C: 250.589.2026 | F: 250.360.3130
www.crd.bc.ca | [Facebook](#) | [Twitter](#) | [Instagram](#) | [LinkedIn](#)

This message is intended only for the use of the individual or entity named above, and may contain information that is privileged, confidential or exempt from disclosure under applicable law. If you are not the intended recipient or their employee or agent responsible for receiving the message on their behalf your receipt of this message is in error and not meant to waive privilege in this message. Please notify us immediately, and delete the message and any attachments without reading the attachments. Any dissemination, distribution or copying of this communication by anyone other than the intended recipient is strictly prohibited. Thank you. Please consider the environment before printing this email. This message is intended only for the use of the individual or entity named above, and may

contain information that is privileged, confidential or exempt from disclosure under applicable law. If you are not the intended recipient or their employee or agent responsible for receiving the message on their behalf your receipt of this message is in error and not meant to waive privilege in this message. Please notify us immediately, and delete the message and any attachments without reading the attachments. Any dissemination, distribution or copying of this communication by anyone other than the intended recipient is strictly prohibited. Thank you. Please consider the environment before printing this email.



Making a difference...together

Executive Offices
625 Fisgard Street, PO Box 1000
Victoria, BC V8W 2S6

T: 250.360.3125
F: 250.360.3130
www.crd.bc.ca

February 17, 2023

File: 0400-40

The Honourable Omar Alghabra
Minister of Transport
Transport Canada
330 Sparks Street
Ottawa ON K1A 0N5
Via email: tc.ministeroftransport-ministredestransports.tc@tc.gc.ca

Dear Minister Alghabra:

RE: VANCOUVER ISLAND RAIL CORRIDOR

We write to you with a sense of urgency as we are aware a decision on the future of the Island Rail corridor is required in the near future. We believe it is in the national, provincial and regional interests to protect this corridor and advance First Nations reconciliation efforts.

As you are aware the Snaw-Naw-As Nation is seeking the segment of the Island Rail corridor that passes through their reserve to revert to the Nation as the corridor is currently not actively being used for railway purposes. The BC Court of Appeal has given Canada until March 2023 to determine its intent for the corridor before the Nation can return to court to enforce its right of reversion. The Island Rail Corridor is an approximately 295km rail corridor owned by the Island Corridor Foundation (ICF). The ICF is ultimately responsible for infrastructure maintenance and repair along the corridor to restore rail service to Vancouver Island.

Our regional districts, comprising over 610,000 residents on Vancouver Island are encouraging the federal government to meet with the province, the ICF and ourselves to update us on the federal position on this issue.

Our Boards believe protection of this important historic corridor is paramount at this time and a commitment of federal and provincial funding is urgently needed to signal that the senior governments are determined to protect the rail corridor and see that the line is restored.

Regional District Boards across Vancouver Island previously supported the ICF's request that the federal and provincial governments work together to create a multi-disciplinary team, reflecting all interests, to protect the corridor and advance rail transportation on Vancouver Island. We also request that the federal and provincial government equitably settle Indigenous claims within and along the Island Rail Corridor.

We have written to the Honourable Marc Miller, Minister of Crown-Indigenous Relations regarding this issue and ask for your assistance in ensuring federal engagement.

Thank you for your consideration.

Sincerely,



Colin Plant
Chair, Capital Regional District Board
crdchair@crd.bc.ca



Aaron Stone
Chair, Cowichan Valley Regional District Board
chairperson@cvrd.bc.ca



John Jack
Chair, Alberni Clayoquot Regional District Board
jjack@acrd.bc.ca



Jesse Ketler
Chair, Comox Valley Regional District Board
Councillor.ketler@cumberland.ca

cc: The Honourable Marc Miller, Minister of Crown-Indigenous Relations
Regional District Boards on Vancouver Island
All Vancouver Island Member of the Legislative Assembly
All Vancouver Island Members of Parliament

From: s. 22

To: OfficeofthePremier, Office PREM:EX (Premier@gov.bc.ca); Eby.MLA, David LASS:EX (David.Eby.MLA@leg.bc.ca); Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca); Fleming.MLA, Rob LASS:EX (Rob.Fleming.MLA@leg.bc.ca)

Subject: ENN - The future of Island Rail

Sent: 02/17/2023 19:28:59

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Dear Premier Eby and Minister Fleming,

As the March 2023 deadline approaches, I would like to voice strong support for reinstating train service to the ENN railway.

s. 22 my biggest concern is that we will loose this valuable asset for the future. Too often we are short sighted with our decisions; if lost, it would be near impossible to get back.

I would suggest a plan to reinstate the corridor in stages (starting with Victoria to Langford), to limit initial expenses and to demonstrate the value that this transportation corridor can provide.

Additional support and funding would then be easier to realize with the eventual goal of fully reopening all the way to Courtney and Port Alberni.

A number of good points are copied below:

Reference to Throne Speech	The Issues Facing Vancouver Island Residents	How Island Rail Assists With The Solution
Access to affordable housing	<ul style="list-style-type: none">Affordable housing consists of two parts – Availability and Accessibility. The accessibility factor will not be resolved by simply creating more supply and requires us to re-think our approach to creating ‘transportation oriented communities’	<ul style="list-style-type: none">The Island Rail Corridor stands to serve as a backbone for access to affordable housing outside of our major centres. The current primary transportation corridor is at, or nearing capacity and efforts to improve our highways only serves to continue to contribute to the root causes leading to ongoing congestion. Furthermore, the rail corridor is significantly less vulnerable to the severe weather incidents that we continue to witness.
Access to health care	<ul style="list-style-type: none">As with housing, our major health care services are provided within our primary population centres and individuals with limited transportation options, our most vulnerable population will continue to be underserved. This is particularly true for	<ul style="list-style-type: none">Rail provides the most equitable form of transportation as there are no impediments related to licensing, capital costs, or

	<p>individuals requiring access to more advanced services such as in-person medical testing and specialized in-hospital services.</p>	<p>accessibility. There are no impediments to accessing this service, and individuals are able to count on making their appointments on time regardless of accidents, weather incidents, or traffic congestion.</p>
Personal safety	<ul style="list-style-type: none"> We have witnessed countless incidents where individuals have had to resort to taking unnecessary risks to their safety resulting from inadequate transportation options. In particular, this leads to an increase in vulnerable individuals requesting rides from strangers through hitchhiking or other means. We don't need more 'Highway Of Tears' incidents to wake us up to this matter. 	<ul style="list-style-type: none"> Rail is rated as one of the safest and most reliable modes of transportation. In particular there is a much larger disincentive for individuals to obtain rides from strangers if a reliable, regular, affordable and safe mode of transportation is available as part of our community.
A response to the climate crisis	<ul style="list-style-type: none"> Our sole transportation corridor throughout the island is severely congested and will only get worse as we continue to rely on our 'single occupancy vehicle culture'. Our residents cannot be blamed for this as there is no other option available unlike other jurisdictions throughout the province. 	<ul style="list-style-type: none"> Implementing rail provides a direct response to the climate crisis by providing an alternative to our existing, and only, option of single occupancy vehicles throughout the length of the island. This is true for commuter services and particularly impactful for freight services.
First Nations reconciliation	<ul style="list-style-type: none"> We are aware of the historical wrongs that originally occurred as a result of the expropriation of land for the initial implementation of the rail corridor. 	<ul style="list-style-type: none"> Recognizing and responding to this historical wrong is a key component in the proposal to resurrect Island Rail, and possibly provides one of the greatest paths towards reconciliation that is currently before provincial and federal governments. There is also the potential access to ongoing opportunities for the various First Nations through provincial, federal, and commercial partnerships.

The upcoming budget represents a tremendous opportunity for you to provide the province with a legacy that will serve the province in these areas for generations to come.

Respectfully,

From: s. 22

To: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca); OfficeofthePremier, Office PREM:EX (Premier@gov.bc.ca)

Subject: Build rail transportation on E & N Trail!

Sent: 02/17/2023 14:19:02

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Dear Premier Eby, Minister Fleming:

Vancouver Island needs transportation alternatives connecting our communities. The E & N rail corridor provides a critical piece of infrastructure that is far too valuable to be abandoned.

In particular, the section from Victoria to Duncan that detours the Malahat is very valuable and should be retained for commuter rail. North of Duncan, it would seem that there are more options for linking with the central and north Island, so perhaps those sections are somewhat less critical. But the southern section needs to be a train! Building infrastructure like this is expensive but needs to be done.

Thank you,

s. 22

From: s. 22

To: omar.alghabra@parl.gc.ca

Cc: OfficeofthePremier, Office PREM:EX (Premier@gov.bc.ca); Eby.MLA, David LASS:EX (David.Eby.MLA@leg.bc.ca); Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca); Fleming.MLA, Rob LASS:EX (Rob.Fleming.MLA@leg.bc.ca)

Subject: Vancouver Island Rail Corridor

Sent: 02/17/2023 13:39:49

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

To all government officials involved in the decision on the VITCC (rail corridor):

I fully support the efforts of the VITC Coalition in it's efforts to resurrect the rail corridor on Vancouver Island in the belief that it would alleviate a serious transportation problem that currently exists and would provide economic activity for the entire island.

It makes sense to use this existing infrastructure to improve the transportation options on the island and service the entire area with a vital link other than automobiles. In the age of environmental concerns of climate change caused by autos this method of transportation stands out as an excellent option.

Please take the correct action and move ahead with supporting this plan and re-introduce rail travel to all the residents of Vancouver Island!

s. 22

From: s. 22

To: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)

Cc: Olsen.MLA, Adam LASS:EX (Adam.Olsen.MLA@leg.bc.ca)

Subject: Island Rail Corridor future

Sent: 02/16/2023 23:45:58

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

To Honorable Rob Fleming

s. 22

I am writing in support of the restoration of the Island Rail Corridor, and the mission of the Island Corridor Foundation (ICF). I am very nervous that there has yet to be a commitment from the province or federal government – and the deadline of mid March is approaching.

s. 22

the restoration of rail service on Vancouver Island seems like a ‘no-brainer’. It requires our governments to be forward thinking and to consider transportation and support on Vancouver Island as seriously as transportation and support is handled in the lower mainland.

I have been proud of the many forward thinking actions that have been taken by the NDP, both under our wonderful Premier Horgan, and the new exciting directions under Premier Eby. The decisions require looking to the future and recognizing that this is a worthwhile investment now.

The population on Vancouver Island is growing rapidly across the whole island. Many of the growing population are elderly and will require frequent transportation to medical facilities such as the Victoria Cancer Center.

Rail provides a considerable reduction in CO2 emissions over private vehicles that currently clog the Malahat drive.

The island corridor would also allow transportation of goods, thereby reducing the number of trucks on the highway. This is unlike the much supported Canada Line system in lower mainland. I love my travel options when I go to Vancouver. It is so easy that I don’t need to take my car.

Transport by rail is increasing as we speak – it is already doing so around the world. The systems developed in China and Japan are to be envied.

s. 22

I would very much want a train system restored for such travel.

Please let me know if there is something more I can do to get this done.

s. 22

From: s. 22

To: omar.alghabra@parl.gc.ca; OfficeofthePremier, Office PREM:EX (Premier@gov.bc.ca); Eby.MLA, David LASS:EX (David.Eby.MLA@leg.bc.ca); Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca); Fleming.MLA, Rob LASS:EX (Rob.Fleming.MLA@leg.bc.ca)

Subject: E&N Railway - Time to act.

Sent: 02/16/2023 20:11:45

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Good Afternoon,

I am writing to you to express the critical importance of saving the E&N Railway and upgrading it to provide passenger service once again. The E&N Railway is a historic rail line that has been an integral part of Vancouver Island's transportation system for over a century. However, in recent years, the railway has fallen into disuse, and the tracks have fallen into disrepair. Despite this, I strongly believe that the E&N Railway must be saved and upgraded to provide passenger service once again. There are several reasons why this is critical for the region.

First and foremost, the E&N Railway is an essential transportation link for the island's communities. With the rising costs of gasoline and the environmental concerns surrounding road transportation, the railway presents a more sustainable and cost-effective option for commuters, travelers, and freight. This is especially true for those who live in smaller communities along the railway line, as they often have limited access to other forms of transportation.

In addition to its importance for passenger transportation, the E&N Railway also plays a critical role in freight transportation. With the ongoing growth of the region's economy and population, the demand for goods and materials is increasing, leading to increased congestion. Highway 4 is becoming completely overrun with trucks that are hauling goods unloaded from railcars in Downtown Nanaimo and driven to the mill directly on the rail line. Extra handling and extra traffic. The restoration of the E&N Railway would provide an alternative mode of transportation for freight, reducing the wear and tear on the highway and relieving congestion.

Moreover, the restoration of passenger service on the E&N Railway has the potential to boost tourism on Vancouver Island. The railway passes through some of the most beautiful and scenic parts of the island, and the passenger service could provide a unique experience for visitors to the region. This could help to generate jobs and revenue for local businesses, contributing to the region's economic development.

Finally, the restoration of the E&N Railway would be an important step towards preserving Vancouver Island's history and heritage. The railway has played a significant role in the island's development, and its restoration would be a testament to the region's cultural significance and historical importance.

In conclusion, saving the E&N Railway and upgrading it to provide passenger / freight service once again is critical for Vancouver Island's transportation, economic, and cultural well-being. I strongly urge you to support this initiative and help to ensure that this important piece of history is preserved for future generations. Failing to act will result in the loss of an important transportation corridor, at an astronomical cost to the future growth and sustainability of Vancouver Island. Don't be remembered as the politicians that failed the island.

Sincerely,

s. 22

From: s. 22

To: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)

Subject: Island Corridor Railway

Sent: 02/16/2023 07:13:55

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Dear Minister Fleming

Island Corridor Railway.

I write to you today to express my concerns for the Island Corridor Railway. There's less than a month for the Provincial and Federal Governments to come forward with funding to restore the railway. I believe funding the island railway is of the utmost importance, it will serve current and future generations of Vancouver Island going forward, not doing so would be a massive failure. Opportunities for freight and passenger service are plentiful as described in the ICF (Island Corridor Foundation) business case. This would help take heavy truck traffic off the highways that carry dangerous goods and everyday essentials while reducing the carbon footprint.

The population on Vancouver Island continues to rapidly outgrow the existing infrastructure, it's estimated by the mid 2030s a trip from Mill Bay to Victoria could take upwards of two hours! A railway could easily alleviate some of this congestion and take traffic off our highways! Busses get stuck in the thick of traffic with everything else and trains don't. As of right now there's not many options for seniors and disabled persons who do not drive or own a vehicle to go from city to city here on Vancouver Island, this would create more independence for these people. Most of the island population lives close to the line and this would be very beneficial to some. For example

s. 22 this could save them and many, many others lots in the out of control fuel costs, wear and tear on their vehicle and time spent commuting, not to mention having to wait hours in heavy traffic in the summer and adverse winter weather or waiting for an accident scene to be cleared on the Malahat Highway.

Excessive rain fall in November 2021 washed away a portion of the Malahat Highway effectively leaving the southern island cutoff from the rest of the island. Every drop of fuel that's dispensed in the capital regional district is hauled over the Malahat highway and resulted in fuel having to be rationed as trucks couldn't get through. This washout also resulted in a 30 plus million dollar repair bill while the railway was relatively unscathed. Had there been an operational railway folks could've moved back and fourth as well as goods.

Today I ask you as the elected official to provide funding to restore the Island Rail Corridor. This will be a huge opportunity here on Vancouver Island for its communities, businesses, employment, tourism and local First Nations.

Sincerely

s. 22

From: s. 22

To: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)

Subject: Strong support for restoring rail service on Vancouver Island

Sent: 02/16/2023 01:32:17

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Dear Minister,

s. 22

I urge you as Minister of Transportation to provide strong support to restoring rail service to Vancouver Island. It will take a long view to realize the full benefits of maintaining a rail corridor on the Island, but generations in the future will applaud the foresight of your government in restoring and rejuvenating rail service. The possibility of moving people again up and down the Island and improving commuter service in the CRD would be a big step forward.

Demand will certainly grow for high quality and efficient transportation, and we need only to look at other regions to see what a tremendous difference this can make to quality of life and lowering environmental impacts. s. 22

s. 22

where rail service was definitive in moving people sustainably. This is the future.

Sincerely,

s. 22

From s. 22
To: OfficeofthePremier, Office PREM:EX (Premier@gov.bc.ca); Eby.MLA, David LASS:EX (David.Eby.MLA@leg.bc.ca); Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca); Fleming.MLA, Rob LASS:EX (Rob.Fleming.MLA@leg.bc.ca)
Subject: Reinstating Island Rail - very urgent and important
Sent: 02/15/2023 18:06:01
Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Dear Premier Eby and Minister Fleming,
I would like to take a moment to review what we’ve heard regarding the BC Throne Speech and how it applies to the reinstatement of Island Rail. There are a number of key areas that were brought forward that I believe will benefit, both directly and indirectly, as a result of resurrecting the Island Rail Corridor, as outlined below:

Reference to Throne Speech	The Issues Facing Vancouver Island Residents	How Island Rail Assists With The Solution
Access to affordable housing	<ul style="list-style-type: none">• Affordable housing consists of two parts – Availability and Accessibility. The accessibility factor will not be resolved by simply creating more supply and requires us to re-think our approach to creating ‘transportation oriented communities’	<ul style="list-style-type: none">• The Island Rail Corridor stands to serve as a backbone for access to affordable housing outside of our major centres. The current primary transportation corridor is at, or nearing capacity and efforts to improve our highways only serves to continue to contribute to the root causes leading to ongoing congestion. Furthermore, the rail corridor is significantly less vulnerable to the severe weather incidents that we continue to witness.
Access to health care	<ul style="list-style-type: none">• As with housing, our major health care services are provided within our primary population centres and individuals with limited transportation options, our most vulnerable population will continue to be underserved. This is particularly true for individuals requiring access to more advanced services such as in-person medical testing and specialized in-hospital services.	<ul style="list-style-type: none">• Rail provides the most equitable form of transportation as there are no impediments related to licensing, capital costs, or accessibility. There are no impediments to accessing this service, and individuals are able to count on making their appointments on time regardless of accidents, weather incidents, or traffic congestion.
Personal safety	<ul style="list-style-type: none">• We have witnessed countless incidents where individuals have had to resort to taking unnecessary risks to their safety resulting from inadequate transportation options. In particular, this leads to an increase in vulnerable individuals requesting rides	<ul style="list-style-type: none">• Rail is rated as one of the safest and most reliable modes of transportation. In particular there is a much larger disincentive for individuals to obtain rides from strangers if a reliable, regular, affordable and safe mode of transportation is available as part of our community.

A response
to the
climate crisis

from strangers through
hitchhiking or other means. We
don't need more 'Highway Of
Tears' incidents to wake us up
to this matter.

- ☐ ☐ ☐ ☐ ☐ ☐ Our sole
transportation corridor
throughout the island is
severely congested and will
only get worse as we continue
to rely on our 'single occupancy
vehicle culture'. Our residents
cannot be blamed for this as
there is no other option
available unlike other
jurisdictions throughout the
province.

- ☐ ☐ ☐ ☐ ☐ ☐ Implementing rail provides a
direct response to the climate crisis
by providing an alternative to our
existing, and only, option of single
occupancy vehicles throughout the
length of the island. This is true for
commuter services and particularly
impactful for freight services.

First Nations
reconciliation

- ☐ ☐ ☐ ☐ ☐ ☐ We are aware of the
historical wrongs that originally
occurred as a result of the
expropriation of land for the
initial implementation of the rail
corridor.

- ☐ ☐ ☐ ☐ ☐ ☐ Recognizing and responding
to this historical wrong is a key
component in the proposal to
resurrect Island Rail, and possibly
provides one of the greatest paths
towards reconciliation that is currently
before provincial and federal
governments. There is also the
potential access to ongoing
opportunities for the various First
Nations through provincial, federal,
and commercial partnerships.

In summary, it is evident that the rail corridor provides a solid horizontal foundation and key infrastructure component to enable every one of the items brought forward during the throne speech. The upcoming budget represents a tremendous opportunity for you to provide the province with a legacy that will serve the province in these areas for generations to come.

My understanding is that if the provincial and/or federal government do not make a commitment to re-activate the railroad (in future), the court case in favour of the First Nations land claim for the right-of-way will be resolved in their favour. If that happens, the opportunity to use this corridor for a future transportation link on Vancouver Island will be lost forever.

s. 22

From: s. 22

To: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)

Subject: Keep the rail

Sent: 02/15/2023 17:56:44

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Hi there,

We need trains. We have people complaining about the traffic jams on the Malahat and not to mention how dangerous it can be sometimes. Trains are the solution to solving these issues but for someone like me who dreads driving on the freeway to Nanaimo, I would love to simply just sit back and relax on the train that would take me there. The demand for rail might not be high now but as our population grows, the train will become a vital way to get around Vancouver Island. Europe and Asia rely on rail to commute and travel and while those are densely populated areas, I feel that Vancouver Island is just small enough to justify a robust rail network. If the rail gets removed, I feel like it'd be a total waste and we're going to be wishing that we had kept it once our population grows. Also, I am all for being less reliant on cars.

Cheers

s. 22

From: FIN OFFICE FIN:EX (FINOffice@gov.bc.ca)
To: TRAN Corporate Writing Services TRAN:EX (TRANWritingServices@gov.bc.ca)
Subject: Redirect from Finance 499348
Sent: 02/15/2023 17:51:57
Attachments: Electric rail service on Vancouver Island.msg
Message Body:

Good morning,

Redirecting to MOTI for your consideration and review. FIN will file.

Thank you,

Renee Wruck

Correspondence Coordinator, FOI & Correspondence Unit

Office of the Deputy Minister | Ministry of Finance

Tel: 778-405-2837

From: s. 22

To: Gord Johns (Gord.Johns@parl.gc.ca); Osborne.MLA, Josie LASS:EX (Josie.Osborne.MLA@leg.bc.ca); Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca); Chrystia Freeland (chrystia.freeland@parl.gc.ca); Chrystia Freeland (chrystia.freeland@canada.ca); Minister, FIN FIN:EX (FIN.Minister@gov.bc.ca); Chris Allemany (chrisale@gmail.com); OfficeofthePremier, Office PREM:EX (Premier@gov.bc.ca)

Subject: Electric rail service on Vancouver Island

Sent: 02/14/2023 22:20:05

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Dear Ms. Freeland, Premier, MPs and Ministers,

As you may be aware Vancouver Island has a major rail corridor which is not currently in use. The courts have given the Federal and Provincial governments until March 14, 2023 to commit to refurbishing the lines and settling First Nation claims to the land.

This is a crucial issue for a number of reasons:

1. If we do not commit to redeveloping the rail corridor it will be lost to this purpose for ever.
2. Rail transport from the central Island to Victoria would be a major step in the fight against climate change.
3. Rail transport would also contribute to the effort to lessen our dependency lithium and other critical minerals and the ecological problems associated with their mining by encouraging people not to become as dependent on EVs in the future.
4. Rail transport would provide an equitable means of transportation for the increasing numbers of Vancouver Islanders in the future.

Committing to resurrect the rail system on Vancouver Island would also create much needed jobs for our transition towards a renewable energy economy.

We urge you act decisively on this issue before the March 14 deadline.

Yours truly,

s. 22

From: s. 22
To: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)
Subject: Vancouver Island Rail Corridor
Sent: 02/15/2023 17:35:09
Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Rob,

I am writing to you [today](#) to urge your support of the restoration of rail service on Vancouver Island. The island highway is busy and will only become busier in future. It provides the only route through some areas. When it is blocked, due to, for instance, an accident, access to parts of the island is delayed. Especially with the aging population, an alternative to driving a car is essential. For all these reasons, I believe the rail corridor should be seen as the valuable asset that it is and be retained, restored and put into service.

s. 22

From: Correspondence Unit ENV:EX (Correspondence.Unit@gov.bc.ca)
To: TRAN Corporate Writing Services TRAN:EX (TRANWritingServices@gov.bc.ca)
Cc: Shepard, Aaron TRAN:EX (Aaron.Shepard@gov.bc.ca); Liinamaa, Maija TRAN:EX (Maija.Liinamaa@gov.bc.ca)
Subject: Redirect: S. Card - Vancouver Island Rail
Sent: 02/15/2023 17:08:05
Attachments: S. Card - Vancouver Island Rail.pdf
Message Body:

Hi TRAN Writing Services,

I hope all is well.

ENV received this incoming and we are redirecting it. Could TRAN confirm whether or not they will be responding? If TRAN will be responding, please cc our Minister.

Best,

Drew MacDonald (he/him)

Correspondence Analyst

Deputy Minister's Office | Ministry of Environment & Climate Change Strategy

From: Minister, ENV ENV:EX <ENV.Minister@gov.bc.ca>
Sent: February 13, 2023 10:56 AM
To: Correspondence Unit ENV:EX <Correspondence.Unit@gov.bc.ca>
Subject: FW: S. Card - Vancouver Island Rail

From: Murray, Emma ENV:EX <Emma.Murray@gov.bc.ca>
Sent: January 27, 2023 9:29 AM
To: Minister, ENV ENV:EX <ENV.Minister@gov.bc.ca>
Subject: S. Card - Vancouver Island Rail

Emma Murray
Administrative Assistant to

The Honourable George Heyman,
Minister of Environment and Climate Change Strategy

(250)-940-8552 | Emma.Murray@gov.bc.ca

MINISTER'S OFFICE – RECEIVED
MINISTRY OF ENVIRONMENT

JAN 26 2023

☐ Min Reply ☐ Reply Direct ☐ DM Reply ☐ Info/File
☐ Send Interim ☐ Redirect to _____
☐ cc. _____
CLIFF# _____

s. 22

January 22, 2023

The Honourable George Heyman,
Minister of Environment and Climate Change Strategy,
Parliament Buildings, Victoria,
V8V 1X4

Restoration of the Vancouver Island Train between
Victoria and Courtenay.

Dear Minister Heyman,

I am writing to ask for your support to restore the train between Victoria and Courtenay. The Island Corridor Foundation, a non-profit society, has produced a document, *Vancouver Island Rail, Initial Business Case*, which is a thoughtful and professional blueprint for this vital transportation link on Vancouver Island.

For some time I have been a supporter of a train and was pleased to know others, such as the Foundation, also believe this will be a positive addition to the social, economic and sustainable life of our communities. On a personal basis my support is a practical one.

s. 22

s. 22

s. 22

According to the business case the train would be an affordable and viable service providing those important connections.

From a wider perspective the train would have many benefits. A modern train system will be a positive contribution to deal with climate change. Increasingly people prefer not to depend on cars: indeed it has been noted that a growing number of Millennials and even younger people are abandoning the notion of car ownership for other means of getting around. Trains are one of their best options. A number of years ago I travelled on the train from Nanaimo to Victoria for business. It was convenient and pleasant.

There are significant economic benefits including transportation of goods and services. The recent government announcement to convert the pulp mills in Crofton to

produce environmentally sensitive paper products is an example of how a train system could move commodities. Tourism is one of the important revenue producers on the Island. The train would be a tourist attraction on its own as well as connecting visitors to all the Island has to offer. A group in Duncan just received funding to re-furbish their train station so it can be the hub of community and visitor activity as enjoyed at the Langford station.

While the price tag for this project is sizeable I understand it is not beyond what would be contemplated. The benefits to the economy, the quality of people's lives and our local environment will far exceed the costs in the near and more distant future.

Thank you for reading this letter. I believe now is the time to demonstrate progressive, dynamic thinking. I would urge you to support the Vancouver Island Corridor Train both as a program and in the upcoming budget. I would appreciate hearing back from you, at your earliest convenience.

Yours truly,

s. 22

Similar letters were sent to:

. Prime Minister Trudeau	. BC Premier Eby
. Minister of Finance and Deputy	. Minister of Finance Conroy
. Prime Minister Freeland	. Minister of Transportation and
. Minister of Transport Alghabra	. Infrastructure Fleming
. Minister of Environment and	. Minister of Environment and
. Climate Change Guilbeault	. Climate Change Strategy
. Gordon Johns, MP Courtenay	. Ronna-Rae Leonard, MLA
. and Alberni	. Courtenay-Comox

THE HONOURABLE GEORGE HEYMAN
MINISTER OF ENVIRONMENT AND CLIMATE CHANGE
STRATEGY
PARLIAMENT BUILDINGS,
VICTORIA, BC
V8V 1X4

From: Health, HLTH HLTH:EX (HLTH.Health@gov.bc.ca)
To: TRAN Corporate Writing Services TRAN:EX (TRANWritingServices@gov.bc.ca)
Subject: FW: Passenger rail
Sent: 02/15/2023 14:56:07
Message Body:

Good Morning!

We are redirecting the incoming below to TRAN as we believe the matter falls under your ministry's jurisdiction to either respond to obo and pc HLTH or otherwise handle as appropriate. We will be filing this as an fyi.

Thank you!

Kind regards,

Sandy Stevens (she/her/hers)
Issues Assessment and Liaison Analyst - Correspondence Lead

Corporate Operations Unit

Ministry of Health

Tel: 250-952-1850 | Email: Sandy.Stevens@gov.bc.ca

I respectfully acknowledge with gratitude that I work, live and learn on the traditional homelands of the Cowichan Tribes and the Hul'qumi'num speaking people

Warning: *This email is intended only for the use of the individual or organization to whom it is addressed. It may contain information that is privileged or confidential. Any distribution, disclosure, copying, or other use by anyone else is strictly prohibited. If you have received this in error, please telephone or e-mail the sender immediately and delete the message.*

P Please consider the environment before printing

From: s. 22
Sent: Monday, February 13, 2023 10:45 AM
To: Minister, HLTH HLTH:EX <HLTH.Minister@gov.bc.ca>
Subject: Passenger rail

I heard there is a deadline to decide on the future of passenger rail on Vancouver island coming up on March 1st. I would like to indicate that the general consensus among young voters is that we would like to see infrastructure leaning away from cars and highways, that can be provided to

everyone with little to no expense. If our taxes can be consistently used to maintain the overlapping and extensive amount of highways on the island, then surely we can find the money to maintain a passenger rail. I am only trying to indicate my support for the passenger rail, and would like to see it realized in the future.

Thank you,

A young voter.

From:

To: Babchuk.MLA, Michele LASS:EX (Michele.Babchuk.MLA@leg.bc.ca)

Cc: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)

Subject: Support for the Island Rail Corridor

Sent: 02/15/2023 06:17:22

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Michele -

I've never written my MLA before but I'm moved to do so given my strong feelings for supporting the revitalization of the Vancouver Island Railway.

I have fond memories from an early age of it's novelty and convenience. As an adult I see even greater benefits, both for myself as a citizen of the mid island and for my community. It is my belief that the restoration of this transportation method would bring a lot more tourism dollars into both the Comox Valley and the Strathcona Regional District. I see rail as a responsible and alluring form of transportation.

s. 22

Our rail corridor is unique and truly awe inspiring, from the record holding tressels to the expansive vistas. There is a rich history and formidable heritage worth preserving and celebrating.

I would love to hear how you will represent your constituents in this matter and how you personally and your office plan to consider this issue as the deadline for a decision approaches.

I appreciate the time you've taken to consider my input and all the work you have done and do for our community.

All the best,

s. 22

From: s. 22

To: OfficeofthePremier, Office PREM:EX (Premier@gov.bc.ca); sheila.malcolmson.mla@leg.bc.ca; Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)

Subject: Re: E&N railway decision - URGENT

Sent: 02/14/2023 19:10:51

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

please note I mis typed my own postal code ! it is s. 22

On Tue, 14 Feb 2023 at 10:18, s. 22

wrote:

Dear Premier David Eby, Rob Fleming, Minister of Transportation and my MLA Sheila Malcolmson

I am writing to you today about the impending decision about the E&N railway. I urge you to maintain the E&N railway and commit to restoration of this line for transportation. The time frame over which this restoration occurs is less important at this immediate juncture than the decision to keep the rail line. Once gone (which is the alternative decision by default) cost alone will not be the impediment. Instead, it will be the complicated and multiple land ownerships along its route that will keep it from ever being resurrected.

Why do we need to keep the railway line? The east coast of Vancouver Island is where most of the human population growth continues to occur on Vancouver Island and this will continue. Already we are increasing in population at about 1.6% per year (since 2016) and in the Nanaimo Regional District (NRD) alone, where I live, it has grown on average 3% per year since 1981 (NRD stats). For reference, if you calculate 3% per year you get a doubling of population in 20 years.

Along with human population growth on our Island comes an increase in the "car population" and it is rising as fast as the human population. The car population rise is exacerbated by a lack of adequate inter-community public transportation options to move people and goods. Private bus services have come and gone and have been at best a patchwork and they are limited in what they can transport. Were the railway operational people would once again use the train to commute to Victoria or Duncan or up island to Courtenay and possibly in the future, to Campbell River.

On Vancouver Island, because we are an island, many of us are aware of the finite land area, the finite forest area, the finite watershed areas. With climate change we now experience unpleasantly hot, dry summers and forest fires, and this is a disconcerting and frightening new normal. Our greatest assets to survive this are to reduce the rate of deforestation and to do so in every way we can because these natural landscapes help cool and moderate local climate and also help with flood control and ground water retention. This is directly relevant to the railway decision. Without a railway we can expect a pressing need to widen highways and build new highways through existing forest and natural landscapes to be able to move people and goods in cars. Or unnecessary further fragmentation of wild spaces to blast and build a new rail line further inland. Rail transport has a much better environmental profile than road transportation and we have an existing railway right of way and this must clearly be in our future.

Please consider carefully the immediate and distant future, and please keep the railway line.

I will be sending this also to my MP and other federal government members

Sincerely,

s. 22

From: s. 22

To: OfficeofthePremier, Office PREM:EX (Premier@gov.bc.ca); Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca); Fleming.MLA, Rob LASS:EX (Rob.Fleming.MLA@leg.bc.ca); Rankin.MLA, Murray LASS:EX (Murray.Rankin.MLA@leg.bc.ca)

Subject: FW: Reinstating Island Rail - A response to the 2023 BC Throne Speech

Sent: 02/14/2023 18:41:41

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Dear Premier Eby and Minister Fleming, and MLA Murry Rankin,

I am forwarding the email below, sent to you by the Vancouver Island Transportation Corridor Coalition (VITCC). We strongly concur with the statements below and urge our government to support the rail corridor as a key component of transportation for the future. It is needed now and as the West Shore and the Island become more populated public forms of transportation will be more needed than ever. It is clearly a reliable, safe, environmentally sound form of transportation. Most provinces and cities would not even be questioning this as a need to support economic, environmental, and public solutions to our growing problems of moving people.

We look forward to hearing positive news in the near future from our leaders,

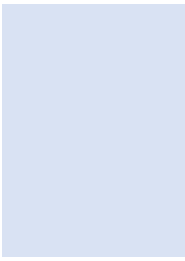
Sincerely,

s. 22

I would like to take a moment to review what we've heard regarding the BC Throne Speech and how it applies to the reinstatement of Island Rail. There are a number of key areas that were brought forward that I believe will benefit, both directly and indirectly, as a result of resurrecting the Island Rail Corridor, as outlined below:

Reference to	The Issues Facing Vancouver Island Residents	How Island Rail Assists With The Solution
--------------	--	---

Throne Speech		
Access to affordable housing	<ul style="list-style-type: none"> • Access to Affordable Housing Affordable housing consists of two parts – Availability and Accessibility. The accessibility factor will not be resolved by simply creating more supply and requires us to re-think our approach to creating ‘transportation oriented communities’ 	<ul style="list-style-type: none"> • Island Rail Corridor The Island Rail Corridor stands to serve as a backbone for access to affordable housing outside of our major centres. The current primary transportation corridor is at, or nearing capacity and efforts to improve our highways only serves to continue to contribute to the root causes leading to ongoing congestion. Furthermore, the rail corridor is significantly less vulnerable to the severe weather incidents that we continue to witness.
Access to health care	<ul style="list-style-type: none"> • Access to Health Care As with housing, our major health care services are provided within our primary population centres and individuals with limited transportation options, our most vulnerable population will continue to be underserved. This is particularly true for individuals requiring access to more advanced services such as in-person medical testing and specialized in-hospital services. 	<ul style="list-style-type: none"> • Rail provides the most equitable form of transportation as there are no impediments related to licensing, capital costs, or accessibility. There are no impediments to accessing this service, and individuals are able to count on making their appointments on time regardless of accidents, weather incidents, or traffic congestion.
Personal safety	<ul style="list-style-type: none"> • Personal Safety We have witnessed countless incidents where individuals have had to resort to taking unnecessary risks to their safety resulting from inadequate transportation options. In particular, this leads to an increase in vulnerable individuals requesting rides from strangers through hitchhiking or other means. We don’t need more ‘Highway Of Tears’ incidents to wake us up to this matter. 	<ul style="list-style-type: none"> • Rail is rated as one of the safest and most reliable modes of transportation. In particular there is a much larger disincentive for individuals to obtain rides from strangers if a reliable, regular, affordable and safe mode of transportation is available as part of our community.
A response to the climate crisis	<ul style="list-style-type: none"> • Transportation Corridor Our sole transportation corridor throughout the island is severely congested and will only get worse as we continue to rely on our ‘single occupancy vehicle culture’. Our residents cannot be blamed for this as there is no other option available unlike other jurisdictions throughout the province. 	<ul style="list-style-type: none"> • Implementing rail provides a direct response to the climate crisis by providing an alternative to our existing, and only, option of single occupancy vehicles throughout the length of the island. This is true for commuter services and particularly impactful for freight services.
First Nations reconciliation	<ul style="list-style-type: none"> • First Nations Reconciliation We are aware of the historical wrongs that originally occurred as a result of the expropriation of land for the initial implementation of the rail corridor. 	<ul style="list-style-type: none"> • Recognizing and responding to this historical wrong is a key component in the proposal to resurrect Island Rail, and possibly provides one of the greatest paths towards reconciliation that is currently



before provincial and federal governments. There is also the potential access to ongoing opportunities for the various First Nations through provincial, federal, and commercial partnerships.

In summary, it is evident that the rail corridor provides a solid horizontal foundation and key infrastructure component to enable every one of the items brought forward during the throne speech. The upcoming budget represents a tremendous opportunity for you to provide the province with a legacy that will serve the province in these areas for generations to come.

As residents of Vancouver Island we need to ensure that funding for this initiative has been clearly allocated by the province in order to avoid the risk of losing this valuable asset forever.

Your attention to this matter is greatly appreciated.

From: s. 22

To: OfficeofthePremier, Office PREM:EX (Premier@gov.bc.ca); sheila.malcolmson.mla@leg.bc.ca; Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)

Subject: E&N railway decision - URGENT

Sent: 02/14/2023 18:18:07

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Dear Premier David Eby, Rob Fleming, Minister of Transportation and my MLA Sheila Malcolmson

I am writing to you today about the impending decision about the E&N railway. I urge you to maintain the E&N railway and commit to restoration of this line for transportation. The time frame over which this restoration occurs is less important at this immediate juncture than the decision to keep the rail line. Once gone (which is the alternative decision by default) cost alone will not be the impediment. Instead, it will be the complicated and multiple land ownerships along its route that will keep it from ever being resurrected.

Why do we need to keep the railway line? The east coast of Vancouver Island is where most of the human population growth continues to occur on Vancouver Island and this will continue. Already we are increasing in population at about 1.6% per year (since 2016) and in the Nanaimo Regional District (NRD) alone, where I live, it has grown on average 3% per year since 1981 (NRD stats). For reference, if you calculate 3% per year you get a doubling of population in 20 years.

Along with human population growth on our Island comes an increase in the "car population" and it is rising as fast as the human population. The car population rise is exacerbated by a lack of adequate inter-community public transportation options to move people and goods. Private bus services have come and gone and have been at best a patchwork and they are limited in what they can transport. Were the railway operational people would once again use the train to commute to Victoria or Duncan or up island to Courtenay and possibly in the future, to Campbell River.

On Vancouver Island, because we are an island, many of us are aware of the finite land area, the finite forest area, the finite watershed areas. With climate change we now experience unpleasantly hot, dry summers and forest fires, and this is a disconcerting and frightening new normal. Our greatest assets to survive this are to reduce the rate of deforestation and to do so in every way we can because these natural landscapes help cool and moderate local climate and also help with flood control and ground water retention. This is directly relevant to the railway decision. Without a railway we can expect a pressing need to widen highways and build new highways through existing forest and natural landscapes to be able to move people and goods in cars. Or unnecessary further fragmentation of wild spaces to blast and build a new rail line further inland. Rail transport has a much better environmental profile than road transportation and we have an existing railway right of way and this must clearly be in our future.

Please consider carefully the immediate and distant future, and please keep the railway line.

I will be sending this also to my MP and other federal government members

Sincerely,

s. 22

From:

To: Osborne.MLA, Josie LASS:EX (Josie.Osborne.MLA@leg.bc.ca); Gord Johns (Gord.Johns@parl.gc.ca); Chris Allemany (chrisale@gmail.com); OfficeofthePremier, Office PREM:EX (Premier@gov.bc.ca); Eby.MLA, David LASS:EX (David.Eby.MLA@leg.bc.ca); Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca); Fleming.MLA, Rob LASS:EX (Rob.Fleming.MLA@leg.bc.ca)

Subject: Letter to Editor AV News

Sent: 02/14/2023 03:59:24

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Editor,

When my wife and I traveled in Europe in 2015 we experienced the pleasant, efficient and sustainable service provided by Europe's network of electric trains.

The future challenge of moving large numbers of Vancouver Island residents and visitors up and down the Island in an inexpensive and sustainable way could be solved by an electric train system similar to what we experienced in Europe

This could be accomplished by upgrading the system of rail lines that we already have and equipping it with the latest in commuter rail technology. This would also create much needed jobs during our energy transition.

However, we must act quickly to secure our existing railway corridor. The courts have given the Federal government until March 14 to make a commitment to develop a commuter rail system on the Island. I urge our government officials to seize the opportunity to create a world class electric rail system that we will be able to enjoy in the future.

For more information on this issue, please go to

<https://can01.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.islandrail.ca%2F&data=05%7C01%7CMinister.MOTI%40gov.bc.ca%7C74f059f11916435cbef508db0e3fdca1%7C6fdb52003d0d4a8ab036d3685e359adc%7C0%7C0%7C638119439666070984%7CUnknown%7CTWFpbGZsb3d8eyJWlIjoIjoiV2luMzliLCJBTiI6IklhaWwiLCJXVCI6Mn0%3D%7C3000%7C%7C%7C&sdata=MomgHyojd7ZhY0kiZpzoDqw5jTDHS1I1N3AISjyqATM%3D&reserved=0>

From:

To: OfficeofthePremier, Office PREM:EX (Premier@gov.bc.ca); Eby.MLA, David LASS:EX (David.Eby.MLA@leg.bc.ca); Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca); Fleming.MLA, Rob LASS:EX (Rob.Fleming.MLA@leg.bc.ca)

Cc: Osborne.MLA, Josie LASS:EX (Josie.Osborne.MLA@leg.bc.ca); Gord Johns (Gord.Johns@parl.gc.ca); Chris Allemany (chrisale@gmail.com)

Subject: Vancouver Island Rail transportation

Sent: 02/14/2023 03:56:20

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Dear Premier Eby and Minister Fleming,

I would like to take a moment to review what we've heard regarding the BC Throne Speech and how it applies to the reinstatement of Island Rail. There are a number of key areas that were brought forward that I believe will benefit, both directly and indirectly, as a result of resurrecting the Island Rail Corridor, as outlined below:

Reference to Throne Speech	The Issues Facing Vancouver Island Residents	How Island Rail Assists With The Solution
Access to affordable housing	<ul style="list-style-type: none"> Affordable housing consists of two parts – Availability and Accessibility. The accessibility factor will not be resolved by simply creating more supply and requires us to re-think our approach to creating 'transportation oriented communities' 	<ul style="list-style-type: none"> The Island Rail Corridor stands to serve as a backbone for access to affordable housing outside of our major centres. The current primary transportation corridor is at, or nearing capacity and efforts to improve our highways only serves to continue to contribute to the root causes leading to ongoing congestion. Furthermore, the rail corridor is significantly less vulnerable to the severe weather incidents that we continue to witness.
Access to health care	<ul style="list-style-type: none"> As with housing, our major health care services are provided within our primary population centres and individuals with limited transportation options, our most vulnerable population will continue to be underserved. This is particularly true for individuals requiring access to more advanced services such as in-person medical testing and specialized in-hospital 	<ul style="list-style-type: none"> Rail provides the most equitable form of transportation as there are no impediments related to licensing, capital costs, or accessibility. There are no impediments to accessing this service, and individuals are able

	services.	to count on making their appointments on time regardless of accidents, weather incidents, or traffic congestion.
Personal safety	<ul style="list-style-type: none"> We have witnessed countless incidents where individuals have had to resort to taking unnecessary risks to their safety resulting from inadequate transportation options. In particular, this leads to an increase in vulnerable individuals requesting rides from strangers through hitchhiking or other means. We don't need more 'Highway Of Tears' incidents to wake us up to this matter. 	<ul style="list-style-type: none"> Rail is rated as one of the safest and most reliable modes of transportation. In particular there is a much larger disincentive for individuals to obtain rides from strangers if a reliable, regular, affordable and safe mode of transportation is available as part of our community.
A response to the climate crisis	<ul style="list-style-type: none"> Our sole transportation corridor throughout the island is severely congested and will only get worse as we continue to rely on our 'single occupancy vehicle culture'. Our residents cannot be blamed for this as there is no other option available unlike other jurisdictions throughout the province. 	<ul style="list-style-type: none"> Implementing rail provides a direct response to the climate crisis by providing an alternative to our existing, and only, option of single occupancy vehicles throughout the length of the island. This is true for commuter services and particularly impactful for freight services.
First Nations reconciliation	<ul style="list-style-type: none"> We are aware of the historical wrongs that originally occurred as a result of the expropriation of land for the initial implementation of the rail corridor. 	<ul style="list-style-type: none"> Recognizing and responding to this historical wrong is a key component in the proposal to resurrect Island Rail, and possibly provides one of the greatest paths towards reconciliation that is currently before provincial and federal governments. There is also the potential access to ongoing opportunities for the various First Nations through provincial, federal, and commercial partnerships.

In summary, it is evident that the rail corridor provides a solid horizontal foundation and key infrastructure component to enable every one of the items brought forward during the throne speech. The upcoming budget represents a tremendous opportunity for you to provide the province with a legacy that will serve the province in these areas for generations to come.

As residents of Vancouver Island we need to ensure that funding for this initiative has been clearly allocated by the province in order to avoid the risk of losing this valuable asset forever.

Your attention to this matter is greatly appreciated.

From: s. 22
To: OfficeofthePremier, Office PREM:EX (Premier@gov.bc.ca); Eby.MLA, David LASS:EX (David.Eby.MLA@leg.bc.ca); Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca); Fleming.MLA, Rob LASS:EX (Rob.Fleming.MLA@leg.bc.ca)
Subject: Reinstating Island Rail - A response to the 2023 BC Throne Speech
Sent: 02/14/2023 02:32:35
Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Dear Premier Eby and Minister Fleming,

I would like to take a moment to review what we’ve heard regarding the BC Throne Speech and how it applies to the reinstatement of Island Rail. There are a number of key areas that were brought forward that I believe will benefit, both directly and indirectly, as a result of resurrecting the Island Rail Corridor, as outlined below

Reference to Throne Speech	The Issues Facing Vancouver Island Residents	How Island Rail Assists With The Solution
Access to affordable housing	<ul style="list-style-type: none">Affordable housing consists of two parts – Availability and Accessibility. The accessibility factor will not be resolved by simply creating more supply and requires us to re-think our approach to creating ‘transportation oriented communities’	<ul style="list-style-type: none">The Island Rail Corridor stands to serve as a backbone for access to affordable housing outside of our major centres. The current primary transportation corridor is at, or nearing capacity and efforts to improve our highways only serves to continue to contribute to the root causes leading to ongoing congestion. Furthermore, the rail corridor is significantly less vulnerable to the severe weather incidents that we continue to witness.
Access to health care	<ul style="list-style-type: none">As with housing, our major health care services are provided within our primary population centres and individuals with limited transportation options, our most vulnerable population will continue to be underserved. This is particularly true for individuals requiring access to more advanced services such as in-person medical testing and specialized in-hospital services.	<ul style="list-style-type: none">Rail provides the most equitable form of transportation as there are no impediments related to licensing, capital costs, or accessibility. There are no impediments to accessing this service, and individuals are able to count on making their appointments on time regardless of accidents, weather incidents, or traffic congestion.

Personal safety	<ul style="list-style-type: none"> We have witnessed countless incidents where individuals have had to resort to taking unnecessary risks to their safety resulting from inadequate transportation options. In particular, this leads to an increase in vulnerable individuals requesting rides from strangers through hitchhiking or other means. We don't need more 'Highway Of Tears' incidents to wake us up to this matter. 	<ul style="list-style-type: none"> Rail is rated as one of the safest and most reliable modes of transportation. In particular there is a much larger disincentive for individuals to obtain rides from strangers if a reliable, regular, affordable and safe mode of transportation is available as part of our community.
A response to the climate crisis	<ul style="list-style-type: none"> Our sole transportation corridor throughout the island is severely congested and will only get worse as we continue to rely on our 'single occupancy vehicle culture'. Our residents cannot be blamed for this as there is no other option available unlike other jurisdictions throughout the province. 	<ul style="list-style-type: none"> Implementing rail provides a direct response to the climate crisis by providing an alternative to our existing, and only, option of single occupancy vehicles throughout the length of the island. This is true for commuter services and particularly impactful for freight services.
First Nations reconciliation	<ul style="list-style-type: none"> We are aware of the historical wrongs that originally occurred as a result of the expropriation of land for the initial implementation of the rail corridor. 	<ul style="list-style-type: none"> Recognizing and responding to this historical wrong is a key component in the proposal to resurrect Island Rail, and possibly provides one of the greatest paths towards reconciliation that is currently before provincial and federal governments. There is also the potential access to ongoing opportunities for the various First Nations through provincial, federal, and commercial partnerships.

In summary, it is evident that the rail corridor provides a solid horizontal foundation and key infrastructure component to enable every one of the items brought forward during the throne speech. The upcoming budget represents a tremendous opportunity for you to provide the province with a legacy that will serve the province in these areas for generations to come.

As residents of Vancouver Island we need to ensure that funding for this initiative has been clearly allocated by the province in order to avoid the risk of losing this valuable asset forever.

Your attention to this matter is greatly appreciated.

Sincerely,

s. 22

From s. 22
To: Undisclosed recipients;;
Subject: Reinstating Island Rail - A response to the 2023 BC Throne Speech
Sent: 02/14/2023 02:19:10
Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Dear Premier Eby and Minister Fleming,

I would like to take a moment to review what we’ve heard regarding the BC Throne Speech and how it applies to the reinstatement of Island Rail. There are a number of key areas that were brought forward that I believe will benefit, both directly and indirectly, as a result of resurrecting the Island Rail Corridor, as outlined below:

Reference to Throne Speech	The Issues Facing Vancouver Island Residents	How Island Rail Assists With The Solution
Access to affordable housing	<ul style="list-style-type: none">Affordable housing consists of two parts – Availability and Accessibility. The accessibility factor will not be resolved by simply creating more supply and requires us to re-think our approach to creating ‘transportation oriented communities’	<ul style="list-style-type: none">The Island Rail Corridor stands to serve as a backbone for access to affordable housing outside of our major centres. The current primary transportation corridor is at, or nearing capacity and efforts to improve our highways only serves to continue to contribute to the root causes leading to ongoing congestion. Furthermore, the rail corridor is significantly less vulnerable to the severe weather incidents that we continue to witness.
Access to health care	<ul style="list-style-type: none">As with housing, our major health care services are provided within our primary population centres and individuals with limited transportation options, our most vulnerable population will continue to be underserved. This is particularly true for individuals requiring access to more advanced services such as in-person medical testing and specialized in-hospital	<ul style="list-style-type: none">Rail provides the most equitable form of transportation as there are no impediments related to licensing, capital costs, or accessibility. There are no impediments to accessing this service,

	services.	and individuals are able to count on making their appointments on time regardless of accidents, weather incidents, or traffic congestion.
Personal safety	<ul style="list-style-type: none"> We have witnessed countless incidents where individuals have had to resort to taking unnecessary risks to their safety resulting from inadequate transportation options. In particular, this leads to an increase in vulnerable individuals requesting rides from strangers through hitchhiking or other means. We don't need more 'Highway Of Tears' incidents to wake us up to this matter. 	<ul style="list-style-type: none"> Rail is rated as one of the safest and most reliable modes of transportation. In particular there is a much larger disincentive for individuals to obtain rides from strangers if a reliable, regular, affordable and safe mode of transportation is available as part of our community.
A response to the climate crisis	<ul style="list-style-type: none"> Our sole transportation corridor throughout the island is severely congested and will only get worse as we continue to rely on our 'single occupancy vehicle culture'. Our residents cannot be blamed for this as there is no other option available unlike other jurisdictions throughout the province. 	<ul style="list-style-type: none"> Implementing rail provides a direct response to the climate crisis by providing an alternative to our existing, and only, option of single occupancy vehicles throughout the length of the island. This is true for commuter services and particularly impactful for freight services.
First Nations reconciliation	<ul style="list-style-type: none"> We are aware of the historical wrongs that originally occurred as a result of the expropriation of land for the initial implementation of the rail corridor. 	<ul style="list-style-type: none"> Recognizing and responding to this historical wrong is a key component in the proposal to resurrect Island Rail, and possibly provides one of the greatest paths towards reconciliation that is currently before provincial and federal governments. There is also the potential access to ongoing opportunities for the various First Nations through provincial, federal, and commercial partnerships.

In summary, it is evident that the rail corridor provides a solid horizontal foundation and key infrastructure component to enable every one of the items brought forward during the throne speech. The upcoming budget represents a tremendous opportunity for you to provide the province with a legacy that will serve the province in these areas for generations to come.

As residents of Vancouver Island we need to ensure that funding for this initiative has been clearly allocated by the province in order to avoid the risk of losing this valuable asset forever.

Your attention to this matter is greatly appreciated.

s. 22

From: s. 22
To: OfficeofthePremier, Office PREM:EX (Premier@gov.bc.ca); Eby.MLA, David LASS:EX (David.Eby.MLA@leg.bc.ca); Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca); Fleming.MLA, Rob LASS:EX (Rob.Fleming.MLA@leg.bc.ca)
Subject: Restore Island Rail - Reinstating Island Rail - A response to the 2023 BC Throne Speech
Sent: 02/14/2023 02:13:15
Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Dear Premier Eby and Minister Fleming,

I would like to take a moment to review what we’ve heard regarding the BC Throne Speech and how it applies to the reinstatement of Island Rail. There are a number of key areas that were brought forward that I believe will benefit, both directly and indirectly, as a result of resurrecting the Island Rail Corridor, as outlined below:

Reference to Throne Speech	The Issues Facing Vancouver Island Residents	How Island Rail Assists With The Solution
Access to affordable housing	<ul style="list-style-type: none">• Affordable housing consists of two parts – Availability and Accessibility. The accessibility factor will not be resolved by simply creating more supply and requires us to re-think our approach to creating ‘transportation oriented communities’	<ul style="list-style-type: none">• The Island Rail Corridor stands to serve as a backbone for access to affordable housing outside of our major centres. The current primary transportation corridor is at, or nearing capacity and efforts to improve our highways only serves to continue to contribute to the root causes leading to ongoing congestion. Furthermore, the rail corridor is significantly less vulnerable to the severe weather incidents that we continue to witness.
Access to health care	<ul style="list-style-type: none">• As with housing, our major health care services are provided within our primary population centres and individuals with limited transportation options, our most vulnerable population will continue to be underserved. This is particularly true for individuals requiring access to more advanced services such as in-person medical testing and specialized in-hospital services.	<ul style="list-style-type: none">• Rail provides the most equitable form of transportation as there are no impediments related to licensing, capital costs, or accessibility. There are no impediments to accessing this service, and individuals are able to count on making their appointments on time regardless of accidents, weather incidents, or traffic congestion.
Personal safety	<ul style="list-style-type: none">• We have witnessed countless incidents where individuals have had to resort to taking unnecessary risks to their safety resulting from inadequate transportation options. In particular, this leads to an increase in vulnerable individuals requesting rides from strangers through hitchhiking or other means. We	<ul style="list-style-type: none">• Rail is rated as one of the safest and most reliable modes of transportation. In particular there is a much larger disincentive for individuals to obtain rides from strangers if a reliable, regular, affordable and safe mode of transportation is available as part of our community.

A response
to the
climate crisis

First Nations
reconciliation

don't need more 'Highway Of
Tears' incidents to wake us up
to this matter.

- ☐ ☐ ☐ ☐ ☐ ☐ Our sole transportation corridor throughout the island is severely congested and will only get worse as we continue to rely on our 'single occupancy vehicle culture'. Our residents cannot be blamed for this as there is no other option available unlike other jurisdictions throughout the province.
- ☐ ☐ ☐ ☐ ☐ ☐ Implementing rail provides a direct response to the climate crisis by providing an alternative to our existing, and only, option of single occupancy vehicles throughout the length of the island. This is true for commuter services and particularly impactful for freight services.
- ☐ ☐ ☐ ☐ ☐ ☐ We are aware of the historical wrongs that originally occurred as a result of the expropriation of land for the initial implementation of the rail corridor.
- ☐ ☐ ☐ ☐ ☐ ☐ Recognizing and responding to this historical wrong is a key component in the proposal to resurrect Island Rail, and possibly provides one of the greatest paths towards reconciliation that is currently before provincial and federal governments. There is also the potential access to ongoing opportunities for the various First Nations through provincial, federal, and commercial partnerships.

In summary, it is evident that the rail corridor provides a solid horizontal foundation and key infrastructure component to enable every one of the items brought forward during the throne speech. The upcoming budget represents a tremendous opportunity for you to provide the province with a legacy that will serve the province in these areas for generations to come.

As residents of Vancouver Island we need to ensure that funding for this initiative has been clearly allocated by the province in order to avoid the risk of losing this valuable asset forever.

Your attention to this matter is greatly appreciated.

From: Fleming.MLA, Rob LASS:EX (Rob.Fleming.MLA@leg.bc.ca)
To: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)
Subject: FW: Vancouver Island Rail Transit
Sent: 02/13/2023 23:05:01
Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

From: s. 22
Sent: February 12, 2023 9:53 AM
To: Fleming.MLA, Rob <Rob.Fleming.MLA@leg.bc.ca>
Subject: Vancouver Island Rail Transit

Feb. 12, 2023

Dear Minister Fleming:

We are writing in solid support of the Vancouver Island rail transit corridor completion.

To be short and sweet.....rail transit to Sooke and up island (Nanaimo) is a must for all the many, many reasons stated, and screamed from the rooftops, previously and repeatedly.

They include, but are not limited to, positive outcomes for;

- traffic congestion
- carbon omissions
- construction and related employment
- tourism
- safety
- the environment
- noise pollution

· resource stewardship

.....etc., etc.

Please take our strongly felt support for this rail project forward to the other powers that be.....it really is the only viable (and logical) way for moving our island's increasing population around responsibly and efficiently in the future!

Thank you,

s. 22

From:

To: OfficeofthePremier, Office PREM:EX (Premier@gov.bc.ca); Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)

Subject: E&N railway: please reconstruct as commuter rail

Sent: 02/13/2023 20:07:05

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Dear Premier and Minister of Transport

Please look to the future of sustainable transportation and growth of Vancouver Island tourism by rebuilding and relaunching the E&N railroad. The island economy would be greatly served by fast electric rail between its major population centres. Tourism would be easier, cars would be off the road, there would be an alternative to the Malahat, and in many ways island connections would improve. This investment would serve the Island well for the next 50 years, and help BC meet its climate targets.

s. 22

s. 22

improved public transportation would be an amazing improvement.

Right now cars are hugely subsidized through highway building and maintenance, subsidies of oil and gas industries, and provision of land. Public transportation subsidies are falsely seen as high - per passenger kilometre, given the potential growth, and per population, they can be much less, while improving the environment compared to cars. We should not give up this opportunity to reinstate the island railway.

Thank you for looking to the future

s. 22

From: s. 22
To: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)
Subject: Vancouver Island Rail Corridor
Sent: 02/13/2023 19:15:14
Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Dear Minister Fleming

The E & N Rail Corridor, all the way from Victoria (Esquimalt) to Port Alberni and Courtney is an invaluable asset, and one that would be impossible to re-create if it were to be broken up. It is at imminent risk of being lost due to a recent court decision. If so much as one meter of it were to pass into other hands, its continuity would be lost forever. We, the people of this Province must insist that it be preserved for future generations.

We call upon the Provincial Government (together with the Federal Government) to immediately commit some of the current budget surplus to the preservation of this asset. If this is not done before the deadline imposed by the courts (coming up in March), we will lose the ability to use the corridor in the future for a rapid transit system that will be a necessity within our lifetime.

s. 22

PS. Please share this email with your cabinet colleagues. Thank you!

s. 22

From: s. 22

To: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca); OfficeofthePremier, Office PREM:EX (Premier@gov.bc.ca)

Subject: Support for the Vancouver Island Rail Corridor

Sent: 02/13/2023 01:54:32

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Dear Minister and Premier,

I am contacting you regarding my feelings on the much needed Vancouver Island Rail corridor. We need a transportation system that is affordable and accessible to everyone. Buses are expensive, slow, and sometimes dangerous for women or youth travelling alone. Driving yourself on the highway is also expensive and not accessible for those who do not drive (due to unaffordable car/insurance expenses, disabilities, age, etc.)

Not only that, but BC is spending large amounts of money on road repairs and upgrades when it has been shown there are more affordable as well as ecological options (1, 2). The rail corridor would greatly benefit the small local communities which the train passes through (3) boosting the local economy. It would be highly beneficial for tourism as well as commuting for residents.

s. 22

s. 22 Please give us the transportation we need.

Sincerely,

s. 22

(1) https://www.google.com/amp/s/www.aexcelcorp.com/blog/eco-friendly-traffic-paint/3-ways-asphalt-and-concrete-are-affecting-the-planet%3fhs__amp=true)

(2) <https://www.riacanada.ca/magazine/are-railroads-the-most-environmentally-friendly-solution-in-freight-transportation/#:~:text=On%20broad%2Dbased%20measures%2C%20the,emissions%20by%20up%20to%2075%25.>

(3) <https://www.google.com/amp/s/thehill.com/opinion/finance/377056-rail-investments-can-boost-local-economies/amp/>

From: s. 22

To: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca); Fleming.MLA, Rob LASS:EX (Rob.Fleming.MLA@leg.bc.ca)

Subject: Restore Rail Service on Vancouver Island

Sent: 02/12/2023 19:15:24

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Hon. Rob Fleming,

s. 22

I am writing to

give my support for rail as a viable transportation option on Vancouver Island.

s. 22

I believe creating an alternative transport option over the Malahat is vitally important, for the safety of drivers by removing excess vehicles from roads and for the safety of the planet as we look to move away from carbon as an energy source. Half of Island residents live north of the Malahat, making safer and more efficient transport options vital, and rail produces a third of the CO₂ emissions than those of private vehicles.

With the population continually growing, rail becoming more and more popular across the country, and the BC government's targets to meet their CleanBC Act by 2030 looming closer, I would like you as Minister for Transportation and Infrastructure and my MLA to support the return of service along the Island Rail Corridor.

It just makes sense to remove cars and trucks from our highways: it's safer, it will improve our transit times, and it will help us meet our environmental targets.

Thank you for your support and leadership,

s. 22

From: s. 22

To: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca); OfficeofthePremier, Office PREM:EX (Premier@gov.bc.ca)

Subject: VI RAIL

Sent: 02/12/2023 18:41:18

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

We need a transportation system that is affordable and accessible to everyone. Our current options include an expensive bus which is not an affordable option for low income families, as well as dangerous for youth and women traveling alone, or the highway, which is only convenient for those who can drive (which seems a bit ableist) and can afford not only a car but also insurance, a feat that is becoming less and less possible in this economic climate. Not only that, but BC is spending WAY TOO MUCH on road repairs and upgrades when it has been shown there are more affordable as well as ecological options (1, 2). The rail which will inevitably become a tourist attraction would greatly benefit the small local communities which the train passes through (3) boosting the local and encompassing economy.

Please give us the transportation we need.

Sincerely, s. 22

- (1) https://www.google.com/amp/s/www.aexcelcorp.com/blog/eco-friendly-traffic-paint/3-ways-asphalt-and-concrete-are-affecting-the-planet%3fhs_amp=true)
- (2) <https://www.riacanada.ca/magazine/are-railroads-the-most-environmentally-friendly-solution-in-freight-transportation/#:~:text=On%20broad%2Dbased%20measures%2C%20the,emissions%20by%20up%20to%2075%25.>
- (3) <https://www.google.com/amp/s/thehill.com/opinion/finance/377056-rail-investments-can-boost-local-economies/amp/>

From: s. 22
To: OfficeofthePremier, Office PREM:EX (Premier@gov.bc.ca); Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)
Subject: Fwd: E&N Railway - NEEDS ACTION!
Sent: 02/12/2023 18:30:42
Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

To get the right Minister emails.

From s. 22
Sent: Sunday, February 12, 2023, 10:27
To: Ma.MLA, Bowinn <Bowinn.Ma.MLA@leg.bc.ca>; david.eby.MLA@leg.bc.ca <david.eby.MLA@leg.bc.ca>
Subject: E&N Railway - NEEDS ACTION!

Hi,

I am writing you to implore you to move forward with the upgrade and opening of the E&N Railway. With decision deadline approaching it is imperative that the rail corridor is maintained on the island.

First, it is incredibly important to connect the island communities through public transportation that can be carried on for decades. With almost a million people on this rail line it provides a much-needed connector that does not rely on driving. As housing costs continue to get higher, alternative places that are well connected to the rest of BC are highly sought after. This would help grow all the communities along the corridor. If a connection to Ferry terminals in Nanaimo are made, it could provide an absolutely vital connection with the mainland. This would empower people who can't or don't want to drive to be able to be more mobile. If a ferry connection was included it would allow for people to more economically go to the mainland. The increased foot traffic would also make better use of our ferry infrastructure as car capacity is the limiting factor of how many people it can move.

Second, the decarbonization of our society requires us to look at rail travel for routes that are linear and travelled frequently. The E&N railway is absolutely the perfect candidate for this as these communities were already built around the rail corridor. Using hydrogen trains could help bring new industries to the island and help move BC's economy into the future. This could be tied into a future where BC ferries are also hydrogen powered as well. The construction of modern infrastructure is sorely needed on the island to help it grow with the rest of BC.

This would be an absolute policy failure by the NDP if it was not capitalized on. This project could, connect communities, reduce our carbon output, relieve strain on existing infrastructure, provide redundancy in our transportation infrastructure, and increase economic activity the centres of smaller communities.

Regards,
s. 22

From: s. 22
To: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)
Subject: In support of Rail connecting Vancouver Island Communities
Sent: 02/12/2023 03:31:22
Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Good evening Honourable Representative Fleming,
I am writing to you to express my support and preserve Vancouver Island rail corridor, and my encouragement to restore the tracks and bridges to facilitate rail travel. There are many benefits to this form of transports on our island, and more so, as we have the corridor - the land - basically in place for it, why not make the most of this tremendous transportation resource!

Environmental Benefits

Rail produces 1/3 the CO2 emissions vs that of private vehicles.
Freight rail service means less trucks are on the highways which equates to reduced infrastructure maintenance costs and lower greenhouse gas emissions.
The Provincial Government just stepped-up targets to meet their CleanBC Act by 2030 - rail provides a transportation option that will help us meet those targets.
With population growths in many Island communities (5.2% - Langford, Nanaimo - 2.4%, Sooke & View Royal - 2.5%, Tofino - 7.1%) outpacing those of most regional districts in other parts of BC a modal shift is necessary to help ensure environmentally sound trains are our best option.
Restoring rail will also play a vital role in active transportation by continuing to build trails. Working with the Regional Districts and First Nations, to date, there are over 100km of trails that have been constructed with rail on the corridor and growing. It doesn't have to be one or the other, we can have both.

Social Equity Benefits

Provision of a transportation option that helps ensure accessibility for our elderly, lower income individuals and young people.
50% of Island residents live north of the Malahat making the provision of safe and efficient transportation options between communities vital.
The ICF along with local governments along the corridor support the continued development of rail-with-trails, particularly as it will increase options for active, non-motorized transportation routes within and between Island communities and overall will enhance the travel experience.
Rail can help keep people and communities connected.

Efficiency and Reliability Benefits

Rail provides an extension to other transportation options including transit and ride sharing services - it makes sense to utilize ALL options together.
Passenger rail service is a reliable, safe and efficient alternative to the trans Canada Highway.

According to the Provinces South Island Transportation Study, travel from Mill Bay to Victoria will take 87 – 144 minutes by 2038. Today it takes 43-70 minutes.

The Island Corridor Foundation agrees with the baseline assumptions made in the recent Government Assessment released in March of 2020. The ICF does not agree with the 100% contingency added to this cost. The numbers are simply not a reasonable reflection of the true cost to restore our rail service. A link to this assessment can be found here [Island Rail Corridor Assessment](#)

It just makes sense to remove cars and trucks from our Highways, it's safer, it will improve our transit times and it will help us meet our environmental targets.

Rail is making a resurgence in other parts of Canada and all over the world. Why not on Vancouver Island?

Hon. Fleming, thank you for your representation and support for this cause.

s. 22

From:**To:** Lore.MLA, Grace LASS:EX (Grace.Lore.MLA@leg.bc.ca)**Cc:** Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca); Rankin.MLA, Murray LASS:EX (Murray.Rankin.MLA@leg.bc.ca); Popham.MLA, Lana LASS:EX (Lana.Popham.MLA@leg.bc.ca); Dean.MLA, Mitzi LASS:EX (Mitzi.Dean.MLA@leg.bc.ca); Horgan.MLA, John LASS:EX (John.Horgan.MLA@leg.bc.ca); Olsen.MLA, Adam LASS:EX (Adam.Olsen.MLA@leg.bc.ca); Furstenau.MLA, Sonia LASS:EX (Sonia.Furstenau.MLA@leg.bc.ca); Routley.MLA, Douglas G LASS:EX (Douglas.Routley.MLA@leg.bc.ca); Fleming.MLA, Rob LASS:EX (Rob.Fleming.MLA@leg.bc.ca); Minister, SDPR SDPR:EX (SDPR.Minister@gov.bc.ca); sheila.malcolmson.MLA@leg.bc.ca; Walker.MLA, Adam LASS:EX (Adam.Walker.MLA@leg.bc.ca); Osborne.MLA, Josie LASS:EX (Josie.Osborne.MLA@leg.bc.ca); Leonard.MLA, Ronna-Rae LASS:EX (Ronna-Rae.Leonard.MLA@leg.bc.ca)**Subject:** Support for the reinstatement of the Vancouver Island Rail Corridor**Sent:** 02/11/2023 18:34:43**Attachments:** Vancouver Island Rail Corridor.docx**Message Body:**

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Dear Minister Lore,

I am writing s. 22 to state my support for the reinstatement of passenger rail services on Vancouver Island. Specifically, I would like to see the Vancouver Island Rail Corridor reinstated from Victoria to Courtney with connections between Parksville and Port Alberni, and to the Nanaimo waterfront.

Climate benefits

s. 22

Passenger rail is an efficient and climate-friendly mode of transportation, with a third of the greenhouse gas emissions compared to vehicle transportation. As the Province looks to reach emission reduction targets under CleanBC, I see rail transportation on Vancouver Island playing a role in meeting those targets.

Affordability

s. 22

s. 22

More affordable and reliable forms of passenger transportation would be ideal for this type of travel. Further, due to the high costs of housing, more islanders are commuting from farther and more affordable areas. Rail service would provide an affordable alternative to car transportation, and would allow for better connectivity to areas along the route. There would be an added benefit of the elimination of the rush hour “Colwood Crawl” along the TransCanada Highway from Langford to Victoria.

Province’s process for funding the Vancouver Island Rail Corridor

I would appreciate a response that outlines the process that the Province is following to determine how funds will be allocated to the Vancouver Rail Corridor. Once funded, I think an operational Vancouver Island Rail Corridor will increase affordability for residents of Vancouver Island, and support climate objectives for the whole Province.

Regards,

s. 22

Re: Support for the reinstatement of the Vancouver Island Rail Corridor

The Honourable Grace Lore
Member of the Legislative Assembly of British Columbia
Minister of State for Child Care
Victoria-Beacon Hill
1084 Fort Street
Victoria BC, V8V 3K4

Dear Minister Lore,

I am writing s. 22 to state my support for the reinstatement of passenger rail services on Vancouver Island. Specifically, I would like to see the Vancouver Island Rail Corridor reinstated from Victoria to Courtney with connections between Parksville and Port Alberni, and to the Nanaimo waterfront.

Climate benefits

s. 22 Passenger rail is an efficient and climate-friendly mode of transportation, with a third of the greenhouse gas emissions compared to vehicle transportation. As the Province looks to reach emission reduction targets under CleanBC, I see rail transportation on Vancouver Island playing a role in meeting those targets.

Affordability

s. 22

s. 22 More affordable and reliable forms of passenger transportation would be ideal for this type of travel. Further, due to the high costs of housing, more islanders are commuting from farther and more affordable areas. Rail service would provide an affordable alternative to car transportation, and would allow for better connectivity to areas along the route. There would be an added benefit of the elimination of the rush hour “Colwood Crawl” along the TransCanada Highway from Langford to Victoria.

Province’s process for funding the Vancouver Island Rail Corridor

I would appreciate a response that outlines the process that the Province is following to determine how funds will be allocated to the Vancouver Rail Corridor. Once funded, I think an operational Vancouver Island Rail Corridor will increase affordability for residents of Vancouver Island, and support climate objectives for the whole Province.

Regards,

CC:

Hon. Rob Fleming, MLA, Victoria-Swan Lake and Minister of Transportation and Infrastructure

Hon. Murray Rankin, K.C., MLA, Oak Bay-Gordon Head

Hon. Rob Fleming, MLA, Victoria-Swan Lake

Hon. Lana Popham, MLA, Saanich South

Hon. Mitzi Dean, MLA, Esquimalt-Metchosin

John Horgan, MLA, Langford-Juan de Fuca

Adam Olsen, MLA, Saanich North and the Islands

Sonia Furstenau, MLA, Cowichan Valley

Doug Routley, MLA, Nanaimo-North Cowichan

Hon. Sheila Malcolmson, MLA, Nanaimo, Minister of Social Development and Poverty Reduction

Adam Walker, MLA, Parksville-Qualicum

Hon. Josie Osbourne, MLA, Mid-Island-Pacific Rim, Minister of Energy, Mines, and Low Carbon Innovation

Ronna-Rae Leonard, MLA, Courtenay-Comox

From:**To:** Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)**Subject:** Vancouver Island Rail Corridor**Sent:** 02/11/2023 15:45:36**Message Body:**

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Dear Minister Fleming,

I'm writing in support for the continued funding of rail infrastructure on Vancouver Island. Currently, Vancouver Island has only one remaining rail corridor. Only one corridor capable of long-distance green travel and shipping. While passenger service has ceased on the corridor, the long-term, sustainable, and green development of the Island depends on restarting passenger services.

Rail provides a necessary link in cases of extreme weather events (as was seen in 2021) and remains more resilient to severe rainfall than highways. Rail offers the possibility of commuter rail between communities and Victoria—a necessary feature for the continued economic growth of Vancouver Island. Rail allows people outside of Victoria to access necessary resources in Victoria without having to subject themselves to lengthy commutes.

Imagine if you were a Courtenay resident battling cancer. You have to commute to Victoria for treatment. How are you going to get adequate care if you don't have a car?

Rail is necessary for the mobility of all persons on Vancouver Island, particularly the young, the elderly, and low-income persons.

Further, I urge the Provincial Government to rectify the relationship with the Snaw-Naw-As First Nation. Compensation must be provided for the expropriation of territory, and the rail corridor must be used to benefit the Snaw-Naw-As as well as all other residents of Vancouver Island.

The 2011 choice to end passenger rail on the Island was a disastrous result of unsound austerity. The green development of the island moving forward, and equitable transit access to all residents of Vancouver Island, depend on bringing back passenger rail on Vancouver Island. We know from both the Vancouver Metro Area and Toronto that regional rail service benefits both the economy and peoples' lives. Vancouver Island deserves the same services, and I am certain the economic results will make it worthwhile.

The constituency you represent will benefit from restoring the rail corridor, and I hope you'll do the right thing for British Columbia.

Thank you and I hope to see action taken on this matter.

Best regards,
s. 22

From:

To: tc.ministeroftransport-ministredestransports.tc@tc.gc.ca; Minister, MOTI MOTI:EX
(Minister.MOTI@gov.bc.ca)

Subject: Save the Island Rail Corridor

Sent: 02/10/2023 23:09:55

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Dear Minister Alghabra and Minister Fleming,

I am writing to express my worries for the future of the Island Rail Corridor on Vancouver Island.

A focus on investment in public transportation is critical for the climate and for equity. Youth, seniors, and people with disabilities often rely on public transportation to get around, and having the option to take public transport goes a long way in securing their independence and mobility. Having a robust rail network benefits everyone, and I want to live in a future where taking rail is an option.

The Island Rail Corridor needs federal and provincial funding to survive. I implore you to make every effort to secure this funding, and to work with First Nations to ensure that the future of rail will be coordinated in an equitable, sustainable manner. Thank you.

Sincerely,

From: Fleming.MLA, Rob LASS:EX (Rob.Fleming.MLA@leg.bc.ca)
To: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)
Subject: FW: New submission from Contact Us
Sent: 02/10/2023 19:44:21
Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

From: rob.fleming.mla@leg.bc.ca <rob.fleming.mla@leg.bc.ca>
Sent: February 9, 2023 7:38 PM
To: Fleming.MLA, Rob <Rob.Fleming.MLA@leg.bc.ca>
Subject: New submission from Contact Us

Name	s. 22
Email	s. 22
Subject	Island railroad
Message	<p>Hello Minister Fleming,</p> <p>I'm just your average citizen now living in the s. 22 friends, and s. 22 system on the island. I have used what used to be Grey Hound and now Island Link buses many times to travel up and down this beautiful island. Again tickets are more expensive; times and locations are very limited. Despite this, the few busses that do run are often packed full. Now is the time for the province to invest in a passenger railway system for the island. It could help with connecting people to jobs stimulating further economic opportunities. Reduce transportation emissions! Generate small revenues from non-residence who pay a premium for getting to view such an amazing place from a comfortable ride. People across this island need this next step and you to take it. Please consider these points Best wishes,</p> <p>s. 22</p>

From: s. 22
To: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)
Subject: Vancouver Island Rail
Sent: 02/10/2023 18:26:35
Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Dear Sir or Madam

Yes, please do confirm for all of us that you will restore Island Rail service from Victoria to Courtney/Comox. If it was there, we would use it regularly.

And it is the future: rail travel. We need to invest in the infrastructure that supports public transit.

Thanks for listening to your constituents.

s. 22

From: s. 22

To: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)

Subject: Restore rail service!

Sent: 02/10/2023 07:43:20

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Dear Mr Fleming,

Please fight to restore rail service on Vancouver Island! We need more public transit, especially on the Malahat which often closes due to weather or accidents!

We need our railway restored!

Thank you,

s. 22

From: s. 22
To: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)
Cc: TRAN Deputy Minister TRAN:EX (TRANDeputyMinister@gov.bc.ca)
Subject: Island Corridor rail options
Sent: 02/10/2023 00:21:52
Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

TO: The Honourable Mr. Rob Fleming, Cabinet Minister , Transportation and Infrastructure

Dear Sir:

I respectfully request that you and your cabinet colleagues look upon the issue of the Island Rail Corridor with fresh eyes and think about it quite differently.

As one who used to ride the E&N "Dayliner" in the days when there was a VIA station at the foot of Johnson St., it is very disappointing to see the deterioration of the abandoned line. This is, of course, exacerbated by government going "all in" on car-centric infrastructure on the Island. The lack of rail on the replacement Johnson Street bridge may have sealed the fate of conventional rolling stock as a viable rail option. As one who now resides in the s. 22 I can say that it will be a real disincentive for people from north of the Malahat to take southbound rail if the terminus is in Esquimalt and there have to be transfers to other modes of transport get to the rest of Victoria.

There could be another option. (<https://www.youtube.com/watch?v=zdOIl-1TerI>)(https://www.youtube.com/watch?v=qtR_xaTJIYA)It is my understanding that for less cost the rail bed could be rehabilitated to support the dual-mode bus/train as it weight tolerances and other technical specifications would not have to be upgraded to the same level as previous type of rolling stock. Additional advantages would be that a vehicle with sets of both rubber and steel wheels could leave the rails at level crossings to do pick ups and drop offs at transit hubs or urban centers.

Furthermore, the E&N failed, in part, because there was only ever one train in one direction. And that, in fact, was the wrong direction. With several smaller units, there would be far more flexibility in having multi-timed routes in both directions and with the dual mode there would be greater ease in giving way to two way traffic without having to incur the cost of new rail switching and sidings. A bit of asphalt for the bus along side the track to pull over and then remount the rails would be all that would be needed.

The current problem with commuter adoption of inter-city transit is that it travels on the same highway with all the other vehicles, personal and commercial, and gets slowed and stuck by the same congestion plaguing those roads. By putting busses on rail, a much faster and unobstructed commute would have obvious selling points. Work to co-ordinate schedules with other BC Transit routes would provide additional incentives.

From the perspective of emergency measures, in times of highway closure the ability for busses to rescue stranded car travelers and then transport them to safety on the alternate route of the rail line would be invaluable. This is without even evaluating how they might be able to transport emergency supplies or workers. There is currently huge pressure to identify and build enormously expensive alternative emergency routes all while the existing corridor is neglected.

And let us not overlook the opportunity to make real money through tourism. Done properly, re-activating the rail corridor could pay for itself. Dual mode busses could pick up cruise passengers at Ogden Point and drive to Esquimalt. Without having to get off the bus, tourists would be amazed to find themselves traveling along a rail line with stunning views of the Saanich Inlet and then be let out at a farmers' market or other tourist destination along the rail line and then have a scheduled pick-up point with the bus and make the return trip back to their ships.

As you are no doubt aware, Government's entanglement in the extremely expensive practice of constant road building for cars has been a waste of money as road congestion has only worsened. In an honest cost comparison, repair of the rail line to a specification that could carry dual mode busses and reduce the wear and tear on the Malahat surely would prove economically viable.

Thank you for your time and attention as well as your continued service to our beautiful province.

s. 22

From: Fleming.MLA, Rob LASS:EX (Rob.Fleming.MLA@leg.bc.ca)
To: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)
Subject: FW: Restore Island Raile
Sent: 02/09/2023 21:25:54
Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

From: s. 22
Sent: February 9, 2023 1:16 PM
To: Fleming.MLA, Rob <Rob.Fleming.MLA@leg.bc.ca>
Subject: Restore Island Raile

Dear Mr Fleming,
Honorable Minister of Transportation and Infrastructure

I'm writing you this letter today as a big supporter of the Vancouver Island Rail Corridor, specifically the Island Corridor Foundations business case to restore Rail based services to Vancouver Island, British Columbia Canada, Canada's most western Ports, the Port of Alberni and the Port of Nanaimo.

I would implore you to recognize the Island Rail Corridor for the 289km long historical site, and much needed transportation Corridor that it is needed now and into the future for Vancouver Island, British Columbia and Canada.

As is written on their web site "The Island railway was originally incorporated on September 27, 1883 by the E&N Railway Company, led by Sir Robert Dunsmuir, a renowned British Columbia (BC) coal baron and politician."

The Vancouver Island Corridor connects from Courtenay all the way to Victoria and intersects with the Parksville to Port Alberni line too! Both corridors are pre-existing! Originally built between 1883 and 1887, the railway corridor is in itself a 289km museum. The corridor connects every town and city along its path on an established right of way.

The Vancouver Island corridor does not require creating an alternate route like all the previous attempts tried and failed to do. It doesn't require blasting or bridging over watersheds or spending billions on a tunnel like they've had to do in Vancouver for Skytrain. It will relieve the pressure to expand the roads with yet another extremely costly lane.

The corridor represents an amazing reconciliation opportunity to address the historical grievances emanating from the land grants, and that should not be ignored by the Government.

The Vancouver Island Railway is a gift to Vancouver Island from the past wrapped in controversy and strong feelings, but no one can deny that is just what Vancouver Island needs for 2023!

Increased mobility and independence for seniors and anyone with accessibility needs, Increased safety, comfort, and gained productive time for everyone travelling on the train, Lower travel and insurance expenses or live without a car at all! Fuel independence! Save money for rent, medications, food, cloths, education, and other essentials. Gain a farther reach to find work or to find a less expensive place to live. Have space to distance, play, entertain, nap, work, or just stare out the window as nature scrolls by.

First Nations, the B.C. Government, Regional Districts and every Mayor in B.C Supports it along with residents by a landslide.

s. 22

s. 22 I urge you to please support development of the Vancouver Island Railway Corridor.

s. 22

From: Fleming.MLA, Rob LASS:EX (Rob.Fleming.MLA@leg.bc.ca)
To: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)
Subject: FW: Canada must save the Vancouver Island Railway
Sent: 02/09/2023 20:25:04
Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

-----Original Message-----

From: s. 22
Sent: February 9, 2023 8:56 AM
To: Fleming.MLA, Rob <Rob.Fleming.MLA@leg.bc.ca>
Subject: Canada must save the Vancouver Island Railway

Dear Rob Fleming,

I want to see trains running again on Vancouver Island, providing safe, comfortable, and low-emission travel for residents and visitors.

The railway on Vancouver Island faces a March 14 deadline set by the BC courts for the federal government to confirm Canada still considers the railway to be “in the public interest” and a “Crown Corridor” as defined in the Te'mexw Treaty Association Agreement-in-Principle, which the federal government wishes to retain for railway use and to make investments in the line to ensure its continued operation, securing the long-term future of sustainable transportation for all people on Vancouver Island.

The government's silence on this issue over the past two years deeply concerns me. If Canada is committed to reconciliation, why did our government not respond properly to the original court case? If Canada is committed to sustainable public transportation, why does our government not reopen a railway line that needs only basic repairs?

The Island Corridor Foundation has prepared a business plan that would provide modern train services, several times per day, and reconnect local industries to the rail-based supply chain. Canada should move forward with this plan to support the Island's growing population and economy.

If the deadline is not met, the railway corridor will revert piecemeal to the Island's First Nations, and not even be available for use as a trail, making the island entirely dependent on highways that are frequently closed by bad weather, and travel around the Island very difficult for people who do not drive.

Sincerely,

s. 22

<<https://can01.safelinks.protection.outlook.com/?url=https%3A%2F%2Fu12505734.ct.sendgrid.net%2Fwf%2Fopen%3Fupn%3DJCTyTM6xVk44SJKVMyZE05MILPYxBaNNvUCTn2exY9kGPbxzWp7rdkU7AnGnCzJsYsbEJ6iavg-2BhbubSCpCW1uVfULwZ3a6UZelf0fzJsraXxppl6swy-2BPQ7VXvQ5oZlikJyFAtP8BWF1CjRSuQKo-2F7wP0F5FkNZjCd96zY1NptlbtZioxZVwipHbg04qo-2BerX-2BA5cMaEQPRX5TRZIKUv60yX8b1YFzXehXqQeYEqRgIMCYQfUj8R8bTmzBTnZDEEt7I4hA8M3x5tpbWp4AQZrraTGJXcNA-2Buq8TrTnHmu5W2aNhAEDoVwqt-2BDXwAK9AQ8c8vEZ8IM0K-2B9GE4jID4quhR6yjrWwk-2Fc9eyfgxZX0rKp7kfZZ-2FCqfvSBGOQDXRaH-2F7nlebAHaUy1IJGk2lQeZfNVOOy4JXWGDKCZIWZOmCZI7HPbRi35GQ2f5phFQV&data=05%7C01%7CMinister.MOTI%40gov.bc.ca%7Cd4f41fcbfb6d4a8b7db208db0adbbb8f%7C6fdb52003d0d4a8ab036d3685e359adc%7C0%7C0%7C638115712402294688%7CUnknown%7CTWFpbGZsb3d8eyJWljojMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6Ik1haWwiLCJXVCi6Mn0%3D%7C2000%7C%7C%7C&sdata=IGfq0Yyk0CqPeBcnOGI3A4KEa5f030dUq8Nl%2BFrEjJI%3D&reserved=0>>

s. 22

From:

To: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)

Subject: Vancouver Island Railway

Sent: 02/08/2023 23:11:35

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Hon. Rob Fleming,

s. 22

I know the value of commuting and touring via train. s. 22 I've virtually stopped travelling in to Victoria due to the heavy Malahat traffic. As I age this will become even more important. Please make travelling both to Victoria and "Up-Island" more practical, "greener" by having train service reinstated as soon as possible.

s. 22

s. 22

From:

To: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)

Subject: Vancouver Island Railway Service

Sent: 02/08/2023 23:04:34

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

The Hon. Rob Fleming,

Please support the E&N Railway's return to service on Vancouver Island. s. 22

s. 22

the ideal solution is frequent train service to both

Victoria and Nanaimo (and further north too). s. 22

s. 22

It's green, it's a lot less stressful than driving on our increasingly crowded roads, and it will be easier on the budget of both commuters and tourists. This is the way to spend our transportation aimed tax dollars!

s. 22

From: s. 22

To: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)

Subject: Vancouver Island Rail

Sent: 02/08/2023 20:30:23

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Honourable Rob Fleming;

I am a long time resident of Vancouver Island and support the redevelopment of rail transportation on Vancouver Island.
I am hoping to hear soon that the corridor will be saved and that plans will proceed to offer all Vancouver Island residents regular, reliable transportation from Courtenay to Victoria and over to Port Alberni.

Yours sincerely,

s. 22

Sent from my iPad

From: Fleming.MLA, Rob LASS:EX (Rob.Fleming.MLA@leg.bc.ca)
To: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)
Subject: FW: Restore Island Rail
Sent: 02/08/2023 20:06:41
Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

-----Original Message-----

From: s. 22
Sent: February 2, 2023 5:07 PM
To: Fleming.MLA, Rob <Rob.Fleming.MLA@leg.bc.ca>
Subject: Restore Island Rail

Dear Mr Fleming

s. 22

s. 22

I am writing to you in support of the Island Corridor Foundation's proposal to restore rail service for Vancouver Island. I have been a supporter for many years and have studied the feasibility of this project from the perspective of financial , social and the environmental benefits that passenger and freight rail service could provide. I trust you will do you best to secure the necessary support from your colleagues both provincially and federally. I appreciate your consideration of this important matter.

Yours truly,

s. 22

Sent from my iPad

From: Fleming.MLA, Rob LASS:EX (Rob.Fleming.MLA@leg.bc.ca)
To: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)
Subject: Batch 316123 - Passenger Rail on Vancouver Island
Sent: 02/08/2023 20:05:25
Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

From: s. 22
Sent: February 2, 2023 8:40 PM
To: Fleming.MLA, Rob <Rob.Fleming.MLA@leg.bc.ca>
Subject: Passenger Rail on Vancouver Island

Hi there,

I am reaching out in regards to the issue of the future of Vancouver Island's passenger rail system being decided on March 1st. I want to impress upon you the highly important nature of this issue to our community and to myself as a voter. Rail infrastructure is an integral part of a sustainable future and is superior in every way to the electric vehicle in terms of environmental impact. Furthermore, rail infrastructure such as this is becoming more financially vital than ever due to the reduced purchasing power of everyday citizens related to inflation, sky-high rental costs, and insane gas prices.

Restoring the passenger rail tracks is part of a sustainable future and will be a boon long-term for the local economy across the island. No longer will people have to worry about gas to get up island. The traffic would inevitably increase in more remote areas, benefitting local economies through tourism. There is only harm done to our local economy, to our community, and to our environment in removing the passenger rail tracks rather than restoring them.

Thank you for your time,

s. 22

From: s. 22

To: Rankin.MLA, Murray LASS:EX (Murray.Rankin.MLA@leg.bc.ca); Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)

Cc: OfficeofthePremier, Office PREM:EX (Premier@gov.bc.ca)

Subject: Batch 316123 - Restore Island Rail Service

Sent: 02/08/2023 18:46:18

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Good morning,

I am writing to urge the Ministry of Transportation to reinstate Island Rail. This service is absolutely crucial to the long-term sustainability of transportation services on Vancouver Island. Traffic from Victoria to Langford, Colwood and the Western communities is already terrible, and it will continue to worsen as migration increases to the island. Bus service to Duncan, Nanaimo and Courtney is insufficient and November 2021's unprecedented flooding showed how vulnerable the Malahat is to climate change-related weather events. These events will only increase over the next century. Finally, traffic on the Malahat is excessive and the only other proposed solution -adding another lane to a highway- would cost *billions*. To contrast, the restoration of rail service was estimated in 2020 to cost only \$730 million.

To improve transportation on the island, adapt to climate change, and reduce emissions, we need Island Rail. Please reinstate it ASAP.

Thank you,

s. 22

From: Fleming.MLA, Rob LASS:EX (Rob.Fleming.MLA@leg.bc.ca)
To: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)
Subject: Batch 316123 - Restoration of the Vancouver Island Railroad
Sent: 02/08/2023 17:42:31
Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

-----Original Message-----

From: s. 22
Sent: February 7, 2023 8:19 PM
To: Fleming.MLA, Rob <Rob.Fleming.MLA@leg.bc.ca>
Subject: Restoration of the Vancouver Island Railroad

Hello Mr Fleming,

s. 22 . I am writing today to support the Island Corridor Foundation (ICF) in their mission to restore rail service on Vancouver Island. s. 22
s. 22 this would allow me to have further contact with my loved ones without the time and financial restraint s. 22
Along with the many environmental, social and efficiency benefits this system would create, it would also allow low income individuals s. 22 to get around the island in an accessible way.

Thank you,

s. 22

From: Fleming.MLA, Rob LASS:EX (Rob.Fleming.MLA@leg.bc.ca)
To: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)
Subject: Batch 316123 - Regarding the Vancouver Island Rail Corridor
Sent: 02/08/2023 17:40:09
Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

From: s. 22
Sent: February 7, 2023 11:58 PM
To: omar.alghabra@parl.gc.ca; OfficeofthePremier, Office PREM:EX <Premier@gov.bc.ca>; Fleming.MLA, Rob <Rob.Fleming.MLA@leg.bc.ca>; gord.johns@parl.gc.ca; alistair.macgregor@parl.gc.ca; randall.garrison@parl.gc.ca; lisamarie.barron@parl.gc.ca; rachel.blaney@parl.gc.ca; elizabeth.may@parl.gc.ca; Laurel.Collins@parl.gc.ca
Subject: Regarding the Vancouver Island Rail Corridor

Hello,

I'm writing you this letter today as a big supporter of the Vancouver Island Rail Corridor, specifically the Island Corridor Foundations business case to restore Rail based services to Vancouver Island.

The Island Rail Corridor is a 289km long historical site, and a much needed transportation Corridor that it is needed now and into the future.

As is written on the Island Corridor Foundations web-site, "The Island railway was originally incorporated on September 27, 1883 by the E&N Railway Company, led by Sir Robert Dunsmuir, a renowned British Columbia (BC) coal baron and politician. "

First Nations, Regional Districts and every Mayor in B.C Support it, along with residents by a landslide.

Please support development of the Vancouver Island Railway Corridor.

Signed,
s. 22

From: s. 22

To: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca); OfficeofthePremier, Office PREM:EX (Premier@gov.bc.ca)

Subject: Batch 316123 - Island Rail

Sent: 02/08/2023 16:47:10

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Mr. Fleming and Mr. Eby,

I am writing to demonstrate my support for public rail to be restored on the Island Rail Corridor. The region is growing quickly and it's well past time for a more functional public transit system to be built. Our road system is expensive, dirty, unhealthy, and prone to failure whenever there's an accident or washout. We need alternatives. Do not let the March 14 deadline for reversion of the rail land to the Snaw-Naw-As First Nation pass.

All kinds of ideas have been proposed that could make this a reality. Lots of other areas around the world have solved the same kinds of geographic problems that the island has. These are just the latest examples,

1. https://www.reddit.com/r/VictoriaBC/comments/10wh4m2/my_highly_unlikely_but_highly_lowcost_and/
2. https://www.reddit.com/r/VictoriaBC/comments/10tr7y/want_island_rail_back_write_to_your_mla_and_the/

s. 22

From: s. 22

To: TransportMinstry@dot.gov.za; Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)

Cc: lisamarie.barron@parl.gc.ca; sheila.malcolmson.MLA@leg.bc.ca; mayor.council@nanaimo.ca

Subject: 316166 FYI - E. & N. Railway

Sent: 02/25/2023 03:47:49

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Hon. Omar Alghabra
Minister of Transport
Canada

Hon. Rob Fleming
Minister of Transportation and Infrastructure
British Columbia

February 24, 2023

Dear Ministers:

I am writing to urge you to agree to provide funding to enable the restoration of the E. & N. railway from Victoria to Courtenay. That must be done before March 21, the deadline set by the British Columbia Court of Appeal in the Snaw-Naw-As case.

There is no doubt that, if used fully, rail is more efficient, both economically and environmentally, than other modes of transportation, particularly highways. The key is the amount of use of the railway. In the past, the railway was poorly run, with outmoded equipment and an inconvenient schedule, and, as a result, was seldom used. Particularly with the population growth on southern and central Vancouver Island, that does not need to be the case. We suggest the railway should be restored in stages. The first would be a fast commuter shuttle from downtown Victoria to the base of the Malahat. That would relieve some of the congestion on the Trans Canada Highway at the "Colwood Crawl". The next stage would be up to Duncan. That would provide a much-needed alternative to the Malahat highway, and, if properly scheduled, enable easier commuting from the Shawnigan Lake and Cowichan Regional District areas. The next stages would be to Nanaimo, then to Courtenay. It may be that there is not enough population in those areas now to sustain a full schedule of trains, but, if properly scheduled, there would be use of a train to Victoria early in the morning, returning in the evening. And the demand for that will increase as the population of the mid-Island continues to grow. That just considers passenger traffic, but a rail link would be more efficient for transporting goods than trucking them over the Malahat.

British Columbia gave up a substantial part of south-eastern Vancouver Island in 1875, under the Terms of Union, in order to have a railway from Victoria to Courtenay. The result has been that all of those lands have been in private ownership since that time. As a result, less than 5% of south-eastern Vancouver Island lands have been protected. That compares, unfavourable obviously, with the goal of protecting 30% of lands and waters established at the U.N. Biodiversity Conference in Montreal last year, and adopted by the governments of both Canada and British Columbia. If the E. & N. right-of-way is lost, it will be that much more difficult to achieve those goals.

It will cost a significant amount to restore the E.& N. line, and its operation may well have to be subsidized for some years. But the question is not whether it will turn a profit, but how those costs compare to those of other means of transportation, in particular, in building and maintaining our highways. Especially if the environmental cost are taken into account, we suggest that the railway provides an opportunity which should not be lost.

Thank you for your consideration of this matter.

Yours sincerely,
s. 22

cc. Hon. Lisa Marie Barron, M.P for Nanaimo-Ladysmith; Hon Sheila Malcolmson, M.L.A. for Nanaimo; Mayor Leonard Krog, City of Nanaimo

From: Mayor Leonard Krog (Leonard.Krog@nanaimo.ca)

To: s. 22

Cc: TransportMinstry@dot.gov.za; Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca); lisamarie.barron@parl.gc.ca; sheila.malcolmson.MLA@leg.bc.ca; XT:Nanaimo, City ENV:IN (mayor&council@nanaimo.ca)

Subject: 316166 FYI B (Mayor Krog) - E. & N. Railway

Sent: 02/25/2023 20:03:16

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Much appreciate you doing this s. 22 To lose the corridor now as we all confront climate change would be a complete betrayal of our obligations to not just our current fellow citizens but those who will follow.

Best,

Leonard Krog

Sent from my iPhone

> On Feb 24, 2023, at 7:47 PM, s. 22 wrote:

>
> CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

>
> Hon. Omar Alghabra Hon. Rob Fleming February 24, 2023
> Minister of Transport Minister of Transportation and Infrastructure
> Canada British Columbia

>
> Dear Ministers:

>
> I am writing to urge you to agree to provide funding to enable the restoration of the E. & N. railway from Victoria to Courtenay. That must be done before March 21, the deadline set by the British Columbia Court of Appeal in the Snaw-Naw-As case.

>
> There is no doubt that, if used fully, rail is more efficient, both economically and environmentally, than other modes of transportation, particularly highways. The key is the amount of use of the railway. In the past, the railway was poorly run, with outmoded equipment and an inconvenient schedule, and, as a result, was seldom used. Particularly with the population growth on southern and central Vancouver Island, that does not need to be the case. We suggest the railway should be restored in stages. The first would be a fast commuter shuttle from downtown Victoria to the base of the Malahat. That would relieve some of the congestion on the Trans Canada Highway at the "Colwood Crawl". The next stage would be up to Duncan. That would provide a much-needed alternative to the Malahat highway, and, if properly scheduled, enable easier commuting from the Shawnigan Lake and Cowichan Regional District areas. The next stages would be to Nanaimo, then to Courtenay. It may be that there is not enough population in those areas now to sustain a full schedule of trains, but, if properly scheduled, there would be use of a train to Victoria early in the morning, returning in the evening. And the demand for that will increase as the population of the mid-Island continues to grow. That just considers passenger traffic, but a rail link would be more efficient for transporting goods than trucking them over the Malahat.

>
> British Columbia gave up a substantial part of south-eastern Vancouver Island in 1875, under the Terms of Union, in order to have a railway from Victoria to Courtenay. The result has been that all of those lands have been in private ownership since that time. As a result, less than 5% of south-eastern Vancouver Island lands have been protected. That compares, unfavourable obviously, with the goal of protecting 30% of lands and waters established at the U.N. Biodiversity Conference in Montreal last year, and adopted by the governments of both Canada and British Columbia. If the E. & N. right-of-way is lost, it will be that much more difficult to achieve those goals.

>
> It will cost a significant amount to restore the E. & N. line, and its operation may well have to be subsidized for some years. But the question is not whether it will turn a profit, but how those costs compare to those of other means of transportation, in particular, in building and maintaining our highways. Especially if the environmental cost are taken into account, we suggest that the railway provides an opportunity which should not be lost.

>
> Thank you for your consideration of this matter.

>
> Yours sincerely,

> s. 22

>
>
>
>
> cc. Hon. Lisa Marie Barron, M.P for Nanaimo-Ladysmith; Hon Sheila Malcolmson, M.L.A. for Nanaimo; Mayor Leonard

From: Izzy Adachi - UVSS Director of Campaigns & Community Relations (campaigns@uvss.ca)
To: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)
Subject: 316171 Incoming - Joint Letter To Minister Fleming on Island Rail
Sent: 02/27/2023 18:54:49
Attachments: UVSSCCSS Island Rail Letter.pdf
Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

To Whom It May Concern,

Attached is a joint letter from the UVic Student's Society and the Camosun College Student Society in favour of restoring the Island Rail Corridor.

Thank you,

Izzy Adachi (She/they)

Director of Campaigns and Community Relations | University of Victoria Students' Society
Unceded, unsundered territories of the lək'wəŋən and WSÁNEĆ peoples

E: campaigns@uvss.ca | **W:** www.uvss.ca

UVSS - Run by students, for students.

The Honourable Rob Fleming
Minister for Transportation & Infrastructure
PO Box 9055
Prov Stn Govtz
Victoria, BC V8W 9E2



CC: The Honourable Omar Alghabra
House of Commons
Ottawa, ON K1A 0A6

Re: Island Rail Corridor Restoration

The University of Victoria Students' Society (UVSS), which represents over 19,000 undergraduates and the Camosun College Students Association (CCSA) which represents over 18 500 learners, and are incorporated under the BC Societies Act. We have long been advocates for, and supporters of, sustainable transportation, most notably in the form of our university bus pass program (UPASS), the first of its kind in Western Canada. **We are calling on the British Columbia government and the Government of Canada to initiate the restoration of the Island Rail Corridor.**

Greater Victoria is a rapidly growing city at the south end of a mountainous island. The only reasonable option for traveling to other cities on the Island is the often-closed and congested stretch of the Trans-Canada Highway referred to as the Malahat, which requires either a private vehicle or travel on an expensive and unreliable private bus. Most Vancouver Island students rely on public transit and live without a vehicle. As such, the restoration of the Island Rail Corridor represents a tangible and important improvement to the ability of students to travel, especially students who call the Cowichan Valley or Nanaimo home. Additionally, students face rapidly increasing cost of living driven by the housing crisis. The restoration of the Rail Corridor as a reliable regional rail would allow the students and professors currently commuting across the Malahat to get to campus without the use of a car.

Victoria also relies on this highway for the transportation of crucial goods. Unfortunately this tenuous connection to the rest of the island is frequently severed by accidents and weather events. Traffic is completely halted in one or both directions for extended periods more than 4 times a year on average. Several of these closures have been for days or even weeks. The Malahat has no reasonable alternative for the vast majority of business and personal traffic (the available ferry can only transport about 0.1% of commuter traffic, and all other road routes

require a four-hour detour).¹ Traffic will continue to increase as Victoria and other island communities continue to rapidly grow, and further expansion of the Malahat is not feasible. An alternative route for freight and passenger service is desperately needed, especially as Vancouver Island continues to grow.

The simplest and most affordable alternative over the long term is rail, which comes with lower maintenance costs and an existing alignment in the form of the Island Rail Corridor. Given that land acquisition is the largest cost of new rail lines in North America, the protection of the Island Rail Corridor is paramount. In the context of the March 2023 deadline set by the BC Court of Appeals, **rail service must be restored along the corridor in the short term**. What is lacking is vision for a longer term use of the corridor, especially in the context of the housing crisis, another issue that UVSS students struggle with every day.

Much of the cost of restoring the rail service can be recaptured through redevelopment, a successful model widely used in the United Kingdom.² Existing regulations prevent housing construction, and the Province is in a unique position to create or allow transit oriented development projects along the corridor to fund rail restoration, while also helping the Provincial and Federal governments reach their housing commitments. Further transit-oriented projects can provide enormous room for affordable and below-market housing.

In addition to unlocking housing development, restoring the rail corridor will have further economic benefits such as new employment in rail jobs, benefits to the tourism industry, and increased accessibility of services across the island. The Province will also benefit from lowered road maintenance costs on the Malahat from lowered traffic volumes. Traffic reduction is also an important factor in climate change response and should not be understated.

These changes should only be implemented collaboratively with First Nations groups, from whom the rail corridor was seized. As part of reconciliation, governments must be serious about listening to the needs of First Nations communities.

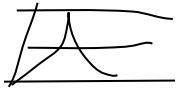
The March 15th 2023 deadline set by the BC Court of Appeals is an important deadline for the provincial and federal governments to move forward. Today's students will live with the consequences of inaction. If the Federal and Provincial governments are serious about climate change action and transportation planning, they need to act now. **The UVSS calls on the BC**

¹ Parsons, "Highway 1 – Malahat Segment Detour Route Planning" (Victoria, BC: MoTI, 2019).

² "Rail Network Enhancements Pipeline," GOV.UK.; "Developing Our Portfolio," Network Rail.

government to develop the Island Rail Corridor rather than passing on the costs of a new one to the next generation.

Sincerely,

A stylized handwritten signature consisting of a few sharp, angular strokes.

Izzy Adachi
UVSS Director of Campaigns and Community Relations

A complex, cursive handwritten signature with many overlapping loops and flourishes.

Jessie Niikoi
External Executive, CCSS

From: s. 22

To: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)

Subject: 316216 FYI - Fwd: Regarding the restoration of passenger and freight rail service on the E&N Railway on Vancouver Island

Sent: 03/01/2023 00:22:36

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Dear Rob Fleming. I'm writing to you because the government has a deadline to fund the train corridor. I think you should support the corridor because we need it to move people and freight up and down the island. Tell the government of Canada that time is getting short and we need support for it.

Don't lose the corridor!!

Regards

s. 22

Sent from my iPhone

Begin forwarded message:

From: XMS Ministerial Registry Unit / Unité du registre ministériel XMS <XMSMinisterialRegistryUnit-UniteDuRegistreMinisteriel@tc.gc.ca>

Date: February 27, 2023 at 8:02:27 AM PST

Subject: Regarding the restoration of passenger and freight rail service on the E&N Railway on Vancouver Island

Good day:

Thank you for your correspondence to the Honourable Omar Alghabra, Minister of Transport, regarding the restoration of passenger and freight rail service on the E&N Railway on Vancouver Island.

The British Columbia Court of Appeals has given the Government of Canada until March 2023 to determine whether the restoration of rail service on the former E&N railway line is in the public interest, and whether it will fund such work.

The federal government is actively considering the issues raised in the ruling and is committed to better understanding perspectives across Vancouver Island, including those of First Nations, regional districts, and other levels of government, to inform the path forward.

While Transport Canada will not be leading an engagement process of its own, the Government of Canada's decision-making will be informed by the ongoing engagement by the British Columbia Ministry of Transportation and Infrastructure.

Thank you for sharing your views on these important matters.

Sincerely,

Jessica

Executive Correspondence Unit
Transport Canada/Government of Canada



February 24, 2023

Honourable Omar Alghabra
Minister of Transport
Government of Canada
House of Commons
Ottawa ON K1A 0A6

Reference: 315974

Dear Minister Alghabra:

Re: Island Rail Corridor

I would like to thank you for taking the time to meet last week to discuss the long-term importance of the Island Rail Corridor (IRC, or the Corridor) and I want to highlight again our government's desire to work with Canada to maintain the IRC as a contiguous transportation corridor that serves not only B.C. but our country's long-term supply chain, climate action, and reconciliation priorities. We both agree that this Corridor will play an important part in transporting goods and people in the future and it is important to consider its value for future generations of Vancouver Islanders, in particular as populations grow and the west coast of Canada plays a much more significant role in international trade with the movement of goods across Canada and North America.

To support our governments in a common understanding and to lay the groundwork for future collaboration on a path forward for the Corridor, staff in my ministry have since 2020 undertaken studies on the investments required to restore rail and have assessed the potential benefits resulting from freight rail along all or portions of the IRC. My ministry has also engaged with First Nations, local governments, and other interested parties to better understand viewpoints on the Corridor's future. All this information has been shared with your staff and I have also attached it to this letter for your reference.

Acknowledging the history of the Corridor is key to any discussion with respect to its future. The IRC stretches back to the days of British Columbia joining confederation, when Canada agreed to build a railway to connect the seaboard of B.C. with the national railway system. Canada subsequently conveyed lands on Vancouver Island to the Esquimalt & Nanaimo (E&N) Railway and, as part of this, granted E&N a right-of-way through the Snaw-Naw-As First Nation (SFN) reserve, and through the reserves of six other Nations, for construction of the railway.

The legacy of Canada's involvement in and responsibility for the Corridor is highlighted in the B.C. Court of Appeal's SFN lawsuit decision. While the Court dismissed the SFN's appeal, the decision invites the First Nation to return to the Court "*...if Canada determines that it will not approve funding for (rail) infrastructure improvements on the segment of the corridor that includes the SFN Reserve, or does not make a determination, within 18 months*".

The timeline for Canada's decision is March 14, 2023. In our most recent discussion, you requested B.C. lead the way in deciding the future of the Corridor, but I must reiterate that our government cannot preserve the integrity of the IRC without Canada's support. B.C. should not be expected to go-it-alone and make substantial investments in a railway corridor it does not own or have any control over. That is why a partnership between our respective governments is a critical opportunity to finally transform this asset of the past into a future-ready transportation corridor that serves the long-term interests of British Columbians and Canada. We also believe it is critical that we partner with the First Nations in establishing and benefitting from this new vision for the transportation corridor.

Extreme weather events such as the fall 2021 atmospheric river and flooding our province experienced are an important reminder of the need to improve supply chain efficiency and resiliency and build stronger trade corridors and gateways for future generations. At that time, the Malahat was damaged, and the Capital region was cut off from the rest of Vancouver Island. The IRC is unique and provides the only other north/south transportation corridor on the South Island. Loss of the IRC would establish an unfortunate precedent undermining our shared focus on building transportation and supply chain networks that shift more people and goods movement by rail, enabling more short sea shipping and Port network expansion, and ultimately lowering GHGs across the supply chain and transportation sector.

I am pleased strengthening supply chains, economic corridors, and climate change mitigation are the priorities we will discuss with our counterparts at the Council of Ministers' meeting in Ottawa on February 24th. These are critically important topics for federal, provincial, and territorial cooperation for years to come. Success will underpin Canada's future prosperity. That is why as ministers responsible for transport, I submit we not be swayed by short-term thinking that dismisses the IRC as a short-line, regional railway without any benefit to the provincial and national public interest. B.C. has the fastest growing population centres in Canada, with some of the most rapidly expanding cities in the country such as Langford and Nanaimo through which the IRC passes. This trend in population growth will only increase over the coming years and, with it, the value of an intact transportation corridor such as the IRC to both B.C. and the rest of the country.

Another critically important priority our governments share is reconciliation. The colonial approach taken in the establishment of the IRC needs to be addressed going forward, whether Canada decides to invest in the Corridor's future or not. First Nations along the IRC continue to raise the issue of Canada's responsibility to address the past use of their lands over the last one hundred plus years. Return of those reserve lands bisected by the Corridor is an option for Canada in the short-term, but such a decision does not address the legacy of past use and, equally important, misses a significant opportunity for Canada and B.C. to work together with First Nations on co-developing a future for the IRC that benefits their communities and peoples for generations to come.

Finally, you have asked for B.C.'s plan. As I conveyed in our conversation last week and above, we seek a commitment from Canada to work with B.C. to maintain the IRC as a contiguous, intact transportation corridor, in partnership with First Nations.

I believe now is the time for our governments to collaborate on a series of concrete actions that set the course for the Corridor's near term and future use. Those actions I believe required without delay are:

- A public commitment from Canada and B.C. to jointly invest in the future restoration of the Corridor subject to agreement with and consent of those First Nations whose lands are impacted.
- As part of this public commitment, Canada and B.C. jointly support interim investments in the IRC for targeted safety and localized rail line preservation, as well as expanded active transportation as an interim 'light' transportation use as Canada and B.C. work with First Nations to consider longer term uses of the Corridor.
- Canada immediately engages directly with the SFN and other First Nations to determine whether and how the Corridor can remain intact. Given this important work Canada seek an extension to the Court's deadline of March 14, 2023, set out in SFN case decision.

Thank you again for all the discussions we have had regarding the IRC. I do hope we can find time to continue our discussion on this issue in person when we convene for the Council of Ministers meeting in Ottawa.

Sincerely,

Rob Fleming
Minister

Copy to: Kaye Krishna, Deputy Minister

Island Rail Corridor Overview Map



From: s. 22

To: WEBMASTER TRAN:EX (TRAN.WEBMASTER@gov.bc.ca); Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca); TRAN Deputy Minister TRAN:EX (TRANDeputyMinister@gov.bc.ca)

Subject: Request to consider Vancouver Island Rail Corridor

Sent: 03/01/2023 16:00:00

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Hello,

I am a resident of BC and I believe the Vancouver Island Rail Corridor revitalization should be considered.

As mentioned by the article below, the deadline for decision to consider is March 14th.

<https://www.vicnews.com/news/strategically-important-feds-weighing-431m-vancouver-island-rail-corridor-future-as-deadline-looms/>

This Corridor would provide:

- High socio economic impact
- an alternative means of travel to reduce dependence and traffic of the singular highway
- Allow community members outside of Victoria who cannot drive a more reliable method of transport

Looking globally, cities and regions are funding alternative methods of transport. The question for rail is when, not if. And since there is a deadline, the smart choice needs to be made now.

Please consider this for this generation as well as all of the future generations that would benefit.

Thank you,

s. 22

From: s. 22
To: Undisclosed recipients;;
Subject: I support Vancouver Island Rail
Sent: 03/01/2023 01:14:21
Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

To whom it may concern,

Re: Vancouver Island Rail and pending B.C. Court of Appeal deadline

Your attention to this letter, which is in support of reinstating active rail service throughout the Vancouver Island Rail Corridor, is greatly appreciated.

We ask that the Government of Canada urgently make that happen by taking these two steps:

- Firstly, and critically, address the necessary consultation, accommodation, and reconciliation that needs to be undertaken with Vancouver Island First Nations in order to resolve historical grievances and issues emanating from the E&N land grants.
- Secondly, agree on a plan with the Province of British Columbia for a modern railway service.

As you are likely aware, VIA Rail suspended service in 2011 due to safety concerns. The ICF has failed to secure ongoing investment to return the entire railway in the corridor to active service, with the goal of connecting and building communities.

In September 2021, in the matter of Snaw-Naw-As First Nation (SNA) v. Attorney General of Canada and Island Corridor Foundation, the B.C. Court of Appeal set a deadline of March 14th, 2023, after which, the B.C. Supreme Court would hear arguments to extinguish the rail right of way, placing the responsibility with Canada: "[100] ...I consider a period of 18 months from the date of this judgment sufficient for Canada to determine whether it will approve funding for infrastructure improvements on the segment of the corridor that includes the SFN Reserve. If it determines not to approve funding or does not make a determination on or before that time, the appellant will be entitled to return to court to enforce its right of reversion."

The residents of Vancouver Island recognize that a loss of the railway will lead to significant negative environmental and economic impacts for future generations.

Why this is important

There are several factors that heighten the urgency of addressing this issue immediately:

1. This initiative represents a tremendous opportunity for the Federal and Provincial governments to prioritize reconciliation with the First Nations along the rail corridor.
2. Transportation options for the residents of the Island are extremely constrained. The current options are restricted to automobiles or extremely limited and expensive and/or slow bus service.
3. The highway system is facing delays and blockages due to growing traffic congestion, increasingly severe weather, and accidents. There is, in many areas, only one road in and out. When these links are slowed or closed individuals could be late to work or school, miss critical appointments like medical treatment, and miss ferry sailings. Most crucially many communities run the risk of shortages of food, supplies, and fuel while crippling the ability of first responders to reach victims.
4. At almost 900,000 residents, we have experienced explosive population growth. But economic development within our communities is heavily dependent on access to safe, efficient, and cost-effective transportation, whereas the current highway system is nearing or exceeding capacity in many areas.
5. The costs of adding highway capacity, both in construction and in environmental losses including precious parkland and wetlands, are horrendously high (\$1 billion+ to build through or around the Malahat section through Goldstream Provincial Park alone) and are no longer aligned with the vision of a positive environmental future held by our society.
6. We will benefit from greater efficiencies in the movement of freight and passengers, and co-existence with other transportation alternatives including trail networks. This presents a compelling case for climate action and will contribute far fewer GHG emissions per capita compared to road transportation.
7. There are a growing number of successful examples in the United Kingdom, Germany, and the USA of restored, revitalized rail lines in regions similar to Vancouver Island that could be followed. There are also examples in Canada of First Nations' involvement with and equal ownership of rail (Hudson's Bay Railway to Churchill, MB, Algoma Central Railway in Ontario, and Tshiuetin Rail Transportation in Quebec and Newfoundland and Labrador).
8. Revitalizing rail on Vancouver Island could also be the key to unlocking Port of Vancouver congestion while growing our economy through resolving supply chain issues: by enabling Port Alberni to serve as a container port where containers would be loaded on/off railcars and moved to/from the mainland.

Our request

We note, and thank, the strong and dynamic investments being made by the Government of Canada in green transportation infrastructure, including the SkyTrain extensions, the new VIA Rail corridor fleet, and the High-Frequency Rail initiative. Concluding an agreement to revitalize Vancouver Island rail would be in both the spirit and letter of the direction the Government is taking.

We also are aware that it was the Federal Government that rescued the railway in 2002 when it was similarly threatened with abandonment. That action set the stage for and enabled the creation of the ICF, and the return of the ownership of the railway corridor to the people of Vancouver Island. The ICF employees, which are answerable to the Board made up of representatives from Vancouver Island Regional Districts and First Nations, can facilitate the rebuilding of the railway better than it was before, with service that meets our needs now and into the future. And which can ensure that the agreement being sought will be executed fairly, sensibly, respectfully, responsibly, and successfully.

This is an endeavour for which your support is critical, and on which hinges the future of safe, equitable, and reliable transportation on Vancouver Island. The rail corridor is still there, for now, and with the commitment from the governments of Canada and British Columbia, we look forward to realizing the benefits of active rail throughout the corridor to serve future generations.

Together, we stand at a strategic crossroads – It is time to think differently and move forward with rail.

Respectfully yours,

S. 22

s. 22

From:

To: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)

Subject: Fwd: Office of the Prime Minister / Cabinet du Premier ministre

Sent: 02/28/2023 16:45:50

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Original email below forwarded to you as suggested by the Prime Minister's office
Thanks

Sent from my iPhone

Begin forwarded message:

From: Prime Minister | Premier Ministre <PM@pm.gc.ca>

Date: February 28, 2023 at 8:18:57 AM PST

To: s. 22

Subject: Office of the Prime Minister / Cabinet du Premier ministre

To whom it may concern:

On behalf of Prime Minister Justin Trudeau, I would like to acknowledge receipt of your email regarding the Vancouver Island Railway.

Please be assured that your comments have been carefully reviewed. If you have not already done so, you may wish to share your concerns with Honourable Rob Fleming, Minister of Transportation and Infrastructure of British Columbia. Minister Fleming can be reached by email at Minister.Transportation@gov.bc.ca.

Thank you for taking the time to write.

A. Noël

Executive Correspondence Officer/Agente de correspondance

Executive Correspondence Services/

Services de la correspondance de la haute direction

From : s. 22

PM >>

Received : 25 Feb 2023 04:17:56

?

?

s. 22

s. 22

which we appreciate Gordon

John's for mentioning in Parliament on our behalf when now we are in a time of need in the Community). During that time rail was relied upon to transport paper, lumber and plywood to the other side of the island from Port Alberni as well as bring in goods from the east side of the island. Since that time the mills have shut down and/or use other means of transportation to move their goods and the rail lines have not been maintained for any other purpose that could have benefited the communities of the island. We know the Federal Government along with local Government have invested heavily in the historic McLean's Sawmill and the interest was great when there was a steam train taking tourists out to the mill from the Quay located downtown Port Alberni. We understand that there was also a lot of interest from cruise ships that came into the City of Nanaimo, that a favourite tour was a bus trip to Port Alberni to go on the steam train out to the McLean Mill. With the current condition of the tracks no trains run to the mill and the opportunity to have trains come from Nanaimo is slipping away as well.

We assume this is not news to you but feel that it needs to be reflected on when making a decision for the future of the rail line on Vancouver Island. When it was running, some of us took the day liner from Parksville to Victoria that was both convenient and, over the Malahat, one of the most scenic trips you could ask for (a dream that never happened was to go from Port Alberni to Parksville that probably would have trumped the Malahat trip).

Our question to you is this, if our rail lines on Vancouver Island are not going to be upgraded and maintained to enable rail travel for the residents of the island, will the E & N Rail registered liens on our properties for coal and base metals (as well as timber) be removed and if not, why not?

From:

To: WEBMASTER TRAN:EX (TRAN.WEBMASTER@gov.bc.ca); Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca); TRAN Deputy Minister TRAN:EX (TRANDeputyMinister@gov.bc.ca)

Subject: Request to consider Vancouver Island Rail Corridor

Sent: 02/28/2023 16:00:00

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Hello,

I am a resident of BC and I believe the Vancouver Island Rail Corridor revitalization should be considered.

As mentioned by the article below, the deadline for decision to consider is March 14th.

<https://www.vicnews.com/news/strategically-important-feds-weighing-431m-vancouver-island-rail-corridor-future-as-deadline-looms/>

This Corridor would provide:

- High socio economic impact
- an alternative means of travel to reduce dependence and traffic of the singular highway
- Allow community members outside of Victoria who cannot drive a more reliable method of transport

Looking globally, cities and regions are funding alternative methods of transport. The question for rail is when, not if. And since there is a deadline, the smart choice needs to be made now.

Please consider this for this generation as well as all of the future generations that would benefit.

Thank you,

From: s. 22
To: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)
Subject: E&N train line
Sent: 02/27/2023 19:30:40
Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Hello,

I am writing to encourage the monies to get this train up and running again.
With climate change looming and the growth of the Vancouver Island the train service would be a boon on so many levels.
Reduction of cars on the busy system, plus the increase economically for tourism are just a few reasons.

Heck you might even get enough votes for an MP!

s. 22

Unlike many Canadians these days , my view is country trumps province. Being able to move freely anywhere in this great land is fantastic.

s. 22

When train travel across the country was the way to go

I'd love to see it resurrected in my life time.

Thank you for your time

Kind Regards

s. 22

From:

To: WEBMASTER TRAN:EX (TRAN.WEBMASTER@gov.bc.ca); Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca); TRAN Deputy Minister TRAN:EX (TRANDeputyMinister@gov.bc.ca)

Subject: Request to consider Vancouver Island Rail Corridor

Sent: 02/27/2023 16:00:00

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Hello,

I am a resident of BC and I believe the Vancouver Island Rail Corridor revitalization should be considered.

As mentioned by the article below, the deadline for decision to consider is March 14th.

<https://www.vicnews.com/news/strategically-important-feds-weighing-431m-vancouver-island-rail-corridor-future-as-deadline-looms/>

This Corridor would provide:

- High socio economic impact
- an alternative means of travel to reduce dependence and traffic of the singular highway
- Allow community members outside of Victoria who cannot drive a more reliable method of transport

Looking globally, cities and regions are funding alternative methods of transport. The question for rail is when, not if. And since there is a deadline, the smart choice needs to be made now.

Please consider this for this generation as well as all of the future generations that would benefit.

Thank you,

From:**To:** omar.alghabra@parl.gc.ca; Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)**Subject:** Vancouver Island Railway**Sent:** 02/27/2023 03:20:27**Message Body:**

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Dear Minsters:

I strongly support restoring and expanding the Vancouver Island railway line. Once lost, railway rights-of-way cannot be recovered. With the rise of the automobile, Canada allowed its great railway system, which connected even isolated parts of our country, to largely disappear.

Rail travel is one of the safest and most comfortable, efficient, and environmental friendly modes of travel for people and goods. The population on the eastern coast of Vancouver Island is growing rapidly. Many living in the upper half of the Island must travel to Nanaimo or Victoria for specialist medical care or surgery. Not everyone wants or can manage that several-hour drive to Victoria, especially with the increasingly busy and flood-prone highways. An alternative, especially for seniors or those who need care, would be very welcome. Also, having rail available for freight will get more trucks off the highways, a traffic and environmental benefit.

One need only to look at Europe, where residents and tourists can travel effectively within and between countries by rail. An important national transportation system is a public good for which profit should not be the goal. Hence, renewal of rail travel cannot be left to the private sector to develop and sustain.

Of course, environmental and First Nations concerns must be addressed as the railway is re-established, but this is a project that needs to go forward.

Yours truly,

From: s. 22
To: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca); Lore.MLA, Grace LASS:EX (Grace.Lore.MLA@leg.bc.ca)
Subject: A request to commit to reinstate the E&N Railway
Sent: 02/26/2023 06:39:39
Attachments: image.png
Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Dear Minister Fleming and MLA Lore,

s. 22

s. 22

s. 22

we want to see
trains running again on Vancouver Island, providing safe, comfortable, and an environmentally sound travel
option for residents and visitors. s. 22

s. 22

As you're aware, the railway on Vancouver Island faces a March 14 deadline set by the BC courts for the federal government to confirm that the Federal Government still considers the railway to be “in the public interest” and a “Crown Corridor” as defined in the Te'mexw Treaty Association Agreement-in-Principle. We require a statement from the federal government that it wishes to retain the corridor for railway use and make investments in the line to ensure its continued operation. This would secure the long-term future of sustainable transportation for all people on Vancouver Island.

While there is a clear role for the Federal Government, the lack of vocal encouragement from the Provincial Government on this issue over the past two years deeply concerns me. If the Province is committed to meeting the targets in CleanBC and the Roadmap to 2030, particularly the target to reduce VKT by 25% by 2030, why has the Government not provided the verbal or financial support needed to reopen the railway line?

The Island Corridor Foundation has prepared a business plan that would provide modern train services, several times per day, and reconnect local industries to the rail-based supply chain. Canada should move forward with this plan to support the Island's growing population and economy.

If the deadline is not met, the railway corridor will revert piecemeal to the Island's First Nations, and not even be available for use as a trail, making the island entirely dependent on highways that are frequently closed, by bad weather or bad driving. Should neither level of government step up to provide public intercity transportation, travel on Vancouver Island becomes very difficult for people who do not drive or have access to vehicles. We've already seen how precarious it is to rely on private sector providers of intercity travel on Vancouver Island and throughout BC.

s. 22

Right now on Vancouver Island, these options simply don't exist. I look forward to seeing sustainability in practice on Vancouver Island by providing alternative travel options to single passenger vehicles.

Let's get the choo-choo going.

Sincerely,

s. 22

From:

To: Popham.MLA, Lana LASS:EX (Lana.Popham.MLA@leg.bc.ca); laurel.collins@parl.gc.ca; sheila.malcolmson.mla@leg.bc.ca; lisamarie.barron@parl.gc.ca; Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca); Fleming.MLA, Rob LASS:EX (Rob.Fleming.MLA@leg.bc.ca); omar.alghabra@parl.gc.ca

Subject: Passenger rail Vancouver Island

Sent: 02/26/2023 01:08:13

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Dear honourable representatives,

s. 22

I

am writing in support of restoring rail to Vancouver Island in at least some capacity.
s. 22

s. 22 over the Malahat, made worse by BC's disastrous housing market that prevents them from living closer to work or university. s. 22
s. 22

British Columbia needs better intercity transit options. Restoring the E&N, or even just a portion of it, would provide many benefits for BC and Vancouver Island.

Victoria, the Cowichan Valley, Nanaimo, and Courtney-Comox all have solid functional transit systems that could be leveraged to form a solid interconnected network, providing far greater connectivity. Finally, providing a reliable sustainable alternative to the Malahat and highway 1 would demonstrate a commitment to reducing carbon emissions, and building in greater climate and disaster (and vehicle crash) resilience for the future.

Now costs may be significant, but there are ways to mitigate them. Full double tracking would be ideal, however 2 way service with reasonable frequencies could be achieved with well placed sidings and passing tracks, as shown by the Trillium Line in Ottawa that manages 15 minute service in both directions despite having a single tracked tunnel along the route. As the E&N would be providing a longer distance intercity type service, running trains every 30 to 60 minutes each way would still be acceptable for many people, while allowing greater flexibility in design. Any new stations can be built cheaply using low floor trains, and can be as simple as a platform with a bus shelter and basic accessibility features (ie ramps) for the initial launch, with opportunities to expand and enhance them later. Similarly, a Vic West terminus still provides good access to Greater Victoria thanks to ample transit connections. A link into downtown can be left for the future.

If restoring the full line is not feasible, A Nanaimo to Victoria service would still provide many benefits, without incurring the full cost of restoring rail to Courtney Comox. As the majority of Vancouver Island's population does live between Victoria and Nanaimo the line has stronger potential to attract ridership, especially as stations are well located in the centre of communities. s. 22

s. 22 so regular and reliable connections to Victoria would be a great economic asset to the island.

Reconciliation is a hard task with this rail line. As the E&N cuts through reserve land, it does present issues including the legal case that created the deadline. However, opinions of the island's first Nations are mixed. A restored rail line with stations in these communities would provide better transportation options, and the ability to pursue transit oriented development. This does require discussion with each band to find benefits for them, but I am hopeful restored service can provide acceptable benefits for all.

As it stands intercity transportation on the island is nearly non-existent. We are behind Washington state which has extensive intercity community bus connections around Puget Sound. We need to decarbonize inter community travel.

I'm honestly incredibly frustrated how it's nearly impossible to travel from Victoria to the Cowichan Valley and back without a car as the only option is a nearly useless peak direction only commuter bus, and the Mill Bay Brentwood Bay ferry. Private bus operators don't sell tickets for Victoria to Duncan. The Cowichan Valley has a decent transit system for its size, we are so close to achieving strong transit connectivity across the island, yet frustratingly there's no urgency or action being done to link the disconnected transit systems on the island and create a strong network effect enabling car free living for more people, making more trips.

In the absolute worst case where rail is not restored, the bare minimum should be all day 2 way bus service between all of the island's transit systems. However a rail backbone is preferable.

This is an opportunity to revert mistakes of the past. The BC Liberals sold off BC Rail, the BC NDP could bring it back. This could also be the chance to make VIA rail useful in Western Canada, restoring some of its former extensive network. Please restore rail to Vancouver Island, even if just in a limited capacity.

Sincerely,

s. 22

s. 22

From:

To: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)

Subject: island rail

Sent: 02/25/2023 21:11:20

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Minister Fleming

I'm writing to you and your office to advocate for restoring rail service on Vancouver Island. I will not bore you with all the reasons why we know it's a good idea, but in a climate and housing crisis, having rail on the island would be invaluable.

Thanks for your time

s. 22

From:

To: OfficeofthePremier, Office PREM:EX (Premier@gov.bc.ca); justin.trudeau@parl.gc.ca; Omar.alghabra@parl.gc.ca; Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)

Subject: Please don't forget the railway on Vancouver island and the environment

Sent: 02/25/2023 06:15:16

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

There is a clear deadline re the fate of the Vancouver Island railway (March 14) which serves the interests of both the federal and provincial governments, both involved in the decision. That's why I am sending this 4-way email. Please cooperate and each do your part. Just because the track is on an island does not mean it is not important to all. One out of 5 people live on the island. Every part matters in contributing either to climate change or working against it.

The train is an important tool against climate change, while serving to give access to everybody on the line. Businesses all over benefit as well as tourism and freight comes as well as people. Tourism alone would help pay for its initial costs.

In case of the Malahat being closed, especially in emergencies, rail is a clear alternative. Here it could be for longer range transportation or commuting, to remove "the Colwood Crawl." s. 22

Some opposition would come from people who have not ridden a train nor seen the red and white O-train in Ottawa, through which thousands pass through during the day.

Or else, some people only think bicycles, while seniors, the more handicapped and families with children love travelling while you can walk around or just sit to see the lovely scenery passing by.

My understanding is that the cost of getting it running again is a difficulty. However, if thinking 50 to 100 years ahead, then that cost is a good investment and there is only this one chance right NOW after more than 100 years of possibility.

Premier Eby, since you have funds to give before the end of March, could you please make an offer to get the railway and infrastructure itself repaired right away.

Could the Minister of Transport encourage this?

Prime Minister Trudeau, you would be adding directly to well-being and prosperity as well as providing that tool against climate change taking many cars off the road,

Omar Alghabra, as Minister of Transport, please actively support this plan

I beg all of you to renew this option to serve ourselves and descendants. right now. After over 100 years, why refuse it when it is most needed for climate change reasons?!

Sincerely,

From: Correspondence Unit ENV:EX (Correspondence.Unit@gov.bc.ca)
To: TRAN Corporate Writing Services TRAN:EX (TRANWritingServices@gov.bc.ca)
Subject: FW^{s. 22} - Vancouver Island Rail Corridor
Sent: 02/23/2023 21:55:30
Attachments^{s. 22} - Vancouver Island Rail Corridor.pdf
Message Body:

Good afternoon!

Redirecting the attached incoming that came to ENV over to MOTI to action as appropriate. ENV has filed as FYI.

Thank you!

Willow Goodman (she/her)
Correspondence Analyst
Deputy Minister's Office | Ministry of Environment & Climate Change Strategy
' (236) 455-4548 | 7 willow.goodman@gov.bc.ca

From: Murray, Emma ENV:EX <Emma.Murray@gov.bc.ca>
Sent: Tuesday, February 21, 2023 3:48 PM
To: Minister, ENV ENV:EX <ENV.Minister@gov.bc.ca>
Subject: ^{s. 22} - Vancouver Island Rail Corridor

Emma Murray
Senior Administrative Assistant to
The Honourable Minister George Heyman,
And Parliamentary Secretary Aman Singh,
Ministry of Environment and Climate Change Strategy
250-940-8552 | Emma.Murray@gov.bc.ca

16 February 2023

Hon. George Heyman
Minister of Environment and Climate Change
PO Box 9047, Stn. Provincial Government
Victoria, BC V8W 9E2

MINISTER'S OFFICE – RECEIVED			
MINISTRY OF ENVIRONMENT			
FEB 21 2023			
<input type="checkbox"/> Min Reply	<input type="checkbox"/> Reply Direct	<input type="checkbox"/> DM Reply	<input type="checkbox"/> Info/File
<input type="checkbox"/> Send Interim	<input type="checkbox"/> Redirect to _____		
<input type="checkbox"/> cc: _____			
CLIFF# _____			

Dear Mr. Heyman,

Re: (Environmental) Rail Corridor, Vancouver Island

You are no doubt aware of the rail corridor (formerly CPR) from Victoria to Courtney and Parksville to Port Alberni that is currently the responsibility of the Island Corridor Foundation. I understand that there is a court order stating that the senior governments have until March 15, 2023 to commit to use the line or allow the Island to lose it. Currently the rail tracks are used by freight alone. This, in itself, has removed many trucks from the roads.

I have written to the Hon Steven Guilbeault, MP, Minister of Environment and Climate Change to explain the situation and implore him to work with our BC Government to at least look at the possibility of committing to working with BC to create an environmentally safe and convenient method of transportation by rail for people on Vancouver Island.

Providing a regular and convenient rail service between municipalities on the Island would not only help to save the environment, but also provide easier access to medical specialists and hospitals for those without their own transportation and promote tourism. A passenger and freight link by rail (preferably electric) on the Island would remove a large amount of road traffic.

Vancouver Island's population is growing rapidly. Large numbers of people are moving here from the Mainland to find quieter and less expensive places to live. We have a beautiful island here, and we could be a wonderful example of environmental responsibility.

I realize that there are many demands on the provincial budget, but I urge you to please look at the possibility of at least discussing this with the federal government. This is urgent.

Sincerely,

s. 22

Hon. George Heyman
Minister of Environment and
Climate Change
P.O. Box 9047, Stn. Provincial Gov't
Victoria, BC
V8W 9E2

From: s. 22
To: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)
Cc: Fleming.MLA, Rob LASS:EX (Rob.Fleming.MLA@leg.bc.ca)
Subject: Passenger Rail Service on Vancouver Island
Sent: 02/28/2023 00:47:54
Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Hello Minister Fleming,

s. 22 I would love to see passenger rail service restored to Vancouver Island - especially (for my personal use) the South Island. I support the Island Corridor Foundation (ICF) in their mission to restore rail service on Vancouver Island - and I hope you do too!

Regards,
s. 22

s. 22

From:

To: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)

Subject: 316249 FYI - Island Rail Link

Sent: 03/02/2023 17:23:05

Attachments: CCF20230302_00000.pdf

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Good morning Mr. Fleming

Please see attached a petition ^{s. 22} who strongly support the idea of bringing back a rail link from Victoria to Courtney. We believe there are many advantages for all communities along the route, job creation, tourism, reduced trucks on the Malahat as freight could also move more cost effectively, remember Canada was built via rail lines. We strongly urge your support to seeing the Provincial Government help bring this vision back to reality.

Yours truly,

s. 22

We, the undersigned, are in favour of the reinstatement of the rail lines on Vancouver Island. We feel this would be beneficial to the economy as well as the environment and we urge the government, both Provincial and Federal, to seriously consider this as a viable option as an improvement to job creation, living, working and visiting Vancouver Island.

Name	Address / Suite #	Telephone # or Email	Signature
------	-------------------	----------------------	-----------

s. 22

We, the undersigned, are in favour of the reinstatement of the rail lines on Vancouver Island. We feel this would be beneficial to the economy as well as the environment and we urge the government, both Provincial and Federal, to seriously consider this as a viable option as an improvement to job creation, living, working and visiting Vancouver Island.

Name	Address / Suite #	Telephone # or Email	Signature
------	-------------------	----------------------	-----------

s. 22

We, the undersigned, are in favour of the reinstatement of the rail lines on Vancouver Island. We feel this would be beneficial to the economy as well as the environment and we urge the government, both Provincial and Federal, to seriously consider this as a viable option as an improvement to job creation, living, working and visiting Vancouver Island.

Name	Address / Suite #	Telephone # or Email	Signature
------	-------------------	----------------------	-----------

s. 22

From: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)

To: s. 22

Cc: OfficeofthePremier, Office PREM:EX (Premier@gov.bc.ca)

Bcc: TRAN SCR CORR TRAN:EX (TRANSCR@gov.bc.ca); Leaman, Erika TRAN:EX (Erika.Leaman@gov.bc.ca)

Subject: 315185 – Island Rail Corridor

Sent: 03/03/2023 23:27:51

Attachments: Bridge Ice Bomb Solution.msg, 315185 Incoming B - Begging you...Red Flag..msg, 315185 Incoming C - Begging you...Red Flag..msg, 315185 Incoming D - Begging you...RED FLAG.msg, 315185 Incoming - Lose our precious rail corridor?.msg

Message Body:

s. 22

315185 – Island Rail Corridor

Dear s. 22

Thank you for your email regarding the Island Rail Corridor. Premier David Eby asked me to respond on his behalf as well.

Our government recognizes people want more travel options on Vancouver Island. The ministry is committed to finding the best use for the Island Rail Corridor as well supporting First Nations' interests in discussions around its future. The provincial government continues to work with the Island Corridor Foundation (ICF), who owns the land and the rail line, and with local First Nations and decision makers to explore options for the corridor moving forward.

On May 16, 2022, the [ICF released a business case](#) that proposed a mixed-use rail system with commuter service, interregional passenger service and freight operations. Ministry staff provided some initial feedback to the ICF on its business plan, highlighting the importance of First Nations consultation and the need for an adequate contingency in the proposed costs. To advance any project, it must be supported by a strong business case where the benefits to the public clearly outweigh the costs.

On September 14, 2021, the BC Court of Appeal provided a period of 18 months for the federal government to determine whether it will approve funding for infrastructure improvements on the corridor. The provincial government continues to closely monitor how the federal government responds to that ruling.

I have shared your email with ministry staff for their information. You may also wish to share your ideas with the ICF through its [online comment submission form](#).

Meanwhile, we continue to invest in transportation improvements for the South Island, as guided by our [South Island Transportation Strategy](#), released in fall 2020. We are now working with our municipal partners and other key stakeholders on implementation.

Thank you again for taking the time to write.

Sincerely,

Rob Fleming

Minister

Copy to: Premier David Eby

From: Fleming.MLA, Rob LASS:EX (Rob.Fleming.MLA@leg.bc.ca)
To: Transportation, Minister TRAN:EX (Minister.Transportation@gov.bc.ca)
Subject: 315185 Incoming - Lose our precious rail corridor?
Sent: 01/16/2023 18:33:50
Attachments: Biz Card 2011.jpg
Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

From: s. 22
Sent: January 13, 2023 3:57 PM
To: OfficeofthePremier, Office PREM:EX <Premier@gov.bc.ca>
Cc: Fleming.MLA, Rob <Rob.Fleming.MLA@leg.bc.ca>
Subject: Lose our precious rail corridor?

Dear Premier Eby,

This is regarding the precious rail right of way from Langford through westshore and Victoria municipalities (plus island):

Our David Screech stated my thoughts exactly :

" if the senior levels of government don't stop procrastinating the entire corridor will be broken up. That loss is catastrophic in my view and we should all be working to see that doesn't happen regardless of what we might think about the long term use of the corridor. The original land grant was for rail purposes, if that purpose ceases the lands will revert back to the original owners. The Island Corridor Foundation was formed to ensure the corridor remains contiguous and we are on the verge of losing that contiguous corridor."

Please- I don't think it costs anything to assert our right to make use of that legally. Hon. Fleming you do live here I believe and know the traffic issue we all deal with every day. That commuter route right to downtown Victoria is irreplaceable.

Here are some ideas for future possibilities:

This site has buses that were converted for use in Japan and the photos below the written description really shows the wheel-tire part.

<https://www.wired.com/2008/05/half-bus-half-t/>

When you have lots of time to devote, what I got on google when asked for any city using buses converted to use on rails:

<https://cs.trains.com/trn/f/742/p/127447/1436816.aspx?page=1>

Yours sincerely,

s. 22

March 3, 2023

s. 22

315185 – Island Rail Corridor

Dear ^{s. 22}

Thank you for your email regarding the Island Rail Corridor. Premier David Eby asked me to respond on his behalf as well.

Our government recognizes people want more travel options on Vancouver Island. The ministry is committed to finding the best use for the Island Rail Corridor as well supporting First Nations' interests in discussions around its future. The provincial government continues to work with the Island Corridor Foundation (ICF), who owns the land and the rail line, and with local First Nations and decision makers to explore options for the corridor moving forward.

On May 16, 2022, the [ICF released a business case](#) that proposed a mixed-use rail system with commuter service, interregional passenger service and freight operations. Ministry staff provided some initial feedback to the ICF on its business plan, highlighting the importance of First Nations consultation and the need for an adequate contingency in the proposed costs. To advance any project, it must be supported by a strong business case where the benefits to the public clearly outweigh the costs.

On September 14, 2021, the BC Court of Appeal provided a period of 18 months for the federal government to determine whether it will approve funding for infrastructure improvements on the corridor. The provincial government continues to closely monitor how the federal government responds to that ruling.

I have shared your email with ministry staff for their information. You may also wish to share your ideas with the ICF through its [online comment submission form](#).

Meanwhile, we continue to invest in transportation improvements for the South Island, as guided by our [South Island Transportation Strategy](#), released in fall 2020. We are now working with our municipal partners and other key stakeholders on implementation.

Thank you again for taking the time to write.

Sincerely,

Sent Via Email

Rob Fleming
Minister

Copy to: Premier David Eby

From: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)
To: info@transportaction.ca
Subject: 315961 - Reopening the Esquimalt & Nanaimo Railway
Sent: 03/06/2023 20:40:35
Message Body:

Dear Terry Johnson:

Thank you for your correspondence to the Honourable Rob Fleming, Minister of Transportation and Infrastructure, regarding the Island Rail Corridor, previously know as the E&N Rail Corridor.

Your correspondence has been received, and you can be sure a formal, written response to the concerns you raise is forthcoming.

Sincerely,

Office of the Minister
Ministry of Transportation and Infrastructure

From: Transport Action Canada <info@transportaction.ca>
Sent: March 6, 2023 12:13 PM
To: Minister, MOTI MOTI:EX <Minister.MOTI@gov.bc.ca>
Subject: Re: Reopening the Esquimalt & Nanaimo Railway

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

We await your response to the letter below.

On Sun, Feb 19, 2023 at 6:02 PM Transport Action Canada <info@transportaction.ca> wrote:
Dear Minister Fleming,

As Canada's national citizen advocacy group for public transport passengers and sustainable transportation, we are alarmed that the deadline for the government to resolve the court case hanging over the future of Vancouver Island's railway line is fast approaching.
Please review the attached letter.

Sincerely,

Terry Johnson
President, Transport Action Canada

Transport Action Canada
240 - 211 Bronson Ave
Box/CP 858, Station B
Ottawa, Ontario K1P 5P9
www.transportaction.ca

From: Carol Loudon (CLoudon@rdn.bc.ca)

To: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)

Cc: Vanessa Craig (vanessa.craig@rdn.bc.ca); Douglas Holmes (DHolmes@rdn.bc.ca); Elizabeth Hughes (EHughes@rdn.bc.ca); Gail Smith (GSmith@rdn.bc.ca)

Subject: 316322 Inocming A - Regional District of Nanaimo Board s Position on Vancouver Island Rail Corridor

Sent: 02/17/2023 00:26:26

Attachments: Letter Chair Craig to Minister Fleming MOTI rail corridor 16 Feb 2023.pdf

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Good afternoon,

Please find attached correspondence from Chair Vanessa Craig, Regional District of Nanaimo.

Kind regards,

Carol Loudon

Executive Coordinator

Regional District of Nanaimo

6300 Hammond Bay Road, Nanaimo, BC V9T 6N2

T: 250-390-6534 | C: 250-268-3497 | Email: cloudon@rdn.bc.ca

RDN | Get Involved RDN | Facebook | Twitter | Instagram

We acknowledge with respect that for thousands of years the Coast Salish First Nations have been deeply connected to the territories where we now have the honour to work.

This email is confidential and may be privileged; it is for the use of the named recipient(s) only. If you are not an intended recipient of this email, please notify the sender immediately and do not copy or disclose its contents to any person or body. Any use of this email by an unintended recipient is prohibited. The accuracy or completeness of the information attached to, or disclosed in this email is not guaranteed by the sender.

February 16, 2023

Honourable Rob Fleming
Minister of Transportation & Infrastructure
PO Box 9055 Prov Stn Govt
Victoria, BC V8W 9E2

Re: Regional District of Nanaimo Board's Position on Vancouver Island Rail Corridor

Dear Minister:

I am writing on behalf of the Regional District of Nanaimo Board to convey the Board's position on the Vancouver Island Rail Corridor.

While the Island Corridor Foundation (ICF) was created to shepherd the restoration of rail, there is now a greater recognition of alternative approaches and varying perspectives on the future uses of the corridor. The interests of First Nations are a critical consideration for the Province of British Columbia, for the federal government, and for us as a local government.

At the May 25, 2022, ICF Annual General Meeting, the following six motions were referred to the ICF Board. Together they represent a strategy to incorporate a range of perspectives in determining an outcome for the rail corridor and offer a meaningful opportunity for reconciliation. They are:

1. *Engage in a community consultation process to solicit the view of each directly affected First Nation or Local Government concerning their views as to the appropriate use of the corridor lands through their area of interest.*
2. *Engage in a community consultation process to solicit views from potentially interested parties for alternate or compatible uses of the corridor.*
3. *Develop a plan for non-rail use for appropriate sections of the corridor based on the engagement with First Nations, local governments and community groups and as contingency in the event funding isn't secured for the restoration of rail service, prior to the next AGM.*
4. *Investigate and develop a strategy for the removal of rail lines in the case of non-rail corridor use and options for recovering the costs through external sources, including Canada, B.C. and CP rail.*
5. *Develop and present proposed amendments to the Articles and By-Laws of the ICF if necessary based on First Nation, Local Government and community engagement for consideration at the next AGM.*

6. *Meet with the Provincial and Federal government to secure funding for rail upgrades, where feasible, or to support alternate use.*

The Regional District of Nanaimo Board supports these motions and the process of undertaking inclusive consultation with First Nations and others with the goal of co-developing a vision for future uses of the corridor.

Thank you for your consideration of our position as outlined in this letter. If I can provide clarification, please feel free to contact me.

Sincerely,

A handwritten signature in black ink, appearing to read 'Vanessa Craig', with a stylized flourish at the end.

Vanessa Craig, Chair
Regional District of Nanaimo

cc: Honourable Omar Alhabra, Minister of Transport
Honourable Marc Miller, Minister of Crown-Indigenous Relations
Honourable Murray Rankin, B.C. Minister of Indigenous Relations and Reconciliation
Colin Plant, Chair, Capital Regional District Board

From: Carol Loudon (CLoudon@rdn.bc.ca)
To: Minister, IRR IRR:EX (IRR.Minister@gov.bc.ca)
Cc: Vanessa Craig (vanessa.craig@rdn.bc.ca); Douglas Holmes (DHolmes@rdn.bc.ca); Elizabeth Hughes (EHughes@rdn.bc.ca); Gail Smith (GSmith@rdn.bc.ca)
Subject: 316322 Inocming B - 58160 - Regional District of Nanaimo Board s Position on Vancouver Island Rail Corridor
Sent: 02/17/2023 00:28:57
Attachments: Letter Chair Craig to Minister Rankin MIRR 15 rail corridor Feb 16 2023.pdf
Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Good afternoon,

Please find attached correspondence from Chair Vanessa Craig, Regional District of Nanaimo.

Kind regards,

Carol Loudon

Executive Coordinator

Regional District of Nanaimo
6300 Hammond Bay Road, Nanaimo, BC V9T 6N2

T: 250-390-6534 | C: 250-268-3497 | Email: cloudon@rdn.bc.ca

[RDN](#) | [Get Involved RDN](#) | [Facebook](#) | [Twitter](#) | [Instagram](#)

We acknowledge with respect that for thousands of years the Coast Salish First Nations have been deeply connected to the territories where we now have the honour to work.

This email is confidential and may be privileged; it is for the use of the named recipient(s) only. If you are not an intended recipient of this email, please notify the sender immediately and do not copy or disclose its contents to any person or body. Any use of this email by an unintended recipient is prohibited. The accuracy or completeness of the information attached to, or disclosed in this email is not guaranteed by the sender.

February 16, 2023

Honourable Murray Rankin
Minister of Indigenous Relations and Reconciliation
PO Box 9051
STN PROV GOVT
Victoria, BC V8W 9E2

Re: Regional District of Nanaimo Board's Position on Vancouver Island Rail Corridor

Dear Minister:

I am writing on behalf of the Regional District of Nanaimo Board to convey the Board's position on the Vancouver Island Rail Corridor.

While the Island Corridor Foundation (ICF) was created to shepherd the restoration of rail, there is now a greater recognition of alternative approaches and varying perspectives on the future uses of the corridor. The interests of First Nations are a critical consideration for the Province of British Columbia, for the federal government, and for us as a local government.

At the May 25, 2022, ICF Annual General Meeting, the following six motions were referred to the ICF Board. Together they represent a strategy to incorporate a range of perspectives in determining an outcome for the rail corridor and offer a meaningful opportunity for reconciliation. They are:

1. *Engage in a community consultation process to solicit the view of each directly affected First Nation or Local Government concerning their views as to the appropriate use of the corridor lands through their area of interest.*
2. *Engage in a community consultation process to solicit views from potentially interested parties for alternate or compatible uses of the corridor.*
3. *Develop a plan for non-rail use for appropriate sections of the corridor based on the engagement with First Nations, local governments and community groups and as contingency in the event funding isn't secured for the restoration of rail service, prior to the next AGM.*
4. *Investigate and develop a strategy for the removal of rail lines in the case of non-rail corridor use and options for recovering the costs through external sources, including Canada, B.C. and CP rail.*

5. *Develop and present proposed amendments to the Articles and By-Laws of the ICF if necessary based on First Nation, Local Government and community engagement for consideration at the next AGM.*
6. *Meet with the Provincial and Federal government to secure funding for rail upgrades, where feasible, or to support alternate use.*

The Regional District of Nanaimo Board supports these motions and the process of undertaking inclusive consultation with First Nations and others with the goal of co-developing a vision for future uses of the corridor.

Thank you for your consideration of our position as outlined in this letter. If I can provide clarification, please feel free to contact me.

Sincerely,

A handwritten signature in black ink, appearing to read 'Vanessa Craig', with a stylized flourish at the end.

Vanessa Craig, Chair
Regional District of Nanaimo

cc: Honourable Omar Alghabra, Minister of Transport
Honourable Marc Miller, Minister of Crown-Indigenous Relations
Honourable Rob Fleming, B.C. Minister of Transportation and Infrastructure
Colin Plant, Chair, Capital Regional District Board

From: s. 22

To: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca); Fleming.MLA, Rob LASS:EX (Rob.Fleming.MLA@leg.bc.ca); OfficeofthePremier, Office PREM:EX (Premier@gov.bc.ca); Eby.MLA, David LASS:EX (David.Eby.MLA@leg.bc.ca)

Subject: 315814 Incoming B - VITCC petition to resurrect the Island Rail Corridor (IRC)

Sent: 03/04/2023 00:25:54

Attachments: image001.jpg, s. 22

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Dear Premier Eby and Minister Fleming,

As President of the Vancouver Island Transportation Corridor Coalition (VITCC), an advocacy group for the restoration of island rail, I am pleased to inform you that our online petition which was officially launched in May 2022 has recently surpassed 10,000 signatures.

In addition, over 6,000 of the respondents have provided comments to support their signature and we have included these in the attach document for your reference. These are individuals that each have their own unique story and passion to see the IRC restored to active rail service and wish to have their voice heard.

We respectfully urge you to take the time to recognize the significance of this effort on behalf of these individuals and request that you fully commit to the resurrection of the IRC for the purpose of active rail prior to the court-imposed deadline of March 14, 2023.

Please note the following:

1. For privacy reasons, we have only included the first name for each signatory.
2. The comments accurately reflect 'the voice of the signatory' and have not been modified prior to submission.
3. The comments are provided by independent respondents to the petition and do not necessarily reflect the views or opinions of the Vancouver Island Transportation Corridor Coalition.
4. A link to the petition can be found [here](#).

Your support is greatly appreciated, and we look forward to a successful outcome in the coming weeks.

Best regards.

s. 22

From: s. 22

To: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca); Fleming.MLA, Rob LASS:EX (Rob.Fleming.MLA@leg.bc.ca); OfficeofthePremier, Office PREM:EX (Premier@gov.bc.ca); Eby.MLA, David LASS:EX (David.Eby.MLA@leg.bc.ca)

Subject: 315814 Incoming C - A First Nations voice regarding the IRC

Sent: 03/07/2023 06:06:06

Attachments: image001.png, image002.jpg

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Hello,

Please find the well written article in favour of resurrecting the IRC and corresponding response from individuals that you will surely recognize.

Regards.

<https://www.timescolonist.com/local-news/president-of-nuu-chah-nulth-tribal-council-backs-island-rail-plan-6649915>

s. 22



David Screech

1d · 🌐

Judith [Jude Sayers](#) Sayers has consistently showed vision and leadership in regards to rail on Vancouver Island for over the last two decades. Where is that leadership from our mla's and mp's? Why does it appear to be completely lacking. We appear to be on a path to seeing this corridor broken up piecemeal and that is catastrophic for the Island. And lets be clear, it is a rail corridor. Once the breaking up starts it will not be available for trails or buses either. It will be lost for all uses forever and I suspect there will be decades of lawsuits as ownership is determined up and down the Island. We must not let this happen and thank heavens for leaders like Judith for speaking up.....where are the others?



i

TIMESCOLONIST.COM

President of Nuuchah-nulth Tribal Council backs Island rail plan

Judith Sayers, president of the Nuuchah-nulth Tribal Council, says rail "has many benefits ...

From:

To: WEBMASTER TRAN:EX (TRAN.WEBMASTER@gov.bc.ca); Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca); TRAN Deputy Minister TRAN:EX (TRANDeputyMinister@gov.bc.ca)

Subject: Request to consider Vancouver Island Rail Corridor

Sent: 03/08/2023 16:00:00

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Hello,

I am a resident of BC and I believe the Vancouver Island Rail Corridor revitalization should be considered.

As mentioned by the article below, the deadline for decision to consider is March 14th.

<https://www.vicnews.com/news/strategically-important-feds-weighing-431m-vancouver-island-rail-corridor-future-as-deadline-looms/>

This Corridor would provide:

- High socio economic impact
- an alternative means of travel to reduce dependence and traffic of the singular highway
- Allow community members outside of Victoria who cannot drive a more reliable method of transport

Looking globally, cities and regions are funding alternative methods of transport. The question for rail is when, not if. And since there is a deadline, the smart choice needs to be made now.

Please consider this for this generation as well as all of the future generations that would benefit.

Thank you,

From: s. 22

To: TRAN Deputy Minister TRAN:EX (TRANDeputyMinister@gov.bc.ca)

Subject: Restore the island rail line!

Sent: 03/07/2023 22:30:46

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Dear Deputy Minister Kathryn Krishna -

I'm asking you to support the rehabilitation of the island rail line so we will have train service again.

A restored train service 'would set us on the path toward sustainable living on Vancouver Island. To do otherwise is to ensure more highways and more cars which leads to more ecological destruction and pollution for our waterways on Vancouver Island. Restoring the railway is a climate action.

There are so many reasons to restore the train service that it is simply shortsighted for government not to do so!

On March 14 , will you and your elected colleagues vote to restore the rail line?

I sure hope so!

Sincerely

s. 22

Sent from my iPhone

From: s. 22

To: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)

Subject: Restore the rail line on Vancouver Island

Sent: 03/07/2023 22:24:27

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Dear Minister Fleming -

I'm asking you to support the rehabilitation of the island rail line so we will have train service again.

A restored train service 'would set us on the path toward sustainable living on Vancouver Island. To do otherwise is to ensure more highways and more cars which leads to more ecological destruction and pollution for our waterways on Vancouver Island. Restoring the railway is a climate action.

There are so many reasons to restore the train service that it is simply shortsighted for government not to do so!

On March 14 , will you and your elected colleagues vote to restore the rail line?

I sure hope so!

Sincerely

s. 22

Sent from my iPhone

From: s. 22
To: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)
Subject: Vancouver Island Rail Corridor
Sent: 03/07/2023 19:58:43
Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Dear Minister Flemming,

s. 22

s. 22 At a time when public transport is being prioritized around the world, we would like to see this reflected in spending and policy decision making here at home.

We believe that in 20 year, 50 years and 100 years there is going to be exponential growth here on Vancouver ISland and a serious need for improved transportation systems.

There is a current rail bed in place and a decision on the table whether to let go of any future plans to use this for transportation or whether to sell it off or include it as part of land claim agreements.

We would like to see Canada make use of this transportation corridor as an investment both in first nations and in public transportation. We would like to support those First Nation voices who are advocating for the land and management of this public transportation system.

Thank you for your consideration.

Sincerely,

s. 22

From: s. 22
To: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)
Cc: TC.MinisterofTransport-MinistredesTransports.TC@tc.gc.ca
Subject: Esquimalt & Naniamo Railway (Island Corridor Foundation)
Sent: 03/07/2023 17:21:18
Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Good morning Rob Fleming and Omar Alhabra;
s. 22 and an avid railway enthusiast I implore you to maintain the integrity of the E&N railway corridor from Victoria to Courtenay. The advantage to all that live on Vancouver Island with this service is incalculable. As an alternative means of transport from the south to the north on the east side of Vancouver Island for all communities that the railway passes through needs to out weigh any other consideration. This right of way has gone through all these communities since 1886 and it is only now that it is considered detrimental.
s. 22

s. 22 it would have been great to see this corridor
opened to rail service that connected to the E&N line.

Best regards, s. 22

s. 22

From:

To: "michele.babchuk.MLA@leg.bc.ca"@outbound-mail-r2d2.uniserve.ca;
"premier@gov.bc.ca"@outbound-mail-r2d2.uniserve.ca; "dan.coulter.MLA@leg.bc.ca"@outbound-mail-r2d2.uniserve.ca; "Minister.Transportation@gov.bc.ca"@outbound-mail-r2d2.uniserve.ca;
"kevin.falcon.mla@leg.bc.ca"@outbound-mail-r2d2.uniserve.ca; Furstenau.MLA, Sonia LASS:EX
(Sonia.Furstenau.MLA@leg.bc.ca)
Cc: "rachel.blaney@parl.gc.ca"@outbound-mail-r2d2.uniserve.ca; "justin.trudeau@parl.gc.ca"@outbound-mail-r2d2.uniserve.ca; "omar.alghabra@parl.gc.ca"@outbound-mail-r2d2.uniserve.ca;
letters@timescolonist.com

Subject: E & N

Sent: 03/07/2023 17:04:02

Attachments: s. 22

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

My thoughts on the E & N railway's right of way and use.

s. 22

From:

To: WEBMASTER TRAN:EX (TRAN.WEBMASTER@gov.bc.ca); Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca); TRAN Deputy Minister TRAN:EX (TRANDeputyMinister@gov.bc.ca)

Subject: Request to consider Vancouver Island Rail Corridor

Sent: 03/07/2023 16:00:00

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Hello,

I am a resident of BC and I believe the Vancouver Island Rail Corridor revitalization should be considered.

As mentioned by the article below, the deadline for decision to consider is March 14th.

<https://www.vicnews.com/news/strategically-important-feds-weighing-431m-vancouver-island-rail-corridor-future-as-deadline-looms/>

This Corridor would provide:

- High socio economic impact
- an alternative means of travel to reduce dependence and traffic of the singular highway
- Allow community members outside of Victoria who cannot drive a more reliable method of transport

Looking globally, cities and regions are funding alternative methods of transport. The question for rail is when, not if. And since there is a deadline, the smart choice needs to be made now.

Please consider this for this generation as well as all of the future generations that would benefit.

Thank you,

From: s. 22

To: OfficeofthePremier, Office PREM:EX (Premier@gov.bc.ca); Rankin.MLA, Murray LASS:EX (Murray.Rankin.MLA@leg.bc.ca); Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca); info@islandrail.ca; TRAN Deputy Minister TRAN:EX (TRANDeputyMinister@gov.bc.ca)

Cc: letters (letters@timescolonist.com)

Subject: rail service needed on Vancouver Island

Sent: 03/07/2023 02:43:17

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

“In 2021, French lawmakers voted to prohibit short-haul domestic flights when a train can provide the same connection in 2½ hours or less. The prohibition was approved by the European Commission, the EU's executive arm, in December of 2022.”

In the face of accelerating climate change, countries around the world are spending time, energy and money fine tuning their public and goods transportation networks with a view to increased sustainability, availability and efficiency. Canada's rail systems need immediate revitalization. Should any level of government be truly serious about climate action and mitigation, then the transportation of people and goods by rail needs to swing to the top of the priority list.

Not so long ago, rail travel in BC was useful and reasonable. This is no longer the case. On Vancouver Island the one rail line languishes. Most bus lines are no longer in operation. With no other way to transport goods and people, cars and trucks increasingly take up the load of an ever-growing population. There are many innovative train technologies now such as HSR, electric and hydrogen models. Time to put words into action and align with the CleanBC Act and federal climate goals.

There can be no cogent defence for inaction on revitalizing the island rail line, or indeed any rail lines. The principle of greater good is paramount here as viewed both through the lens of climate change resilience and as a common sense benefit for all parties including our beleaguered planet. The time for prevarication is past.

Stepping into the future, indeed recrafting a new way forward, requires vision, tax dollars and commitment. Now is the time for island rail to roll again.

Thank you for your attention to this serious matter

s. 22

From: Fleming.MLA, Rob (Rob.Fleming.MLA@leg.bc.ca)
To: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)
Subject: FW: island railway
Sent: 03/06/2023 23:01:43
Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

From: s. 22
Sent: March 6, 2023 2:08 PM
To: Fleming.MLA, Rob <Rob.Fleming.MLA@leg.bc.ca>
Subject: island railway

Regarding the Vancouver Island Rail Corridor

Honourable Minister,

I'm writing you this letter today as a big supporter of the Vancouver Island Rail Corridor, specifically the Island Corridor Foundations business case to restore Rail based services to Vancouver Island, British Columbia Canada, Canada's most western Ports, the Port of Alberni and the Port of Nanaimo.

I would implore you to recognize the Island Rail Corridor for the 289km long historical site, and much needed transportation Corridor that it is needed now and into the future for Vancouver Island, British Columbia and Canada.

As is written on their web site "The Island railway was originally incorporated on September 27, 1883 by the E&N Railway Company, led by Sir Robert Dunsmuir, a renowned British Columbia (BC) coal baron and politician."

The Vancouver Island Corridor connects from Courtenay all the way to Victoria and intersects with the Parksville to Port Alberni line too! Both corridors are pre-existing! Originally built between 1883 and 1887, the railway corridor is in itself a 289km museum. The corridor connects every town and city along its path on an established right of way.

The Vancouver Island corridor does not require creating an alternate route like all the previous attempts tried and failed to do. It doesn't require blasting or bridging over watersheds or spending billions on a tunnel like they've had to do in Vancouver for Skytrain. It will relieve the pressure to expand the roads with yet another extremely costly lane.

The corridor represents an amazing reconciliation opportunity to address the historical grievances emanating from the land grants, and that should not be ignored by the Government.

The Vancouver Island Railway is a gift to Vancouver Island from the past wrapped in controversy and strong feelings, but no one can deny that is just what Vancouver Island needs for 2023!

Increased mobility and independence for seniors and anyone with accessibility needs, Increased safety, comfort, and gained productive time for everyone travelling on the train, Lower travel and insurance expenses or live without a car at all! Fuel independence! Save money for rent, medications, food, cloths, education, and other essentials. Gain a farther reach to find work or to find a less expensive place to live. Have space to distance, play, entertain, nap, work, or just stare out the window as nature scrolls by.

First Nations, the B.C. Government, Regional Districts and every Mayor in B.C Supports it along with residents by a landslide.

Please support development of the Vancouver Island Railway Corridor.

I am thinking of the cars we could potentially get off the roads, the freight that could get shipped, instead of large trucks. And of course some tourist dollars.

s. 22

Rail service was introduced around Auckland and it has quickly taken off

Your truly s. 22

s. 22

From: s. 22

To: WEBMASTER TRAN:EX (TRAN.WEBMASTER@gov.bc.ca); Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca); TRAN Deputy Minister TRAN:EX (TRANDeputyMinister@gov.bc.ca)

Subject: Request to consider Vancouver Island Rail Corridor

Sent: 03/06/2023 16:00:00

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Hello,

I am a resident of BC and I believe the Vancouver Island Rail Corridor revitalization should be considered.

As mentioned by the article below, the deadline for decision to consider is March 14th.

<https://www.vicnews.com/news/strategically-important-feds-weighing-431m-vancouver-island-rail-corridor-future-as-deadline-looms/>

This Corridor would provide:

- High socio economic impact
- an alternative means of travel to reduce dependence and traffic of the singular highway
- Allow community members outside of Victoria who cannot drive a more reliable method of transport

Looking globally, cities and regions are funding alternative methods of transport. The question for rail is when, not if. And since there is a deadline, the smart choice needs to be made now.

Please consider this for this generation as well as all of the future generations that would benefit.

Thank you,

s. 22

From: s. 22

To: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)

Subject: Converting E&N Corridor to a trail

Sent: 03/06/2023 15:27:26

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Vote YES for Rail to Trail option!

Rail alone is far to costly on so many levels!

Regards

s. 22

Sent from Andy's iPad

From: s. 22
To: Mi gov.bc.ca); omar.alghabra@parl.gc.ca
Subject: Future of the Vancouver Island Rail Corridor
Sent: 03/06/2023 05:43:57
Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Hon. Ministers of Transportation

Given the need for an imminent court-ordered decision regarding the Future of the Vancouver Island Rail Corridor, please bear in mind these comments which I have also shared with the local media.

One of the unfortunate aspects of the discussion about the future of the Island Rail Corridor is that people are thinking of the train service as it was, not as it could, and should, be.

The future is not about heavy locomotives with carriages and freight. The future must be about 'light' or 'very light' rail, primarily oriented to passenger travel. These passengers could be Victoria and Nanaimo commuters, inter-city and inter-community travel (eg travel to hospital or shopping), or tourists enjoying the fabulous views and visiting the murals of Chemainus or the beaches of Parksville.

The train units must be modern in look and method of propulsion, with the latter being battery electric or hydrogen powered. Hydrogen powered trains are now trialing in Quebec (link below) and battery electric trains are operating in many places around the world (see link below).

Both these technologies would require minimal upgrading of the current rail line as they are both very light, are zero-emission, and do not require overhead electric wiring.

The Island Rail Corridor offers an opportunity for us to think long-term, to reinvent the geography, and to enhance the quality of life of everyone who is currently forced to use the Island Highway for commuting, business or pleasure.

<https://www.theglobeandmail.com/business/article-alstom-plans-a-pilot-project-in-quebec-to-run-a-hydrogen-powered-train/>

https://warwick.ac.uk/newsandevents/pressreleases/first_look_at/

s. 22

s. 22

From:

To: tc.ministeroftransport-ministredestransports.tc@tc.gc.ca

Cc: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)

Subject: Vancouver Island Rail Corridor

Sent: 03/06/2023 02:56:53

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Dear Mr. Alghabra,

s. 22

I am writing to you today to implore you to help keep a railway line on Vancouver Island. This is a big picture consideration that will impact the lives and health of Islanders for possibly the next one hundred years. Once the corridor is gone it is gone for good and we have no reasonable alternative to move people and goods up and down this Island. The Malahat is very crowded and cannot safely be expanded. It is extremely unreliable and dangerous in the winter. This Island desperately needs a modern and efficient rail line. It needs it today and it will need it one hundred years from now. I don't think your government wants to go down in the history books as being responsible for foregoing this unique opportunity. Please help to rebuild the tracks and even expand the rail line so it extends the full length of the Island. It is the right thing to do for everyone who lives here.

s. 22

Sincerely,

s. 22

From:

To: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)

Cc: alistair.macgregor@parl.gc.ca; Furstenau.MLA, Sonia LASS:EX (Sonia.Furstenau.MLA@leg.bc.ca)

Subject: Railway Corridor on Vancouver Island

Sent: 03/04/2023 05:27:27

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Dear Elected Rep

s. 22

I strongly urge you to use your influence to persuade the Federal Government to act to

preserve the railway.

In the very near future an alternative to the highway will become imperative. The railway with electric locomotives is the sensible, clean alternative.

Thank you for the work you do on our behalf

With respect

s. 22

Sent from my iPhone

From: s. 22
To: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)
Subject: E&N Rail Line
Sent: 03/04/2023 01:29:42
Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Honourable Rob Fleming. I recently sent this letter to the Times Colonist.

I support revitalizing the former E7N Railway

s. 22

Carla Wilson , Times Colonist, Victoria BC February 23, 20203

I respond to your front-page story in today's edition titled "First Nation says it's end of the line for Island railway. " Every progressive nation around the planet struggles to develop environmentally friendly modern railways in a bid to improve their infrastructure. Why do we need to continue this debate? Ukrainian Railways, for example, with over 19,000 kilometers of rail line, has been the life-saving implement in that country's effort to defend itself. In the past year of it's horrible invasion, nearly 4,000,000 people have been transported to safety and the network continues to be a prime supply artery.

On Vancouver Island, permission for the E&N Railway was provided to Robert Dunsmuir to help exploit the mineral and timber resources of this island. The Provincial Government of the time even provided funding to that MLA for the railway's development. Now it lies abandoned, a bizarre story of nepotism, exploitation and gross mismanagement. To turn this valuable asset over to any regressive interest would be a poignant footnote to this saga of epic tragedy.

However: let's look at our rail line in a positive light. Logging companies, over the past century, have built a macrame of rail grades over the entire island. It would be no great feat to extend the E&N railway all the way to the large population of Campbell River. My employment once required travel along the Island Parkway (Itself viciously opposed at one time) in the small hours of early morning. That highway is very busy with traffic in both directs in the middle of the night. Where all those folks are going at all hours is a mystery, but people clearly need to travel. Consider a newly built electric rail line which would join Campbell River, Port Alberni, Nanaimo, and all points in between to Victoria, just think of the environmental sense. The passenger service would need to run at regular intervals of a few hours, going both ways, round the clock. Think of the relief to our ever busier highways and the simple savings of fossil fuel. Think green, act green. The cost of the

rebuild would prove a wise investment.

A container port could be built near Port of Alberni with a direct rail link to mainland Canada via Nanaimo. Can you think of a better contingency plan in the event of the massive earthquake we anticipate? What an economic stimulus that would provide to Vancouver Island. Add a couple of steam-powered excursion trains for our tourist industry and develop a marine link on classic ships between Victoria and Port Alberni. Run the route both ways, it would soon be a world famous attraction. The possibilities are as limited as anyone's imagination.

If we give away the existing remnant of our rail line, we will never have the opportunity to reclaim it. We are desperately overdue for this piece of basic infrastructure on Vancouver Island. It is essential for the future of our beloved island. ^{s. 22}

s. 22

can the rest of us. We just have to think of what we can achieve by working together. Special interest groups pulling against each other ultimately achieve nothing.

s. 22

From:

To: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)

Subject: Vancouver Island Rail Corridor

Sent: 03/03/2023 22:53:07

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Dear Mr. Fleming,

Regarding the urgent need to move on the Vancouver Island rail corridor, the following exhortation in your mandate from the Premier is relevant to my letter to you:
“ Work with First Nations, local governments, and the federal government to advance rural transportation solutions.”

Time is of the essence if we are to save this railway. You are familiar with the vital need for this alternative route to Victoria, both on environmental and practical grounds*. Please let our provincial government know how important it is to us here. If there's a blockage north of Nanaimo, then surely we can move on the Victoria-Nanaimo section.

Once it's gone, it's gone forever. Our grandchildren will ask why we couldn't be more prescient.

THERE ARE LESS THAN TWO WEEKS LEFT TO ACT ON THIS.

Sincerely,

s. 22

*In collaboration with the Minister of Energy, Mines and Low Carbon Innovation, complete the Clean Transportation Action Plan to support shifts government to sustainable modes of travel, advance modern transportation systems, and help meet our ambitious greenhouse gas targets for the transportation sector. (Premier's mandate letter)

Sent from my iPad

From: s. 22

To: WEBMASTER TRAN:EX (TRAN.WEBMASTER@gov.bc.ca); Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca); TRAN Deputy Minister TRAN:EX (TRANDeputyMinister@gov.bc.ca)

Subject: Request to consider Vancouver Island Rail Corridor

Sent: 03/03/2023 16:00:00

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Hello,

I am a resident of BC and I believe the Vancouver Island Rail Corridor revitalization should be considered.

As mentioned by the article below, the deadline for decision to consider is March 14th.

<https://www.vicnews.com/news/strategically-important-feds-weighing-431m-vancouver-island-rail-corridor-future-as-deadline-looms/>

This Corridor would provide:

- High socio economic impact
- an alternative means of travel to reduce dependence and traffic of the singular highway
- Allow community members outside of Victoria who cannot drive a more reliable method of transport

Looking globally, cities and regions are funding alternative methods of transport. The question for rail is when, not if. And since there is a deadline, the smart choice needs to be made now.

Please consider this for this generation as well as all of the future generations that would benefit.

Thank you,

s. 22

s. 22

From:

To: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)

Subject: Vancouver Island Rail Corridor

Sent: 03/03/2023 00:50:39

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Dear Minister Fleming,

Dear Minister Fleming,

I am writing to encourage you to vote to preserve the Vancouver Island Rail Corridor. The Island presently has only one practical route north, over the Malahat. This highway is built along a cliff which is vulnerable to earthquake and landslide damage. In the fall of 2021 it was severely damaged during major rainstorms. It is essential to have an alternative. Take a look at a map.

Reestablishing rail service on this existing corridor would reduce traffic on the Malahat highway, particularly for goods transit, cutting carbon emissions significantly.

I know the Capital Region District is strongly in favour of maintaining the corridor. There is significant population growth on the Island which will only increase north-south traffic. Bus service is minimal.

Please make the forward looking decision before it is too late.

Thank you for your consideration of my point of view.

s. 22

From:**To:** Of

ier@gov.bc.ca); Minister, MOTI MOTI:EX
(Minister.MOTI@gov.bc.ca); Furstenau.MLA, Sonia LASS:EX (Sonia.Furstenau.MLA@leg.bc.ca);
alistair.macgregor@parl.gc.ca; omar.alghabra@parl.gc.ca

Subject: Vancouver Island Rail Line

Sent: 03/02/2023 18:59:27

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Honourable ministers,

I am writing to advocate for the funding of the Vancouver Island Rail Line. As a concerned citizen, I believe that this project has significant economic, social, and environmental benefits that will greatly benefit the residents and visitors of Vancouver Island.

The Vancouver Island Rail Line is an essential transportation link that will improve accessibility, enhance tourism, and boost economic growth in the region. This project will provide a reliable and efficient transportation alternative to the existing highway system, reducing traffic congestion, and carbon emissions. It will also provide opportunities for economic development and job creation, particularly in the tourism and hospitality industries.

Furthermore, the Vancouver Island Rail Line will improve connectivity and access to essential services for residents of the island. It will enhance transportation options for those who do not own a vehicle or have limited access to public transportation, particularly seniors, students, and individuals with disabilities.

I urge you to consider the importance of this project and provide the necessary funding to ensure its completion. The Vancouver Island Rail Line is a significant investment in the future of the island, and I believe that it will bring long-term benefits to the entire island.

Thank you for your consideration.

Thank you!

From:

To: OfficeofthePremier, Office PREM:EX (Premier@gov.bc.ca); Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca); Furstenau.MLA, Sonia LASS:EX (Sonia.Furstenau.MLA@leg.bc.ca); alistair.macgregor@parl.gc.ca; omar.alghabra@parl.gc.ca

Subject: Request for Funding for Vancouver Island Rail Line

Sent: 03/02/2023 18:42:07

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Honourable ministers,

I am writing to advocate for the funding of the Vancouver Island Rail Line. As a concerned citizen, I believe that this project has significant economic, social, and environmental benefits that will greatly benefit the residents and visitors of Vancouver Island.

The Vancouver Island Rail Line is an essential transportation link that will improve accessibility, enhance tourism, and boost economic growth in the region. This project will provide a reliable and efficient transportation alternative to the existing highway system, reducing traffic congestion, and carbon emissions. It will also provide opportunities for economic development and job creation, particularly in the tourism and hospitality industries.

Furthermore, the Vancouver Island Rail Line will improve connectivity and access to essential services for residents of the island. It will enhance transportation options for those who do not own a vehicle or have limited access to public transportation, particularly seniors, students, and individuals with disabilities.

s. 22

I urge you to consider the importance of this project and provide the necessary funding to ensure its completion. The Vancouver Island Rail Line is a significant investment in the future of the island, and I believe that it will bring long-term benefits to the entire island.

Thank you for your consideration.

Sincerely,

s. 22

From: s. 22

To: WEBMASTER TRAN:EX (TRAN.WEBMASTER@gov.bc.ca); Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca); TRAN Deputy Minister TRAN:EX (TRANDeputyMinister@gov.bc.ca)

Subject: Request to consider Vancouver Island Rail Corridor

Sent: 03/02/2023 16:00:00

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Hello,

I am a resident of BC and I believe the Vancouver Island Rail Corridor revitalization should be considered.

As mentioned by the article below, the deadline for decision to consider is March 14th.

<https://www.vicnews.com/news/strategically-important-feds-weighing-431m-vancouver-island-rail-corridor-future-as-deadline-looms/>

This Corridor would provide:

- High socio economic impact
- an alternative means of travel to reduce dependence and traffic of the singular highway
- Allow community members outside of Victoria who cannot drive a more reliable method of transport

Looking globally, cities and regions are funding alternative methods of transport. The question for rail is when, not if. And since there is a deadline, the smart choice needs to be made now.

Please consider this for this generation as well as all of the future generations that would benefit.

Thank you,

s. 22

From: s. 22

To: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)

Subject: 316368 (B 316355) - E & N Railway Trail

Sent: 03/06/2023 18:35:58

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Dear Minister,

We are in favour of a multi-use trail on the former E & N, not a return of the railway at this time. Please listen to the First Nations who have quit the Island Corridor Foundation. A railway hasn't been economical there and would cut many of our communities into two, including Vic West, Esquimalt, View Royal, etc. A transportation corridor with fast buses along the TCH is a better option.

Regards,

s. 22

Rob Fleming

Minister of Transportation & Infrastructure

MLA for Victoria-Swan Lake

DEAR SIR,

In regards to the Island railway, time now is critical for a government response to guide the future of transportation. This decision will have significance for years to come, and a yes to funding is the best response. Federal level involvement is key to moving forward as this railway corridor was created by federal land grant initiative, which also ties in with First Nations' concerns.

CP rail, the tracks previous owner, wished to leave the Island, mainly to focus on long haul operations. The private sector can sometimes be a let down. However the Island needs the rail system to help augment the highway system, given the lack of secondary roads. Consider that just one 18 wheel semi truck does equivalent damage to the asphalt pavement as 40 cars. Our highways are maintained with provincial tax revenue. Railroad companies must bear maintenance costs out of their own pockets, and there is no fairness in that. Subsidizing rail to get it operational again should be viewed as an investment (not expense) towards the future. This is valuable infrastructure, right up there with ferry terminals and airports. Given the amount of new development on the Island currently, this tells us the need for rail transit will be greater 10, 20 years from now.

A better future for the Island includes rail for many reasons; there are parts of the Island highway in which there is only one road between a number of cities, for example Victoria to Duncan (Malahat Drive), Nanaimo to Parksville (along Nanoose Bay) and the rest of the Island with Port Alberni (mountain pass summit, 'the Hump', plus Cathedral Grove Old Growth). The province has deemed highway expansion through these spots as not feasible due to their mountainous nature. The railway runs parallel close by in these places, and is a prepaid ticket to valuable future options. Port Alberni, for example, is considering a container port facility to help revive its economy. With the track going along the water front of one of Canada's furthest west deep water harbours, rail service is the only way for this to work, as trucking alone would never keep up. This would highlight the Federal government's commitment to sustainability, relieving some heavy trucking off a limited highway, that is filled with pedestrian foot traffic due to the provincial parks it goes through. Route 4 is also quite prone to snow, black ice and the plateaued summit includes a mandatory break check for all trucks above a certain weight class, so there is a limit to how much trucking can get through at any one time. With a number of idling ocean freighters along Vancouver Island's south east coast, all waiting their turn to reach Vancouver, a Port Alberni container facility is the best solution. Each day for every one ship sitting idle is

\$50,000 to \$100,000 per day in lost economic value and it does not have to be that way. Offloading in Port Alberni would save three days sailing time and will see cargo hauled by flat car along a mid Island overland route to yard facilities in Nanaimo, relieving some Vancouver bound congestion. Indeed, many Island businesses will gladly use rail delivery, they just need assurance from Ottawa that funding is forthcoming, then they can commit. The province would then get on board, making a contribution, especially since this year BC is projecting a budget surplus. Government investment is needed as the tracks' old owner, CP Rail, left the Island in 2006, not wanting to do short line operations, which gets less profit for shareholders. The Island's railway does, however, make good sense from a *stakeholder* model, having more emphasis on community growth, with some First Nations wishing to hold an ownership stake in a revived passenger service. Also, the movement of goods, offsetting an overused highway and cheaper delivery fees for businesses. A grain distributor in Duncan, for example, still technically gets delivery by rail but here is the kicker, grain cars right off the train ferry transload onto trucks, then sent down the highway, thus double handling and being less cost effective. In late 2014, the BC Safety Authority deemed the tracks south of Nanaimo as unsafe for even a reduced-speed train. A working rail system will alleviate traffic backup, since the Trans Canada Highway still forms the main street of downtown Duncan and would be a safer route for moving hazardous chemicals. The majority of propane used on the Island, by the way, still arrives at Nanaimo by rail. Keep a good thing going and expand on it.

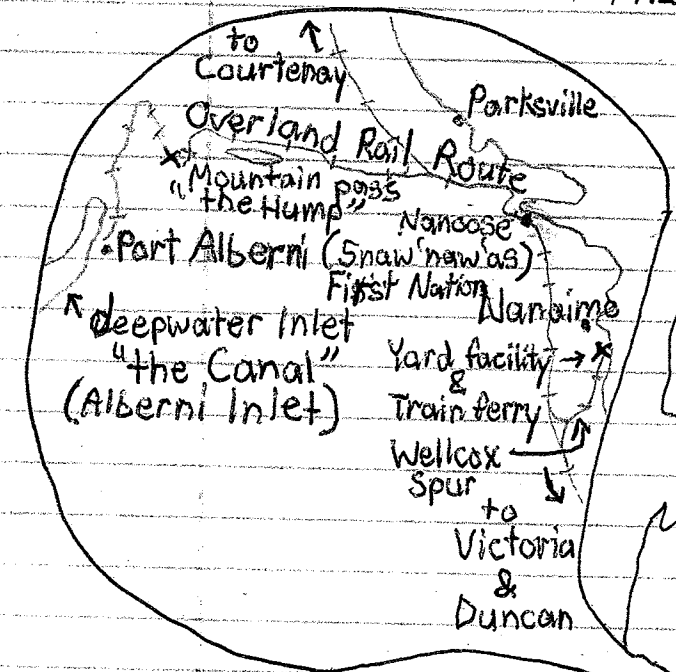
Some suggestions are out there as to other uses of the corridor, such as a hiking trail or bus lane, however, this ignores the fact that many communities have long lengths of multi use trail beside the tracks currently, or that reinventing something has much higher cost than fixing what is already in place. Recent weather events, such as rain storms, which eroded the Malahat highway embankment (part of the TCH), highlighting the value of Island rail and should be a wakeup call. Lacking passenger service for 12 years, it should be remembered that other event from Spring 2011, which is the fuel truck rolling over, spilling all of its contents into the Goldstream River (in a provincial park) and closing the TCH in both directions for a day. Along with snow on the summit and road work, these are a few of the many examples. Rail alone does not solve every concern, but the main point is having something is better than nothing. Trails do not address this and unlike passenger rail, benefit mainly the able bodied, only during good weather and day light hours. Nanaimo, among other cities, show that a paved trail within the tracks' right of way do accommodate multiple uses. Right now, the Island needs a balance of options; highway, railway and trails, not another bike path exclusively. We already have the Great Trail network in place and, though impressive, could be expanded. The north Island recently saw the Englewood logging railway abandoned (North America's last forestry railway). This is the opportunity trail enthusiasts should consider, with its bridges/trestles already plank boarded to be compatible with vehicular traffic, an added bonus. This potential depends largely on coordinating with local First Nations, on whose land this right of way passes through.

To summarize, the rail network is our original highway, laid out before population growth took off. Private bus service on the Island is patchy at best, so a government subsidized transit system that moves both people and goods is the right answer. With the lower mainland's West Coast Express commuter train (NDP initiated mid 90s) and Toronto's GO train, these are two good Canadian examples that commuter rail can share the same trackage as freight. Bus service across multiple cities is only a band

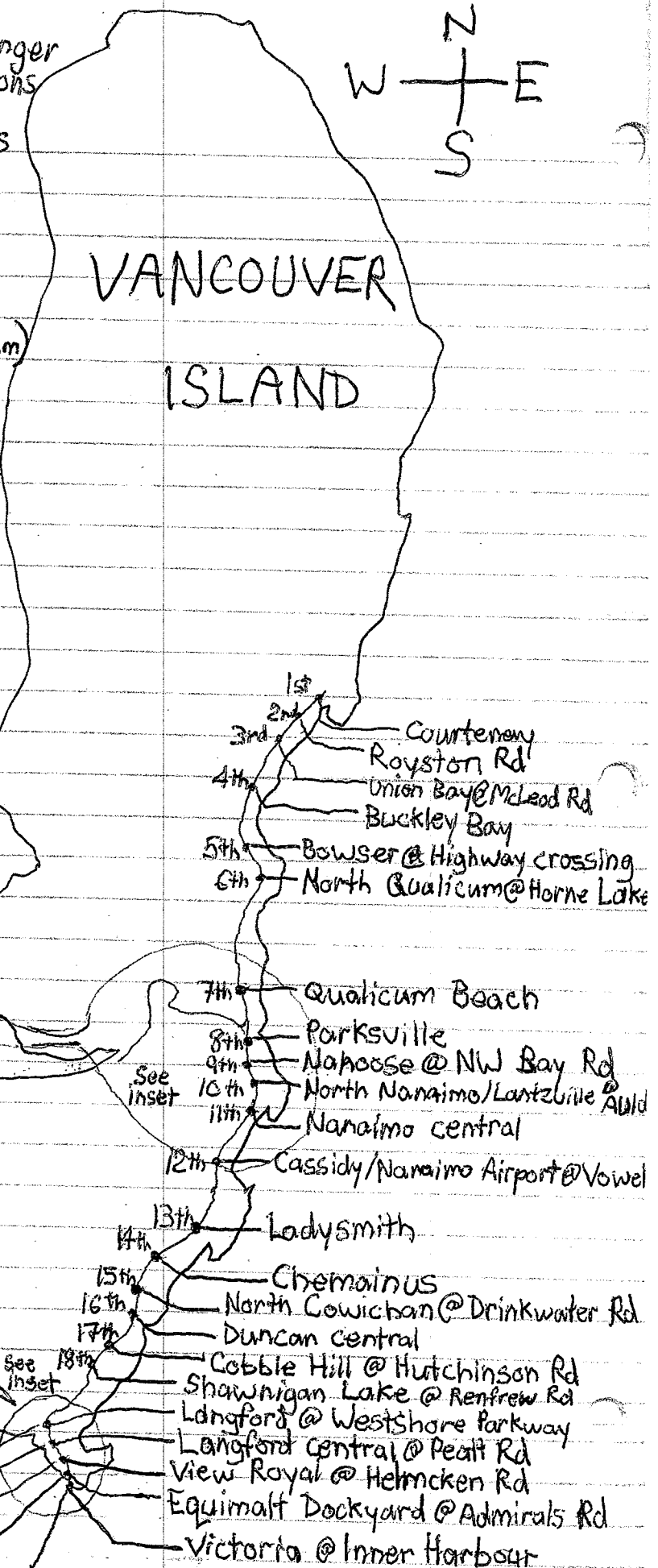
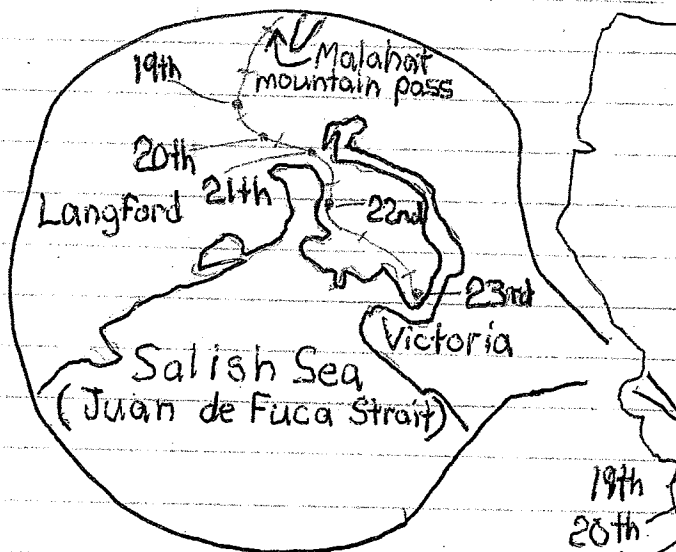
aid fix, ignoring the fact that busses crawl in the same traffic as everyone else and are affected by highway closures/roadwork detours/extreme weather i.e. heavy snow. Greater Victoria has convoluted geography and the other cities have long distance between, but the rail line crosses most local city bus routes. Renewed passenger service should have daily passes compatible with busses across regional districts; problems are overcome when two modes of transit are designed to complement each other instead of compete. People ask that if the Okanagan and Quebec have former railways as foot paths then it might work here. The Island is different from those places in that we are in direct line with the oceangoing trade route with Asia. Being furthest west in Canada, we are ideally situated to make use of seaport potential. A refurbished rail system would be the next big infrastructure boost for the region as a whole, comparable to what the Inland Island Highway project was in the late 1990s; which is a catalyst for business growth and keeping communities safer by diverting heavy traffic off of the main streets. Transit on the Island should be viewed in a sense that everything from Victoria to Campbell River, including Port Alberni is just one spread out city in which each municipality and First Nation is just a different neighbourhood. This one big city is a suburb of Vancouver, and all our economies all overlap. No one community is an island unto itself and should not act inward looking. We are all in this together. We all need each other. Yes, fixing the track has a cost, but lost potential has an even greater cost, plus track removal along with environmental remediation is also expensive. There will be a price tag to cover no matter what the outcome. Make the right decision.

An idea for renewed passenger service. These station locations are not too many, but show the high population density spots and main roads with close highway access to maximize park'n'ride/carpooling usage. Commuter service would leave Courtenay early morning (after 5am) and leave Victoria back up Island late afternoon (4:30-6:30 PM)

MID-ISLAND SEAPORT POTENTIAL



GREATER VICTORIA



DO NOT BEND
NE PAS PLIER

to:
à: Honourable Rob Fleming
Minister of Transportation & Infrastructure
PO Box 9055 Prov Stn Govt
Victoria BC
V8W 9E2

From: XMS Ministerial Registry Unit / Unit du registre ministériel XMS (XMSMinisterialRegistryUnit-UniteDuRegistreMinisteriel@tc.gc.ca)

To: s. 22

Cc: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca); ELIZABETH.MAY@PARL.GC.CA

Subject: 316391 FYI - Regarding the revitalization of the Vancouver Island Rail Corridor

Sent: 03/02/2023 20:53:02

Attachments: Fw: No compelling reason to fund restoration of old E&N railway line.msg, Re: Restoration of E&N Rail Line.msg

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

UNCLASSIFIED / NON CLASSIFIÉ

Dear s. 22

Thank you for your correspondence of January 14, 2023, to the Honourable Omar Alghabra, Minister of Transport, and follow-up email to your local government officials regarding the revitalization of the Vancouver Island Rail Corridor.

Transport Canada recognizes the importance of considering the economic, environmental, and social interests of Vancouver Island communities when determining the future of the rail corridor and appreciates your sharing your concerns on this matter.

The British Columbia Court of Appeals has given the Government of Canada until March 2023 to determine whether the restoration of rail service on the former E&N railway line is in the public interest and whether it will fund such work.

The federal government has been actively considering the serious issues raised in the ruling and is committed to understanding all perspectives on this matter from across Vancouver Island, including those of First Nations, regional districts, and other levels of government.

While Transport Canada will not be leading an engagement process of its own, I would like to assure you that the Government of Canada's decision-making will be informed by the perspectives offered through engagement conducted by the British Columbia Ministry of Transportation and Infrastructure, which includes residents' views on infrastructure needs.

Thank you again for writing.

Sincerely,

Judi-Ann
Executive Correspondence Unit
Transport Canada/Government of Canada

c.c. Office of Elizabeth May, O.C., M.P.
Saanich–Gulf Islands

From: Alghabra, Omar - M.P. (Omar.Alghabra@parl.gc.ca)
To: Minister of Transport / Ministre des Transports (TC) (TC.MinisterofTransport-MinistredesTransports.TC@tc.gc.ca)
Subject: Fw: No compelling reason to fund restoration of old E&N railway line
Sent: 01/16/2023 16:05:02
Attachments: image.png, E.3 Continuance.pdf
Message Body:

XAO-2023-522876

From ^{s. 22}

Sent: Saturday, January 14, 2023 11:47 AM

To: Minister.Transportation@gov.bc.ca <Minister.Transportation@gov.bc.ca>; Alghabra, Omar - M.P. <Omar.Alghabra@parl.gc.ca>

Cc: frontdesk@nanoose.org <frontdesk@nanoose.org>; gedwards@nanoose.org <gedwards@nanoose.org>; May, Elizabeth - Riding 1 <Elizabeth.May.C1@parl.gc.ca>; Brent Edwards <getthenet@nanoose.org>; ^{s. 22}
^{s. 22} David and Kelly Slade <dslade@telus.net>; Andersen, Ian

<ianandersen@telus.net>; Danielle.MylesWilson@cvrd.bc.ca <Danielle.MylesWilson@cvrd.bc.ca>; mayor@esquimalt.ca <mayor@esquimalt.ca>; mayor@saanich.ca <mayor@saanich.ca>

Subject: No compelling reason to fund restoration of old E&N railway line

Dear Ministers Fleming and Alghabra:

There is no business case for commuter service in Victoria:

- the railway line is not near sufficient populations
- the railway line does not go into Victoria
- the single-line railway can only move 500 people *near* Victoria during peak
- restoration stands in the way of **Reconciliation** with First Nations who want to develop their Lands
- freight service does not solve the problem of door-to-door delivery
- the property where the freight warehouses once stood was sold for condo decades ago (The RailYards) and indeed the ICF makes no business case for freight traffic over the Malahat so would not reduce large vehicle track on the highway over the Malahat, AND
- there is no business case for freight services beyond the Malahat.

Top Shelf Feeds in Duncan was interviewed on Chek 6 last week in support of the restoration of rail service/freight service, that delivery costs would come down and save everyone money is not supported.

In 2004 when the railway was operational there were **2 freight customers** of the CPR/E&N Railway Company 1998 Ltd on Vancouver Island: **Superior Propane and Top Shelf Feeds.**

Here, from a 2004 court case:

Seaspan International Ltd., 2004 CIRB 267 (CanLII), <<https://canlii.ca/t/20w08>>, retrieved on 2023-01-14

6. The [E&N Railway Company \(1998\) Ltd.](#) is considered a short haul line and is under provincial jurisdiction for labour relations purposes. ... **SCIC is aware of only 2 E&N Railway Company (1998) Ltd. customers, Superior Propane and Top Shelf Feeds.**

Here, (and attached) from the BC Govt Order in Council, ICF owns E&N Railway Company (1998) Ltd and certain leases it or CPR held:

[https://www.bclaws.gov.bc.ca/civix/document/id/oic/arc_oic/2006resume26/search/CIVIX_DOCUMENT_ROOT_STE M:\(%22Island%20Corridor%20Foundation%22\)?5#hit1](https://www.bclaws.gov.bc.ca/civix/document/id/oic/arc_oic/2006resume26/search/CIVIX_DOCUMENT_ROOT_STE M:(%22Island%20Corridor%20Foundation%22)?5#hit1)

Kindly stay the course with respect to the **Active Transportation Strategy** and decline to fund the restoration of the old E&N railway line. The Island Corridor Foundation can dissolve and distribute its assets to its members (see *attached E.3 Certificate of Continuance, #9 what happens at wind-up*), including First Nations, saving the need to return to court to enforce their right of reversion, while local governments can use their lands for a trail network as envisioned by [FORT-VI](#). Everyone wins.

2. The **Island Corridor Foundation** is the holder of all current outstanding Certificates issued to **E & N RAILWAY COMPANY (1998) LTD.** under the *Railway Act*, as if the **Island Corridor Foundation** was named in such Certificates and shall be subject to all conditions and obligations whatsoever contained in such Certificates,



Certificate of Continuance

Canada Not-for-profit Corporations Act

Certificat de prorogation

*Loi canadienne sur les organisations à but non
lucratif*

ISLAND CORRIDOR FOUNDATION

Corporate name / Dénomination de l'organisation

419938-3

Corporation number / Numéro de
l'organisation

I HEREBY CERTIFY that the above-named corporation, the articles of continuance of which are attached, is continued under section 211 of the *Canada Not-for-profit Corporations Act*.

JE CERTIFIE que l'organisation susmentionnée, dont les statuts de prorogation sont joints, a été prorogée en vertu de l'article 211 de la *Loi canadienne sur les organisations à but non lucratif*.

Marcie Girouard

Director / Directeur

2013-09-16

Date of Continuance (YYYY-MM-DD)
Date de prorogation (AAAA-MM-JJ)




Canada Not-for-profit Corporations Act (NFP Act)

Form 4031

Articles of Continuance (transition)

To be used only for a continuance from the *Canada Corporations Act*, Part II.

1 Current name of the corporation	
ISLAND CORRIDOR FOUNDATION	
2 The change of name is requested. Indicate previous corporate name	
3 Corporation number	4 The province or territory in Canada where the registered office is situated
4, 1, 9, 9, 3, 8, -, 3	British Columbia 
5 Minimum and maximum number of directors (For fixed number, indicate the same number in both boxes)	
Minimum number 3	Maximum number 14
6 Statement of the purpose of the corporation	
See the attached Schedule "A".	
7 Restrictions on the activities that the corporation may carry on, if any	
None.	

M 16 SEP '13 9:13





Form 4031

Articles of Continuance (transition)

8 The classes, or regional or other groups, of members that the corporation is authorized to establish

See the attached Schedule "B".

9 Statement regarding the distribution of property remaining on liquidation

In the event of liquidation or winding up of the Corporation, the assets of the Corporation, after payment of all liabilities, shall be distributed to one or more qualified donees as defined in the Income Tax Act, having the capacity to administer the assets of the Corporation and for the purposes as close as possible to the Corporation, or to the Crown in Right of British Columbia and/or Regional Governments and/or First Nations Governments if the transfer can be effected on terms which will, in the reasonable opinion of the directors, result in the accomplishment of the purposes of the Corporation. The recipients shall be chosen by resolution of two-thirds of the directors of the Corporation and ratified by a vote of two-thirds of the Members at a General Meeting of the Members.

10 Additional provisions, if any

See the attached Schedule "C".

11 Declaration

I hereby certify that I am a director or an authorized officer of the corporation continuing into the NFP Act.

Signature

Print name

Graham Bruce

Phone number

(250) 246 - 4320

Note: A person who makes, or assists in making, a false or misleading statement is guilty of an offence and liable on summary conviction to a fine of not more than \$6,000 or to imprisonment for a term of not more than six months or to both (subsection 262(2) of the NFP Act).

Island Corridor Foundation
Form 4031 Articles of Continuance

Schedule "A"

The purposes of the Corporation are:

1. to acquire, preserve and develop for purposes of the Corporation and its objects, but for no other purposes, the Island Corridor which lies North-South from Courtenay to Victoria, East-West from Parksville to Port Alberni and Duncan to Lake Cowichan on Vancouver Island, together with ancillary lands, structures and all other property right attached thereto (the "Island Corridor") and the infrastructure and other assets that constitute the E & N Railroad and are located on the Island Corridor (the "Railroad");
2. to maintain the continuity of the Island Corridor as a continuous special use connection for all communities, while respecting and supporting First Nations interests and traditional lands and uses;
3. to contribute to safe and environmentally sound passenger and freight rail services along the Railroad;
4. to encourage a flexible infrastructure along the Island Corridor which will encourage a wide range of economic and trade activity for the benefit of all communities lying adjacent to the Island Corridor;
5. to preserve archaeological resources, historic landmarks, structures, artifacts, and historic routes along the Island Corridor for historical purposes and for ongoing and future use by the community;
6. to create trails, parks, gardens, greenways and other public areas for use of members of the public along the length of the Island Corridor;
7. to conserve the environmental and spiritual features and functions of the Island Corridor in respect of the land, water and natural resources for the general benefit of the public; and
8. to do all such charitable activities that are incidental to and beneficial to the attainment of the purposes stated above.

The above purposes of the Corporation shall be carried out without purpose of gain for its members and any profits or other accretions to the Corporation shall be used for promoting its purposes and all of the above purposes shall be carried on an exclusively charitable basis.

Island Corridor Foundation
Form 4031 Articles of Continuance

Schedule "B"

1. The Corporation is authorized to establish two groups of members, Regional District Members and First Nations Members, with qualification and voting rights as follows:

Regional District Members

- (a) Regional District membership shall only be available to the Capital Regional District, the Cowichan Valley Regional District, the Nanaimo Regional District, the Comox Valley Regional District, and the Alberni-Clayoquot Regional District;

First Nations Government Members

- (b) First Nations Government membership shall only be available to Snaw-naw-as First Nation, Cowichan Tribes, Songhees Nation, Esquimalt Nation, Halalt First Nation, Hupacasath First Nation, Lake Cowichan First Nation, Qualicum First Nation, K'omoks First Nation, Snuneymuxw First Nation, Penelakut Tribe, Stz'uminus First Nation, Malahat First Nation, and Tseshaht First Nation;

Designated Representatives of Members

- (c) Each member shall appoint a designated representative to exercise its voting rights at any meeting of members. Each member shall be entitled to have its designated representative attend and vote at all meetings of members;

Voting of Members

- (d) For every meeting of members, Regional District Members shall collectively be entitled to 100 votes (the "Regional Member Votes") and First Nations Government Members shall collectively be entitled to 100 votes (the "First Nations Member Votes"). The Regional Member Votes shall be allocated evenly among the Regional District Members whose designated representative is present at the meeting of members and the First Nations Member Votes shall be allocated evenly among the First Nations Government Members whose designated representative is present at the meeting of members.

Island Corridor Foundation
Form 4031 Articles of Continuance

Schedule "C"

1. The Corporation shall be carried on without the purpose of gain for its members, and any profits or other accretions to the Corporation shall be used in furtherance of its purposes.
2. Directors shall serve without remuneration, and no director shall directly or indirectly receive any profit from his or her position as such, provided that a director may be reimbursed for reasonable expenses incurred in performing his or her duties. A director shall not be prohibited from receiving compensation for services provided to the Corporation in another capacity.

From: Aaron Stone (astone@ladysmith.ca)

To: Colin Plant (colin.plant@saanich.ca); councillor.ketler@cumberland.ca; crdchair@crd.bc.ca; jjack@acrd.bc.ca; Chairperson (Chairperson@cvrd.bc.ca)

Cc: Minister of Transport / Ministre des Transports (TC) (TC.MinisterofTransport-MinistredesTransports.TC@tc.gc.ca); Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)

Subject: Re: Restoration of E&N Rail Line

Sent: 02/22/2023 20:58:23

Message Body:

XAO-2023-522876(3)

s. 22

All the best, Aaron

Mayor - Town of Ladysmith | www.ladysmith.ca

410 Esplanade Street, Ladysmith BC V9G1A2

Tel: 250.245.6403

I acknowledge with gratitude that for thousands of years the Stz'uminus people have walked gently on the unceded territories where I now work, live and play.

Chairperson – Cowichan Valley Regional District | www.cvrd.ca

Chairperson – Island Coastal Economic Trust | www.islandcoastaltrust.ca

Co-Chair – Island Corridor Foundation | www.islandrail.ca

From s. 22

Sent: Wednesday, February 22, 2023, 12:43 p.m.

To: Colin Plant <colin.plant@saanich.ca>; councillor.ketler@cumberland.ca <councillor.ketler@cumberland.ca>; Aaron Stone <astone@ladysmith.ca>; crdchair@crd.bc.ca <crdchair@crd.bc.ca>; jjack@acrd.bc.ca <jjack@acrd.bc.ca>; Chairperson <Chairperson@cvrd.bc.ca>

Cc: Brent Edwards <getthenet@nanoose.org>; tc.ministeroftransport-ministredes transports.tc@tc.gc.ca <tc.ministeroftransport-ministredes transports.tc@tc.gc.ca>; Minister.Transportation@gov.bc.ca <Minister.Transportation@gov.bc.ca>; gedwards@nanoose.org <gedwards@nanoose.org>

Subject: Restoration of E&N Rail Line

Dear Local Govt Chairs

Kindly don't promote the restoration of old E&N rail line. There is no business case for restoration and it stands in the way of Reconciliation.

There is no business case for commuter service because the tracks don't cross Johnson Street bridge, don't go into Victoria, because a single line railway can only move 500 "near" Victoria during rush hour, because the railway lands have been alienated by 25-year Licence of Occupation agreements pubs, restaurants, kiosks, and disconnected array of trails making dual line railway impossible, because sufficient population doesn't exist along the corridor, because

proposed fares are prohibitive, because the proposed Timetable is hopeless.

There is no business case for freight service because the freight warehouses and land in Vic West were sold for condo development in 2002 (The RailYards) so expect no reduction of large vehicle traffic over the Malahat and since the ONLY freight customers North were Top Shelf Feeds in Duncan and Superior Propane in Nanaimo, expect NO reduction in large vehicle traffic anywhere else.

Restoring rail services on the old E&N rail line is an incredibly bad idea, a financial trap. The provincial government knows this and that is why restoration is not part of their Active Transportation Strategy.

Let the easements expire so that First Nations may develop their Lands. What remains can be developed into a trail network as envisioned by <https://fortvi.ca/>

s. 22

From: s. 22

To: X

inist riel XMS (XMSMinisterialRegistryUnit-

UniteDuRegistreMinisteriel@tc.gc.ca)

Cc: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca); ELIZABETH.MAY@PARL.GC.CA

Subject: 316391 FYI B - Regarding the revitalization of the Vancouver Island Rail Corridor

Sent: 03/02/2023 21:02:32

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Received with thanks!

s. 22

On Thu, Mar 2, 2023 at 12:53 PM XMS Ministerial Registry Unit / Unité du registre ministériel XMS <XMSMinisterialRegistryUnit-UniteDuRegistreMinisteriel@tc.gc.ca> wrote:

UNCLASSIFIED / NON CLASSIFIÉ

Dear s. 22

Thank you for your correspondence of January 14, 2023, to the Honourable Omar Alghabra, Minister of Transport, and follow-up email to your local government officials regarding the revitalization of the Vancouver Island Rail Corridor.

Transport Canada recognizes the importance of considering the economic, environmental, and social interests of Vancouver Island communities when determining the future of the rail corridor and appreciates your sharing your concerns on this matter.

The British Columbia Court of Appeals has given the Government of Canada until March 2023 to determine whether the restoration of rail service on the former E&N railway line is in the public interest and whether it will fund such work.

The federal government has been actively considering the serious issues raised in the ruling and is committed to understanding all perspectives on this matter from across Vancouver Island, including those of First Nations, regional districts, and other levels of government.

While Transport Canada will not be leading an engagement process of its own, I would like to

assure you that the Government of Canada's decision-making will be informed by the perspectives offered through engagement conducted by the British Columbia Ministry of Transportation and Infrastructure, which includes residents' views on infrastructure needs.

Thank you again for writing.

Sincerely,

Judi-Ann
Executive Correspondence Unit
Transport Canada/Government of Canada

c.c. Office of Elizabeth May, O.C., M.P.

Saanich–Gulf Islands

Office of the Honourable Rob Fleming, M.L.A.

Minister of Transportation and Infrastructure, British Columbia

From:

To: OfficeofthePremier, Office PREM:EX (Premier@gov.bc.ca); Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca); Fleming.MLA, Rob LASS:EX (Rob.Fleming.MLA@leg.bc.ca)

Cc: leonard.krog@nanaimo.ca; sheila.malcolmson.MLA@leg.bc.ca; lisamarie.barron@parl.gc.ca

Subject: 316394 FYI - Support for E&N Railway Restoration

Sent: 03/03/2023 16:57:41

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Dear Premier Eby and Minister Fleming,

I am writing to urge the Province to support the restoration of the E&N railway so that Vancouver Island residents have access to rail service.

Passenger and freight rail service, linking southern and mid-island communities, provides an important alternative to vehicular travel.

Furthermore, restoration of the E&N railway will:

- Create a viable rail service will help address the Climate Emergency by reducing greenhouse gases.
- Reduce travel time between cities such as Victoria and Nanaimo (and communities in between)
- Enhance the linkages between south and mid-island communities
- Support small businesses in communities such as Ladysmith and Chemainus
- Boost tourism for communities along the rail line.

I urge the Province to work with the federal government, municipalities and affected First Nations to restore and E&N Railway.

Respectfully,

From: Mayor Leonard Krog (Leonard.Krog@nanaimo.ca)

To: s. 22

Cc: OfficeofthePremier, Office PREM:EX (Premier@gov.bc.ca); Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca); Fleming.MLA, Rob LASS:EX (Rob.Fleming.MLA@leg.bc.ca); sheila.malcolmson.MLA@leg.bc.ca; lisamarie.barron@parl.gc.ca

Subject: 316394 MLA Krog Response - Support for E&N Railway Restoration

Sent: 03/03/2023 17:01:45

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Thanks for this which I happily support.

Sent from my iPhone

On Mar 3, 2023, at 8:57 AM, s. 22

wrote:

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Dear Premier Eby and Minister Fleming,

I am writing to urge the Province to support the restoration of the E&N railway so that Vancouver Island residents have access to rail service.

Passenger and freight rail service, linking southern and mid-island communities, provides an important alternative to vehicular travel.

Furthermore, restoration of the E&N railway will:

- Create a viable rail service will help address the Climate Emergency by reducing greenhouse gases.
- Reduce travel time between cities such as Victoria and Nanaimo (and communities in between)
- Enhance the linkages between south and mid-island communities
- Support small businesses in communities such as Ladysmith and Chemainus
- Boost tourism for communities along the rail line.

I urge the Province to work with the federal government, municipalities and affected First Nations to restore and E&N Railway.

Respectfully,

s. 22

From: Jason Harman (JHarman@jfkllaw.ca)

To: Eby.MLA, David LASS:EX (David.Eby.MLA@leg.bc.ca); Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca); Marc.Miller@parl.gc.ca; Minister, IRR IRR:EX (IRR.Minister@gov.bc.ca)

Cc: Gordon Edwards (branches6@shaw.ca); Kianna Watts (Governance@nanoose.org); Brent Edwards (getthenet@nanoose.org); Robin Phillips (RPhillips@jfkllaw.ca); Tiffaney Metheral (TMetheral@jfkllaw.ca)

Subject: Letter Opposing Restoring the Island Rail Corridor as a Railway

Sent: 03/04/2023 19:10:28

Attachments^{s. 16}
s. 16

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Dear Premier and Honourable Ministers,

Please find attached a letter from ^{s. 16}

Thank you,

Jason

Jason M. Harman

(he/him/his)

Associate

JFK Law LLP

340 – 1122 Mainland Street

Vancouver BC V6B 5L1

Located on the traditional and unceded territories of the Coast Salish People including the Musqueam, Tsleil-Waututh and Squamish Nations.

T 604 687 0549 ext 111

F 604 687 2696

E jharman@jfkllaw.ca

www.jfkllaw.ca

Please consider the environment before printing this email.

CONFIDENTIALITY: This e-mail message (including attachments, if any) is confidential and is intended only for the addressee. Any unauthorized use or disclosure is strictly prohibited. Disclosure of this e-mail to anyone other than the intended addressee does not constitute waiver of privilege. If you have received this communication in error, please notify us immediately and delete this. Thank you for your cooperation.

From: Jason Harman (JHarman@jfkllaw.ca)
To: Eby.MLA, David LASS:EX (David.Eby.MLA@leg.bc.ca); Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca); Marc.Miller@parl.gc.ca; Minister, IRR IRR:EX (IRR.Minister@gov.bc.ca)
Cc: ruth@beecherbay.ca; russchipp@telus.net; pchipp@temexw.org; hchipp@temexw.org; sjay@temexw.org; Robin Phillips (RPhillips@jfkllaw.ca); Tiffaney Metheral (TMetheral@jfkllaw.ca)
Subject: Letter Opposing Restoring the Island Rail Corridor as Railway
Sent: 03/04/2023 19:13:41
Attachments: s. 16
Message Bod

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Dear Premier and Honourable Ministers,

Please find attached a letter from s. 16

Thank you,

Jason

Jason M. Harman

(he/him/his)

Associate

JFK Law LLP

340 – 1122 Mainland Street

Vancouver BC V6B 5L1

Located on the traditional and unceded territories of the Coast Salish People including the Musqueam, Tsleil-Waututh and Squamish Nations.

T 604 687 0549 ext 111

F 604 687 2696 **E** jharman@jfkllaw.ca

www.jfkllaw.ca

Please consider the environment before printing this email.

CONFIDENTIALITY: This e-mail message (including attachments, if any) is confidential and is intended only for the addressee. Any unauthorized use or disclosure is strictly prohibited. Disclosure of this e-mail to anyone other than the intended addressee does not constitute waiver of privilege. If you have received this communication in error, please notify us immediately and delete this. Thank you for your cooperation.

From: Fleming.MLA, Rob LASS:EX (Rob.Fleming.MLA@leg.bc.ca)
To: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)
Subject: 316407 Incoming - Re island rail corridor.
Sent: 03/09/2023 22:04:04
Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

From: s. 22
Sent: March 9, 2023 2:00 PM
To: Fleming.MLA, Rob <Rob.Fleming.MLA@leg.bc.ca>
Subject: Re: Re island rail corridor.

Thank you for your response Rachel. s. 22 That does not preclude me from addressing this issue with the minister of transport. I have already sent an email to s. 22 My question to the Minister is where does BC stand on the Vancouver Island rail corridor ? I have heard nothing from this ministry re the rail corridor & am under the impression that the federal government is making its decision on facts & information gathered from the province. So where do we stand on this issue. ? Time is running out & it would be nice to have some transparency on this. Please respond

Sincerely, s. 22

On Wed, Mar 8, 2023 at 1:01 PM Fleming.MLA, Rob <Rob.Fleming.MLA@leg.bc.ca> wrote:
Good afternoon, s. 22 My name is Rachel, I'm a constituency assistant for MLA Fleming. Thank you for taking the time to reach out and share your concerns with our office. Could you please provide your postal code or street address so that I can ensure you are connected to the appropriate constituency office? If you do not live in our constituency then I will refer you to your local MLA.

Sincerely,

Rachel O'Neill

Rachel O'Neill (she/her) | Constituency Assistant | Rob Fleming, MLA for Victoria-Swan Lake
Office: [250.356.5013](tel:250.356.5013) | 1020 Hillside Ave., Victoria, BC V8T 2A3 | Rachel.O'Neill@leg.bc.ca

MLA Website and to Sign up for Rob's Newsletter: Rob Fleming | Facebook | Twitter | Instagram

The Victoria-Swan Lake Constituency Office recognizes that we reside on the territory of the Lekwungen people, now known as the Esquimalt and Songhees First Nations.

CONFIDENTIALITY NOTICE: The above message contains confidential information intended for a specified individual and purpose. The information is private and protected by law. Any copying or disclosure of this transmission by anyone other than the intended recipient is prohibited. If you are not the intended recipient, please notify the sender immediately and delete this message and any attachments from your system. Thank you.

-----Original Message-----

From: s. 22
Sent: March 3, 2023 11:21 AM
To: Fleming.MLA, Rob <Rob.Fleming.MLA@leg.bc.ca>
Subject: Re island rail corridor.

The provincial government must be behind the future restoration of the island rail corridor. There are many reasons to resume this vital corridor. Transportation of people & freight, climate change & great weather events(think more unreliable weather e.g atmospheric river events & the Malahat shutdown) & economic possibilities (freight service linking the Alberni canal to east island,Nanaimo to port facilities. The future could also include electric rail service. We need to be forward thinking. Please do so now with the island rail corridor.

Sincerely s. 22
Sent from my iPad

From: Ricardo Arena (Ricardo.Arena@cfib.ca)

To: TC.MinisterofTransport-MinistredesTransports.TC@tc.gc.ca

Cc: minister-ministre.Ng@ised-isde.gc.ca; aafc.minister-ministre.aac@canada.ca; Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca); Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca); Minister, AF AF:EX (AF.Minister@gov.bc.ca); Minister, AF AF:EX (AF.Minister@gov.bc.ca); Minister, JEDI JEDI:EX (JEDI.Minister@gov.bc.ca); Corinne Pohlmann (Corinne.Pohlmann@cfib.ca); Jasmin Gu nette (Jasmin.Guenette@cfib.ca); Annie Dormuth (Annie.Dormuth@cfib.ca); Rachel Ng (Rachel.Ng@cfib.ca); Taylor Brown (Taylor.Brown@cfib.ca)

Subject: 316413 - E&N railway and its impact on the small business community

Sent: 03/06/2023 19:16:56

Attachments: E&N railway and its impact on the small business community.pdf

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Dear Minister Alghabra,

As you may know, the Canadian Federation of Independent Business (CFIB) represents 97,000 independently owned and operated small- and medium-sized businesses (SME) across Canada. We are writing to share the concern of our members over the potential impact of government decisions regarding the future of the E&N railway.

We hope that our recommendation in the enclosed letter will be taken into consideration. Please see the attached letter for further details.

Sincerely,
On behalf of

Annie Dormuth
Provincial Affairs Director, British Columbia and Alberta

Taylor Brown
Senior Policy Analyst, National Affairs & Agri-Business

Ricardo Arena
Legislative Coordinator, National Affairs
Coordonnateur législatif, Affaires nationales
613-235-2373 ext./poste 1204
514-441-3264
Facebook | Twitter

CFIB - In business for your business since 1971.
FCEI - En affaires pour vos affaires depuis 1971.

The content of this email is confidential and intended for the recipient specified in the message only. It is strictly forbidden to share any part of this message with any third party, without the written consent of the sender. If you received this message by mistake, please reply to this message and follow with its deletion, so that we can ensure such a mistake does not occur in the future. / Le contenu de ce courriel est confidentiel et destiné uniquement au destinataire spécifié dans le message. Il est strictement interdit de partager ce message, en tout ou en partie, avec un tiers, sans le consentement écrit de l'expéditeur. Si vous avez reçu ce message par erreur, répondez à ce message pour nous l'indiquer et supprimez-le afin que nous puissions nous assurer qu'une telle erreur ne se reproduise plus.

March 6th, 2023
The Honourable Omar Alghabra
Minister of Transport
House of Commons
Ottawa, ON K1A 0A6

Subject Line: E&N railway and its impact on the small business community

Dear Minister Alghabra:

As you may know, the Canadian Federation of Independent Business (CFIB) represents 97,000 independently owned and operated small- and medium-sized businesses (SME) across Canada. From time to time our members contact us to provide valuable feedback on a variety of issues, and it is for this reason that we write to you today. Recently, we have heard from some members on Vancouver Island, especially those in the agriculture business, expressing concern with the potential impact of government decisions regarding the future of the E&N railway.

One of these agri-businesses is Top Shelf Feeds, the last commercial feed mill on Vancouver Island. They bring in 2,000 metric tonnes of feed per month to their mill and supply 141 commercial farms **and four retail stores (around 70% of the island's feed)**. However, ongoing disruptions in rail services have significantly impacted their supply chain operations. Top Shelf Feeds normally receives eight railcars per week but, due to rail disruptions, they have had to resort to other means of transportation and can only afford to transport 1/8th of their regular shipments from suppliers in Alberta and the United States via ferry and deadhead haul. Deadhead haul shipments involve a truck or other transport vehicle traveling without any cargo, requiring the full cost of the trip to be absorbed without the ability to generate any revenue. This method of shipment is more costly in terms of fuel and emissions, and less reliable than fully loaded shipments. As a result, the company's reduced supply of grain to their mill impacts their ability to serve their local farms. While SMEs like Top Shelf Feeds are striving to continue to serve their local economies, the alternatives to rail transport are costly and less efficient. Without a resolution, Top Shelf Feeds and the animals on Vancouver Island will struggle to access feed, which could have a devastating impact on this long-standing small business.

Our members feel that the rail service is vital to providing affordable access to goods on Vancouver Island and has proved necessary in times of emergency. Therefore, if the government decides to not re-establish this railway, they should work with local businesses to provide reasonable alternatives **that prevent the island's** economic outlook from being hindered, such as providing support or transitional funding to businesses impacted by the railway closure as they adapt to alternative methods to supply their customers and remain a viable local business.

Thank you for considering our members' concerns and our recommendations. If you have any questions or would like to meet to discuss this issue further, please feel free to contact us at our Ottawa office at 613-235-2373 or via email at annie.dormuth@cfib.ca.

Sincerely,



Annie Dormuth
Provincial Affairs Director, British Columbia and
Alberta



Taylor Brown
Senior Policy Analyst, National Affairs & Agri-
Business

Cc. The Hon. Mary Ng, Minister of International Trade, Export Promotion, Small Business and
Economic Development, Government of Canada

Cc. The Hon. Marie-Claude Bibeau, Minister of Agriculture and Agri-Food, Government of Canada

Cc. The Hon. Rob Fleming, Minister of Transportation and Infrastructure, Government of British
Columbia

Cc. The Hon. Pam Alexis, Minister of Agriculture, Government of British Columbia

s. 22

From:

To: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)

Subject: VANCOUVER ISLAND RAIL CORRIDOR

Sent: 03/10/2023 16:37:02

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

From:

s. 22

Tel: 250 746-9209; email: tyrrell.me@gmail.com

Dear Minister,

Time is of the essence if we are to save this railway.

BC Stats forecasts Vancouver Island's population will increase to nearly one million people by 2030; the Malahat Highway is already overly congested; and, across our country, increased investments in public transportation are desperately needed to reduce our greenhouse gas emissions. Approximately 80% of the population of Vancouver Island live within 5 km of the railway, apart from the North Island and the Saanich Peninsula.

There is thus a vital need for this alternative route by rail to Victoria, both on environmental and practical grounds.

The court of Appeal for British Columbia ruled in June 2020 that 'Canada must now assess whether the rail corridor continues to be required to fulfill the public purpose for which it was created...' Time is running out and still no word from either the federal or provincial government. If there's a blockage north of Nanaimo, then surely we can move on the Victoria-Nanaimo section.

Once it's gone, it's gone forever. Our grandchildren will ask why we couldn't be more prescient.

Please listen to those of us who live here in s. 22 and request your help in this matter,

Yours faithfully,

s. 22

From: s. 22

To: WEBMASTER TRAN:EX (TRAN.WEBMASTER@gov.bc.ca); Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca); TRAN Deputy Minister TRAN:EX (TRANDeputyMinister@gov.bc.ca)

Subject: Request to consider Vancouver Island Rail Corridor

Sent: 03/10/2023 16:00:00

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Hello,

I am a resident of BC and I believe the Vancouver Island Rail Corridor revitalization should be considered.

As mentioned by the article below, the deadline for decision to consider is March 14th.

<https://www.vicnews.com/news/strategically-important-feds-weighing-431m-vancouver-island-rail-corridor-future-as-deadline-looms/>

This Corridor would provide:

- High socio economic impact
- an alternative means of travel to reduce dependence and traffic of the singular highway
- Allow community members outside of Victoria who cannot drive a more reliable method of transport

Looking globally, cities and regions are funding alternative methods of transport. The question for rail is when, not if. And since there is a deadline, the smart choice needs to be made now.

Please consider this for this generation as well as all of the future generations that would benefit.

Thank you,

s. 22

From: s. 22

To: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)

Subject: In FULL Support of E&N Railway being resurrected on Vancouver Island

Sent: 03/10/2023 00:29:08

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Dear Sir

In FULL Support of E&N Railway being resurrected on Vancouver Island.

This option is vital to our future transportation needs - green & sustainable and affordable & accessible for all segments of society.

Thank You,

s. 22

From: OfficeofthePremier, Office PREM:EX (Premier@gov.bc.ca)

To: s. 22

Cc: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)

Subject: RE: Vancouver Island Rail Corridor

Sent: 03/09/2023 23:15:41

Message Body:

Dear s. 22

Thank you for your email regarding the Island Rail Corridor. We appreciate your taking the time to share your thoughts and recommendations with us.

On your behalf, we have shared a copy of your message with the Honourable Rob Flemming, Minister of Transportation and Infrastructure for review and consideration. Please be assured that your comments will be included in any related discussions going forward.

Thank you, again for writing. It was good to hear from you.

cc: Honourable Rob Flemming

From: s. 22

Sent: Tuesday, February 14, 2023 12:46 PM

To: OfficeofthePremier, Office PREM:EX <Premier@gov.bc.ca>

Subject: Vancouver Island Rail Corridor

Office of the Premier
PO Box 9041 Stn Prov Govt
Victoria, BC V8W 9E1
Canada

Dear Honourable David Eby,

I am writing to express my support for the restoration and investment in island rail services and to request that the Vancouver Island Rail Corridor become a priority for your government.

The Vancouver Island Rail Corridor has the potential to greatly benefit the island communities and local economies by providing safe, efficient, and environmentally friendly transportation options. It could connect communities along the island, provide access to employment opportunities, and reduce traffic congestion on local highways.

I believe that investing in island rail services is crucial for British Columbia's future and that restoring the Vancouver Island Rail Corridor is an important first step in achieving this goal. By doing so, we can promote sustainable transportation options, reduce our carbon footprint, and improve the quality of life for island residents.

I respectfully urge your government to take action and make the Vancouver Island Rail Corridor a priority. I also ask that you allocate the necessary funding to ensure the successful restoration of island rail services.

Thank you for your attention to this important matter.

Sincerely,

s. 22

From: s. 22

To: WEBMASTER TRAN:EX (TRAN.WEBMASTER@gov.bc.ca); Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca); TRAN Deputy Minister TRAN:EX (TRANDeputyMinister@gov.bc.ca)

Subject: Request to consider Vancouver Island Rail Corridor

Sent: 03/09/2023 16:00:00

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Hello,

I am a resident of BC and I believe the Vancouver Island Rail Corridor revitalization should be considered.

As mentioned by the article below, the deadline for decision to consider is March 14th.

<https://www.vicnews.com/news/strategically-important-feds-weighing-431m-vancouver-island-rail-corridor-future-as-deadline-looms/>

This Corridor would provide:

- High socio economic impact
- an alternative means of travel to reduce dependence and traffic of the singular highway
- Allow community members outside of Victoria who cannot drive a more reliable method of transport

Looking globally, cities and regions are funding alternative methods of transport. The question for rail is when, not if. And since there is a deadline, the smart choice needs to be made now.

Please consider this for this generation as well as all of the future generations that would benefit.

Thank you,

s. 22

From: s. 22

To: Popham.MLA, Lana LASS:EX (Lana.Popham.MLA@leg.bc.ca)

Cc: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca); OfficeofthePremier, Office PREM:EX (Premier@gov.bc.ca)

Subject: Restore Island Rail

Sent: 03/09/2023 15:51:55

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

To/

Hon. Minister Popham MLA Saanich South

Cc

Hon. Minister Fleming

Premier Eby

Hello Ms. Popham,

As you know a deadline is fast approaching for the E&N rail line to be restored for service. Spending relatively little, this existing rail line can provide modern, efficient and climate friendly transportation on Vancouver Island for passengers and freight alike. Compared to the price for a new built system like Vancouver's Skytrain, this rail line comes at a steal of a price, for much more track mileage and will provide untold benefits for BC and Vancouver Islanders.

Your government ran on providing high quality transportation for British Columbians. Vancouver received its well deserved Skytrain expansion. Now it is time for the island to have it's existing rail line restored. A decision to restore would be huge for the economy of Vancouver Island and BC, as well as improving the quality of life and services for our residents.

Please advocate to the minister of transportation and the premier to meet the deadline to save our island's railway.

Thank you in advance for your consideration of my request.

s. 22

From: IRR Correspondence Unit IRR:EX (IRRCorrespondenceUnit@gov.bc.ca)
To: TRAN Corporate Writing Services TRAN:EX (TRANWritingServices@gov.bc.ca)
Cc: Shepard, Aaron TRAN:EX (Aaron.Shepard@gov.bc.ca); Liinamaa, Maija TRAN:EX (Maija.Liinamaa@gov.bc.ca)
Subject: Redirect: Incoming from ^{s. 22} (MIRR 58261)
Sent: 03/09/2023 00:06:48
Attachments: 58261 - Railway restoration support.msg
Message Body:

Hello,

Redirecting this Incoming to TRAN.

Thanks,

Alexander Wu
Incoming Correspondence Clerk
Correspondence Unit ? Deputy Ministers Office
Ministry of Indigenous Relations & Reconciliation

From: s. 22

To: Rankin.MLA, Murray LASS:EX (Murray.Rankin.MLA@leg.bc.ca); Minister, IRR IRR:EX (IRR.Minister@gov.bc.ca)

Subject: 58261 - Railway restoration support

Sent: 02/28/2023 00:28:36

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Hello Mr. Rankin,

s. 22

I am contacting you to show my support for the Island Corridor Foundation (ICF) in their mission to restore the rail service on Vancouver Island.

Ever since I was young I wondered why we have all these tracks with no trains running on them.

Trains are practical.

As seen in city's that have subways or skytrain, they are a fantastic way to reduce the number of vehicles on the roads, cutting down CO2 emissions, accidents and traffic. Restoration will assist our island towards the CleanBC act for 2030.

It also finally allows many people who don't have or can't drive cars to travel up island without having to rely on privet bus companies that are unreliable, helping keep families and communities connected. The train would cut down on sleep deprived accidents that happen during the early morning and evening rush hour traffic saving lives and money.

As a fantastic bonus for visitors to the island and locals alike the island would finally have a way to travel around and explore more of our beautiful island in an efficient, cost, and environmentally friendly way.

Please take action on my behalf in supporting the restoration of the railways on the island.

Thank vou.

s. 22

From: Coulter.MLA, Dan (Dan.Coulter.MLA@leg.bc.ca)
To: Mitchell, Joey S MOTI:EX (Joey.Mitchell@gov.bc.ca)
Subject: FW: Restore the island rail line please
Sent: 03/07/2023 22:54:56
Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

FYI

Adila

-----Original Message-----

From: [s. 22](#)
Sent: March 7, 2023 2:27 PM
To: Coulter.MLA, Dan <Dan.Coulter.MLA@leg.bc.ca>
Subject: Restore the island rail line please

Dear Minister Coulter -

I'm asking you to support the rehabilitation of the island rail line so we will have train service again.

A restored train service 'would set us on the path toward sustainable living on Vancouver Island. To do otherwise is to ensure more highways and more cars which leads to more ecological destruction and pollution for our waterways on Vancouver Island. Restoring the railway is a climate action.

There are so many reasons to restore the train service that it is simply shortsighted for government not to do so!

On March 14 , will you and your elected colleagues vote to restore the rail line?

I sure hope so!

Sincerely

[s. 22](#)

Sent from my iPhone

From: Correspondence Unit ENV:EX (Correspondence.Unit@gov.bc.ca)
To: TRAN Corporate Writing Services TRAN:EX (TRANWritingServices@gov.bc.ca)
Subject: FW: railways
Sent: 03/07/2023 21:05:32
Message Body:

Hello!

Redirecting the below incoming that came to ENV over to TRAN to action as appropriate. ENV has filed as FYI.

Best,

Willow Goodman (she/her)
Correspondence Analyst
Deputy Minister's Office | Ministry of Environment & Climate Change Strategy
' (236) 455-4548 | 7 willow.goodman@gov.bc.ca

From: s. 22
Sent: Monday, February 27, 2023 1:18 PM
To: Minister, ENV ENV:EX <ENV.Minister@gov.bc.ca>; OfficeofthePremier, Office PREM:EX <Premier@gov.bc.ca>
Cc: Minister, IRR IRR:EX <IRR.Minister@gov.bc.ca>
Subject: railways

Dear Sirs,

I write to add my voice to those calling for rail transport on the Island corridor. It is very short sighted, and in whose interests? not to provide public transportation up and down the Island, particularly Nanaimo to Victoria. Surely new technology can provide a greener alternative energy source for rail transport; a great opportunity for government to invest in research and development jobs rather than oil and gas. Additionally, First Nations should be recompensed for passage thru their territory.

Please do what is in the best interests of the environment and citizens and do all possible to get rail service running again with an initial focus on a morning commute run from North to Victoria with an afternoon return.

Sincerely,
s. 22

From: s. 22

To: Fleming.MLA, Rob LASS:EX (Rob.Fleming.MLA@leg.bc.ca); Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)

Subject: B 316123 - Declare the Vancouver Island Rail Corridor in the Public Interest

Sent: 03/10/2023 20:03:17

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Dear Mr. Fleming,

I am writing to advocate my support for the preservation of the Vancouver Island Rail Corridor and to request that the Provincial Government restore rail service at the earliest possible opportunity to serve the needs of our growing island.

The Vancouver Island Rail Corridor should be declared in the public interest. It should be considered an essential service, rather than an operation that must profit. Having said that, there are countless opportunities from which Vancouver Island can profit from the corridor in more than one way.

- It helps to create bedroom communities, where people can live in more affordable communities, while working in more expensive communities. This increases affordability and helps to address labour problems.
- It will help the environment and cut emissions in the long term by reducing vehicle and freight traffic.
- Many seniors, and First Nations travel across the island for a variety of appointments including medical appointments -- this enhances accessibility.
- A viable business case for freight has been established.
- Opportunities exist for an integrated transport network to a deep sea port in Port Alberni.
- Many opportunities exist for tourist trains from Victoria and Nanaimo to serve cruise passengers and to bring valuable economic benefit to places such as the Duncan Farmer's Market.
- An integrated transportation system on the island will help to develop communities across the island by providing a variety of options for transportation.
- A locally managed rail system can better serve the needs of the community in a way that makes sense financially and operationally.
- Trains are able to carry many bicycles compared to buses.
- With changing weather conditions and frequent closures of the Malahat, an alternate mode of transportation is vital for the flow of people, goods, and services. We need supply chain resiliency.
- Trains have the ability to carry more passengers than buses without any labour implications. Given the current labour shortage, buses are not practical for growing capacity.
- Rail provides several business models from which to generate revenue unlike other transportation systems.
- Polls suggest that more than 70% of Vancouver Islanders support restoring the rail system including the Mayors of the Capital Region.
- Rail can co-exist with trail networks.
- Freight by Rail could remove up to 25,570 truck trips annually

Many are concerned about the impact on First Nations communities and how to bring direct benefit. The most obvious solution would be to make them a shareholder in the line so that any revenue generated would benefit them immediately. This would make them active partners in the success of the rail line. Furthermore, there could be opportunities for discounted or even free freight and passenger travel to help support First

Nations businesses.

Contracts could be issued to several First Nations communities to operate retail, food and beverage operations in stations and on board the train itself. Tourism could bring much economic benefit. Finally, First Nations culture and interpretation could be included into all aspects of the train and station design on board and on land.

I sincerely hope that you will consider preserving this valuable asset for generations to come and that it will become an integral part of the development of Vancouver Island.
At your service,

s. 22



From: s. 22

To: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)

Subject: 316440 FYI A - E&N Railway

Sent: 03/06/2023 18:11:33

Attachments: s. 22

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Dear Minister of Transportation,

The attachment is an alternative if the Federal Government does not provide funding before the deadline on the E&N Railway.

Freight would be terminated on the E&N and the right of way through the Snaw-Naw-As, Snuneymuxw, Stz'uminus, and Halalt First Nations be returned.

If the Province can negotiate with the Esquimalt, Songhees, and Cowichan First Nations to allow the rail line to stay as is or be placed underground in the case of the Esquimalt/Songhees then there can be an initial train service from Victoria to Duncan for around \$225 million dollars (not including underground section).

The line north of Duncan can be rerouted around or if possible under the First Nations reserve at a later date as long as the corridor outside of the reserves is kept for future passenger rail expansion. I would hate to see the corridor not be available for passenger rail at all.

Thank you for your time.

Sincerely

s. 22

From: s. 22
To: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)
Subject: 316440 FYI B - Vancouver Island Rail Transit Alternative
Sent: 03/07/2023 18:17:03
Attachments: s. 22
Message Body

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Dear Minister of Transportation,

s. 22

Thank you for your time.

Sincerely,
s. 22

From: s. 22
To: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)
Subject: 316440 FYI C - Vancouver Island Rail Transit
Sent: 03/09/2023 16:59:22
Attachments: s. 22
s. 22

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Dear Minister of Transportation,

s. 22

Expanding the passenger service north of Duncan would still cost less than adding lanes to the highway or building another one.

Thank you for your time.

Sincerely,
s. 22

From: s. 22

To: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)

Subject: 316443 FYI - Vancouver Island Rail - A Call to Action - Now! Time is of the essence.

Sent: 03/08/2023 18:20:42

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Vote YES to RESTORE! PLEASE!!

From: s. 22

Sent: February 3, 2023 9:36 PM

To: 'minister.transportation@gov.bc.ca' <minister.transportation@gov.bc.ca>

Subject: FW: Vancouver Island Rail - A Call to Action - Now! Time is of the essence.

Still Need some action!

From: s. 22

Sent: October 25, 2022 8:57 PM

To: 'minister.transportation@gov.bc.ca' <minister.transportation@gov.bc.ca>

Subject: Vancouver Island Rail - A Call to Action - Now! Time is of the essence.

To Rob Fleming, Minister of Transportation and Infrastructure:

Please receive this letter which is in support of the Vancouver Island Transportation Corridor Coalition (VITCC) and its advocacy of having the former E&N rail corridor (now "Island Rail") upgraded to modern transportation standards. Much depends on your support of this endeavour.

The Island Rail Corridor has been an important part of Vancouver Island's transportation network for nearly 140 years. However, through a lack of investment it risks disappearing altogether. As the great Canadian singer Joni Mitchell put it: "you don't know what you've got 'till its gone."

All too common events like flooding, landslides, and accidents have stopped traffic on the Island Highway and on other highways. They have resulted in barriers to the flow of goods and people that create inequality, in addition to causing delays. Yet the rail corridor is still there.

Adequate funding will make the rail transportation corridor even more important in the Island's future as it will provide an alternative to road-only transportation which is so desperately needed.

Why is this important?

In today's world, economic and social development is heavily dependent on proper access to good transportation options. Changes in climate and limited road-transportation corridors have exacerbated the situation. This is very evident on Vancouver Island, and it needs serious attention:

- Growing extreme weather events like those experienced last fall.
- Limited transportation corridors that were affected by flooding, snow, etc.
- Alternative for those who drive and an option for those who don't.
- Continuing population growth along with relocation of residents to central parts of the Island for more affordable housing, even at the greater expense of longer commutes.

- Rail is more efficient at moving freight and passengers and is proven to draw people out of their cars.
- Rail can shape our urban environments in a manner more positive than other modes, namely the car.
- It can co-exist with other modes in a multi-modal transportation system, like the ability to carry bikes on board.
- Rail has, and can once again, encourages and supports the Island's tourism industry and the jobs and tax revenues it generates.

Currently, residents of this island are inadequately connected, as the only way to travel is by car and by a very limited bus service. This affects especially seniors, students, those without cars, and those who can not drive. But as you know the costs of adding highway capacity, both in construction and in environmental losses, including to precious wetlands, is horrendously high and is no longer acceptable in today's climate.

With our growing population on Vancouver Island, we need diversity in our transportation options. One that can complement our existing highway networks, while embracing both biking and hiking trails as an integrated part of a redeveloped state-of-the-art Island railway network.

That is why we urge Honourable Members of Provincial and Federal governments to seriously consider the business plan put forth by the Island Corridor Foundation. Activation of that plan will make viable, for years to come, the Island Corridor's rail system.

s. 22

s. 22 . Looking forward, rail will play an increasingly important role in reducing B.C.'s carbon footprint, development of climate change resilience, and allow citizens to move freely to participate in the Canadian economy.

Transportation alternatives are important. Please consider this request.

Thank you.

s. 22

From: s. 22
To: Island Corridor Foundation (larrystevenson@islandrail.ca)
Cc: LTSA Customer Service Centre (customerservice@ltsa.ca)
Bcc: minister.transportation@gov.bc.ca
Subject: 316444 FYI - Ownership
Sent: 03/08/2023 18:30:13
Attachments: s. 22
Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Hello

I have Ccd Fleming as MOT Minister and Land Title office who helped me navigate another search.

I have done a land title search on 469RW.

It has come up in Island Corridor foundation name.

It appears ICF does own the property from 19a to the rail.

024 582 271
VIP 68996 469RW

Since nobody is using it and our s. 22
s. 22

That would solve our trespassing issue.

Maybe your lawyers could do a search to clear this up.

I found out no survey has ever been done after this diagram was registered at LTSA.

Thanks for your time.

s. 22

From: Paula Mason - Port Alberni Port Authority (pmason@papa-appa.ca)
To: omar.alghabra@parl.gc.ca; Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)
Cc: Zoran Knezevic - Port Alberni Port Authority (ZKnezevic@papa-appa.ca); andreathomas@islandrail.ca
Subject: 316456 FYI - Letter of Support - Island Corridor Foundation
Sent: 03/08/2023 19:44:10
Attachments: image001.jpg, 2022-03-08 Ltr of Support for Island Corridor Foundation.pdf
Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Good morning,

Please see the attached letter of support for the Island Corridor Foundation, sent on behalf of Mr. Knezevic. If you have any questions, feel free to contact me.

Regards,

Paula Mason

Corporate-Executive Secretary | Secrétaire Générale
Port Alberni Port Authority | Administration Portuaire de Port Alberni

**Rising Tides and New Horizons/
Marées Montantes et Nouveaux Horizons**

Phone/Tél: 250-723-5312 ext. 221
Cell: 250-731-9123
Email: pmason@papa-appa.ca



PORT ALBERNI PORT AUTHORITY | ADMINISTRATION PORTUAIRE DE PORT ALBERNI

2750 Harbour Road, Port Alberni, BC V9Y 7X2

Tel. (250) 723-5312 Fax. (250) 723-1114

www.papa-appa.ca

Rising Tides and New Horizons | Marées Montantes et Nouveaux Horizons

March 8, 2023

The Hon. Omar Alghabra
Minister of Transport
10 Kingsbridge Garden Circle Suite 506
Mississauga, Ontario L5R 3K6

Dear Mr. Alghabra,

Please accept this letter in support of the Island Corridor Foundation's efforts to reintroduce a rail network to Vancouver Island. We look forward to the expansion of multi-purpose uses within the rail corridor, connecting local communities to each other, as well as to services beyond the Island. We support seeing enhanced freight, passenger and commuter services connecting communities from Victoria to Courtenay, in the near future.

The Port Alberni Port Authority's mandate is to facilitate economic growth by providing professional services that respect the environment, the community, and the port users. In supporting a project such as this, we support the growth of sustainable and diverse economy in our region. We recognize the new economic development opportunities this will bring to the transportation industry, both in Port Alberni and all key locations along its route, not to mention the added ability to showcase to the world the art, culture, and history of our beautiful region.

Recent flooding and landslides in our local region, have resulted in the interruption of the delivery of critical goods and supplies, while waiting for damaged infrastructure to be repaired and highways reopened. The continuing population growth on Vancouver Island has already resulted in congestion along our major highways, creating a need for additional routes to move people and goods up and down the Island. We expect that the revitalization of this transportation corridor will not only serve to improve the health and quality of life for Island residents, but also holds the promise of reducing the already overburdened highway systems, providing the added safety of an alternative transportation route. Lasting benefits will serve future generations, who will still need to create additional transportation avenues to accommodate the Island's continued growth.

Finally, supporting the Island Corridor Foundation shows that we as an Island, are serious about working to combat global warming, to start finding viable solutions that will reduce the pollution being caused by the volume of traffic currently on our highways. We stand behind the Island Corridor Foundation as they work to develop a more sustainable, environmentally friendly, and cost-effective improvement to our existing local transportation systems.

Feel free to contact me if you would like to discuss this further.

Regards,

Zoran Knezevic

President & CEO | Presidente & PDG

Port Alberni Port Authority | Administration Portuaire de Port Alberni

Phone: 250-723-5312 ext. 225

Mobile: 250-731-5138

Email: zknezevic@papa-appa.ca

Cc: The Hon. Rob Fleming, Minister of Transportation & Infrastructure
Larry Stevenson, CEO, Island Corridor Foundation

From: s. 22

To: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)

Subject: 316440 FYI D - Vancouver Island Rail Transit

Sent: 03/13/2023 17:45:30

Attachments: s. 22

s. 22

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Dear Minister of Transportation and Infrastructure,

In addition to the email I sent last week it has come to my attention that a BEMU (Battery Electric Multiple Unit) is feasible on the E&N.

There are only two multiple units that are FRA compliant, one is the Stadler Flirt and the other is the Nippon Sharyo DMU.

Stadler has a working FLIRT BEMU for Europe which has a 150km range. It also has a North American platform that will be updated to allow for a full battery option. Stadler also holds the Guinness World Record for the longest run between charges at 224km in zero degree outside temperature.

Governments generally do not single source but if the province were to partner with Stadler then it would be possible to run a BEMU from the start between Duncan and Victoria with a frequency of 90 minutes in both directions with two trains.

The attachments are updated to allow for BEMU's on the E&N.

Thank you for your time.

Sincerely,

s. 22

From: Arlene Rolston (ARolston@npa.ca)
To: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)
Cc: Bonifacio, Thomas TRAN:EX (Thomas.Bonifacio@gov.bc.ca); Ian Marr (IMarr@npa.ca); Andrea Thomas (andreathomas@islandrail.ca)
Subject: 316480 FYI - Port of Nanaimo Support Letter RE Restoring Vancouver Island Rail
Sent: 03/11/2023 00:09:09
Attachments: image001.jpg, image002.jpg, Letter to Minister Fleming Mar 10 2023 RE VI Rail final.pdf
Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Good afternoon,

On behalf of Ian Marr – President and CEO of the Nanaimo Port Authority, please review the letter attached regarding support for the revitalization of Vancouver Island rail.
If you have any questions, please do not hesitate to contact us directly.

Thank you,

Arlene Rolston, BA
Corporate Secretary | secrétaire corporative
Executive Assistant to the President and CEO | adjointe exécutive au président - directeur général

100 Port Drive
Nanaimo, British Columbia V9R 0C7 | Nanaimo, Colombie-Britannique V9R 0C7

arolston@npa.ca
Tel | Tél: (250) 753-4146 ext. 224
Fax | Téléc: (250) 753-4899

-----IMPORTANT NOTICE-----
Computer viruses can be transmitted via email. Recipient should check this email and any attachments for the presence of viruses. Sender and sender company accept no liability for any damage caused by any virus transmitted by this email. This email transmission and any accompanying attachments may contain confidential information intended only for the use of the individual or entity named above. Any dissemination, distribution, copying or action taken in reliance on the contents of this email by anyone other than the intended recipient is strictly prohibited. If you have received this email in error please immediately delete it and notify sender at the above email address.

March 10, 2023

The Honourable, Rob Fleming, M.L.A
Minister of Transportation and Infrastructure
Room 124 Parliament Buildings
Victoria, BC V8V 1X4

Dear Minister,

The Nanaimo Port Authority wishes to express support for the revitalization of existing rail infrastructure on Vancouver Island. The Port sees value in restoring the rail as an opportunity for positive outcomes such as increased connectivity and efficiency in the supply chain, enhanced regional economic outputs for Vancouver Island, reduced emissions and increased accessibility for our Coastal communities.

The restoration of rail on Vancouver Island is in direct alignment with the Port's plans, and with your goal of an integrated transportation network. Canada's Ports are positioned as strategic enablers of trade and traffic that support supply chain performance and economic growth and resilience within the system. Without rail this resilience is greatly diminished.

Re-establishing this vital supply chain connection will not only improve efficiencies of cargo movements on Vancouver Island, but also offer additional value-add benefits such as increased connectivity with the rail lines in the Lower Mainland and beyond, reduction of bottlenecks, cost efficiencies in maritime trade, and increased connectivity for passengers. This important initiative will not only improve two way trade for Vancouver Island's natural resources, it will enhance food security for the 880,000 + people that live here.

As you are aware, recent weather-related climate change events across BC and in our local region are on the rise and have resulted in devastating impacts to the supply chain and the regional, provincial and national economies. Restoring rail on Vancouver Island will assist with addressing these ongoing concerns in the transportation system.

The Nanaimo Port Authority is committed to strengthening our relationships with Indigenous Peoples and local communities through structured engagement to foster alignment of port development and operations, and advance reconciliation. If you have any questions, please do not hesitate to contact me directly.

Sincerely,



Ian Marr, CPA, CGA
President and CEO

From: s. 22

To: OfficeofthePremier, Office PREM:EX (Premier@gov.bc.ca); Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)

Subject: 316495 FYI - tips@GlobalTVBC.com

Sent: 03/14/2023 08:08:49

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

----- Forwarded message -----

From: s. 22

Date: Mon, Mar 13, 2023 at 4:23 PM

Subject: tips@GlobalTVBC.com

To: <Tips@globaltvbc.com>, <David.ebyMLA@leg.b.c.ca>, <rob.fleming.mla@leg.b.c.ca>, <omar.alghabra@parl.gc.ca>, <justintrudeau@parl.gc.ca>, <islandnews@ctv.ca>, <ask@cbc.ca>

Dear Global news,

I'm wondering why it is, there has not been much spot light on the looming railway crisis on Vancouver Island? We need to have reporters seeking answers directly from our government federal and Provincial representatives.

Why has there been no public announcement? We as citizens of British Columbia have given up 13.5 million acres of land + cash payment in the Dunsmuir agreements between the Federal Government of Canada, the Province of British Columbia and the Dunsmuir syndicate, which states that a continuous on going rail service is to be provided to the citizens of British Columbia.

This is a constitutional agreement we have all payed for... Not a commercial agreement to be canceled at any time by any one party.

Please take the time to ask for a response from David Eby, Omar Alghabra, Rob Fleming and Justin Trudeau. Who seem to have not respected Canadians enough to publicly address this issue. They have been aware of the 18 month court allotted time frame to state their intentions by the march 14th 2023. We all have given so much, to just have them miss the mark and lose this valuable corridor.

I have traveled much of the world. Trains uplift the less fortunate providing opportunity for work, school, education, medical appointments and tourism dollars. Don't be short sighted on this one speak up and save this corridor.

Thank you,

s. 22



March 15, 2023

Chief Rob Thomas
Esquimalt Nation
1189 Kosapsum Crescent
Victoria BC V9A 7K7

Reference: 314048

Dear Chief Thomas:

Re: B.C. Cabinet and First Nations Leaders' Gathering

Thank you for taking the time to meet with me at the B.C. Cabinet and First Nations Leaders' Gathering, which took place on November 29 and 30, 2022. I am grateful to the x^wməθk^wəyəm, S^kwxwú7mesh and səliwətał for welcoming us to their territories.

The Gathering is an important opportunity for our governments to come together, listen and work toward building a better future. I deeply appreciate learning from leaders like you about the insights, experiences and priorities of your communities. This year, more than 800 meetings with 207 First Nations communities and organizations were held during the event. Together, we discussed how to make our communities healthier, safer, more prosperous and more resilient.

I appreciated the opportunity to update you on the South Island Transportation Strategy, as well as discuss the Island Rail Corridor. Ministry staff look forward to working with you on these and other matters of importance to your community.

If you have any questions or require additional information, please contact Courtney Lavallee, Acting Director, Indigenous Relations, at 236 468-1962 or Courtney.Lavallee@gov.bc.ca, as she would be pleased to assist you.

I look forward to continuing to work with you and other Indigenous leaders in the spirit of recognition and reconciliation. Between this Gathering and the next, I am confident we can achieve more together and create a better place for all our families.

.../2

Thank you again for taking the time to meet with me at this year's Gathering.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Rob Fleming', with a stylized, flowing script.

Rob Fleming
Minister

Copy to: Kathryn Krishna, Deputy Minister

Kevin Richter, Associate Deputy Minister
Highways and Regional Services Division

Courtney Lavallee, Acting Director, Indigenous Relations
South Coast Region



March 15, 2023

Chief Michael Wyse
Snuneymuxw First Nation
668 Centre Street
Nanaimo BC V9R 4Z4

Reference: 314048

Dear Chief Wyse:

Re: B.C. Cabinet and First Nations Leaders' Gathering

Thank you for taking the time to meet with me at the B.C. Cabinet and First Nations Leaders' Gathering, which took place on November 29 and 30, 2022. I am grateful to the x^wməθk^wəyəm, Sḵwḵwú7mesh and səlilwətał for welcoming us to their territories.

The Gathering is an important opportunity for our governments to come together, listen and work toward building a better future. I deeply appreciate learning from leaders like you about the insights, experiences and priorities of your communities. This year, more than 800 meetings with 207 First Nations communities and organizations were held during the event. Together, we discussed how to make our communities healthier, safer, more prosperous and more resilient.

I appreciated the opportunity to discuss with you the Sandstone Development project in Sout Nanaimo and the status of the traffic impact assessment, as well as the Island Rail Corridor. We look forward to continuing to work with you on these matters.

If you have any questions or require additional information, please contact Courtney Lavallee, Acting Director, Indigenous Relations, at 236 468-1962 or Courtney.Lavallee@gov.bc.ca, as she would be pleased to assist you.

I look forward to continuing to work with you and other Indigenous leaders in the spirit of recognition and reconciliation. Between this Gathering and the next, I am confident we can achieve more together and create a better place for all our families.

.../2

Thank you again for taking the time to meet with me at this year's Gathering.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Rob Fleming', with a stylized, cursive script.

Rob Fleming
Minister

Copy to: Kathryn Krishna, Deputy Minister

Kevin Richter, Associate Deputy Minister
Highways and Regional Services Division

Courtney Lavallee, Acting Director, Indigenous Relations
South Coast Region

From: s. 22
To: Daniel Arbour (reachme@danielarbour.ca)
Cc: Bob Wells (bwells@courtenay.ca)
Bcc: minister.transportation@gov.bc.ca
Subject: 316444 FYI B - Mysterious road in Union Bay
Sent: 03/14/2023 18:23:21 s. 22
Attachments: Screenshot_20230305_122945_Gmail.jpg,
Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Remember this.

It's 2019 2 years before DWR was issued a FORESHORE LEASE.

I have posted information on Twitter.

It is crystal clear something else is at play here. Island Corridor maybe?

Why is the CVRD promoting Mark in this letter.

As I recall Scott Smith knew all about this site.

I wrote Bob Wells many times over the years.
Never a reply.

I see a conflict of interest.

Freedom of informations are a beautiful thing.

I understand our problem is more with MOTI than CVRD but this shows favoritism towards old log sort.

Remember I started complaining in 2016.

I have in writing from Scott Smith and Russell Dyson early in 2017 and ongoing until now.

I said it is 2016 and will say it until this is fixed.

FAVORITISM towards Hamilton and developer including Manu life.

Until there is a agreement we can all be happy with.

Who is paying taxes on 469RW?

024 582 271 title

VIP 68996 plan

Someone should really talk to LTSA This is a QUOTE from them

"As per our discussion on the phone today I have looked at our records relating to your lot ^{s. 22}
^{s. 22} and cannot see any evidence of application to close or amend the road dedicated by plan VIP13184 parallel to the Island Highway.

As this is the only means of access to your lot we would require alternate access be established before it could be closed.

I have looked at our records in the surrounding areas and again cannot find any applications filed to close or dedicate road in and around your lot" End QUOTE from Valerie Cole LTSA.

SO just so everyone is clear you CANNOT have a legal access in a SROW.

You can't have a address on a SROW.

MOTI really screwed this one up.

MOTI should have changed the way BC assessment uses the registered document to assess us.

They also should have had the Imap system updated because....

I have many screen shots of maps over the years.

I am writing all Federal office's now.

Thanks

s. 22

On Wed, Dec 18, 2019, 10:28 a.m. ^{s. 22}

wrote:

Would you please bring Stacey Mcree at MOT up to date on this file.

Now knowing the truth. I am utterly disgusted that this firm operates this way in the Beautiful Comox Valley. I have sent a email to Manno Theo and Bob Wells. I have emailed them a few times over the last couple years.

Thanks for your help

^{s. 22}

----- Forwarded message -----

From: **Daniel Arbour** <reachme@danielarbour.ca>

Date: Tue., Dec. 17, 2019, 9:24 a.m.

Subject: Mysterious road in Union Bay

To: ^{s. 22}

^{s. 22}

, Scott Smith <srsmith@comoxvalleyrd.ca>, ^{s. 22}

Cc: Russell Dyson <rdyson@comoxvalleyrd.ca>

Hi Scott,

^{s. 22}

Our Imap systems seems to suggest that the stretch of road next to their house is part of MOTI, then jumps the train track, then MOTi again for few metres, then private:

<http://imap2.comoxvalleyrd.ca/imapviewer/>

Can you please confirm? I think everyone is a bit confused as to who is responsible for the road. There is a need to clarify because there are access and occasionally maintenance problems including flooding.

Thanks for your help Scott,

Daniel

--

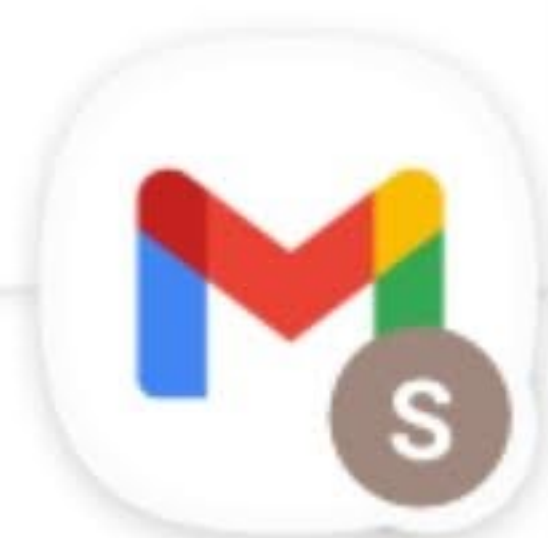
Daniel Arbour
Director, Comox Valley Regional District
Baynes Sound / Denman & Hornby Islands

250.650.8480

www.danielarbour.ca

www.facebook.com/danielarbour.ca

Kathy Calder



FOI 22-04-01 Page 60 of 63

General Manager of Planning and Development Services Branch
Comox Valley Regional District
600 Comox Road, Courtenay, BC V9N 3P6
Tel: 250-334-6077
Toll Free: 1-800-331-6007

From: John Watson [<mailto:john@investcomoxvalley.com>]
Sent: January 29, 2019 11:56 AM
To: Scott Smith <srsmith@comoxvalleyrd.ca>
Subject: FW: Union Bay Industrial Property - confidential

Hi Scott,

We had a busy week last week so circling back on this. We have been working with Mark and Wade on this purchase option for the Union Bay Log sort and, at the request of the owner – Mike Hamilton and had another series of meetings last week and follow up calls. Below is the email I asked them to send for the purposes of forwarding. They are looking for a level of comfort that the proposed use confirms to current zoning. I assume the purchase, if it proceed, would be based on the Industrial zoning
https://www.comoxvalleyrd.ca/sites/default/files/uploads/bylaws/2781_zoning_bylaw_2005_consolidated_1 which, should be sufficient however I am uncertain if the recent Draft OCP updates the IM zoning in a way that impact future operations as contemplated below.

If you have time for a short call it would be helpful. It would be good for us to respond if possible, with some confidence that their suggested uses appear confirm to the current IM Zone Principal and or accessory uses.

Best,

John Watson, Ec.D
Executive Director
Comox Valley Economic Development & Tourism
200-580 Duncan Ave, Courtenay B.C. V9N 2M7

Tel: (250)334-2427 ex 224
Cel: (250)792-0375
www.investcomoxvalley.com

Please consider the Environment before printing this email.

Confidentiality Statement: This message and any attachments are intended only for the use of the intended recipient(s), are confidential and may be privileged. If you are not the intended recipient, you are hereby notified that any review, retransmission, conversion to hard copy, or circulation or other use of this message and any attachments is strictly prohibited. If you are not the intended recipient, please notify the sender immediately by return e-mail, and delete this message and any attachments from your system.

From: Mark Jurisich [<mailto:mark@deepwaterrecovery.com>]
Sent: January-15-19 10:11 PM
To: John Watson <john@investcomoxvalley.com>
Cc: rbb <rbb@vila.net>; Dena Balla <dena@deepwaterrecovery.com>; Bev Betcher <bev@deepwaterrecovery.com>

2

FOI 22-04-01 Page 61 of 63

Michael Wade Jones Jr <michaelwadej@gmail.com>
Subject: Union Bay Industrial Property

Morning John,

60 / 63



I want to thank you for your time yesterday and before going any further I should introduce the recipients of this e-mail, as we move forward it will be helpful to keep everybody up to date. Firstly Robert Bohn is our group Chief Executive, the Bayer Group (Our Parent Company) is involved in a broad range of businesses from banking to insurance to food production and of course marine operations, Robert is currently at the Corporate Head office in Vanuatu. Wade Jones as you know will be coming from Vanuatu to work on the business plan and will be arriving here next Monday. Dena Balla and Bev Betcher are located in Seattle and oversee all of our administration and accounting responsibilities, they are also supported by Cathleen Krem from our accountants DMCL in Vancouver and Catherine Hofmann from Bernard LLP, Catherine handles all of our legal compliance. TRA-2023-31674 | Page 1646 of 2080

From: Coulter.MLA, Dan (Dan.Coulter.MLA@leg.bc.ca)
To: Mitchell, Joey S MOTI:EX (Joey.Mitchell@gov.bc.ca)
Subject: 316539 FYI - Letter in support of the Restoration of the Island Corridor Railway
Sent: 03/13/2023 16:12:43
Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

FYI
Adila

From: s. 22
Sent: March 12, 2023 8:04 PM
To: Coulter.MLA, Dan <Dan.Coulter.MLA@leg.bc.ca>
Subject: Letter in support of the Restoration of the Island Corridor Railway

Honorable Dan Coulter
Minister of State for Infrastructure and Transit

I am writing to you from s. 22 regarding the upcoming decision the government of BC will be forced to make on the future of the Island corridor rail Line. Mr. Coulter, I implore you to act in the interest of all islanders and the future generations of this island and support the restoration of passenger rail service on Vancouver island. The positive outcomes will be enormous; it could benefit every major island community from the north to the south creating a vital artery for connection between all islanders.

I cannot begin to describe the benefits that restoring the Rail Line would provide. There are far too many, but I will List a Few.

- ☐ A Reduction in Malahat Traffic lowering overall congestion.
- ☐ Rail produces far less CO2 than cars; alternatively, there is always the option to electrify our trains.
- ☐ Reductions in the ongoing issue of severe accidents on the Malahat
- ☐ Provide a way for low-income citizens to access new services and opportunities they may otherwise not have been able to access.
- ☐ Allow for more cross-community employment.
- ☐ Increase in domestic and foreign tourism between multiple communities helping to support local economies.
- ☐ Potential to expand rail infrastructure to accommodate more passengers or freight traffic, unlike the Malahat, where expansion would be extremely costly, time-consuming and severely environmentally damaging.
- ☐ Creating new stable, high-quality jobs for British Columbians.
- ☐ Further Promoting cities and towns based around people, not cars.
- ☐ Providing an affordable mode of transportation in the face of the rising cost of living.
- ☐ Simple, efficient, and convenient stress-free travel.
- ☐ Provide an alternative way to travel across the Malahat during closures and severe weather events.
- ☐ providing a safe, affordable way for citizens without motor vehicles to travel between communities
- ☐ Rail Infrastructure is already in place. If our predecessors could build a railway in the 1880s, surely we can repair one in 2023.
- ☐

I can't help but be disappointed at the neglect that our little railway has faced. While Vancouver builds new Skytrain lines in the heart of a busy city, Europe connects every town and village with efficient high-speed rail, and Japan builds bullet trains, we can't even come to the clear and very rational decision to repair our

already existing tracks and infrastructure and get our railway moving again. I and numerous of my friends and colleagues truly believe restoring the Island Corridor is one of the most direct, efficient, and realistic ways that we can improve the lives of all islanders.

I genuinely hope you and your colleagues will work together to restore the Island Corridor and bring passenger rail back to the island.

Thank you

s. 22

From: s. 22

To: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)

Subject: 316542 FYI - Office of the Prime Minister / Cabinet du Premier ministre

Sent: 03/14/2023 16:50:38

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Where are we with the Island Rail Corridor decision? My original to the Prime Minister is below.
Thank you.

From: Prime Minister | Premier Ministre <PM@pm.gc.ca>

Sent: Tuesday, March 14, 2023 9:38 AM

To: s. 22

Subject: Office of the Prime Minister / Cabinet du Premier ministre

Dear s. 22

On behalf of Prime Minister Justin Trudeau, I would like to acknowledge receipt of your email regarding the Vancouver Island Railway.

Please be assured that your comments have been carefully reviewed. If you have not already done so, you may wish to share your concerns with Honourable Rob Fleming, Minister of Transportation and Infrastructure of British Columbia. Minister Fleming can be reached by email at Minister.Transportation@gov.bc.ca.

Thank you for taking the time to write.

M. Bredeson

Executive Correspondence Officer | Agent de correspondance

Executive Correspondence Services | Services de la correspondance

>>> From : s. 22

Received : 11 Mar 2023 11:33:34 AM >>>

>>> Subject : Save the Vancouver Island Rail Corridor: MARCH DEADLINE APPROACHING >>>>

Good Morning, Prime Minister,

Vancouver Island desperately needs this B.C. electric rail service, discontinued in 2011. All citizens, including First Nations benefit from an alternative to the automobile clogged Malahat Highway - a freight and passenger rail.

Please partner with British Columbia to make this happen.

Thank you.

s. 22

From: s. 22

To: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca); darbour@comoxvalleyrd.ca; mayor@courtenay.ca; s. 22

Subject: 316545 FYI - ICF decision

Sent: 03/14/2023 20:22:39

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Good morning,

I just read of the ICF decision. I am happy the lands are starting to go back to the indigenous along the corridor.

In the meantime to keep the corridor intact, it would be great if the ICF would open themselves up to converting the rail to trails until such time as there is an actual business case for profitable rail service. Currently the rail line is in such disrepair that it would likely cost into the \$billions for a full restoration. I have walked or run some of the sections. In all cases the ties are completely rotten and other areas of necessary repair or modernization are obvious.

It would be a relatively simple job to convert the rail bed to a trail. It would help grow tourism on the island. It would improve safety for commuters in and around the municipalities where the rail bed exists. Where I s. 22 children currently need to walk or ride along the old highway to get to their school. How lovely would it be if they could hop on the rail trail to take them safely to school??

Please consider these options as part of an active transportation strategy and let's get them going soon.

Thank you.

--

s. 22

Look where you want to go!

s. 22
From:
To: islandindividual@keithsketchley.com
Subject: 316546 FYI - The E&N is dead
Sent: 03/14/2023 20:37:08
Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

[Canada, B.C. announce Island Rail Corridor lands being returned to First Nation - Victoria News \(vicnews.com\)](https://www.vicnews.com)

A string of ex-politicians and other hangers-on, and rail dilettantes with fantasies not ability to do homework, did not act before the track deteriorated to an unsafe condition.

(Ties rod, spikes loosen, All known factors. Condition of the track at Langford lake and in southeast View Royal shocked me as those were supposedly in the best section. Trains must operate at speed for acceptable commuter use (a few light freight trains might be able to go slow).)

They fiddled around with commuting service notions until it was too late to do a market test – a crucial need: some rail/transit schemes failed miserably including RRs in the past, ferries across Victoria and Esquimalt Harbours, and deluxe bus - some succeeded well beyond expectations.

(The stoopids of Sictoria council played chicken with the federal government for funding for inclusion of tracks in the new Johnson Street bridge - and lost. Research shows people have limited tolerance for transfers, most already transfer at origin (by KnR, PnR, BnR, (transfers add time with risk of missing connections).)

For commuting, the track only goes past two sizeable populations and work locations – downtown Langford and the north gate of CFB Esquimalt. The track does not go into the large work population in the south part of Saanich, does not go near the two large hospitals,

(People in the 3Cs wanted ability to go to Victoria and back in the same day, that would have taken a train starting early enough to take work commuters from the southern stretches of the route into VicWest (from where they'd have to walk, bike, or bus into downtown. There was a tourist run to the 3Cs, but that plus 3Cs is not many people.) Port Alberni wanted freight capacity from its port.)

PS: And Rob Fleming tries to pull the 'climate change' scam.
Meteorologist Cliff Mass explained that the unusual rainfall of November 2021 was a rare event resulting from a combination of factors adding up instead of partly offsetting each other.

(Humans cannot cause runaway climate warming, which is not happening.

Climate has been warming slowly since the end around 1750AD of a cool era, shown by accurate thermometers like weather balloons and satellite sensors, and by tide gages.
Earth was warmer and climate stable in the Medieval Warm Period when Vikings farmed southwest Greenland.

The effect CO2 can have is small, limited by the 'saturation' effect of overlap of spectra of carbon dioxide and dihydrogen monoxide vapour, most of the increase has already been realized.

Read Alex Epstein's book 'Fossil Future' for facts of climate and the benefits of fossil fuels and CO2 to humans, and more at <http://www.friendsofscience.org>.

(Why does Fleming fall for catastrophist negativity, when in three quarters of a century none of their doomsday

predictions have come true?)

PPS: Speaking of fiddling around, Abbotsford city FAILED to maintain dikes despite the warning of 2000 from the same river. So the land reverted to the lake it once was.

(As for washouts on H5, I note it isn't the first time a relatively new road failed to withstand rivers over-running their banks. On a small scale, a creek where I grew up washed a bridge out two or three times within a few years, each time rebuilt higher. OTOH that area also gets drought years, one in the mid-50s I know of personally, another I read early in this century.

3Cs: Comox, Cumberland, Courtenay

s. 22

Feb 14/23

To Whom It Concerns,

I am writing today, to ask that you bring the E+N railway line back into operation. The rail has served our scenic communities for many years, with a very memorable history. Sadly it has sat dormant over the last 12 yrs.

The old line remains but the tracks need up-grading, as well as the infrastructure.

It would be costly, but so are highways.

The rail could alliviate traffic congestion on our busy highway. It could also serve as an emergency route out of Victoria area.

The rail could move transportation of goods, as well as attract tourism, and money into our communities, because it goes right through the heart of them

Transportation could mean faster, quieter, cleaner, and more relaxing for seniors and all ages, especially those who dont own a car.

The old E+N was a jewel, it would be very sad to lose it for ever.

We dont need any more biking + walking trails, we need a better alternative to travel on the South Island between Victoria + Nanaimo. It would keep traffic in our communities rather than shooting them off onto a new highway out of town.

An updated railway line could mean so much,
and be a welcome contribution to the
island.

Please consider it!

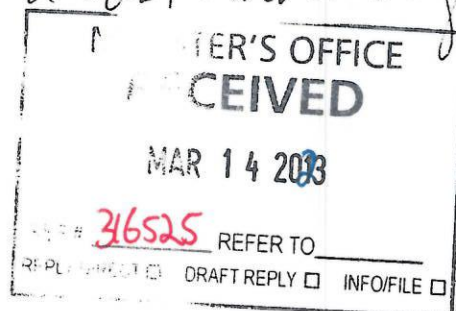
Sincerely,

Feb. 25, 2023

Dear ROB. FLEMING,

Could you please help to get the railway running up Vancouver Island? How about an LRT from Victoria to Nanaimo and one from Nanaimo to, at least, Courtenay? s. 22

I have relatives and doctors in s. 22 and driving to (although I love to drive either my car or truck) is becoming more hazardous with the huge increase in traffic in the last few years. I have dash cam footage of one accident in front of me and been caught on the Malahat during an accident, a 3 hour wait. A bathroom break was not too difficult for me but a bit more difficult for my wife!



We have had a very large increase in population in the past 10 years - check out the number of new, 3 storey apartment buildings. A few of these younger people have no car and many of the elderly do not enjoy the drive to get cataracts taken care of, appointments with heart specialists, etc.

A Bialahat by-pass would be extremely expensive and, obviously, would not reduce traffic, nor would a series of small buses.

Naysayers said the Canada Line would never be used - a bit off the mark I would say.

Everywhere I have travelled seem to move people, by train, very efficiently.

Yours truly,

From: Paul Chapman (paul@nalt.bc.ca)

To: omar.alghabra@parl.gc.ca; Steven.Guilbeault@parl.gc.ca; dominic.leblanc@parl.gc.ca; Minister, MOTI
MOTI:EX (Minister.MOTI@gov.bc.ca)

Cc: Mayor Leonard Krog (Leonard.Krog@nanaimo.ca); OfficeofthePremier, Office PREM:EX
(Premier@gov.bc.ca); sheila.malcolmson.MLA@leg.bc.ca; Barron, Lisa Marie - M.P.
(lisamarie.barron@parl.gc.ca)

Subject: 316559 FYI - E&N Railway concerns

Sent: 03/14/2023 22:22:30

Attachments: NALT E+N railway.pdf

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Dear Ministers,

Please find attached a letter in support of maintaining and improving the E&N rail corridor on Vancouver Island.

Please let me know if you have any questions.

Take care,

Paul Chapman
Nanaimo & Area Land Trust
www.nalt.bc.ca
250-714-1990

I acknowledge with gratitude that NALT is located in the territory of the Snuneymuxw People.



Our Mission: to support, promote and protect the natural values of land and water in our area.

March 14th, 2023

To: Hon. Omar Alghabra
Minister of Transport
Canada

Hon. Steven Guilbeaut
Minister of Environment and Climate Change
Canada

Hon. Dominic LeBlanc
Minister of Intergovernmental Affairs, Infrastructure and Communities
Canada

Hon. Rob Fleming
Minister of Transportation and Infrastructure
British Columbia

Dear Ministers,

We are sending this letter on behalf of the Nanaimo & Area Land Trust (NALT) to encourage you to agree to provide the funding to restore the railway between Victoria and Courtenay on Vancouver Island (known locally as the E&N railway).

NALT has been operating since 1995 to fulfill our mission – to support, promote and protect the natural values of land and water in our area. Railway transportation fits within that mission.

The E&N railway arose from the promise of confederation and resulted in the transfer of 1/5 of the area of Vancouver Island to private hands to realize. This transfer, known as the E&N Land Grant, has created a number of challenges for the conservation of natural values and achieving national goals for biodiversity targets on Vancouver Island, with the only common benefit being the completion of the railway. We now face losing that common benefit if funding to restore the railway is not secured by the Court set deadline of March 21st, 2023.

A well-run rail service provides a safe and environmentally sound mode of transportation of goods and people when compared to highways. The current and projected increase in population on Vancouver Island will only strengthen the case for rail transport. The opportunity to alleviate the growing congestion experienced when travelling to and from Victoria is best realized by rail. The reduction in carbon emissions that would result from the railway functioning will reduce the number of private and commercial vehicles on the roads and this is an essential part of reducing greenhouse gas emissions.



Our Mission: to support, promote and protect the natural values of land and water in our area.

If we lose the rail corridor, we will face a much more daunting and expensive challenge to secure the required lands to restore the service. The railway exists, the need is apparent, and the population is growing. The railway is critical to creating resilient Vancouver Island communities in the face of climate change.

Sincerely,

Dean Gaudry, NALT Co-Chair

Nina Locke, NALT Co-Chair

Cc: Hon. David Eby, Premier of BC; Hon. Lisa Barron, MP for Nanaimo-Ladysmith; Hon. Sheila Malcolmson, MLA for Nanaimo; Mayor Leonard Krog, City of Nanaimo.

From: Mayor Leonard Krog (Leonard.Krog@nanaimo.ca)
To: Paul Chapman (paul@nalt.bc.ca); omar.alghabra@parl.gc.ca; Steven.Guilbeault@parl.gc.ca; dominic.leblanc@parl.gc.ca; Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca); XT:Nanaimo, City ENV:IN (mayor&council@nanaimo.ca)
Cc: OfficeofthePremier, Office PREM:EX (Premier@gov.bc.ca); sheila.malcolmson.MLA@leg.bc.ca; Barron, Lisa Marie - M.P. (lisamarie.barron@parl.gc.ca)
Subject: 316559 FYI B (City of Nanaimo) - E&N Railway concerns
Sent: 03/14/2023 22:30:00
Attachments: image001.png
Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Very appreciative of NALT taking a position on this.
Best,

Mayor Leonard Krog

City of Nanaimo

455 Wallace Street

Nanaimo, BC V9S 5J6

Phone: 250-755-4400 | Email: leonard.krog@nanaimo.ca

From: Paul Chapman <paul@nalt.bc.ca>
Sent: Tuesday, March 14, 2023 3:23 PM
To: omar.alghabra@parl.gc.ca; Steven.Guilbeault@parl.gc.ca; dominic.leblanc@parl.gc.ca; Minister.Transportation@gov.bc.ca
Cc: Mayor Leonard Krog <Leonard.Krog@nanaimo.ca>; premier@gov.bc.ca; sheila.malcolmson.MLA@leg.bc.ca; Barron, Lisa Marie - M.P. <lisamarie.barron@parl.gc.ca>
Subject: E&N Railway concerns

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Dear Ministers,

Please find attached a letter in support of maintaining and improving the E&N rail corridor on Vancouver Island.

Please let me know if you have any questions.

Take care,

Paul Chapman
Nanaimo & Area Land Trust
www.nalt.bc.ca
250-714-1990

I acknowledge with gratitude that NALT is located in the territory of the Snuneymuxw People.

From: s. 22

To: Minister, ENV ENV:EX (ENV.Minister@gov.bc.ca); Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca); Lore.MLA, Grace LASS:EX (Grace.Lore.MLA@leg.bc.ca)

Subject: 316560 FYI - Input for the BC Clean Transport Action Plan

Sent: 03/15/2023 18:48:46

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

To the Ministers of Transportation and the Environment

Such a clean transportation plan of action is required due to the shortness of time before the fossil fuel industries destroy the environment and the biodiversity upon which Humanity depends by tipping the Global Heating Crises into overdrive. However, a strict timeline hasn't been proposed and citizens know when aspirational goals DON'T MEET REALITY. Therefore, to produce the emission reduction goals your government must commit to putting in place sustainable alternative energy technologies (eg. solar, offshore wind, geothermal, ocean current/ ocean tidal turbines, ocean wave, and biogas energies) to replace the fossil fuel industries. With Canada becoming the EU's go-to country for battery technologies and its manufacture, why haven't you considered these sustainable "clean" technologies for advancement instead of continuing to subsidize and promote the fossil fuel industries?

There is a perfect example in the Vancouver Island Rail Corridor in which your government gives "lip service" to reconciliation at the expense of the environment by not having a plan in place (after fourteen years hiatus) to bring electrified rail to Vancouver Island and have it powered by the sustainable alternative energy aforementioned.

BC's Clean Transport Action Plan has become only aspirational and that can only mean your government won't bring in the REALITY OF ACTION - simply more costly studies that gather dust in the legislature.

Sincerely -s. 22

Feb 14/23

To Whom It Concerns,

I am writing today, to ask that you bring the E+N railway line back into operation. The rail has served our scenic communities for many years, with a very memorable history. Sadly it has sat dormant over the last 12 yrs.

The old line remains but the tracks need up-grading, as well as the infrastructure.

It would be costly, but so are highways.

The rail could alleviate traffic congestion on our busy highway. It could also serve as an emergency route out of Victoria area.

The rail could move transportation of goods, as well as attract tourism, and money into our communities, because it goes right through the heart of them.

Transportation could mean faster, quieter, cleaner, and more relaxing for seniors and all ages, especially those who don't own a car.

The old E+N was a jewel, it would be very sad to lose it forever.

We don't need any more biking + walking trails, we need a better alternative to travel on the South Island between Victoria + Nanaimo. It would keep traffic in our communities rather than shooting them off onto a new highway out of town.

s. 22

→

An updated railway line could mean so much,
and be a welcome contribution to the
island.

Please consider it!

Sincerely,

From: Fleming.MLA, Rob LASS:EX (Rob.Fleming.MLA@leg.bc.ca)
To: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)
Subject: 316571 FYI - E&N Line
Sent: 03/15/2023 18:29:49
Attachments: image001.png
Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

From: s. 22
Sent: March 15, 2023 11:27 AM
To: Fleming.MLA, Rob <Rob.Fleming.MLA@leg.bc.ca>; Michael Gardiner <michaelg@strategies360.ca>
Subject: E&N Line

Good morning, Hon., Fleming,

It's with great interest I seen your announcement with respect to the future of the E&N line. Over the years living in Victoria, I've often thought what a great opportunity that line presents for not only transportation, but also tourism.

People from around the world are traveling to multiple destinations not only to ride a train, but to walk trails that are sometimes at significant length.

The purpose of this email is to re-introduce myself and share with you information on the company I work with, to build upon Indigenous Relations, and economic opportunities. Naturally, I would be more than excited to be able to be part of the group working with my indigenous brothers and sisters. In any event, do please feel free to let me know if there are anything we maybe able to do to assist in this project.

Albert Gerow, Senior Advisor, Strategies 360

<https://www.strategies360.com/team/albert-gerow/>

s. 22

- Transportation Minister **Rob Fleming** announced the provincial government is committing \$18 million for planning regarding the future of the Vancouver Island Rail corridor. The corridor's 225-kilometre line runs between Victoria and Courtney but hasn't been operational since 2011.
 - After 18 months of deliberation, the federal government decided to give a small section of the line back to the Snaw-naw-as First Nation but did not announce its intentions for the rest of the corridor. The move follows a 2021 decision by the B.C. Court of Appeal that put a clock on Ottawa's decision about the future of the rail line. Ottawa and B.C. will soon start a formal engagement process with First Nations on the next steps.

Earlier this month, five Indigenous members of the Island Corridor Foundation resigned in protest over how the foundation conducted engagement with First Nations

Sent from Mail for Windows

From: TRAN Corporate Writing Services TRAN:EX (TRANWritingServices@gov.bc.ca)
To: TRAN Corporate Writing Services TRAN:EX (TRANWritingServices@gov.bc.ca)
Subject: 316578 Incoming - Clarification regarding the Vancouver Island Rail corridor
Sent: 03/17/2023 15:10:57
Message Body:

From: Transport Action Canada <info@transportaction.ca>
Sent: March 16, 2023 4:17 PM
To: Sinclair, Murray GCPE:EX <Murray.Sinclair@gov.bc.ca>
Subject: Clarification regarding the Vancouver Island Rail corridor

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Dear Murray Sinclair,

For our website and newsletter, is there any clarification you can provide us with regarding Tuesday's announcement and Minister Rob Fleming's subsequent remarks?

1. The minister acknowledged the importance of a contiguous transportation corridor, while at the same time allowing the right of reversion to be exercised. What is the actual effect of the announcement in terms of what the Snaw-Naw-As may do with their land, and what the other nations that will exercise reversionary rights may do, if BC and Canada are still studying future uses of the corridor and have not earmarked funding to remediate the land being transferred back to the First Nations?
2. How does the Minister anticipate spending the \$18M announced, when the critical issue is government-to-government dialogue with First Nations about the future of the corridor and the future of the transport network on Vancouver Island in the wider context of reconciliation and the modern treaty process?
3. The Halalt First Nation has now protested they were not adequately consulted over the past 18 months. What steps were taken to consult them and the other 13 Nations along the corridor and is there any additional documentation to support the consultation summary published by MoTI?

Sincerely,

Terry Johnson

Transport Action Canada
240 - 211 Bronson Ave
Box/CP 858, Station B
Ottawa, Ontario K1P 5P9
www.transportaction.ca

From: Transport Action Canada (info@transportaction.ca)
To: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)
Subject: 315961 Incoming B - Re: Reopening the Esquimalt & Nanaimo Railway
Sent: 03/06/2023 20:13:23
Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

We await your response to the letter below.

On Sun, Feb 19, 2023 at 6:02 PM Transport Action Canada <info@transportaction.ca> wrote:

Dear Minister Fleming,

As Canada's national citizen advocacy group for public transport passengers and sustainable transportation, we are alarmed that the deadline for the government to resolve the court case hanging over the future of Vancouver Island's railway line is fast approaching.
Please review the attached letter.

Sincerely,

Terry Johnson
President, Transport Action Canada

Transport Action Canada
240 - 211 Bronson Ave
Box/CP 858, Station B
Ottawa, Ontario K1P 5P9
www.transportaction.ca

From: Daniel Arbour (darbour@comoxvalleyrd.ca)

To: s. 22

Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca);

mayor@courtenay.ca; s. 22

Subject: 316545 FYI B - RE: ICF decision

Sent: 03/17/2023 14:56:59

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Thank you s. 22 indeed things are moving rapidly now. Please note that the Corridor is identified in the CVRD Active Transportation plan, which I link here for your interest:

<https://can01.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.comoxvalleyrd.ca%2Fprojects-initiatives%2Fpast-current-projects%2Factive-transportation-network-plan&data=05%7C01%7CMinister.MOTI%40gov.bc.ca%7C6a3128304afe49ea154c08db26f7dcb4%7C6fdb52003d0d4a8ab036d3685e359adc%7C0%7C0%7C638146618222092421%7CUnknown%7CTWFpbGZsb3d8eyJWlJoiMC4wLjAwMDAiLCJQIjoiV2luMzIiLCJBTiI6IklhaWwiLCJXVCi6Mn0%3D%7C3000%7C%7C%7C&sdata=2Rim4LLodWYioUhXYFv1r7DMSC1GKdg6ZEv%2FJTK13ts%3D&reserved=0>

Sent with BlackBerry Work

(<https://can01.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.blackberry.com%2F&data=05%7C01%7CMinister.MOTI%40gov.bc.ca%7C6a3128304afe49ea154c08db26f7dcb4%7C6fdb52003d0d4a8ab036d3685e359adc%7C0%7C0%7C638146618222092421%7CUnknown%7CTWFpbGZsb3d8eyJWlJoiMC4wLjAwMDAiLCJQIjoiV2luMzIiLCJBTiI6IklhaWwiLCJXVCi6Mn0%3D%7C3000%7C%7C%7C&sdata=Xl7quhW3IJLgan0kWAR%2Bprx6vYbNl2x8ttPwjzVyAYI%3D&reserved=0>)

From: s. 22

Date: Tuesday, Mar 14, 2023, 1:22 PM

To: Minister.Transportation@gov.bc.ca <Minister.Transportation@gov.bc.ca<mailto:Minister.Transportation@gov.bc.ca>>, Daniel Arbour <darbour@comoxvalleyrd.ca<mailto:darbour@comoxvalleyrd.ca>>, mayor@courtenay.ca

<mayor@courtenay.ca<mailto:mayor@courtenay.ca>>, s. 22

<mayor@courtenay.ca<mailto:mayor@courtenay.ca>>, s. 22

Subject: ICF decision

CAUTION! EXTERNAL EMAIL

Good morning,

I just read of the ICF decision. I am happy the lands are starting to go back to the indigenous along the corridor.

In the meantime to keep the corridor intact, it would be great if the ICF would open themselves up to converting the rail to trails until such time as there is an actual business case for profitable rail service. Currently the rail line is in such disrepair that it would likely cost into the \$billions for a full restoration. I have walked or run some of the sections. In all cases the ties are completely rotten and other areas of necessary repair or modernization are obvious.

It would be a relatively simple job to convert the rail bed to a trail. It would help grow tourism on the island. It would improve safety for commuters in and around the municipalities where the rail bed exists. Where I live s. 22 children currently need to walk or ride along the old highway to get to their school. How lovely would it be if they c e rail trail to take them safely to school??

Please consider these options as part of an active transportation strategy and let's get them going soon.

Thank you.

s. 22

Look where you want to go!

From: Wieczorek, Chris MOTI:EX (Chris.Wieczorek@gov.bc.ca)
To: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca); Brownsey, Sophia MOTI:EX (Sophia.Brownsey@gov.bc.ca)
Cc: Kartz, Cali PSSG:EX (Cali.Kartz@gov.bc.ca); Maida, Anna MOTI:EX (Anna.Maida@gov.bc.ca); Champion, Ella D MOTI:EX (Ella.D.Champion@gov.bc.ca)
Subject: RE: Attention: s. 22 E&N Line
Sent: 03/16/2023 17:28:04
Attachments: image001.png
Message Body:

Thanks Aaron ? good to file on our end. We'll pink slip this in the MO and consider it for a meeting.

Thanks!

From: Minister, MOTI MOTI:EX <Minister.MOTI@gov.bc.ca>
Sent: Thursday, March 16, 2023 9:30 AM
To: Wieczorek, Chris MOTI:EX <Chris.Wieczorek@gov.bc.ca>; Brownsey, Sophia MOTI:EX <Sophia.Brownsey@gov.bc.ca>
Cc: Kartz, Cali PSSG:EX <Cali.Kartz@gov.bc.ca>
Subject: Attention: s. 22 / E&N Line

Good morning,

Would the MO be interested in a meeting/having a discussion with the consultant below?

Writing Services will file otherwise.

Thanks,

Aaron Shepard
Manager | Corporate Writing Services
Ministry of Transportation and Infrastructure
5B - 940 Blanshard Street | Victoria, BC V8W 9T5
Phone: 778 974-4976
Visit the CWS site for writing advice, templates, and more

From: Fleming.MLA, Rob <Rob.Fleming.MLA@leg.bc.ca>
Sent: Wednesday, March 15, 2023 11:30 AM
To: Minister, MOTI MOTI:EX <Minister.MOTI@gov.bc.ca>
Subject: FW: E&N Line

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

From: s. 22
Sent: March 15, 2023 11:27 AM
To: Fleming.MLA, Rob <Rob.Fleming.MLA@leg.bc.ca>; s. 22
Subject: E&N Line

Good morning, Hon., Fleming,

It's with great interest I seen your announcement with respect to the future of the E&N line. Over the years living in Victoria, I've often thought what a great opportunity that line presents for not only transportation, but also tourism.

People from around the world are traveling to multiple destinations not only to ride a train, but to walk trails that are sometimes at significant length.

The purpose of this email is to re-introduce myself and share with you information on the company I work with,

to build upon Indigenous Relations, and economic opportunities. Naturally, I would be more than excited to be able to be part of the group working with my indigenous brothers and sisters. In any event, do please feel free to let me know if there are anything we maybe able to do to assist in this project.

Albert Gerow, Senior Advisor, Strategies 360

<https://www.strategies360.com/team/albert-gerow/>

Cheers

s. 22

- Transportation Minister **Rob Fleming** announced the provincial government is committing \$18 million for planning regarding the future of the Vancouver Island Rail corridor. The corridor's 225-kilometre line runs between Victoria and Courtney but hasn't been operational since 2011.
 - After 18 months of deliberation, the federal government decided to give a small section of the line back to the Snaw-naw-as First Nation but did not announce its intentions for the rest of the corridor. The move follows a 2021 decision by the B.C. Court of Appeal that put a clock on Ottawa's decision about the future of the rail line. Ottawa and B.C. will soon start a formal engagement process with First Nations on the next steps.

Earlier this month, five Indigenous members of the Island Corridor Foundation resigned in protest over how the foundation conducted engagement with First Nations

Sent from Mail for Windows

From: Fleming.MLA, Rob (Rob.Fleming.MLA@leg.bc.ca)
To: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)
Subject: 316596 FYI - Another First Nation wants rail land back - Victoria Times Colonist
Sent: 03/16/2023 20:04:33
Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

From: s. 22
Sent: March 16, 2023 11:59 AM
To: Fleming.MLA, Rob <Rob.Fleming.MLA@leg.bc.ca>
Cc: info@islandrail.ca
Subject: Fwd: Another First Nation wants rail land back - Victoria Times Colonist

Att: Rob Fleming
The significance of the E&N Right of Way can't be overstated.

s. 22

I thought you might be interested in this plea for common sense.

Begin forwarded message:

From: s. 22
Date: March 16, 2023 at 10:28:08 AM PDT
To: letters@timescolonist.com, mayorandcouncil@victoria.ca
Subject: Another First Nation wants rail land back - Victoria Times Colonist

ATT: LETTER TO THE EDITOR

At the same time that CNN TRAVEL names Vancouver Island one of the world's most beautiful places we have the precious and historic E&N Rail Right of Way since 1883 being dismantled with no regard for a strong vibrant island economy and a sustainable future for all island inhabitants and their descendants going forward. This is nothing nothing but short-sighted and unconscionable.

s. 22

s. 22

The significance of this historic Right of Way is being completely overlooked and shows a complete disregard for future generations and cherished visitors to "one of the world's most beautiful places".

Sadly, the significance of the loss of this Transportation Right of Way will be felt forever.

s. 22

<https://www.timescolonist.com/local-news/halalt-first-nation-also-seeking-return-of-land-used-for-rail-corridor-6708101>

Sent from my iPad

From:

To: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca); Fleming.MLA, Rob LASS:EX (Rob.Fleming.MLA@leg.bc.ca)

Subject: 316611 - Vancouver Island Rail Corridor

Sent: 03/20/2023 06:57:43

Attachments: image001.png

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Hi Rob

We are working on a feasibility study for converting the Vancouver Island Rail Corridor to an Active Transportation Corridor. I read in a CBC news article that the decision on the future of the Vancouver Island rail line has been delayed once again as the Government needs more time to make an informed decision. I am glad that you recognize importance to this corridor and want to study it from every angle before making a decision as it would not be easy to develop such a corridor again.

I have some innovative ideas to develop this corridor with all modes of transportation – active transportation, passenger vehicles and freight vehicles together and the cost may be similar of what is required to restore rail services again s. 22

s. 22

Best Regards.

s. 22

From: SDPR Correspondence SDPR:EX (ExecutiveCorrespondenceServices@gov.bc.ca)
To: TRAN Corporate Writing Services TRAN:EX (TRANWritingServices@gov.bc.ca)
Cc: Shepard, Aaron TRAN:EX (Aaron.Shepard@gov.bc.ca); Liinamaa, Maija TRAN:EX (Maija.Liinamaa@gov.bc.ca)
Subject: FW: Vancouver Island Railway Corridor
Sent: 03/23/2023 15:27:38
Message Body:

Hello,

Redirecting the below for your attention?SDPR will file.

Thank you,

Jennifer Leah Wilson

Pronouns: she/her
Manager, Executive Correspondence Services
Deputy Minister's Office
Ministry of Social Development and Poverty Reduction
Phone: (778) 698-7693

In the spirit of respect and reciprocity, I would like to acknowledge the Xwsepsum (Esquimalt) and Songhees Nations on whose unceded lands I am honoured to live, work, and learn. It is with gratitude that I give thanks to the Lekwungen speaking peoples as the traditional keepers of these lands, spanning past, present, and future. As a settler, I commit to supporting indigenization and endeavor to walk gently on these ancestral lands.

From: s. 22
Sent: Wednesday, February 8, 2023 12:10 PM
To: Minister, SDPR SDPR:EX <SDPR.Minister@gov.bc.ca>
Subject: Vancouver Island Railway Corridor

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Good afternoon!

I am writing to supply my voice that I think it would largely benefit the Island to restore the railway rather than rip it out (or whatever the alternative being discussed is) so that we might look at passenger trains once again as a commuting option on Vancouver Island, especially with gas prices being what they currently are!

s. 22

Thank you,

s. 22

Sent from my iPhone

From: SDPR Correspondence SDPR:EX (ExecutiveCorrespondenceServices@gov.bc.ca)
To: TRAN Corporate Writing Services TRAN:EX (TRANWritingServices@gov.bc.ca)
Cc: Shepard, Aaron TRAN:EX (Aaron.Shepard@gov.bc.ca); Liinamaa, Maija TRAN:EX (Maija.Liinamaa@gov.bc.ca)
Subject: FW: Rail line
Sent: 03/20/2023 20:20:56
Message Body:

Hello,

Redirecting the below for your attention—SDPR will file.

Thank you,

Jennifer Leah Wilson

Pronouns: she/her
Manager, Executive Correspondence Services
Deputy Minister's Office
Ministry of Social Development and Poverty Reduction
Phone: (778) 698-7693

In the spirit of respect and reciprocity, I would like to acknowledge the Xwsepsum (Esquimalt) and Songhees Nations on whose unceded lands I am honoured to live, work, and learn. It is with gratitude that I give thanks to the Lekwungen speaking peoples as the traditional keepers of these lands, spanning past, present, and future. As a settler, I commit to supporting indigenization and endeavor to walk gently on these ancestral lands.

From: s. 22
Sent: February 8, 2023 8:18 AM
To: Minister, SDPR SDPR:EX <SDPR.Minister@gov.bc.ca>
Subject: Rail line

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Dear Sheila Malcolmson,

s. 22

I'm writing to share my support of restoring the Vancouver island rail line to see safe, economically and environmentally sustainable public transportation on the island

Thanks so much for your time

All the best
s. 22

SDPR.Minister@gov.bc.ca

[Sent from Yahoo Mail for iPhone](#)

From: s. 22

To: marc.garneau@parl.gc.ca; Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca);
omar.alghabra@parl.gc.ca; customer_relations@viarail.ca

Subject: keep the train corridor land on vancouver island intact

Sent: 03/14/2023 16:19:06

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Seems like something that will be valuable later, doesn't cost a lot to hold, and should be preserved. In small narrow pieces it doesn't amount to much.

s. 22

From: IRR Correspondence Unit IRR:EX (IRRCorrespondenceUnit@gov.bc.ca)
To: TRAN Corporate Writing Services TRAN:EX (TRANWritingServices@gov.bc.ca)
Cc: Shepard, Aaron TRAN:EX (Aaron.Shepard@gov.bc.ca); Liinamaa, Maija TRAN:EX (Maija.Liinamaa@gov.bc.ca)
Subject: Redirect: Incoming from Darryl Wilson (MIRR 58346)
Sent: 03/13/2023 16:35:01
Attachments: 58346 - Declare the Vancouver Island Rail Corridor in the Public Interest.msg
Message Body:

Hello,

Redirecting this Incoming to TRAN.

Thanks,

Alexander Wu
Incoming Correspondence Clerk
Correspondence Unit ? Deputy Ministers Office
Ministry of Indigenous Relations & Reconciliation

From:

To: Rankin.MLA, Murray LASS:EX (Murray.Rankin.MLA@leg.bc.ca); Minister, IRR IRR:EX (IRR.Minister@gov.bc.ca)

Subject: 58346 - Declare the Vancouver Island Rail Corridor in the Public Interest

Sent: 03/10/2023 20:17:05

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Dear Mr. Rankin,

I am writing to advocate my support for the preservation of the Vancouver Island Rail Corridor and to request that the Provincial Government restore rail service at the earliest possible opportunity to serve the needs of our growing island.

The Vancouver Island Rail Corridor should be declared in the public interest. It should be considered an essential service, rather than an operation that must profit. Having said that, there are countless opportunities from which Vancouver Island can profit from the corridor in more than one way.

- It helps to create bedroom communities, where people can live in more affordable communities, while working in more expensive communities. This increases affordability and helps to address labour problems.
- It will help the environment and cut emissions in the long term by reducing vehicle and freight traffic.
- Many seniors, and First Nations travel across the island for a variety of appointments including medical appointments -- this enhances accessibility.
- A viable business case for freight has been established.
- Opportunities exist for an integrated transport network to a deep sea port in Port Alberni.
- Many opportunities exist for tourist trains from Victoria and Nanaimo to serve cruise passengers and to bring valuable economic benefit to places such as the Duncan Farmer's Market.
- An integrated transportation system on the island will help to develop communities across the island by providing a variety of options for transportation.
- A locally managed rail system can better serve the needs of the community in a way that makes sense financially and operationally.
- Trains are able to carry many bicycles compared to buses.
- With changing weather conditions and frequent closures of the Malahat, an alternate mode of transportation is vital for the flow of people, goods, and services. We need supply chain resiliency.
- Trains have the ability to carry more passengers than buses without any labour implications. Given the current labour shortage, buses are not practical for growing capacity.
- Rail provides several business models from which to generate revenue unlike other transportation systems.
- Polls suggest that more than 70% of Vancouver Islanders support restoring the rail system including the Mayors of the Capital Region.
- Rail can co-exist with trail networks.
- Freight by Rail could remove up to 25,570 truck trips annually

Many are concerned about the impact on First Nations communities and how to bring direct benefit. The most obvious solution would be to make them a shareholder in the line so that any revenue generated would benefit them immediately. This would make them active partners in the success of the rail line. Furthermore, there could be opportunities for discounted or even free freight and passenger travel to help support First Nations businesses.

Contracts could be issued to several First Nations communities to operate retail, food and

beverage operations in stations and on board the train itself. Tourism could bring much economic benefit. Finally, First Nations culture and interpretation could be included into all aspects of the train and station design on board and on land.

I sincerely hope that you will consider preserving this valuable asset for generations to come and that it will become an integral part of the development of Vancouver Island.

Regards,

s. 22

From: s. 22
To: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)
Subject: Letter in support of the Restoration of the Island Corridor Railway
Sent: 03/13/2023 02:58:08
Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Honorable Rob Fleming

I am writing to you from s. 22 regarding the upcoming decision the government of BC will be forced to make on the future of the Island corridor rail Line. Mr. Fleming, I implore you to act in the interest of all islanders and the future generations of this island and support the restoration of passenger rail service on Vancouver island. The positive outcomes will be enormous; it could benefit every major island community from the north to the south creating a vital artery for connection between all islanders. I cannot begin to describe the benefits that restoring the Rail Line would provide. There are far too many, but I will List a Few.

- A Reduction in Malahat Traffic lowering overall congestion.
- Rail produces far less CO2 than cars; alternatively, there is always the option to electrify our trains.
- Reductions in the ongoing issue of severe accidents on the Malahat
- Provide a way for low-income citizens to access new services and opportunities they may otherwise not have been able to access.
- Allow for more cross-community employment.
- Increase in domestic and foreign tourism between multiple communities helping to support local economies.
- Potential to expand rail infrastructure to accommodate more passengers or freight traffic, unlike the Malahat, where expansion would be extremely costly, time-consuming and severely environmentally damaging.
- Creating new stable, high-quality jobs for British Columbians.
- Further Promoting cities and towns based around people, not cars.
- Providing an affordable mode of transportation in the face of the rising cost of living.
- Simple, efficient, and convenient stress-free travel.
- Provide an alternative way to travel across the Malahat during closures and severe weather events.
- providing a safe, affordable way for citizens without motor vehicles to travel between communities
- Rail Infrastructure is already in place. If our predecessors could build a railway in the 1880s, surely we can repair one in 2023.

I can't help but be disappointed at the neglect that our little railway has faced. While Vancouver builds new Skytrain lines in the heart of a busy city, Europe connects every town and village with efficient high-speed rail, and Japan builds bullet trains, we can't even come to the clear and very rational decision to repair our already existing tracks and infrastructure and get our railway moving again. I and numerous of my friends and colleagues truly believe restoring the Island Corridor is one of the most direct, efficient, and realistic ways that we can improve the lives of all islanders.

I genuinely hope you and your colleagues will work together to restore the Island Corridor and bring passenger rail back to the island.

From s. 22
To: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)
Subject: Island Rail Corridor Decision
Sent: 03/11/2023 21:23:46
Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Dear Minister of Transportation;

I am writing to implore you to keep the rail corridor open and to spend as much money as it takes to upgrade the system to make it safer and faster. I don't think you can actually put a price tag on keeping this transportation corridor open and functioning properly. This is a decision that will effect the residents of Vancouver Island for decades to come. I know that some stakeholders have serious misgivings about the profitability and the environmental impact of the rail line. I think they are incorrect in their assessments concerning profitability and that environmental concerns can be addressed. For one thing, with enough money maybe this line could be above ground similar to the transportation line to be built between Calgary and Edmonton. As for making money, I think this line would be extremely lucrative. If you build it people will use it.

The malahat has reached capacity but people keep coming to visit and to live on our Island. Letting this corridor go would be disgracefully short-sighted. Please to everything in your power to build a modern train system for our Island Home. om [Mail](#) for Windows

Sincerely, s. 22

s. 22

From: SDPR Correspondence SDPR:EX (ExecutiveCorrespondenceServices@gov.bc.ca)
To: TRAN Corporate Writing Services TRAN:EX (TRANWritingServices@gov.bc.ca)
Cc: Shepard, Aaron TRAN:EX (Aaron.Shepard@gov.bc.ca); Liinamaa, Maija TRAN:EX (Maija.Liinamaa@gov.bc.ca)
Subject: 316732 FYI - Island Corridor Foundation
Sent: 03/23/2023 22:52:35
Message Body:

Hello,

Redirecting the below for your attention—SDPR will file.

Thank you,

Jennifer Leah Wilson

Pronouns: she/her
Manager, Executive Correspondence Services
Deputy Minister's Office
Ministry of Social Development and Poverty Reduction
Phone: (778) 698-7693

In the spirit of respect and reciprocity, I would like to acknowledge the Xwsepsum (Esquimalt) and Songhees Nations on whose unceded lands I am honoured to live, work, and learn. It is with gratitude that I give thanks to the Lekwungen speaking peoples as the traditional keepers of these lands, spanning past, present, and future. As a settler, I commit to supporting indigenization and endeavor to walk gently on these ancestral lands.

From: s. 22
Sent: Sunday, February 26, 2023 12:06 PM
To: Minister, SDPR SDPR:EX <SDPR.Minister@gov.bc.ca>
Subject: Island Corridor Foundation

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Hello Ms. Malcolmson,

s. 22

I am writing to support the Island Corridor Foundation (ICF) in their mission to restore rail service on Vancouver Island. I would like you to convey my support of the return of passenger rail service in particular to the Premier and the Minister of Transportation and Infrastructure.

I have a particular passion for public transportation in general, but in particular love train travel. I know that I would travel to Victoria much more frequently if there was train service available.

I am sure that you are familiar with the environmental, social equity, efficiency and reliability benefits that the ICF uses in their arguments supporting the return of rail services to the island; so I feel no need to repeat them here.

Thank you for service and time,

s. 22

From: SDPR Correspondence SDPR:EX (ExecutiveCorrespondenceServices@gov.bc.ca)
To: TRAN Corporate Writing Services TRAN:EX (TRANWritingServices@gov.bc.ca)
Cc: Shepard, Aaron TRAN:EX (Aaron.Shepard@gov.bc.ca); Liinamaa, Maija TRAN:EX (Maija.Liinamaa@gov.bc.ca)
Subject: 316733 FYI - Restoring Island Rail
Sent: 03/23/2023 23:12:06
Message Body:

Hello,

Redirecting the below for your attention—SDPR will file.

Thank you,

Jennifer Leah Wilson

Pronouns: she/her
Manager, Executive Correspondence Services
Deputy Minister's Office
Ministry of Social Development and Poverty Reduction
Phone: (778) 698-7693

In the spirit of respect and reciprocity, I would like to acknowledge the Xwsepsum (Esquimalt) and Songhees Nations on whose unceded lands I am honoured to live, work, and learn. It is with gratitude that I give thanks to the Lekwungen speaking peoples as the traditional keepers of these lands, spanning past, present, and future. As a settler, I commit to supporting indigenization and endeavor to walk gently on these ancestral lands.

s. 22

From:
Sent: Monday, February 27, 2023 12:02 PM
To: Minister, SDPR SDPR:EX <SDPR.Minister@gov.bc.ca>
Subject: Restoring Island Rail

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Good afternoon,

s. 22

and one thing that has absolutely stunned me since moving here is the lack of public transit infrastructure. I've seen railroad tracks all over the place but never seen a train. This strikes me as incredibly odd as

s. 22

So imagine my surprise when I found out we do in fact have the infrastructure built for passenger rail, but simply haven't been using it for over a decade. This seems completely absurd to me! Passenger rail would make travel from Nanaimo to Victoria more accessible, would be better for the environment, and would promote tourism across the island! Not only that but I have plenty of friends considering moving to the island and a convenient form of public transit would be a huge boon to all of them.

Please take this letter as a sign of my support for the Island Corridor Foundation's mission to restore Passenger Rail to Vancouver Island.

Please take whatever steps you can to support this mission as well.

Thank you,

s. 22

From:

To: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)

Cc: Minister, FIN FIN:EX (FIN.Minister@gov.bc.ca)

Subject: 316742 Incoming - A use for 'surplus' cash

Sent: 03/24/2023 16:41:33

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Ministers:

I understand the Province has some money to spend quickly in the next week.

May I suggest a grant to restore the E & N Railway? This needs less than \$1billion but even \$500,000 would help and perhaps be enough to get the feds to finally come to the table.

s. 22

From: SDPR Correspondence SDPR:EX (ExecutiveCorrespondenceServices@gov.bc.ca)
To: TRAN Corporate Writing Services TRAN:EX (TRANWritingServices@gov.bc.ca)
Cc: Shepard, Aaron TRAN:EX (Aaron.Shepard@gov.bc.ca); Liinamaa, Maija TRAN:EX (Maija.Liinamaa@gov.bc.ca)
Subject: 316745 FYI - Vancouver Island Rail Repair
Sent: 03/23/2023 18:21:29
Message Body:

Hello,

Redirecting the below for your attention—SDPR will file.

Thank you,

Jennifer Leah Wilson

Pronouns: she/her

Manager, Executive Correspondence Services

Deputy Minister's Office

Ministry of Social Development and Poverty Reduction

Phone: (778) 698-7693

In the spirit of respect and reciprocity, I would like to acknowledge the Xwsepsum (Esquimalt) and Songhees Nations on whose unceded lands I am honoured to live, work, and learn. It is with gratitude that I give thanks to the Lekwungen speaking peoples as the traditional keepers of these lands, spanning past, present, and future. As a settler, I commit to supporting indigenization and endeavor to walk gently on these ancestral lands.

From: s. 22

Sent: Thursday, February 9, 2023 7:30 PM

To: sheila.malcolmson.MLA@leg.bc.ca; Minister, SDPR SDPR:EX <SDPR.Minister@gov.bc.ca>; lisamarie.barron@parl.gc.ca

Subject: Vancouver Island Rail Repair

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

To those who are undecided on the matter of rail infrastructure on the island, I am writing to express my sincere interest in seeing Vancouver Island's rail system rebuilt.

Arguments posed against rail often fixate on the expense. These arguments frame rail travel as a frivolous toy, a novelty. I believe that this could not be further from the truth, and that many residents of the island, such as coworkers, see that.

s. 22

If rail travel is made accessible and frequent it will be a boon to our island. It will facilitate tourism, establish development opportunities, create job mobility, and increase freedom of movement for those who cannot afford a car.

Car dependency is a major factor in our outsized carbon footprint. Investment into public transportation is a necessity to offset this burden on our future.

The population of Vancouver Island is growing, our single transport corridor will not be able to scale with such growth. The highway is also plainly susceptible to environmental disasters, a redundant transport system could be crucial to support our economic systems during a crisis.

In summary, I believe that the costs of rail development will be well offset by benefits to our economy, equality, and the environment.

Our people are ready to accept the return of this truly beneficial public work.

s. 22

From: SDPR Correspondence SDPR:EX (ExecutiveCorrespondenceServices@gov.bc.ca)
To: TRAN Corporate Writing Services TRAN:EX (TRANWritingServices@gov.bc.ca)
Cc: Shepard, Aaron TRAN:EX (Aaron.Shepard@gov.bc.ca); Liinamaa, Maija TRAN:EX (Maija.Liinamaa@gov.bc.ca)
Subject: 316746 FYI - URGENT:Bring Back Passenger Rail
Sent: 03/23/2023 23:08:32
Message Body:

Hello,

Redirecting the below for your attention?SDPR will file.

Thank you,

Jennifer Leah Wilson

Pronouns: she/her

Manager, Executive Correspondence Services

Deputy Minister's Office

Ministry of Social Development and Poverty Reduction

Phone: (778) 698-7693

In the spirit of respect and reciprocity, I would like to acknowledge the Xwsepsum (Esquimalt) and Songhees Nations on whose unceded lands I am honoured to live, work, and learn. It is with gratitude that I give thanks to the Lekwungen speaking peoples as the traditional keepers of these lands, spanning past, present, and future. As a settler, I commit to supporting indigenization and endeavor to walk gently on these ancestral lands.

From: s. 22

Sent: Monday, February 27, 2023 11:37 AM

To: Minister, SDPR SDPR:EX <SDPR.Minister@gov.bc.ca>; sheila.malcolmson.MLA@leg.bc.ca

Subject: URGENT:Bring Back Passenger Rail

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Dear Shelia Malcolmson

s. 22

I am writing to support the Island Corridor Foundation (ICF) in their mission to restore rail service on Vancouver Island. As well as asking you to take steps to inform the Premier and/or the Minister of Transportation of Infrastructure of your support for rail as a viable transportation option on Vancouver Island.

Bringing back Island Rail will provide people with the opportunity to travel up and down the island while lower carbon commissions, fewer traffic issues, and a safer alternative to driving.

Commuting time will be significantly reduced, and provide people with the option to live outside bigger cities, in more affordable areas and commute in to work in bigger cities in higher paying sectors. This can help boost the overall economy as more people will have more money in their pockets.

Please take action on March 1, 2023, to push for fixing the tracks and bringing back passenger rail to the island.

Thank you for your support and leadership

Cheers

s. 22



INFORMATION BRIEFING NOTE

DATE: March 27, 2023

PREPARED FOR: Honourable Rob Fleming, Minister of Transportation and Infrastructure

ISSUE: Island Rail Corridor Status and Planning

PURPOSE: To provide update on IRC developments, including MoTI planning, since the release of the joint and ministerial statements respecting the future of the Corridor

SUMMARY:

- The IRC lands bisecting the Snaw-Naw-As (SFN) have not yet reverted to reserve status. Canada is awaiting a response from the Island Corridor Foundation (ICF) to have the IRC reserve lands revert, thereby alleviating the SFN from having to return to Court.
- Conditional grant agreements have been drafted for both regional districts and affected First Nations to receive one-time lump sum funding to enable future planning and, for First Nations, to assess and address identified concerns such as flooding, access, noise, or safety issues where the IRC crosses their reserve lands.
- Going forward, the province has an opportunity to support discussions and explore development of a consensus around a vision for potential future uses of the IRC. A strategic approach could guide efforts to influence and shape the future of the Corridor; ensure focused, coordinated, and ongoing representation of and alignment with key priorities; and help address ongoing questions, potential liabilities and risks involved with future planning.

BACKGROUND:

Status of reversion of SFN reserve lands bisected by the IRC

Canada sent a letter to the SFN and the Island Corridor Foundation (ICF), the other parties to the litigation (*Snaw-Naw-As First Nation v. Canada*, 2021 BC Court of Appeal), seeking to secure a written agreement indicating the Court's conditions have been met, thus enabling return of the approximate 10 acres of IRC lands to reserve status for the use and benefit of the SFN. An agreement between the parties would alleviate the SFN from having to return to Court to secure reversion of IRC lands in question to reserve status.

According to Transport Canada staff, Canada has not received a response from the ICF respecting the proposal for a written agreement.

ICF staff have indicated Canada's letter was to be discussed at the Mar. 23, 2023, meeting of the ICF board of directors.

Accordingly, at this time, the IRC lands bisecting the SFN reserve have not yet been returned to reserve status.

Other litigation re: reversion of reserve lands bisected by the IRC

Both the Halalt (HFN) and Cowichan Tribes (CT) have pending litigation (held in abeyance) similar to the SFN seeking reversion of IRC lands bisecting their reserves be returned to reserve status for the use and benefit of their respective nations. The status of the HFN and CT applications is currently unknown.



s. 14

MIRR has indicated that, since March 14, 2023, Halalt and Esquimalt have expressed (to Canada) to have their reserve lands bisected by the IRC returned.

MIRR also indicated that, given the number of impacted Nations, and that only two of these Nations (SFN and Songhees) sit at the TTA Table, this was not an appropriate venue to discuss matters related to the IRC. They did, however, indicated that the members of the TTA were very pleased with the decision to support reversion of the lands and remain open to discussion around future possibilities.

Year-end contribution agreements

The March 14, 2023, ministerial statement on the IRC committed \$18 million to allow for future corridor planning involving affected First Nations and regional districts and support First Nations to assess identified concerns such as flooding, access, noise, or safety issues where the corridor crosses their land.

Staff have drafted conditional grant agreements for both regional districts and First Nations to receive one-time lump sum funding to support development of improvements to and plans for the future of the IRC.

These agreements will be shared with Regional Districts and First Nations this week for signature and execution before end of March.

DISCUSSION:

Future of IRC lands and Corridor Planning

In the March 14th ministerial statement, a commitment was made to “...to finding the best use for the Island rail corridor as well as supporting First Nations’ rights, jurisdiction, and interests in these discussions.” Through the year-end funding agreements, the province has an opportunity to continue discussions with affected First Nations, local government, the ICF, and other key stakeholders to explore development of a consensus around a vision for potential future uses of the IRC.

A strategic approach to these discussions could guide provincial efforts to help influence and shape the future of the Corridor and ensure focused, coordinated, and ongoing representation of and alignment with key priorities: Goods Movement Strategy, Integrated Transportation Planning, the Clean Transportation Action Plan, and Active Transportation.

s. 13



GBA+ OR DIVERSITY AND INCLUSION IMPLICATIONS:

The ministry continues to ensure meaningful engagement with First Nations communities and offering to meet in whatever forum is most appropriate to these communities. Government has committed to providing funding to allow for future corridor planning involving affected First Nations and regional districts.

The ministry continues to seek to understand all possible uses and opportunities for the corridor.

FINANCIAL IMPLICATIONS:

\$18 million in funding was announced on March 14, 2023, to allow for future corridor planning involving affected First Nations and regional districts. The year-end funding is to be provided by way of conditional grant agreements.

PREPARED BY:

Jeremy Wood, Executive Director
Policy and Legislation

REVIEWED BY:

Reg Bawa, ADM
Policy, Programs & Partnerships Division
Heather Hill, ADM & EFO
Finance & Risk Management Division
Vanessa Gedney obo
Kaye Krishna, Deputy Minister

DATE:

23-Mar-27

-

23-Mar-27

From: Chairperson (chairperson@islandrail.ca)
To: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)
Cc: Krishna, Kaye TRAN:EX (Kaye.Krishna@gov.bc.ca); Richter, Kevin J TRAN:EX (Kevin.Richter@gov.bc.ca); Staite, Janelle A TRAN:EX (Janelle.Staite@gov.bc.ca); Larry Stevenson (larrystevenson@islandrail.ca); astone@uforik.com; Ben Geselbracht (ben.geselbracht@nanaimo.ca); Charlene Everson (charlene.everson@komoks.ca); Daniel Arbour (reachme@danielarbour.ca); Ken McRae (kmcrae9111@gmail.com); Lanny Seaton (lseatonis@gmail.com); Tyler Brown (tyler.brown@nanaimo.ca)
Subject: 316808 Incoming - ICF Funding Request
Sent: 03/28/2023 16:57:19
Attachments: Minister Fleming ICF Mar28.pdf, ICF Maintenance Budget Request.pdf
Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Hello Minister,

Please see the attached.

Thank you,

Aaron Stone and Charlene Everson
Co-Chairs
Island Corridor Foundation
Box 375 Stn A, Nanaimo BC V9R 5L3
Office: 250 754 7254



Honourable Rob Fleming
Minister of Transportation and Infrastructure
via: email

We understand and respect the joint decision of the federal and provincial governments to return the lands of the Snaw-Naw-As Nation (SNA) from the Island Corridor Foundation (ICF) and will work directly with Canada and the SNA to facilitate the transfer of the land as expeditiously as possible.

We are also supportive of your view that the return of those lands is a “First step in the process of developing a shared vision for the future of the corridor with First Nations.” We are however very concerned about the legal and operational impacts of the decision.

Legal

The Island Corridor has been used for over 130 years as a utility and active transportation corridor. The fibre optic cable network carrying communications for emergency services, internet, and television runs almost the entire length of the corridor along with water, sewer, electrical, and gas lines. Each of these is covered under leases and agreements with individual utilities, municipalities, regional districts, commercial entities, or individuals. In addition, there are over 100 KM's of trails that are managed under long-term lease agreements and contracts with Regional Districts and Municipalities. Each of these utility and trail agreements will require legal review to protect the rights of each of the parties to the agreements and ensure they are properly transferred or re-negotiated.

In addition to the contractual issues that will arise, there are also several issues that will need to be resolved in relation to the removal of rail and ties, environmental liability, and remediation if required. Each of these issues has already arisen in the transfer of lands to SNA.

In summary, there will be a need for considerable legal resources to properly manage the transfer of lands from the ICF. We are also assuming we will see additional requests from other First Nations on the corridor. The ICF does not have either the functional capacity or the financial resources to pay the legal costs associated with these land transfers and as such we are formally requesting that the province provide the ICF with capacity funding to assist us with this work.

Operational

While the funding for the restoration of rail was not announced on March 14th, we are very encouraged by your comments acknowledging the importance of the corridor and the need to preserve it as much as possible for future use. A critical element in preserving the corridor will be ensuring that the corridor is properly maintained so there is no further deterioration of the right of way.

Given limited resources, the ICF has focused primarily on activities required to keep the corridor in compliance with track safety rules and making those repairs necessary to maintain the integrity of the corridor. Despite those efforts, the corridor has experienced significant deterioration over the past several years.



To slow or stop the deterioration of the corridor we are proposing that a comprehensive maintenance and cleaning program be undertaken and have attached a proposed program and budget for your review and consideration.

The program has been based on known deficiencies identified by the ICF and condition issues identified in the 2020 Island Rail Corridor Condition Assessment (IRCCA) undertaken by WSP on behalf of the Ministry of Transportation and Infrastructure.

The program will be managed by the ICF and will require funding from the province.

To be clear, what is being proposed is a critical element in preserving and protecting the corridor so that it is available for future use, regardless of what that use is, and is not targeted at rail use. This is a modest investment in protecting a critical and important asset and demonstrates to the people of Vancouver Island that the province recognizes the importance of protecting it.

We can appreciate there are a lot of issues surrounding the future of the corridor, and we respectfully request that we meet as soon as possible to discuss those issues, however, we do not want to delay your consideration of our requested legal capacity funding or our proposed maintenance program.

We look forward to your early response on these issues.

Sincerely,

Aaron Stone and Charlene Everson
Co-Chairs
Island Corridor Foundation

Cc:
Kaye Krishna
Deputy Minister
Transportation & Infrastructure

Kevin Richter
Assistant Deputy Minister
Transportation & Infrastructure

Janelle Staite
Deputy Director, South Coast Region
Transportation & Infrastructure

Island Corridor Foundation Board of Directors



Island Corridor Maintenance and Cleaning Program – 2023 – Funding Request

Since 2011 the Island Corridor Foundation has undertaken a minimum level of maintenance on the rail corridor on Vancouver Island. Given limited resources, the foundation has focused primarily on activities required to keep the corridor in compliance with track safety rules and making those repairs necessary to maintain the integrity of the corridor.

The Corridor has suffered considerable deterioration since the suspension of rail service in 2011 and requires considerable work to stop further deterioration. While the work outlined in this proposal will slow further deterioration it is also required to prepare the corridor for future development, so it is also an early investment in the overall development of the corridor regardless of its future use and can be completed while planning for the corridor is underway.

The proposed Maintenance and Cleaning program includes cleaning and brushing most of the corridor, manicuring areas within urban areas, stabilizing and improving known washout areas, and bridge stabilization. The program will also allow for increased track patrols to inspect and monitor issues that could impact public safety and/or the corridor such as watercourse, culverts, and rock stabilization and to allow for immediate repair.

The program will be undertaken and managed by the ICF and is estimated to cost approximately \$1.83 million in its first year. The program envisions two full-time employees dedicated to the program and will utilize a combination of ICF-owned equipment and purchased services to complete the work.

This program should be implemented as soon as possible to allow for hiring, scheduling of work around fire and nesting season, and securing the necessary purchased services to complete the work in 2023.

The Program

The program has been based on known deficiencies identified by the ICF and condition issues identified in the 2020 Island Rail Corridor Condition Assessment (IRCCA) undertaken by WSP on behalf of the Ministry of Transportation and Infrastructure.

The IRCCA noted the condition of the corridor as poor to fair and cited among other things, uncontrolled vegetation control within and adjacent to the rail corridor as one of the main issues contributing to its condition. Uncontrolled vegetation can result in significant deterioration to the right of way as plants and shrubs undermine the integrity of the right of way through soil erosion, cause a reduction of drainage properties, contribute to blocked culverts, increase snow accumulation in the winter, and increase fire hazards through the summer. In addition, left unchecked vegetation will create unsafe visibility conditions for anyone using portions of the corridor.

The IRCCA also identified washouts that have occurred on the corridor over the past several years. A good portion of the corridor follows tributaries and as such washouts are an ongoing danger to the integrity of the corridor. Left unchecked washouts can and will destroy those areas resulting in unsafe conditions that will require significantly more funding to rebuild than if they are addressed and properly managed at the time they are found.

IRCCA

Victoria subdivision is in better condition than the Port Alberni subdivision, as the PMP is not in place on the Port Alberni subdivision. The overall condition of the vegetation along the railway corridor ranges between Fair and Poor.

Below, Table 3: Vegetation Condition by Segment shows the average condition of the vegetation broken down by segment. For further detail on the condition of the vegetation and inspection reports, see Appendix A: Track Condition Assessment Report.

Table 3: Vegetation Condition by Segment

<i>Segment 1: Victoria to Langford</i>	<i>Fair</i>
<i>Segment 2: Langford to Duncan</i>	<i>Fair – Poor</i>
<i>Segment 3: Duncan to Nanaimo</i>	<i>Fair</i>
<i>Segment 4: Nanaimo to Parksville</i>	<i>Fair</i>
<i>Segment 5: Parksville to Courtenay</i>	<i>Fair - Poor</i>
<i>Segment 6: Parksville to Port Alberni</i>	<i>Poor</i>
<i>Wellcox Yard</i>	<i>Good</i>

Vegetation Condition Example Photos – IRCCA Report April 2020

Fair



Poor





2023 Operating Budget

s. 21

From:

To: Eby.MLA, David LASS:EX (David.Eby.MLA@leg.bc.ca); OfficeofthePremier, Office PREM:EX (Premier@gov.bc.ca); Minister, IRR IRR:EX (IRR.Minister@gov.bc.ca); Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca); Minister, ENV ENV:EX (ENV.Minister@gov.bc.ca); Minister, WLRS WLRS:EX (WLRS.Minister@gov.bc.ca); Furstenau.MLA, Sonia LASS:EX (Sonia.Furstenau.MLA@leg.bc.ca); Olsen.MLA, Adam LASS:EX (Adam.Olsen.MLA@leg.bc.ca); Horgan.MLA, John LASS:EX (John.Horgan.MLA@leg.bc.ca)

Subject: 316837 Incoming - HALT the Goldstream Median Barrier Widening Project-THERE ARE OTHER OPTIONS

Sent: 03/28/2023 20:17:14

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

In regards to the Highway 1 – Malahat Safety Improvements, Goldstream Median Barrier Widening Project

It is with great dismay that I heard about the widening of the highway parallel to Goldstream Park not through any extensive public participation by the BC government, (which was only one month in duration from August 20 to September 20, 2020 during the height of the pandemic) but from the news media and Tsartlip First Nation member Carl Olsen and supporters, who have been making known to the public this travesty that is about to unfold by rallying at the entrance of the park on Tuesdays at mid-morning.

An excerpt from the Times Colonist, <https://www.timescolonist.com/local-news/protesters-worried-malahat-upgrades-will-harm-ecosystem-6723626>:

Goldstream River is an important food source for members of WSÁNEĆ communities in the winter when salmon is smoked, he (Carl Olsen) said.

“There are so many people that depend on it for food security through the winter.”

Chinook, coho and chum salmon are all found in the river, he said.

He is worried that a planned concrete wall near the park entrance will take up a “large amount of the stream” and remove salmon spawning beds.

As well, 700 to 800 trees including Douglas fir, cedar and maple, are expected to come down, Olsen said.

Birds nest in the trees, which provide shade for young salmon in the river and keep the water temperature cool enough for them to survive, he said.

“I can’t believe that they don’t think of these things.”

The province has explained it is making the changes because the Malahat highway is unsafe, he said, but “it’s not the highway that is unsafe, it is the drivers that are unsafe.”

Viewing the video showing a majestic, trickling stream with a canopy of mossy covered trees and lush understory morphing into the river decimated by a concrete barrier in no way shows the mis-named “improvement” of enhancing and protecting the existing park trail or trail network connections. This construction would undoubtedly damage the stream extensively, the spawning grounds, critical habitat for biodiversity, intensify climate change within this ecosystem and all the while continue to invade the culture of local First Nations.

I implore the BC Government to:

Halt the proposed Goldstream Median Barrier Widening project and engage meaningful consultation with First Nations and extensive public participation.

Promote the safety by increased traffic enforcement of vehicle speed limits and improper vehicle operation.

Enhance left hand turns from Finlayson Arm Road with a middle left turning lane to safely merge into south bound traffic. (side note: this type of lane as is near the park office at the southern end of the park would be a benefit to the south Shawnigan Lake turn off which is probably the highest accident site with the highest fatality on this entire stretch of highway)

Plan and promote higher transit options for communities to access other regions with more regular scheduled public transit buses throughout the day and moving forward with light rail transit.

Thank you for this consideration,

s. 22

From:

To: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)

Subject: 316842 (B 316355) - (no subject)

Sent: 03/29/2023 02:52:49

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Dear Minister Fleming,

It is time to convert the E&N rail bed to a beautiful multi-use trail.

I have been following the progress of many rail right-of ways that are being converted to walking/biking trails across North America. There are over two thousand of them. I am excited that these are places I will choose to visit in the coming years to tour on bicycle burning minimal carbon.

I have biked the new rail corridor that connects Goldstream Park to Shawnigan Lake and I know I will not bike that trail again because it is not an old rail bed and is so steeply contoured. As an avid pedal biker I will generally choose to bike one and a half times farther if the route is significantly flatter even if the route is busier and less safe. I know that bikers will love the contours of the E&N Corridor as it is so flat. Those contours warmly invite bikers and walkers to enjoy them.

Another delight for me when I bike is stopping at communities and businesses along the way to eat and explore. Many E&N communities and first nations would benefit from people using the trail and stopping in along the way.

s. 22

s. 22 It only took a maximum of 100 passengers per day whereas I think the Galloping Goose trail in Victoria has over five thousand bikers and walkers every day. I have many relatives along the island that I would love to visit regularly by bike.

For safety reasons, the E&N railway has been closed for almost ten years. There is no business plan to restore the rail service and the studies that have been completed show that massive costs and subsidies would be needed to restore old style rail service. Modern rail service would be virtually impossible because of the need to re-design and straighten the rail bed. Over two hundred road crossings would also demand expensive upgrades.

For climate change, tourism and economics for public health and wellness, please make the E&N corridor a wonderful multi-use trail.

Sincerely,

s. 22

Honourable Rob Fleming
 Minister of Transportation and Infrastructure
 PO Box 9055, Stn Prov Govt
 Victoria BC V8W9E2
 CANADA



Dear Minister Fleming,

I am writing to support the repatriation of E&N right-of-way land to the Snaw-Naw-As First Nation.

The E&N Railway is an unrealistic transportation option and not a viable choice for the future of Vancouver Island. (By the time VIA Rail shut down the passenger service altogether in 2011, the E&N Railway had the least traffic per kilometer of any short-line Canadian railroad, according to the B.C. government's 2010 assessment.)

The 11 acre (approximate) right-of-way should revert back to the Snaw-Naw-As First Nation so it can pursue important housing development, cultural and economic opportunities on the land.

Also, the rights of the First Nation were not considered when the land was first appropriated. E&N (CPR)'s authority to "take possession of, use or occupy" Crown lands was pursuant to section 172 of the Railway Act, R.S.C. 1906, c.37 ("1906 Railway Act"). I consider this to be a form of theft.

Control over the roughly 11-acre right-of-way through its reserve should revert back to the First Nation for its own economic and cultural benefit.

I understand that, due to the large volume of mail you receive, my correspondence might not prompt a reply nor even be read by the intended recipient, but I hope it contributes, in some small way, to the accumulation of support for the repatriation of Snaw-Naw-As land.

Thank you for the opportunity to express my opinion.

*response. Can include: - thanks for sharing opinion.
 - Trust that you have seen the news, but in case not,*

March 21, 2023

the land has been reverted.



Hon. Murray Rankin, K.C.
Minister of Indigenous Relations and Reconciliation
Room 323 Parliament Buildings
Victoria, BC V8V 1X4
CANADA

March 23, 2023

Dear Minister Rankin,

I am writing to support the repatriation of E&N right-of-way land to the Snaw-Naw-As First Nation.

The E&N Railway is an unrealistic transportation option and not a viable choice for the future of Vancouver Island. (By the time VIA Rail shut down the passenger service altogether in 2011, the E&N Railway had the least traffic per kilometer of any short-line Canadian railroad, according to the B.C. government's 2010 assessment.)

The 11 acre (approximate) right-of-way should revert back to the Snaw-Naw-As First Nation so it can pursue important housing development, cultural and economic opportunities on the land.

Also, the rights of the First Nation were not considered when the land was first appropriated. E&N (CPR)'s authority to "take possession of, use or occupy" Crown lands was pursuant to section 172 of the Railway Act, R.S.C. 1906, c.37 ("1906 Railway Act"). I consider this to be a form of theft.

Control over the roughly 11-acre right-of-way through its reserve should revert back to the First Nation for its own economic and cultural benefit.

I understand that, due to the large volume of mail you receive, my correspondence might not prompt a reply nor even be read by the intended recipient, but I hope it contributes, in some small way, to the accumulation of support for the repatriation of Snaw-Naw-As land.

Thank you for the opportunity to express my opinion.

From: Ministre / Minister (ECCC) (ministre-minister@ec.gc.ca)

To: paul@nalt.bc.ca

Cc: mintc@tc.gc.ca; minister-ministre@infc.gc.ca; Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca); lisamarie.barron@parl.gc.ca

Subject: 316559 Reply from the Honourable Steven Guilbeault, Minister of Environment and Climate Change - MIN 297682

Sent: 03/31/2023 15:49:26

Attachments: SIGNED REPLY - Gaudry & Locke - MIN-297682.pdf, Gaudry and Locke - March 14, 2023.pdf

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.



MAR 31 2023

Mr. Dean Gaudry
Ms. Nina Locke
Co-Chairs, Board of Directors
Nanaimo and Area Land Trust
c/o Mr. Paul Chapman
Executive Director
paul@nalt.bc.ca

Dear Mr. Gaudry and Ms. Locke:

Thank you for your letter of March 14, 2023, written in support of funding to restore the Island Rail Corridor, formerly known as the Esquimalt and Nanaimo Railway Corridor, in British Columbia.

Through Canada's 2030 Emissions Reduction Plan, the Government of Canada is committed to taking action to reduce emissions in the rail sector, and transportation broadly, via a whole-of-government strategy. An efficient and clean transport sector is essential to support a strong and competitive economy, while minimizing the pollution caused by the movement of people and goods. That is why the federal government is working with the rail industry through a memorandum of understanding with the Railway Association of Canada to reduce emissions from locomotives.

The Honourable Omar Alghabra, Minister of Transport, is responsible for rail infrastructure projects and is leading discussions with the rail sector on reducing their greenhouse gas emissions. I note that you have also addressed your correspondence to him.

.../2

- 2 -

I appreciate being made aware of the concerns of the Nanaimo and Area Land Trust. Please accept my best regards.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Steven Guilbeault', with a long horizontal flourish extending to the right.

The Honourable Steven Guilbeault, P.C., M.P. (il/lui/he/him)

c.c.: The Honourable Omar Alghabra, P.C., M.P.
The Honourable Dominic LeBlanc, P.C., K.C., M.P.
The Honourable Rob Fleming, M.L.A.
Ms. Lisa Marie Barron, M.P.

From: [Guilbeault, Steven - Député](#)
Sent: Tuesday, March 14, 2023 7:39:28 PM
To: [Ministre / Minister \(ECCC\)](#)
Subject: TR: E&N Railway concerns
Sensitivity: Normal

De : Paul Chapman <paul@nalt.bc.ca>
Envoyé : 14 mars 2023 18:23
À : Alghabra, Omar - M.P. <Omar.Alghabra@parl.gc.ca>; Guilbeault, Steven - Député <Steven.Guilbeault@parl.gc.ca>; LeBlanc, Dominic - député <dominic.leblanc@parl.gc.ca>; Minister.Transportation@gov.bc.ca
Cc : Mayor Leonard Krog <Leonard.Krog@nanaimo.ca>; premier@gov.bc.ca; sheila.malcolmson.MLA@leg.bc.ca; Barron, Lisa Marie - M.P. <lisamarie.barron@parl.gc.ca>
Objet : E&N Railway concerns

Dear Ministers,

Please find attached a letter in support of maintaining and improving the E&N rail corridor on Vancouver Island.

Please let me know if you have any questions.

Take care,

Paul Chapman

Nanaimo & Area Land Trust

www.nalt.bc.ca

250-714-1990

I acknowledge with gratitude that NALT is located in the territory of the Snuneymuxw People.



Our Mission: to support, promote and protect the natural values of land and water in our area.

March 14th, 2023

To: Hon. Omar Alghabra
Minister of Transport
Canada

Hon. Steven Guilbeaut
Minister of Environment and Climate Change
Canada

Hon. Dominic LeBlanc
Minister of Intergovernmental Affairs, Infrastructure and Communities
Canada

Hon. Rob Fleming
Minister of Transportation and Infrastructure
British Columbia

Dear Ministers,

We are sending this letter on behalf of the Nanaimo & Area Land Trust (NALT) to encourage you to agree to provide the funding to restore the railway between Victoria and Courtenay on Vancouver Island (known locally as the E&N railway).

NALT has been operating since 1995 to fulfill our mission – to support, promote and protect the natural values of land and water in our area. Railway transportation fits within that mission.

The E&N railway arose from the promise of confederation and resulted in the transfer of 1/5 of the area of Vancouver Island to private hands to realize. This transfer, known as the E&N Land Grant, has created a number of challenges for the conservation of natural values and achieving national goals for biodiversity targets on Vancouver Island, with the only common benefit being the completion of the railway. We now face losing that common benefit if funding to restore the railway is not secured by the Court set deadline of March 21st, 2023.

A well-run rail service provides a safe and environmentally sound mode of transportation of goods and people when compared to highways. The current and projected increase in population on Vancouver Island will only strengthen the case for rail transport. The opportunity to alleviate the growing congestion experienced when travelling to and from Victoria is best realized by rail. The reduction in carbon emissions that would result from the railway functioning will reduce the number of private and commercial vehicles on the roads and this is an essential part of reducing greenhouse gas emissions.



Our Mission: to support, promote and protect the natural values of land and water in our area.

If we lose the rail corridor, we will face a much more daunting and expensive challenge to secure the required lands to restore the service. The railway exists, the need is apparent, and the population is growing. The railway is critical to creating resilient Vancouver Island communities in the face of climate change.

Sincerely,

Dean Gaudry, NALT Co-Chair

Nina Locke, NALT Co-Chair

Cc: Hon. David Eby, Premier of BC; Hon. Lisa Barron, MP for Nanaimo-Ladysmith; Hon. Sheila Malcolmson, MLA for Nanaimo; Mayor Leonard Krog, City of Nanaimo.

From s. 22

To: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca); Minister, FIN FIN:EX (FIN.Minister@gov.bc.ca); Minister, SDPR SDPR:EX (SDPR.Minister@gov.bc.ca); TRAN Deputy Minister TRAN:EX (TRANDeputyMinister@gov.bc.ca); Deputy Minister ENV:EX (DM.ENV@gov.bc.ca); Baskerville, Shannon EMLI:EX (Shannon.Baskerville@gov.bc.ca); Arend, Elenore EAO:EX (Elenore.Arend@gov.bc.ca); FOR Deputy Minister's Office FOR:EX (FLNR.DMO@gov.bc.ca); WLRS.DMO@gov.bc.ca

Subject: 316994 Incoming - Bring RAIL Back to the Island!

Sent: 04/04/2023 20:37:32

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

People in power of the province I so greatfully have called home for my entire life,

I am writing to all of you as s. 22

I was recently informed that there is a deadline to decided whether or not we should restore the rail lines in the BC or get rid of them and I became frantic hoping to share my voice before then.

I myself personally believe that restoring rail service on the island would be one of the most beneficial things you could do. We are all struggling financially - why not reintroduce an alternative form of transportation that is cheaper than a car and can take you further than a bus. Let's face it our roads need work every year anyways, so what's the big deal if we have to fix some railway lines?

Wouldn't it be nice to have less cars on the road? To offer a UNIQUE form of transportation. I bet it would bring in huge bucks for tourists. And you could offer affiliate programs with businesses and agencies to get more people working!

These are some environmental benefits:

Rail produces 1/3 the CO2 emissions vs that of private vehicles.

Freight rail service means less trucks are on the highways which equates to reduced infrastructure maintenance costs and lower greenhouse gas emissions.

The Provincial Government just stepped-up targets to meet their CleanBC Act by 2030 – rail provides a transportation option that will help us meet those targets.

With population growths in many Island communities (5.2% – Langford, Nanaimo – 2.4%, Sooke & View Royal – 2.5%, Tofino – 7.1%) outpacing those of most regional districts in other parts of BC a modal shift is necessary to help ensure environmentally sound trains are our best option.

Restoring rail will also play a vital role in active transportation by continuing to build trails. Working with the Regional Districts and First Nations, to date, there are over 100km of trails that have been constructed with rail on the corridor and growing. It doesn't have to be one or the other, we can have both.

Social Equity Benefits

Provision of a transportation option that helps ensure accessibility for our elderly, lower income individuals and young people.

50% of Island residents live north of the Malahat making the provision of safe and efficient transportation options between communities vital.

The ICF along with local governments along the corridor support the continued development of rail-with-trails, particularly as it will increase options for active, non-motorized transportation routes within and between Island communities and overall will enhance the travel experience.

Rail can help keep people and communities connected.

Efficiency and Reliability Benefits

Rail provides an extension to other transportation options including transit and ride sharing services – it makes sense to utilize ALL options together.

Passenger rail service is a reliable, safe and efficient alternative to the trans Canada Highway.

According to the Provinces South Island Transportation Study, travel from Mill Bay to Victoria will take 87 – 144 minutes by 2038. Today it takes 43-70 minutes.

The Island Corridor Foundation agrees with the baseline assumptions made in the recent Government Assessment released in March of 2020. The ICF does not agree with the 100% contingency added to this cost. The numbers are simply not a reasonable reflection of the true cost to restore our rail service.

It just makes sense to remove cars and trucks from our Highways, it's safer, it will improve our transit times and it will help us meet our environmental targets.

Rail is making a resurgence in other parts of Canada and all over the world. Why not on Vancouver Island?

It is time we do something good for BC, that will bring us back to our roots. Something that will help save our beautiful province before it is too late. Im at the age where I can either have children or forgo that dream and you know, right now, in the state of the country and our province and this Island I am just not sure I want to bring a little me into this world. It scares me, as that used to be my dream.

Sincerely,

s. 22

From: s. 22
To: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)
Subject: 317120 FYI - Vancouver Island Rail Transit
Sent: 04/03/2023 17:18:21
Attachments: s. 22
Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Dear Minister of Transportation,

The attachment is an update and combines the two previous documents into one.

The existing freight rail operation could be moved from the Nanaimo Downtown to Duke Point. Moving the propane depot to Duke Point as well would eliminate the need for a rail connection to the main line. This allows the Nanaimo Downtown lands to be redeveloped and the right of way through the reserve returned to the Snuneymuxw First Nations.

The Port of Vancouver statistics for February 2023 shows 89% of the container ships are direct to berth and an average dwell time of 2.1 days for those ships that need to anchor to wait for a berth. Shipping a container by rail and sea from Port Alberni to the Lower Mainland would not be beneficial.

One of the main problems in Canada is freight rail interferes with passenger rail. The West Coast Express cannot run all day as there is too much freight rail in the way. Passenger rail service on Vancouver Island should have its own right of way with no interference from freight.

Thank you for your time.

Sincerely,

s. 22

From: Smith, Carrie LASS:EX (Carrie.Smith@leg.bc.ca)
To: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)
Cc: Champion, Ella D MOTI:EX (Ella.D.Champion@gov.bc.ca); Derksen, Lory LASS:EX (Lory.Derksen@leg.bc.ca)
Subject: 317194 - Vancouver Island Rail
Sent: 04/17/2023 16:16:45
Attachments: image001.png
Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Good morning,

Our office has been asked for information on the announcement of the study for rail transportation on Vancouver Island. They are wondering how the \$18 million will be spent and who can access it.

Are you able to provide any details that we can pass along?

Thanks,

Carrie Smith

Constituency Assistant to;
MLA John Rustad
Nechako Lakes
183 First Street, PO Box 421
Vanderhoof, British Columbia V0J 3A0
Office: (250) 567-6820
E-mail: Carrie.Smith@leg.bc.ca

From: OfficeofthePremier, Office PREM:EX (Premier@gov.bc.ca)
To: s. 22
Cc: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)
Subject: 317241 FYI - RE: In support of the Vancouver Island Rail Corridor
Sent: 04/17/2023 23:04:38
Attachments: IslandCorridorRailEby003.pdf
Message Body:

Dear s. 22

Thank you for your email regarding the Island rail corridor. We appreciate your taking the time to share your thoughts on this important matter.

Our government understands and supports the need for a reconciliation-based approach when considering the future of the Island Rail Corridor. We are committed to working with First Nations and local governments to develop and advance a shared vision for the corridor.

As recently announced by the Honourable Rob Fleming, Minister of Transportation and Infrastructure, the Province has committed \$18 million to allow for future corridor planning involving affected First Nations and Regional Districts. This funding will also allow First Nations to assess identified concerns, such as noise, flooding and safety issues where the corridor crosses their land.

For more information, you may be interested to read the Minister's statement at the following link: <https://news.gov.bc.ca/releases/2023MOTI0030-000316>

On your behalf, we have provided a copy of your message to the Honourable Rob Fleming for his review and consideration.

Thank you, again, for writing. It was good to hear from you.

cc: Honourable Rob Fleming

From: s. 22
Sent: Saturday, March 11, 2023 10:25 PM
To: OfficeofthePremier, Office PREM:EX <Premier@gov.bc.ca>
Subject: In support of the Vancouver Island Rail Corridor

Dear Mr Premier,

Please find attached my official signed letter in support of the Vancouver Island Rail Corridor.

Thank you for considering this project!!

s. 22

Regarding the Vancouver Island Rail Corridor

Honourable Premier Eby,

I'm writing you this letter today as a big supporter of the Vancouver Island Rail Corridor, specifically the Island Corridor Foundations business case to restore Rail based services to Vancouver Island, British Columbia Canada, Canada's most western Ports, the Port of Alberni and the Port of Nanaimo.

I would implore you to recognize the Island Rail Corridor for the 289km long historical site, and much needed transportation Corridor that it is needed now and into the future for Vancouver Island, British Columbia and Canada.

As is written on their web site "The Island railway was originally incorporated on September 27, 1883 by the E&N Railway Company, led by Sir Robert Dunsmuir, a renowned British Columbia (BC) coal baron and politician."

The Vancouver Island Corridor connects from Courtenay all the way to Victoria and intersects with the Parksville to Port Alberni line too! Both corridors are pre-existing! Originally built between 1883 and 1887, the railway corridor is in itself a 289km museum. The corridor connects every town and city along its path on an established right of way.

The Vancouver Island corridor does not require creating an alternate route like all the previous attempts tried and failed to do. It doesn't require blasting or bridging over watersheds or spending billions on a tunnel like they've had to do in Vancouver for Skytrain. It will relieve the pressure to expand the roads with yet another extremely costly lane.

The corridor represents an amazing reconciliation opportunity to address the historical grievances emanating from the land grants, and that should not be ignored by the Government.

The Vancouver Island Railway is a gift to Vancouver Island from the past wrapped in controversy and strong feelings, but no one can deny that is just what Vancouver Island needs for 2023!

Increased mobility and independence for seniors and anyone with accessibility needs, Increased safety, comfort, and gained productive time for everyone travelling on the train, Lower travel and insurance expenses or live without a car at all! Fuel independence! Save money for rent,

medications, food, cloths, education, and other essentials. Gain a farther reach to find work or to find a less expensive place to live.

Have space to distance, play, entertain, nap, work, or just stare out the window as nature scrolls by.

Most First Nations, the B.C. Government, Regional Districts and every Mayor in B.C Supports it along with residents by a landslide.

Please support development of the Vancouver Island Railway Corridor.

Signed

s. 22

From: TRAN Corporate Writing Services TRAN:EX (TRANWritingServices@gov.bc.ca)
To: Wieczorek, Chris MOTI:EX (Chris.Wieczorek@gov.bc.ca)
Cc: Champion, Ella D MOTI:EX (Ella.D.Champion@gov.bc.ca); Brownsey, Sophia MOTI:EX (Sophia.Brownsey@gov.bc.ca); Harrison, Veronica MOTI:EX (Veronica.Harrison@gov.bc.ca); Shepard, Aaron TRAN:EX (Aaron.Shepard@gov.bc.ca)
Subject: 317194 WS-MO Background Apr 19 - Smith / Vancouver Island Rail
Sent: 04/19/2023 17:39:09
Attachments: 317194 - Vancouver Island Rail.msg, 317194.docx
Message Body:

Hello,

I just wanted to flag the attached bullets, which we just sent back to your office via eApprovals for you to send to MLA Rustad's office- the Associate DM has approved.

Thanks,

Maija Liinamaa
Correspondence Coordinator / Corporate Writing Services
Ministry of Transportation and Infrastructure
5B-940 Blanshard Street / Victoria, BC V8W 9T5
Phone: 778 974-5318

Visit the CWS site for writing advice, templates, and more

Carrie Smith, Constituency Assistant to
John Rustad, MLA
Nechako Lakes
carrie.smith@leg.bc.ca

317194 - Island Rail Corridor

Dear Carrie Smith:

You asked if there was additional public information to share about the provincial government's \$18-million commitment to corridor planning along the Island Rail Corridor.

The only information available for release right now appears in [Minister Fleming's statement on March 14, 2023](#). It notes that:

- The provincial government has committed \$18 million to allow for future corridor planning involving affected First Nations and regional districts.
- In addition to corridor planning, this funding will also allow these groups to assess safety, flooding, noise, and other concerns they may have related to the corridor.

The ministry will be sure to publicize new information as it becomes available.

Sincerely,

Office of the Minister
Ministry of Transportation and Infrastructure.

From: Smith, Carrie LASS:EX (Carrie.Smith@leg.bc.ca)
To: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)
Cc: Champion, Ella D MOTI:EX (Ella.D.Champion@gov.bc.ca); Derksen, Lory LASS:EX (Lory.Derksen@leg.bc.ca)
Subject: 317194 - Vancouver Island Rail
Sent: 04/17/2023 16:16:45
Attachments: image001.png
Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Good morning,

Our office has been asked for information on the announcement of the study for rail transportation on Vancouver Island. They are wondering how the \$18 million will be spent and who can access it.

Are you able to provide any details that we can pass along?

Thanks,

Carrie Smith

Constituency Assistant to;
MLA John Rustad
Nechako Lakes
183 First Street, PO Box 421
Vanderhoof, British Columbia V0J 3A0
Office: (250) 567-6820
E-mail: Carrie.Smith@leg.bc.ca

From: OfficeofthePremier, Office PREM:EX (Premier@gov.bc.ca)
To: s. 22
Cc: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)
Subject: 317251 FYI - Regarding restoring Vancouver Island Rail
Sent: 04/17/2023 23:08:19
Attachments: Support VI Rail Premier Eby.pdf
Message Body:

Dear s. 22

Thank you for your email regarding the Island rail corridor. We appreciate your taking the time to share your thoughts on this important matter.

Our government understands and supports the need for a reconciliation-based approach when considering the future of the Island Rail Corridor. We are committed to working with First Nations and local governments to develop and advance a shared vision for the corridor.

As recently announced by the Honourable Rob Fleming, Minister of Transportation and Infrastructure, the Province has committed \$18 million to allow for future corridor planning involving affected First Nations and Regional Districts. This funding will also allow First Nations to assess identified concerns, such as noise, flooding and safety issues where the corridor crosses their land.

For more information, you may be interested to read the Minister's statement at the following link: <https://news.gov.bc.ca/releases/2023MOTI0030-000316>

On your behalf, we have provided a copy of your message to the Honourable Rob Fleming for his review and consideration.

Thank you, again, for writing. It was good to hear from you.

cc: Honourable Rob Fleming

From: s. 22
Sent: Monday, March 13, 2023 11:40 AM
To: OfficeofthePremier, Office PREM:EX <Premier@gov.bc.ca>
Subject: FW: Regarding restoring Vancouver Island Rail

Dear Premier Eby
Please find attached my letter in support of Vancouver Island Rail.

Sincerely
s. 22

Dear Premier Eby

Re: Vancouver Island Rail and pending B.C. Court of Appeal deadline

Your attention to this letter, which is in support of reinstating active rail service throughout the Vancouver Island Rail Corridor, is greatly appreciated.

We ask that the Government of Canada urgently make that happen by taking these two steps:

- Firstly, and critically, address the necessary consultation, accommodation, and reconciliation that needs to be undertaken with Vancouver Island First Nations in order to resolve historical grievances and issues emanating from the E&N land grants.
- Secondly, agree on a plan with the Province of British Columbia for a modern railway service.

As you are likely aware, VIA Rail suspended service in 2011 due to safety concerns. The ICF has failed to secure ongoing investment to return the entire railway in the corridor to active service, with the goal of connecting and building communities.

In September 2021, in the matter of Snaw-Naw-As First Nation (SNA) v. Attorney General of Canada and Island Corridor Foundation, the B.C. Court of Appeal set a deadline of March 14th, 2023, after which, the B.C. Supreme Court would hear arguments to extinguish the rail right of way, placing the responsibility with Canada: “[100] ...I consider a period of 18 months from the date of this judgment sufficient for Canada to determine whether it will approve funding for infrastructure improvements on the segment of the corridor that includes the SFN Reserve. If it determines not to approve funding or does not make a determination on or before that time, the appellant will be entitled to return to court to enforce its right of reversion.”

The residents of Vancouver Island recognize that a loss of the railway will lead to significant negative environmental and economic impacts for future generations.

There are several factors that heighten the urgency of addressing this issue immediately:

1. This initiative represents a tremendous opportunity for the Federal and Provincial governments to prioritize reconciliation with the First Nations along the rail corridor.
2. Transportation options for the residents of the Island are extremely constrained. The current options are restricted to automobiles or extremely limited and expensive and/or slow bus service.
3. The highway system is facing delays and blockages due to growing traffic congestion, increasingly severe weather, and accidents. There is, in many areas, only one road in and out. When these links are slowed or closed individuals could be late to work or school, miss critical appointments like medical treatment, and miss ferry sailings. Most crucially many communities run the risk of shortages of food, supplies, and fuel while crippling the ability of first responders to reach victims.

Why this is important

4. At almost 900,000 residents, we have experienced explosive population growth. But economic development within our communities is heavily dependent on access to safe, efficient, and cost-effective transportation, whereas the current highway system is nearing or exceeding capacity in many areas.

5. The costs of adding highway capacity, both in construction and in environmental losses including precious parkland and wetlands, are horrendously high (\$1 billion+ to build through or around the Malahat section through Goldstream Provincial Park alone) and are no longer aligned with the vision of a positive environmental future held by our society.
6. We will benefit from greater efficiencies in the movement of freight and passengers, and co-existence with other transportation alternatives including trail networks. This presents a compelling case for climate action and will contribute far fewer GHG emissions per capita compared to road transportation.
7. There are a growing number of successful examples in the United Kingdom, Germany, and the USA of restored, revitalized rail lines in regions similar to Vancouver Island that could be followed. There are also examples in Canada of First Nations' involvement with and equal ownership of rail (Hudson's Bay Railway to Churchill, MB, Algoma Central Railway in Ontario, and Tshiuetin Rail Transportation in Quebec and Newfoundland and Labrador).
8. Revitalizing rail on Vancouver Island could also be the key to unlocking Port of Vancouver congestion while growing our economy through resolving supply chain issues: by enabling Port Alberni to serve as a container port where containers would be loaded on/off railcars and moved to/from the mainland.

We note, and thank, the strong and dynamic investments being made by the Government of Canada in green transportation infrastructure, including the SkyTrain extensions, the new VIA Rail corridor fleet, and the High-Frequency Rail initiative. Concluding an agreement to revitalize Vancouver Island rail would be in both the spirit and letter of the direction the Government is taking.

We also are aware that it was the Federal Government that rescued the railway in 2002 when it was similarly threatened with abandonment. That action set the stage for and enabled the creation of the ICF, and the return of the ownership of the railway corridor to the people of Vancouver Island. The ICF employees, which are answerable to the Board made up of representatives from Vancouver Island Regional Districts and First Nations, can facilitate the rebuilding of the railway better than it was before, with service that meets our needs now and into the future. And which can ensure that the agreement being sought will be executed fairly, sensibly, respectfully, responsibly, and successfully.

This is an endeavour for which your support is critical, and on which hinges the future of safe, equitable, and reliable transportation on Vancouver Island. The rail corridor is still there, for now, and with the commitment from the governments of Canada and British Columbia, we look forward to realizing the benefits of active rail throughout the corridor to serve future generations.

Together, we stand at a strategic crossroads – It is time to think differently and move forward with rail.

s. 22

s. 22

I urge you to consider the value in this railway and in this rail corridor.

Respectfully yours,

s. 22

s. 22

From:

To: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)

Subject: 317281 FYI - Train line?

Sent: 04/19/2023 22:49:35

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

s. 22

I got a a good idea for the train system? Put a light rail system or something like they have in place in Vancouver? It would work on Vancouver island!

Sent from my iPad

s. 22

From:

To: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca); Popham.MLA, Lana LASS:EX (Lana.Popham.MLA@leg.bc.ca); elizabeth.may@parl.gc.ca; executiveassistant@tsawout.ca; kevin.falcon@bcliberals.com; mayor@saanich.ca; OfficeofthePremier, Office PREM:EX (Premier@gov.bc.ca); susan.brice@saanich.ca; tc.ministeroftransport-ministredestransports.tc@tc.gc.ca

Subject: 317325 FYI - Vancouver Island Rail-YES!

Sent: 04/22/2023 21:33:27

Attachments: IMG_1470.jpg

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Times Colonist Editorial
Saturday, April 1, 2023

Constituents comments below:

To All Levels of Government

s. 22

This is a solution made for potential Island commuters/tourists.
It's a pragmatic solution to a densely, linear populated corridor that is in dire need from all levels of government. Greyhound Bus Service has abandoned Vancouver Island. Condominiums are being built creating more density with more vehicles. As well, the hot topic of the day, the Environment and emissions.

This is what the taxpayers want/need and each politician/bureaucrat are simply digging in your heels and hoping this issue will wait out your civic terms.

Suggestion: Commuters can pay a toll fee/user fee until the cost are recouped. The Coquihalla Highway tolls were dropped on September, 2008. The tolls collected \$57 million.

It baffles me how Vancouver Island is left out as a result of timid politicians not wanting to cooperate or negotiate with all levels of government.

Regards

s. 22

Don't give up on the tremendous potential of rail on Vancouver Island

JACK PEAKE

A commentary by a former mayor of Lake Cowichan.

Having been one of the founding members of the Island Corridor Foundation, I am both saddened and disappointed that all of the parties that could benefit from the refurbishment of the Vancouver Island Rail Corridor don't seem to be able to recognize the value of this rail corridor.

There is such tremendous opportunity for everyone and everything to gain from refurbishment of the corridor.

The rest of the world has valued rail and continues to increase rail infrastructure at a record pace. I recently watched the video of a £25-billion project in England to increase rail infrastructure in the U.K.

And even on the Lower Mainland, \$5 billion is being spent on a passenger rail project.

Why not Vancouver Island? Consider the potential benefits.

Environmentally it's a "no brainer." Getting cars and trucks off our highways and reducing the need to build more highways is an environmental benefit.

Now let's talk economic benefits. Every station site up and down the corridor is a potential residential and office development location that would house folks and create ease of access to the rail services.

In Duncan, the Cowichan Tribes have a perfect location for a park-and-ride as well as a modern station location. They would also benefit by bringing visitors to their tourist facility.

Consider rail services to Mount Washington both winter and summer, and tourist trains in at least three sections of the corridor.

Port Alberni-Nanaimo would be one of the primary tourist train trips. There is spectacular scenery from the corridor

between Parksville and Port Alberni.

Let's not forget the cruise ship potential. Now let's talk freight. We could remove hundreds of trucks off our highways, reducing air pollution as well as wear and tear on the road surfaces.

Why is it so hard to see the huge benefits from refurbishment of this rail corridor by the parties that would gain the most? There are thousands of job opportunities that all members of our communities would benefit from.

Think of the construction, maintenance, operating and service jobs.

As I've said many times before, Canada lags so far behind in valuing rail that it makes one lament Canada's lack of vision. This should be a "bandwagon" that everyone jumps on. Recent surveys have shown that 75 per cent of the responders are in favour of this.

If the Lower Mainland can receive \$5 billion for a short run, why not invest \$500 million on Vancouver Island's entire rail corridor? Pull in some private investment as well.

All so simple and easy. Vancouver Island is growing in leaps and bounds.

Population heading for a million in the next few years. Invest now for the future.

I'm pleading with everyone who reads this, please email, write or phone your MP, MLA, First Nations chief, mayor and councillor to make this happen.

The province has named a figure of \$18 million for something. Why not use it to plan the process of getting rail up and running, incrementally starting with Langford to Victoria?

Then Duncan to Langford, Duncan to Nanaimo, then Nanaimo to Courtenay and finally Parksville to Port Alberni. Rail is the future. Let's do it now.

Doling out to better scrut

STAN BARTLETT

A commentary by the vice-chair of Grumpy Taxpayers of Greater Victoria, a citizens advocacy group for municipal taxpayers.

When local politicians gather for coffee and a nickel falls on the floor — or so the story goes — heads bump together in the dizzying rush to pick it up.

That's not always what happens in the capital region, though. After doling out community grants, a lack of checks and balances by past councils has led to countless lost nickels.

Here are three costly examples of poor governance practices. None inspire much confidence in the fiscal discipline of local government.

Langford taxpayers are taking a big hit after finding out the wonderful YMCA/YWCA-operated pool and fitness centre is in troubled waters.

The new council — all but one councillor are newbies — has learned the facility accumulated steep losses of \$10 million.

Opened in 2016, the building is owned by Westhills Development, and the City of Langford and the YMCA agreed to lease the facility for 25 years.

Since 2020, Westhills even deferred YMCA/YWCA rent, which has been struggling to attract members during the pandemic, to the tune of \$1.6 million.

The YMCA board has asked Langford to double the yearly subsidy to \$1.9 million or risk it closing in April. That represents a tax increase of 2.5 per cent, substantial in tough times.

Most troubling is a staff report finding that no biannual operating reports on the YMCA finances were ever presented to staff or council since the centre opened.

Clearly, the breakdown in governance rests with the last council, who must have known about serious financial issues. Residents now wonder if there are more legacy revelations to come.

The new Langford council faces some : table deci-

tion
the f
from
Com
in ha
M
Sa
ing a
gomy
rega
with
ance
Th
rial
and
tion
chari
Cana
and 2
Bo
their
retur
2021
that i
board
their
Sid
the fa
\$365/
cent
propo
strict
uted
cent
budge
For
centr
tax sh
tions
Audit
they b
ble st
Sid
to mal
again
agree
ties ar
will li
for an
the m
Las
starts
of \$20
First
year
The
verial
and th
ing re
city gr
annual
Crit

April 26, 2023

s. 22

315789 - Island Rail Corridor

Dear ^{s. 22}

The Honourable Lana Popham, Minister of Tourism, Arts, Culture and Sport, shared with me your email regarding the Island Rail Corridor. I appreciated the opportunity to review your thoughts.

The Island Rail Corridor could play a significant role in Vancouver Island's future as our population grows, and we want to preserve as much of the corridor as possible.

Future use of the corridor, whether it involves rail restoration or not, must be guided by Indigenous participation and perspectives. As part of this reconciliation-based approach, the B.C. and federal governments recently announced that the land along the corridor that lies within Snaw-Naw-As territory will return to the First Nation.

I know people up and down the corridor have different opinions, perspectives and aspirations about what the future looks like. We are committed to working with First Nations and local governments to develop and advance a shared vision for the corridor. The provincial government has committed [\\$18 million to allow for future corridor planning](#) involving affected First Nations and regional districts. This funding will also allow them to assess safety, flooding, noise, and other concerns they may have related to the corridor. As we move forward, our discussions will go hand in hand with reconciliation.

Meanwhile, we continue to invest in transportation improvements for the South Island, as guided by our [South Island Transportation Strategy](#). The strategy was released in fall 2020 and speaks to opportunities for inter-regional transportation choices like rail and transit service between South Vancouver Island and the rest of the island. We are now working with our municipal partners and other key stakeholders on implementation.

Thank you for taking the time to write.

Sincerely,

Sent Via Email

Rob Fleming
Minister

Ministry of Transportation
and Infrastructure

Office of the Minister

Mailing Address:
Parliament Buildings
Victoria BC V8V 1X4

Copy to: Honourable Lana Popham
 Minister of Tourism, Arts, Culture and Sport
 MLA, Saanich South

From: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)
To: s. 22
Cc: Minister, TACS TACS:EX (TACS.Minister@gov.bc.ca)
Bcc: Leaman, Erika TRAN:EX (Erika.Leaman@gov.bc.ca); TRAN SCR CORR TRAN:EX (TRANSCR@gov.bc.ca)
Subject: 315789 - Island Rail Corridor
Sent: 04/26/2023 18:13:09
Attachments: 315789 Incoming - missed opportunity in languishing rail corridor.msg
Message Body:

s. 22

315789 - Island Rail Corridor

s. 22
Dear

The Honourable Lana Popham, Minister of Tourism, Arts, Culture and Sport, shared with me your email regarding the Island Rail Corridor. I appreciated the opportunity to review your thoughts.

The Island Rail Corridor could play a significant role in Vancouver Island's future as our population grows, and we want to preserve as much of the corridor as possible.

Future use of the corridor, whether it involves rail restoration or not, must be guided by Indigenous participation and perspectives. As part of this reconciliation-based approach, the B.C. and federal governments recently announced that the land along the corridor that lies within Snaw Naw-As territory will return to the First Nation.

I know people up and down the corridor have different opinions, perspectives and aspirations about what the future looks like. We are committed to working with First Nations and local governments to develop and advance a shared vision for the corridor. The provincial government has committed [\\$18 million to allow for future corridor planning](#) involving affected First Nations and regional districts. This funding will also allow them to assess safety, flooding, noise, and other concerns they may have related to the corridor. As we move forward, our discussions will go hand in hand with reconciliation.

Meanwhile, we continue to invest in transportation improvements for the South Island, as guided by our [South Island Transportation Strategy](#). The strategy was released in fall 2020 and speaks to opportunities for inter-regional transportation choices like rail and transit service between South Vancouver Island and the rest of the island. We are now working with our municipal partners and other key stakeholders on implementation.

Thank you for taking the time to write.

Sincerely,

Rob Fleming

Minister

Copy to: Honourable Lana Popham
 Minister of Tourism, Arts, Culture and Sport
 MLA, Saanich South

From: TRAN Corporate Writing Services TRAN:EX (TRANWritingServices@gov.bc.ca)
To: TRAN Corporate Writing Services TRAN:EX (TRANWritingServices@gov.bc.ca)
Subject: 315789 Incoming - missed opportunity in languishing rail corridor
Sent: 02/10/2023 22:38:51
Message Body:

From s. 22
Sent: February 8, 2023 2:48 PM
To: Minister, TACS TACS:EX <TACS.Minister@gov.bc.ca>
Subject: missed opportunity in languishing rail corridor

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Dear Honourable Minister,

s. 22 have been dismayed to see the abandonment of the rail line as I have always seen it as a neglected opportunity for profitable tourism.

s. 22

The lack of rail on the replacement Johnson Street bridge and the neglect of the railbed may have sealed the fate of conventional rolling stock as a viable rail option. Thus a tourist train like a "Rocky Mountaineer" for the Island is out of the question.

There could be another option. In Japan there are under utilized rail lines which are getting re-purposed to have bus/train vehicles (<https://www.youtube.com/watch?v=zdOll-1TerI>) It is my understanding that for less cost the rail bed could be rehabilitated to support the dual-mode bus/train as it weight tolerances and other technical specifications would not have to be upgraded to the same level as previous rolling stock.

I understand that there are decisions pending regarding re-activating the rail corridor for commuter purposes but it is important that the opportunity for economic gain from tourism not be overlooked in these cabinet discussion and decisions.

A creative approach to new ways to use the existing rail corridor could generate real money through tourism. Dual mode busses could pick up cruise passengers at Ogden Point and drive to Esquimalt. Without having to get off the bus, tourists would be amazed to find themselves traveling along a rail line with stunning views of the

Saanich Inlet and then be let out at a farmers' market or other tourist destination along the rail line and then have a scheduled pick-up point with the bus and make the return trip back to their ships.

Getting cruise ship passengers and other tourists to other parts of Vancouver Island can be thwarted by highway congestion and tight timeframes for shore excursions. Use of the rail line by upgrading to use dual mode busses could be a real boon to other Island communities and relieve congestion at Ogden Point.

Thank you for your attention and for your service in government.

April 26, 2023

s. 22

315918 – Island Rail Corridor

Dear ^{s. 22}

Thank you for your email regarding the Island Rail Corridor.

Our government recognizes people want more travel options on Vancouver Island. The Island Rail Corridor could play a significant role in Vancouver Island's future as our population grows, and we want to preserve as much of the corridor as possible.

Future use of the corridor, whether it involves rail restoration or not, must be guided by Indigenous participation and perspectives. As part of this reconciliation-based approach, the B.C. and federal governments recently announced that the land along the corridor that lies within Snaw-Naw-As territory will return to the First Nation.

I know people up and down the corridor have different opinions, perspectives and aspirations about what the future looks like. We are committed to working with First Nations and local governments to develop and advance a shared vision for the corridor. The provincial government has committed [\\$18 million to allow for future corridor planning](#) involving affected First Nations and regional districts. This funding will also allow them to assess safety, flooding, noise, and other concerns they may have related to the corridor. As we move forward, our discussions will go hand in hand with reconciliation.

The ministry continues to invest in other transportation improvements for the South Island, guided by our [South Island Transportation Strategy](#), as we build a resilient, clean and reliable transportation network. We are now working with our municipal partners and other key stakeholders on implementing these ideas on Vancouver Island.

Thank you again for taking the time to write.

Sincerely,

Sent Via Email

Rob Fleming
Minister

From: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)

To: s. 22

Bcc: Leaman, Erika TRAN:EX (Erika.Leaman@gov.bc.ca); TRAN SCR CORR TRAN:EX (TRANSCR@gov.bc.ca)

Subject: 315918 – Island Rail Corridor

Sent: 04/26/2023 18:49:02

Attachments: 315918 Incoming - Island Railway.msg

Message Body:

s. 22

315918 – Island Rail Corridor

s. 22
Dear

Thank you for your email regarding the Island Rail Corridor.

Our government recognizes people want more travel options on Vancouver Island. The Island Rail Corridor could play a significant role in Vancouver Island's future as our population grows, and we want to preserve as much of the corridor as possible.

Future use of the corridor, whether it involves rail restoration or not, must be guided by Indigenous participation and perspectives. As part of this reconciliation-based approach, the B.C. and federal governments recently announced that the land along the corridor that lies within Snaw Naw-As territory will return to the First Nation.

I know people up and down the corridor have different opinions, perspectives and aspirations about what the future looks like. We are committed to working with First Nations and local governments to develop and advance a shared vision for the corridor. The provincial government has committed [\\$18 million to allow for future corridor planning](#) involving affected First Nations and regional districts. This funding will also allow them to assess safety, flooding, noise, and other concerns they may have related to the corridor. As we move forward, our discussions will go hand in hand with reconciliation.

The ministry continues to invest in other transportation improvements for the South Island, guided by our [South Island Transportation Strategy](#), as we build a resilient, clean and reliable transportation network. We are now working with our municipal partners and other key stakeholders on implementing these ideas on Vancouver Island.

Thank you again for taking the time to write.

Sincerely,

Rob Fleming

Minister

From: s. 22

To: Fleming.MLA, Rob LASS:EX (Rob.Fleming.MLA@leg.bc.ca); Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)

Subject: 315918 Incoming - Island Railway

Sent: 02/17/2023 02:35:06

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Good Eve,

Please advocate for the restoration and implementation of the Island Railway. It is a brilliant transportation option especially given the evolution of hybrid work arrangements post Pandemic. Commutes, tourism, family adventure & engagement etc would all benefit.

I am interested in your position on this initiative.

Warm Regards,

s. 22

Sent from my iPhone

April 26, 2023

s. 22

316070 - Island Rail Corridor

s. 22

Dear

Thank you for your emails regarding the Island Rail Corridor and transportation on Vancouver Island.

Our government recognizes people want more travel options on Vancouver Island. The Island Rail Corridor could play a significant role in Vancouver Island's future as our population grows, and we want to preserve as much of the corridor as possible.

Future use of the corridor, whether it involves rail restoration or not, must be guided by Indigenous participation and perspectives. As part of this reconciliation-based approach, the B.C. and federal governments recently announced that the land along the corridor that lies within Snaw-Naw-As territory will return to the First Nation.

I know people up and down the corridor have different opinions, perspectives and aspirations about what the future looks like. We are committed to working with First Nations and local governments to develop and advance a shared vision for the corridor. The provincial government has committed [\\$18 million to allow for future corridor planning](#) involving affected First Nations and regional districts. This funding will also allow them to assess safety, flooding, noise, and other concerns they may have related to the corridor. As we move forward, our discussions will go hand in hand with reconciliation.

Meanwhile, the ministry is working hard to deliver better transit and transportation in the region, as guided by the priorities identified in our 2020 [South Island Transportation Strategy](#). The strategy outlines improvements we can deliver to make our transit system more reliable and efficient and to support active transportation and reduce congestion. These include plans for three future rapid transit network corridors in Greater Victoria. BC Transit, in partnership with the province and local governments, is launching the West Shore-Downtown Victoria RapidBus service. This service will use existing bus lanes on Douglas Street/Highway 1 and new transit priority measures on the Old Island Highway to provide a fast and frequent regional transit connection between Victoria and the West Shore.

In many parts of B.C, inter-city bus service is successfully provided by private operators. However, our government understands that there are areas of B.C. where long distances between fairly low-density populations means that certain routes will not be profitable for private

Ministry of Transportation
and Infrastructure

Office of the Minister

Mailing Address:
Parliament Buildings
Victoria BC V8V 1X4

operators but are needed by people and their communities. We are open to considering longer term strategies for the Island, as we have with [BC Bus North](#), which has received funding to help sustain inter-city routes in the northern part of the province.

Under our [CleanBC Roadmap to 2030](#), we are taking steps to reduce carbon pollution from transportation by increasing the share of trips made by transit, walking and cycling to 30 per cent by 2030, while reducing kilometres driven by personal vehicles by 25 per cent compared to 2020. We are developing a Clean Transportation Action Plan to help us meet these goals, which will be released in 2023. You can learn more about our work to support [cleaner forms of transportation on our website](#).

Thank you again for taking the time to write.

Sincerely,

Sent via Email:

Rob Fleming
Minister

Copy to: Premier David Eby

From: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)

To: s. 22

Cc: OfficeofthePremier, Office PREM:EX (Premier@gov.bc.ca)

Bcc: TRAN SCR CORR TRAN:EX (TRANSCR@gov.bc.ca); Hubley, Holly TRAN:EX (Holly.Hubley@gov.bc.ca); Peters, Yvonne TRAN:EX (Yvonne.Peters@gov.bc.ca)

Subject: 316070 - Island Rail Corridor

Sent: 04/26/2023 20:56:59

Attachments: 316070 Incoming A - Save *Vancouver Island Rail Corridor please. Grandma asks .msg, 316070 Incoming B - Re: Save *Vancouver Island Rail Corridor please. Grandma asks .msg

Message Body:

s. 22

316070 - Island Rail Corridor

Dear s. 22

Thank you for your emails regarding the Island Rail Corridor and transportation on Vancouver Island.

Our government recognizes people want more travel options on Vancouver Island. The Island Rail Corridor could play a significant role in Vancouver Island's future as our population grows, and we want to preserve as much of the corridor as possible.

Future use of the corridor, whether it involves rail restoration or not, must be guided by Indigenous participation and perspectives. As part of this reconciliation-based approach, the B.C. and federal governments recently announced that the land along the corridor that lies within Snaw Naw-As territory will return to the First Nation.

I know people up and down the corridor have different opinions, perspectives and aspirations about what the future looks like. We are committed to working with First Nations and local governments to develop and advance a shared vision for the corridor. The provincial government has committed [\\$18 million to allow for future corridor planning](#) involving affected First Nations and regional districts. This funding will also allow them to assess safety, flooding, noise, and other concerns they may have related to the corridor. As we move forward, our discussions will go hand in hand with reconciliation.

Meanwhile, the ministry is working hard to deliver better transit and transportation in the region, as guided by the priorities identified in our 2020 [South Island Transportation Strategy](#). The strategy outlines improvements we can deliver to make our transit system more reliable and efficient and to support active transportation and reduce congestion. These include plans for three future rapid transit network corridors in Greater Victoria. BC Transit, in partnership with the province and local governments, is launching the West Shore-Downtown Victoria RapidBus service. This service will

use existing bus lanes on Douglas Street/Highway 1 and new transit priority measures on the Old Island Highway to provide a fast and frequent regional transit connection between Victoria and the West Shore.

In many parts of B.C, inter-city bus service is successfully provided by private operators. However, our government understands that there are areas of B.C. where long distances between fairly low-density populations means that certain routes will not be profitable for private operators but are needed by people and their communities. We are open to considering longer term strategies for the Island, as we have with [BC Bus North](#), which has received funding to help sustain inter-city routes in the northern part of the province.

Under our [CleanBC Roadmap to 2030](#), we are taking steps to reduce carbon pollution from transportation by increasing the share of trips made by transit, walking and cycling to 30 per cent by 2030, while reducing kilometres driven by personal vehicles by 25 per cent compared to 2020. We are developing a Clean Transportation Action Plan to help us meet these goals, which will be released in 2023. You can learn more about our work to support [cleaner forms of transportation on our website](#).

Thank you again for taking the time to write.

Sincerely,

Rob Fleming

Minister

Copy to: Premier David Eby

From: s. 22

To: OfficeofthePremier, Office PREM:EX (Premier@gov.bc.ca); justin.trudeau@parl.gc.ca

Cc: Eby.MLA, David LASS:EX (David.Eby.MLA@leg.bc.ca); Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca); Fleming.MLA, Rob LASS:EX (Rob.Fleming.MLA@leg.bc.ca); cjlwilson@timescolonist.com

Subject: 316070 Incoming A - Save *Vancouver Island Rail Corridor please. Grandma asks

Sent: 02/20/2023 19:35:50

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Dear Premier Eby, and Prime Minister Justin Trudeau,

Regarding: Decision deadline looms for Island's railway tracks - Victoria Times Colonist

(<https://www.timescolonist.com/local-news/use-it-or-lose-it-decision-deadline-looms-for-vancouver-islands-railway-tracks-6558030>)

As Vancouver Island faces a rapidly increasing population alongside a rapidly changing climate, long term planning is required to protect vital infrastructure such as the Vancouver Island Rail Corridor.

The November 2021 atmospheric river washout on the Malahat, the only access point to the lower island, increased pressure to build an alternate route through our precious reservoir watershed lands that protect the most secure water supply on the island. When hospital workers can't get to work and patients can't get to surgical appointments we know the system has failed us.

(<https://www2.gov.bc.ca/gov/content/transportation-projects/bc-highway-flood-recovery/2021-flood-road-recovery-projects-highway-1-malahat>)

s. 22

It's also a strain on our medical system to have patients stuck in limbo. A train would address these unique Island concerns and also offer up a more reliable travel method for people attending surgical appointments.

Securing the rail corridor for the future will also help us meet active transportation goals, the trails that currently run beside the rail link in dense areas are well used, and could be extended, however, should the corridor be lost, these beloved shared pedestrian/bike trails could also be lost over time.

Finally, there's a poop problem - with landfill pressures mounting due to a 'no end in sight' booming real estate market, sewage sludge is trucked around the island, some over the Malahat, seeking safe disposal. This adds unnecessary risk and pressure to Highway 1.

Please plan for today and the future, save the Vancouver Island Rail Corridor,

Kind regards,

s. 22

*Vancouver Island Rail Corridor

<https://www2.gov.bc.ca/gov/content/transportation/transportation-reports-and-reference/reports-studies/vancouver-island/island-rail>

From: s. 22

To: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)

Cc: Eby.MLA, David LASS:EX (David.Eby.MLA@leg.bc.ca); Fleming.MLA, Rob LASS:EX (Rob.Fleming.MLA@leg.bc.ca); cjwilson@timescolonist.com; OfficeofthePremier, Office PREM:EX (Premier@gov.bc.ca); justin.trudeau@parl.gc.ca

Subject: 316070 Incoming B - Re: Save *Vancouver Island Rail Corridor please. Grandma asks

Sent: 02/23/2023 07:20:59

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Dear Minister Rob Fleming,

I was most honoured today to receive a reply from the Right Honourable Prime Minister Justin Trudeau's office, in response to correspondence regarding the Vancouver Island Rail Corridor.
(Emails copied below.)

Some media articles have suggested responsibility lies with the federal government, but the pm's office has clearly indicated you are the appropriate authority.
So I will humbly submit a few more points for you to consider.

View Royal's 2022 endorsed UBCM resolution (RR37) called on senior governments to commit to preserving the Island Rail Corridor:

"whereas because 80 percent of Vancouver Island's population lives within five kilometres of the corridor, it presents viable options for commuter and inter-regional passenger rail, as well as strong economic opportunities for excursion and freight services that will reduce traffic congestion and greenhouse gas emissions."
(<https://www.ubcm.ca/sites/default/files/2022-08/2022%20UBCM%20Resolutions%20Book.pdf>)

Additionally, our high density low carbon future would benefit from a rapid transit corridor for electric trains.

And finally, the popular E&N Rail Trail is another feature worth highlighting.
(<https://www.crd.bc.ca/project/capital-projects/e-n-rail-trail>)

s. 22

Parts of it are still under construction.

View Royal and the CRD were unable to continue a section of the trail along the rail corridor on local First Nations Land. Instead the trail hugs Admirals Road. It's still fabulous, safe and a great resource, but this experience, while entirely understandable, makes it seem possible the rail trail could be in jeopardy.

This busy active transportation route, to and from the swiftly growing Westshore, could benefit from your protection Minister Fleming, to ensure it has a future that meets everyone's needs.

Thank you,
Kind regards,

s. 22

cc The Right Honourable Justin Trudeau
cc The Honourable David Eby
cc Carla Wilson, Victoria Times Colonist.

Begin forwarded message:

From: Prime Minister | Premier Ministre <PM@pm.gc.ca>

Date: February 22, 2023 at 12:25:23 PM PST

Tos. 22

Subject: Office of the Prime Minister / Cabinet du Premier ministre

s. 22
Dear

On behalf of Prime Minister Justin Trudeau, I would like to acknowledge receipt of your correspondence.

Thank you for sharing your concerns with the Prime Minister. While you may be assured that your correspondence has been carefully reviewed, I hope you will understand that the Prime Minister is unable to personally intervene or otherwise become involved in a specific case or situation.

As you may know, the matter you raise falls under provincial jurisdiction. I note that you have also sent a copy of your email to the Honourable Rob Fleming, Minister of Transportation and Infrastructure of British Columbia, who is the appropriate authority in this regard. Should you wish to follow-up with Minister Fleming, he can be reached at Minister.Transportation@gov.bc.ca.

Once again, thank you for writing.

K. Xhignesse
Executive Correspondence Officer/Agente de correspondance
Executive Correspondence Services/
Services de la correspondance
de la haute direction

From s. 22
02:36:11 PM >>>

Received : 20 Feb 2023

Subject : Save *Vancouver Island Rail Corridor please. Grandma asks >>>>

?
?

?Dear Premier Eby, and Prime Minister Justin Trudeau,

Regarding: Decision deadline looms for Island's railway tracks - Victoria Times Colonist

(<https://www.timescolonist.com/local-news/use-it-or-lose-it-decision-deadline-looms-for-vancouver-islands-railway-tracks-6558030>)

As Vancouver Island faces a rapidly increasing population alongside a rapidly changing climate, long term planning is required to protect vital infrastructure such as the Vancouver Island Rail Corridor.

The November 2021 atmospheric river washout on the Malahat, the only access point to the lower island, increased pressure to build an alternate route through our precious reservoir watershed lands that protect the most secure water supply on the island. When hospital workers can't get to work and patients can't get to surgical appointments we know the system has failed us.

(<https://www2.gov.bc.ca/gov/content/transportation-projects/bc-highway-flood-recovery/2021-flood-road-recovery-projects-highway-1-malahat>)

s. 22

It's also a strain on our medical system to have patients stuck in limbo. A train would address these unique Island concerns and also offer up a more reliable travel method for people attending surgical appointments.

Securing the rail corridor for the future will also help us meet active transportation goals, the trails that currently run beside the rail link in dense areas are well used, and could be extended, however, should the corridor be lost, these beloved shared pedestrian/bike trails could also be lost over time.

Finally, there's a poop problem - with landfill pressures mounting due to a 'no end in sight' booming real estate market, sewage sludge is trucked around the island, some over the Malahat, seeking safe disposal. This adds unnecessary risk and pressure to Highway 1.

Please plan for today and the future, save the Vancouver Island Rail Corridor,

Kind regards,
s. 22

*Vancouver Island Rail Corridor

<https://www2.gov.bc.ca/gov/content/transportation/transportation-reports-and-reference/reports-studies/vancouver-island/island-rail>

On Feb 20, 2023, at 11:35 AM, s. 22

wrote:

Dear Premier Eby, and Prime Minister Justin Trudeau,

Regarding: Decision deadline looms for Island's railway tracks - Victoria Times Colonist

(<https://www.timescolonist.com/local-news/use-it-or-lose-it-decision-deadline-looms-for-vancouver-islands-railway-tracks-6558030>)

As Vancouver Island faces a rapidly increasing population alongside a rapidly changing climate, long term planning is required to protect vital infrastructure such as the Vancouver Island Rail Corridor.

The November 2021 atmospheric river washout on the Malahat, the only access point to the lower island, increased pressure to build an alternate route through our precious reservoir watershed lands that protect the most secure water supply on the island. When hospital workers can't get to work and patients can't get to surgical appointments we know the system has failed us.

(<https://www2.gov.bc.ca/gov/content/transportation-projects/bc-highway-flood-recovery/2021-flood-road-recovery-projects-highway-1-malahat>)

s. 22

It's also a strain on our medical system to have patients stuck in limbo. A train would address these unique Island concerns and also offer up a more reliable travel method for people attending surgical appointments.

Securing the rail corridor for the future will also help us meet active transportation goals, the trails that currently run beside the rail link in dense areas are well used, and could be extended, however, should the corridor be lost, these beloved shared pedestrian/bike trails could also be lost over time.

Finally, there's a poop problem - with landfill pressures mounting due to a 'no end in sight' booming real estate market, sewage sludge is trucked around the island, some over the Malahat, seeking safe disposal. This adds unnecessary risk and pressure to Highway 1.

Please plan for today and the future, save the Vancouver Island Rail Corridor,

Kind regards,

s. 22

*Vancouver Island Rail Corridor

<https://www2.gov.bc.ca/gov/content/transportation/transportation-reports-and-reference/reports-studies/vancouver-island/island-rail>

April 26, 2023

s. 22

315623 – Vancouver Island rail and transportation

Dear ^{s. 22}

Thank you for your email regarding rail and transportation on Vancouver Island.

Our government recognizes people want more travel options on Vancouver Island. The Island Rail Corridor could play a significant role in Vancouver Island's future as our population grows, and we want to preserve as much of the corridor as possible.

Future use of the corridor, whether it involves rail restoration or not, must be guided by Indigenous participation and perspectives. As part of this reconciliation-based approach, the B.C. and federal governments recently announced that the land along the corridor that lies within Snaw-Naw-As territory will return to the First Nation.

I know people up and down the corridor have different opinions, perspectives and aspirations about what the future looks like. We are committed to working with First Nations and local governments to develop and advance a shared vision for the corridor. The provincial government has committed [\\$18 million to allow for future corridor planning](#) involving affected First Nations and regional districts. This funding will also allow them to assess safety, flooding, noise, and other concerns they may have related to the corridor. As we move forward, our discussions will go hand in hand with reconciliation.

Meanwhile, the ministry is working hard to deliver better transit and transportation in the region, as guided by the priorities identified in our 2020 [South Island Transportation Strategy](#). The strategy outlines improvements we can deliver to make our transit system more reliable and efficient and to support active transportation and reduce congestion. For instance, over the next three years, the provincial government will invest \$316 million in transit improvements in BC Transit communities, including renewal and expansion of the bus fleet, new transit facilities, land acquisition, construction of operations and maintenance facilities, park and rides and transit exchanges, as well as information technology initiatives and other projects.

Our government recognizes the unique transportation challenges faced by people in rural communities and the need for affordable interregional travel. In 2021, we provided \$6.2 million in [relief funding for inter-city bus operators](#) to help these vital services stay open through the pandemic. As another example, in 2018, following Greyhound's departure from western Canada,

we started the BC Bus North service to provide a basic level service to communities in the north that would have been left without any inter-city bus connection.

While the ministry understands there may be potential benefits of regional passenger rail across the province, including in areas such as the Squamish-Lillooet region, investments in rail service are typically very significant compared to other travel modes. Some of the important factors that would need to be analysed include projected population growth patterns, potential ridership, community land use plans and anticipated increases in freight. Recently, the ministry investigated passenger rail options in the Fraser Valley with these factors in mind. The insights gained from this work will be helpful as we explore more ways to connect people and communities in other regions of the province with a range of efficient, affordable, reliable and clean transportation solutions.

Under our [CleanBC Roadmap to 2030](#), we are taking steps to reduce carbon pollution from transportation. Our goal is to increase the share of trips made by transit, walking and cycling to 30 per cent by 2030, while reducing kilometres driven by personal vehicles by 25 per cent compared to 2020. We are developing a Clean Transportation Action Plan to help us meet these goals, which will be released in 2023. In the meantime, you can learn more about our work to support [cleaner forms of transportation on our website](#).

Thank you again for taking the time to write.

Sincerely,

Sent via Email:

Rob Fleming
Minister

Copy to: Premier David Eby

From: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)

To: s. 22

Cc: OfficeofthePremier, Office PREM:EX (Premier@gov.bc.ca)

Bcc: TRAN SCR CORR TRAN:EX (TRANSCR@gov.bc.ca); Hubley, Holly TRAN:EX (Holly.Hubley@gov.bc.ca); Peters, Yvonne TRAN:EX (Yvonne.Peters@gov.bc.ca)

Subject: 315623 - Vancouver Island rail and transportation

Sent: 04/26/2023 21:22:26

Attachments: 315623 Incoming - Time to restore the E&N rail and BC Rail to give people another option to driving on a highway. .msg

Message Body:

s. 22

315623 - Vancouver Island rail and transportation

Dear s. 22

Thank you for your email regarding rail and transportation on Vancouver Island.

Our government recognizes people want more travel options on Vancouver Island. The Island Rail Corridor could play a significant role in Vancouver Island's future as our population grows, and we want to preserve as much of the corridor as possible.

Future use of the corridor, whether it involves rail restoration or not, must be guided by Indigenous participation and perspectives. As part of this reconciliation-based approach, the B.C. and federal governments recently announced that the land along the corridor that lies within Snaw Naw-As territory will return to the First Nation.

I know people up and down the corridor have different opinions, perspectives and aspirations about what the future looks like. We are committed to working with First Nations and local governments to develop and advance a shared vision for the corridor. The provincial government has committed [\\$18 million to allow for future corridor planning](#) involving affected First Nations and regional districts. This funding will also allow them to assess safety, flooding, noise, and other concerns they may have related to the corridor. As we move forward, our discussions will go hand in hand with reconciliation.

Meanwhile, the ministry is working hard to deliver better transit and transportation in the region, as guided by the priorities identified in our 2020 [South Island Transportation Strategy](#). The strategy outlines improvements we can deliver to make our transit system more reliable and efficient and to support active transportation and reduce congestion. For instance, over the next three years, the provincial government will invest \$316 million in transit improvements in BC Transit communities, including renewal and expansion of the bus fleet, new transit facilities, land acquisition, construction of operations and maintenance facilities, park and rides and transit exchanges, as

well as information technology initiatives and other projects.

Our government recognizes the unique transportation challenges faced by people in rural communities and the need for affordable interregional travel. In 2021, we provided \$6.2 million in [relief funding for inter-city bus operators](#) to help these vital services stay open through the pandemic. As another example, in 2018, following Greyhound's departure from western Canada, we started the BC Bus North service to provide a basic level service to communities in the north that would have been left without any inter-city bus connection.

While the ministry understands there may be potential benefits of regional passenger rail across the province, including in areas such as the Squamish-Lillooet region, investments in rail service are typically very significant compared to other travel modes. Some of the important factors that would need to be analysed include projected population growth patterns, potential ridership, community land use plans and anticipated increases in freight. Recently, the ministry investigated passenger rail options in the Fraser Valley with these factors in mind. The insights gained from this work will be helpful as we explore more ways to connect people and communities in other regions of the province with a range of efficient, affordable, reliable and clean transportation solutions.

Under our [CleanBC Roadmap to 2030](#), we are taking steps to reduce carbon pollution from transportation. Our goal is to increase the share of trips made by transit, walking and cycling to 30 per cent by 2030, while reducing kilometres driven by personal vehicles by 25 per cent compared to 2020. We are developing a Clean Transportation Action Plan to help us meet these goals, which will be released in 2023. In the meantime, you can learn more about our work to support [cleaner forms of transportation on our website](#).

Thank you again for taking the time to write.

Sincerely,

Rob Fleming

Minister

Copy to: Premier David Eby

From: s. 22

To: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca); Fleming.MLA, Rob LASS:EX (Rob.Fleming.MLA@leg.bc.ca); OfficeofthePremier, Office PREM:EX (Premier@gov.bc.ca); WEBMASTER TRAN:EX (TRAN.WEBMASTER@gov.bc.ca)

Subject: 315623 Incoming - Time to restore the E&N rail and BC Rail to give people another option to driving on a highway.

Sent: 02/02/2023 18:53:48

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Dear Premier and Minister of Transport,

In 2020, You released a report in storing the railway. Here is the link.

<https://www2.gov.bc.ca/gov/content/transportation/transportation-reports-and-reference/reports-studies/vancouver-island/island-rail>

In this report, You said it would cost up to \$728,000 to restore the railway. The plan was to have a commuter rail for Victoria area and an intercity rail for Victoria to Courtenay and Port Alberni.

When are you going to start restoring the railway?

There is a deadline of March 2023 to start as set by the BC Court of appeal. If you do nothing, you must give the land back to the first nations. The Island corridor foundation is owned by the regional governments and first nations. They can operate the trains if the rails are restored.

<https://www.cheknews.ca/deadline-for-decision-on-future-of-en-railway-on-vancouver-island-enters-final-weeks-1131853/>

The BC government is wasting money on studies for a highspeed rail to the USA.

<https://vancouversun.com/news/local-news/bc-spends-300k-on-high-speed-train-study>

BC already spent \$900,000 on this useless study. You could have spent this money in BC to restore railways that needs maintenance. We don't need highspeed rail to another country.

Since 2002, The BC NDP have criticized the BC liberals for getting rid of BC rail. Now that you have a majority, you do nothing to bring back BC rail. Towns like Lillooet have no public transportation. We need BC rail restored. The BC government still own the railway right of way.

BC spends a lot of money maintaining and fixing the highways. It is time to fix and restore the public railways.

A good system of railways around BC would encourage people to use them and reduce traffic caused by cars on highways. It would be better for the environment. Trains can be electric and

very green.

s. 22

Think about this. Restoring the E&N on Vancouver island would be a good first step.

Regards,

s. 22

April 26, 2023

s. 22

315767 - Island Rail Corridor

Dear s. 22

I am responding to your email regarding the Island Rail Corridor on Vancouver Island.

Our government recognizes people want more travel options on Vancouver Island. The Island Rail Corridor could play a significant role in Vancouver Island's future as our population grows, and we want to preserve as much of the corridor as possible.

Future use of the corridor, whether it involves rail restoration or not, must be guided by Indigenous participation and perspectives. As part of this reconciliation-based approach, the B.C. and federal governments recently announced that the land along the corridor that lies within Snaw-Naw-As territory will return to the First Nation.

I know people up and down the corridor have different opinions, perspectives and aspirations about what the future looks like. We are committed to working with First Nations and local governments to develop and advance a shared vision for the corridor. The provincial government has committed [\\$18 million to allow for future corridor planning](#) involving affected First Nations and regional districts. This funding will also allow them to assess safety, flooding, noise, and other concerns they may have related to the corridor. As we move forward, our discussions will go hand in hand with reconciliation.

The ministry continues to invest in other transportation improvements for the South Island, guided by our [South Island Transportation Strategy](#), as we build a resilient, clean and reliable transportation network. We are now working with our municipal partners and other key stakeholders on implementing these ideas on Vancouver Island.

In addition, BC Transit delivers both regional and local transit throughout British Columbia in partnership with local and regional governments. While the provincial government, through BC Transit, proudly supports the delivery of transit service in 130 communities in B.C., decisions regarding local and inter-city transit on Vancouver Island are made by regional districts, who subsequently work with BC Transit to determine feasibility. Across the province, local governments are recognizing the need for regional transit and are working with BC Transit to implement new routes.

As an example, in March 2022, BC Transit introduced the [Route 70 NCX Nanaimo – Cowichan Express](#) service. This service enables travellers from Nanaimo to connect to BC Transit's [Route 66 Duncan Commuter](#) service in Duncan, which travels to Victoria on weekdays in the morning peak period and returns to Duncan in the afternoon peak period. Route 70 also operates on Saturdays, and travellers can connect to BC Transit's [Route 44 Victoria/Duncan](#) Saturday service.

Thank you for taking the time to write.

Sincerely,

Sent via Email:

Rob Fleming
Minister

From: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)

To: s. 22

Bcc: Hubley, Holly TRAN:EX (Holly.Hubley@gov.bc.ca); Leaman, Erika TRAN:EX (Erika.Leaman@gov.bc.ca); TRAN SCR CORR TRAN:EX (TRANSCR@gov.bc.ca)

Subject: 315767 - Island Rail Corridor

Sent: 04/26/2023 21:31:41

Attachments: 315767 Incoming - Inter island rail.msg

Message Body:

s. 22

315767 - Island Rail Corridor

s. 22

Dear

I am responding to your email regarding the Island Rail Corridor on Vancouver Island.

Our government recognizes people want more travel options on Vancouver Island. The Island Rail Corridor could play a significant role in Vancouver Island's future as our population grows, and we want to preserve as much of the corridor as possible.

Future use of the corridor, whether it involves rail restoration or not, must be guided by Indigenous participation and perspectives. As part of this reconciliation-based approach, the B.C. and federal governments recently announced that the land along the corridor that lies within Snaw Naw-As territory will return to the First Nation.

I know people up and down the corridor have different opinions, perspectives and aspirations about what the future looks like. We are committed to working with First Nations and local governments to develop and advance a shared vision for the corridor. The provincial government has committed [\\$18 million to allow for future corridor planning](#) involving affected First Nations and regional districts. This funding will also allow them to assess safety, flooding, noise, and other concerns they may have related to the corridor. As we move forward, our discussions will go hand in hand with reconciliation.

The ministry continues to invest in other transportation improvements for the South Island, guided by our [South Island Transportation Strategy](#), as we build a resilient, clean and reliable transportation network. We are now working with our municipal partners and other key stakeholders on implementing these ideas on Vancouver Island.

In addition, BC Transit delivers both regional and local transit throughout British Columbia in partnership with local and regional governments. While the provincial government, through BC

Transit, proudly supports the delivery of transit service in 130 communities in B.C., decisions regarding local and inter-city transit on Vancouver Island are made by regional districts, who subsequently work with BC Transit to determine feasibility. Across the province, local governments are recognizing the need for regional transit and are working with BC Transit to implement new routes.

As an example, in March 2022, BC Transit introduced the [Route 70 NCX Nanaimo – Cowichan Express](#) service. This service enables travellers from Nanaimo to connect to BC Transit's [Route 66 Duncan Commuter](#) service in Duncan, which travels to Victoria on weekdays in the morning peak period and returns to Duncan in the afternoon peak period. Route 70 also operates on Saturdays, and travellers can connect to BC Transit's [Route 44 Victoria/Duncan](#) Saturday service.

Thank you for taking the time to write.

Sincerely,

Rob Fleming

Minister

From: Duffus, Robert GCPE:EX (Robert.Duffus@gov.bc.ca)
To: Shepard, Aaron TRAN:EX (Aaron.Shepard@gov.bc.ca)
Subject: 315767 Incoming - Inter island rail
Sent: 02/09/2023 20:39:21
Message Body:

s. 22

From
Sent: February 9, 2023 12:09 PM
To: Bowness, Lisanne GCPE:EX <Lisanne.Bowness@gov.bc.ca>
Subject: Inter island rail

Why is there not inter island rail?

I saw a very interesting video the other day talking about how they are removing passenger rail for good from the island. As more people are working online and our smart phones are taking up more of our lives this is a huge missed opportunity for people to travel and take care of business and catch up with friends and family at the same time. We should be introducing light rail metro to Victoria and Nanaimo connecting to these inter island rail networks instead of becoming completely car dependant.

Hopefully you realize the environmental positives that come with mass transit as well. Do you have any power to do anything in regards?

Sincerely,

s. 22

From: Administration (administration@comoxvalleyrd.ca)
To: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca); Omar.Alghabra@parl.gc.ca
Cc: Babchuk.MLA, Michele LASS:EX (Michele.Babchuk.MLA@leg.bc.ca); Leonard.MLA, Ronna-Rae LASS:EX (Ronna-Rae.Leonard.MLA@leg.bc.ca); Osborne.MLA, Josie LASS:EX (Josie.Osborne.MLA@leg.bc.ca); Rachel Blaney, MP - North Island - Powell River (Rachel.Blaney@parl.gc.ca) (Rachel Blaney, MP - North Island - Powell River (Rachel.Blaney@parl.gc.ca)); Gord Johns - Member of Parliament (Gord.Johns@parl.gc.ca) (Gord Johns - Member of Parliament (Gord.Johns@parl.gc.ca)); Jordan Templeman (jordan.templeman@komoks.ca); Brian Parschauer (brian.parschauer@komoks.ca) (Brian Parschauer (brian.parschauer@komoks.ca)); info@islandrail.ca
Subject: Ketler Ministers Fleming and Alghabra Island Rail Corridor
Sent: 04/26/2023 18:49:24
Attachments: Ketler Ministers Fleming and Alghabra Island Rail Corridor.pdf
Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Please see attached correspondence from Chair Jesse Ketler, Comox Valley Regional District.

Teresa Warnes
Executive Assistant
Comox Valley Regional District
770 Harmston Avenue
Courtenay BC V9N 0G8
Phone: 250-334-6008

The CVRD respectfully acknowledges the land on which it operates is on the unceded traditional territory of the K'ómoks First Nation, the traditional keepers of this land.

Office of the Chair

770 Harmston Avenue, Courtenay, BC V9N 0G8
Tel: 250-334-6000 Fax: 250-334-4358
Toll free: 1-800-331-6007
www.comoxvalleyrd.ca



File: 8640-01

April 26, 2023

Sent via email only: Minister.Transportation@gov.bc.ca
Omar.Alghabra@parl.gc.ca

The Honourable Rob Fleming, M.L.A.
Minister of Transportation and Infrastructure
PO Box 9041 Stn Prov Govt
Victoria, BC V8W 9E1

The Honourable Omar Alghabra, P.C., M.P.
Minister of Transport of Canada
House of Commons
Ottawa, Ontario K1A 0A6

Dear Ministers:

Re: Island Rail Corridor

On behalf of the Comox Valley Regional District (CVRD) Board I am writing to request a meeting with you or other senior representatives of your Ministries regarding the Island Rail Corridor.

The CVRD greatly appreciates your governments' recognition of the importance of the corridor and that its protection is in our national, provincial and regional interest. We also support your commitment to working with First Nations through a reconciliation-based approach that invites First Nations participation and perspectives. The province's \$18 million commitment to allow for future corridor planning involving affected First Nations and regional districts is acknowledged as an important action aligned with this.

However, after nearly two decades of efforts by the Island Corridor Foundation (Foundation) and its member regional districts and First Nations, we are eager to bring resolve to the future of the corridor. As you are well aware, the corridor has been the subject of numerous assessments and studies, surveys, strategies and business cases which were developed to identify and assist with building a long-term vision and incremental approaches to redevelopment.

All such work has made clear that restoration of rail service, redevelopment to alternate transportation or other uses, or some combination thereof, will require substantial funding from government and for this reason and others, we want some reasonable assurance that this latest planning process is set up for success. Your governments' full participation and commitment in the planning process would help demonstrate this and can ensure that all 14 First Nations and 5 regional districts are working in-step with your governments through to implementation.

Further, we would also like to understand the role of the Foundation in this latest process. Collaboration and involvement of the entity established for the purposes of owning and managing the corridor seems essential yet little details are known at this time.

The Comox Valley Regional District respectfully acknowledges the land on which it operates is on the unceded traditional territory of the K'ómoks First Nation, the traditional keepers of this land.

With these uncertainties and questions, our Board is hesitant about engaging in this process. As such, we are respectfully requesting an urgent meeting of federal and provincial representatives, together with representatives of the Foundation to consider the path forward to resolve the future of the corridor.

Please contact Teresa Warnes, Executive Assistant at twarnes@comoxvalleyrd.ca or 250-334-6008, to discuss arranging a suitable date.

Sincerely,



Jesse Ketler
Chair

cc: Michele Babchuk, MLA, North Island
Ronna-Rae Leonard, MLA, Courtenay-Comox
Josie Osborne, MLA, Mid-Island Pacific Rim
Rachel Blaney, MP, North Island-Powell River
Gord Johns, MP, Courtenay-Alberni
Chair Aaron Stone, Island Corridor Foundation
Chief and Council, K'ómoks First Nation

From: XMS Ministerial Registry Unit / Unit du registre ministériel XMS (XMSMinisterialRegistryUnit-UniteDuRegistreMinisteriel@tc.gc.ca)

To: s. 22

Cc: OfficeofthePremier, Office PREM:EX (Premier@gov.bc.ca); Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)

Subject: 316524 Incoming B - Regarding the restoration of passenger and freight rail service on the E&N Railway on Vancouver Island.

Sent: 04/27/2023 18:18:11

Attachments: RDIMS-#19375897-v1-INCOMING_LETTER_-_XAO-2023-524083(2).PDF,

[ExternalExterne]: Fw: Please don't forget the railway on Vancouver island and the environment.msg

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

UNCLASSIFIED / NON CLASSIFIÉ

s. 22

Dear

Thank you for your correspondence of February 25, 2023, to the Honourable Omar Alhabra, Minister of Transport, regarding the restoration of passenger and freight rail service on the E&N Railway on Vancouver Island.

The British Columbia Court of Appeals gave the Government of Canada until March 2023 to determine whether the restoration of rail service on the former E&N railway line is in the public interest, and whether it will fund such work.

On March 14, 2023, Minister Alhabra and the Honourable Rob Fleming, British Columbia's Minister of Transportation and Infrastructure, issued a joint statement on the future of the corridor.

Canada and the Province of British Columbia acknowledge the importance of this corridor. In support of shared ongoing commitments to reconciliation, the land bisecting the Snaw-Naw-As First Nation reserve will be reverted as a first step in the process of developing a shared vision for the future of the corridor with First Nations. A formal engagement process with affected First Nations on the next steps for the corridor will begin for the mutual benefit of the Province and First Nations.

Thank you again for sharing your views on these important matters.

Sincerely,

François

Executive Correspondence Unit

Transport Canada / Government of Canada

c.c. Office of the Right Honourable Justin Trudeau, P.C., M.P.
Prime Minister

Office of the Honourable David Eby, M.L.A.

Premier of British Columbia

Office of the Honourable Rob Fleming, M.L.A.

Minister of Transportation and Infrastructure, British Columbia

From: Alghabra, Omar - M.P. (Omar.Alghabra@parl.gc.ca)

To: Minister of Transport / Ministre des Transports (TC) (TC.MinisterofTransport-MinistredesTransports.TC@tc.gc.ca)

Subject: [External/Externe]: Fw: Please don't forget the railway on Vancouver island and the environment

Sent: 02/25/2023 06:15:58

Message Body:

XAO-2023-524083

From: s. 22

Sent: Saturday, February 25, 2023 1:15 AM

To: premier@gov.bc.ca <premier@gov.bc.ca>; Trudeau, Justin - Député <justin.trudeau@parl.gc.ca>; Alghabra, Omar - M.P. <Omar.Alghabra@parl.gc.ca>; Minister.MOTI@gov.bc.ca <Minister.MOTI@gov.bc.ca>

Subject: Please don't forget the railway on Vancouver island and the environment

There is a clear deadline re the fate of the Vancouver Island railway (March 14) which serves the interests of both the federal and provincial governments, both involved in the decision. That's why I am sending this 4-way email. Please cooperate and each do your part. Just because the track is on an island does not mean it is not important to all. One out of 5 people live on the island. Every part matters in contributing either to climate change or working against it.

The train is an important tool against climate change, while serving to give access to everybody on the line. Businesses all over benefit as well as tourism and freight comes as well as people. Tourism alone would help pay for its initial costs.

In case of the Malahat being closed, especially in emergencies, rail is a clear alternative. Here it could be for longer range transportation or commuting, to remove "the Colwood Crawl." (It meant a lot to me without a car, Our family used to be able to go to Qualicum, our favourite spot, since we were met at the station.) Some opposition would come from people who have not ridden a train nor seen the red and white O-train in Ottawa, through which thousands pass through during the day.

Or else, some people only think bicycles, while seniors, the more handicapped and families with children love travelling while you can walk around or just sit to see the lovely scenery passing by.

My understanding is that the cost of getting it running again is a difficulty. However, if thinking 50 to 100 years ahead, then that cost is a good investment and there is only this one chance right NOW after more than 100 years of possibility.

Premier Eby, since you have funds to give before the end of March, could you please make an offer to get the railway and infrastructure itself repaired right away.

Could the Minister of Transport encourage this?

Prime Minister Trudeau, you would be adding directly to well-being and prosperity as well as providing that tool against climate change taking many cars off the road,

Omar Alghabra, as Minister of Transport, please actively support this plan

I beg all of you to renew this option to serve ourselves and descendants. right now. After over 100 years, why refuse it when it is most needed for climate change reasons?!

Sincerely,

s. 22

From:**To:** Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)**Subject:** Re: 315789 - Island Rail Corridor**Sent:** 04/28/2023 20:02:45**Message Body:**

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Thank you for your response.

I absolutely agree that respect must be shown to the First Nations along the line and that they should be given opportunities for economic development and benefit from this key piece of infrastructure. I don't blame them for being frustrated with having a deteriorating asset marring the landscape on their reserves and traditional areas if they are not getting any constructive use out of it.

Any refurbishment of the line should give priority to job creation for native youth. (And hopefully not frustrate them the way that the new Cowichan hospital construction has.)

Further, I would offer that my suggestion of the dual mode bus would be a sensitive use in terms of noise impacts as being quieter than traditional rolling stock.

As a further point, I am aware that when British Columbia signed on to confederation in 1871 continuous rail service was a condition and is a constitutional matter. Additionally, rail companies and their successors were granted huge amounts of real estate and natural resources in perpetuity as long as the rail service was faithfully operated. Since rail service ceased, what happened to all the land and resources? If we are not being served by the rail corridor, should not those assets be returned to the Crown? Could these be used as an act of reconciliation to compensate the First Nations for the rail corridor impinging on their tradition territories?

There are ways forward to treat Native people fairly, and develop a transportation system which is essential to de-carbonizing for our planet's future. It is a complex matter but not so complex that visionary leadership couldn't move forward. It has been allowed to stagnate for too long and action is needed.

Thank you for your time and attention.

From: "Minister, MOTI MOTI:EX" <Minister.MOTI@gov.bc.ca>
To: s. 22**Cc:** "tacs minister" <TACS.Minister@gov.bc.ca>**Sent:** Wednesday, April 26, 2023 11:13:10 AM**Subject:** 315789 - Island Rail Corridor

315789 - Island Rail Corridor

Dear s. 22

The Honourable Lana Popham, Minister of Tourism, Arts, Culture and Sport, shared with me your email

regarding the Island Rail Corridor. I appreciated the opportunity to review your thoughts.

The Island Rail Corridor could play a significant role in Vancouver Island's future as our population grows, and we want to preserve as much of the corridor as possible.

Future use of the corridor, whether it involves rail restoration or not, must be guided by Indigenous participation and perspectives. As part of this reconciliation-based approach, the B.C. and federal governments recently announced that the land along the corridor that lies within Snaw-Naw-As territory will return to the First Nation.

I know people up and down the corridor have different opinions, perspectives and aspirations about what the future looks like. We are committed to working with First Nations and local governments to develop and advance a shared vision for the corridor. The provincial government has committed [\\$18 million to allow for future corridor planning](#) involving affected First Nations and regional districts. This funding will also allow them to assess safety, flooding, noise, and other concerns they may have related to the corridor. As we move forward, our discussions will go hand in hand with reconciliation.

Meanwhile, we continue to invest in transportation improvements for the South Island, as guided by our South Island Transportation Strategy. The strategy was released in fall 2020 and speaks to opportunities for inter-regional transportation choices like rail and transit service between South Vancouver Island and the rest of the island. We are now working with our municipal partners and other key stakeholders on implementation.

Thank you for taking the time to write.

Sincerely,

Rob Fleming
Minister

Copy to: Honourable Lana Popham
 Minister of Tourism, Arts, Culture and Sport
 MLA, Saanich South

From:

To: info@islandrail.ca; crdchair@crd.bc.ca; Chairperson (chairperson@cprd.bc.ca); John Jack (jjack@acr.d.bc.ca); councillor.ketler@cumberland.ca; vanessa.craig@rdn.bc.ca

Cc: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca); Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca); Carla Wilson (cjwilson@timescolonist.com)

Subject: 317530 FYI A - ICF Board Questions

Sent: 05/01/2023 03:54:33

Attachments: 2023-04-30 ICF Board Questions .pdf

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Dear ICF Board of Directors

Kindly provide answers to the three (3) questions in the attached letter.

Feel free to email, call or text me anytime.

April 30, 2023

Island Corridor Foundation
PO 375 Stn A
Nanaimo, BC V9R 5L3
Delivered by email: info@islandrail.ca

Dear ICF Board of Directors

Kindly answer the following questions:

1. Will ICF allow non-railway uses of the railbed within the corridor such as a multi-use trail? ICF's purposes (mandate) appear to allow for that.
2. Will ICF change its strategy to consider purposes other than restoring rail services?
3. Will ICF replace senior officers and / or board membership to signal a change in strategic direction?

My questions arise in part from the March 14, 2023 *Joint Statement* of the Provincial and Federal Governments that reversion of the land bisecting the Snaw-Naw As' Reservation Land is the first step, that a formal engagement process with affected First Nations are next steps, and while it appears rails will be removed from reservation lands it is nonetheless Minister Rob Fleming's view that the corridor be preserved as much as possible, ostensibly for non-railway transportation purpose.

s. 22

s. 22

While I am not a member of [FORTVI](#), I share their vision to pull the tracks and create a continuous trail over as much of the corridor as possible.

s. 22

Copied to Rob Fleming, Minister of Transportation and Infrastructure
Omar Alghabra, Minister of Transportation (Canada)

From: s. 22

To: info@islandrail.ca; crdchair@crd.bc.ca; Chairperson (chairperson@cprd.bc.ca); John Jack (jjack@acr.d.bc.ca); councillor.ketler@cumberland.ca; vanessa.craig@rdn.bc.ca

Cc: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca); Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca); Carla Wilson (cjwilson@timescolonist.com)

Subject: 317530 FYI B - ICF Board Questions

Sent: 05/02/2023 12:51:03

Attachments: image.png

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Dear ICF Board of Directors

Kindly note the follow amendment to my letter I sent you April 30, 2023:

s. 22

This, according to the [Fall 2022 First Nations Engagement Report](#) co-authored by MoTI and ICF:

My apologies for the understatement.

s. 22

On Sun, Apr 30, 2023 at 8:54 PM s. 22

wrote:

Dear ICF Board of Directors

Kindly provide answers to the three (3) questions in the attached letter.

Feel free to email, call or text me anytime.

s. 22



Honourable Dan Coulter
Minister of State for Infrastructure and Transit
Parliament Buildings
Victoria, BC V8V 1X4
CANADA

March 23, 2023

Dear Minister Coulter,

I am writing to support the repatriation of E&N right-of-way land to the Snaw-Naw-As First Nation.

The E&N Railway is an unrealistic transportation option and not a viable choice for the future of Vancouver Island. (By the time VIA Rail shut down the passenger service altogether in 2011, the E&N Railway had the least traffic per kilometer of any short-line Canadian railroad, according to the B.C. government's 2010 assessment.)

The 11 acre (approximate) right-of-way should revert back to the Snaw-Naw-As First Nation so it can pursue important housing development, cultural and economic opportunities on the land.

Also, the rights of the First Nation were not considered when the land was first appropriated. E&N (CPR)'s authority to "take possession of, use or occupy" Crown lands was pursuant to section 172 of the Railway Act, R.S.C. 1906, c.37 ("1906 Railway Act"). I consider this to be a form of theft.

Control over the roughly 11-acre right-of-way through its reserve should revert back to the First Nation for its own economic and cultural benefit.

I understand that, due to the large volume of mail you receive, my correspondence might not prompt a reply nor even be read by the intended recipient, but I hope it contributes, in some small way, to the accumulation of support for the repatriation of Snaw-Naw-As land.

Thank you for the opportunity to express my opinion.

501 Belleville St.
Parliament Buildings
Victoria V8V 1X4

March 8, 2023

Hon. Dan Coulter
Minister of State for Infrastructure and Transit

This letter concerned about the final loss of the E&N Railway. is sent to you as dealing with factors that could be involved with the uses of a train. It could provide wonderful benefits: access to the whole island; bringing freight and possibly food security; business increases everywhere; alternate transit for The Malahat; and commuter rail. A CHEK-TV poll over three months showed 3 times that 70% of citizens want the train.

Enclosed is an economic study from the Island Transformation Organization (ITO), which focused on the E&N Railway. The report shows actions for light rapid transit that could be done in a planned way in Victoria so that the financial payments would be gradual. The society consulted experts in the US and Europe.

Citizens have worked for a long time to try to save the railway while all levels of government neglected it and the municipality removed the train from the new bridge. s. 22
s. 22 , so this letter is his voice I'm sending with the special report.

However, the most important role is as a major tool against climate change by greatly reducing vehicle use and helping in times of disaster. Recent symptoms of climate change are California's deep snow and Victoria's return to real cold 5 times. With these signs of worse to come. It seems odd to lose the railway, just when its use has become urgent.

One argument to those opposing the train revival is that climate change will affect absolutely everybody and cause highly destructive storms whose costs will much exceed the cost of revitalization. Those depending on the land itself, including the aboriginals who value nature highly, will be highly affected. A major tool that can help reduce disasters is well worth paying for.

I understand It is now up to the politicians and all parties of the agreement to save the E&N. Could you please support a request that the provincial government make an offer in time for the March 14th date

It would be a tragedy if, after so much neglect (mourned by many citizens), no rescue resulted for such an important tool against climate change and for the well-being of the whole island long into the future.

s. 22

Note: Email response to chairperson@islandrail.ca.

May 3, 2023

Aaron Stone and Charlene Everson, Co-Chairs
Island Corridor Foundation
PO Box 375 Stn A
Nanaimo BC V9R 5L3

Reference: 316808

Dear Aaron Stone and Charlene Everson:

Re: Island Rail Corridor

Thank you for your letter of March 28, 2023, regarding the Island Rail Corridor.

I was pleased to hear that the Island Corridor Foundation supports the return of the land along the corridor that lies within Snaw-naw-as territory as a first step in developing a shared vision for the corridor informed by Indigenous participation and perspectives.

With respect to the concerns raised in your letter, the ministry recognizes that there may be several leases and agreements subject to consideration prior to the return of any lands along the corridor. I understand the federal government is continuing to look closely at this matter and is therefore best suited to respond to your concerns about the legal costs associated with potential land transfers, as well as your request for financial support. I have shared your correspondence with the Honourable Omar Alghabra, federal Minister of Transport, to ensure he is aware of the concerns you have raised. You may also wish to reach out to Minister Alghabra directly if you have not already done so.

The provincial government agrees that the Island Rail Corridor could play a significant role in Vancouver Island's future as our population grows, and we want to preserve as much of the corridor as possible. We are committed to working with First Nations and local governments to develop and advance a shared vision for the corridor. The provincial government has committed [\\$18 million to allow for future corridor planning](#) involving affected First Nations and regional districts. This funding will also allow them to assess safety, flooding, noise, and other concerns they may have related to the corridor. As we move forward, these discussions will go hand in hand with reconciliation, and we see the Island Corridor Foundation being involved in these conversations.

.../2

Our government appreciates your organization's work in developing a comprehensive maintenance program for the Island Rail Corridor. We agree that regardless of what the future looks like for the corridor, there is merit in ensuring the corridor is properly maintained to prevent any further deterioration. To that end, I have asked Janelle Staite, Deputy Director for the South Coast Region, to work with the Island Corridor Foundation on the possibility of supporting the ICF to undertake these important maintenance activities.

Ms. Staite will contact you directly to discuss this matter in more detail. If you have any questions in the meantime, she can be reached at 250 751-3282 or Janelle.Staite@gov.bc.ca and would be pleased to assist you.

Thank you again for taking the time to write.

Sincerely,

Original Signed By:

Rob Fleming
Minister

Copy to: The Honourable Omar Alghabra
 Minister of Transport

 Kathryn Krishna, Deputy Minister

 Kevin Richter, Associate Deputy Minister
 Highways and Regional Services Division

 Janelle Staite, Regional Deputy Director
 South Coast Region

From: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)
To: chairperson@islandrail.ca
Cc: Omar.Alghabra@parl.gc.ca; TRAN Deputy Minister TRAN:EX (TRANDeputyMinister@gov.bc.ca); TRAN ASSOC DM HRS TRAN:EX (TRANASSOCDMHRS@gov.bc.ca); Staite, Janelle A TRAN:EX (Janelle.Staite@gov.bc.ca)
Bcc: Gedney, Vanessa R TRAN:EX (Vanessa.Gedney@gov.bc.ca); Hayre, Courtney TRAN:EX (Courtney.Hayre@gov.bc.ca); TRAN SCR CORR TRAN:EX (TRANSCR@gov.bc.ca)
Subject: 316808 - Island Rail Corridor
Sent: 05/03/2023 20:04:43
Attachments: 316808 Response.pdf, 316808 Incoming - ICF Funding Request.msg
Message Body:

Aaron Stone and Charlene Everson, Co-Chairs

Island Corridor Foundation

chairperson@islandrail.ca

316808 - Island Rail Corridor

Dear Aaron Stone and Charlene Everson:

Please find attached correspondence from the Honourable Rob Fleming, Minister of Transportation and Infrastructure.

Sincerely,

Office of the Minister

Ministry of Transportation and Infrastructure



May 3, 2023

Aaron Stone and Charlene Everson, Co-Chairs
Island Corridor Foundation
PO Box 375 Stn A
Nanaimo BC V9R 5L3

Reference: 316808

Dear Aaron Stone and Charlene Everson:

Re: Island Rail Corridor

Thank you for your letter of March 28, 2023, regarding the Island Rail Corridor.

I was pleased to hear that the Island Corridor Foundation supports the return of the land along the corridor that lies within Snaw-naw-as territory as a first step in developing a shared vision for the corridor informed by Indigenous participation and perspectives.

With respect to the concerns raised in your letter, the ministry recognizes that there may be several leases and agreements subject to consideration prior to the return of any lands along the corridor. I understand the federal government is continuing to look closely at this matter and is therefore best suited to respond to your concerns about the legal costs associated with potential land transfers, as well as your request for financial support. I have shared your correspondence with the Honourable Omar Alghabra, federal Minister of Transport, to ensure he is aware of the concerns you have raised. You may also wish to reach out to Minister Alghabra directly if you have not already done so.

The provincial government agrees that the Island Rail Corridor could play a significant role in Vancouver Island's future as our population grows, and we want to preserve as much of the corridor as possible. We are committed to working with First Nations and local governments to develop and advance a shared vision for the corridor. The provincial government has committed [\\$18 million to allow for future corridor planning](#) involving affected First Nations and regional districts. This funding will also allow them to assess safety, flooding, noise, and other concerns they may have related to the corridor. As we move forward, these discussions will go hand in hand with reconciliation, and we see the Island Corridor Foundation being involved in these conversations.

.../2

Our government appreciates your organization's work in developing a comprehensive maintenance program for the Island Rail Corridor. We agree that regardless of what the future looks like for the corridor, there is merit in ensuring the corridor is properly maintained to prevent any further deterioration. To that end, I have asked Janelle Staite, Deputy Director for the South Coast Region, to work with the Island Corridor Foundation on the possibility of supporting the ICF to undertake these important maintenance activities.

Ms. Staite will contact you directly to discuss this matter in more detail. If you have any questions in the meantime, she can be reached at 250 751-3282 or Janelle.Staite@gov.bc.ca and would be pleased to assist you.

Thank you again for taking the time to write.

Sincerely,



Rob Fleming
Minister

Copy to: The Honourable Omar Alghabra
 Minister of Transport

Kathryn Krishna, Deputy Minister

Kevin Richter, Associate Deputy Minister
Highways and Regional Services Division

Janelle Staite, Regional Deputy Director
South Coast Region

From: Boyer, Lori (Miller, Marc - Député) <lori.boyer.377@parl.gc.ca>
Sent: Monday, March 6, 2023 3:13 PM
To: Ministre des Relations Couronne-Autochtones / Minister of Crown-Indigenous Relations
Subject: Fw: Letter Opposing Restoring the Island Rail Corridor as a Railway
Attachments: s. 16

Follow Up Flag: Follow up
Flag Status: Flagged

From: Jason Harman <JHarman@jfkllaw.ca>
Sent: Saturday, March 4, 2023 2:10 PM
To: david.eby.MLA@leg.bc.ca <david.eby.MLA@leg.bc.ca>; Minister.Transportation@gov.bc.ca <Minister.Transportation@gov.bc.ca>; Miller, Marc - Député <Marc.Miller@parl.gc.ca>; IRR.Minister@gov.bc.ca <IRR.Minister@gov.bc.ca>
Cc: Gordon Edwards <branches6@shaw.ca>; Kianna Watts <Governance@nanoose.org>; Brent Edwards <getthenet@nanoose.org>; Robin Phillips <RPhillips@jfkllaw.ca>; Tiffaney Metheral <TMetheral@jfkllaw.ca>
Subject: Letter Opposing Restoring the Island Rail Corridor as a Railway

Dear Premier and Honourable Ministers,

Please find attached a letter from s. 16

Thank you,

Jason

Jason M. Harman
(he/him/his)
Associate

JFK Law LLP
340 – 1122 Mainland Street
Vancouver BC V6B 5L1
Located on the traditional and unceded territories of the Coast Salish People including the Musqueam, Tsleil-Waututh and Squamish Nations.

T 604 687 0549 ext 111
F 604 687 2696 E jharman@jfkllaw.ca
www.jfkllaw.ca

Please consider the environment before printing this email.

CONFIDENTIALITY: This e-mail message (including attachments, if any) is confidential and is intended only for the addressee. Any unauthorized use or disclosure is strictly prohibited. Disclosure of this e-mail to anyone other than the intended addressee does not constitute waiver of privilege. If you have received this communication in error, please notify us immediately and delete this. Thank you for your cooperation.

From: Fleming.MLA, Rob LASS:EX (Rob.Fleming.MLA@leg.bc.ca)
To: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)
Subject: 317862 Incoming - public transportation on vancouver island
Sent: 05/15/2023 17:32:41
Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

-----Original Message-----

From: s. 22
Sent: May 14, 2023 5:22 PM
To: Fleming.MLA, Rob <Rob.Fleming.MLA@leg.bc.ca>
Subject: public transportation on vancouver island

Dear mr. Fleming

I am writing you out of frustration over the state of public transportation on Vancouver Island.
The E&N railway has been abandoned and willfully neglected for years.
The private bus company travels north some days and south on others, making it impossible to plan day trips for business or pleasure.
The BC Transit commuter bus runs a schedule under the assumption that anywhere north of victoria is a bedroom community for victoria workers, running south in the a.m. and north in the afternoon.
Please use your influence to re-instate passenger rail service and have BC Transit run busses north and south on a daily basis.
Thank you for considering my serious concerns in this matter.

Sincerely, s. 22

From: Minister of Transport / Ministre des Transports (TC) (TC.MinisterofTransport-MinistredesTransports.TC@tc.gc.ca)
To: cloudon@rdn.bc.ca
Cc: Marc.Miller@parl.gc.ca; Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca); Minister, IRR IRR:EX (IRR.Minister@gov.bc.ca)
Subject: 316322 Ministry of Transport Response May 15 - Regarding the revitalization of the Vancouver Island Rail Corridor
Sent: 05/15/2023 13:12:25
Attachments: image001.gif
Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

May 15, 2023

Vanessa Craig
Chair, Regional District of Nanaimo

c/o Carol Loudon
Executive Coordinator
cloudon@rdn.bc.ca

Good day:

Thank you for your correspondence of February 16, 2023, regarding the revitalization of the Vancouver Island Rail Corridor.

Transport Canada values and recognizes your steadfast commitment to Vancouver Island communities. The department also recognizes the importance of considering the economic, environmental, and social interests of those communities when determining the future of the rail corridor and appreciates your sharing your concerns.

The British Columbia Court of Appeals gave the Government of Canada until March 2023 to determine whether the restoration of rail service on the former E&N railway line is in the public interest, and whether it will fund such work.

On March 14, 2023, the Honourable Rob Fleming, British Columbia's Minister of Transportation and Infrastructure, and I issued a joint statement on the future of the corridor.

In support of our shared ongoing commitments to reconciliation, Canada and the Province of British Columbia have decided that reversion of the land bisecting the Snaw-Naw-As First Nation reserve is the first step in the process of developing a shared vision for the future of the corridor with First Nations. Canada will also collaborate with the Province of British Columbia to begin a formal engagement process with affected First Nations on the next steps for the corridor for the mutual benefit of the Province and First Nations.

Thank you for sharing your views on these important matters.

Sincerely,

The Honourable Omar Alghabra, P.C., M.P.
Minister of Transport

c.c. The Honourable Marc Miller, P.C., M.P.
Minister of Crown-Indigenous Relations

The Honourable Rob Fleming, M.L.A.
Minister of Transportation and Infrastructure, British Columbia

The Honourable Murray Rankin, M.L.A.
Minister of Indigenous Relations and Reconciliation, British Columbia

From: Minister of Transport / Ministre des Transports (TC) (TC.MinisterofTransport-MinistredesTransports.TC@tc.gc.ca)
To: annie.dormuth@cfib.ca; taylor.brown@cfib.ca
Cc: mary.ng@parl.gc.ca; marie-claude.bibeau@parl.gc.ca; Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca); Minister, AF AF:EX (AF.Minister@gov.bc.ca)
Subject: 316413 Ministry of Transport Response May 15 - Regarding the Canadian Federation of Independent Business on the restoration of the Vancouver Island Rail Corridor
Sent: 05/15/2023 13:41:24
Attachments: image001.gif
Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

May 15, 2023

Annie Dormuth
Provincial Affairs Director, British Columbia and Alberta
Canadian Federation of Independent Business
annie.dormuth@cfib.ca

Taylor Brown
Senior Policy Analyst, National Affairs and Agri-Business
Canadian Federation of Independent Business
taylor.brown@cfib.ca

Good day:

Thank you for your correspondence of March 6, 2023, in which you shared the views of the Canadian Federation of Independent Business on the restoration of the Vancouver Island Rail Corridor.

As you know, the British Columbia Court of Appeals gave the Government of Canada until March 2023 to determine whether the restoration of rail service on the former E&N railway line is in the public interest, and whether it will fund such work.

On March 14, 2023, the Honourable Rob Fleming, British Columbia's Minister of Transportation and Infrastructure, and I issued a joint statement on the future of the corridor.

In support of our shared ongoing commitments to reconciliation, Canada and the Province of British Columbia have decided that reversion of the land bisecting the Snaw-Naw-As First Nation reserve is the first step in the process of developing a shared vision for the future of the corridor with First Nations. Canada will also collaborate with the Province of British Columbia to begin a formal engagement process with affected First Nations on the next steps for the corridor for the mutual benefit of the Province and First Nations.

Thank you again for sharing your views on these important matters.

Sincerely,

The Honourable Omar Alhabra, P.C., M.P.
Minister of Transport

c.c. The Honourable Mary Ng, P.C., M.P.
Minister of International Trade, Export Promotion, Small Business and Economic
Development

The Honourable Marie-Claude Bibeau, P.C., M.P.
Minister of Agriculture and Agri-Food

The Honourable Rob Fleming, M.L.A.
Minister of Transportation and Infrastructure, British Columbia

The Honourable Pam Alexis, M.L.A.
Minister of Agriculture, British Columbia

From: Minister of Transport / Ministre des Transports (TC) (TC.MinisterofTransport-MinistredesTransports.TC@tc.gc.ca)
To: chairperson@islandrail.ca
Cc: Marc.Miller@parl.gc.ca; Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)
Subject: 316075 Ministry of Transport Response May 15 - Regarding the Island Corridor Foundation s views on the restoration of the Vancouver Island Rail Corridor
Sent: 05/15/2023 14:31:21
Attachments: image001.gif
Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

May 15, 2023

Aaron Stone and Charlene Everson
Co-Chairs
Island Corridor Foundation
chairperson@islandrail.ca

Good day:

Thank you for your correspondence of February 21, 2023, in which you requested to meet to discuss the Island Corridor Foundation's views on the restoration of the Vancouver Island Rail Corridor.

As you know, the British Columbia Court of Appeals gave the Government of Canada until March 2023 to determine whether the restoration of rail service on the former E&N railway line is in the public interest, and whether it will fund such work.

On March 14, 2023, the Honourable Rob Fleming, British Columbia's Minister of Transportation and Infrastructure, and I issued a joint statement on the future of the corridor.

In support of our shared ongoing commitments to reconciliation, Canada and the Province of British Columbia have decided that reversion of the land bisecting the Snaw-Naw-As First Nation reserve is the first step in the process of developing a shared vision for the future of the corridor with First Nations. Canada will also collaborate with the Province of British Columbia to begin a formal engagement process with affected First Nations on the next steps for the corridor for the mutual benefit of the Province and First Nations.

I understand this approach may be disappointing for the Island Corridor Foundation, but we anticipate that your organization will continue to be an integral part of conversations on the future of the corridor.

Thank you again for sharing your views on these important matters.

Sincerely,

The Honourable Omar Alhabra, P.C., M.P.
Minister of Transport

c.c. The Honourable Marc Miller, P.C., M.P.
Minister of Crown-Indigenous Relations

The Honourable Rob Fleming, M.L.A.
Minister of Transportation and Infrastructure, British Columbia

From: Fleming.MLA, Rob (Rob.Fleming.MLA@leg.bc.ca)
To: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)
Subject: 317981 FYI - Rail system?
Sent: 05/18/2023 20:11:47
Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

-----Original Message-----

From: ^{s. 22}
Sent: May 18, 2023 12:07 AM
To: Fleming.MLA, Rob <Rob.Fleming.MLA@leg.bc.ca>
Subject: Rail system?

Why does the government of B.C favour Vancouver and the rest of the mainland getting more funding for transportation! Like the sky train system and Vancouver island doesn't have a good railway system, from Victoria to port hardy, I call that lopsided Vancouver island is getting sick and tired of getting shafted in transportation? Victoria is a tourist capital cruise ship passengers need a train line to up island, it's a great idea for community support? It's now or never! You guys don't know what is possible or not. Take off those blinders off your and make it possible^{s. 22}

Sent from my iPad

May 19, 2023

s. 22

Reference: 316877

Dear ^{s. 22}

Re: Island Rail Corridor

Thank you for your letter regarding the Island Rail Corridor, which was formerly known as the E&N Rail Corridor. I appreciated the opportunity to review your comments.

By now, you are likely aware that the B.C. and federal governments recently announced that the land along the corridor that lies within Snaw-naw-as territory will be returned to the First Nation as part of our reconciliation-based approach to the corridor.

The corridor could play a significant role in Vancouver Island's future as our population grows. While we want to preserve as much of the corridor as possible, future use of the corridor must be guided by Indigenous participation and perspectives.

We are committed to working with First Nations and local governments to develop and advance a shared vision for the corridor. The provincial government has committed \$18 million to allow for future corridor planning involving affected First Nations and regional districts. This funding will also allow them to assess safety, flooding, noise, and other concerns they may have related to the corridor. As we move forward, our discussions will go hand in hand with reconciliation.

Thank you again for taking the time to write.

Sincerely,

Rob Fleming
Minister

Copy to: Honourable Murray Rankin
Minister of Indigenous Relations and Reconciliation
MLA, Oak Bay-Gordon Head



May 19, 2023

s. 22

Reference: 316877

Dear s. 22

Re: Island Rail Corridor

Thank you for your letter regarding the Island Rail Corridor, which was formerly known as the E&N Rail Corridor. I appreciated the opportunity to review your comments.

By now, you are likely aware that the B.C. and federal governments recently announced that the land along the corridor that lies within Snaw-naw-as territory will be returned to the First Nation as part of our reconciliation-based approach to the corridor.

The corridor could play a significant role in Vancouver Island's future as our population grows. While we want to preserve as much of the corridor as possible, future use of the corridor must be guided by Indigenous participation and perspectives.

We are committed to working with First Nations and local governments to develop and advance a shared vision for the corridor. The provincial government has committed \$18 million to allow for future corridor planning involving affected First Nations and regional districts. This funding will also allow them to assess safety, flooding, noise, and other concerns they may have related to the corridor. As we move forward, our discussions will go hand in hand with reconciliation.

Thank you again for taking the time to write.

Sincerely,

Rob Fleming
Minister

Copy to: Honourable Murray Rankin
Minister of Indigenous Relations and Reconciliation
MLA, Oak Bay-Gordon Head

From:

To: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)

Subject: 318170 - FORT-VI Feasibility Study for an Active Transportation Trail on the Rail Bed of the Vancouver Island Corridor

Sent: 05/30/2023 17:31:40

Attachments: Feasibility Report FORT-VI April 2023.pdf, Feas stdy cover intro.docx

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

May 3, 2023

Honourable Rob Fleming
Minister of Transportation and Infrastructure
PO Box 9055, Stn Prov Govt
Victoria, BC V8W 9E2

Dear Minister Fleming,

The Friends of Rails to Trails Vancouver Island's (FORT-VI) Mission and Vision are:

To preserve the Vancouver Island Rail Corridor (formerly E&N Railway) as a continuous transportation asset for the benefit of current and future generations; and,

To convert the existing Vancouver Island Rail Corridor north of Langford to an Active Transportation Trail.

With this in mind, FORT-VI commissioned a Feasibility Study in Fall 2022, that was funded by the Federal Active transportation Fund, to assess and quantify the economic and health impacts of the proposed Vancouver Island Rail Trail. In addition, the scope of the Feasibility Study included the provision of a Class D Cost Estimate to allow comparison of costs with other projects. We note that the costs per km are similar to those for the Sicamous to Armstrong North Okanagan rail trail when adjusted for inflation. This trail was partly funded by a grant to the from the Federal Active Fund

The Findings of the Feasibility Study indicate that significant annual direct and indirect economic benefits would be realized as a result of increased tourism; and that the health benefits would result in annual cost savings related to health and social outcomes.

In addition, it should be noted that conversion of the Island Rail Corridor to an Active Transportation Trail would support both the Federal and Province of BC Active Transportation Strategies; as well as, the Province of BC CleanBC and Economic Recovery Plans.

As you are aware, the BC provincial government has recently committed \$18 million in funding to further the conversation over what to do with the defunct Vancouver Island Rail Corridor.

The Federal government has also established an Active Transportation Fund to target active transportation and is making \$400 million in federal funding available over five years to support a modal shift away from cars and toward active transportation.

FORT-VI is eager to share the Feasibility Study with Key Stakeholders, including Federal and Provincial government officials; the Island Corridor Foundation; Regional Districts; and First Nations.

I am therefore requesting the opportunity to present the Feasibility Study findings, in more detail, to yourself and your staff at the earliest opportunity.

I am confident that you will recognize the opportunities and benefits of converting the Vancouver Island Corridor to an Active Transportation Trail and will support the project to proceed to the Business Plan Phase.

Under your leadership, the implementation of an Active Transportation Trail will provide an irreplaceable legacy asset to the residents of Vancouver Island and to all British Columbians.

I look forward to hearing from you.

Yours truly,

FORT-VI, Feasibility Study Summary

May 30, 2023

The study demonstrates the benefits of a continuous multi use trail on the rail bed of the Island Corridor formerly known as the E+N Corridor. The corridor has been unused for twelve years and for a number of reasons, including very high costs, is unlikely to be used again for rail service. The study was funded by a \$45,000 grant from the Federal Active Transportation Fund.

Active transportation is a proven means of bringing unused rail corridors back into public use. Encouraging and funding active transportation is a key element of both federal and provincial government transportation policy. The study examines successful rails to trail projects in Canada, the US, and New Zealand and reports on the positive economic, health and other positive impacts they have generated for the regions they traverse.

One trail studied, The Great Allegheny Passage (GAP) Trail in the North East US traverses a region which has almost identical impact zone population geography as the Island Corridor generated \$162 million in economic impacts in 2019. The annual economic impacts of the Island Corridor Trail are estimated to be \$95 million.

The study also looked at the positive health benefits of active transportation and found very significant positive impacts on physical and mental health, sense of community and reduced air pollution. Access to safe car free routes also greatly improves public safety and sense of security.

The study includes a class “D” cost estimate. This class of estimate is sufficient to allow different proposed project costs to be compared with one another. The estimated cost per km of the Island Corridor Trail is similar to the estimated cost of the North Okanagan trail when adjusted for inflation. The estimated cost of a trail is much less than the estimated cost of re-establishing rail service. Although the costs

were estimated for the whole trail it is likely that the trail would be constructed in sections over a period of time. The GAP Trail was constructed in sections over a period of 35 years.

The next step in the corridor evaluation should be a more detailed evaluation of the costs based on a detailed survey. This could be done on a regional basis. The 2016 study of the corridor in the Nanaimo Region could be used as a starting point to do an evaluation for that region.

Island Rail Corridor to an Active Transportation Trail

Feasibility Report
April 2023

Prepared For:

Friends of Rail to Trail (FORT-VI)



Prepared By:

MJL Engineering Ltd.



Table of Contents

1.0 EXECUTIVE SUMMARY 3

2.0 INTRODUCTION 6

3.0 U.S. TRAIL EXAMPLE - GREAT ALLEGHENY PASSAGE (GAP) TRAIL.....12

4.0 NEW ZEALAND TRAIL EXAMPLE - CENTRAL OTAGO RAIL TRAIL.....15

5.0 CANADIAN TRAILS20

6.0 POTENTIAL ECONOMIC IMPACTS OF THE ISLAND CORRIDOR TRAIL.....23

7.0 GOVERNMENT POLICIES27

8.0 COST ESTIMATE32

9.0 RAPID HEALTH IMPACT ASSESSMENT40

List of Figures

Figure 2-1 - Alignment of Island Rail Corridor	8
Figure 2-2 - First Nations and Municipalities Map	9
Figure 3-1 - GAP Trail Map.....	12
Figure 4-1 - Central Otago Rail Trail	15
Figure 6-1 - Island Corridor Trail Impact Zone Victoria to Nanaimo	23
Figure 6-2 - Island Corridor Trail Impact Zone Nanaimo and North.....	24
Figure 7-1 - E & N Rail Trail Victoria	29

List of Tables

Table 3.1 - GAP Trail Impact Zone and Total Population.....	13
Table 4.1 - Otago Central Rail Trail Visits	19
Table 4.2 - Otago Central Rail Trail Economic Impacts 2015.....	20
Table 5.1 - Atlantic Trails – Sample Visits	21
Table 5.2 - Atlantic Trails – Trail Expenditures	21
Table 5.3 - Atlantic Trails – Estimated Economic Impacts.....	21
Table 6.1 - Annual Visits – GAP Trail Actual and Island Corridor Trail Forecast	24
Table 6.2 - Potential Direct Economic Impact of Island Corridor Trail	26
Table 6.3 - Total Potential Economic Impact of the Island Corridor Trail	26
Table 8.1 – Breakdown of Trail Cost.....	37
Table 8.2 – Island Corridor Trail Construction Economic Impacts	39

1.0 EXECUTIVE SUMMARY

MJL Engineering Limited (MJL) and their sub-consultants Davies Transportation Consulting Inc. and Intrinsik Corp. were appointed by Friends of Rail to Trail, Vancouver Island (FORT- VI) to carry out a Feasibility Study for the potential conversion of Island Rail Corridor to an Active Transportation Trail. The Rail Corridor spans a total of 289 kilometers, partitioned into two separate subsections: the Victoria Subdivision (225 km/139.8 mi) between Victoria and Courtenay, with a short spur south of Nanaimo to Wellcox Yard and barge ramp on Nanaimo's waterfront, and the Port Alberni Subdivision (64 km/39.7 mi) between Parksville and Port Alberni. The Corridor intersects with the territories of fourteen First Nations and fourteen municipalities consisting of five regional districts, meaning that any further works may require consultation with local stakeholders.

1.1 Potential Economic Impacts

The economic effects of the proposed Island Corridor Trail were estimated via an analysis of comparable existing trails, such as the GAP Trail in Pennsylvania and the Central Otago Rail Trail in New Zealand. By utilizing divergence analysis of these existing trails, a reasonable evaluation of the expected economic implications of the proposed trail was achieved. This economic analysis was a prediction of the economic impact of the Island Corridor Trail, this is conducted in the absence of surveys of trail users and businesses adjacent to and in the vicinity of the proposed trail.

The economic impact estimates for the GAP Trail and Central Otago Rail Trail should be considered indicative of the potential financial value the proposed trail could accrue upon the establishment of a substantial base of frequent users and related businesses. Our analysis was based on the historic analysis of mature trails that have achieved a comparable level of patronage and commercial presence over a commensurate time period.

Based on an analysis of potential trail usage and representative tourism spending patterns in the Greater Victoria area, annual direct economic impacts could reach an estimated **\$50 million**, with indirect and induced impacts estimated to add an additional **\$45 million** in total each year, resulting in a total estimated economic impact of approximately **\$95 million** annually.

1.2 Health Impact Assessment

The objective of the Rapid Health Impact Assessment (HIA) was to furnish FORT-VI with supplementary health and related information as a component of the Feasibility Study, while underscoring the potential health, social, and economic advantages of the proposed pathway.

The Island Rail Corridor was subjected to a Rapid Health Impact Assessment (HIA), which employed an evidence-based process to evaluate the potential human health implications of a potential conversion of the existing rail corridor to an active transportation trail. The HIA baseline health profiles considered the regional districts of Alberni-Clayoquot, Capital, Comox Valley, Cowichan Valley, and Nanaimo, encompassing the general study area. The Health Economic Assessment Tool (HEAT) for walking and cycling was utilized to estimate the benefit to the general study area if the

corridor were to be converted to an active transportation trail, encouraging local population to engage in walking and cycling.

Based on an estimation of the predicted frequency of utilization, it is conceivable that 0.04 premature deaths could be averted annually, resulting in a financial return of in excess of **\$200,000** CAD per annum, should all individuals within the specified age range in the zone of investigation traverse the reformed Island Corridor Trail by walking or cycling a minimum of four times a year.

1.3 Cost Estimate

A Class D Cost Estimate was generated to ascertain the economic viability of the proposed Island Corridor Trail project. Utilizing commonly utilized labour, equipment and material rates on Vancouver Island, an approximation of the cost associated with the design and construction of the trail was computed. This estimate is intended to provide the Government of British Columbia with the requisite economic information to determine the feasibility of the project.

The cost estimates for civil works were generated for the two types of trail cross-sections; asphalt surfacing and gravel surfacing. It was hypothesized that asphalt surfacing would be applied to a quarter of the full trail length in the more urbanized regions.

The total expenditure necessary to execute the project, including engineering, bridge upgrades, at-grade crossing enhancements, rockfall mitigation and contingency, is estimated to be **\$172,788,954**. This figure is derived from the base cost of **\$101,231,163** for civil construction, augmented by bridge upgrades, at-grade crossing enhancements, and rockfall mitigation plus 10% for engineering costs and 15% for contingencies.

Summary of Cost Estimates

Civil Construction Cost per Km	\$349,073
Total Civil Construction Cost of the Trail	\$101,231,163
Raising Vertical Clearance for 2 Bridges	\$10,000,000
Railing & Decking of 50 Bridges	\$13,000,000
Falling Rock Mitigations	\$2,000,000
At Grade Crossing Improvements	\$12,000,000
Total Construction Cost	\$138,231,163
Engineering (10%)	\$13,823,116
Contingency (15%)	\$20,734,674
Total Project Cost	\$172,788,954

1.4 Future Consideration

The future consideration for developing the proposed trail may be as follows:

- A comprehensive case study incorporating further data points from local sources and literature(s) is recommended in the implementation stages.
- Facilitate inter-jurisdictional dialogue to ensure stakeholder involvement in the Island Corridor Trail project, with a particular emphasis on local community and First Nation interests and objectives.
- Design a proposed Island Corridor Trail to accommodate the needs and abilities of most demographics, including children, youth, older adults, and individuals with ability challenges.
- Verify that the proposed Island Corridor Trail is integrated with the existing active transportation infrastructure(s) in the area.

2.0 INTRODUCTION

2.1 Study Purpose and Background

MJL Engineering Ltd, abetted by sub-consultants Davies Transportation Consulting Inc. and Intrinsik Corp., were tasked to lead a Feasibility Study for FRIENDS of Rail to Trail, Vancouver Island (FORT-VI) with regard to the potential adaptive reclamation of the existing Island Rail Corridor into an Active Transportation Trail where decommissioned rail routes are cleared for use as designated pathways. No consideration was given to removal and disposal of the rails and ties costs in feasibility study as per RFP. The alignment of the Island Rail Corridor is illustrated in **Figure 2-1**.

The total length of the corridor is 289 kilometers and consists of the following subdivisions:

- Victoria Subdivision a 225 km (139.8 mi) track between Victoria and Courtenay, with a short spur from just south of Nanaimo to Wellcox Yard and barge ramp on the Nanaimo waterfront.
- Port Alberni Subdivision a 64 km (39.7 mi) branch line from Parksville to Port Alberni.

It is our understanding that the Province of British Columbia is currently undertaking a comprehensive examination of the potential applications for the Island Rail Corridor, including enquiries into the viability of integrating an active transportation route. This feasibility study's findings shall be duly submitted to provincial authorities in order to influence their contribution into federal government-governed decisions concerning subsequent implementation and management plans pertaining to the trail corridor.

The Island Rail Corridor, formerly known as the Esquimalt & Nanaimo (E&N) Railway, is now under the oversight of a non-profit entity: The Island Corridor Foundation (ICF). Under contract with Southern Railway of British Columbia for operation of this railway line, the ICF has a Board made up of twelve directors. These directors are sourced from various constituents including five from local Regional Districts and five from locally involved First Nations governments while two additional members are chosen at large.

MJL Engineering Ltd. and subconsultants, conducted a review of the existing studies and reports compiled by BC Government and other external stakeholders, as well as those for analogous trails-such as The Great Allegheny Passage (GAP) trail in Pennsylvania, Okanagan Rail Trail in British Columbia, Veloroute des Bleuets Trail in Quebec, Confederation Trail in Prince Edward Island and Central Otago Rail Trail. The findings from these studies were incorporated into the extensive body of knowledge used to determine our findings.

2.2 Project Location and Study Area

An evaluation of the Island Rail Corridor, as captured in the Ministry of Transportation and Infrastructure's (MOTI) Condition Assessment Report, identifies fourteen First Nations Territories and fourteen municipalities comprising five regional districts located within. To ensure continued



progress is achievable along this Corridor, consultation must be initiated with relevant stakeholders identified therein; graphical representation provided in **Figure 2-2** below.

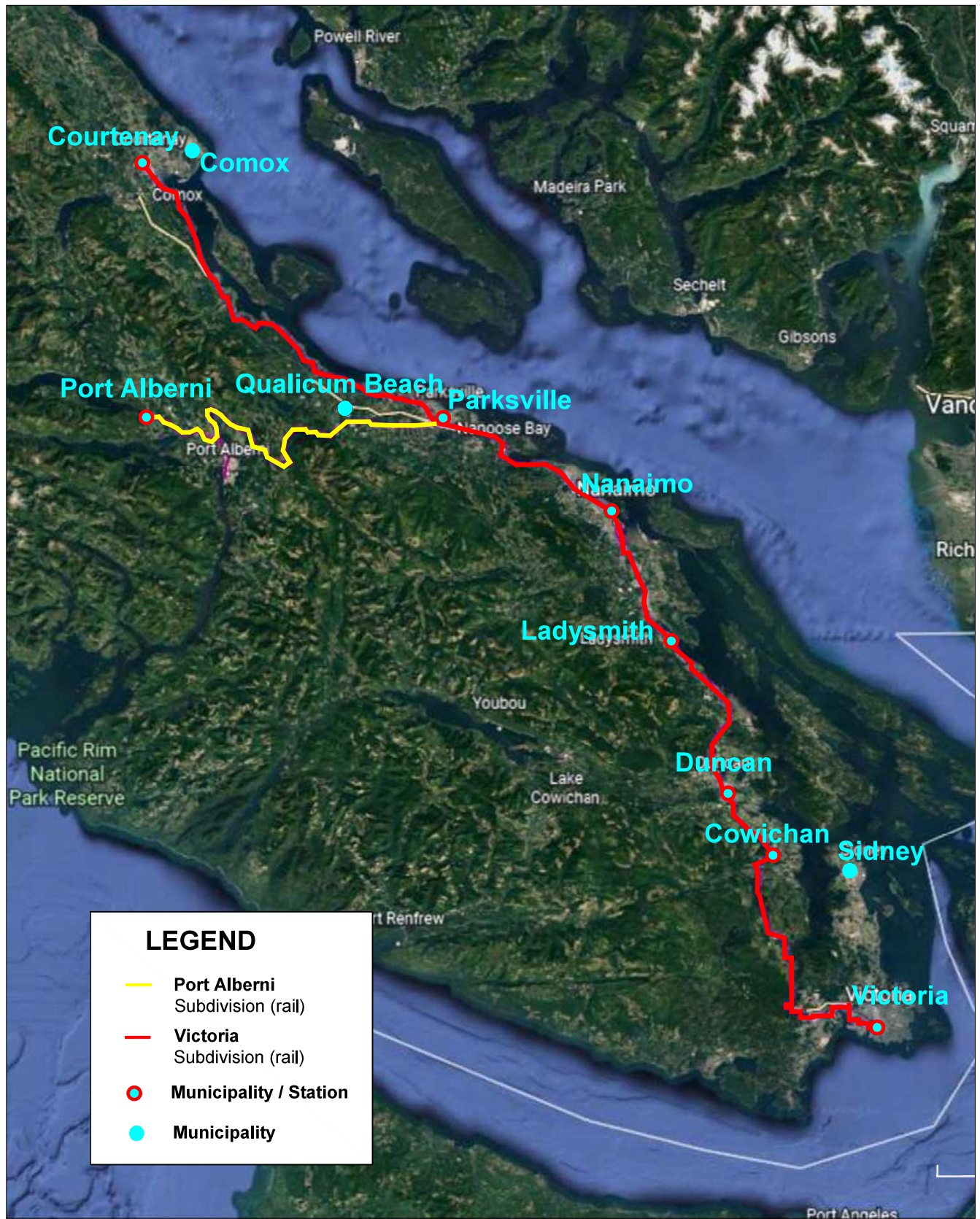


Figure 2-1: Alignment of Island Rail Corridor

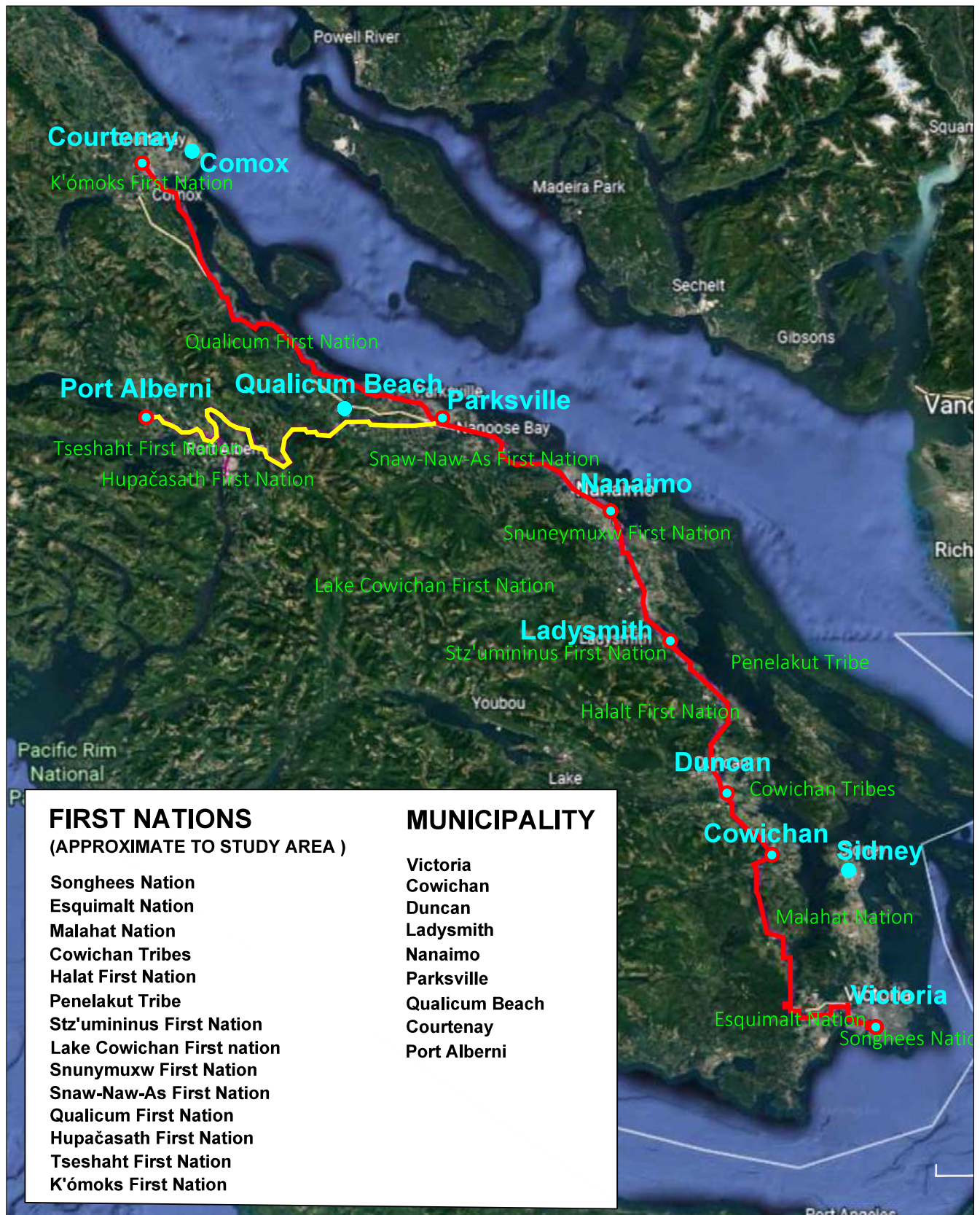


Figure 2-2: First Nations & Municipalities Map

First Nations:

- Esquimalt Nation
- Songhees Nation
- Malahat Nation
- Cowichan Tribes
- Lake Cowichan First Nation
- Halalt First Nation
- Stz'uminus First Nation
- Penelakut Tribe
- Snunymuxw First Nation
- Snaw-Naw-As First Nation
- Qualicum First Nation
- Hupačasath First Nation
- Tseshaht First Nation
- K'ómoks First Nation

Stakeholders:

- Island Corridor Foundation
- Southern Railway of Vancouver Island
- Federal Government
- Provincial Government
- 5 Regional Districts
 - Capital Regional District
 - Cowichan Valley Regional District
 - Regional District of Nanaimo
 - Comox Valley Regional District
 - Alberni-Clayoquot Regional District
- 14 Municipalities
- General Public
- Local Industry
- Technical Safety BC

The proposed Island Corridor Trail will traverse two major subdivisions in the form of the Victoria Subdivision (225 km) and Port Alberni Subdivision (64 km). An enriched population growth is expected in both regions, apart from Cowichan which lags behind provincial average population increase figures between 2016-2021. Both rural and urban routes make up these subdivisions and directly pass through First Nations Territories as well as regional districts and municipalities where businesses are mainly located.

The existing Island Rail Corridor will serve as the primary foundation for the proposed Trail's construction, providing necessary physical infrastructure (including grade, bridges etc.), as well as rights of way to facilitate its development.

The proposed Island Corridor Trail is expected to become a renowned destination for outdoor recreation and active transportation, with utilization by local users as well as foreign travelers.

2.3 Methodology

The methodological approach adopted to carry out the feasibility study was based on an investigative framework comprising analysis and evaluation techniques.

- Undertook process of data analysis from analogous trails and preceding research, such as Island Rail Corridor Condition Assessment Report.
- Calculated cost assessment for consulting and construction services required for transforming Island Rail Corridor into an active transportation trail utilizing the rail bed.



- Estimate economic impacts of the Island Corridor Trail.
- Figured out economic consequences of Island Corridor Trail speculation based on surveys already conducted with similar existing trails in provincial regions; in absence of as-is situation, these forecasts were extrapolated.
- Carried out HIA (Health Impact Analysis) to estimate effects an Island Corridor Trail would have on public health in prescribed area.

3.0 U.S. TRAIL EXAMPLE - GREAT ALLEGHENY PASSAGE (GAP) TRAIL

3.1 Background

The Great Allegheny Passage winds 240 km (150 miles) from Cumberland, Maryland, through tunnels in the Allegheny Mountains, across the Laurel Highlands, deep into the gorges of Ohiopyle State Park, into the region's historic Steel Valley to Pittsburgh's Festive Point State Park. Constructed between 1978 and 2013 and maintained by municipalities and local volunteers, the Great Allegheny Passage receives over a million visits annually, with tourists from all 50 states and over 35 countries.

The first major segment that would become the GAP was transferred from the Western Maryland Railway to the Western Pennsylvania Conservancy in 1978. This 26.75-mile section of abandoned railroad bisected the newly established Ohiopyle State Park, which had formally opened in 1971. Soon thereafter, a trail surface was constructed by park staff. For the next three-and-a-half decades, different sections of the GAP, developed by a web of owners, stakeholders, and volunteer groups, were added throughout the now 150-mile path between downtown Pittsburgh and Cumberland, Maryland including four former railroad tunnels, many bridges, and other physical infrastructure. A map of the GAP Trail is shown below.

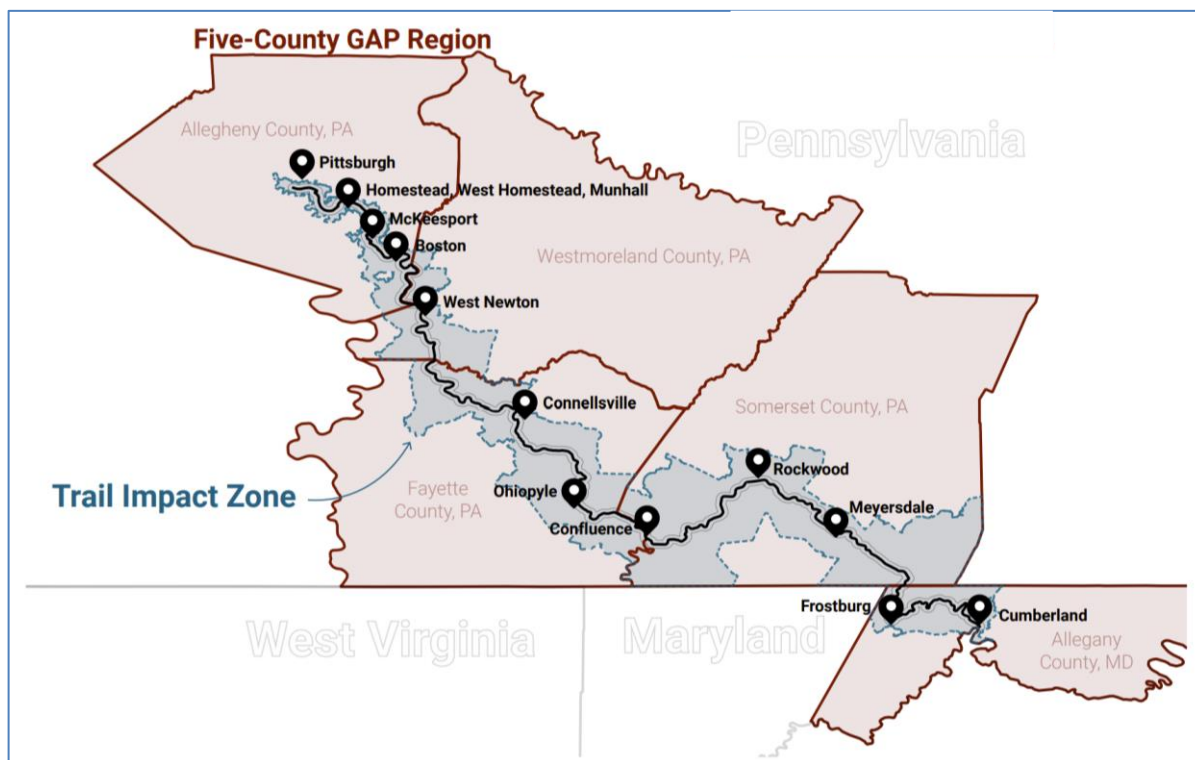


Figure 3-1 - GAP Trail Map

For purposes of economic impact analysis, the “Trail Impact Zone” was defined as the area proximate to the trail, where most direct trail user spending occurs. It is formed by aggregating Census Block Group geographies that are located either on the path of the GAP or within half-mile of the path. Census geographies were used because they enable incorporation of a variety of sources for analysis.

Table 2.1 shows the population in the Trail Impact Zone and the total resident population by section of the GAP Trail.

Table 3.1 - GAP Trail Impact Zone and Total Population

GAP Trail Impact Zone and Total Population 2019		
Gap Section	2019 Trail Impact Zone Population	2019 Resident Population
Pittsburgh & Allegheny County Pa	119,670	1,221,744
Pennsylvania's Laurel Highlands	59,605	559,253
Allegany County Md	31,861	71,445
Total	211,136	1,852,442

Between 2016 and 2019 there were an average of approximately 1 million GAP visits each year. In 2019, the estimate of user visits was 990,000, and 7.6% of GAP user visits were estimated to be from overnight users, or through-riders. In 2020, GAP user visit counts shot up dramatically to almost 1.5 million visits. While these extremely high use rates appear to be an effect of Covid-19, it is likely that GAP user visits will continue to increase from pre-2020 levels in coming years, in keeping with long-term trends.

3.2 Economic Impact

An economic impact study of the GAP Trail was completed in 2021. The report was developed by Fourth Economy in partnership with the Great Allegheny Passage Conservancy (formerly the Allegheny Trail Alliance). Research was conducted between the fall of 2020 and the spring of 2021. The report was funded by the Hillman Foundation and the Katherine Mabis McKenna Foundation.

Data was gathered for the study through surveys of trail users and businesses in the Trail Impact Zone. Responses from the trail user surveys indicated that day users spent an average of US\$90 per day. Restaurant was the highest spending category with 30.4% of total day user spending. Overnight users spent US\$496 per trip. Indoor overnight accommodation was the highest spending category with 42.7% of total overnight user spending. These estimates were not used in the estimation of economic impacts but rather were based on business surveys.

The impact analysis was developed using a standard IMPLAN (input/output) model focused on the five core counties along the 150-mile trail: Allegheny, Westmoreland, Fayette, and Somerset counties in Pennsylvania and Allegany County in Maryland. Survey data provided by business owners and trail users estimated the scale and categories of spending by GAP tourists in the Trail Impact Zone. Participating businesses were asked to provide their total revenue for 2019 and

estimate the percentage of that revenue that came from GAP users. Revenue for each industry sector was estimated and factored based on location-specific user spending data from the trail user survey and GAP user counts. Characteristics of the GAP Trail businesses survey are highlighted below:

- 44 percent of businesses surveyed were founded primarily to serve GAP users.
- Most GAP businesses are small or mid-sized, with a median staff of 4 employees and median revenue of \$100,000 annually.
- GAP businesses offer diverse amenities to both trail users and residents. More than 63% offer more than one key type of good or service.
- 35 percent of GAP businesses are seasonal. Others are open year-round. June – October are generally the busiest months.

The study estimated that the GAP generated US\$121.2 million (CDN\$162.1 million)¹ in economic impacts in 2019. GAP tourists spent nearly US\$75 million (CDN\$99.5) in direct impacts on GAP businesses. In turn, this spending produced nearly US\$22 million (CDN\$29.2 million) in indirect impacts among local businesses within the five counties that supply and support the core GAP businesses. All this activity from the direct and indirect impacts generated additional spillover impacts of nearly US \$25 million (CDN\$33.2 million) from the spending of the employees and owners of those businesses, which are referred to as induced impacts.

¹ Converted at the annual US\$/CDN\$ exchange rate of 1.3269 for 2019.

4.0 NEW ZEALAND TRAIL EXAMPLE - CENTRAL OTAGO RAIL TRAIL

4.1 Background

The Central Otago Rail Trail is a good example of the potential for a rail trail to increase tourism activity in a relatively remote region. It was among the first developed in New Zealand. It is located in Central Otago, a sparsely inhabited region of New Zealand's South Island. The Otago Central Rail Trail is a 152-kilometre, recreational trail that follows the former Otago Central railway line between Middlemarch and Clyde.



Figure 4-1 - Central Otago Rail Trail²

In 1993 the Department of Conservation (DOC) bought the corridor for a recreational reserve. The Otago Central Rail Trail Trust was formed in 1994 to partner the Department, helping raise funds to initially open the Trail. This included the removal of ballast, decking the bridges, improving culverts and adding handrails.

The Rail Trail officially opened fully in 2000 and the teamwork between the Trust and DOC has continued. DOC undertakes the maintenance, while the Trust upgrades the facilities and focuses on development and enhancements. The success of this innovative project inspired the government in 2010 to set up the New Zealand Cycle Trails and support the development of similar trails around the country.

The Central Otago Rail Trail extends from Middlemarch to Clyde, with ten locations enroute, some of which have a population too small to be included in a list of New Zealand towns (less than 1,000 residents). The largest center is Alexandria, with a population of just under 6,000 in 2018. The

² Central Otago Rail Trail <https://www.otagocentralrailtrail.co.nz/>

closest urban center is Dunedin, a city of approximately 100,000 people located 80 km from the start of the trail in Middlemarch.

4.2 Ngā Haerenga New Zealand Cycle Trails

The New Zealand Cycle Trail's genesis dates back to a government 'jobs summit' early in 2009. The idea was to build a network of world-class cycle trails that would not only provide a safe and sustainable way to explore New Zealand's special places, but also generate lasting economic, social and environmental benefits for surrounding communities.

The Otago Central Rail Trail was a major inspiration for the New Zealand Cycle Trail. The country's first major off-road cycle touring route, opened in 2000, it repurposed a disused railway as a multi-day trail passing through a series of out-of-the-way towns. Revitalising a quiet corner of the South Island, it had also become the second-largest income earner after farming.

With this success in mind, the government committed a NZ\$50 million fund to create a continuous touring route running the length of the country. This funding was matched by an additional NZ\$30 million from councils and local organizations, many operating at grass-root level. The Department of Conservation and other key stakeholders were also brought in to help plan the way forward.³

The New Zealand Cycle Trails network is made up of the:

- Great Rides: predominantly off-road trails. They showcase the best of New Zealand's landscapes, environment, culture and heritage. The Otago Central Railway became affiliated with the New Zealand Cycle Trails network as a Great Ride in 2012.
- Heartland Rides: Through the Network Expansion Project, a series of on-road cycle touring routes were added to the New Zealand Cycle Trails network. These are known as the Heartland and Connector Rides. The Heartland Rides are mostly on-road routes through scenic landscapes and small towns, and the Connector Rides link the Great Rides and Heartland Rides with urban centres, transport hubs and other key tourist attractions. Heartland and Connector Rides encourage cyclists to use scenic back-country roads where they can experience heartland New Zealand.
- Urban cycle trails: through its Urban Cycleway Programme, Waka Kotahi - the New Zealand Transport Agency has co-funded the building of a number of on-road and off-road cycleways. The cycleways make it easier and safer for cyclists to move through urban centres.
- Up to NZ\$8 million is available annually for the maintenance, development and promotion of the New Zealand Cycle Trails.⁴

³ The New Zealand Cycle Trail Story <https://www.nzcycletrail.com/about/the-new-zealand-cycle-trail-story/>

⁴ Ngā Haerenga New Zealand Cycle Trails <https://www.mbie.govt.nz/immigration-and-tourism/tourism/tourism-projects/nga-haerenga-the-new-zealand-cycle-trail/>

4.3 Economic Impact Studies

Otago Central Rail Trail Economic Impact and Trends Survey 2008

In 2005, the Otago Central Rail Trail Charitable Trust developed a survey questionnaire to measure the economic impacts of the Rail Trail on businesses established in communities on the fringes of the trail. In 2008 the Trust repeated the effort to learn more about the successes and problems of businesses and communities affected by the Rail Trail, and administered a second survey to a similar sample in the same area, i.e. the Rail Trail's Middelmarsh – Clyde corridor, including the greater Maniototo and Strath Taieri areas.

The survey administered in 2008 assessed the trends and economic impact of the Otago Central Rail Trail (OCRT) on businesses in the areas most affected by the OCRT and was based on the questionnaire used in 2005. However, in 2008 two different distribution methods were utilized: 1) online questionnaires were distributed to businesses with available email addresses and 2) hard-copy questionnaires were posted along with self-addressed, postage-paid return envelopes to businesses without known email addresses.

For the 2008 survey, the majority (68.8%) of respondents were Accommodation Providers, followed by 22% Food and Beverage, 14.7% Retail, 10.1% Tour Operators, 7.3% Transport Providers, and 3.7% representing other types of businesses, including a travel agency, post office, and service station. These results were similar to the 2005 survey results. Results also indicate that the sample comprised two main types of businesses: large businesses with a total turnover of more than NZ\$250,000 (32.6%), and small businesses with a total turnover under NZ\$10,000 (29.5%).

A total of 552 full-time and part-time staff were reported to be employed and a significant number of these employees are employed part-time, both during the summer and winter seasons. Most business staff earn between NZ\$12.50 and NZ\$20.00 per hour including 235 part-time staff employed during the summer compared with 147 part-time staff during the winter season.

February and March are the busiest months for businesses on the rail trail whereas June and July are the quietest. A significant percentage (22.6%) of businesses close for four or more weeks during the year and, most commonly, during the months of July and August. However, for 72.6% of the respondents, if there was demand during winter months businesses would operate without stopping.

Nearly one third of respondents (29.7%) reported that the OCRT was very important in their decision to buy or start their business. However, a significant number of respondents (19.8%) affirmed that the rail trail was not at all important in their decision to initiate their business. These results may be attributed to the sample of participants, which included several businesses that are not in fact related to, or greatly impacted by, the rail trail (e.g., big supermarket and petrol station

chains). Moreover, the results show that most of the respondents (46.2%) attribute only 0-20% of their turnover to OCRT users.⁵

Ngā Haerenga The Great Rides of the New Zealand Cycle Trails: Some Benefits in Relation to Costs

In 2016 the New Zealand Ministry of Business, Innovation and Employment commissioned a cost benefit analysis of the New Zealand Cycle Trails.⁶ The analysis was based upon data provided by the Ministry of Business, Innovation and Employment (MBIE) and NZ Statistics, findings from previous trail surveys and the opinions of NZ Cycle Trail experts. These sources were combined with findings from published research. The CBA is evaluative of one year, the year 2015 being when estimates of monthly trail visits based upon electronic counts were available for a suitable analysis.

Benefits were calculated separately for between domestic and international visitors. Domestic visits were further separated for commuters and non-commuters. This secondary separation was required because of the strong belief that non-commuters, composed mostly of tourists, would be prone to spending for food, accommodation and the like while on the trails, whereas commuters would not be prone to doing so. This belief was translated into a simplifying assumption: that only non-commuters would be doing any spending on the trails. Thus, for non-commuters, the main benefits would have been the consumer and producer surpluses arising from their spending, while for commuters, there would also have been benefits not related to such surpluses, such as health-related ones.

The total benefits for the year were estimated at around NZ\$49.42 million, exceeding corresponding costs of around NZ\$13.92 million and implying net benefits of NZ\$35.5 million. An annual benefit of NZ\$3.55 or a net benefit of NZ\$2.55 was earned for every dollar spent on costs.⁷ Note these estimates include only direct economic impacts, not indirect or induced impacts.

4.4 Economic Impact of the Otago Central Rail Trail

With the exception of the 2008 survey undertaken for the Central Otago Rail Trail Trust, there are no economic impact studies specific to the OTRC. However the network-wide studies conducted for the New Zealand Ministry of Business, Innovation and Employment contain data on the OTRC, and the findings of these studies can be applied to analysis of the OTRC economic impact. Estimates of trail use for various years are shown below.

⁵ Otago Central Rail Trail Economic Impact and Trends Survey 2008 Carla Jellum and Arianne Reis 2009 p. 3-4.

⁶ Ngā Haerenga The Great Rides of the New Zealand Cycle Trails: Some Benefits in Relation to Costs (2015 Cost Benefit Analysis) Antong Victorio for the Ministry of Business, Innovation and Employment August 5, 2016.

⁷ Ibid. p. 2.

Table 4.1 - Otago Central Rail Trail Visits

Otago Central Rail Trail Visits		
Year	Number of Visits	Source
2015	17,164	Ngā Haerenga The Great Rides of the New Zealand Cycle Trails: Some Benefits in Relation to Costs
2020	21,848	2021 Evaluation of the New Zealand Cycle Trails
2021	25,722	2021 Evaluation of the New Zealand Cycle Trails

The 2015 Cost Benefit Analysis estimated that 96% of the OCTR were visits by non-commuters and 4% were visits by commuters, suggesting that trail usage is driven primarily by tourism-related activities. International visitors were inferred as having an average share of use equal to 13.5% of all visits to the network as a whole.⁸ Visits to the OCTR by international travelers were estimated at 4,541 visits in 2015.⁹

The final average spending by international visitors in 2015 was estimated at NZ\$207.23 per visit per day. On this basis, international spending on the OCTR was estimated at NZ\$1.25 million. Average spending on domestic visits was estimated at NZ\$173.13 per visitor per day. Total domestic spending on OCTR visits was estimated at NZ\$506,207 after accounting for displacement (i.e. shift in expenditures from other domestic purchases).¹⁰

The study estimated Consumer Surplus benefits, defined in context as dollar indications of satisfaction-related benefits to domestic visitors resulting from a positive difference between what they would have been willing to pay in relation to what they actually paid. Consumer Surplus benefits for the OCTR were estimated to range from NZ\$132,869 to NZ\$255,518 in 2015.¹¹

The study estimated savings from reduced mortality rates from cycling activity. The estimate for OCTR users was an annual benefit of NZ\$167,727 for non-commuters and NZ\$3,130 for commuters.¹²

Table 3.2 summarizes estimated OCTR benefits for categories where trail-specific estimates were provided. Total benefits were estimated at NZ\$2.2 million (CDN\$1.9 million).¹³

⁸ 2015 Cost Benefit Analysis pp. 5-6.

⁹ 2015 Cost Benefit Analysis p. 7.

¹⁰ 2015 Cost Benefit Analysis p. 8.

¹¹ 2015 Cost Benefit Analysis p. 13.

¹² 2015 Cost Benefit Analysis p. 18.

¹³ Converted at the annual 2015 exchange rate of NZ\$/CDN\$ of .8712.

Table 4.2 - Otago Central Rail Trail Economic Impacts 2015¹⁴

Otago Central Rail Trail Economic Impacts 2015 (NZ\$)				
	Non-Commuter			
	Domestic	International	Commuter	Total
Annual Visits	11,939	4,541	684	17,164
Total Revenue	\$506,207	\$1,245,587		\$1,751,794
Consumer Surplus	\$255,518			\$255,518
Health Benefits	\$167,727		\$3,031	\$170,758
Total	\$929,452	\$1,245,587	\$3,031	\$2,178,070

5.0 CANADIAN TRAILS

The GAP and the New Zealand trail examples demonstrate the success of trails in local business development and economic impact. In Canada there are also many examples of successful trails built on abandoned rail corridors.

A considerable part of the Trans Canada Trail is composed of repurposed defunct rail lines donated to provincial governments by CP and CN rail and rebuilt as multi use trails. The main section runs along the southern areas of Canada connecting most of Canada's major cities and most populous areas.

5.1 Atlantic Canada

In Nova Scotia, almost every section of the Trans Canada Trail and other walking trails are abandoned railways. A small railway line from Musquodoboit Harbour (Musquodoboit Trailway) to Dartmouth is well used by community members and tourists. Another well used section is used from Halifax to New Germany to Yarmouth to Grand Pre.

There have been two recent economic impact studies done on trails in Atlantic Canada. The first was a study on the economic impact of the Confederation Trail on Prince Edward Island in 2012.¹⁵ The Confederation Trail was built on a decommissioned rail line. The main trail is 273 km from west to east - Tignish to Elmira. Branch trails run through small towns and communities including the heart of Charlottetown.

¹⁴ Excluding estimated Producer Surplus benefits.

¹⁵ [Economic Impact Study for the Atlantic Canada Trails Association](#) ("Confederation Trail" Prepared for: Atlantic Canada Trails Association Prepared by: Gardner Pinfold November 16, 2012.

The second was a study on the economic impact of the Rum Runners Trail in Nova Scotia. The Rum Runners Trail (RRT) is a 119 km trail connecting two of the province's most visited locations – Halifax and Lunenburg.¹⁶

These studies used a combination of user counts and surveys to gather data:

- The number of trail users was estimated based on manual counts and data collected using infrared and metal detectors along selected segments of the trail.
- Data on trail users and visits was collected using a combination of onsite and mail-back surveys from users on selected segments of the trail.

For both trails, the data represented only a small portion of actual trail usage on specific segments of the trail. For the Confederation Trail, the sample consisted of 406 surveys representing 910 trail users. For the Rum Runners Trail, the sample consisted of 399 surveys representing 901 trail users. The estimated number of trail visits for each of the trails is shown below, based on the trail counts and survey results.

Table 5.1 - Atlantic Trails – Sample Visits

Atlantic Canada Trails - Sample Visits			
	Day trips	Overnight Visits	Total Visits
Confederation Trail	7,341	10,565	17,906
Rum Runners Trail	89,494	8,851	98,345

Economic impacts were estimated based on trail user spending estimates derived from the survey data.

Table 5.2 - Atlantic Trails – Trail Expenditures

Trail Related Expenditures \$ per person-visit		
	Confederation Trail	Rum Runners Trail
Resident Cyclists	\$7.08	\$10.82
Resident Pedestrians	\$19.05	\$6.60
Visitor Cyclist	\$138.11	\$780.45
Visitor Pedestrians	\$111.09	\$179.50

Comparative estimates of economic impacts for the two trails are shown below.

Table 5.3 - Atlantic Trails – Estimated Economic Impacts

Estimated Economic Impacts (CDN \$ Millions)
--

¹⁶ Economic Impact Study for the Rum Runners Trail ("Rum Runners Trail") Prepared for: Rum Runners Trail Committee Prepared by Gardner Pinfold December 2016.

	Confederation Trail	Rum Runners Trail
Direct	\$2.70	\$4.20
Indirect	\$0.30	\$1.50
Induced	\$1.10	\$1.10
Total	\$4.10	\$6.80

Note that these estimates are based on activity on only a portion of each trail.

5.2 Quebec

The 256 km Veloroute des Bleuets in Quebec makes a significant contribution to the Sagueny - Lac Saint Jean Economy both through the visitors it attracts and through the investments made. As a major tourist draw it broke a record in 2020 with 290,000 users on its network. The last economic impact study carried out by Veloroute managers in 2017, based on 2016 data, reported total benefits of \$11.5 million 238,044 recorded user movements.¹⁷

5.3 British Columbia

In British Columbia the 50 km Okanagan Rail Trail is an example of local government, First Nations and volunteer cooperation to purchase and convert a disused railway to a rail trail. An economic impact study for the Rail Trail predicted 500,000 annual users after five years but that was achieved in the first year and likely significantly surpassed that number in 2020 as COVID-19 drove people outdoors.

Potential economic impacts of the Okanagan Rail Trail were estimated in a 2014 study.¹⁸ Trail usage forecasts were developed for six categories of users: Local Walking, Local Resident Cycling, Local Commuting, Regional Commuting, Visitor Subregional, and Visitor. Economic impacts were estimated only for the Visitors. The study estimated direct and indirect impacts of spending by visitors of CDN\$ 7.5 million per year by the 15th year of operation.¹⁹

¹⁷ Veloroute des Bleuets <https://veloroutedesbleuets.com/en/about/>

¹⁸ Okanagan Rail Trail Impact Assessment Westcoast CED Consulting Ltd. (Vernon, BC) In conjunction with Lions Gate Consulting Inc. (Vancouver, BC) Peak Solutions Consulting Inc. (Kamloops, BC) May 15, 2014.

¹⁹ Okanagan Rail Trail Impact Assessment p. vii.

6.0 POTENTIAL ECONOMIC IMPACTS OF THE ISLAND CORRIDOR TRAIL

As noted in the methodology section, economic impacts of public trails are typically estimated based on surveys of trail users and businesses along the trail. Since the Island Corridor Trail does not yet exist, estimates of economic impact are based on experience in jurisdictions with similar existing trails.

Our estimates are based on comparisons with the GAP Trail and Central Otago Rail Trail examples detailed above. It should be emphasized that these are mature trails which have been in operation long enough to build a substantial base of visitors, and for businesses to locate along the trail to serve these visitors. Consequently, our estimates of economic impacts for the Island Corridor Trail should be viewed as an indication of the potential economic impact the trail could have when it has reached a similar level of maturity.

6.1 Potential Trail Users

To estimate the potential number of trail users, we have followed the example of the Great Allegheny Gap economic impact study and defined a Trail Impact Zone. For this study, we estimated the population within the Trail Impact zone of the proposed Island Corridor Trail based on census dissemination blocks with centers within a buffer zone 1 km on either side of the trail. Maps for the Island Corridor Trail Impact Zones are shown below:

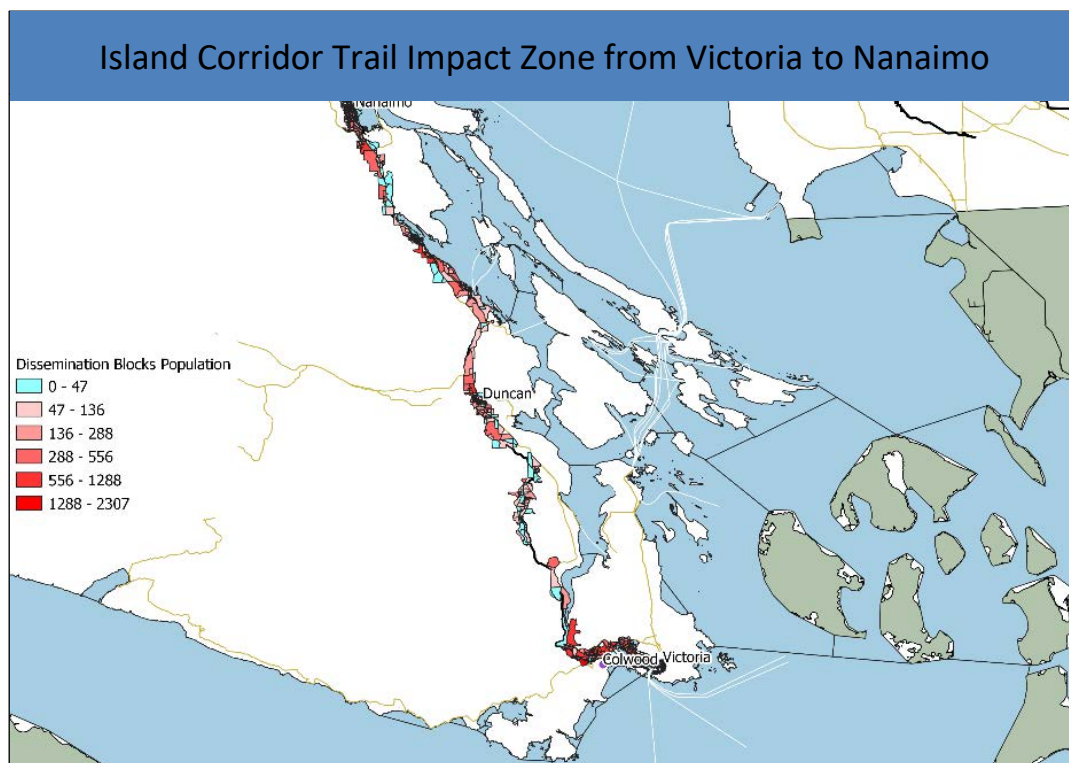


Figure 6-1 - Island Corridor Trail Impact Zone Victoria to Nanaimo

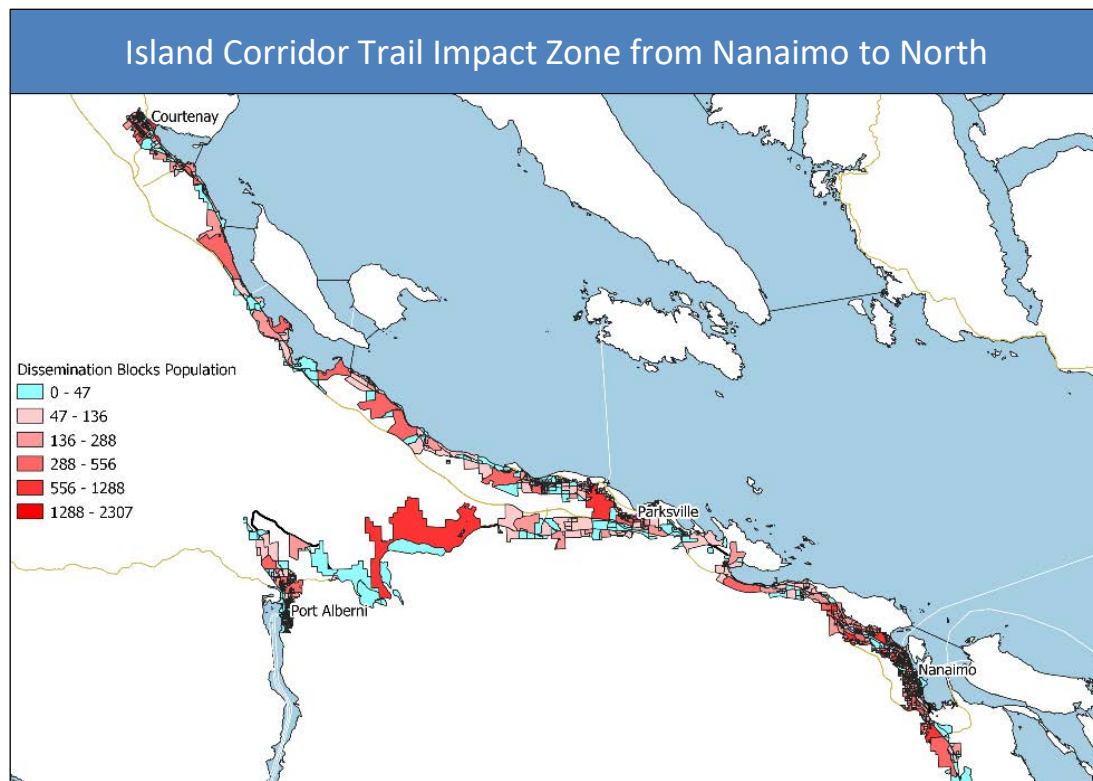


Figure 6-2 - Island Corridor Trail Impact Zone Nanaimo and North

We have developed an estimate of potential trail use for the Island Corridor Trail based on the ratio of trail use to Trail Impact Zone population and annual visits for the GAP Trail.

Table 6.1 - Annual Visits – GAP Trail Actual and Island Corridor Trail Forecast

GAP and Island Corridor Trail Impact Zone Day Trips					
Trail	2019 Trail Impact Zone Population	Day Trips per TIZ Population	Day trips	Overnight Visits	Total Visits
GAP Trail	211,136	4.3	914,760	75,240	990,000
VI Trail	210,340	4.3	911,311	74,956	986,268

We assumed that 18% of the day trip users (164,036 visits) were commuters, and the remaining 82% (747,275 visits) were non-commuters.

6.2 Economic Impact of the Island Corridor Trail

Typically, economic impacts are broken down into direct, indirect and induced impacts. For example, in the Economic Impact of Tourism in Greater Victoria, BC Final Report, the consultant (Intervistas) described tourism economic impacts as follows:²⁰

- Direct Tourism Related Impacts – These are impacts directly associated with employment in tourism in Greater Victoria. This includes employment in all types of accommodation as well as related tourism-oriented services such as restaurants, attractions, tours and transportation.
- Indirect Economic Impacts – These are impacts associated with employment in industries that depend on tourism. For example, wholesalers that supply food to Greater Victoria area restaurants that serve visitors are considered to be providing indirect employment. Indirect employment is generated within industries that supply or provide services to support direct employment.
- Induced Economic Impacts – These impacts stem from expenditure by individuals employed either indirectly or directly. This is often referred to as the “household spending effect”. For example, if a hotel employee expands or re-models his/her home using wages earned directly in the tourism industry, this would result in additional (induced) employment in the general economy. The home renovation project would support induced employment hours in the construction industry, the building materials industry, and so forth.

Our approach to estimating direct economic impacts is based on potential average trail visitor spending. The closest approximation we could find to potential visitor spending on the VI Trail was the data collected by Destination Greater Victoria 2019 Visitor Survey Report which found that average spending for visitors to Greater Victoria was CDN \$237 per person per day in 2019.²¹ We have assumed that the ratio of spending of international trips to domestic trips is the same as that reported in the GAP Trail Economic Impact Study, which results in an average domestic spending per trip for non-commuters of \$43 per visit.

Based on these estimates, the potential direct economic impact of the Island Corridor Trail is shown below.

²⁰ Economic Impact of Tourism in Greater Victoria, BC Final Report by Intervistas for Destination Greater Victoria May 2018 p. 6.

²¹ Destination Greater Victoria 2019 Annual Visitor Survey December 2019 p. 26.

Table 6.2 - Potential Direct Economic Impact of Island Corridor Trail

GAP Trail Impact Zone and Total Population 2019			
Gap Section	2019 Trail Impact Zone Population	2019 Resident Population	2019 Visits
Pittsburgh & Allegheny County PA	119,670	1,221,744	
Pennsylvania's Laurel Highlands	59,605	559,253	
Allegany County Md	31,861	71,445	
Total	211,136	1,852,442	990,000

Indirect and induced impacts are typically calculated based on multipliers indicating a percentage of the direct spending for indirect and induced impacts. We have calculated the multipliers estimated in the Intervistas study for tourism spending in Victoria in 2018 as 0.50 for indirect impacts and 0.40 for induced impacts.²²

Our estimates of the total potential economic impact of the Island Corridor Trail are shown below.

Table 6.3 - Total Potential Economic Impact of the Island Corridor Trail

Total Potential Economic Impact of the Island Corridor Trail	
	CD\$ Millions
Direct	\$49.9
Indirect	\$24.9
Induced	\$20.0
Total Economic Impact	\$94.8

²² Economic Impact of Tourism in Greater Victoria, BC Final Report P. 2.

7.0 GOVERNMENT POLICIES

7.1 Government of Canada

Active Transportation Fund

Since 2015, the Government of Canada has invested in almost 650 km of active transportation trails, bike and pedestrian lanes, and recreational paths. Through the Investing in Canada Plan, the Government of Canada has provided over \$236 million for more than 300 active transportation projects from coast to coast to coast, ranging from bicycle storage lockers to complete active transportation networks. In addition, hundreds more infrastructure projects funded by the Government of Canada have included components that promote active transportation.

In March 2021, the Government of Canada announced the Active Transportation Fund, the first dedicated fund supporting the expansion and enhancement of active transportation infrastructure across Canada. The new \$400-million fund is part of an eight-year, \$14.9-billion public transit investment outlined by Prime Minister Trudeau and Minister McKenna on February 10, 2021. It will support communities as they build vibrant neighbourhoods where people can safely live, work and play. The fund will also help Canadians living in rural communities and places currently without active transportation options to unlock the potential in their communities. The Active Transportation Fund will provide \$400 million over five years to support a modal shift away from cars and toward active transportation. The Active Transportation Fund will invest in projects that build new and expanded networks of pathways, bike lanes, trails and pedestrian bridges, in addition to supporting active transportation planning and stakeholder engagement activities.²³

There are two streams of projects eligible for funding under the Active Transportation Fund:

A. Planning Projects

Planning projects involve the development or enhancement of formal active transportation strategic planning documents or stakeholder engagement. Eligible planning projects include:

- Research, including case studies, data collection initiatives, mapping of walkability and bikeability, community audits/assessments.
- Public and/or stakeholder engagement and outreach, education programs.
- Policy development, including drafting objectives/actions for inclusion in community land use and/or transportation plans.
- Feasibility studies, business cases, and detailed costing estimates relating to the design of a project or program.

²³ National Active Transportation Strategy 2021 – 2026 Infrastructure Canada 2021
<https://www.infrastructure.gc.ca/alt-format/pdf/nats-snta/nats-strat-snta-en.pdf>

- Projects which support the implementation of Canada's national active transportation strategy, such as events raising awareness and encouraging the adoption of active transportation.

B. Capital Projects

Capital projects involve new infrastructure construction, enhancement of existing infrastructure, and/or improvements to design and safety features that encourage increased active transportation. Eligible capital projects include:

- Building or enhancing infrastructure for active transportation, such as multi-use paths, sidewalks, footbridges, separated bicycle lanes, and connections to other roadways (this could include nature trails and other infrastructure which could support recreation, so long as this infrastructure can be demonstrated to reflect evaluation criteria).
- Enhancing active transportation infrastructure, including design considerations in which there may be no net gain in kilometres of infrastructure, but quality improvements that support greater usage.
- Building or enhancing design features and facilities that promote active transportation, such as storage facilities, lighting, greenery, shade, and benches.
- Building or enhancing safety features which promote active transportation, such as crosswalks, medians, speed bumps, and wayfinding signage.

7.2 British Columbia

B.C. Active Transportation Infrastructure Grants Program

The B.C. Active Transportation Infrastructure Grants Program provides cost-sharing opportunities for network planning grants and infrastructure grants. Funding from these grant programs supports the development of active transportation infrastructure for all ages and abilities. For example, infrastructure grants fund:

- Multi-use protected travel lanes.
- Pedestrian and cycling safety improvements.
- End-of-trip facilities and other amenities.
- Lighting and wayfinding.

The B.C. Active Transportation Infrastructure Grants Program provides guidance and cost-sharing for B.C. communities to make it easier and safer for people to walk, ride or roll using active transportation modes. There are separate conditions for planning and infrastructure projects.

For Active Transportation Network Planning Grants, the province cost-shares to a maximum of 50%, or \$50,000 whichever is less. For Active Transportation Infrastructure Grants, the province cost-shares to a maximum of \$500,000 per project.

Provincial cost-share portions are determined by the type and size of community applying for a grant. The percent of eligible funding provided through the program based on the applicant's community profile is shown below:

- Indigenous community or local government(s) working in partnership with an Indigenous community - 80%
- Population less than 15,000 - 70%
- Population between 15,000 to 25,000 - 60%
- Population over 25,000 - 50%

7.3 Capital Region District

The Capital Region District developed a Regional Pedestrian & Cycling Masterplan in 2011 which focused on engineering comfortable and accessible walkway and bikeway networks to increase the mode share of walking and cycling.²⁴ It included a comprehensive bikeway network that links the entire region.

The 17 km E & N Rail Trail project is the most recent addition to the 84 km Regional Trail system which includes the Galloping Goose (55 km) and the Lochside Trail (29 km). In 2007, funding was secured and engineering design commenced for the E & N Rail Trail. In 2009, construction started on Phase 1 of the trail which included 6.6 km of new trail within the E&N Rail Corridor. Phase I (45% of the complete trail) provided a 14.3 km contiguous route from Esquimalt Road in the City of Victoria to Jacklin Road in the City of Langford using newly constructed rail trail, sections of the Galloping Goose Regional Trail and cycling lanes and sections on municipal roadways. The report included a detailed map of the E & N Rail Trail Development Plan.²⁵



Figure 7-1 - E & N Rail Trail Victoria

²⁴ Regional Pedestrian & Cycling Masterplan Alta Planning and Design for the Capital Regional District March 2011.

²⁵ Regional Pedestrian & Cycling Masterplan p. 24.

The total cost of the project is estimated at \$36 million dollars. This cycling and pedestrian trail is being constructed largely within the E&N rail corridor. The E&N Rail Trail-Humpback Connector is being built in phases over a number of years and will be 17 kilometers in length when complete. To date, 13 km of the trail is open for public use.

Work is currently under way on the section of the trail from Esquimalt Road to the Johnson Street bridge (Kimta E&N Connector). This section of trail will link the E&N Rail Trail to the Galloping Goose Regional Trail just west of the Johnson Street bridge, in the City of Victoria. The CRD will develop the trail section between Esquimalt Road and Catherine Street and the City of Victoria will construct the remainder. Construction began in 2022 and is expected to be complete in 2023. The CRD received a \$1 million BC Active Transportation grant (2019) from the BC Ministry of Transportation & Infrastructure to assist in this project.

The overall trail project has been strongly supported by the federal government through the Regionally Significant Projects, Strategic Priorities Gas Tax funding (\$14 million), and the Western Economic Diversification Fund (\$1 million), and by the Province of BC through Bike BC (\$2.7 million) and Local Motion funding (\$275,000). The CRD has covered all costs that are not encompassed by grant funding.

The project includes safety improvements at the rail crossings which are required to meet Transport Canada's Canadian Railway-Roadway Grade Crossings Standards. It includes specific intersection safety upgrades (barriers, signals and pedestrian crossings) which must be put in as part of the trail construction process.

7.4 City of Nanaimo

Nanaimo's current cycling network is made up of two primary north-south off-street multiuse trails along the Inland Island Parkway and E&N Railway. The network also includes several other trails within the City's parks and along the Waterfront Pathway, and a number of signed on-street bicycle routes. The E&N is the spine of the network connecting many of Nanaimo's most important destinations with gentle, consistent grades.²⁶

Master Plan proposed a medium-long term bicycle network consisting of a dense network of bicycle facilities throughout the City, particularly in areas with high cycling potential and within mobility hubs. The proposed network included several high-quality north-south multiuse pathways as mobility spines, focusing on enhancing the existing E&N Trail, Harbourfront Pathway, and Parkway Trail.

²⁶ Nanaimo Transportation Master Plan May 26, 2014, P. 49.



In 2016 the City completed an E&N Downtown South Alignment Study to identify a feasible alignment for future development of a trail along the E&N Corridor through south and downtown Nanaimo.²⁷

Due to newer rail safety regulations and constraints within the Downtown, construction of the E&N Trail is anticipated to be significantly more challenging and costly than existing segments. To address these challenges, the study identified trail alignment, preliminary design and estimated cost for the trail from Franklyn to Seventh streets that balanced user comfort, viability, cost and met rail safety requirements. Findings from the study were presented to the Council at their June 20, 2016 meeting. Considering the strong influence, the presence of active rail had on the alignment selected and the upgrades required to construct the trail, Council received the Alignment Report but deferred construction until greater certainty about the future status of active rail is achieved.²⁸

²⁷ E&N Rail Corridor Downtown South Alignment & Costing Study Summary – Final LANARC for the City of Nanaimo April 2016.

²⁸ “E&N Trail - Downtown South City of Nanaimo” <https://www.nanaimo.ca/your-government/projects/e-n-trail---downtown-south>

8.0 COST ESTIMATE

A Class D cost estimate for the construction and design of the proposed Island Corridor Trail project was generated. The cost estimate was determined using rates of labour, equipment and materials commonly used on Vancouver Island and was produced in the absence of a detailed design, where design parameters were assumed and the quantities and productions were based on the assumed parameters. Construction costs were calculated by multiplying the costs plus 20% margin per kilometer as expected to be priced by civil contractors across the total 290-kilometer trail length. Subsequent to this, additional costs for rock fall mitigations, at-grade crossing improvements, and bridge upgrades were added to the cost estimate. The purpose of this cost estimate is to provide the Government of British Columbia a budget to determine the feasibility of the project.

8.1 Methodology and Crew Build

Based on the assumed scope of work, the construction tender is to be divided into four categories: bridge upgrades, at-grade crossing improvements, rock fall protection, and civil construction. Fixed cost estimates have been assigned to the bridge upgrades, at-grade crossing improvements, and rock fall protection categories; however, a detailed cost breakdown was developed for the civil construction scope based on a per kilometer basis, as civil construction cost comprises the majority of the total project cost. A detailed construction methodology was formulated, and costs were then assigned to the various elements of the methodology. Once the costs were totaled, a 20% margin was added, 10% for overhead and 10% for profit.

8.2 Civil Construction

The cost estimate takes into consideration the construction of the trail path structure, which requires two trail construction crews (A and B). Additionally, a clearing and grubbing crew (C) was included to replace the topsoil with approved granular fill. An onsite transport crew (D) was assigned to move gravel and waste to and from the construction location and dump truck access. Tandem and Pup dump trucks were allocated for the transportation of gravel to the site, and waste to the dumpsites. Furthermore, the falling and paving scopes were assumed to be subcontracted by the civil contractor at assumed local rates.

The width of the proposed trail is 4.0 meters which is in accordance with the recommended guidelines for active transportation design in British Columbia. As per these guidelines, a desirable shared multi-use pathway width ranges from 3.0 to 4.0 meters, with a minimum constrained width of 2.7 meters.

An embankment slope ratio of 1:2 was assumed for the proposed trail. The British Columbia Active Transportation Design Guidelines recommend that the shoulder width be expanded to 1.5 meters or that safety rails be installed when the slope is steeper than 1:1 and the drop exceeds 0.3 meters, or when the slope is steeper than 2:1 and the drop exceeds 1.2 meters. While a wider shoulder or safety rail would be desirable to enhance safety measures, it may not be economically feasible to

implement these measures. The feasibility of incorporating such measures should be evaluated during the design phase. The cost for additional shoulder width or safety rail was not considered in civil construction estimate.

The development of this trail will include the installation of road crossings, signage, access barriers, trailheads, and destination locations, as well as measures to prevent erosion, address steep slopes, ensure drainage, and provide a support infrastructure.

8.3 Trail Surfacing

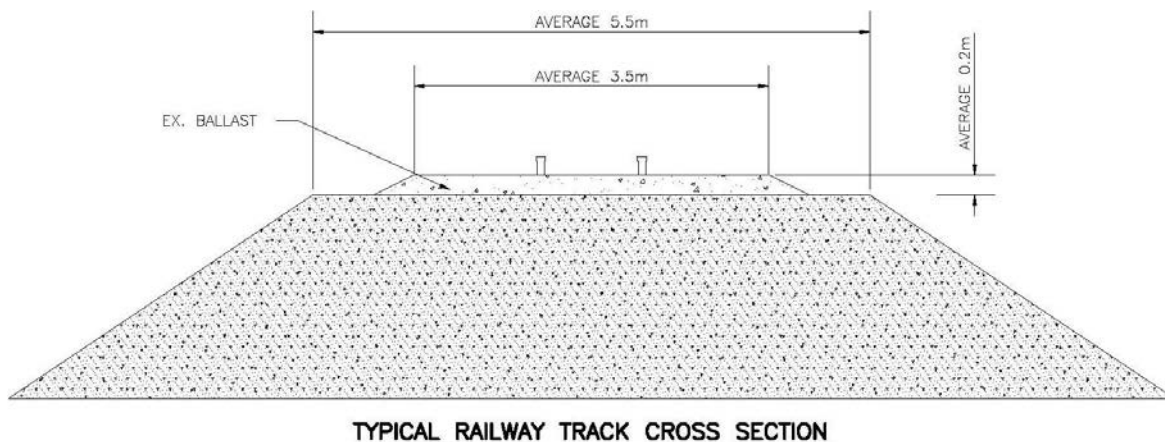
The primary surface of the proposed trail will be prepared with the compacted aggregate, however, asphalt paving will be provided along the sections passing through the settlements and municipalities. It was estimated that 25% of the trail will be paved with asphalt, while the remaining 75% of the trail will be composed of a compacted gravel surface.

The information shared about the Okanagan Rail Trail suggests that the existing rail structure on the trail has been found to be adequate as subgrade once it has been blended, graded, and compacted. However, if unsuitable materials are encountered during construction, it's crucial to seek geotechnical recommendations to ensure that the trail's stability and safety are not compromised. In areas where paving is not considered, it is recommended to add an additional 150mm thickness surface of high fines or 19mm crushed aggregate. This type of aggregate provides a good running and cycling surface for trail users.

Widening the width of the existing embankment in certain narrower sections may be necessary to accommodate the proposed 4.0-meter-wide trail with the appropriate side slopes. This critical step will ensure that the trail is safe, functional, and accessible to all users. Once the embankment has been widened to the required width, the subgrade will need to be graded and compacted to achieve an adequate structure and sufficient drainage. Finally, to provide a durable and suitable surface for running and cycling, a layer of 150mm thickness of high fines 19mm crushed aggregate can be placed, prepared, and compacted.

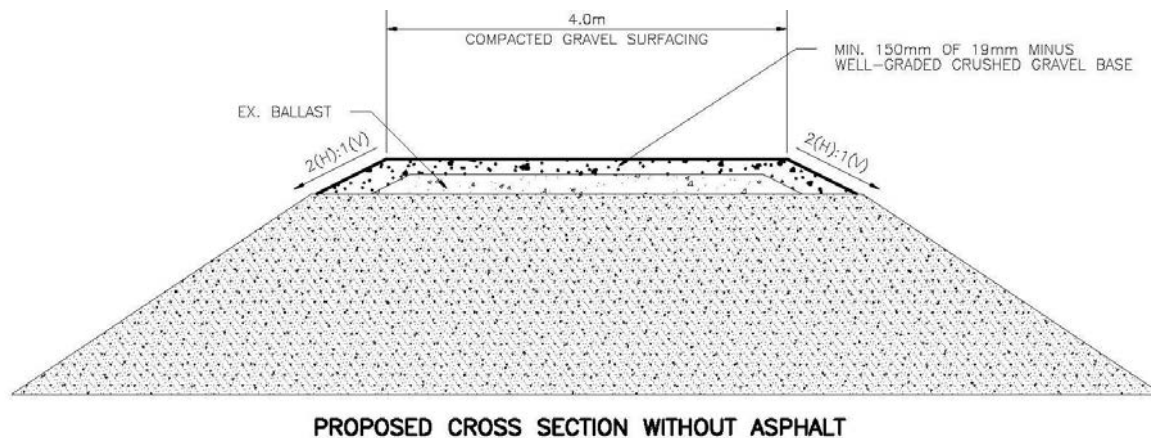
8.4 Typical Railway Track Cross Section

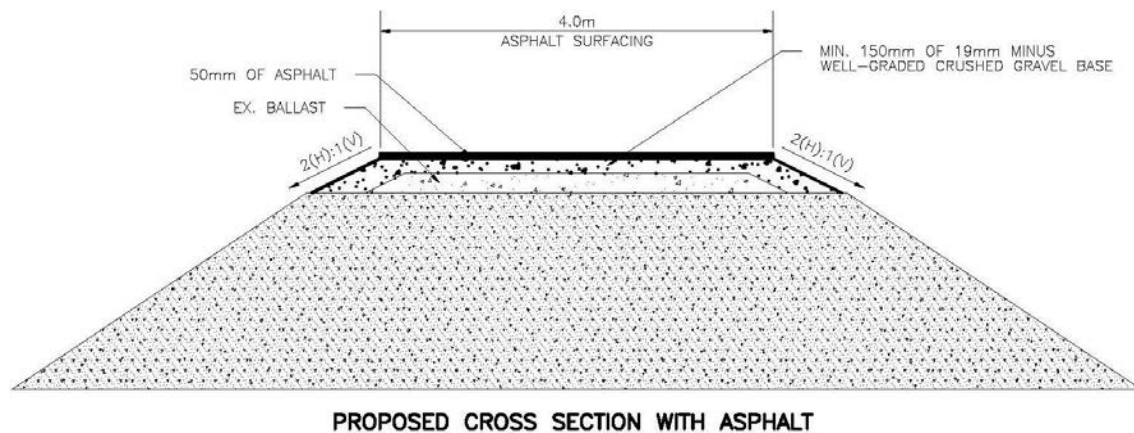
The original railway infrastructure included a rail base that was covered with a layer of ballast, approximately 200mm in thickness. Ballast refers to a homogenous material composed of large rocks, measuring approximately 50-75mm in size. As per information provided by FOTR-VI, the top of the railway embankment is 5.5 meter wide with ballast about 3.5 meter wide. The embankment side slope ratio is 1:1.5. The typical railway cross section is shown below.



8.5 Cross Sections of the Proposed Trail

The proposed trail will be constructed to a basic width of 4.0 meters, which may be narrowed to a range of 3.0-3.5 meters in areas where space is limited. The embankment slope ratio of 1:2 was assumed, and railing may be installed where drop is more than 1.2 meters. The proposed cross sections of the trail with asphalt surfacing and without asphalt surfacing are shown below:





8.6 Bridges

Vertical Clearance

The Island Rail Corridor Condition Assessment Report (2020), which was prepared by the Ministry of Transportation and Infrastructure (MOTI), provides crucial insights into the condition of the railway bridges along the rail corridor. According to the report, several bridges that pass over roadways have lower vertical clearance than the MoTI standard of 5.0 meters required for new bridges.

Specifically, the Shawnigan Lake Road Bridge (mile 26.80) and Koksilah Road Bridge (mile 35.60) were found to have excessively low vertical clearances of 3.40 meters and 2.90 meters, respectively. These clearances fall significantly below the required standard, which raises concerns about the safety and accessibility of these bridges for both road and potential trail users.

Raising of these two bridges to a standard height was included in cost estimates. The cost for the pedestrian and cycling bridges was assumed to be \$5.0 millions each. This cost was based on a recently designed pedestrian and cycling bridge along Galloping Goose trail which will cross Sooke Road near Ocean Boulevard in the City of Colwood.

Bridge Decking

There are 40 bridges between Langford and Courtenay but only 8 are ballasted. The other 32 bridges are open decked and will require decking and rails. On the Port Alberni Spur, only 1 is ballasted among the 19 bridges. The other 18 bridges will require decking and rails. The average cost for decking and railing was assumed to be \$260,000 for each bridge based on the decking and railing replacement cost at Charters Trestle Bridge on Galloping Goose Trail.

8.7 Rockfall

Proper management of rockfall is essential for ensuring the safety of pedestrians and cyclists using the proposed trail through mountainous areas. Rocks falling onto the trail pose a significant risk to their safety, and as such, it is imperative to implement rockfall mitigation measures. These typically include the use of rockfall meshes and rockfall detectors.

To address the issue of rockfall along high-risk areas, such as those found along the Island Rail Corridor, mitigation measures have been put in place. The 2009 Hatch Mott MacDonald Evaluation of the E&N Rail Corridor: Baseline Report identified several potential rockfall sites at Mile 15.6, 15.7, 16.2, and 16.3 on the Victoria Subdivision. The report noted the presence of active rock faces with freshly fallen material in the ditches and significant cracking between the blocks.

In light of these findings, an allocation of \$2.0 million has been set aside for rockfall mitigation measures aimed at reducing public exposure to risk. This cost includes the installation of signage at each section. However, accurately estimating the cost of rock scaling, another possible mitigation measure, can be challenging. This is because each section may have varying access, competence of rock, and past maintenance measures. Therefore, further refinement of the estimated cost is necessary during the detailed design stage.

8.8 Grade Crossings

A level grade crossing is a type of crossing where a road or pathway intersects a trail. In the Island Rail Corridor, which covers both the Victoria and Port Alberni Subdivisions, there are a total of 236 at-grade crossings, including pedestrian crossings. These crossings are categorized as either passive crossings, which are non-signalized, or active level crossings, which are signalized. Upgrades to these crossings can range from doing nothing to installing pedestrian flashers or pedestrian controlled signals with advanced warning flashers.

Determining the appropriate treatment for each crossing can be achieved through the use of guidelines such as the Transportation Association of Canada (TAC) Pedestrian Crossing Control Guide and Bikeway Traffic Control Guidelines. Consistency in crossing treatments is also crucial to ensure that trail users and vehicles alike know what to expect at each crossing along the corridor. In general, trail users should have the right of way, and vehicles should be required to stop, although this may be reversed in cases where the crossing involves a highway or a busy roadway. As such, it is recommended that these crossings undergo technical review and updating using field surveys and the most current available traffic data, while also complying with jurisdictional standards during the detailed design process.

To cover the cost of grade crossing improvements along the proposed trail, an amount of \$10.0 million has been allocated based on engineering judgement.

8.9 Assumptions

- The cost of converting the existing Island Rail Corridor to Island Corridor Trail was determined by calculating the cost per kilometer of the transition.
- The cross section of the trail is assumed to have a width of 4m and a 1:2 embankment slope ratio.
- A topsoil stripping and backfill depth of 0.5m is assumed to be present on both sides of the existing railway ballast.

- It is estimated that 25% of the trail is paved with asphalt, while the remaining 75% of the trail is composed of a gravel surface.
- As per the local estimates on Vancouver Island, the cost of asphalt paving is estimated to be \$70.00 per square meter.
- The cost of Excavator and Dozer equipment were calculated by applying a twenty percent reduction (of included profit and overhead) to the Island Equipment Owners Association rates and adding a ten percent fuel surcharge.
- The cost of operation of Excavators and Dozers were estimated to reflect an Island Equipment Owners Association rate, factoring in a 20% reduction of incorporated profit and overhead, and a subsequent increase of 10% for fuel surcharge.
- The contractor's profit margin is anticipated to be 20% of the cost per kilometer.
- In order to ensure the minimum vertical clearance for two bridges and the safety of cyclists, an estimated budget of 10 million for elevation of 2 bridges and 2 million for rock fall mitigation was allocated. Further, an amount of 13 million was allotted for the decking and railing of 50 bridges and 12 million for the improvement of at-grade crossings.
- Engineering cost and contingency were estimated at 10% and 15% respectively of the total project cost.

Based on the assumptions that asphalt surfacing is provided along 25% of the total trail length, the civil construction cost of the entire trail amounts to approximately **\$101,231,163**. With additional bridge upgrades, at-grade crossing improvements, and rockfall mitigations, raising the total construction cost to approximately **\$138,231,163**. Furthermore, a 10% engineering/consulting cost and a 15% contingency increases the total budgetary value including all aspects of the project to a grand total of **\$172,788,954**. A detailed cost breakdown is illustrated in **Table 8.1**.

Table 8.1 – Breakdown of Trail Cost

S. No	Task	Unit	Quantity	Rate	Total
1	Path Structure (Crew A)				
A	Class 1 Dozer/Grader A	Hours	60	\$128	\$7,656
B	7 Tonne Roller A	Hours	60	\$128	\$7,656
C	Diesel Plate Compactor, Bare	Hours	30	\$25	\$750
D	Grades Person A	Hours	60	\$56	\$3,360
E	19mm Minus	Tandem Load	91	\$163	\$14,850
2	Path Structure (Crew B)				
A	Class 1 Dozer/Grader B	Hours	60	\$128	\$7,656
B	7 Tonne Roller B	Hours	60	\$128	\$7,656

C	Diesel Plate Compactor, Bare	Hours	30	\$25	\$750
D	Grades Person B	Hours	60	\$56	\$3,360
E	19mm Minus	Tandem Load	91	\$163	\$14,850
3	Asphalt 50mm (25% of Total Length)				
A	Paving Subcontractor Task	Square Meter	1000	\$70	\$70,000
2	Falling				
A	Falling Subcontractor Task	Lump sum	1	\$10,000	\$10,000
3	Clearing and Grubbing (Crew C)				
A	Class 6 Excavator C	Hours	15	\$135	\$2,020
B	Dump Fees	Tandem Load	15	\$175	\$2,625
4	Topsoil Stripping and Backfill (Crew C)				
A	Class 6 Excavator C	Hours	45	\$135	\$6,059
B	7 Tonne Roller C	Hours	45	\$128	\$5,742
C	Dump Fees	Tandem Load	93	\$50	\$4,654
D	Approved Fill	Tandem Load	93	\$163	\$15,125
5	Onsite Transport				
A	25 Tonne Rock Truck	Hours	60	\$163	\$9,768
B	Class 6 Excavator D	Hours	60	\$135	\$8,078
C	6 mm Poly Sheet	Each	5	\$75	\$375
6	Offsite Haul and Import				
A	Tandem and Pup	Hours	422	\$163	\$68,705
7	Miscellaneous				
A	Mob/Demob	Lump sum	1	\$3,000	\$3,000
B	Traffic Control	Lump sum	1	\$1,000	\$1,000
C	Erosion Control	Lump sum	1	\$2,000	\$2,000
D	Testing	Lump sum	1	\$6,000	\$6,000
E	Supervision	Hours	60	\$120	\$7,200
8	Contractor Profit				
A	20% Profit	Percent		20%	\$58,179
	Civil Construction Cost per Km				\$349,073
	Total Civil Construction Cost of the Trail				\$101,231,163
	Raising Vertical Clearance of Bridges	Each	2	\$5,000,000	\$10,000,000
	Railing & Decking of Bridges	Each	50	\$260,000	\$13,000,000

	Falling Rock Mitigations				\$2,000,000
	At Grade Crossing Improvements				\$12,000,000
	Total Construction Cost				\$138,231,163
	Engineering (10%)				\$13,823,116
	Contingency (15%)				\$20,734,674
	Total Cost of Trail				\$172,788,954

8.10 Construction Economic Impacts

Total economic impacts of construction activities related to the Island Corridor Trail include direct, indirect, and induced impacts. The total cost estimates above represent the direct economic impacts. Indirect and induced impacts have been estimated using the most recent available multipliers from Statistics Canada (2019).²⁹ Estimated economic impacts are shown in **Table 8.2**.

Table 8.2 – Island Corridor Trail Construction Economic Impacts

Economic Impact – Island Corridor Trail Civil Construction			
	Total Cost CDN\$ Millions	Multiplier	Economic Impact CDN\$ Millions
Direct Economic Impact	\$101.2	1.00	\$101.2
Indirect Economic Impact	\$101.2	0.822	\$83.2
Induced Economic Impact	\$101.2	0.438	\$44.4
Total			\$228.8
Economic Impact – Island Corridor Trail Civil Construction with Bridge Upgrades, Crossing Enhancements & Rockfall Mitigation			
	Total Cost CDN\$ Millions	Multiplier	Economic Impact CDN\$ Millions
Direct Economic Impact	\$172.8	1.00	\$172.8
Indirect Economic Impact	\$172.8	0.822	\$142.0
Induced Economic Impact	\$172.8	0.438	\$75.7
Total			\$390.5

As shown in the above table, the indirect and induced economic impacts are expected to be \$83.2 millions and \$44.4 millions respectively for Civil Construction Cost Estimate and \$142.0 millions and 75.7 millions respectively for the Total Project Cost Estimate.

²⁹ Multipliers for Transportation Engineering Construction Statistics Canada Input-output multipliers, detail level 1 2 3 Table: 36-10-0594-01 Released 2022-12-13.

9.0 RAPID HEALTH IMPACT ASSESSMENT

The purpose of this report is to provide an evidence-based Rapid Health Impact Assessment (HIA) of the proposed conversion of the existing rail corridor into an active transportation trail as part of the Feasibility Study of the project. The HIA was conducted within a week and is a desktop exercise utilizing available literature and information. The assessment is intended to emphasize the potential positive health, social and economic benefits of the proposed project.

The HIA evaluates the potential human health implications of the proposed project and its distribution within the community. The HIA highlights the importance of active transportation in developing and maintaining health in a population and provides an overview of the potential effects of the proposed project. The conclusion of the HIA is that the proposed project has the potential to yield positive health benefits for the community.

The following main tasks were included in the Rapid HIA:

- Providing a high-level Baseline Health/Community Profile for the study area.
- Conducting a high-level economic benefit assessment using the World Health Organization's Health Economic Assessment Tool (HEAT).
- Identifying opportunities/challenges; make recommendations.
- Documenting findings in Rapid HIA report.

The Health Impact Assessment (HIA) of an active transportation has identified a number of primary benefits associated with its implementation. These include improved mental and physical health, increased accessibility, reduction in air pollution, reductions in noise and congestion, and increased social cohesion. These findings suggest that active transport has the potential to provide multiple health and environmental benefits, which could lead to improved quality of life for individuals and communities.

A baseline health profile was conducted to provide contextual information regarding population and demographic, socioeconomic, housing, transportation, and health status characteristics of the general study area encompassing the regional districts of Alberni-Clayoquot, Capital, Comox Valley, Cowichan Valley, and Nanaimo. The baseline health profile is intended to provide insight as to how the proposed project may affect the individuals living in these communities.

The Health Economic Assessment Tool (HEAT) was used in this Rapid Health Impact Assessment (HIA) to estimate the potential economic benefit of converting the Island Rail Corridor into an Active Transportation Trail. The feasibility study was used to determine the potential frequency of usage for the converted corridor. The estimated economic benefit of this project was found to be greater than \$200,000 CDN per year, resulting from the prevention of 0.04 premature deaths per year in the five regional districts. This finding suggests that the conversion of the Island Rail Corridor would provide a significant economic and social benefit to the local population.

The overall recommendations from the Rapid HIA are as follows:

- Enhancing active transportation infrastructure in Vancouver Island by converting the Island Rail Corridor into an Active Transportation Trail would not just enhance the physical and mental health and wellbeing of communities in the region, but also lead to economic benefits for the province in the short and long terms.
- Design the proposed Island Corridor Trail so most residents of the Regional District of Alberni-Clayoquot can benefit from engaging in active transportation.
- Engage with the local communities and First Nations along the proposed trail to ensure their feedback and concerns are taken into consideration, and a proposed Island Corridor Trail works in the interests of most communities/Nations.
- Design a proposed Island Corridor Trail to suit the needs and abilities of most demographics, including children, youth, older adults, and individuals with ability challenges.
- Ensure that a proposed Island Corridor Trail is designed and connected to other active transportation features in the vicinity.
- Ensure safety and security for women and others is considered in the planning and design of the active transportation trail.

A detailed Rapid Health Impact Assessment Report is included in **Appendix A** of this report.

Appendix A

Rapid Health Impact Assessment Report



A Rapid Health Impact Assessment (HIA) for a Feasibility Study to Convert the Vancouver Island Rail Corridor to an Active Transportation Trail

FINAL REPORT

PROJECT 401924

PREPARED FOR FRIENDS OF RAILS TO TRAILS –
VANCOUVER ISLAND (FORT-VI)

Friends of Rails to Trails – Vancouver Island (FORT-VI)
#303 104 Esplanade, Nanaimo, BC V9R 0G6

January 18, 2023

SCIENCE INTEGRITY KNOWLEDGE

DISCLAIMER

Intrinsik Corp. (Intrinsik) provided this report for Friends of Rails to Trails – Vancouver Island (FORT-VI) (hereafter referred to as FORT-VI) solely for the purpose stated in the report. The information contained in this report was prepared and interpreted exclusively for FORT-VI and may not be used in any manner by any other party. Intrinsik does not accept any responsibility for the use of this report for any purpose other than as specifically intended FORT-VI. Intrinsik does not have, and does not accept, any responsibility or duty of care whether based in negligence or otherwise, in relation to the use of this report in whole or in part by any third party. Any alternate use, including that by a third party, or any reliance on or decision made based on this report, are the sole responsibility of the alternative user or third party. Intrinsik does not accept responsibility for damages, if any, suffered by any third party as a result of decisions made or actions based on this report.

Intrinsik makes no representation, warranty, or condition with respect to this report, or the information contained herein other than that it has exercised reasonable skill, care and diligence in accordance with accepted practice and usual standards of thoroughness and competence for the profession of toxicology and environmental assessment to assess and evaluate information acquired during the preparation of this report. Any information or facts provided by others and referred to or utilized in the preparation of this report, is believed to be accurate without any independent verification or confirmation by Intrinsik. This report is based upon and limited by circumstances and conditions stated herein, and upon information available at the time of the preparation of the report.

Intrinsik has reserved all rights in this report, unless specifically agreed to otherwise in writing with FORT-VI. This report may only be reproduced by FORT-VI for internal use.

LIST OF CONTRIBUTORS

This report was prepared by:

- Dr. Faiza Waheed
- Lauren Grombacher

This report was reviewed by:

Dr. Glenn Ferguson

CONTENTS

Disclaimer	1
1. Introduction.....	4
1.1. Aims of the Rapid HIA.....	5
2. Approach and Methods	5
2.1. HIA Framework	6
2.2. Main Tasks of the Rapid HIA.....	6
3. Scoping Step	7
3.1. Mental & Physical Health	7
3.2. Increased Accessibility	7
3.3. Air Pollution	8
3.4. Traffic Noise and Congestion	8
3.5. Social Cohesion	8
4. Baseline Health Profile.....	8
4.1. Population and Demographics	8
4.2. Socioeconomic	12
4.3. Housing	13
4.4. Transportation	15
4.4.1. Mode of Commuting.....	16
4.4.2. Commuting Time	16
4.5. Health Status.....	17
5. Results from the Health Economic Assessment Tool (HEAT)	19
6. Opportunities and Challenges.....	20
7. Recommendations.....	21
References	1
Appendix 1: Health Economic Assessment Tool (HEAT) Settings	3

Table of Tables

Table 1: 2021 Population and Population Change	9
Table 2: Population Distribution by Age	12
Table 3: Status of Labour Force	12
Table 4: Prevalence of Low Income	13
Table 5: Median Total Income of Families in 2020	13
Table 6: Condition of Private Dwellings	14
Table 7: Housing Affordability, of Household Owners	14
Table 8: Housing Affordability, Tenant Households	14
Table 9: Proportion of Employed Population Using Walking, Biking, or Busing as a Mode of Transportation to Work.....	15

Table 10: Survey: Understanding the Importance of Trails to One’s Lifestyle	15
Table 11: Prevalence Rates of Chronic Illnesses and Health Indicators	18
Table 12: Prevalence Rates of Mental Health-Related Illnesses.....	18
Table 13: Results from the Health Economic Assessment Tool (HEAT).....	19

Table of Figures

Figure 1. Self-Reported Health and Health Behaviour of Metro Vancouver Residents as Indicated in the ‘My Health My Community Survey’ conducted in 2013-2014.....	4
Figure 2 General Steps of an HIA.....	6
Figure 3 Population Demographics by Age and Sex – Alberni-Clayoquot Regional District.....	9
Figure 4 Population Demographics by Age and Sex – Capital Regional district	10
Figure 5 Population Demographics by Age and Sex – Comox Valley Regional District	10
Figure 6 Population Demographics by Age and Sex – Cowichan Valley Regional District.....	11
Figure 7 Population Demographics by Age and Sex – Nanaimo Regional District.....	11
Figure 8 Main Mode of Commuting (percent)	16
Figure 9 Commuting Time (percent)	17

1. Introduction

A growing body of research identifies that the way our communities and transportation systems are designed, built and operated can impact the health of residents. Transportation can have enormous positive health impacts, especially active transportation, which has tremendous health and social benefits. Well-connected and well-maintained active transportation trails are an accessible mode of transportation that enable individuals of all ages to travel safely and, at the same time, increase the social capital and cohesion within a community. Prioritizing safe active transport infrastructure not only encourages active transportation behaviour, leading to higher levels of physical activity and reducing the risk of obesity, but also promotes better social cohesion within a community. Mental health within a community is a function of a number things related to overall safety and security, availability of discretionary time, stress due to traffic congestion, and access to healthy food sources as well as means of affordable and accessible transportation. A vast body of literature exists demonstrating the significant positive physical and mental health impacts related to regular active transportation.

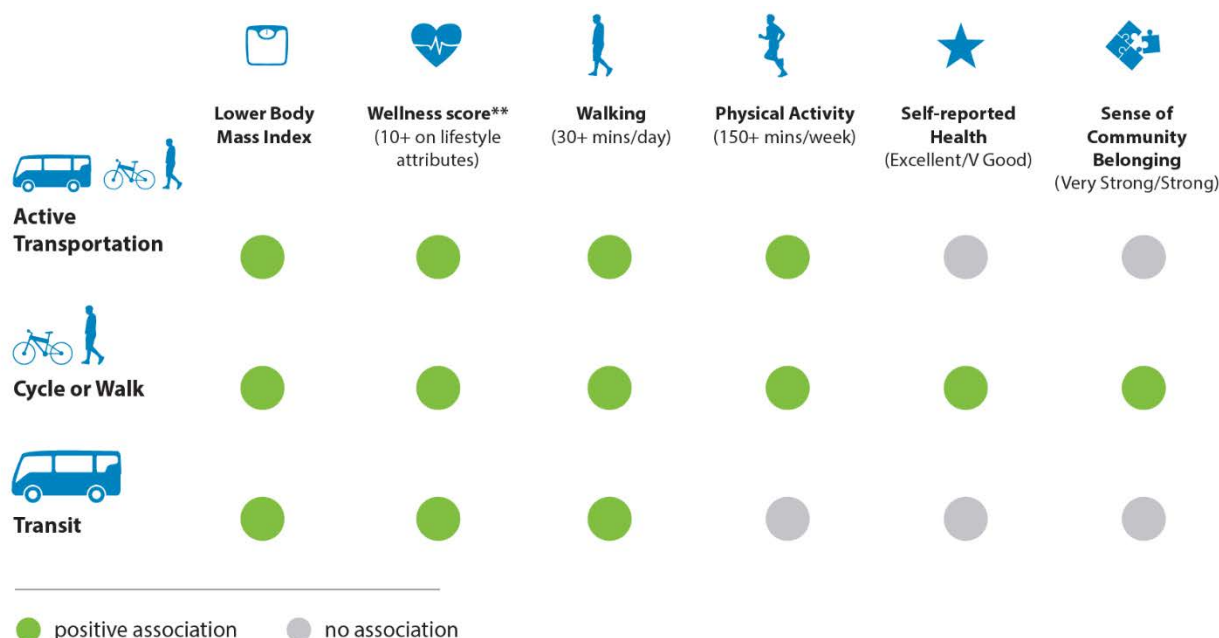


Figure 1. Self-Reported Health and Health Behaviour of Metro Vancouver Residents as Indicated in the ‘My Health My Community Survey’ conducted in 2013-2014.

Note: Controlled for: age, gender, income, education, ethnicity, chronic diseases, commute time, weekly physical activity, time in Canada, 5 minutes to transit stop.

****** Lifestyles characterised by eating 5+ servings of fruits or vegetables a day, 30+ minutes of walking a day, 150+ minutes of moderate or vigorous physical activity a week, and not smoking.

Figure 1 above shows results from a self-reported health and health behaviour survey of Metro Vancouver residents. Residents positively associate cycling and walking with: a lower body mass index; overall wellness; achieving 30+ minutes of walking per day and 150+ minutes of physical activity per week; excellent or very good self-reported health; and very strong or strong sense of community belonging. Transportation, specifically active transportation, connects us to our communities, our place of work and our friends and family. The way transportation infrastructure is designed and the modes of

transportation that we have access to, especially active transportation, impact our lifestyle and our health.

Evidence shows that well-planned, connected and accessible active transportation systems influence our health by increasing our physical activity, improving air quality and reducing vehicle injuries, leading to overall better physical and mental health.

According to the British Columbia Centre for Disease Control (BCCDC), in 2015, the estimated annual economic burden from physical inactivity in the province was \$983 million (CDN). About 45% of British Columbians are overweight or obese, and the rate of obesity in BC children has nearly tripled in the past 25 years. One of the main aims of BC's Active Transportation Strategy (2019)¹ is to reverse this trend by doubling the percentage of trips taken with active transportation by 2030, and making active transportation choices like walking and cycling more convenient and comfortable, so that physical activity becomes part of the daily rhythm of life. A study of the City of Vancouver's Comox-Helmcken Greenway Corridor's impacts on health found that survey participants near the greenway doubled their odds of achieving 20 minutes of moderate and vigorous physical activity daily (Frank et al., 2019).

Federally, the Active Transportation Fund² set up by the Government of Canada is expected to provide \$400 million over five years to make travel by active transportation easier, safer, more convenient and more enjoyable. This funding is in support of Canada's first National Active Transportation Strategy (2021 – 2026)³. Both provincially in BC and more widely in Canada, there are policies and plans in place to boost active transportation within communities. Recently, in December 2022, Comox Valley Regional District received funding from the Active Transportation Fund (Infrastructure Canada, 2021) to begin construction of the Lazo Greenway in partnership with the Town of Comox. Funded by the federal government, the project is expected to add 2.5 km of gravel and asphalt pathway from Butchers Road to Sand Pines Road, install directional, informational, and cautionary signage, add pedestrian road crossings, and improve landscaping. Once built, the Greenway would also provide better connection within the region and ensure a safe route for active transportation.

1.1. Aims of the Rapid HIA

In keeping with BC's Active Transportation Strategy (2019), we have utilized a health and social lens when evaluating the potential positive health benefits of converting the Vancouver Island Rail Corridor to an active transportation trail. The overall aim of the Rapid HIA is to provide the Friends of Rails to Trails (FORT-VI) with additional health and related information as part of the Feasibility Study of converting the Vancouver Island Rail Corridor into an active transportation trail, and to emphasize the positive health, social and economic benefits of such a proposed project.

2. Approach and Methods

A Health Impact Assessment (HIA) is an evidence-based process that evaluates broad potential human health implications, both positive or negative, of a project or policy on community health and the

¹ Move Commute Connect: BC's Active Transportation Strategy (2019). Available: https://www2.gov.bc.ca/assets/gov/driving-and-transportation/funding-engagement-permits/grants-funding/cycling-infrastructure-funding/active-transportation-strategy-report_web.pdf

² National Active Transportation Fund. Available: <https://www.infrastructure.gc.ca/trans/index-eng.html>

³ Infrastructure Canada, National Active Transportation Strategy 2021-2026. Available: <https://www.infrastructure.gc.ca/alt-format/pdf/nats-snta/nats-strat-snta-en.pdf>

distribution of those impacts within the community. It is a tool that can help communities, decision makers, and practitioners make choices that improve public health by enhancing community design that is geared towards the development of healthy communities. It allows a study team to establish a series of social determinants of health, in consultation with the community and key rightsholders / stakeholders, that can be assessed to determine whether a proposed scenario (e.g., converting Vancouver Island Rail Corridor into an active transportation trail) poses any health benefits or concerns to segments of the local population based on current and predicted future environmental conditions, and what recommendations may be useful to address these concerns and further enhance any potential positive impacts. HIAs serve as vehicle for the public and rightsholders / stakeholders to gain understanding about both the potential beneficial and non-beneficial health impacts of a project, allowing for a balanced overview of options moving forward.

2.1. HIA Framework

Depending on their scope and scale, HIAs can range from rapid desktop assessments that are conducted in a few days to a few weeks, to comprehensive HIAs that are large in scope and scale, involve the collection of primary data, extensive stakeholder and rightsholder engagement, and may take a few months to a couple of years. This Rapid HIA is a small part of the feasibility study for the conversion of the Vancouver Island Rail Corridor to an active transportation trail. It is mainly a desktop exercise using available literature and information and was undertaken in less than a week. As such, this Rapid HIA does not provide a detailed assessment of potential health impacts, but highlights some key issues and concerns, and also the overall benefits of well-planned active transportation infrastructure. **Figure 2** demonstrates the general HIA framework.

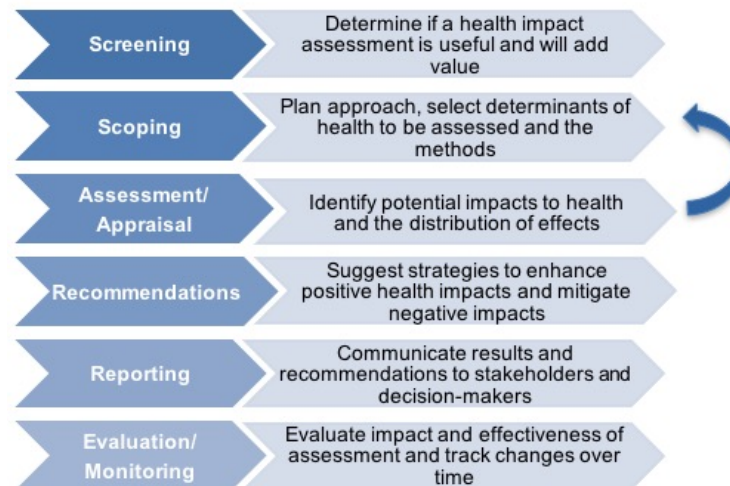


Figure 2 General Steps of an HIA

2.2. Main Tasks of the Rapid HIA

In keeping with the aims of the Rapid HIA, the main tasks include:

- Review of relevant province of BC policies related to active transportation and other related documents
- High level Baseline Health/Community Profile for the study area

- Conduct a high-level economic benefit assessment using the Health Economic Assessment Tool (HEAT)
- Identify opportunities/challenges; make recommendations
- Document findings in Rapid HIA report

3. Scoping Step

The main focus of this Rapid HIA is to highlight the importance of active transportation in developing and maintaining health in a population. Active transport or non-motorized transport methods can include walking, cycling, and their variants which increase access and connection for communities. Active transport in communities has shown to improve quality of life of existing and new users through reducing disease burden, increasing mental health, and improving access and cohesion. Active transport not only provides benefits for individuals but can also have positive effects on the environment (Litman, 2022). Various benefits of active transportation, and infrastructure that encourages active transportation, are discussed below.

3.1. Mental & Physical Health

It has been shown through multiple studies that partaking in even small acts of physical activity, whether that be simply walking or biking, can have large effects on one's mental and physical health. Various diseases are shown to be related to inadequate levels of physical activity, such as heart disease, hypertension, stroke, depression, diabetes, osteoporosis, cancer, and dementia (Litman, 2022). Sinnett and others (2011) found that reductions in the rates of obesity, diabetes, blood pressure, cardiovascular disease, and cancer can be associated with increased levels of walking. When individuals are engaging in physical activity and promoting healthier lifestyles, it can result in a reduction of disease burden and thus an overall reduction in mortality rates (reviewed in Sinnette et al., 2011).

Not only does active transport increase physical health as it promotes physical activity, but it also greatly coincides with an increase in mental health. Simply put, walking and cycling are not only a mode of non-motorized transportation but provide enjoyment and entertainment (Litman, 2022). Physical recreation promotes increases in mental health as it provides a source of happiness and can lower stress levels, reducing anxiety and depression (Litman, 2022). Physical activity through active transportation has also been shown to improve self-worth and can have positive impacts on an individual's self-esteem (reviewed in Sinnett et al., 2011). Ma and Ye (2021) provide further confirmation with their study as they found that bikeable neighbourhoods are positively associated with life satisfaction and better mental health, and negatively associated with psychological distress.

3.2. Increased Accessibility

Not all community members have either the ability to operate a vehicle or have the means to afford a vehicle (i.e., non-drivers), which can considerably reduce accessibility in a community (Litman, 2022). To achieve equality in a community and promote independence and economic opportunity, it is crucial for non-drivers to have access to public transport but also the ability to successfully engage in active transport methods (e.g., walking and cycling). Litman (2022) showed that approximately 20 to 40% of individuals in a typical community may not be able to drive, and thus walking and cycling facilities greatly benefit non-drivers' ability to access their communities and fulfill their day-to-day needs. As active transportation facilities and areas increase one's connection to their community, they become

attractive and highly beneficial aspects of communities which are actively sought out and desired (Litman, 2022).

3.3. Air Pollution

As discussed, active transport has positive benefits on the mental and physical health of people but also shows benefits to the environment. Active transportation methods do not produce direct emissions and have low lifecycle greenhouse gas emissions (Reynolds et al., 2010). It has been suggested that communities which have active transport facilities and are considered walkable have reduced rates of vehicular use and thus lower pollutant emissions (Reynolds et al., 2010). Transport Canada (2006) states that promoting sustainable modes of transportation (i.e., walking, cycling, public transit) and reducing driving can have immediate and positive effects on air quality by reducing smog and particulate matter.

3.4. Traffic Noise and Congestion

Noise pollution has been shown to be a health risk in urban settings, and traffic congestion exacerbates such issues (Reynolds et al., 2010). Easily accessible and high functioning active transport facilities promote usage by community members, which can reduce the number of cars on roads, thus reducing congestion and traffic noise (Reynolds et al., 2010).

3.5. Social Cohesion

Social cohesion of communities can be improved due to walking and cycling facilities, as these are places where people naturally gather and interact with members of their community (Litman, 2022). Active transport facilities are locations where people stand, wait, and socialize which can improve non-drivers and disadvantaged individual's connection to those around them and their community (Litman, 2022). Being unable to access one's basic needs, including access to other people, due to the inability to operate a motor vehicle can make someone extremely isolated from their community resulting in a reduction of social cohesion.

4. Baseline Health Profile

4.1. Population and Demographics

Awareness involving the size of a population, in addition to how that population is changing over time is integral, as it can be one of the first indicators to consider when examining a population and their potential needs (Island Health, 2019). Population size and change can influence how communities develop over time and play a part in decisions regarding infrastructure and plans to meet the needs of future residents. This is especially true for location with smaller population sizes, where they can be more greatly affected by changes in population when compared to larger city centers (Island Health, 2019).

All the locations listed in Table 1, show positive increases in population change from the years 2016 to 2021 all of which are greater increases, except for Cowichan Valley, compared to British Columbia. Nanaimo (i.e., 9.4%) and Comox Valley (i.e., 8.9%) show the greatest population change compared to British Columbia (i.e., 7.6%). The locations in the Study Area, overall show positive increases in population changes from the years 2016 to 2021.

Figure 3 to Figure 7 illustrate the distribution of the populations of each location included in the Study area by both age and sex.

Table 1: 2021 Population and Population Change

Location	2021 Population			2016 Population	Population Percent Change (2016 - 2021)
	Total	Male	Female	Total	
Alberni-Clayoquot	33,520	16,645	16,875	30,981	8.2
Capital	415,455	200,970	214,485	383,360	8.4
Comox Valley	72,445	34,970	37,475	66,527	8.9
Cowichan Valley	89,015	43,585	45,430	83,739	6.3
Nanaimo	170,365	82,385	87,980	155,698	9.4
British Columbia	5,000,880	2,457,515	2,543,365	4,648,055	7.6

Source: Census Profile 2021 Census of Population

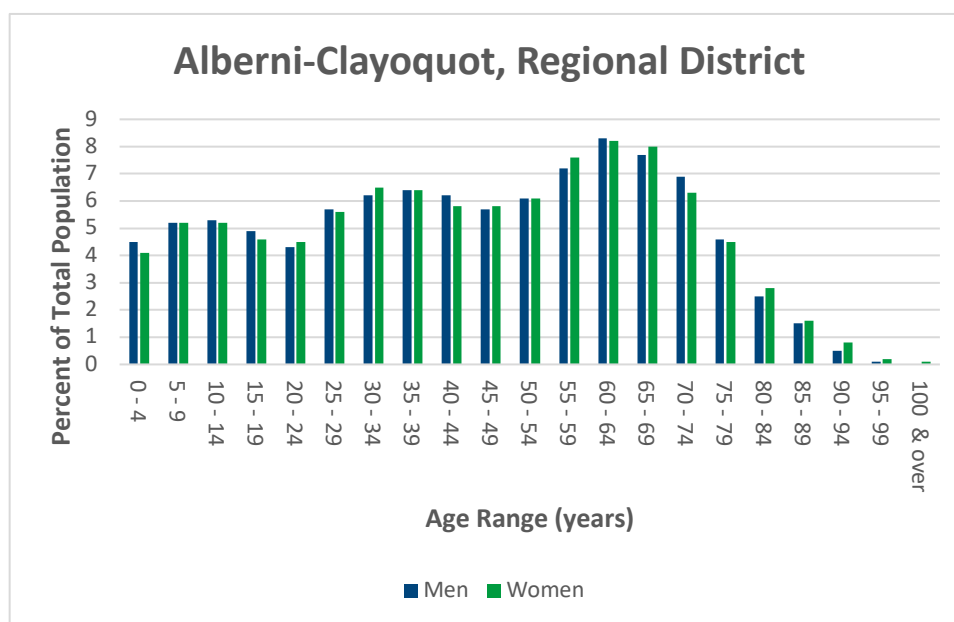


Figure 3 Population Demographics by Age and Sex – Alberni-Clayoquot Regional District

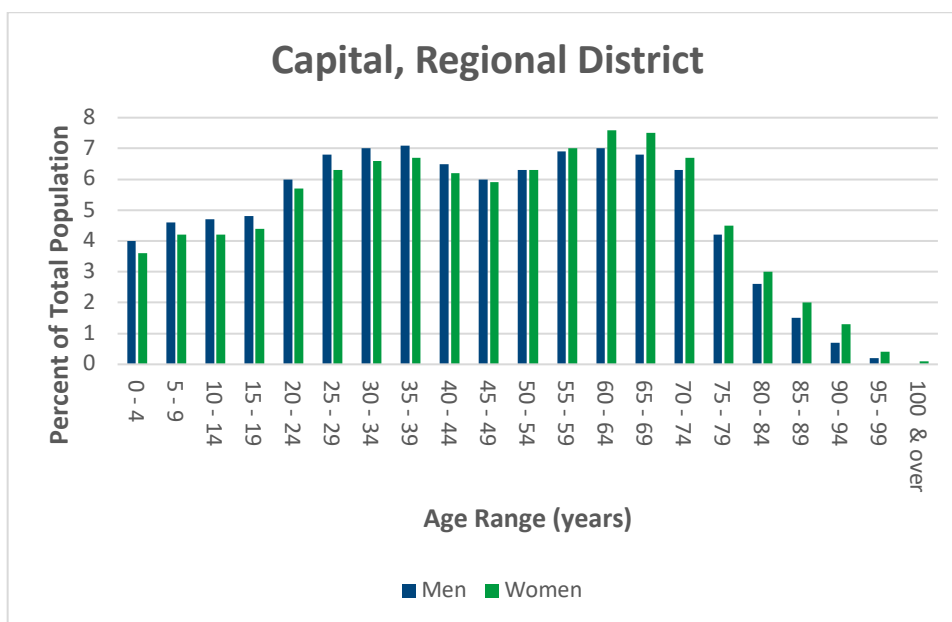


Figure 4 Population Demographics by Age and Sex – Capital Regional district

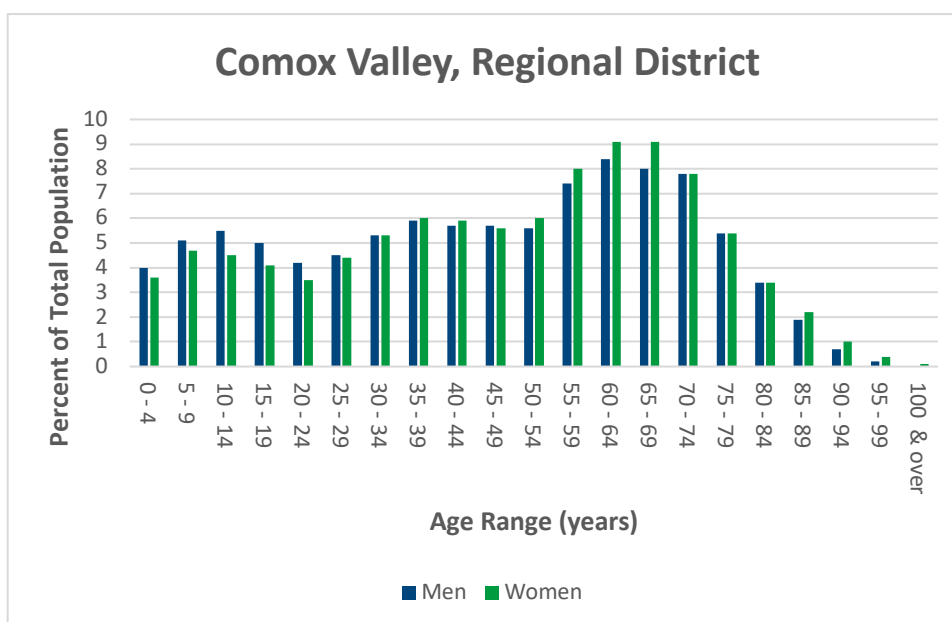


Figure 5 Population Demographics by Age and Sex – Comox Valley Regional District

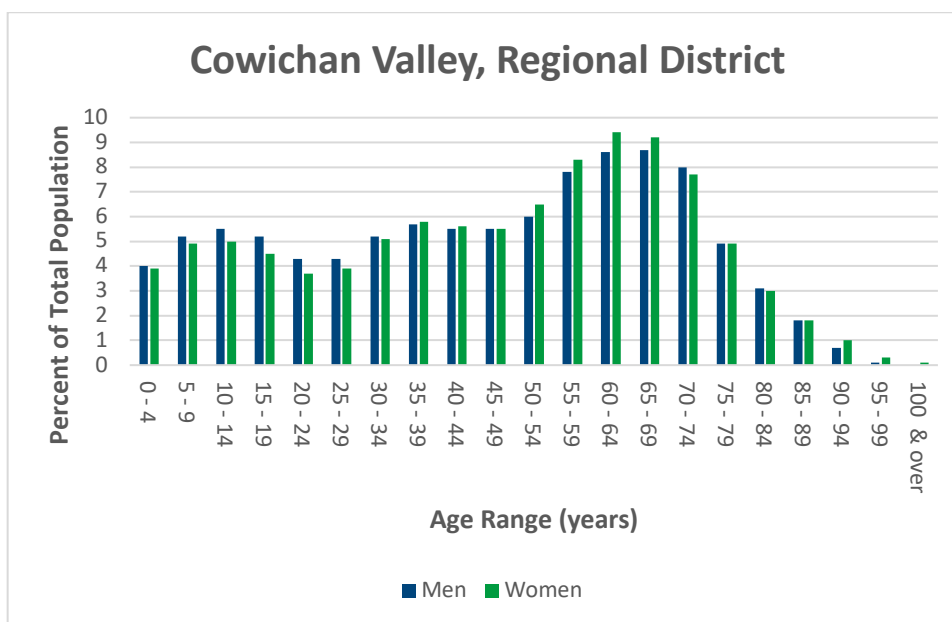


Figure 6 Population Demographics by Age and Sex – Cowichan Valley Regional District

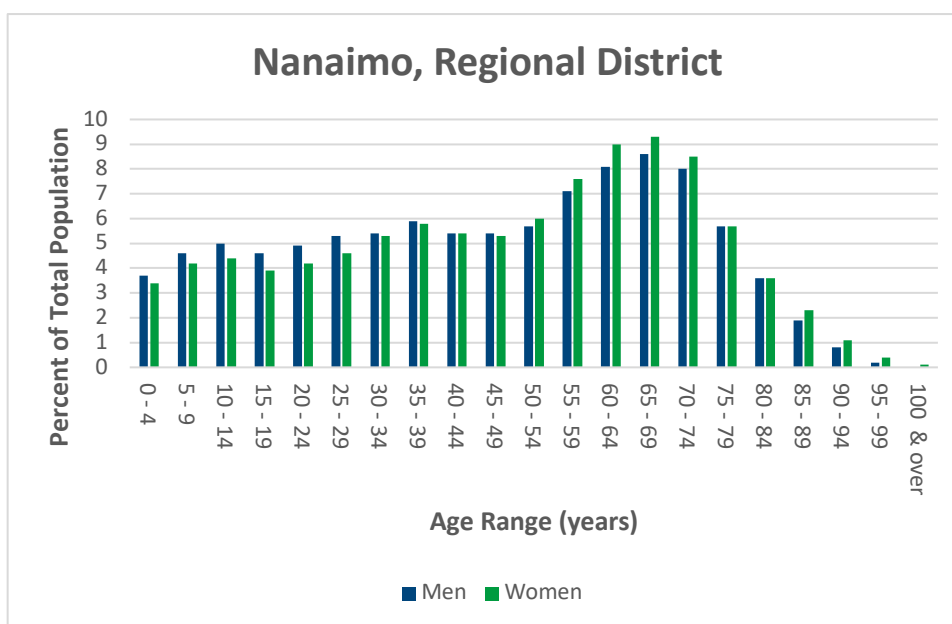


Figure 7 Population Demographics by Age and Sex – Nanaimo Regional District

Table 2 shows the distribution of the populations of the areas included in the Study Area by broad age groups, in addition to the average age of the populations. Overall, compared to British Columbia (i.e., 43.1%) all locations in the Study Area show higher average ages. The locations that show the highest average age are Nanaimo (i.e., 48) and Comox Valley (i.e., 47.4), while the locations with the lowest

average age are Alberni-Clayoquot (i.e., 44.9) and Capital (i.e., 45.1). The age group that holds the greatest percentage of the population is ages 14 to 64 years old, for all locations.

Table 2: Population Distribution by Age

Location	Distribution (%) of population by broad age groups				Average age of the population
	0 to 14 years	15 to 64 years	65 years and over	85 years and over	
Alberni-Clayoquot	14.8	61.1	24.1	2.4	44.9
Capital	12.6	63.4	24	3.2	45.1
Comox Valley	13.7	57.9	28.4	3.2	47.4
Cowichan Valley	14.2	58.1	27.6	2.9	47
Nanaimo	12.6	57.4	29.9	3.4	48
British Columbia	14.3	65.3	20.3	2.4	43.1

Source: Census Profile 2021 Census of Population

4.2. Socioeconomic

There are multiple factors that can contribute to impacting a community's wellbeing and health, including employment and income. A household's or individual's average income and employment status can greatly influence health, as it can directly impact access to food and shelter. Those in higher income groups tend to have better health outcomes as there are opportunities to bridge health inequalities, which is not the case for those in lower income groups (Island Health, 2019).

Table 3 shows status of the labor force for the locations in the Study Areas. Compared to the unemployment rate in British Columbia (i.e., 8.4), Alberni-Clayoquot (i.e., 9.6) is the only location which shows a higher rate of unemployment. The location with the lowest rate of unemployment is Capital (6.8).

Table 3: Status of Labour Force

Location	Unemployment rate
Alberni-Clayoquot	9.6
Capital	6.8
Comox Valley	8
Cowichan Valley	7.3
Nanaimo	8.4
British Columbia	8.4

Table 4 illustrates the prevalence of low income based on the low-income measures of locations included in the Study Area and British Columbia, in addition to how that prevalence is represented in difference age groups. Prevalence of low income which were the highest in the Study Area are Alberni-Clayoquot (i.e., 13.6%), and Nanaimo (i.e., 10.9), which are also greater than the overall prevalence of low income in British Columbia (i.e., 10.8%). The locations in the Study Area that show prevalence of low income below British Columbia are Capital (i.e., 9.1%), Comox Valley (i.e., 10.3%), and Cowichan Valley (i.e., 10.7%).

Table 4: Prevalence of Low Income

Location	Low income and income inequality in 2020 (%)				
	Prevalence of low income based on the Low-income measure, after tax	0 to 17 years	0 to 5 years	18 to 64 years	65 years and over
Alberni-Clayoquot	13.6	17.8	17.2	11.9	14.7
Capital	9.1	9.5	9.5	8.5	10.5
Comox Valley	10.3	11.1	11.5	9.3	11.7
Cowichan Valley	10.7	13.1	13.7	9.4	11.7
Nanaimo	10.9	12.5	12.9	9.9	12
British Columbia	10.8	11.4	11.2	9.7	13.7

Source: Census Profile 2021 Census of Population

Table 5 illustrates the median income of families before and after taxes in the locations included in the Study Area in addition to British Columbia. The median total income before taxes in 2020 is the highest in Capital (i.e., \$111,000), which is also greater than the median total income for British Columbia (\$107,000). The remainder of the locations show median total incomes lower than British Columbia, the lowest being Alberni-Clayoquot (i.e., \$87,000).

Table 5: Median Total Income of Families in 2020

Location	Income of economic families in 2020	
	Median total income of economic family in 2020 (\$)	Median after-tax income of economic family in 2020 (\$)
Alberni-Clayoquot	87,000	79,000
Capital	111,000	97,000
Comox Valley	96,000	86,000
Cowichan Valley	97,000	87,000
Nanaimo	94,000	85,000
British Columbia	107,000	95,000

Source: Census Profile 2021 Census of Population

4.3. Housing

Housing and the condition of housing are both determinants of health, and can have impacts on an individual's health, as substandard living conditions can be related to poorer health (Island Health, 2019). When households must spend increased amounts of their total income on housing, they become unable to acquire other basic needs and resources which can result in decreased overall health (Island Health, 2019).

Table 6 provides insight into the conditions of dwellings that are occupied in the locations of the Study Area. Nanaimo (i.e., 5.19%), Capital (i.e., 5.36%), and Comox Valley (5.73%) show lower percentages of dwellings needing major repairs when compared to British Columbia (5.84%). Alberni-Clayoquot (i.e., 9.31%) and Cowichan Valley (i.e., 6.62%) show the highest percentages of dwellings requiring major repairs.

Table 6: Condition of Private Dwellings

Location	Occupied private dwellings by dwelling condition - 25% sample data		
	Total occupied private dwellings	Percent of dwellings needing regular maintenance and minor repairs (%)	Percent of dwellings needing major repairs (%)
Alberni-Clayoquot	14,610	90.69	9.31
Capital	185,205	94.64	5.36
Comox Valley	31,945	94.26	5.73
Cowichan Valley	37,290	93.38	6.62
Nanaimo	75,275	94.81	5.19
British Columbia	2,041,835	94.16	5.84

Source: Census Profile 2021 Census of Population

Table 7 and Table 8 show housing affordability for both homeowner households and tenant households. Capital (17.4% & 40%) and Nanaimo (14.9% & 40.8%) show the highest percentages of households spending 30% or more of its income on shelter cost for both owners and tenants. For household owners all locations show percentages lower than the overall of British Columbia (i.e., 19.3%). While for tenants, only Cowichan Valley (i.e., 36.1%) and Alberni-Clayoquot (i.e., 35.7%) show percentages lower than British Columbia (i.e., 37.8%).

Table 7: Housing Affordability, of Household Owners

Location	Owner households in non-farm, non-reserve private dwellings - 25% sample data			
	Total owners	% of owners with a mortgage	% of owners spending 30% or more of their income on shelter costs	% in core housing need
Alberni-Clayoquot	9,940	54.5	13.4	6.3
Capital	114,220	55.9	17.4	6
Comox Valley	24,335	53	14.7	4.9
Cowichan Valley	28,630	53.8	14.3	4.2
Nanaimo	54,820	52.2	14.9	5.2
British Columbia	1,330,795	57.5	19.3	8.0

Source: Census Profile 2021 Census of Population

Table 8: Housing Affordability, Tenant Households

Location	Tenant households in non-farm, non-reserve private dwellings - 25% sample data			
	Total tenant households	% of tenant households in subsidized housing	% of tenant households spending 30% or more of its income on shelter costs	% in core housing need
Alberni-Clayoquot	3,910	13	35.7	27.3
Capital	67,965	10.9	40	24.2
Comox Valley	7,215	10.7	38.4	22.1
Cowichan Valley	7,190	9.9	36.1	22.2
Nanaimo	19,860	9.9	40.80	23.6
British Columbia	663,870	11	37.8	24.7

Source: Census Profile 2021 Census of Population

4.4. Transportation

The proportion of employed people utilizing walking, biking, or busing to access their workplaces is illustrated in Table 9. All locations in the Study Area, except for Greater Victoria (i.e., 36.3%) show lower percentages of employed people utilizing walking, bikes, and buses to access work when compared to the overall British Columbia (i.e., 22.4%). Cowichan Valley South (i.e., 8.2%) and Cowichan Valley North (i.e., 8.4) show the lowest proportion of people utilizing alternative methods to access work. As previously stated, Greater Victoria shows the highest percentage of employed people utilizing walking, bikes, and buses to access work, which is 13.9% higher than British Columbia (22.4%).

Table 9: Proportion of Employed Population Using Walking, Biking, or Busing as a Mode of Transportation to Work

Transportation	Location							
	Alberni - Clayoquot	Comox Valley	Cowichan Valley North	Cowichan Valley South	Cowichan Valley West	Greater Nanaimo	Greater Victoria	British Columbia
Employed Population Aged 15 and Over Walking, Biking or Busing to Work (%)	12.1	11.6	8.4	8.2	9.8	11.6	36.3	22.4

Source: Island Health, Local Health Area Profiles 2018

Table 10 was obtained from a study in Vancouver Island which illustrates the perceived importance of trails on an individual's desired or actual lifestyle (Gagné, 2020). 90% of respondents to the survey indicated that trails are extremely or very important to their actual or desired lifestyle.

Table 10: Survey: Understanding the Importance of Trails to One's Lifestyle

Answer Choices	Responses of Survey	
	Percent	Count
Extremely important	60.45	458
Very important	30.29	229
Somewhat important	8.33	63
Not so important	0.79	6
Not at all important	0.13	1

Source: Table from Gagné (2020), n = 797 respondents, of which 688 were Vancouver Island residents.

In the same study conducted by Gagné (2020) of mainly Vancouver Island residents, majority of the respondents (about 86%) indicated that they would use a trail-developed section of the Vancouver Island Corridor (E&N Rail Corridor). The main uses for a proposed Vancouver Island Trail were identified as recreation (93% of respondents) and health and exercise (87%). Interestingly, and connecting to the point made below in relation to commuting (Section 4.4.1), a third of the respondents to this survey identified commuting as a use (Gagné, 2020). This finding points to an opportunity for a proposed Vancouver Island Trail as an important part in encouraging mode-shift to active transportation in the region, and in keeping with the active transportation policies provincially and federally.

4.4.1. Mode of Commuting

As seen in the chart below (Figure 8), the main mode of commuting in all five regional districts is via car, truck or van, i.e., driving (or being driven as passengers). Comparing Figure 8 to Figure 9, which represents the percentage of the population that commutes less than 15 mins, 15-29 mins, 30-44 mins, etc., we notice that the regional district of Alberni-Clayoquot has the most <15 mins commute (about 65%), but about 85% of the population drives to commute.

Four of these regional districts in Vancouver Island, with the exception of Capital Regional District, have a greater percentage of people driving to commute when compared the BC average. In fact, Capital Regional District has the biggest share of the population that commutes by walking or cycling to work (15.1%), which is also higher than the BC share (8.5%). It's been shown that more urban populations tend to use active transportation more than sub-urban and rural populations, but it's also known that introducing active transportation infrastructure in areas where people would benefit, can shift more of transport from non-active travel to active travel (Frank et al., 2019).

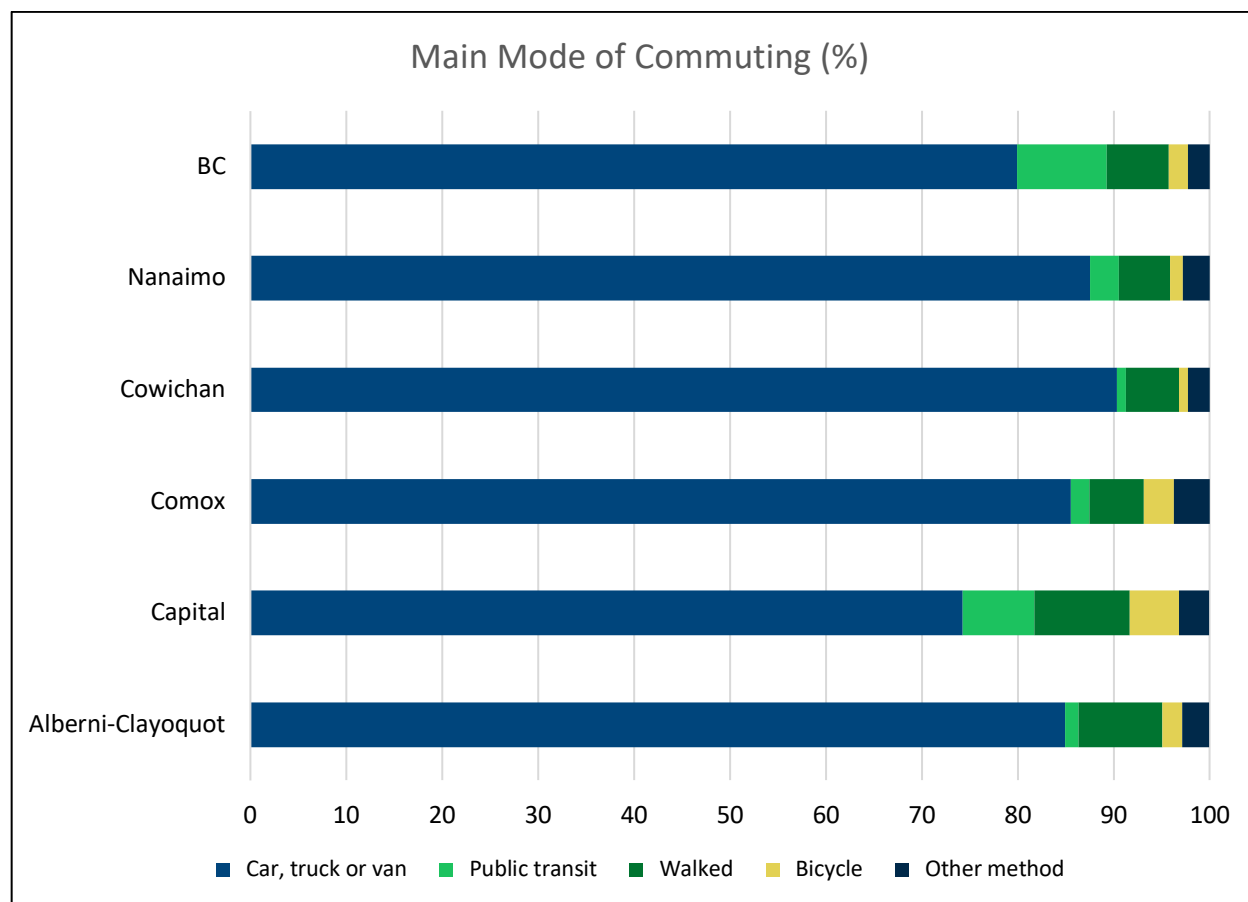


Figure 8 Main Mode of Commuting (percent)

4.4.2. Commuting Time

From Figure 9 below, it is estimated that the majority of commuting trips in all regional districts are within 30 minutes. The most interesting observation is related to the percentage of commutes that are

less than 15 minutes, and comparing these to the corresponding statistics in Figure 8 above. For example, for Alberni-Clayoquot, although about 65% of all commuting trips are within 15 minutes long, this region relies heavily on driving; 85% of all commutes are via car, truck or van.

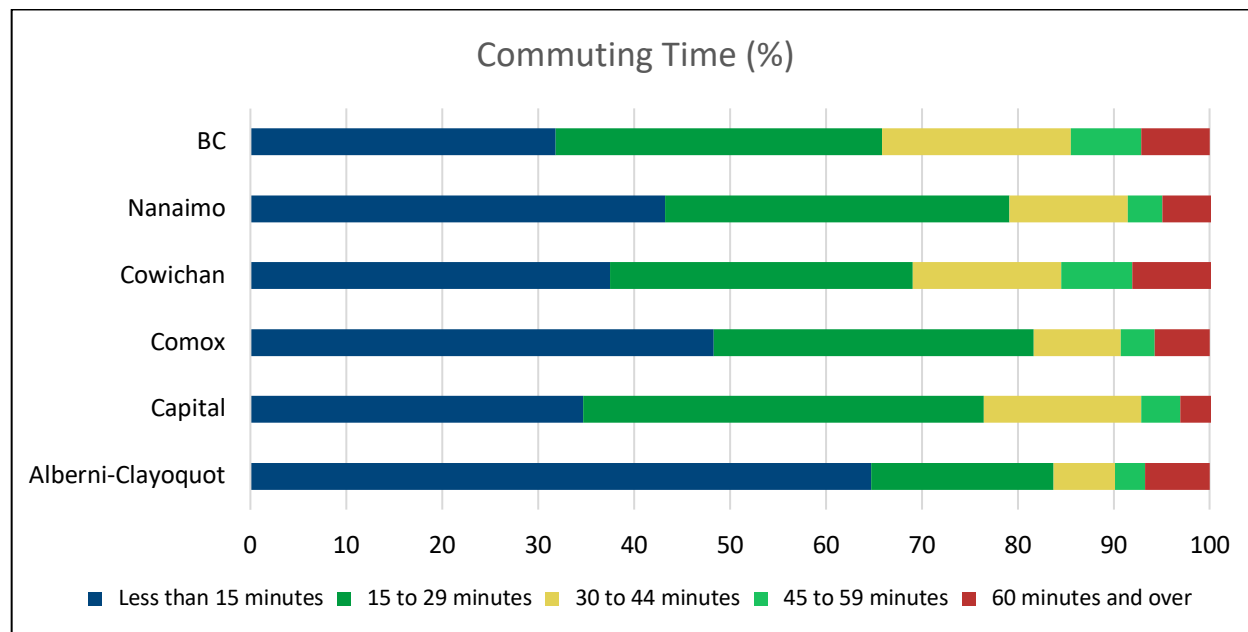


Figure 9 Commuting Time (percent)

4.5. Health Status

Understanding the prevalence and rates of chronic diseases and health indicators in communities is important as managing conditions can result in influencing the genetics and lifestyle practices of communities. The prevalence of chronic diseases in communities can be related to shifts in death rates; for example, if chronic disease prevalence decreases, people live longer and mortality rates lower (Island Health, 2019). Chronic diseases can have large impacts on not only an individual's physical health but also their mental health, as the diseases can influence one's ability to complete daily activities and maintain relationships (Island Health, 2019).

Table 11 shows the prevalence rates of chronic illnesses and health indicators for the locations in the Study Area, in addition to British Columbia. The location in the Study Area that shows the highest prevalence for the most chronic illnesses is Alberni-Clayoquot which includes chronic kidney disease (i.e., 25.7), diabetes (i.e., 88.8), heart failure (i.e., 25.1), and hypertension (234.3) which are also higher than British Columbia (i.e., 23.2, 80.3, 19.4, & 224.7, respectively). The location that shows the lowest prevalence rates for the most chronic illnesses is Greater Victoria which includes asthma (i.e., 122.7), chronic obstructive pulmonary disease (i.e., 42.9), heart failure (i.e., 15.9), ischemic heart disease (i.e., 50.5), hypertension (i.e., 203), and osteoarthritis (i.e., 83.2), which are also all lower than British Columbia.

Table 11: Prevalence Rates of Chronic Illnesses and Health Indicators

Prevalence (age standardized rate per 1,000)	Location							
	Alberni - Clayoquot	Comox Valley	Cowichan Valley North	Cowichan Valley South	Cowichan Valley West	Greater Nanaimo	Greater Victoria	British Columbia
Alzheimer's Disease and Other Dementia	21.8	18.9	18.3	20.6	17.5	23.7	24.5	20.3
Asthma	139.3	126.7	156.7	135.2	137.6	136	122.7	123.1
Chronic Kidney Disease	25.7	22.9	19.4	22.2	24.2	24.8	21.1	23.2
Chronic Obstructive Pulmonary Disease	63.6	49.6	66.4	90.2	102.2	54.4	42.9	51.1
Diabetes	88.8	60.3	69.8	70.6	73.8	73.2	67.2	80.3
Heart Failure	25.1	18.4	18.4	18.4	19.5	18.4	15.9	19.4
Ischemic Heart Disease	67.2	64.8	63.6	62	64.8	68.5	50.5	69.4
Hypertension	234.3	210.9	219	222.9	228.3	206.2	203	224.7
Osteoarthritis	104.7	83.2	104.3	100.3	111.1	90.3	83.2	84.9

Source: Island Health, Local Health Area Profiles 2018

Table 12 shows the prevalence rates of mental health related illnesses and diseases for the locations in the Study Area and British Columbia. All locations in the Study Area for both mood and anxiety disorders and depression show higher prevalence rates when compared to British Columbia as a whole (i.e., 301.9 & 246, respectively). Cowichan Valley West (i.e., 366.8) shows the highest prevalence rate for mood and anxiety disorders, while Alberni-Clayoquot (i.e., 303.3) shows the highest rate for depression. The highest prevalence rates of schizophrenia and delusional disorders occurs in Cowichan Valley West (i.e., 13.1) and Greater Victoria (16.9). The locations with the lowest prevalence of schizophrenia and delusional disorders are Cowichan Valley North (i.e., 6.9) and Comox Valley (i.e., 8.7), both of which are lower than British Columbia (i.e., 11).

Table 12: Prevalence Rates of Mental Health-Related Illnesses

Prevalence (age standardized rate per 1,000)	Location							
	Alberni - Clayoquot	Comox Valley	Cowichan Valley North	Cowichan Valley South	Cowichan Valley West	Greater Nanaimo	Greater Victoria	British Columbia
Mood and Anxiety Disorders	352.6	338.2	350	362.5	366.8	335.1	347.6	301.9
Depression	303.3	282.7	296.3	293	294.5	258.6	285.1	246
Schizophrenia & Delusional Disorders	10.2	8.7	6.9	11.3	13.1	12.1	16.9	11

Source: Island Health, Local Health Area Profiles 2018

5. Results from the Health Economic Assessment Tool (HEAT)

The Health Economic Assessment Tool (HEAT)⁴ for walking and cycling by the World Health Organization (WHO) estimates the value of reduction in mortality that may result from specific amounts of walking or cycling. The HEAT primarily answers the question of whether ‘x’ number of people regularly walking or cycling an amount of ‘y’, has potential health impacts on premature mortality as well as the economic value associated with these impacts (WHO, 2017). We used HEAT in this Rapid HIA to roughly estimate the benefit to the general study area if the Vancouver Island Rail Corridor was potentially converted to an active transportation trail thereby incentivizing the local population to routinely engage in walking and cycling. In a more in-depth assessment, the HEAT should be tailored more, however, since this is a Rapid HIA, we tended to use the default values in the model, and were also informed by the estimate of potential trail usage provided by MJL (MJL, 2023).

For this particular assessment, we estimated how many premature deaths would be prevented in the study area if everyone in the target age range walked and cycled in a converted Vancouver Island Active Transportation Corridor less than once per month. As mentioned above, we used the information provided by MJL that suggested that trail usage in the trail impact zone population would average at around four visits per person per year, which is approximately 0.01 trips per person per day. The HEAT uses ages 20 – 74 as the target range to estimate walking related impacts and ages 20 – 64 for cycling.

Appendix 1 provides the details of how the HEAT was used and the values that were entered. In order to be conservative and to account for variable weather, cycling time per day was adjusted by (negative) 20%. In order to conduct the assessment for most of the study area, HEAT was run five times for the five regional districts within the study area. Although these five regional districts do not comprise of the entire study area (for example, there are several First Nations in the study area), they serve as a representative population for the purposes of applying the HEAT to estimate economic benefits of engaging in walking and cycling.

Table 13: Results from the Health Economic Assessment Tool (HEAT)

Location (Regional District)	Health Economic Assessment Tool (HEAT) General Results		
	Total Population	Summary of impacts for mortality – premature deaths prevented per year ^a	Economic Value of Impacts (CDN) (per year) ^b
Alberni-Clayoquot	23,740	0.0016	\$6,980.00
Capital	415,451	0.02	\$119,662.00
Comox Valley	72,445	0.0033	\$19,564.00
Cowichan Valley	89,013	0.0041	\$24,120.00
Nanaimo	170,367	0.0083	\$49,446.00
Total Study Area	771,016	0.04	\$222,145.20

Source: Health Economic Assessment Tool (HEAT) v. 5.1.0.

^a Premature deaths prevented per year. Example: For Alberni-Clayoquot, over the full assessment period of 10 years, 0.016 premature deaths would be prevented.

^b Mortality is monetized using a Value of Statistical Life (VSL) of \$4,429,000.00 (MER) (USD) per premature death. This is a standard value provided in the HEAT. The conversion rate of \$1 USD = \$1.34 CDN on January 17, 2023 has been used to provide amounts in CDN \$.

⁴ Health Economic Assessment Tool (HEAT) for walking and cycling by WHO. Available: <https://heatwalkingcycling.org/#homepage>

As seen in Table 13 above, overall, within the five regional districts, by walking and cycling less than once per month per person per year, and averaging at about four trips per person per year, 0.04 premature deaths can be prevented per year, resulting in an economic benefit of more than \$200,000 CDN annually. Again, it should be re-iterated here that as this is a Rapid HIA, the HEAT has been used mostly with the default settings (Appendix 1). For a more comprehensive HIA, further tailoring the settings and values used in the HEAT to allow for more nuanced and accurate results is highly recommended.

6. Opportunities and Challenges

Since this is a Rapid HIA, we have not conducted a detailed assessment of health impacts, but have tried to highlight some opportunities and challenges for a proposed Vancouver Island Trail.

There are potentially enormous health benefits to be gained from converting the Vancouver Island Rail Corridor into an active transportation trail that is user-friendly to all ages and all abilities. Given that the Vancouver Island Rail Corridor is over 280 km long, converting it into an active transportation trail would significantly enhance connectivity in the entire region, not just for leisure use, but also for commuting. As discussed in Section 4.4. above, a third of the respondents in a survey of mainly Vancouver Island residents identified commuting as a use of a proposed Vancouver Island Corridor Trail (Gagné, 2020). This finding points to an opportunity for a proposed Vancouver Island Trail as an important part in encouraging mode-shift to active transportation in the region, and in keeping with the active transportation policies provincially and federally.

In addition to the indirect economic benefits related to improved health and wellbeing (approximately \$200,000 CDN annually; see Section 5), there are also direct economic benefits of a proposed Vancouver Island Trail (MJL, 2023). The economic assessment conducted as part of this feasibility study indicates that the direct economic benefit of a Vancouver Island Trail would be almost \$50 million CDN annually, and overall, the economic impacts are estimated to be approximately \$94 million CDN annually.

It is possible that for some of the commutes in the five regional districts that are under 15 minutes long, having a safe, connected Vancouver Island Trail could shift mode of transportation from a current driving-heavy pattern to more active modes, including walking and cycling. For example, in the Regional District of Alberni-Clayoquot, although a majority of the commuting trips are within 15 minutes, the reliance on driving for commuting purposes is heavy.

Regional District of Alberni-Clayoquot

It should be noted Alberni-Clayoquot has the poorest performance for most determinants of health, including socioeconomic (unemployment rate higher than BC and highest in the study area, lowest median total income of economic family within the study area), housing (highest percent of private dwellings in need of major repairs, highest percent of tenant households in core housing need), transportation (one of the highest car-dependent regions for commuting, but also with the highest percentage of short commutes), and overall health status (highest prevalence for diabetes, heart failure, hypertension, the highest prevalence rates for depression and among the highest prevalence rates for mood and anxiety disorders). Residents in this region would benefit from increased transportation, especially when it comes to mitigating health impacts related to diabetes and mental health concerns. Encouraging mode shift in this region for the shorter commutes (less than 15 minutes) from driving to walking and/or cycling may lead to higher level of health benefits, when compared to the other four regional districts in the study area, due to the current health disparities in Alberni-Clayoquot.

7. Recommendations

Ideally, for HIAs, Recommendations to enhance potential positive health impacts and mitigate potential negative health impacts should be made in consultation with Indigenous rightsholders and public stakeholders. However, since this is a Rapid HIA, the following high-level recommendations have been made based on the information gathered so far in this Rapid HIA, and on the information available in the feasibility study (MJL, 2023):

- Enhancing active transportation infrastructure in Vancouver Island by converting the Vancouver Island Rail Corridor into an active transportation trail would not just enhance the physical and mental health and wellbeing of communities in the region, but also lead to economic benefits for the province in the short and long terms.
- Organize the proposed Vancouver Island Trail so most residents of the Regional District of Alberni-Clayoquot can benefit from engaging in active transportation .
- Engage with the local communities and First Nations along the proposed trail to ensure their feedback and concerns are taken into consideration, and a proposed Vancouver Island Trail works in the interests of most communities/Nations.
- Design a proposed Vancouver Island Trail to suit the needs and abilities of most the demographic, including children, youth, older adults and individuals with ability challenges.
- Ensure that a proposed Vancouver Island Trail is designed and connected to other active transportation features in the vicinity.
- Ensuring safety and security for women and others is considered in the planning process.

REFERENCES

City of Vancouver (2012). Transportation 2040. Moving Forward. Available: <https://vancouver.ca/streets-transportation/transportation-2040.aspx>

City of Vancouver (2016). Active Transportation Promotion and Enabling Plan (ATPEP). Available: <https://vancouver.ca/files/cov/active-transportation-promotion-and-enabling-plan.pdf>

Frank LD, Hong A, Ngo VD. 2019. “Causal evaluation of urban greenway retrofit: A longitudinal study on physical activity and sedentary behavior.” In Preventative Medicine, 123 (June), pp. 109-16.

Gagne, L. 2020. Contingent valuation of the benefits of a non-motorized, multi-use community trail along the Vancouver Island Corridor north of Langford. Prepared for: Friends of Rails to Trails Vancouver Island (FORT-VI)

Infrastructure Canada (2021). National Active Transportation Strategy 2021-2026. Catalogue No.: T94-27/2021E-PDF. ISBN: 978-0-660-39815-0. Available: <https://www.infrastructure.gc.ca/alt-format/pdf/nats-snta/nats-strat-snta-en.pdf>

Island Health. 2019. 411 GREATER NANAIMO - 424 Local Health Area Profile. Available at: <https://www.islandhealth.ca/sites/default/files/greater-nanaimo-local-health-area-profile.pdf>

Island Health. 2019. ALBERNI-CLAYOQUOT- 426 Local Health Area Profile. Available at: <https://www.islandhealth.ca/sites/default/files/alberni-clayoquot-local-health-area-profile.pdf>

Island Health. 2019. COMOX VALLEY - 431 Local Health Area Profile. Available at: <https://www.islandhealth.ca/sites/default/files/comox-valley-local-health-area-profile.pdf>

Island Health. 2019. COWICHANVALLEY North – 423 Local Health Area Profile. Available at: <https://www.islandhealth.ca/sites/default/files/cowichan-valley-north-local-health-area-profile.pdf>

Island Health. 2019. COWICHANVALLEY SOUTH – 421 Local Health Area Profile. Available at: <https://www.islandhealth.ca/sites/default/files/cowichan-valley-south-local-health-area-profile.pdf>

Island Health. 2019. COWICHANVALLEY WEST – 422 Local Health Area Profile. Available at: <https://www.islandhealth.ca/sites/default/files/cowichan-valley-west-local-health-area-profile.pdf>

Island Health. 2019. GREATER VICTORIA - 411 Local Health Area Profile. Available at: <https://www.islandhealth.ca/sites/default/files/greater-victoria-local-health-area-profile.pdf>

Island Health. 2019. Local Health Area Profiles Interpretation Guide 2019. Available at: <https://www.islandhealth.ca/sites/default/files/local-health-area-interpretation-guide.pdf>

Ma, L., & Ye, R. 2019. Does daily commuting behavior matter to employee productivity? Journal of Transport Geography, 76, 130-141.

MJL Engineering (2023). Feasibility Study to Convert Vancouver Island Rail Corridor to an Active Transportation Trail. version January 17, 2023.

Reynolds, C. C. O., Winters, W., Ries, F. J., & Gouge, B. (2010). Active Transportation in Urban Areas: Exploring Health Benefits and Risks. National Collaboration Centre for Environmental Health.

Sinnett, D., Williams, K., Chatterjee, K., & Cavill, N. 2011. Making the case for investment in the walking environment: A review of the evidence.

Statistics Canada. 2021. Census Profile, 2021 Census of Population. Available at: <https://www12.statcan.gc.ca/census-recensement/2021/dp->

[pd/prof/details/page.cfm?Lang=E&SearchText=canada&GENDERlist=1,2,3&STATISTIClist=1&DGUIDlist=2021A000259](https://pubs.profiles/details/page.cfm?Lang=E&SearchText=canada&GENDERlist=1,2,3&STATISTIClist=1&DGUIDlist=2021A000259)

Todd Litman. 2022. Evaluating Active Transport Benefits and Costs: A Guide to Valuing Walking and Cycling Improvements and Encouragement Programs. Victoria Transport Policy Institute.

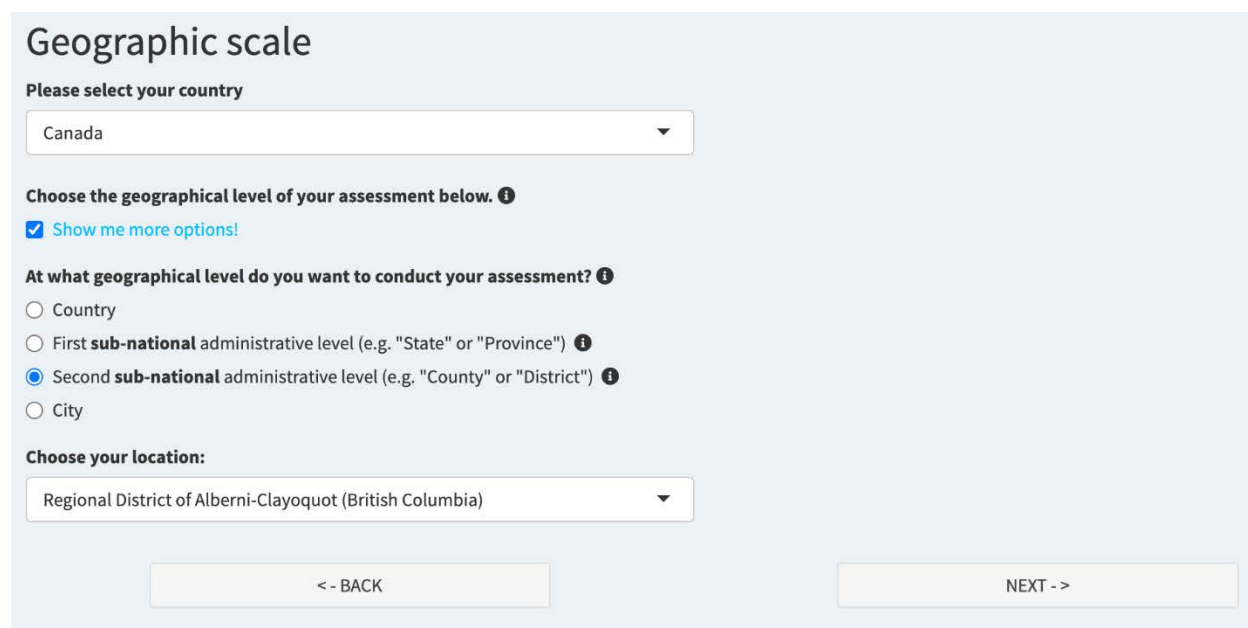
Transport Canada. 2006. The Links between Public Health and Sustainable and Active Transportation. Available at: https://publications.gc.ca/collections/collection_2012/tc/T41-1-42-eng.pdf

WHO 2017. World Health Organization (WHO). Health economic assessment tool (HEAT) for walking and for cycling: Methods and user guide on physical activity, air pollution, injuries and carbon impact assessments. Available: https://cdn.who.int/media/docs/default-source/air-pollution-documents/heat.pdf?sfvrsn=ba0969b9_1&download=true

Appendix 1: Health Economic Assessment Tool (HEAT) Settings

This appendix provides detailed information, including screenshots, on how the HEAT model was used in this Rapid HIA. The HEAT run for Regional District of Alberni-Clayoquot is shown as an example.

Step 1: Setting the geographic scale. For this Rapid HIA, the HEAT was run five times, once each for the five regional districts considered in the assessment.



Geographic scale

Please select your country

Canada

Choose the geographical level of your assessment below. ⓘ

☒ Show me more options!

At what geographical level do you want to conduct your assessment? ⓘ

☐ Country

☐ First **sub-national** administrative level (e.g. "State" or "Province") ⓘ

☒ Second **sub-national** administrative level (e.g. "County" or "District") ⓘ

☐ City

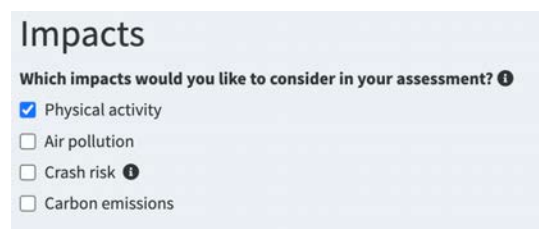
Choose your location:

Regional District of Alberni-Clayoquot (British Columbia)

< - BACK

NEXT - >

Step 2: Selecting the impacts to be considered in the assessment



Impacts

Which impacts would you like to consider in your assessment? ⓘ

☒ Physical activity

☐ Air pollution

☐ Crash risk ⓘ

☐ Carbon emissions

Step 3: Active modes data input. Selected 100% of users using the trail for less than once per month, based on the estimate produced by MJL that average usage is approximately four visits per person per year from the Trail Impact Zone population (MJL, 2023), which equals roughly 0.01 trips per person per day.

Walking data for the reference case

<p>Data source</p> <p>Hypothetical scenario ▼</p> <p>Data unit or type</p> <p>Frequency categories ▼</p>	<p>How often do people walk ? ⓘ</p> <p>Daily or almost daily ⓘ</p> <p>0</p> <p>1-3 days per week ⓘ</p> <p>0</p> <p>1-3 days per month ⓘ</p> <p>0</p> <p>Less than once per month ⓘ</p> <p>100</p> <p>Never ⓘ</p> <p>0</p> <p>Assumptions for frequency categories</p> <p><i>HEAT assumes default values for "number of trips per day" and "trip length" to convert frequency categories. You may choose to adjust the default values provided below.</i></p> <p>Number of trips per day</p> <p><i>Specify the average number of walking trips per day, or use the default value provided.</i></p> <p>0.01</p>	<p>Population data</p> <p>Population type</p> <p><i>This specifies what type of population the volume data is based on.</i></p> <p>General population ▼</p> <p>Age range of the assessed population ⓘ</p> <p><i>If the walking or cycling assessed stems predominantly from younger or from older subjects, select the age range accordingly.</i></p> <p>Adult population (20-74 years) ▼</p>
--	---	--

Cycling data for the reference case

Data source
Hypothetical scenario ▼

Data unit or type
Frequency categories ▼

How often do people bike ? ⓘ
Daily or almost daily ⓘ
0

1-3 days per week ⓘ
0

1-3 days per month ⓘ
0

Less than once per month ⓘ
100

Never ⓘ
0

Assumptions for frequency categories
HEAT assumes default values for "number of trips per day" and "trip length" to convert frequency categories. You may choose to adjust the default values provided below.

Number of trips per day
Specify the average number of cycling trips per day, or use the default value provided.
0.01

Population data
Population type
This specifies what type of population the volume data is based on.
General population ▼

Age range of the assessed population ⓘ
If the walking or cycling assessed stems predominantly from younger or from older subjects, select the age range accordingly.
Adult population (20-64 years) ▼

Step 4: entering population statistics for each of the five regional districts (example for Alberni-Clayoquot RD shown here).

Population values used – Statistics Canada, 2021

Location (Regional Districts)	Total population	Population 20-64 years	Population 20-74 years
Alberni-Clayoquot	33,521	18,885	23,740
Capital	415,451	244,395	301,310
Comox Valley	72,445	38,650	50,535
Cowichan Valley	89,013	47,450	62,410
Nanaimo	170,367	90,570	119,940

Total population size for your sub2 if available in HEAT background data (Data level: sub2; Data source: No data available) ⓘ

Figure includes all ages

33521

Percent of total population within the age range you are assessing for in the (country-level data from United Nations, Population Division) ⓘ

71

Population size used for your assessment of in the ⓘ

23740

Percent of total population within the age range you are assessing for in the (country-level data from United Nations, Population Division) ⓘ

56

Population size used for your assessment of in the ⓘ

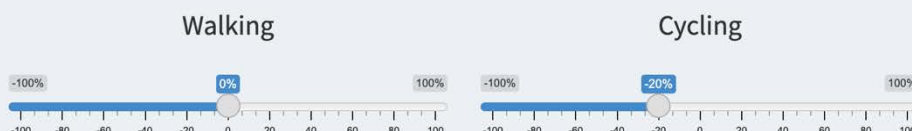
18885

Step 5: Introduction to data adjustment. To be more conservative in estimating the number of cycling events per year, adjustments were made to reduce overall events by 20% for cycling.

General adjustments

Temporal & spatial adjustment ⓘ

Adjust your data as necessary to reflect longterm averages. [Find out more about data adjustment in HEAT here](#)



Step 6: Introduction to additional parameters – Mortality rates. All-cause mortality rates for Canada built into the HEAT were used.

Mortality rates

HEAT uses all-cause mortality rates to specify baseline risks related to physical activity and air pollution.

☐ [Tell me more!](#)

All-cause mortality rate for walking in the reference case (country-level data from [WHO Global Health Observatory](#)) ⓘ

386

All-cause mortality rate for cycling in the reference case (country-level data from [WHO Global Health Observatory](#)) ⓘ

225

< - BACK

NEXT - >

Step 7: Identifying the Value of Statistical Life (VSL). The default value of statistical life (in USD) already entered in the HEAT was used. This was later converted to CDN dollars using the exchange rate on the day (conversion rate shown).

Value of Statistical Life (VSL)

HEAT uses Value of Statistical Life (VSL) to monetize mortality impacts from physical activity, air pollution and crashes.

☐ [Tell me more!](#)

Monetization of impacts is available in three different currency formats

- ☐ International dollars (Int\$), adjusted for purchasing power parity (PPP)
- ☐ Local currency (LCU)
- ☒ US dollars (US\$), based on market exchange rates (MER)

Default **Value of Statistical Life (VSL)** estimate as available in HEAT background data:

4429000 (US\$) ⓘ

☐ [Show me the estimate based on the alternative VSL methodology!](#)

☐ [Show me the formulas!](#)

VSL (US\$) used for HEAT assessment ⓘ

4429000

< - BACK

NEXT - >

Step 8: Information related to Economic Discounting. The default information pre-entered in the model was used.

Economic discounting

Discount year ⓘ

Specify the year to which you want to discount (or inflate) future (or past) economic values to.

Discount rate

Step 9: Introduction to parameter review. Selecting default and background values for the assessment. The default values in the model were selected.

Default and background values

The table below provides an overview of the **default values** used for your assessment. If you would like to use other values, you can edit column "Editable value".

	Parameter description	Default value	Editable value	Unit	Parameter name
1	Average cycling speed	14	14	km/h	speed_bike
2	Average walking speed	5.3	5.3	km/h	speed_walk

The table below shows the **background values** that the tool uses for your assessment. These cannot be modified.

	Parameter description	Background value	Unit	Parameter name
1	Time needed to obtain full health impacts in single case assessment	0.00	years	builduptime_onecase
2	Relative risk for mortality and bike	0.90	ratio	RR_bike
3	Relative risk for mortality and walk	0.89	ratio	RR_walk

Step 10: Introduction to results. The results were noted.

General results screen: Example – Regional District of Alberni-Clayoquot

General results

Results for your assessment

Summary of your input data

The volume data you have entered corresponds to 0.004 minutes per person per day. Your assessed population is 23,800.

Summary of impacts for mortality

As a result, 0.0016 premature deaths are prevented per year. Over the full assessment period of 10 years, 0.016 premature deaths are prevented.

Economic value of impacts

Mortality is monetized using a Value of Statistical Life (VSL) of \$4,429,000.00 (MER) per premature death. This corresponds to an economic value of \$6,980.00 per year.

Over the full assessment period of 10 years, the total economic impact is \$69,800.00.

Adjusted to 2023 value (i.e. discounted/inflated), the total economic impact is \$53,900.00.

[Download General Results As PDF](#)

Disclaimer

Please bear in mind that HEAT does not calculate risk reductions for individual persons but an average across the population under study. The results should not be misunderstood to represent individual risk reductions. Also note that the "value of statistical life" does not assign a value to the life of one particular person but refers to an average value of a "statistical life". It is important to remember that many of the variables used within HEAT are estimates and therefore liable to some degree of uncertainty.

You are reminded that the HEAT tools provide you with an approximation of the order of magnitude of the impacts. To get a better sense for the robustness of the results, you are strongly advised to rerun the model, entering low and high values for variables where you have provided a "best guess".

From: OfficeofthePremier, Office PREM:EX (Premier@gov.bc.ca)

To: s. 22

Cc: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)

Subject: 318342 - RE: E& N Railway

Sent: 06/02/2023 20:20:41

Message Body:

Dear s. 22

Thank you for your email regarding the Island rail corridor. We appreciate your taking the time to share your thoughts on this important matter.

Our government understands and supports the need for a reconciliation-based approach when considering the future of the Island Rail Corridor. We are committed to working with First Nations and local governments to develop and advance a shared vision for the corridor.

As recently announced by the Honourable Rob Fleming, Minister of Transportation and Infrastructure, the Province has committed \$18 million to allow for future corridor planning involving affected First Nations and Regional Districts. This funding will also allow First Nations to assess identified concerns, such as noise, flooding and safety issues where the corridor crosses their land.

For more information, you may be interested to read the Minister's statement at the following link: <https://news.gov.bc.ca/releases/2023MOTI0030-000316>

On your behalf, we have provided a copy of your message to the Honourable Rob Fleming for his review and consideration.

Thank you, again, for writing. It was good to hear from you.

cc: Honourable Rob Fleming

From: s. 22

Sent: Friday, January 13, 2023 10:50 AM

To: Patrick Weiler <patrick.weiler@parl.gc.ca>; pm <pm@pm.gc.ca>; OfficeofthePremier, Office PREM:EX <Premier@gov.bc.ca>

Subject: Re: E& N Railway

Hello Patrick, Prime Minister Trudeau and Premier Eby:

I hope this finds you and your colleagues well.

I am writing to urge you to use your influence to fund the re-opening of the Vancouver Island E&N railway line. This will be a valuable transportation link and tourism asset, fitting nicely into the initiatives outlined in Patrick's newsletter last year (below).

In an era when the whole world is turning to rapid transit, allowing this line to pass irrevocably from public use would be a travesty. Many people living on Vancouver Island relied on that line to travel up and down island. When my children travelled down to university in Victoria, this train prevented a seven hour return car journey, and was always fully booked. Sometimes they could not get on as it was sold out.

Improving the line by adding more cars, increasing tourism potential at every stop by outfitting the cars to take bikes and encouraging station pick-ups from tourism providers, etc., and making passenger commute easier would increase the profitability of the service.

In an era when climate change requires us to reduce transportation in private vehicles, letting this train slip through our fingers would be a terrible mistake.

Thank you so much, I look forward to seeing a happy announcement soon.

Best wishes,

s. 22

From: "Patrick Weiler" <patrick.weiler@parl.gc.ca>

To: s. 22

Sent: Tuesday, May 31, 2022 7:27:22 PM

Subject: May 2022 MP Newsletter



Dear s. 22

As the Co-Chair of the All Party Parliamentary Tourism Caucus, I have been hosting events to mark National Tourism Week in Ottawa to highlight the incredible tourism sector here in our riding and across the country. We are in the midst of the busiest time in Ottawa to debate and pass legislation before the current parliamentary sitting ends in June. Check out this Day in the Life video to see how one of those days shaped up earlier this month!

In the brief time I've had back home in the riding, I've crisscrossed our communities, participating in May Day in Pender Harbour, meeting with Minister LeBlanc in Whistler and Minister Bibeau on the Sunshine Coast, and announcing a host of new infrastructure projects across the riding. I also had the chance to catch up for quick White Spot lunch with the Prime Minister in Vancouver.

From funding for a revitalized Pender Harbour Learning Centre to new EV charging stations in Whistler and across the province, all orders of government are working together to create healthier, more accessible, and sustainable communities for all our residents. I encourage you to read more about these projects below.

After a rigorous review of a submission by the Province of British Columbia, the Government of Canada has decriminalized possession of small amounts of certain drugs in BC. This is an important tool in addition to the major investments made to provide safe supply through the Substance Use and Addictions Program that is already turning the tide of the deadliest health challenge our province has faced in the last two years, the opioid epidemic. To find out more about what this means, please read below.

This month we also marked National AccessAbility Week, Asian Heritage Month, International Day Against Homophobia, Transphobia and Biphobia on the 17th, and Vyshyvanka Day on the 19th.

As we mark Indigenous History Month in June, let us also reflect on the recently passed one year anniversary of the discovery of the 215 unmarked graves of Indigenous children at the Kamloops Indian Residential School. This June, I ask that you consider taking the time to learn more about the Indigenous history of our region, and perhaps choose a book from an Indigenous author for your book club. Check out what your local library is

doing this June. The West Vancouver Memorial Library, for example, has a few upcoming events that I encourage you to join.

I also look forward to seeing you at the upcoming Bridge Festival in West Vancouver this weekend and at the Vaisakhi celebration in Squamish later this month among other events.

The Federal Electoral Boundaries Commission for British Columbia has proposed a change in the electoral boundaries for our riding that would remove the entire area east of 15th street in West Vancouver and south of Highway 1 and add it to the North Vancouver riding. This proposed change is subject to feedback from the community, and you may share your thoughts in writing, or participate in the public hearing on June 23rd at the West Vancouver Memorial Library. The details can be found [here](#).

As always, if you have any questions, please feel free to reach out at Patrick.Weiler@parl.gc.ca and follow me on social media for the latest updates. And if you are interested in working with our team, please contact our office.

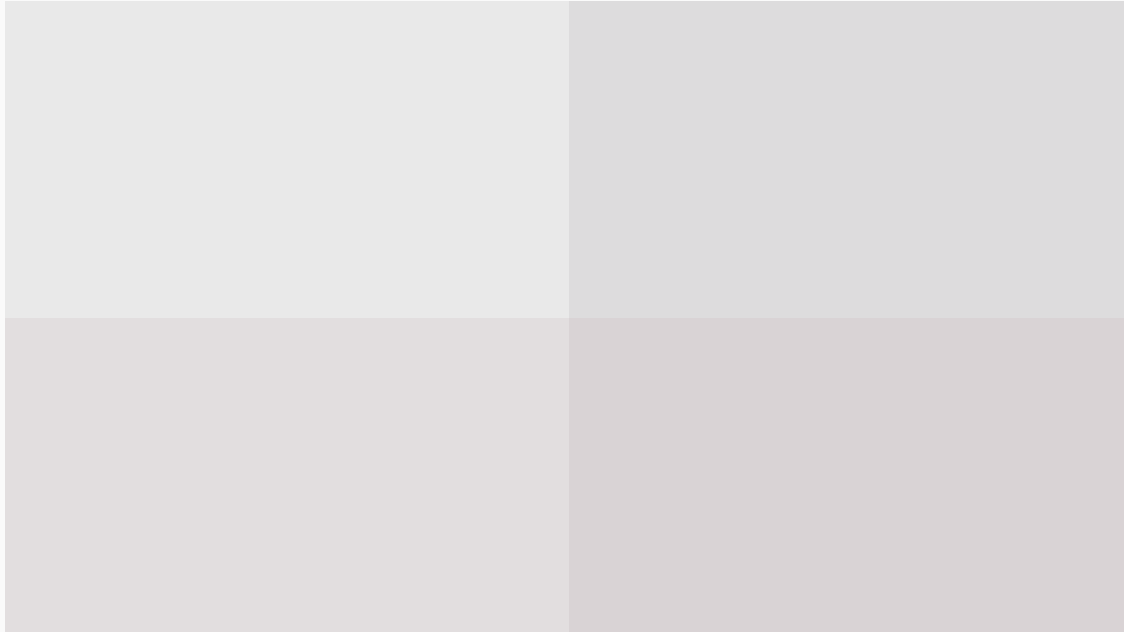
Sincerely,
Patrick Weiler

INCLUDEPICTURE "https://cdn-images.mailchimp.com/icons/social-bl
v2/color-twitter-48.png" \d * MERGEFORMAT

INCLUDEPICTURE "https://cdn-images.mailchimp.com/icons/social-block-v2/c
facebook-48.png" \d * MERGEFORMAT

INCLUDEPICTURE "https://cdn-images.mailchimp.com/icons/social-block-v2/c
instagram-48.png" \d * MERGEFORMAT

INCLUDEPICTURE "https://cdn-images.mailchimp.com/icons/social-block-v2/col
48.png" \d * MERGEFORMAT



Parliamentary Work

May has been a busy month on Parliament Hill as we work to get legislation passed before MPs all return to work in our communities for the summer. On the Hill, this time is what's typically known as "silly season", with frequent sittings that get extended until midnight, general friction that develops from too much heated debate, and with opposition parties using procedural tricks and political grandstanding to delay and prevent legislation from getting passed. To overcome some of these procedural hurdles, we've started extending the time that Parliament sits from 6:30pm to midnight in order to provide more time for debate and continue to improve and pass important pieces of legislation.

Bill C-8 - Fall Economic Statement

Despite these procedural barriers, we have finally passed Bill C-8, which implements the Fall Economic Statement. This is an important bill that contains a series of supports to continue helping Canadians recover from the pandemic, including funding for businesses to improve ventilation, tax credits for school supplies to help families struggling to make ends meet, funding for COVID-19 tests and vaccines, and tools to help reduce the cost of housing like the Underused Housing Tax Act, which will impose a 1% tax on vacant or underused residential property owned by non-resident non-Canadians. Importantly, it also contains \$5 billion in infrastructure funding to help BC recover from last fall's atmospheric river and associated impacts to infrastructure and communities.

Budget Implementation Act

After delivering a speech in April about how different parts of Budget 2022 would improve the lives of people in our riding, I had the opportunity to join the debate on the Budget Implementation Act, which contains the legislative framework to implement different aspects of the budget. I took this opportunity to discuss the creation of a Beneficial Ownership Registry that will give law enforcement an essential tool to tackle money laundering and other financial crimes. Across the country, and particularly in British Columbia, criminals and tax evaders have been buying housing in numbered companies so that they can stay anonymous and not have the money traced back to them. Someone who owns something through a company or other similar entity is called a "beneficial owner", and while many beneficial owners are legitimate businesspeople, there is a subset of Canadians and foreigners who use this designation for nefarious purposes such as hiding ill gotten gains. By creating a publicly accessible registry of beneficial owners, we will make it easier for law enforcement and journalists to track and crackdown on illegal money laundering and tax evasion through numbered companies.

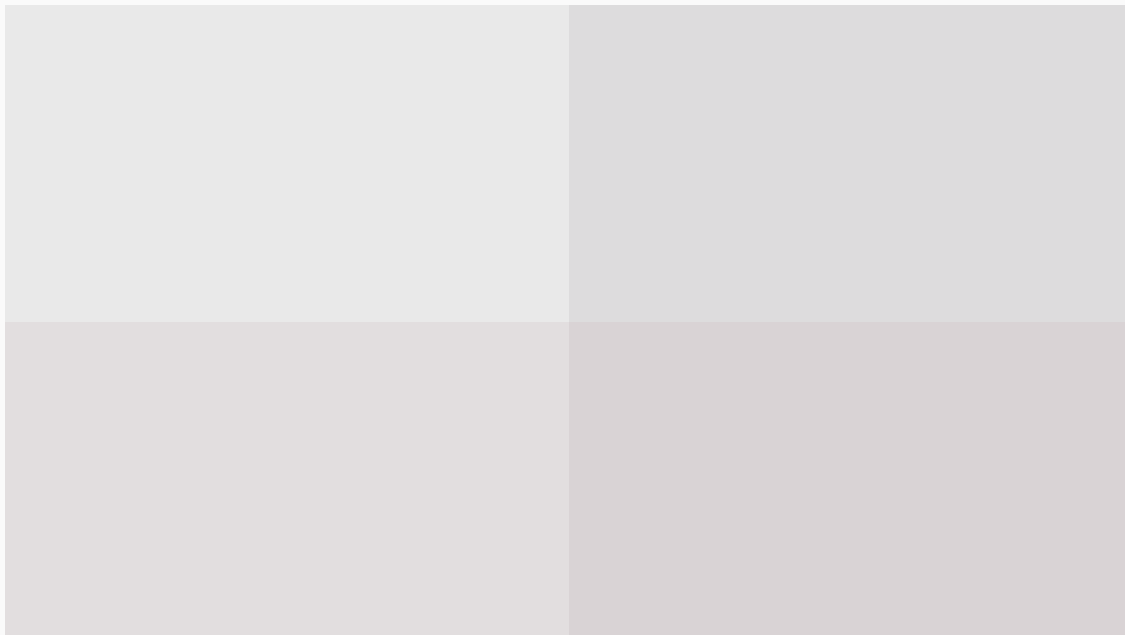
Bill C-11 - Online Streaming Act

With a small number of legislative changes to address limited concerns expressed in the last parliament, Bill C-11, the Online Streaming Act, was reintroduced in this parliament. There has been a significant amount of misinformation going around about this bill, with claims that it will harm free speech and lead to internet censorship. I had a chance to address and dispel these claims in my speech to the House a couple weeks ago. I took the opportunity to counter some of this misinformation, as this bill simply requires that online streaming platforms like Netflix and YouTube be subject to the same broadcasting rules to support Canadian content that traditional media, such as radio and television, have always been subject to. This bill specifically excludes individual users and content creators from being subject to these rules and the bill will not impact what someone can post online.

Bill C-13 - An Act to amend the Official Languages Act

Bill C-13, An Act to amend the Official Languages Act, was introduced to support the equality of Canada's two official languages. Official bilingualism is a vital part of Canada's cultural identity, and so it is important that we protect the ability for Canadians to access government services in the language of their choosing wherever they are in Canada, and continue to promote the learning of both of our official languages across the country. I had the opportunity to attend Pauline Johnson French immersion schooling as a child, and I know that that education has helped me get where I am today. I want kids across the country to have access to that same opportunity that I had.

This is just a snippet of some of the work being done in Parliament over the last month. If you want to stay up to date with my work in Ottawa, please follow me on Instagram, Twitter, and Facebook to get regular updates.



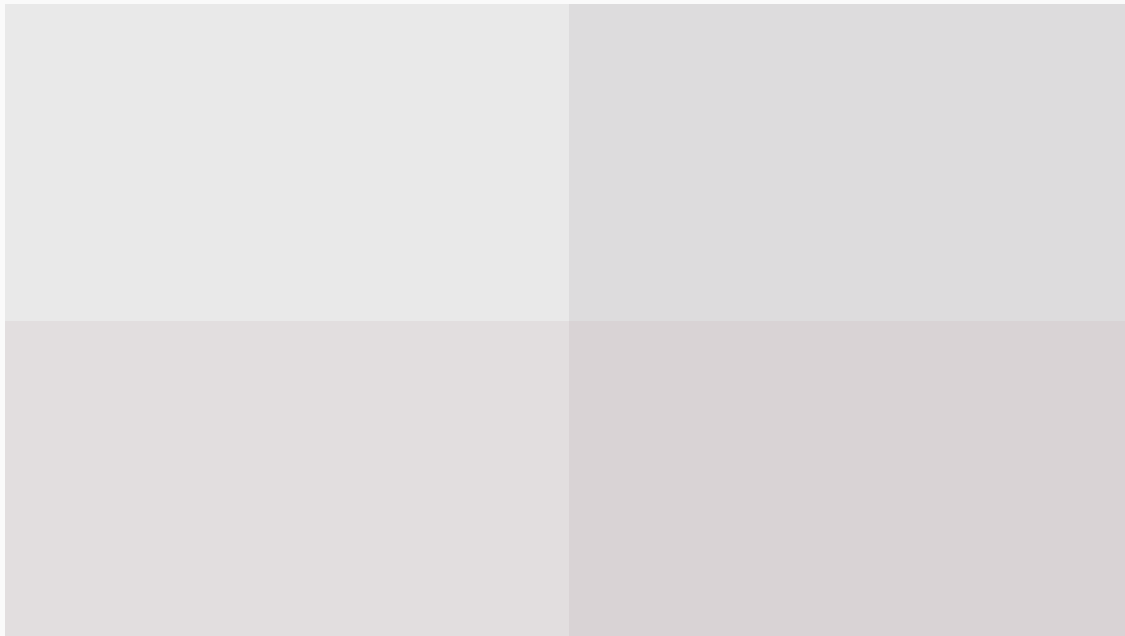


Updates from West Vancouver & Bowen Island

In my brief time in the riding, I packed as many meetings with constituents and stakeholders as I could at my office in Horseshoe Bay, and by meeting community members on location in the Sea to Sky and Sunshine Coast. I'm looking forward to having more time in the riding as Parliament rises for the summer. I want to remind everyone that my team is available to help with any enquiries or casework files you may have. Please email us at Patrick.Weiler@parl.gc.ca or call the office at 604-913-2660 and my capable staff team will be more than happy to help you or answer any questions you may have.

I also hosted our monthly Constituency Youth Council meeting to discuss the issues of the day with our Council and to hear from them about the priorities they are focused on. Our CYC is working on some exciting community initiatives, which we hope to share with you very shortly. Stay tuned!





On Tuesday May 26th, I travelled with the Honourable Marie-Claude Bibeau, federal Minister of Agriculture and Agri-food, to tour two of the Sunshine Coast's innovative small agricultural farms. These included the One Tiny Farm Project of One Straw Society in Roberts Creek, and Hough Heritage Farm in Gibsons, which is one of the small-scale farms within the community of the Sunshine Coast Farmers' Institute. Through programs, workshops, research and events, One Straw Society aims to bring people together to pass on valuable skills, share knowledge & resources, and celebrate shared human connections around food. At Hough Farms, we toured their full processing facility and were later joined by members of the Sunshine Coast Farmers Institute, where the Minister could connect directly with small scale farmers.

Farming is done differently across the country and this visit provided an opportunity for Minister Bibeau to get a good sense of what the challenges are on the Sunshine Coast, as well as what some of the opportunities are. This first-hand information can also serve as excellent learning for what can be applied to the area when looking at nationwide policies.



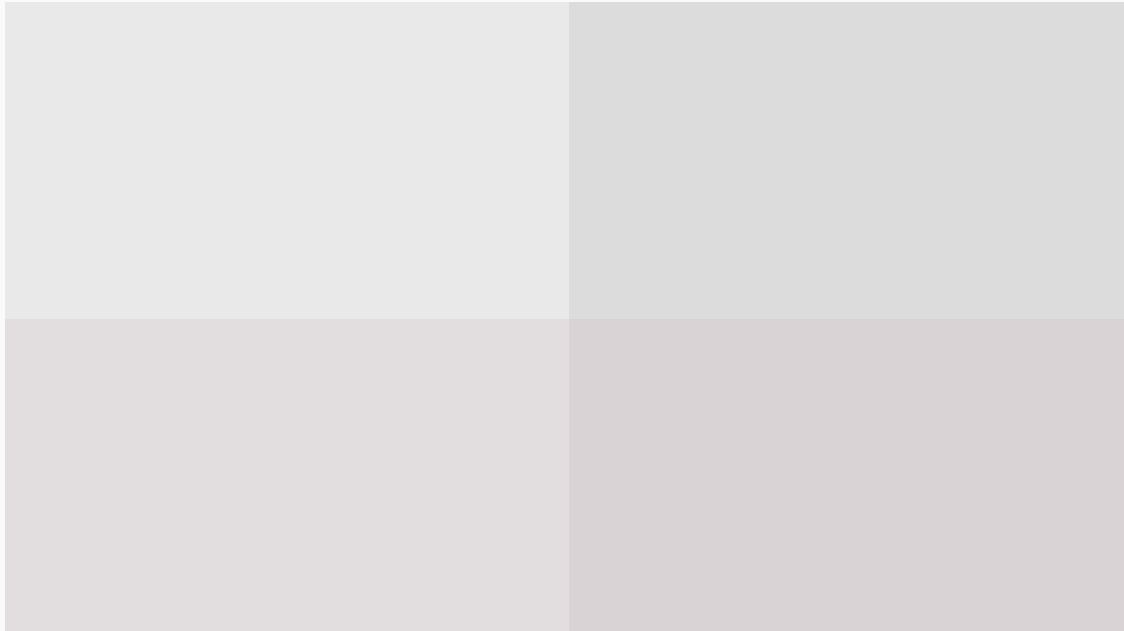
Updates from the Sea to Sky

Announcing 14 CleanBC infrastructure projects across British Columbia

On Thursday May 26th, I had the pleasure of welcoming the Honourable Dominic LeBlanc, Minister of Intergovernmental Affairs, Infrastructure and Communities to Whistler, alongside BC Minister of State for Infrastructure Bowinn Ma, in a joint federal-provincial funding announcement for \$32.8 million for 14 green infrastructure projects across the province.

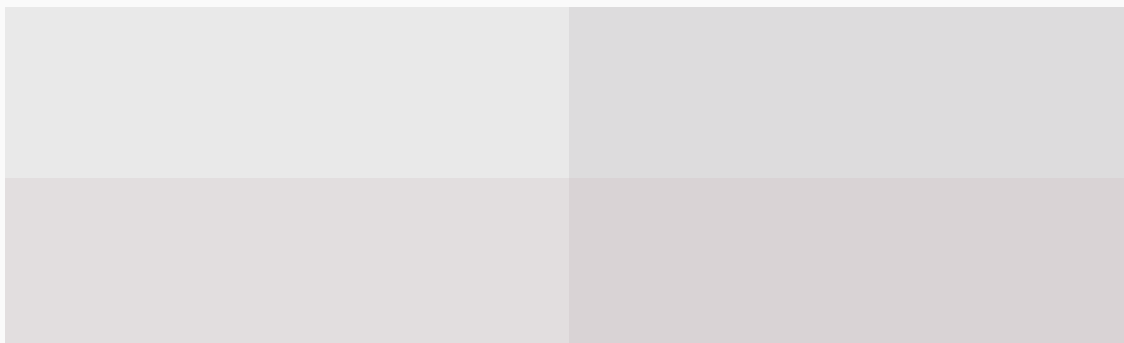
Among these projects, the Resort Municipality of Whistler will benefit from an expansion of the Sea-to-Sky Electric Vehicle Charging Network, including the installation of 41 new electric vehicle charging stations in the Whistler Day Lots and upgrades to the electric grid to support future demand. Thirteen of the new stations will be direct-current fast-charging stations capable of charging a battery from empty to 80% in 30-60 minutes depending on vehicle battery size.

As part of my time in the Corridor this week, I also met with business leaders, owners, and local constituents. I'm looking forward to a very eventful and fun summer season in the Sea to Sky as so many community events are back in operation.



Prime Minister's Visit to Vancouver

As part of the Prime Minister's visit to British Columbia last week, my Pacific Caucus colleagues and I had the opportunity to sit down for lunch at White Spot and chat about the work that our government is doing to address the priorities of British Columbians. It was great to see the Prime Minister in BC again. I look forward to inviting him back to the riding!



Launching Public Consultations for Canada's first National Adaptation Strategy

With the Heat Dome, intense forest fires, and the atmospheric rivers and flooding, last year served notice to British Columbians of the scale of impacts of the climate crisis that we are already facing. Building a strong and healthy future for Canadians means building homes, infrastructure, and an economy that are ready for the realities of climate change. It is clear that adapting to the impacts of a changing climate, in addition to fighting climate change itself, will protect our communities, build a resilient economy, and ensure our children have a safe place to grow and live.

That is why we're launching a public consultation to develop Canada's first National Adaptation Strategy, a whole-of-society blueprint for coordinated action across the country, ensuring communities and Canadians are prepared for the impacts of climate change.

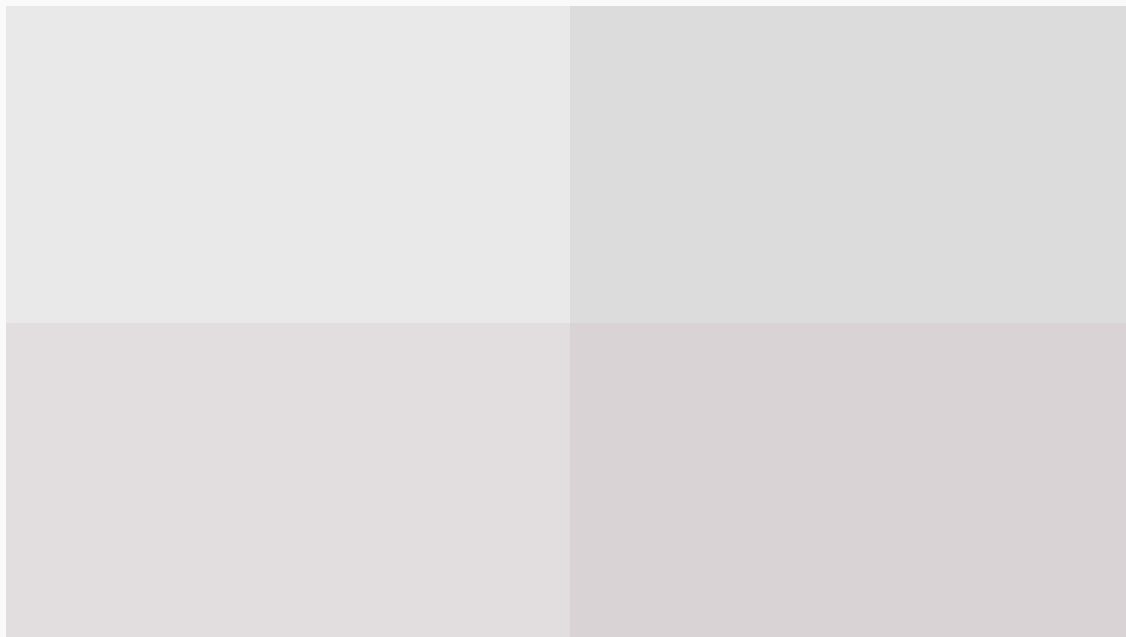
I invite you to participate in the consultation by accessing this interactive web portal where you can submit your ideas and comments. Consultations run until July 15, 2022.

New EV Chargers Coming to British Columbia

As we continue the clean energy transition, we were pleased to announce this month a \$3.54-million investment from Natural Resources Canada's Zero-Emission Vehicle Infrastructure Program (ZEVIP) to support the Province of BC to install 810 EV Chargers across the province.

The BC government will select recipients through a transparent process, based on demand. The EV chargers will then be installed at multi-unit residential buildings, workplaces or facilities for servicing light-duty vehicle fleets by October 2023. Funding will be made available through existing provincial programs, specifically the CleanBC Go Electric EV Charger Rebate and Fleets programs.

These investments build on the historic \$1 billion our government has made since 2015 to make EVs more affordable and chargers more accessible for Canadians



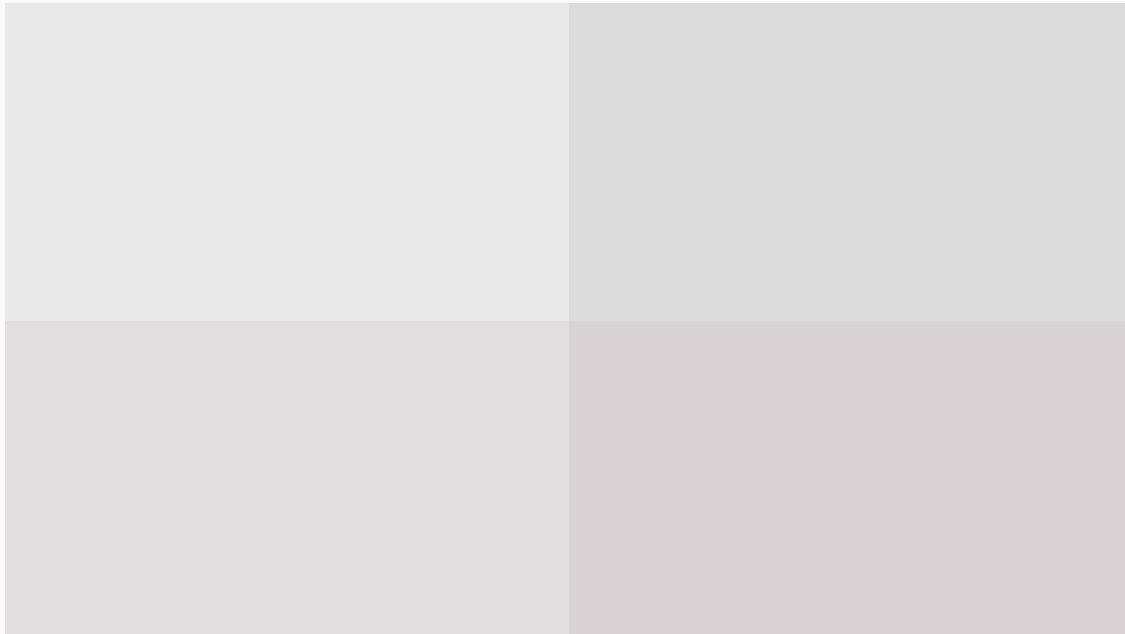
Fighting Wildfires and Keeping Canadians Safe

In recent years we have seen in our region and across the country the devastating

impacts of wildfires and the increased frequency with which they occur. We need a plan to address this increasingly dangerous threat, which is why our government announced new wildfire management investments this month. These include:

- training 1,000 new firefighters,
- helping provinces and territories buy more firefighting equipment,
- incorporating Indigenous knowledge in wildfire management, and
- creating WildFireSat, a new wildfire satellite monitoring system.

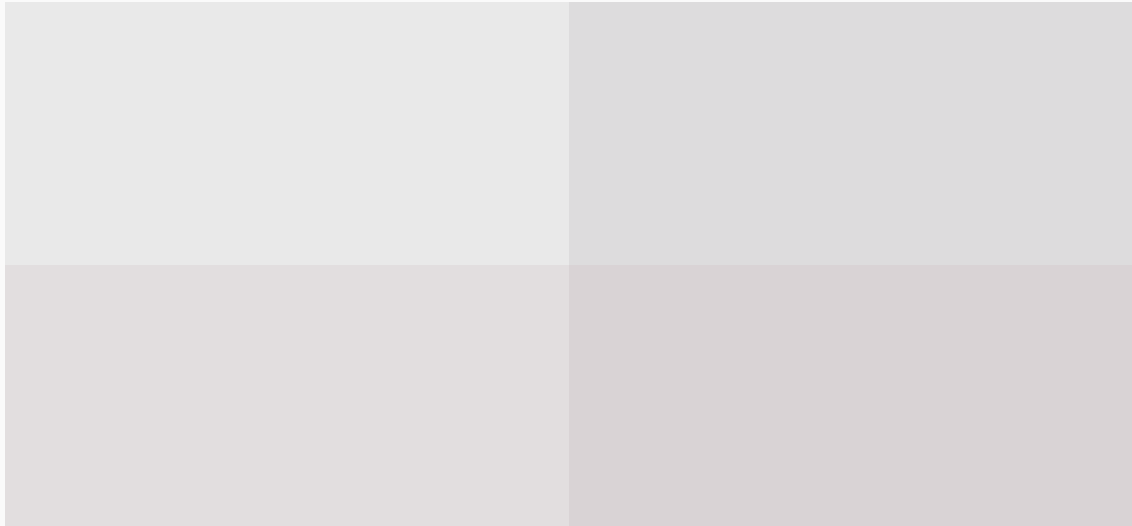
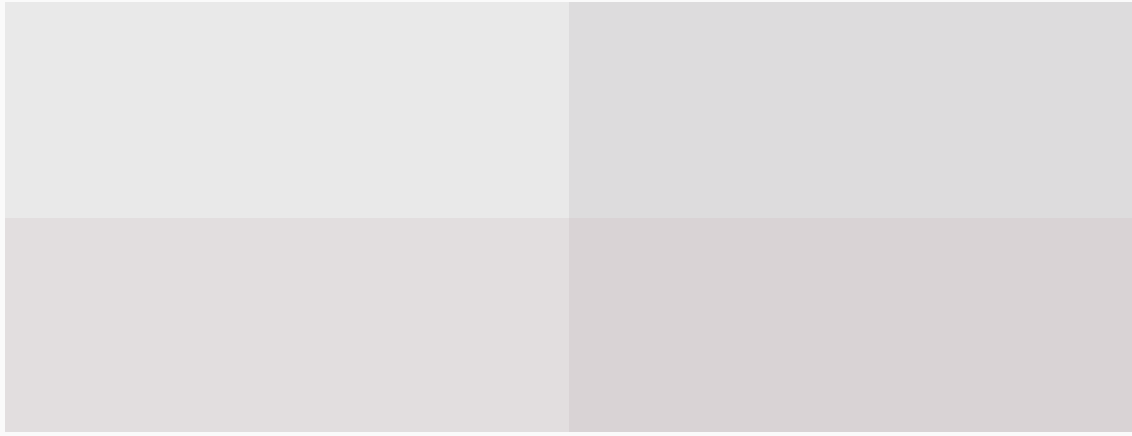
As we fight wildfires across the country, we're also turning to Indigenous people for their expertise and traditional knowledge in addressing wildfire threats in their communities. Budget 2022 recognizes and honours their knowledge and will help Indigenous partners prepare, respond, and recover from extreme weather events, while advancing Canada's commitment to reconciliation.

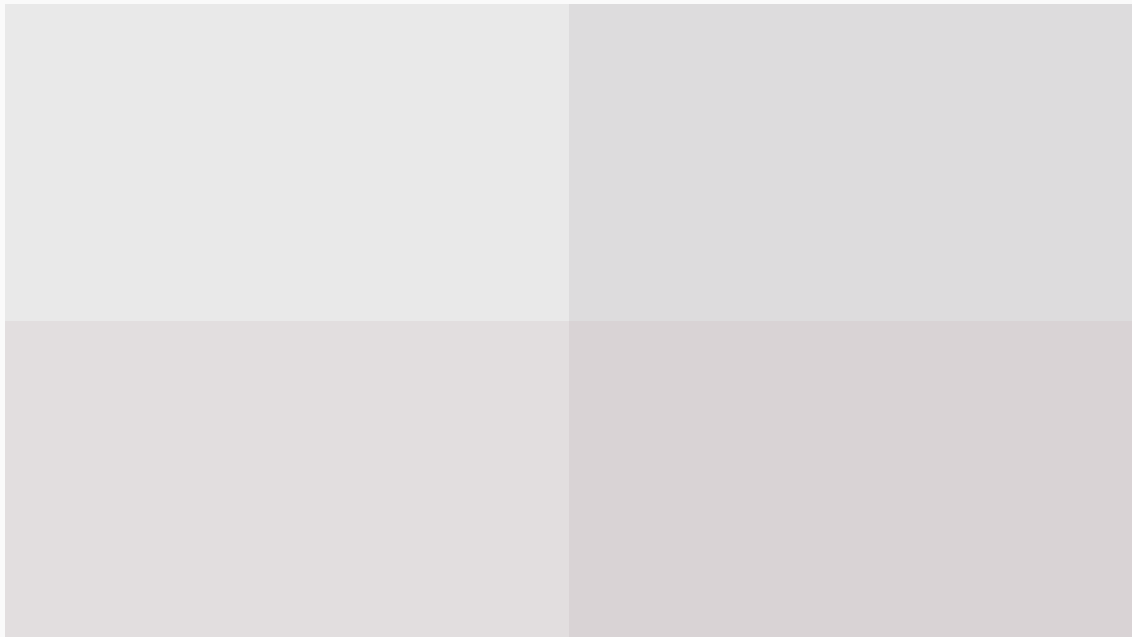
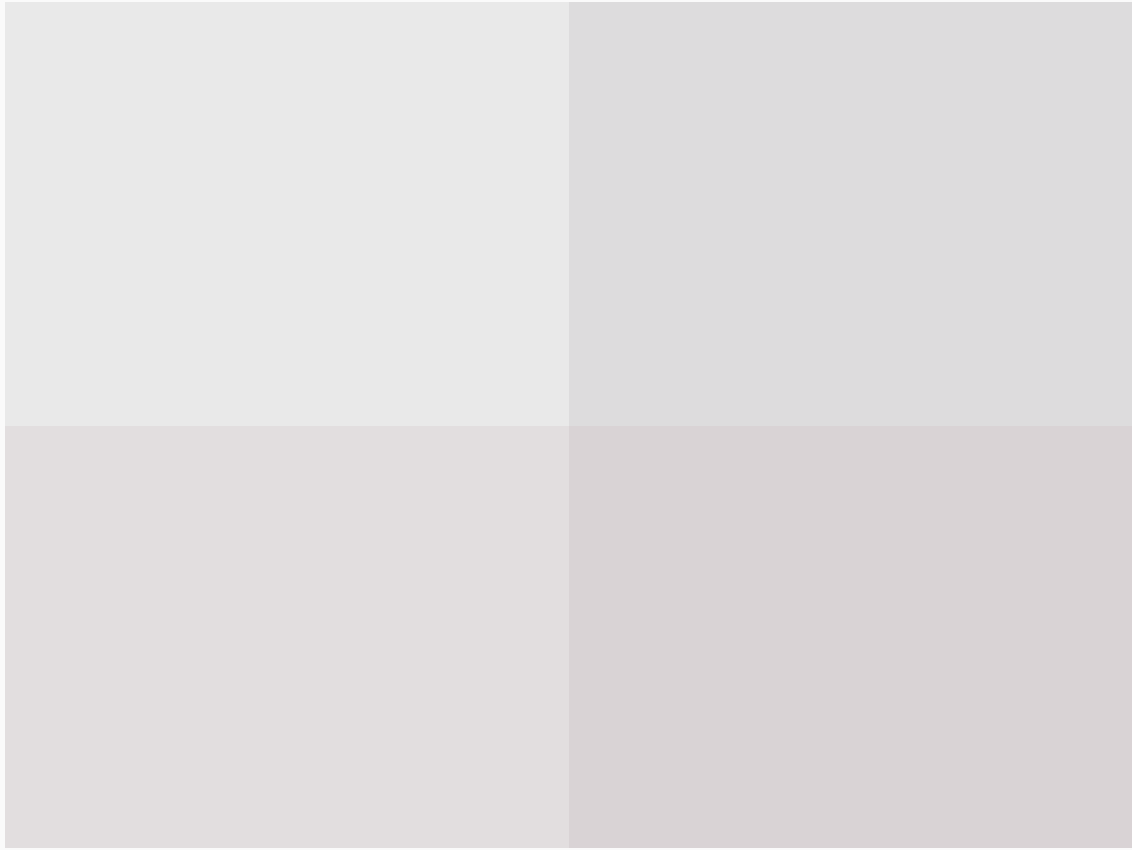


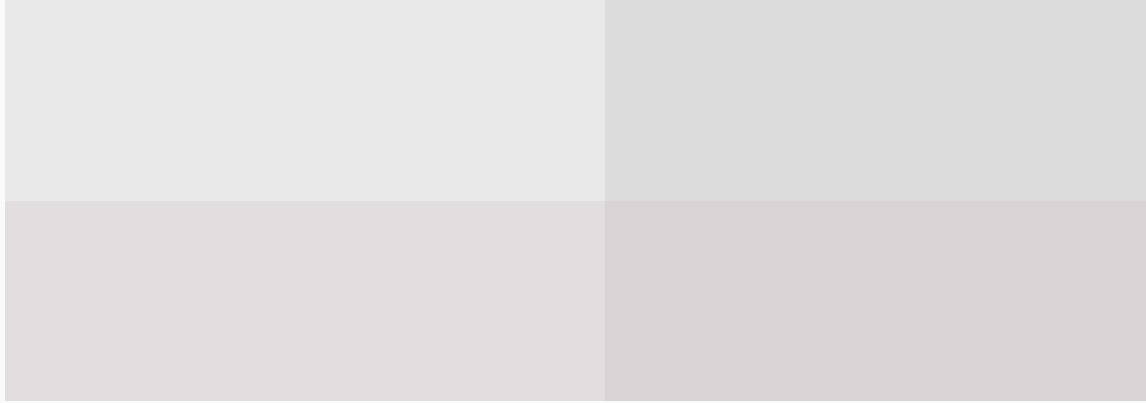
Tourism Week 2022

Sunday was the start of Tourism Week in Canada (May 29-June 4, 2022), a time to celebrate and promote Canada's tourism destinations, businesses, and workers from coast to coast to coast. We are so fortunate to live in a riding with stunning scenery, vibrant festivals and all the world class recreation you could imagine.

As Co-Chair of the Parliamentary Tourism Caucus, I know how important tourism is for both the local and national economies. With the lifting of COVID-19 restrictions, we look forward to a wonderful summer of welcoming people from across the country and the world to our communities again!







INCLUDEPICTURE "https://cdn-images.mailchimp.com/icons/social-block-v2/c
twitter-48.png" \d * MERGEFORMAT

INCLUDEPICTURE "https://cdn-images.mailchimp.com/icons/social-block-v2/c
facebook-48.png" \d * MERGEFORMAT

INCLUDEPICTURE "https://cdn-images.mailchimp.com/icons/social-block-v2/c
instagram-48.png" \d * MERGEFORMAT

INCLUDEPICTURE "https://cdn-images.mailchimp.com/icons/social-block-v2/col
48.png" \d * MERGEFORMAT

[View this email in your browser](#)

This email was sent to fganderson@shaw.ca

From: OfficeofthePremier, Office PREM:EX (Premier@gov.bc.ca)

To: s. 22

Cc: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)

Subject: RE: Rail on Vancouver Island

Sent: 06/02/2023 20:22:14

Message Body:

s. 22

Dear

Thank you for your email regarding the Island rail corridor. We appreciate your taking the time to share your thoughts on this important matter.

Our government understands and supports the need for a reconciliation-based approach when considering the future of the Island Rail Corridor. We are committed to working with First Nations and local governments to develop and advance a shared vision for the corridor.

As recently announced by the Honourable Rob Fleming, Minister of Transportation and Infrastructure, the Province has committed \$18 million to allow for future corridor planning involving affected First Nations and Regional Districts. This funding will also allow First Nations to assess identified concerns, such as noise, flooding and safety issues where the corridor crosses their land.

For more information, you may be interested to read the Minister's statement at the following link: <https://news.gov.bc.ca/releases/2023MOTI0030-000316>

On your behalf, we have provided a copy of your message to the Honourable Rob Fleming for his review and consideration.

Thank you, again, for writing. It was good to hear from you.

cc: Honourable Rob Fleming

From: s. 22

Sent: Saturday, January 14, 2023 5:23 AM

To: OfficeofthePremier, Office PREM:EX <Premier@gov.bc.ca>

Subject: Rail on Vancouver Island

Good morning;

s. 22

s. 22

am contacting you regarding the future of the Esquimalt & Nanaimo railway on Vancouver Island, now in the hands of the Island Corridor Foundation. As the deadline for reactivation of the full length of the line nears, it seemed vital to mention the immense utility a reinvigorated railway, and the services it would support, would have for both Vancouver Island specifically and for broader goals related to climate change, reduced reliance on roads and automobile transport, and the provision of safe, reliable, low-cost transport between remote communities and larger centres.

The most frequently raised objection to reactivation is the cost, which is, admittedly, massive: the most expensive option recently presented would see the better part of a billion dollars spent to fully rebuild the entire line, and to cover the startup costs of a commuter service. This cost, though, is only ten times what was spent, as a matter of course, in building a single highway interchange at the Admirals/Mackenzie intersection with the Trans Canada Highway, and would provide a significantly greater long-term impact than any ten upgraded intersections. A rail line with a suitably capacious commuter service and good freight capacity would also reduce or eliminate the need for continued improvements on the island's road network.

A renewed E&N running from Victoria to Courtenay, with the Port Alberni spur, touches the majority of communities on Vancouver Island: outside of Greater Victoria, on the east coast only Mill Bay, the Cowichan Lake area, and Cumberland are without ready access, and all three of those have BC Transit service to towns served by the E&N. Bringing rail service to Port Alberni would not only serve that community, but change the entire dynamic for Tofino, Ucluelet, and other residents on the western side of the island by providing a ready, nearby link to the rest of the world. Commuter service for Greater Victoria and Nanaimo (and potentially Port Alberni, Courtenay, and Duncan)

would be of immediate, obvious benefit; equally, an efficient and stable replacement for the never-ending cycle of coach bus operators happy to profit off the tourist rush, but less willing or able to provide reliable service for more prosaic local needs. On an additional note, the E&N route is within easy bus-transit or shuttle range of the Powell River, Departure Bay, and Duke Point BC Ferry terminals, the Victoria harbour ferries to the US, and Comox airport, and is within walking distance of the Nanaimo airport.

Some objections have also been raised suggesting that people will find commuting by rail unappealing due to travel time: as someone who has travelled by rail, used Translink for several years, and now commutes by car on Vancouver Island, being able to get on transit, know your arrival time, and spend your trip doing something other than driving, is absolutely worth a slightly longer travel time. Right now, commuting from Shawnigan Lake to downtown Victoria, a drive which should take 45 minutes, usually takes 75 to 90 minutes, and has proven sufficiently prone to delays s. 22 s. 22 For comparison, in 1912, steam passenger service made the reverse trip, with ten stops and the Malahat grade, in 90 minutes. A modern commuter service couldn't possibly do worse. In addition to time spent on and stress created by commuting by car, parking for a full day is easily \$15, while gas is easily \$10-\$20 for a round trip.

Taking one step further, the Greater Victoria area has a variety of disused, or currently trail-only, rights of way connecting the growing western area; Langford, Metchosin, and Sooke; and the Saanich Peninsula: all of these once supported full-service rail or interurban services. These present opportunities for future or complementary expansion, ideally replacing spinal bus routes with higher-capacity, more reliable rail service.

Freight service by rail was once a routine part of life for island businesses: many commercial and industrial lots either still have sidings or show signs of rail access, and a number of disused rights of way link existing, active industrial sites (for example, the Crofton pulp mill and the Cowichan Bay terminal) to the E&N route, while Port Alberni's industrial district is immediately adjacent to rail. Mills, especially, create significant predictable truck traffic operating between fixed locations. Getting those vehicles off the roads should have immediate benefit for wear and tear, safety, and environmental concerns. Providing commercial and smaller industrial with a heavy-haulage option capable of, with the Seaspan rail ferry, moving goods anywhere in North America without multiple mode switches may also be of benefit, while a more local capacity for mixed goods movement by boxcar should provide a more efficient and environmentally friendly substitute for truck-based freight services.

While nobody has yet brought up electrification, a self-contained rail line serving a single island is very amenable to an eventual move away from diesel, with obvious environmental benefits.

All of this is to say that rail service on Vancouver Island is both achievable and desirable, and to ask that you take every measure to bring it back to life.

Thank your for your consideration;

s. 22

From: OfficeofthePremier, Office PREM:EX (Premier@gov.bc.ca)

To s. 22

Cc: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)

Subject: RE: Restore the railway

Sent: 06/02/2023 20:23:16

Message Body:

Dear s. 22

Thank you for your email regarding the Island rail corridor. We appreciate your taking the time to share your thoughts on this important matter.

Our government understands and supports the need for a reconciliation-based approach when considering the future of the Island Rail Corridor. We are committed to working with First Nations and local governments to develop and advance a shared vision for the corridor.

As recently announced by the Honourable Rob Fleming, Minister of Transportation and Infrastructure, the Province has committed \$18 million to allow for future corridor planning involving affected First Nations and Regional Districts. This funding will also allow First Nations to assess identified concerns, such as noise, flooding and safety issues where the corridor crosses their land.

For more information, you may be interested to read the Minister's statement at the following link:
<https://news.gov.bc.ca/releases/2023MOTI0030-000316>

On your behalf, we have provided a copy of your message to the Honourable Rob Fleming for his review and consideration.

Thank you, again, for writing. It was good to hear from you.

cc: Honourable Rob Fleming

-----Original Message-----

From s. 22

Sent: Wednesday, January 18, 2023 2:21 AM

To: OfficeofthePremier, Office PREM:EX <Premier@gov.bc.ca>

Subject: Restore the railway

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Dear s. 22

Please back the restoration and reopen the passenger railway on Vancouver island.

This is needed for many extremely important reasons.

Access to Victoria is only via the Malahat - a notorious and dangerous road - this highway is closed due to accidents and weather all to often and is clogged and at a standstill in the summer due to high tourist traffic.

Which means that the island is held hostage if anything happens and closes off vital access to hospitals and essential services.

Heavy traffic, mostly single occupant vehicles, create massive carbon destruction of our glorious air and planet.

Having a train - especially an electric one - would really go towards BC and Canada's dream and image of being Green Focused and a real leader in Climate action and a wonderful opportunity for good jobs and tourism on the island.

Having the train Indigenous lead and focused would also go towards vital reconciliation and recovery of our first peoples and really show that their importance is not just words.

The tourism value would also be massive and essential for the growth of the island. Imagine the draw of tourists coming to travel the island via train s. 22

Safe affordable transportation for many of the smaller towns would be interlinked and offer vital transportation to many that are currently cut off and left to hitch hike and their safety compromised, especially individuals from socioeconomic disparities.

Please support the restoration and reopening of this vital infrastructure

s. 22

From: OfficeofthePremier, Office PREM:EX (Premier@gov.bc.ca)

To: s. 22

Cc: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)

Subject: RE: Vancouver Island E&N Multi-Use Trail

Sent: 06/07/2023 20:02:25

Message Body:

Dear s. 22

Thank you for your email regarding the Island rail corridor. We appreciate your taking the time to share your thoughts on this important matter.

Our government understands and supports the need for a reconciliation-based approach when considering the future of the Island Rail Corridor. We are committed to working with First Nations and local governments to develop and advance a shared vision for the corridor.

As recently announced by the Honourable Rob Fleming, Minister of Transportation and Infrastructure, the Province has committed \$18 million to allow for future corridor planning involving affected First Nations and Regional Districts. This funding will also allow First Nations to assess identified concerns, such as noise, flooding and safety issues where the corridor crosses their land.

For more information, you may be interested to read the Minister's statement at the following link: <https://news.gov.bc.ca/releases/2023MOTI0030-000316>

On your behalf, we have provided a copy of your message to the Honourable Rob Fleming for his review and consideration.

Thank you, again, for writing. It was good to hear from you.

cc: Honourable Rob Fleming

From s. 22

Sent: Tuesday, March 28, 2023 7:51 PM

To: OfficeofthePremier, Office PREM:EX <Premier@gov.bc.ca>

Subject: Vancouver Island E&N Multi-Use Trail

It is time to convert the E&N rail bed to a beautiful multi-use trail.

I have been following the progress of many rail right-of ways that are being converted to walking/biking trails across North America. There are over two thousand of them. I am excited that these are places I will choose to visit in the coming years to tour on bicycle burning minimal carbon.

I have biked the new rail corridor that connects Goldstream Park to Shawnigan Lake and I know I will not bike that trail again because it is not an old rail bed and is so steeply contoured. As an avid pedal biker I will generally choose to bike one and a half times farther if the route is significantly flatter even if the route is busier and less safe. I know that bikers will love the contours of the E&N Corridor as it is so flat. Those contours warmly invite bikers and walkers to enjoy them.

Another delight for me when I bike is stopping at communities and businesses along the way to eat and explore. Many E&N communities and first nations would benefit from people using the trail and stopping in along the way.

s. 22

s. 22

It only took a maximum of 100 passengers per day whereas I think the Galloping Goose trail in Victoria has over five thousand bikers and walkers every day. I have many relatives along the island that I would love to visit regularly by bike.

For safety reasons, the E&N railway has been closed for almost ten years. There is no business plan to restore the rail service and the studies that have been completed show that massive costs and subsidies would be needed to restore old style rail service. Modern rail service would be virtually impossible because of the need to re-design and straighten the rail bed. Over two hundred road crossings would also demand expensive upgrades.

For climate change, tourism and economics for public health and wellness, please make the E&N corridor a wonderful multi-use trail.

Sincerely,

s. 22

From: OfficeofthePremier, Office PREM:EX (Premier@gov.bc.ca)

To: s. 22 m

Cc: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)

Subject: RE: Regarding the Vancouver Island Rail Corridor

Sent: 06/07/2023 20:01:33

Message Body:

Dear s. 22

Thank you for your email regarding the Island rail corridor. We appreciate your taking the time to share your thoughts on this important matter.

Our government understands and supports the need for a reconciliation-based approach when considering the future of the Island Rail Corridor. We are committed to working with First Nations and local governments to develop and advance a shared vision for the corridor.

As recently announced by the Honourable Rob Fleming, Minister of Transportation and Infrastructure, the Province has committed \$18 million to allow for future corridor planning involving affected First Nations and Regional Districts. This funding will also allow First Nations to assess identified concerns, such as noise, flooding and safety issues where the corridor crosses their land.

For more information, you may be interested to read the Minister's statement at the following link: <https://news.gov.bc.ca/releases/2023MOTI0030-000316>

On your behalf, we have provided a copy of your message to the Honourable Rob Fleming for his review and consideration.

Thank you, again, for writing. It was good to hear from you.

cc: Honourable Rob Fleming

From: s. 22

Sent: Sunday, March 12, 2023 10:39 AM

To: omar.alghabra@parl.gc.ca; OfficeofthePremier, Office PREM:EX <Premier@gov.bc.ca>; Fleming.MLA, Rob LASS:EX <Rob.Fleming.MLA@leg.bc.ca>

Subject: Regarding the Vancouver Island Rail Corridor

Honourable Premier & Ministers,

I'm writing you this letter today as a big supporter of the Vancouver Island Rail Corridor, specifically the Island Corridor Foundations business case to restore Rail based services to Vancouver Island, British Columbia Canada, Canada's most western Ports, the Port of Alberni and the Port of Nanaimo.

I would implore you to recognize the Island Rail Corridor for the 289km long historical site, and the much needed transportation Corridor that is needed now and into the future for Vancouver Island, British Columbia and Canada.

As is written on their web site "The Island railway was originally incorporated on September 27, 1883 by the E&N Railway Company, led by Sir Robert Dunsmuir, a renowned British Columbia (BC) coal baron and politician."

The Vancouver Island Corridor connects from Courtenay all the way to Victoria and intersects with the Parksville to Port Alberni line too! Both corridors are pre-existing! Originally built between 1883 and 1887, the railway corridor is in itself a 289km museum. The corridor connects every town and city along its path on an established right of way.

The Vancouver Island corridor does not require creating an alternate route like all the previous attempts tried and failed to do. It doesn't require blasting or bridging over watersheds or spending billions on a tunnel like they've had to do in Vancouver for Skytrain. It will relieve the pressure to expand the roads with yet another extremely costly lane.

The corridor represents an amazing reconciliation opportunity to address the historical grievances emanating from the land grants, and that should not be ignored by the Government.

The Vancouver Island Railway is a gift to Vancouver Island from the past wrapped in controversy and strong feelings, but no one can deny that is just what Vancouver Island needs for 2023!

Increased mobility and independence for seniors and anyone with accessibility needs, Increased safety, comfort, and gained productive time for everyone travelling on the train, Lower travel and insurance expenses or live without a car at all! Fuel independence! Save money for rent, medications, food, clothes, education, and other essentials. Gain a farther reach to find work or to find a less expensive place to live, have space to distance, play, entertain, nap, work, or just stare out the window as nature scrolls by.

First Nations, the B.C. Government, Regional Districts and every Mayor in B.C Supports it along with residents by a landslide.

Please support development of the Vancouver Island Railway Corridor.

Signed

s. 22

From: OfficeofthePremier, Office PREM:EX (Premier@gov.bc.ca)

To: s. 22

Cc: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)

Subject: RE: rail service needed on Vancouver Island

Sent: 06/07/2023 20:00:30

Message Body:

s. 22
Dea

Thank you for your email regarding the Island rail corridor. We appreciate your taking the time to share your thoughts on this important matter.

Our government understands and supports the need for a reconciliation-based approach when considering the future of the Island Rail Corridor. We are committed to working with First Nations and local governments to develop and advance a shared vision for the corridor.

As recently announced by the Honourable Rob Fleming, Minister of Transportation and Infrastructure, the Province has committed \$18 million to allow for future corridor planning involving affected First Nations and Regional Districts. This funding will also allow First Nations to assess identified concerns, such as noise, flooding and safety issues where the corridor crosses their land.

For more information, you may be interested to read the Minister's statement at the following link: <https://news.gov.bc.ca/releases/2023MOTI0030-000316>

On your behalf, we have provided a copy of your message to the Honourable Rob Fleming for his review and consideration.

Thank you, again, for writing. It was good to hear from you.

cc: Honourable Rob Fleming

s. 22
From:

Sent: Monday, March 6, 2023 6:43 PM

To: OfficeofthePremier, Office PREM:EX <Premier@gov.bc.ca>; Rankin.MLA, Murray LASS:EX <Murray.Rankin.MLA@leg.bc.ca>; Minister, MOTI MOTI:EX <Minister.MOTI@gov.bc.ca>; info@islandrail.ca; TRAN Deputy Minister TRAN:EX <TRANDeputyMinister@gov.bc.ca>

Cc: letters <letters@timescolonist.com>

Subject: rail service needed on Vancouver Island

In 2021, French lawmakers voted to prohibit short-haul domestic flights when a train can provide the same connection in 2½ hours or less. The prohibition was approved by the European Commission, the EU's executive arm, in December of 2022."

In the face of accelerating climate change, countries around the world are spending time, energy and money fine tuning their public and goods transportation networks with a view to increased sustainability, availability and efficiency. Canada's rail systems need immediate revitalization. Should any level of government be truly serious about climate action and mitigation, then the transportation of people and goods by rail needs to swing to the top of the priority list.

Not so long ago, rail travel in BC was useful and reasonable. This is no longer the case. On Vancouver Island the one rail line languishes. Most bus lines are no longer in operation. With no other way to transport goods and people, cars and trucks increasingly take up the load of an ever-growing population. There are many innovative train technologies now such as HSR, electric

and hydrogen models. Time to put words into action and align with the CleanBC Act and federal climate goals.

There can be no cogent defence for inaction on revitalizing the island rail line, or indeed any rail lines. The principle of greater good is paramount here as viewed both through the lens of climate change resilience and as a common sense benefit for all parties including our beleaguered planet. The time for prevarication is past.

Stepping into the future, indeed recrafting a new way forward, requires vision, tax dollars and commitment. Now is the time for island rail to roll again.

Thank you for your attention to this serious matter

From: OfficeofthePremier, Office PREM:EX (Premier@gov.bc.ca)

To: s. 22

Cc: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)

Subject: RE: Island Rail Corridor

Sent: 06/07/2023 19:59:39

Message Body:

Dear s. 22

Thank you for your email regarding the Island rail corridor. We appreciate your taking the time to share your thoughts on this important matter.

Our government understands and supports the need for a reconciliation-based approach when considering the future of the Island Rail Corridor. We are committed to working with First Nations and local governments to develop and advance a shared vision for the corridor.

As recently announced by the Honourable Rob Fleming, Minister of Transportation and Infrastructure, the Province has committed \$18 million to allow for future corridor planning involving affected First Nations and Regional Districts. This funding will also allow First Nations to assess identified concerns, such as noise, flooding and safety issues where the corridor crosses their land.

For more information, you may be interested to read the Minister's statement at the following link:
<https://news.gov.bc.ca/releases/2023MOTI0030-000316>

On your behalf, we have provided a copy of your message to the Honourable Rob Fleming for his review and consideration.

Thank you, again, for writing. It was good to hear from you.

cc: Honourable Rob Fleming

-----Original Message-----

From: s. 22

Sent: Monday, March 6, 2023 11:47 AM

To: OfficeofthePremier, Office PREM:EX <Premier@gov.bc.ca>

Subject: Island Rail Corridor

s. 22

I'm writing today about the Island Rail Corridor. I think it is very important that it remains a rail corridor into the future and that the opportunity we have to preserve it is not wasted.

Frequent commuter rail from the Westshore to Esquimalt would be a massive benefit to both downtown and the Western communities. Less frequent passenger and freight from the Westshore up the island would be beneficial for everyone.

It would be prohibitively expensive to acquire a right of way in the future if this is abandoned.

Happy to have my tax dollars put to work creating public transportation to the Westshore similar to Vancouver's skytrain service and then passenger and freight rail up island.

Please do not waste this opportunity.

s. 22

From: OfficeofthePremier, Office PREM:EX (Premier@gov.bc.ca)
To: s. 22
Cc: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)
Subject: RE: Island Rail Corridor - Stop stalling & get the trains moving
Sent: 06/07/2023 19:58:47
Message Body:

Dear s. 22

Thank you for your email regarding the Island rail corridor. We appreciate your taking the time to share your thoughts on this important matter.

Our government understands and supports the need for a reconciliation-based approach when considering the future of the Island Rail Corridor. We are committed to working with First Nations and local governments to develop and advance a shared vision for the corridor.

As recently announced by the Honourable Rob Fleming, Minister of Transportation and Infrastructure, the Province has committed \$18 million to allow for future corridor planning involving affected First Nations and Regional Districts. This funding will also allow First Nations to assess identified concerns, such as noise, flooding and safety issues where the corridor crosses their land.

For more information, you may be interested to read the Minister's statement at the following link: <https://news.gov.bc.ca/releases/2023MOTI0030-000316>

On your behalf, we have provided a copy of your message to the Honourable Rob Fleming for his review and consideration.

Thank you, again, for writing. It was good to hear from you.

cc: Honourable Rob Fleming

s. 22
From:
Sent: Monday, March 6, 2023 10:56 AM
To: OfficeofthePremier, Office PREM:EX <Premier@gov.bc.ca>
Cc: Minister, MCF MCF:EX <MCF.Minister@gov.bc.ca>
Subject: Island Rail Corridor - Stop stalling & get the trains moving

Dear Premier Eby,

It is with respect and frustration that I am reaching out to you today.

Every day that the revitalization of the island rail corridor is not approved I become more dismayed and embarrassed.

Mr. Premier, you and the government you lead need to show leadership and foresight and move this project through. If we lose this corridor now we will never get it back. It is obvious to anyone with a modicum of sense that we, as a Province, need to expand our transportation options and rail has to be part of that. Cars are the most subsidized form of transportation there is, and yet the rail is expected to be self-funding - it's like we are in the back-pockets of the fossil-fuel industry while espousing reducing greenhouse gases.

The idea of a cycling-walking corridor without rail is so elitist that I can't believe anyone discusses it at all. A senior in Qualicum who needs to get to Victoria or Nanaimo for a medical appointment cannot ride their bike. This "option" would only benefit those few who can afford the time and expensive bicycles to go up and down the island. It would be laughable were it not for the fact that it still seems to be under consideration.

Premier Eby, I implore to take a stand and leave a worthwhile legacy. You can be remembered with admiration like Dave Barrett, or forgotten like Dan Miller.

s. 22

Yours in guarded optimism

s. 22

From: OfficeofthePremier, Office PREM:EX (Premier@gov.bc.ca)

To: s. 22

Cc: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)

Subject: RE: E&N Railway

Sent: 06/07/2023 19:57:50

Message Body:

Dear s. 22

Thank you for your email regarding the Island rail corridor. We appreciate your taking the time to share your thoughts on this important matter.

Our government understands and supports the need for a reconciliation-based approach when considering the future of the Island Rail Corridor. We are committed to working with First Nations and local governments to develop and advance a shared vision for the corridor.

As recently announced by the Honourable Rob Fleming, Minister of Transportation and Infrastructure, the Province has committed \$18 million to allow for future corridor planning involving affected First Nations and Regional Districts. This funding will also allow First Nations to assess identified concerns, such as noise, flooding and safety issues where the corridor crosses their land.

For more information, you may be interested to read the Minister's statement at the following link: <https://news.gov.bc.ca/releases/2023MOTI0030-000316>

On your behalf, we have provided a copy of your message to the Honourable Rob Fleming for his review and consideration.

Thank you, again, for writing. It was good to hear from you.

cc: Honourable Rob Fleming

From: s. 22

Sent: Wednesday, March 1, 2023 2:23 PM

To: OfficeofthePremier, Office PREM:EX <Premier@gov.bc.ca>

Subject: E&N Railway

s. 22

March 1, 2023

Dear Premier David Eby,

I am writing this letter to urge you to act immediately to preserve and restore railroad service on Vancouver Island. The opportunity to do so will not exist again within our lifetimes after the block of land in the rail corridor is cut up and returned to individual nations.

s. 22

We are in the midst of a climate crisis fueled by the use of fossil fuels and we must act now to ensure that your children and the next generation inherit a livable planet. This means we must reduce the impact of transportation and reduce our dependence on the oil and gas sector. In terms of atmospheric carbon, transporting people and goods by rail is far preferable to individual trucks and cars.

Every accident that closes the highway over the Malahat renews calls for the creation of another highway route. To allow this existing corridor to sit idle makes no sense. While a walking and biking trail would be nice, that should be a separate entity, in addition to rail.

This is an expensive undertaking, but the benefits to a well run transportation service will outweigh the immediate costs and work towards mitigating the effects of the climate emergency.

Yours truly,

s. 22

From: OfficeofthePremier, Office PREM:EX (Premier@gov.bc.ca)

To: s. 22

Cc: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)

Subject: RE: Restore Vancouver Island Rail Services

Sent: 06/07/2023 19:56:14

Message Body:

Dear s. 22

Thank you for your email regarding the Island rail corridor. We appreciate your taking the time to share your thoughts on this important matter.

Our government understands and supports the need for a reconciliation-based approach when considering the future of the Island Rail Corridor. We are committed to working with First Nations and local governments to develop and advance a shared vision for the corridor.

As recently announced by the Honourable Rob Fleming, Minister of Transportation and Infrastructure, the Province has committed \$18 million to allow for future corridor planning involving affected First Nations and Regional Districts. This funding will also allow First Nations to assess identified concerns, such as noise, flooding and safety issues where the corridor crosses their land.

For more information, you may be interested to read the Minister's statement at the following link: <https://news.gov.bc.ca/releases/2023MOTI0030-000316>

On your behalf, we have provided a copy of your message to the Honourable Rob Fleming for his review and consideration.

Thank you, again, for writing. It was good to hear from you.

cc: Honourable Rob Fleming

From s. 22

Sent: Tuesday, February 28, 2023 4:13 PM

To: OfficeofthePremier, Office PREM:EX <Premier@gov.bc.ca>

Subject: Restore Vancouver Island Rail Services

Dear Mr. Premier,

Re: Restoring Vancouver Island Rail Services

I am writing to you to ask you to ensure that this railway line continues, is improved, furnished with modern rolling stock and properly managed to carry passengers and freight. And I ask that you ensure that the Provincial Negotiators in the current Te'mexw Treaty Negotiations be familiar with the need for their mediation to ensure a positive outcome for the Vancouver Island Rail Service.

It behooves you to lead the way in resolving the issues that are blocking the way forward for the Island Corridor Rail. I applaud your declarations of solidarity and actions in achieving right relationships with the Indigenous peoples of this great province. I look to all your Cabinet to ensure that this attitude continues along with the necessary financial support that will mitigate the adverse effects of the current growth of population and development on Vancouver Island.

I sadly acknowledge that the land the rail line goes through are the territories of First Nations that were taken from them in the worst of colonial times. My heart goes out to the First Nations whose lives have been so badly impacted by not only this land grab but also the egregious Indian Residential School system that robbed them of their resources, their culture, their languages, their worldview, their health and their wellbeing.

I truly hope and expect that the federal, provincial and municipal governments will do all that is in their power ? and

more - to provide reparation for the use of this railway land. For this railway to benefit all on Vancouver Island, your government and private corporations will have to be open and creative in finding solutions to the enormous challenges of Indigenous land claims. This especially applies to the Snaw-naw-as Nation whose pitifully small reserve on the water is bisected by the rail line. For these people to reclaim and rebuild their heritage, Canada and Canadians need to creatively find ways to provide reparation that will give back to this nation the means to do so. I expect this will involve your government and forest companies coming up with ways to give land back that is desirable, if not ideal for this First Nation. The Calls to Action of the Truth and Reconciliation Commission compel this, specifically Number 92, Section ii, so that this Nation may gain long-term sustainable benefits from economical development projects?. The status quo is not acceptable and serious reparation from governments and corporations needs to be made.

Having this railway makes ultimate sense as it will enable improved travel in so many ways: taking freight trucks and passenger vehicles off the highway; and providing transportation for commuters, tourists and persons like myself who can no longer make long drives and who need and wish to travel on Vancouver Island.

Having this railway makes sense as one looks to the future growth in population and development on Vancouver Island. Having moved from Vancouver to Victoria in 2003 and observing the rapid development in so many areas of the Island since then, I have concluded that Vancouver Island is going through the same growth spurts that Vancouver did in the 1970s and 1980s and that continue today. We need to be cognizant of this trend and act smartly.

People are going to continue to come to the Island and travel is going to make it an unpleasant place to live if the infrastructure is not planned properly. We have to act smarter and rail transport is a smart means of transportation, as the United Kingdom, Europe, and so many countries around the world have proven. Rail can move people and goods more efficiently than vehicles. In taking advantage of this existing rail corridor and in this period of transition to green energy sources, we have an opportunity to leap into the future, and not be seen as dragging behind.

I thank you for your service to our province and I wish you all the best in all the challenging endeavours you face.

Yours sincerely,

s. 22

From: OfficeofthePremier, Office PREM:EX (Premier@gov.bc.ca)

To: s. 22

Cc: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)

Subject: RE: Railway

Sent: 06/07/2023 19:55:17

Message Body:

Dear s. 22

Thank you for your email regarding the Island rail corridor. We appreciate your taking the time to share your thoughts on this important matter.

Our government understands and supports the need for a reconciliation-based approach when considering the future of the Island Rail Corridor. We are committed to working with First Nations and local governments to develop and advance a shared vision for the corridor.

As recently announced by the Honourable Rob Fleming, Minister of Transportation and Infrastructure, the Province has committed \$18 million to allow for future corridor planning involving affected First Nations and Regional Districts. This funding will also allow First Nations to assess identified concerns, such as noise, flooding and safety issues where the corridor crosses their land.

For more information, you may be interested to read the Minister's statement at the following link:
<https://news.gov.bc.ca/releases/2023MOTI0030-000316>

On your behalf, we have provided a copy of your message to the Honourable Rob Fleming for his review and consideration.

Thank you, again, for writing. It was good to hear from you.

cc: Honourable Rob Fleming

-----Original Message-----

From: s. 22

Sent: Monday, February 27, 2023 2:51 PM

To: OfficeofthePremier, Office PREM:EX <Premier@gov.bc.ca>

Subject: Railway

Dear Mr Eby,

Thank you for your decision to grant some of the surplus funds to BC ferries to keep down the cost of the fares. We often travel to and from Vancouver, mainly to see our grandchildren, but also to attend concerts, or go to medical appointments, so ferry fares make a big impact on the budget for each trip.

I am writing also to ask you to pressure the Government to grant funds to enable the reconstruction of the railway line on Vancouver Island. I understand a final decision will be made in early March.

I, and many of my friends, think it is essential that we revitalize the railway while it still exists. I believe we should extend the tracks so that the trains can run in both directions at once and we can use this transportation method, not just for tourist traffic, but g in cars en route to Victoria.

s. 22 and recently seen a huge increase in the number of massive supply trucks going up and down the island. This freight should go by train, thus helping to reduce climate pollution, and congestion on the Malahat.

Please make a strong case for reinstating the rail line- yes, it will cost money but the benefits will last for years to come.

Yours sincerely s. 22

s. 22

Sent from my iPhone

Sent from my iPhone

From: OfficeofthePremier, Office PREM:EX (Premier@gov.bc.ca)

To s. 22

Cc: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)

Subject: RE: E&N Railway Restoration

Sent: 06/07/2023 19:54:31

Message Body:

Dear s. 22

Thank you for your email regarding the Island rail corridor. We appreciate your taking the time to share your thoughts on this important matter.

Our government understands and supports the need for a reconciliation-based approach when considering the future of the Island Rail Corridor. We are committed to working with First Nations and local governments to develop and advance a shared vision for the corridor.

As recently announced by the Honourable Rob Fleming, Minister of Transportation and Infrastructure, the Province has committed \$18 million to allow for future corridor planning involving affected First Nations and Regional Districts. This funding will also allow First Nations to assess identified concerns, such as noise, flooding and safety issues where the corridor crosses their land.

For more information, you may be interested to read the Minister's statement at the following link: <https://news.gov.bc.ca/releases/2023MOTI0030-000316>

On your behalf, we have provided a copy of your message to the Honourable Rob Fleming for his review and consideration.

Thank you, again, for writing. It was good to hear from you.

cc: Honourable Rob Fleming

From: s. 22

Sent: Friday, February 24, 2023 3:12 PM

To: OfficeofthePremier, Office PREM:EX <Premier@gov.bc.ca>

Subject: E&N Railway Restoration

To: Premier David Eby
Minister of Transportation, Rob Fleming
Alistair McGregor, MP
Sonia Furstenu, MLA
Sierra Acton, Shawnigan Lake Area Director

With Regard to the Restoration of the E&N Railway,

Dear Premier Eby,

Without a doubt, the revival of the E&N Railway would be of tremendous benefit to Vancouver Island. The development of a modern railway system encompassing the needs of commuters, freight, and tourism, would definitely bring transportation on the Island into the twenty-first century!

Consider the following points:

The MOT's [Ministry of Transportation] annual expenditure for highways alone is approximately \$4.4 billion. To renovate the E&N railway would only cost a modest portion of this total.

- The MOT's cost for reviving the Island railway is over \$1 billion, whereas the ICF's projection is \$431 million. [The difference is largely due to the addition of a grossly overestimated "contingency budget" of 50 % instead of the usual 10-20 %].
- Compare the construction costs of rail versus road for 1 kilometre: To upgrade rail with new

ballast, ties, and continuous welded rail would cost approx. \$2.6 million, whereas road options [to highway standard] would require about \$19 million.

- Other inland routes proposed for an “alternative” Island highway have been studied and dismissed due to legal, environmental, and financial reasons.
 - Several international studies cite the far greater safety of rail transportation over road travel. [One American study states rail travel is 25 times safer]. More “savings” would thus accrue in terms of health costs, insurance claims, site restoration – and human suffering.
 - Presently a car trip from Victoria to Mill Bay takes approx. 43 – 66 minutes depending upon time of day and weather conditions. But with the anticipated population growth in the south Island, the same trip, by 2038, is expected to take 87-144 minutes. This time equals or exceeds that of a 1912 steam engine travelling from Victoria to Cobble Hill in under 90 minutes – and making 10 stops along the way!
 - Environmental benefits: As well as the obvious reduction in greenhouse gases emitted from private vehicles when replaced by passenger rail service, an increase in freight shipping would also address environmental concerns - and be cheaper as well. One locomotive is capable of hauling a tonne of goods more than 220 kilometres on a single litre of fuel.
 - Knit fragmented communities together again: A growing number of Island residents do not drive or cannot afford cars. With the curtailment of inter-city bus travel, they are isolated from visiting other communities. A restored rail service would mend these divisions.
 - Tourism potential would expand significantly with the possibility of excursion trains for skiing, biking [newer, easily accessible cars would also be biker friendly], and cultural pursuits.
 - Business opportunities in towns and villages along the E&N line would similarly flourish!
- * Another advantage in view of the recent weather: Trains can motor along quite nicely in snowy conditions!

I hope some of these facts inspire a renewed interest in confronting an old challenge yet again, and this time transforming it into a viable, effective service that all Islanders can be proud of at last!

Sincerely,

s. 22

From: OfficeofthePremier, Office PREM:EX (Premier@gov.bc.ca)
To: s. 22
Cc: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)
Subject: RE: test of address
Sent: 06/07/2023 19:53:16
Message Body:

Dear s. 22

Thank you for your email regarding the Island rail corridor. We appreciate your taking the time to share your thoughts on this important matter.

Our government understands and supports the need for a reconciliation-based approach when considering the future of the Island Rail Corridor. We are committed to working with First Nations and local governments to develop and advance a shared vision for the corridor.

As recently announced by the Honourable Rob Fleming, Minister of Transportation and Infrastructure, the Province has committed \$18 million to allow for future corridor planning involving affected First Nations and Regional Districts. This funding will also allow First Nations to assess identified concerns, such as noise, flooding and safety issues where the corridor crosses their land.

For more information, you may be interested to read the Minister's statement at the following link: <https://news.gov.bc.ca/releases/2023MOTI0030-000316>

On your behalf, we have provided a copy of your message to the Honourable Rob Fleming for his review and consideration.

Thank you, again, for writing. It was good to hear from you.

cc: Honourable Rob Fleming

From: s. 22
Sent: Wednesday, February 22, 2023 12:30 PM
To: OfficeofthePremier, Office PREM:EX <Premier@gov.bc.ca>
Subject: Re: test of address

re the looming deadline for island corridor and passenger rail.
Honorable Premier of BC.i must apologize for sending this to you last
on the list of email addresses that i got from the BC Library ref
Section. s. 22

s. 22

On Tue, Feb 21, 2023 at 6:00 PM s. 22

wrote:

----- Forwarded message -----

From: s. 22

Date: Tue, Feb 21, 2023 at 4:16 PM

Subject: Re: test of address

To: <editor@nanaimobulletin.com>, <robflamingmla@leg.bc.ca>, <info@islandrail.ca>

re the recent Nanaimo Bulletin about the looming deadline on the Island Rail Corridor.

s. 22

there has been an

article in the feb 15th Bulletin about this deadline, and much talk about a fast light rail service for the 290 kilometers of track and rail. This is not possible with all the level crossings in each town or city and the present state of the tracks, and bridges. Here is my Solution an electrical powered Monorail Train running on a concrete beam 25 feet or more above the corridor, and the highway crossings on the way

s. 22

s. 22

s. 22

he base for the concrete

beam has a footprint of 5 foot x 2 ft. The corridor can still be used for the same people that use it now, the present rail tracks can still stay and be used for slow freight trains. Based on the

s. 22

there

were three coaches each takes 50 passengers. The trains can have a drive motor on the front coach and rear, the trains are powered by 50 hp 400 volt direct current motors direct drive to two

Michelin heavy duty truck tires on the 2 foot wide track with smaller type tires on the sides for balance on the concrete beam, the power is picked up by a carbon type brush set connecting to a small copper strip as I remember we used Diodes to convert The AC power to DC. Basically light trains only carry passengers it can also carry mail. All direct current motors will run to infinity so they have to be coupled to a load and controlled. I think speeds of 100 miles per hour are possible for these trains we never got the chance or the time to test this, snow will not

stop this train nor rain or wind the biggest item is the beam is up in free air.earnings by the fast passenger train can assist to pay for the renewal of the slow freight track and bridges ,the last passenger trains to run on the track was in 2011 they were a slow diesel electric train ,Most of the world has moved on with very fast electrical trains or Magnetic trains.Australia has a train crossing some of this worlds servere lands and travelling many hundreds of miles yours Victor Ps at 104 i am not looking for a job or fame.

.

On Tue, Feb 21, 2023 at 2:40 PM [s. 22](#)

wrote:

From: OfficeofthePremier, Office PREM:EX (Premier@gov.bc.ca)

To: s. 22

Cc: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)

Subject: RE: Vancouver Island Rail Transit

Sent: 06/07/2023 19:52:13

Attachments s. 22

Message Body:

Dear s. 22

Thank you for your email regarding the Island rail corridor. We appreciate your taking the time to share your thoughts on this important matter.

Our government understands and supports the need for a reconciliation-based approach when considering the future of the Island Rail Corridor. We are committed to working with First Nations and local governments to develop and advance a shared vision for the corridor.

As recently announced by the Honourable Rob Fleming, Minister of Transportation and Infrastructure, the Province has committed \$18 million to allow for future corridor planning involving affected First Nations and Regional Districts. This funding will also allow First Nations to assess identified concerns, such as noise, flooding and safety issues where the corridor crosses their land.

For more information, you may be interested to read the Minister's statement at the following link:
<https://news.gov.bc.ca/releases/2023MOTI0030-000316>

On your behalf, we have provided a copy of your message to the Honourable Rob Fleming for his review and consideration.

Thank you, again, for writing. It was good to hear from you.

cc: Honourable Rob Fleming

-----Original Message-----

From: s. 22

Sent: Wednesday, February 22, 2023 9:21 AM

To: OfficeofthePremier, Office PREM:EX <Premier@gov.bc.ca>

Cc: Minister, MOTI MOTI:EX <Minister.MOTI@gov.bc.ca>

Subject: Vancouver Island Rail Transit

Dear Premier,

cc: Minister of Transportation.

The attached is a revision of the Vancouver Island Rail Transit.

The four trains run on the Victoria Sub and an additional train runs on the Port Alberni Sub from Port Alberni to Parksville.

There is also an example of a Fare structure based on the IRCCA Report and the ICF Business Case.

The line would route underground along the south side of the Saw-Naw-As Reserve and the existing right of way through the reserve returned to the First Nations.

The point of the rail transit is to connect most of the cities on Vancouver Island including Port Alberni.

Thank you for your time.

Sincerely,

s. 22

From: OfficeofthePremier, Office PREM:EX (Premier@gov.bc.ca)

To s. 22

Cc: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)

Subject: RE: Letter in support of the restoration of passenger Rail on Vancouver Island

Sent: 06/07/2023 19:51:09

Message Body:

Dear s. 22

Thank you for your email regarding the Island rail corridor. We appreciate your taking the time to share your thoughts on this important matter.

Our government understands and supports the need for a reconciliation-based approach when considering the future of the Island Rail Corridor. We are committed to working with First Nations and local governments to develop and advance a shared vision for the corridor.

As recently announced by the Honourable Rob Fleming, Minister of Transportation and Infrastructure, the Province has committed \$18 million to allow for future corridor planning involving affected First Nations and Regional Districts. This funding will also allow First Nations to assess identified concerns, such as noise, flooding and safety issues where the corridor crosses their land.

For more information, you may be interested to read the Minister's statement at the following link: <https://news.gov.bc.ca/releases/2023MOTI0030-000316>

On your behalf, we have provided a copy of your message to the Honourable Rob Fleming for his review and consideration.

Thank you, again, for writing. It was good to hear from you.

cc: Honourable Rob Fleming

From: Taj Takhar <tajtakhar512@gmail.com>

Sent: Monday, February 20, 2023 8:43 PM

To: OfficeofthePremier, Office PREM:EX <Premier@gov.bc.ca>

Subject: Letter in support of the restoration of passenger Rail on Vancouver Island

Honourable Premier David Eby

I am writing to you from s. 22 regarding the upcoming decision the government of BC will be forced to make on the future of the Vancouver Island corridor rail Line. Premier Eby, I implore you to act in the interest of all islanders and the future generations of this island and support the restoration of passenger rail service on Vancouver island. The positive outcomes will be enormous; it could benefit every major island community from the north to the south creating a vital artery for connection between all islanders.

I cannot begin to describe the benefits that restoring the Rail Line would provide. There are far too many, but I will List a Few.

- A Reduction in Malahat highway Traffic lowering overall congestion.
- Rail produces far less CO2 than cars; alternatively, there is always the option to electrify our trains.
- Reductions in the ongoing issue of severe accidents on the Malahat
- Provide a way for low-income citizens to access new services and opportunities they may otherwise not have been able to access.
- Allow for more cross-community employment.
- Increase in domestic and foreign tourism between multiple communities helping to support local economies.
- Potential to expand rail infrastructure to accommodate more passengers or freight traffic, unlike the Malahat, where expansion would be extremely costly, time-consuming, and severely environmentally damaging.
- Creating new stable, high-quality jobs for British Columbians.
- Helping to support the recent population growth on Vancouver Island.

- Simple, efficient, and convenient stress-free travel.
- Provide an alternative way to travel across the Malahat during closures and severe weather events.
- providing a safe, affordable way for citizens without motor vehicles to travel between communities
- Rail Infrastructure is already in place. If our predecessors could build a railway in the 1880s, surely we can repair one in 2023.

I can't help but be disappointed at the neglect that our little railway has faced. While Vancouver builds new Skytrain lines in the heart of a busy city, Europe connects every town and village with efficient high-speed rail, and Japan builds bullet trains, we can't even come to the clear and very rational decision to repair our already existing tracks and infrastructure and get our railway moving again. I and numerous of my friends and colleagues truly believe restoring the Island Corridor is one of the most direct, efficient, and realistic ways that we can improve the lives of all islanders.

Premier Eby, I genuinely hope you and your government will work to restore the Island Corridor and bring passenger rail back to Vancouver Island.

Thank you

s. 22

From: OfficeofthePremier, Office PREM:EX (Premier@gov.bc.ca)
To: s. 22
Cc: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)
Subject: RE: Save *Vancouver Island Rail Corridor please. Grandma asks
Sent: 06/07/2023 19:49:33
Message Body:

Dear s. 22

Thank you for your email regarding the Island rail corridor. We appreciate your taking the time to share your thoughts on this important matter.

Our government understands and supports the need for a reconciliation-based approach when considering the future of the Island Rail Corridor. We are committed to working with First Nations and local governments to develop and advance a shared vision for the corridor.

As recently announced by the Honourable Rob Fleming, Minister of Transportation and Infrastructure, the Province has committed \$18 million to allow for future corridor planning involving affected First Nations and Regional Districts. This funding will also allow First Nations to assess identified concerns, such as noise, flooding and safety issues where the corridor crosses their land.

For more information, you may be interested to read the Minister's statement at the following link: <https://news.gov.bc.ca/releases/2023MOTI0030-000316>

On your behalf, we have provided a copy of your message to the Honourable Rob Fleming for his review and consideration.

Thank you, again, for writing. It was good to hear from you.

cc: Honourable Rob Fleming

From: s. 22
Sent: Monday, February 20, 2023 11:36 AM
To: OfficeofthePremier, Office PREM:EX <Premier@gov.bc.ca>; justin.trudeau@parl.gc.ca
Cc: Eby.MLA, David LASS:EX <David.Eby.MLA@leg.bc.ca>; Minister, MOTI MOTI:EX <Minister.MOTI@gov.bc.ca>; Fleming.MLA, Rob LASS:EX <Rob.Fleming.MLA@leg.bc.ca>; cjwilson@timescolonist.com
Subject: Save *Vancouver Island Rail Corridor please. Grandma asks

Dear Premier Eby, and Prime Minister Justin Trudeau,

Regarding: Decision deadline looms for Island's railway tracks - Victoria Times Colonist

<https://www.timescolonist.com/local-news/use-it-or-lose-it-decision-deadline-looms-for-vancouver-islands-railway-tracks-6558030>

As Vancouver Island faces a rapidly increasing population alongside a rapidly changing climate, long term planning is required to protect vital infrastructure such as the Vancouver Island Rail Corridor.

The November 2021 atmospheric river washout on the Malahat, the only access point to the lower island, increased pressure to build an alternate route through our precious reservoir watershed lands that protect the most secure water supply on the island. When hospital workers can't get to work and patients can't get to surgical appointments we know the system has failed us.

<https://www2.gov.bc.ca/gov/content/transportation-projects/bc-highway-flood-recovery/2021-flood-road-recovery-projects-highway-1-malahat>

It's also a strain on our medical system to have patients stuck in limbo. A train would address these unique Island concerns and also offer up a more reliable travel method for people attending surgical appointments.

Securing the rail corridor for the future will also help us meet active transportation goals, the trails that currently run beside the rail link in dense areas are well used, and could be extended, however, should the corridor be lost, these beloved shared pedestrian/bike trails could also be lost over time.

Finally, there's a poop problem - with landfill pressures mounting due to a 'no end in sight' booming real estate market, sewage sludge is trucked around the island, some over the Malahat, seeking safe disposal. This adds unnecessary risk and pressure to Highway 1.

Please plan for today and the future, save the Vancouver Island Rail Corridor,

Kind regards,

s. 22

***Vancouver Island Rail Corridor**

<https://www2.gov.bc.ca/gov/content/transportation/transportation-reports-and-reference/reports-studies/vancouver-island/island-rail>

From: OfficeofthePremier, Office PREM:EX (Premier@gov.bc.ca)

To: s. 22

Cc: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)

Subject: RE: Restoration of E&N Railway on Vancouver Island

Sent: 06/07/2023 19:48:14

Attachments: clip_image001.jpg

Message Body:

Dear Heather:

Thank you for your email regarding the Island rail corridor. We appreciate your taking the time to share your thoughts on this important matter.

Our government understands and supports the need for a reconciliation-based approach when considering the future of the Island Rail Corridor. We are committed to working with First Nations and local governments to develop and advance a shared vision for the corridor.

As recently announced by the Honourable Rob Fleming, Minister of Transportation and Infrastructure, the Province has committed \$18 million to allow for future corridor planning involving affected First Nations and Regional Districts. This funding will also allow First Nations to assess identified concerns, such as noise, flooding and safety issues where the corridor crosses their land.

For more information, you may be interested to read the Minister's statement at the following link: <https://news.gov.bc.ca/releases/2023MOTI0030-000316>

On your behalf, we have provided a copy of your message to the Honourable Rob Fleming for his review and consideration.

Thank you, again, for writing. It was good to hear from you.

cc: Honourable Rob Fleming

From: s. 22

Sent: Thursday, February 16, 2023 12:15 PM

To: OfficeofthePremier, Office PREM:EX <Premier@gov.bc.ca>; omar.algahabra@parl.gc.ca; Minister, MOTI MOTI:EX <Minister.MOTI@gov.bc.ca>; sheila.malcolmson.mla@leg.bc.ca; Routley.MLA, Douglas G LASS:EX <Douglas.Routley.MLA@leg.bc.ca>; Walker.MLA, Adam LASS:EX <Adam.Walker.MLA@leg.bc.ca>

Cc: Nanaimo Climate Organizers <nanaimo-climate-organizers@googlegroups.com>

Subject: Restoration of E&N Railway on Vancouver Island

Importance: High

Dear Premier Eby:

We, the members of the Nanaimo Climate Action Hub, are writing to you today to ask that you support the restoration of the E&N Railway.

The Nanaimo Climate Action Hub (NCAH) is a non-profit, grassroots organization. We collaborate with other groups in Nanaimo and area to take action on the climate crisis.

We are non-partisan, focused on working with elected officials, community leaders and local citizens in fighting the climate emergency. We see the re-introduction of rail service to Vancouver Island as a key step in reducing our greenhouse gas emissions.

As you know, the BC Court of Appeal has ruled that senior governments must commit to funding the E&N's restoration by March 14th or part of the lands now occupied by the railway will revert to the Snaw-Naw-As First Nation.

However, despite support from the Union of BC Municipalities and the many communities, First Nations and

organizations that make up the Island Corridor Foundation, there has been no news of progress to date in the talks between the B.C. and federal governments.

NCAH supports the restoration of rail service on Vancouver Island for these reasons:

1. The Ministry of Transportation's annual budget for highways alone is \$4.4 billion. In contrast, the MOT's estimate for reviving the E&N is approximately \$1 billion.
2. The cost of upgrading the rail with new ballast, ties and continuous welded rail will cost approximately \$2.6 million per kilometre, while road options require about \$19 million per kilometre.
3. Several international studies show that rail transportation is much safer than road travel, leading to reductions in health and policing costs, insurance claims, and road repair.
4. Restoration of the railway would provide a transportation alternative for residents who do not have cars or access to the very limited inter-city bus services on the island.
5. Most importantly, there would be a reduction in the emission of greenhouse gases from private vehicles when replaced by passenger rail service. In addition, using the E&N to ship goods by rail would use far less fuel, thus further reducing emissions.

Time is running out. If the E&N Railway is to become a viable transportation corridor for the island, a decision must be made soon by the federal government. Please do all you can within your power to persuade them to restore our island rail service.

Sincerely,

Heather Baitz
Chair, Nanaimo Climate Action Hub

From: OfficeofthePremier, Office PREM:EX (Premier@gov.bc.ca)
To: s. 22
Cc: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)
Subject: RE: Island Corridor Railway
Sent: 06/07/2023 19:46:23
Message Body:

Dear s. 22

Thank you for your email regarding the Island rail corridor. We appreciate your taking the time to share your thoughts on this important matter.

Our government understands and supports the need for a reconciliation-based approach when considering the future of the Island Rail Corridor. We are committed to working with First Nations and local governments to develop and advance a shared vision for the corridor.

As recently announced by the Honourable Rob Fleming, Minister of Transportation and Infrastructure, the Province has committed \$18 million to allow for future corridor planning involving affected First Nations and Regional Districts. This funding will also allow First Nations to assess identified concerns, such as noise, flooding and safety issues where the corridor crosses their land.

For more information, you may be interested to read the Minister's statement at the following link: <https://news.gov.bc.ca/releases/2023MOTI0030-000316>

On your behalf, we have provided a copy of your message to the Honourable Rob Fleming for his review and consideration.

Thank you, again, for writing. It was good to hear from you.

cc: Honourable Rob Fleming

From: s. 22
Sent: Wednesday, February 15, 2023 11:06 PM
To: OfficeofthePremier, Office PREM:EX <Premier@gov.bc.ca>
Subject: Island Corridor Railway

Dear Premier, David Eby

Island Corridor Railway.

I write to you today to express my concerns for the Island Corridor Railway. There's less than a month for the Provincial and Federal Governments to come forward with funding to restore the railway. I believe funding the island railway is of the utmost importance, it will serve current and future generations of Vancouver Island going forward, not doing so would be a massive failure. Opportunities for freight and passenger service are plentiful as described in the ICF (Island Corridor Foundation) business case. This would help take heavy truck traffic off the highways that carry dangerous goods and everyday essentials while reducing the carbon footprint.

The population on Vancouver Island continues to rapidly outgrow the existing infrastructure, it's estimated by the mid 2030s a trip from Mill Bay to Victoria could take upwards of two hours! A railway could easily alleviate some of this congestion and take traffic off our highways! Busses get stuck in the thick of traffic with everything else and trains don't. As of right now there's not many options for seniors and disabled persons who do not drive or own a vehicle to go from city to city here on Vancouver Island, this would create more independence for these people. Most of the island population lives close to the line and this would be very beneficial to some. s. 22

s. 22

Excessive rain fall in November 2021 washed away a portion of the Malahat Highway effectively leaving the southern island cutoff from the rest of the island. Every drop of fuel that's dispensed in the capital regional district is hauled over the Malahat highway and resulted in fuel having to be rationed as trucks couldn't get through. This washout also resulted in a 30 plus million dollar repair bill while the railway was relatively unscathed. Had there been an operational railway folks could've moved back and fourth as well as goods.

Today I ask you as the elected official to provide funding to restore the Island Rail Corridor. This will be a huge opportunity here Vancouver Island for its communities, businesses, employment, tourism and local First Nations.

Sincerely

From: OfficeofthePremier, Office PREM:EX (Premier@gov.bc.ca)
To: s. 22
Cc: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)
Subject: RE: E&N Solution That Wins on all Fronts; Economic & Ecological
Sent: 06/07/2023 19:45:17
Attachments: s. 22
Message Bod

Dear s. 22

Thank you for your email regarding the Island rail corridor. We appreciate your taking the time to share your thoughts on this important matter.

Our government understands and supports the need for a reconciliation-based approach when considering the future of the Island Rail Corridor. We are committed to working with First Nations and local governments to develop and advance a shared vision for the corridor.

As recently announced by the Honourable Rob Fleming, Minister of Transportation and Infrastructure, the Province has committed \$18 million to allow for future corridor planning involving affected First Nations and Regional Districts. This funding will also allow First Nations to assess identified concerns, such as noise, flooding and safety issues where the corridor crosses their land.

For more information, you may be interested to read the Minister's statement at the following link: <https://news.gov.bc.ca/releases/2023MOTI0030-000316>

On your behalf, we have provided a copy of your message to the Honourable Rob Fleming for his review and consideration.

Thank you, again, for writing. It was good to hear from you.

cc: Honourable Rob Fleming

From: s. 22
Sent: Wednesday, February 15, 2023 4:16 PM
To: OfficeofthePremier, Office PREM:EX <Premier@gov.bc.ca>
Subject: E&N Solution That Wins on all Fronts; Economic & Ecological

Honourable David Eby, Premier,

Please find attached, a briefing note requesting assistance and support in furthering a practical vision for the E&N Corridor. Please let me know that you will help make this opportunity to advance transportation, economy, and ecology with a single cost-effective program.

I look forward to sneaking soon,
s. 22

From: OfficeofthePremier, Office PREM:EX (Premier@gov.bc.ca)

To s. 22

Cc: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)

Subject: RE: Rail service on Vancouver Island corridor

Sent: 06/07/2023 19:43:41

Message Body:

Dear s. 22

Thank you for your email regarding the Island rail corridor. We appreciate your taking the time to share your thoughts on this important matter.

Our government understands and supports the need for a reconciliation-based approach when considering the future of the Island Rail Corridor. We are committed to working with First Nations and local governments to develop and advance a shared vision for the corridor.

As recently announced by the Honourable Rob Fleming, Minister of Transportation and Infrastructure, the Province has committed \$18 million to allow for future corridor planning involving affected First Nations and Regional Districts. This funding will also allow First Nations to assess identified concerns, such as noise, flooding and safety issues where the corridor crosses their land.

For more information, you may be interested to read the Minister's statement at the following link: <https://news.gov.bc.ca/releases/2023MOTI0030-000316>

On your behalf, we have provided a copy of your message to the Honourable Rob Fleming for his review and consideration.

Thank you, again, for writing. It was good to hear from you.

cc: Honourable Rob Fleming

From: s. 22

Sent: Wednesday, February 15, 2023 10:27 AM

To: OfficeofthePremier, Office PREM:EX <Premier@gov.bc.ca>

Subject: Rail service on Vancouver Island corridor

To the Premier of British Columbia

My many respects to you and congratulations of becoming Premier!!

Please take a moment to read below..

Many thanks

s. 22

I think I am qualified to speak on the importance of a rail line and how imperative it is to maintain said line
February 15, 2023

To the honourable members of government, the media, and the public

Regarding the restoration of rail service on Vancouver island:

s. 22

On the face of it this short line on Vancouver island doesn't seem too important or even crucial at any level. Until it is. The Malahat being what it is, the only link from Victoria up island is constantly barraged with rock slides, accidents, gridlock etc...

This line has the opportunity to run freight and passenger now and into the future. And Vancouver Island being as spectacular as it is you cant rule out special events ie wine train, tours etc.

From a Safety standpoint you have to consider this line imperative to have in any crisis as roadways are great but the railroad can move literally tons of much needed materials back and forth that trucks couldn't if disaster occurred and the roadway blocked. Not to mention hundreds of stranded passengers trying to get to various parts of the island.

Looking at the world around us these disasters are happening at an alarming rate

Losing this vital link forever would be a disaster itself

Please don't lose this important link that the island desperately needs

Regards

From: OfficeofthePremier, Office PREM:EX (Premier@gov.bc.ca)

To: s. 22

Cc: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)

Subject: RE: E&N railway decision - URGENT

Sent: 06/07/2023 19:42:12

Message Body:

Dear s. 22

Thank you for your email regarding the Island rail corridor. We appreciate your taking the time to share your thoughts on this important matter.

Our government understands and supports the need for a reconciliation-based approach when considering the future of the Island Rail Corridor. We are committed to working with First Nations and local governments to develop and advance a shared vision for the corridor.

As recently announced by the Honourable Rob Fleming, Minister of Transportation and Infrastructure, the Province has committed \$18 million to allow for future corridor planning involving affected First Nations and Regional Districts. This funding will also allow First Nations to assess identified concerns, such as noise, flooding and safety issues where the corridor crosses their land.

For more information, you may be interested to read the Minister's statement at the following link: <https://news.gov.bc.ca/releases/2023MOTI0030-000316>

On your behalf, we have provided a copy of your message to the Honourable Rob Fleming for his review and consideration.

Thank you, again, for writing. It was good to hear from you.

cc: Honourable Rob Fleming

From: s. 22

Sent: Tuesday, February 14, 2023 11:11 AM

To: OfficeofthePremier, Office PREM:EX <Premier@gov.bc.ca>; sheila.malcolmson.mla@leg.bc.ca; Minister, MOTI MOTI:EX <Minister.MOTI@gov.bc.ca>

Subject: Re: E&N railway decision - URGENT

please note I mis typed my own postal code ! it is V9T 1S1

On Tue, 14 Feb 2023 at 10:18 s. 22

wrote:

Dear Premier David Eby, Rob Fleming, Minister of Transportation and my MLA Sheila Malcolmson

I am writing to you today about the impending decision about the E&N railway. I urge you to maintain the E&N railway and commit to restoration of this line for transportation. The time frame over which this restoration occurs is less important at this immediate juncture than the decision to keep the rail line. Once gone (which is the alternative decision by default) cost alone will not be the impediment. Instead, it will be the complicated and multiple land ownerships along its route that will keep it from ever being resurrected.

Why do we need to keep the railway line? The east coast of Vancouver Island is where most of the human population growth continues to occur on Vancouver Island and this will continue. Already we are increasing in population at about 1.6% per year (since 2016) and in the Nanaimo Regional District (NRD) alone, s. 22 it has grown on average 3% per year since 1981 (NRD stats). For reference, if you calculate 3% per year you get a doubling of population in 20 years.

Along with human population growth on our Island comes an increase in the "car population" and it is rising as fast as the human population. The car population rise is exacerbated by a lack of adequate inter-community public transportation options to move people and goods. Private bus services have come and gone and have been at best a patchwork and they are limited in what they can transport. Were the railway operational people would once again use the train to commute to Victoria or Duncan or up island to Courtenay and possibly in the future, to Campbell

River.

On Vancouver Island, because we are an island, many of us are aware of the finite land area, the finite forest area, the finite watershed areas. With climate change we now experience unpleasantly hot, dry summers and forest fires, and this is a disconcerting and frightening new normal. Our greatest assets to survive this are to reduce the rate of deforestation and to do so in every way we can because these natural landscapes help cool and moderate local climate and also help with flood control and ground water retention. This is directly relevant to the railway decision. Without a railway we can expect a pressing need to widen highways and build new highways through existing forest and natural landscapes to be able to move people and goods in cars. Or unnecessary further fragmentation of wild spaces to blast and build a new rail line further inland. Rail transport has a much better environmental profile than road transportation and we have an existing railway right of way and this must clearly be in our future.

Please consider carefully the immediate and distant future, and please keep the railway line.

I will be sending this also to my MP and other federal government members

Sincerely,

s. 22

From: OfficeofthePremier, Office PREM:EX (Premier@gov.bc.ca)

To: s. 22

Cc: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)

Subject: FW: Rail Victoria to Courtney

Sent: 06/07/2023 19:40:23

Message Body:

Dear s. 22

Thank you for your email regarding the Island rail corridor. We appreciate your taking the time to share your thoughts on this important matter.

Our government understands and supports the need for a reconciliation-based approach when considering the future of the Island Rail Corridor. We are committed to working with First Nations and local governments to develop and advance a shared vision for the corridor.

As recently announced by the Honourable Rob Fleming, Minister of Transportation and Infrastructure, the Province has committed \$18 million to allow for future corridor planning involving affected First Nations and Regional Districts. This funding will also allow First Nations to assess identified concerns, such as noise, flooding and safety issues where the corridor crosses their land.

For more information, you may be interested to read the Minister's statement at the following link: <https://news.gov.bc.ca/releases/2023MOTI0030-000316>

On your behalf, we have provided a copy of your message to the Honourable Rob Fleming for his review and consideration.

Thank you, again, for writing. It was good to hear from you.

cc: Honourable Rob Fleming

From: s. 22

Sent: Saturday, February 11, 2023 9:53 AM

To: OfficeofthePremier, Office PREM:EX <Premier@gov.bc.ca>

Subject: Rail Victoria to Courtney

Hi Hon. Dave Eby,

I am writing you in support of the upgrade of the rail system from Victoria to Courtney on Vancouver Island. s. 22
s. 22

I would love a more ecologically sound option to travel within the island, and the possibility to work while traveling on a train is a very appealing option s. 22
s. 22

I truly believe that opening this rail line back up will be so positive for the island tourism, as well as alleviate the congestion from daily commuters into Victoria from Colwood to Courtney into the beautiful downtown core by the new Bay Street bridge.

Thank you for considering this action and my support of this initiative.

s. 22

From: OfficeofthePremier, Office PREM:EX (Premier@gov.bc.ca)

To: s. 22

Cc: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)

Subject: RE: Island Rail.

Sent: 06/07/2023 19:38:53

Message Body:

Dear s. 22

Thank you for your email regarding the Island rail corridor. We appreciate your taking the time to share your thoughts on this important matter.

Our government understands and supports the need for a reconciliation-based approach when considering the future of the Island Rail Corridor. We are committed to working with First Nations and local governments to develop and advance a shared vision for the corridor.

As recently announced by the Honourable Rob Fleming, Minister of Transportation and Infrastructure, the Province has committed \$18 million to allow for future corridor planning involving affected First Nations and Regional Districts. This funding will also allow First Nations to assess identified concerns, such as noise, flooding and safety issues where the corridor crosses their land.

For more information, you may be interested to read the Minister's statement at the following link: <https://news.gov.bc.ca/releases/2023MOTI0030-000316>

On your behalf, we have provided a copy of your message to the Honourable Rob Fleming for his review and consideration.

Thank you, again, for writing. It was good to hear from you.

cc: Honourable Rob Fleming

From: s. 22

Sent: Friday, February 10, 2023 3:48 PM

To: OfficeofthePremier, Office PREM:EX <Premier@gov.bc.ca>

Subject: Island Rail.

Dear Sir:

I would like to add my name to the list of supporters for the idea of reviving the E&N Island railway. IF some conditions can be met... including the acquisition of the Entire rail line, including the last 10 feet that CN/CP kept so they could add their own charges before allowing the E&N to load freight onto marine transports. And, a more sensible scheduling than starting in Victoria in the morning and meandering up the Island, to return to Victoria by evening.

If the E&N is ever going to be a 'commuter service', then it has to either start from Courtney, early in the AM, and running to Victoria with only limited stops so people can get to their jobs in good time, Or, 2 trains running, one from Courtney going south to Nanaimo, and one from Nanaimo running south to Victoria, both leaving early in the AM.

I really DO hope something can be arranged to save the E&N; freight-costs per mile, and passenger-costs, too, are Far less by rail than they are by road, and with the price of gas reaching highway-robbery rates, anything

that could make shipping costs lower both onto and off of the Island would be a Great benefit to both consumers/residents of the Island, and manufacturers on the Island as well.

But let us Not get into another round of endless discussion and 'doing a study'; there have been More than enough studies done already, and they all have reached similar conclusions. Instead of simply churning the idea thru the bureaucracy again, simply Act.

In the words of the old saw, it's time to shit or get off the pot. And I apologize for the crudity, but that saying Does sum the matter up quite well. Take it to heart.

The Island Railway could be a real moneymaker for the gov't, properly run and scheduled, and if it is not being held to ransom by CN/CP. And it would be beneficial for the environment, as well as the economy. And I believe restoring it would be a real Politically-beneficial stroke as well. I hope you will act accordingly.

Sincerely,

s. 22

From: OfficeofthePremier, Office PREM:EX (Premier@gov.bc.ca)

To: s. 22

Cc: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)

Subject: RE: The fate of the old E&N railroad

Sent: 06/07/2023 19:37:34

Message Body:

Dear s. 22

Thank you for your email regarding the Island rail corridor. We appreciate your taking the time to share your thoughts on this important matter.

Our government understands and supports the need for a reconciliation-based approach when considering the future of the Island Rail Corridor. We are committed to working with First Nations and local governments to develop and advance a shared vision for the corridor.

As recently announced by the Honourable Rob Fleming, Minister of Transportation and Infrastructure, the Province has committed \$18 million to allow for future corridor planning involving affected First Nations and Regional Districts. This funding will also allow First Nations to assess identified concerns, such as noise, flooding and safety issues where the corridor crosses their land.

For more information, you may be interested to read the Minister's statement at the following link: <https://news.gov.bc.ca/releases/2023MOTI0030-000316>

On your behalf, we have provided a copy of your message to the Honourable Rob Fleming for his review and consideration.

Thank you, again, for writing. It was good to hear from you.

cc: Honourable Rob Fleming

From: s. 22

Sent: Wednesday, February 8, 2023 7:13 PM

To: OfficeofthePremier, Office PREM:EX <Premier@gov.bc.ca>

Subject: The fate of the old E&N railroad

Hounerable David Eby;

We are writing you today, requesting that government bring back the E&N railroad.

The train serviced the island communities for many, many years, but sadly and unfortunately it has become very dilapidated.

It would be a shame to lose this once historic rail line when it could bring so much tourism, as well as, be quicker, cleaner and quieter for travelers who don't own a car, and don't want to travel the busy highway anymore.

The cost would be enormous, but so are the costly highways.

Each year the cost to replace the E & N keeps rising. We kept hoping over the last eleven years but nothing.

In the past alot of money was spent replacing a trestle in Shawnigan lake for foot and bike riders as a tourist attraction.

We don't need the rail line to be replaced with more bike and walking trails. It would be great for seniors and all ages as a relaxing means of travel.

We have many fond memories of the Old E&N line and its history here on the island. The sound of the dayliner rumbling past every day and blowing the whistle to warn us she was coming through.

We hope you reconsider.

From: OfficeofthePremier, Office PREM:EX (Premier@gov.bc.ca)

To: s. 22

Cc: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)

Subject: RE: Restore Island Rail, Let's Move Forward

Sent: 06/07/2023 19:36:34

Message Body:

Dear s. 22

Thank you for your email regarding the Island rail corridor. We appreciate your taking the time to share your thoughts on this important matter.

Our government understands and supports the need for a reconciliation-based approach when considering the future of the Island Rail Corridor. We are committed to working with First Nations and local governments to develop and advance a shared vision for the corridor.

As recently announced by the Honourable Rob Fleming, Minister of Transportation and Infrastructure, the Province has committed \$18 million to allow for future corridor planning involving affected First Nations and Regional Districts. This funding will also allow First Nations to assess identified concerns, such as noise, flooding and safety issues where the corridor crosses their land.

For more information, you may be interested to read the Minister's statement at the following link: <https://news.gov.bc.ca/releases/2023MOTI0030-000316>

On your behalf, we have provided a copy of your message to the Honourable Rob Fleming for his review and consideration.

Thank you, again, for writing. It was good to hear from you.

cc: Honourable Rob Fleming

From: s. 22

Sent: Wednesday, February 8, 2023 9:18 AM

To: OfficeofthePremier, Office PREM:EX <Premier@gov.bc.ca>

Subject: Restore Island Rail, Let's Move Forward

Dear Honorable Premier Eby,

I am writing as a resident of Esquimalt, BC, and born-and-raised Vancouver Islander. I am writing to urge you to act to restore the Island Rail Corridor for the benefit of all Vancouver Islanders. I have three main reasons why I feel we should restore service on the Rail Corridor:

1. s. 22
s. 22 It was a safe, and viable way for young and old alike to travel. We have a rapidly aging population on VI that will require more health care in coming years. Many do not drive, and are left without a way to travel to our largest hospitals for cancer treatments, etc. Rail provides a truly accessible way for Islanders to travel between major hubs without driving.
2. The Malahat continues to be a risky and volatile single artery linking the entire Island. I myself was trapped in Shawnigan Lake in the aftermath of the Nov 2021 flooding, and had my life significantly disrupted in the weeks afterwards as I was a regular commuter s. 22 during that time. Every major accident or weather event has the potential to shut down the movement of goods and people on the southern Island. Working rail would alleviate some of this stress on our one roadway upisland.
3. Restoring the Island Rail Corridor would benefit generations of future island residents and tourists. We increasingly see suburban sprawl and workers forced to live farther from the downtown core. An option to take a train would be a welcome alternative for those with long commutes, and would doubly benefit us all in reduced carbon emissions and road use.

In closing, I urge you to act to support rail as a viable transportation option on Vancouver Island. It is frankly an embarrassment that we lag so far behind other developed economies in terms of rail travel in Canada. It is embarrassing that as a world class tourist destination we force tourists to rent a car to visit our best sites. Now is the

time to act by restoring service as an act of hope and commitment to future generations.

Thank you for your time and service as my MLA.

Best,
s. 22

From: OfficeofthePremier, Office PREM:EX (Premier@gov.bc.ca)

To: s. 22

Cc: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)

Subject: RE: The future of the Island Rail

Sent: 06/07/2023 19:35:08

Message Body:

Dear s. 22

Thank you for your email regarding the Island rail corridor. We appreciate your taking the time to share your thoughts on this important matter.

Our government understands and supports the need for a reconciliation-based approach when considering the future of the Island Rail Corridor. We are committed to working with First Nations and local governments to develop and advance a shared vision for the corridor.

As recently announced by the Honourable Rob Fleming, Minister of Transportation and Infrastructure, the Province has committed \$18 million to allow for future corridor planning involving affected First Nations and Regional Districts. This funding will also allow First Nations to assess identified concerns, such as noise, flooding and safety issues where the corridor crosses their land.

For more information, you may be interested to read the Minister's statement at the following link: <https://news.gov.bc.ca/releases/2023MOTI0030-000316>

On your behalf, we have provided a copy of your message to the Honourable Rob Fleming for his review and consideration.

Thank you, again, for writing. It was good to hear from you.

cc: Honourable Rob Fleming

s. 22

From:

Sent: Wednesday, February 8, 2023 8:06 AM

To: OfficeofthePremier, Office PREM:EX <Premier@gov.bc.ca>

Subject: The future of the Island Rail

Honourable David Eby,

As the March 14 deadline imposed by Judge Barbara Fisher in **Snaw-Naw-As First Nation vs. The Attorney General of Canada and Island Corridor Foundation** looms, the final fate of if we will ever have good transportation on the Island is in the hands of the provincial government.

The corridors restoration project was estimated at \$730M; less than the \$1B concept announced last year for a new Royal BC Museum before facing backlash. We know the funding is there, and it is desperately needed to go towards our transportations infrastructure.

The commute between Victoria and the West Shore communities alone is only going to get worse with the rapid growth in numbers, and public bus services will never fill the gap between Victoria to Duncan, let alone Nanaimo and Courtenay...

With last years flood and washout on the Malahat, we literally *could not* move people or goods on the Island. Adding a single lane to highways over and over costs *Billions* in both construction and maintenance, and there is *no land to build on*.

As per the 2020 report on the rails potential restoration - they had a lot of different partial-repair scenarios that have promise: the province could turn part of the line into a commuter rail that would run back and forth between the westhills every 20-30 mins.

The same report was expecting train speeds of ~80km/h through the CRD after being refurbished. This is certainly better than gridlock on the island highway.

While mass rail may not be feasible across Canada, I believe it certainly is on the Island- especially with population growth projections.

If this prospect is taken up again and not abandoned next month, you will have my Vote.

Victoria cannot be the world class city we believe it to be without progressing with the rest of the world.

Thank you.

From: OfficeofthePremier, Office PREM:EX (Premier@gov.bc.ca)

To: s. 22

Cc: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)

Subject: RE: We need a train on Vancouver island

Sent: 06/07/2023 19:30:55

Message Body:

s. 22
Dear

Thank you for your email regarding the Island rail corridor. We appreciate your taking the time to share your thoughts on this important matter.

Our government understands and supports the need for a reconciliation-based approach when considering the future of the Island Rail Corridor. We are committed to working with First Nations and local governments to develop and advance a shared vision for the corridor.

As recently announced by the Honourable Rob Fleming, Minister of Transportation and Infrastructure, the Province has committed \$18 million to allow for future corridor planning involving affected First Nations and Regional Districts. This funding will also allow First Nations to assess identified concerns, such as noise, flooding and safety issues where the corridor crosses their land.

For more information, you may be interested to read the Minister's statement at the following link:
<https://news.gov.bc.ca/releases/2023MOTI0030-000316>

On your behalf, we have provided a copy of your message to the Honourable Rob Fleming for his review and consideration.

Thank you, again, for writing. It was good to hear from you.

cc: Honourable Rob Fleming

-----Original Message-----

From: s. 22

Sent: Monday, February 6, 2023 1:52 PM

To: OfficeofthePremier, Office PREM:EX <Premier@gov.bc.ca>

Subject: We need a train on Vancouver island

Dear Premier Horgan

As a voter on Vancouver island I urge you to support an island railway now.

As a student and commuter without a car, getting around is incredibly inefficient. Busses are easily subject to traffic especially around the Westshore region. There is a railway that exists and estimates from 2020 place the cost of refurbishment of the corridor under 1 billion. The inefficiency of public transport is enough to make me consider moving out of this province.

Furthermore, if we ever hope to combat climate change without compromising the wellbeing of BC citizens we MUST invest in public transportation and efficient transport of goods. Trucks and cars are incredibly fuel inefficient and cause tons of congestion which exacerbates emissions.

The Malahat has become more and more dangerous and every time there is a flood it is nearly impossible to transport people and goods on the island. As the climate changes and deforestation continues this will only get worse. Fixing it or building a new highway is far more costly.

The island relies on tourism and if tourists can't get to the scenic areas without renting a car (which is expensive and impossible without being of age with a driver's license) or taking one of the limited, infrequent bus routes, then what is the point of even visiting. We could bring in so much more revenue to remote areas of the island. We could connect with rural First Nations and improve cultural learning.

Honestly, I don't know much about the way this works in government but even a light rail to Langford would be much better than what we currently have.

s. 22

From: OfficeofthePremier, Office PREM:EX (Premier@gov.bc.ca)
To: s. 22
Cc: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)
Subject: RE: The Rail Line
Sent: 06/07/2023 19:29:46
Attachments: Vancouver Island Rail Line.pdf
Message Body:

Dear s. 22

Thank you for your email regarding the Island rail corridor. We appreciate your taking the time to share your thoughts on this important matter.

Our government understands and supports the need for a reconciliation-based approach when considering the future of the Island Rail Corridor. We are committed to working with First Nations and local governments to develop and advance a shared vision for the corridor.

As recently announced by the Honourable Rob Fleming, Minister of Transportation and Infrastructure, the Province has committed \$18 million to allow for future corridor planning involving affected First Nations and Regional Districts. This funding will also allow First Nations to assess identified concerns, such as noise, flooding and safety issues where the corridor crosses their land.

For more information, you may be interested to read the Minister's statement at the following link: <https://news.gov.bc.ca/releases/2023MOTI0030-000316>

On your behalf, we have provided a copy of your message to the Honourable Rob Fleming for his review and consideration.

Thank you, again, for writing. It was good to hear from you.

cc: Honourable Rob Fleming

s. 22
From:
Sent: Monday, February 6, 2023 11:21 AM
To: OfficeofthePremier, Office PREM:EX <Premier@gov.bc.ca>
Subject: The Rail Line

Hello. Please see attached. Sincerely, s. 22

Vancouver Island Rail Line

Is an 11th hour decision possible regarding the rail corridor? Torpor appears to be the current ruling perspective. But I feel that if the time to decide lapses, we will all go into the future with a wistful feeling of regret, that there had been a failure of imagination and foresight.

At the bottom of it all is fear: of change, of loss, of disruption, of a looming boondoggle.

But there are other ways to look at this: the First Nations that share jurisdiction of the corridor could come to see its development as a boon, not a bane. Enhanced quality of life, because of improved supply chains, employment opportunities, and medical access would result.

More generally, pressure on the Malahat would be relieved, goods and services flow smoothly with little interruption, and up island communities along the line grow to accommodate the steady influx of newcomers to the island.

The line would carry passengers and freight, either separately or combined. The design of the rolling stock and the track itself would be a mighty challenge: it would have to be surprisingly cost effective, economical to run and maintain, technologically advanced, and aesthetically pleasing. I would think the Canadian company, Bombardier would be a good fit.

As such the new rail line could be pointed to with pride, an achievement that took nerve, daring, and

fortitude, much like the mind set that initially, through it's railway construction, created our great nation.

From: OfficeofthePremier, Office PREM:EX (Premier@gov.bc.ca)

To: s. 22

Cc: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)

Subject: B 318454 - E&N railway Vancouver Island

Sent: 06/07/2023 19:28:27

Message Body:

Dear Elizabeth:

Thank you for your email regarding the Island rail corridor. We appreciate your taking the time to share your thoughts on this important matter.

Our government understands and supports the need for a reconciliation-based approach when considering the future of the Island Rail Corridor. We are committed to working with First Nations and local governments to develop and advance a shared vision for the corridor.

As recently announced by the Honourable Rob Fleming, Minister of Transportation and Infrastructure, the Province has committed \$18 million to allow for future corridor planning involving affected First Nations and Regional Districts. This funding will also allow First Nations to assess identified concerns, such as noise, flooding and safety issues where the corridor crosses their land.

For more information, you may be interested to read the Minister's statement at the following link: <https://news.gov.bc.ca/releases/2023MOTI0030-000316>

On your behalf, we have provided a copy of your message to the Honourable Rob Fleming for his review and consideration.

Thank you, again, for writing. It was good to hear from you.

cc: Honourable Rob Fleming

From: s. 22

Sent: Saturday, February 4, 2023 11:14 AM

To: OfficeofthePremier, Office PREM:EX <Premier@gov.bc.ca>

Subject: E&N railway Vancouver Island

Good day Honourable David Eby,

I am writing to you today to express the importance of keeping and reviving the E & N railway on Vancouver Island.

This is a key piece to our transit dilemma we consistently face on Vancouver Island which in my opinion is consistently ignored by the government to properly address.

We have an opportunity to provide fast reliable commuting services to people across the island which would keep many single cars off the road and aid in climate change responsibility.

It would further provide transit to those unable to afford or drive a motor vehicle as well as aid in tourism to all communities on Vancouver Island.

s. 22

I think it is time the government remember and assist Vancouver Island in our transit dilemma and stop turning a blind eye to what is needed here; improved and responsible climate action, less cars on the road and an ability for safer commuting provided to the people you serve.

Thank you

s. 22

From: OfficeofthePremier, Office PREM:EX (Premier@gov.bc.ca)

To: s. 22

Cc: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)

Subject: B 318454 - Vancouver Island Rail - A Call to Action - Now! Time is of the essence.

Sent: 06/07/2023 19:26:56

Message Body:

Dear s. 22

Thank you for your email regarding the Island rail corridor. We appreciate your taking the time to share your thoughts on this important matter.

Our government understands and supports the need for a reconciliation-based approach when considering the future of the Island Rail Corridor. We are committed to working with First Nations and local governments to develop and advance a shared vision for the corridor.

As recently announced by the Honourable Rob Fleming, Minister of Transportation and Infrastructure, the Province has committed \$18 million to allow for future corridor planning involving affected First Nations and Regional Districts. This funding will also allow First Nations to assess identified concerns, such as noise, flooding and safety issues where the corridor crosses their land.

For more information, you may be interested to read the Minister's statement at the following link: <https://news.gov.bc.ca/releases/2023MOTI0030-000316>

On your behalf, we have provided a copy of your message to the Honourable Rob Fleming for his review and consideration.

Thank you, again, for writing. It was good to hear from you.

cc: Honourable Rob Fleming

From: s. 22

Sent: Friday, February 3, 2023 9:36 PM

To: OfficeofthePremier, Office PREM:EX <Premier@gov.bc.ca>

Subject: FW: Vancouver Island Rail - A Call to Action - Now! Time is of the essence.

Still need action!!

From: s. 22

Sent: October 25, 2022 8:57 PM

To: 'Premier@gov.bc.ca' <Premier@gov.bc.ca>

Subject: Vancouver Island Rail - A Call to Action - Now! Time is of the essence.

To Honourable Mike Horgan, Premier: Government of BC

Please receive this letter which is in support of the Vancouver Island Transportation Corridor Coalition (VITCC) and its advocacy of having the former E&N rail corridor (now ?Island Rail?) upgraded to modern transportation standards. Much depends on your support of this endeavour.

The Island Rail Corridor has been an important part of Vancouver Island's transportation network for nearly 140 years. However, through a lack of investment it risks disappearing altogether. As the great Canadian singer Joni Mitchell put it: ?you don't know what you've got ?till its gone.?

All too common events like flooding, landslides, and accidents have stopped traffic on the Island Highway and on other highways. They have resulted in barriers to the flow of goods and people that create inequality, in addition to causing delays. Yet the rail corridor is still there.

Adequate funding will make the rail transportation corridor even more important in the Island's future as it will provide an alternative to road-only transportation which is so desperately needed.

Why is this important?

In today's world, economic and social development is heavily dependent on proper access to good transportation options. Changes in climate and limited road-transportation corridors have exacerbated the situation. This is very evident on Vancouver Island, and it needs serious attention:

- Growing extreme weather events like those experienced last fall.
- Limited transportation corridors that were affected by flooding, snow, etc.
- Alternative for those who drive and an option for those who don't.
- Continuing population growth along with relocation of residents to central parts of the Island for more affordable housing, even at the greater expense of longer commutes.
- Rail is more efficient at moving freight and passengers and is proven to draw people out of their cars.
- Rail can shape our urban environments in a manner more positive than other modes, namely the car.
- It can co-exist with other modes in a multi-modal transportation system, like the ability to carry bikes on board.
- Rail has, and can once again, encourages and supports the Island's tourism industry and the jobs and tax revenues it generates.

Currently, residents of this island are inadequately connected, as the only way to travel is by car and by a very limited bus service. This affects especially seniors, students, those without cars, and those who can not drive. But as you know the costs of adding highway capacity, both in construction and in environmental losses, including to precious wetlands, is horrendously high and is no longer acceptable in today's climate.

With our growing population on Vancouver Island, we need diversity in our transportation options. One that can complement our existing highway networks, while embracing both biking and hiking trails as an integrated part of a redeveloped state-of-the-art Island railway network.

That is why we urge Honourable Members of Provincial and Federal governments to seriously consider the business plan put forth by the Island Corridor Foundation. Activation of that plan will make viable, for years to come, the Island Corridor's rail system.

The lack of dependable transportation options impacts me personally. Here's how ? (explain the impact on your life, your social connections, business, volunteering, etc.). Looking forward, rail will play an increasingly important role in reducing B.C.'s carbon footprint, development of climate change resilience, and allow citizens to move freely to participate in the Canadian economy.

Transportation alternatives are important. Please consider this request.

Thank you.

s. 22

From: OfficeofthePremier, Office PREM:EX (Premier@gov.bc.ca)

To s. 22

Cc: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)

Subject: B 318454 - passenger rail on Vancouver Island

Sent: 06/07/2023 19:25:30

Message Body:

Dear s. 22

Thank you for your email regarding the Island rail corridor. We appreciate your taking the time to share your thoughts on this important matter.

Our government understands and supports the need for a reconciliation-based approach when considering the future of the Island Rail Corridor. We are committed to working with First Nations and local governments to develop and advance a shared vision for the corridor.

As recently announced by the Honourable Rob Fleming, Minister of Transportation and Infrastructure, the Province has committed \$18 million to allow for future corridor planning involving affected First Nations and Regional Districts. This funding will also allow First Nations to assess identified concerns, such as noise, flooding and safety issues where the corridor crosses their land.

For more information, you may be interested to read the Minister's statement at the following link: <https://news.gov.bc.ca/releases/2023MOTI0030-000316>

On your behalf, we have provided a copy of your message to the Honourable Rob Fleming for his review and consideration.

Thank you, again, for writing. It was good to hear from you.

cc: Honourable Rob Fleming

From: s. 22

Sent: Thursday, February 2, 2023 6:43 AM

To: OfficeofthePremier, Office PREM:EX <Premier@gov.bc.ca>

Subject: passenger rail on Vancouver Island

Hello David Eby,

This letter comes with strong support to restore passenger rail to Vancouver Island.

We are lucky on the Island that a rail and right-of-way already exists to serve the Island communities. But it is in danger of being lost forever by short-sighted political decisions that might allow it to be removed.

We have a serious transportation problem here, as you are well aware. Our highways are clogged with cars. And yet, still the NDP gov't pours more money in expanding highway capacity only to have it clogged again through induced demand.

The population on the Island has grown substantially in the past 40 years. I have lived here long enough to remember taking the train from Nanaimo to Victoria to visit friends.

We are the envy of other communities around the world as the rail right-of-way already exists. We just need a gov't with sufficient foresight to fund it appropriately.

Opponents cry that a train will never be profitable. Please tell me, when has any highway or interchange been profitable??

When will the McKenzie interchange \$125 million turn a profit? When will the proposed Keating flyover on Hwy 17 make money? Never. They are public goods, just as a rail amenity is a public good.

If the E&N Rail is allowed to fall by the wayside, irreparable damage will be done to the Island. Please do the right thing.

Thank you.

s. 22

From: OfficeofthePremier, Office PREM:EX (Premier@gov.bc.ca)

To: s. 22

Cc: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)

Subject: B 318454 - Vancouver Island Railway Service

Sent: 06/07/2023 19:24:31

Attachments: MP Letter Of Advocacy (Final)(1).pdf

Message Body:

Dear s. 22

Thank you for your email regarding the Island rail corridor. We appreciate your taking the time to share your thoughts on this important matter.

Our government understands and supports the need for a reconciliation-based approach when considering the future of the Island Rail Corridor. We are committed to working with First Nations and local governments to develop and advance a shared vision for the corridor.

As recently announced by the Honourable Rob Fleming, Minister of Transportation and Infrastructure, the Province has committed \$18 million to allow for future corridor planning involving affected First Nations and Regional Districts. This funding will also allow First Nations to assess identified concerns, such as noise, flooding and safety issues where the corridor crosses their land.

For more information, you may be interested to read the Minister's statement at the following link: <https://news.gov.bc.ca/releases/2023MOTI0030-000316>

On your behalf, we have provided a copy of your message to the Honourable Rob Fleming for his review and consideration.

Thank you, again, for writing. It was good to hear from you.

cc: Honourable Rob Fleming

From: s. 22

Sent:

To: OfficeofthePremier, Office PREM:EX <Premier@gov.bc.ca>; Minister, MOTI MOTI:EX <Minister.MOTI@gov.bc.ca>

Subject: Vancouver Island Railway Service

Dear Premier and Minister of Transportation,

I am writing to express my support for the Vancouver Island Transportation Corridor Coalition, and my sincere desire that you, too, will lend your support to this cause. Could you please let me know your position on this?

s. 22

On the traditional and unceded territory of the Qualicum First Nation and Coast Salish Peoples

Dear Vancouver Island MP,

Re: Vancouver Island Rail and pending B.C. Court of Appeal deadline

Your attention to this letter, which is in support of reinstating active rail service throughout the Vancouver Island Rail Corridor, is greatly appreciated.

We ask that the Government of Canada urgently make that happen by taking these two steps:

- Firstly, and critically, address the necessary consultation, accommodation, and reconciliation that needs to be undertaken with Vancouver Island First Nations in order to resolve historical grievances and issues emanating from the E&N land grants.
- Secondly, agree on a plan with the Province of British Columbia for a modern railway service.

As you are likely aware, VIA Rail suspended service in 2011 due to safety concerns. The ICF has failed to secure ongoing investment to return the entire railway in the corridor to active service, with the goal of connecting and building communities.

In September 2021, in the matter of Snaw-Naw-As First Nation (SNA) v. Attorney General of Canada and Island Corridor Foundation, the B.C. Court of Appeal set a deadline of March 14th, 2023, after which, the B.C. Supreme Court would hear arguments to extinguish the rail right of way, placing the responsibility with Canada: “[100] ...I consider a period of 18 months from the date of this judgment sufficient for Canada to determine whether it will approve funding for infrastructure improvements on the segment of the corridor that includes the SFN Reserve. If it determines not to approve funding or does not make a determination on or before that time, the appellant will be entitled to return to court to enforce its right of reversion.”

The residents of Vancouver Island recognize that a loss of the railway will lead to significant negative environmental and economic impacts for future generations.

Why this is important

There are several factors that heighten the urgency of addressing this issue immediately:

1. This initiative represents a tremendous opportunity for the Federal and Provincial governments to prioritize reconciliation with the First Nations along the rail corridor.
2. Transportation options for the residents of the Island are extremely constrained. The current options are restricted to automobiles or extremely limited and expensive and/or slow bus service.
3. The highway system is facing delays and blockages due to growing traffic congestion, increasingly severe weather, and accidents. There is, in many areas, only one road in and out. When these links are slowed or closed individuals could be late to work or school, miss critical appointments like medical treatment, and miss ferry sailings. Most crucially many communities run the risk of shortages of food, supplies, and fuel while crippling the ability of first responders to reach victims.

4. At almost 900,000 residents, we have experienced explosive population growth. But economic development within our communities is heavily dependent on access to safe, efficient, and cost-effective transportation, whereas the current highway system is nearing or exceeding capacity in many areas.
5. The costs of adding highway capacity, both in construction and in environmental losses including precious parkland and wetlands, are horrendously high (\$1 billion+ to build through or around the Malahat section through Goldstream Provincial Park alone) and are no longer aligned with the vision of a positive environmental future held by our society.
6. We will benefit from greater efficiencies in the movement of freight and passengers, and co-existence with other transportation alternatives including trail networks. This presents a compelling case for climate action and will contribute far fewer GHG emissions per capita compared to road transportation.
7. There are a growing number of successful examples in the United Kingdom, Germany, and the USA of restored, revitalized rail lines in regions similar to Vancouver Island that could be followed. There are also examples in Canada of First Nations' involvement with and equal ownership of rail (Hudson's Bay Railway to Churchill, MB, Algoma Central Railway in Ontario, and Tshiuetin Rail Transportation in Quebec and Newfoundland and Labrador).
8. Revitalizing rail on Vancouver Island could also be the key to unlocking Port of Vancouver congestion while growing our economy through resolving supply chain issues: by enabling Port Alberni to serve as a container port where containers would be loaded on/off railcars and moved to/from the mainland.

Our request

We note, and thank, the strong and dynamic investments being made by the Government of Canada in green transportation infrastructure, including the SkyTrain extensions, the new VIA Rail corridor fleet, and the High-Frequency Rail initiative. Concluding an agreement to revitalize Vancouver Island rail would be in both the spirit and letter of the direction the Government is taking.

We also are aware that it was the Federal Government that rescued the railway in 2002 when it was similarly threatened with abandonment. That action set the stage for and enabled the creation of the ICF, and the return of the ownership of the railway corridor to the people of Vancouver Island. The ICF employees, which are answerable to the Board made up of representatives from Vancouver Island Regional Districts and First Nations, can facilitate the rebuilding of the railway better than it was before, with service that meets our needs now and into the future. And which can ensure that the agreement being sought will be executed fairly, sensibly, respectively, responsibly, and successfully.

This is an endeavour for which your support is critical, and on which hinges the future of safe, equitable, and reliable transportation on Vancouver Island. The rail corridor is still there, for now, and with the commitment from the governments of Canada and British Columbia, we look forward to realizing the benefits of active rail throughout the corridor to serve future generations.

Together, we stand at a strategic crossroads – It is time to think differently and move forward with rail.

Respectfully

yours, Concerned

Citizen

From: OfficeofthePremier, Office PREM:EX (Premier@gov.bc.ca)
To: s. 22
Cc: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)
Subject: B 318454 - Regarding the Vancouver Island Rail Corridor
Sent: 06/07/2023 19:22:18
Message Body:

Dear s. 22

Thank you for your email regarding the Island rail corridor. We appreciate your taking the time to share your thoughts on this important matter.

Our government understands and supports the need for a reconciliation-based approach when considering the future of the Island Rail Corridor. We are committed to working with First Nations and local governments to develop and advance a shared vision for the corridor.

As recently announced by the Honourable Rob Fleming, Minister of Transportation and Infrastructure, the Province has committed \$18 million to allow for future corridor planning involving affected First Nations and Regional Districts. This funding will also allow First Nations to assess identified concerns, such as noise, flooding and safety issues where the corridor crosses their land.

For more information, you may be interested to read the Minister's statement at the following link: <https://news.gov.bc.ca/releases/2023MOTI0030-000316>

On your behalf, we have provided a copy of your message to the Honourable Rob Fleming for his review and consideration.

Thank you, again, for writing. It was good to hear from you.

cc: Honourable Rob Fleming

From: s. 22
Sent: Thursday, January 26, 2023 11:31 AM
To: OfficeofthePremier, Office PREM:EX <Premier@gov.bc.ca>
Subject: Regarding the Vancouver Island Rail Corridor

Regarding the Vancouver Island Rail Corridor

Honourable Premier,

I'm writing you this letter today as a big supporter of the Vancouver Island Rail Corridor, specifically the Island Corridor Foundations business case to restore Rail based services to Vancouver Island, British Columbia Canada, Canada's most western Port.

I would implore you to recognize the Island Rail Corridor for the 289km long historical site, and much needed transportation Corridor that it is needed now and into the future for Vancouver Island, British Columbia and Canada.

As is written on their web site "The Island railway was originally incorporated on September 27, 1883 by the E&N Railway Company, led by Sir Robert Dunsmuir, a

renowned British Columbia (BC) coal baron and politician."

The Vancouver Island Corridor connects from Courtenay all the way to Victoria and intersects with the Parksville to Port Alberni line too! Both corridors are pre-existing! Originally built between 1883 and 1887, the railway corridor is in itself a 289km museum. The corridor connects every town and city along its path on an established right of way.

The Vancouver Island corridor does not require creating an alternate route like all the previous attempts tried and failed to do. It doesn't require blasting or bridging over watersheds or spending billions on a tunnel like they've had to do in Vancouver for Skytrain. It will relieve the pressure to expand the roads with yet another extremely costly lane.

The corridor represents an amazing reconciliation opportunity to address the historical grievances emanating from the land grants, and that should not be ignored by the Government.

The Vancouver Island Railway is a gift to Vancouver Island from the past wrapped in controversy and strong feelings, but no one can deny that is just what Vancouver Island needs for 2023!

Increased mobility and independence for seniors and anyone with accessibility needs. Increased safety, comfort, and gained productive time for everyone travelling on the train.

Lower travel and insurance expenses or live without a car at all! Fuel independence! Save money for rent, medications, food, cloths, education, and other essentials. Gain a farther reach to find work or to find a less expensive place to live. Have space to distance, play, entertain, nap, work, or just stare out the window as nature scrolls by.

First Nations, the B.C. Government, Regional Districts and every Mayor in B.C Supports it along with residents by a landslide.

Please support development of the Vancouver Island Railway Corridor.

Signed.

s. 22

s. 22

From: Microsoft Outlook ^{s. 15}
To: Minister, TRAN Phone TRAN:EX (TRANPhone.Minister@gov.bc.ca)
Subject: Voice Mail (1 minute and 34 seconds)
Sent: 06/08/2023 23:50:07
Attachments: ^{s. 22} 1 minute and 34 seconds) Voice Mail.mp3
Message Body:

^{s. 22}
You received a voice message from

^{s. 22}
Caller-Id:

From: s. 22
To: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)
Subject: 318692- Island Railway
Sent: 06/19/2023 13:21:17
Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

With the future of the Island Railway in question, how to proceed to rebuild and work with First Nations and Private sector, I would suggest you contact Island Rail Corp that have done a comprehensive report what is required to rebuild the railway into the future.

Here is there website: islandrailcorp.com

President is Dave Hayden s. 22

s. 22

This message is Confidential, if you received this by error please delete and ignore.

From: Fleming.MLA, Rob LASS:EX (Rob.Fleming.MLA@leg.bc.ca)
To: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)
Subject: 318707 - Rail Consulting
Sent: 06/19/2023 16:56:51
Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

From: s. 22
Sent: June 16, 2023 8:11 PM
To: Fleming.MLA, Rob <Rob.Fleming.MLA@leg.bc.ca>
Subject: Rail Consulting

Good Day

I wanted to reach out and offer services to help with the Vancouver Island Rail project s. 22
s. 22

Please feel free to contact me if you have any questions or would like to further this discussion.
Thanks in advance

s. 22

From: s. 22
To: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)
Subject: 318715 - Train system!
Sent: 06/19/2023 07:58:01
Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Why is the government still stalling on the train system on Vancouver island? What are you guys afraid of? Why is Vancouver island lacking in growth? Is Victoria the capital of B.C not Vancouver? Victoria and the rest of the island should come first before Vancouver does? s. 22

Sent from my iPad

June 20, 2023

s. 22

316407 – Island Rail Corridor

Dear ^{s. 22}

Thank you for your email regarding the Island Rail Corridor.

Our government recognizes people want more travel options on Vancouver Island. The Island Rail Corridor could play a significant role in Vancouver Island's future as our population grows, and we want to preserve as much of the corridor as possible.

Future use of the corridor, whether it involves rail restoration or not, must be guided by Indigenous participation and perspectives. As part of this reconciliation-based approach, the B.C. and federal governments recently announced that the land along the corridor that lies within Snaw-Naw-As territory will return to the First Nation.

I know people up and down the corridor have different opinions, perspectives and aspirations about what the future looks like. We are committed to working with First Nations and local governments to develop and advance a shared vision for the corridor. The provincial government has committed [\\$18 million to allow for future corridor planning](#) involving affected First Nations and regional districts. This funding will also allow them to assess safety, flooding, noise, and other concerns they may have related to the corridor. As we move forward, our discussions will go hand in hand with reconciliation.

The ministry continues to invest in other transportation improvements for the South Island, guided by our [South Island Transportation Strategy](#), as we build a resilient, clean and reliable transportation network. We are now working with our municipal partners and other key stakeholders on implementing these ideas on Vancouver Island.

Thank you again for taking the time to write.

Sincerely,

Sent via Email:

Rob Fleming
Minister

From: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)
To: s. 22
Bcc: TRAN SCR CORR TRAN:EX (TRANSCR@gov.bc.ca)
Subject: 316407 - Island Rail Corridor
Sent: 06/20/2023 22:53:30
Attachments: 316407 Incoming - Re island rail corridor..msg
Message Body:

s. 22

316407 - Island Rail Corridor

Dear s. 22

Thank you for your email regarding the Island Rail Corridor.

Our government recognizes people want more travel options on Vancouver Island. The Island Rail Corridor could play a significant role in Vancouver Island's future as our population grows, and we want to preserve as much of the corridor as possible.

Future use of the corridor, whether it involves rail restoration or not, must be guided by Indigenous participation and perspectives. As part of this reconciliation-based approach, the B.C. and federal governments recently announced that the land along the corridor that lies within Snaw Naw-As territory will return to the First Nation.

I know people up and down the corridor have different opinions, perspectives and aspirations about what the future looks like. We are committed to working with First Nations and local governments to develop and advance a shared vision for the corridor. The provincial government has committed [\\$18 million to allow for future corridor planning](#) involving affected First Nations and regional districts. This funding will also allow them to assess safety, flooding, noise, and other concerns they may have related to the corridor. As we move forward, our discussions will go hand in hand with reconciliation.

The ministry continues to invest in other transportation improvements for the South Island, guided by our [South Island Transportation Strategy](#), as we build a resilient, clean and reliable transportation network. We are now working with our municipal partners and other key stakeholders on implementing these ideas on Vancouver Island.

Thank you again for taking the time to write.

Sincerely,

Rob Fleming

Minister

From: Fleming.MLA, Rob LASS:EX (Rob.Fleming.MLA@leg.bc.ca)
To: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)
Subject: 316407 Incoming - Re island rail corridor.
Sent: 03/09/2023 22:04:04
Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

From: s. 22
Sent: March 9, 2023 2:00 PM
To: Fleming.MLA, Rob <Rob.Fleming.MLA@leg.bc.ca>
Subject: Re: Re island rail corridor.

Thank you for your response Rachel. I am not in Rob Fleming's area I am in Lana Pophams. That does not preclude me from addressing this issue with the minister of transport. I have already sent an email to Lana. My question to the Minister is where does BC stand on the Vancouver Island rail corridor ? I have heard nothing from this ministry re the rail corridor & am under the impression that the federal government is making its decision on facts & information gathered from the province. So where do we stand on this issue. ? Time is running out & it would be nice to have some transparency on this. Please respond

Sincerely s. 22

On Wed, Mar 8, 2023 at 1:01 PM Fleming.MLA, Rob <Rob.Fleming.MLA@leg.bc.ca> wrote:
Good afternoon, s. 22 My name is Rachel, I'm a constituency assistant for MLA Fleming. Thank you for taking the time to reach out and share your concerns with our office. Could you please provide your postal code or street address so that I can ensure you are connected to the appropriate constituency office? If you do not live in our constituency then I will refer you to your local MLA.

Sincerely,

Rachel O'Neill

Rachel O'Neill (she/her) | Constituency Assistant | Rob Fleming, MLA for Victoria-Swan Lake
Office: [250.356.5013](tel:250.356.5013) | 1020 Hillside Ave., Victoria, BC V8T 2A3 | Rachel.O'Neill@leg.bc.ca

MLA Website and to Sign up for Rob's Newsletter: Rob Fleming | Facebook | Twitter | Instagram

The Victoria-Swan Lake Constituency Office recognizes that we reside on the territory of the Lekwungen people, now known as the Esquimalt and Songhees First Nations.

CONFIDENTIALITY NOTICE: The above message contains confidential information intended for a specified individual and purpose. The information is private and protected by law. Any copying or disclosure of this transmission by anyone other than the intended recipient is prohibited. If you are not the intended recipient, please notify the sender immediately and delete this message and any attachments from your system. Thank you.

-----Original Message-----

From: s. 22
Sent: March 3, 2023 11:21 AM
To: Fleming.MLA, Rob <Rob.Fleming.MLA@leg.bc.ca>
Subject: Re island rail corridor.

The provincial government must be behind the future restoration of the island rail corridor. There are many reasons to resume this vital corridor. Transportation of people & freight, climate change & great weather events(think more unreliable weather e.g atmospheric river events & the Malahat shutdown) & economic possibilities (freight service linking the Alberni canal to east island,Nanaimo to port facilities. The future could also include electric rail service. We need to be forward thinking. Please do so now with the island rail corridor.

Sincerely s. 22
Sent from my iPad

s. 22

315818 – Island Rail Corridor

Dear s. 22

Thank you for your email regarding the Island Rail Corridor.

s. 13

The Island Rail Corridor could play a significant role in Vancouver Island's future as our population grows, and we want to preserve as much of the corridor as possible.

Future use of the corridor, whether it involves rail restoration or not, must be guided by Indigenous participation and perspectives. As part of this reconciliation-based approach, the B.C. and federal governments recently announced that the land along the corridor that lies within Snaw-Naw-As territory will return to the First Nation.

I know people up and down the corridor have different opinions, perspectives and aspirations about what the future looks like. We are committed to working with First Nations and local governments to develop and advance a shared vision for the corridor. The provincial government has committed [\\$18 million to allow for future corridor planning](#) involving affected First Nations and regional districts. This funding will also allow them to assess safety, flooding, noise, and other concerns they may have related to the corridor. As we move forward, our discussions will go hand in hand with reconciliation.

Thank you again for taking the time to write.

Sincerely,

Rob Fleming
Minister

Ministry of Transportation
and Infrastructure

Office of the Minister

Mailing Address:
Parliament Buildings
Victoria BC V8V 1X4

From: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)
To: s. 22
Bcc: TRAN SCR CORR TRAN:EX (TRANSCR@gov.bc.ca)
Subject: 315818 – Island Rail Corridor
Sent: 06/21/2023 22:16:48
Attachments: 315818 Incoming - island rail.msg
Message Body:

s. 22

315818 – Island Rail Corridor

s. 22
Dea

Thank you for your email regarding the Island Rail Corridor.

The [Island Corridor Foundation \(ICF\)](#) owns and manages the Island Rail Corridor, which includes the right-of-way and the infrastructure within the right-of-way. As the provincial government is not privy to any agreements the ICF may have with other parties regarding the ownership of infrastructure within the right-of-way, you may wish to reach out to the ICF directly if you have not already done so. They can be reached at 250 754 -7254 or info@islandrail.ca.

As the rail corridor right-of-way was granted to the ICF by the federal government, I also encourage you to reach out to [federal Minister of Transport Omar Alghabra](#) regarding your questions about the conditions of this agreement. Minister Alghabra can be reached by email at Omar.Alghabra@parl.gc.ca.

The Island Rail Corridor could play a significant role in Vancouver Island's future as our population grows, and we want to preserve as much of the corridor as possible.

Future use of the corridor, whether it involves rail restoration or not, must be guided by Indigenous participation and perspectives. As part of this reconciliation-based approach, the B.C. and federal governments announced that the land along the corridor that lies within Snaw Naw-As territory will return to the First Nation.

I know people up and down the corridor have different opinions, perspectives and aspirations about what the future looks like. We are committed to working with First Nations and local governments to develop and advance a shared vision for the corridor. The provincial government has committed [\\$18 million to allow for future corridor planning](#) involving affected First Nations and regional districts. This funding will also allow them to assess safety, flooding, noise, and other concerns they may have related to the corridor. As we move forward, our discussions will go hand

in hand with reconciliation.

Thank you again for taking the time to write.

Sincerely,

Rob Fleming

Minister

From:

To: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)

Subject: 315818 Incoming - island rail

Sent: 02/11/2023 02:14:09

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

I have been looking on the internet for info on the island railway. I would like to know if the island corridor foundation owns the right of way and the infrastructure or just the infrastructure.

s. 22

Thanks for your reply,

From: TRAN Corporate Writing Services TRAN:EX

Subject: 318780 Incoming - Commentary - The rebuilding of contemporary rail on Vancouver Island is essential.

Sent:

Attachments: s. 22

Message Body

From: s. 22

Sent: April 10, 2023 12:30 PM

To: Fleming.MLA, Rob <Rob.Fleming.MLA@leg.bc.ca>

Subject: Commentary - The rebuilding of contemporary rail on Vancouver Island is essential.

Rob, please take a moment to reflect with interest the position s. 22 is taking about the rebuild of the Esquimalt & Nanaimo Railway.

In partnership with the 14 Indigenous Communities of First Nations People who reside on the land of the railway on Vancouver island, we would like to spearhead the process of completing a full comprehensive review.

We have spent the last 20 months determining the financial ability with customers to ship paying freight for a rebuild railway to exist.

We have the information completed and are ready to take the next step in partnership with all First Nation People to make this happen.

I would like to suggest we have a conference call by Zoom, either this week or latest next week.

Please advise your availability.

s. 22

From: Fleming.MLA, Rob LASS:EX (Rob.Fleming.MLA@leg.bc.ca)
To: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)
Subject: 318780 Incoming B - FW: "We are looking forward to working with the 14 First Nations who reside on the railway corridor to join us in our vision and become a partner"
Sent: 06/20/2023 21:04:23
Attachments: image001.jpg
Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

From: s. 22
Sent: June 20, 2023 12:24 PM
To: Fleming.MLA, Rob <Rob.Fleming.MLA@leg.bc.ca>
Subject: "We are looking forward to working with the 14 First Nations who reside on the railway corridor to join us in our vision and become a partner"

Island Rail Corporation (IRC), a Federally incorporated company with its base in Victoria, is willing and able to assist all stakeholders in ensuring contemporary rail will succeed. Most importantly, the need to work collaboratively with the Indigenous Communities that make up the existing rail corridor on its unceded lands.

This Press Release is for immediate release.

s. 22

From: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)

To: info@transportaction.ca

Cc: Sinclair, Murray GCPE:EX (Murray.Sinclair@gov.bc.ca)

Bcc: TRAN SCR CORR TRAN:EX (TRANSCR@gov.bc.ca)

Subject: 316578 - Island Rail Corridor

Sent: 06/22/2023 16:28:31

Attachments: 316578 Response.pdf, 316578 Incoming - Clarification regarding the Vancouver Island Rail corridor.msg

Message Body:

Terence Johnson, President

Transport Action Canada

info@transportaction.ca

316578 - Island Rail Corridor

Dear Terence Johnson:

Please find attached correspondence from the Honourable Rob Fleming, Minister of Transportation and Infrastructure.

Sincerely,

Office of the Minister

Ministry of Transportation and Infrastructure



June 22, 2023

Terence Johnson, President
Transport Action Canada
240-211 Bronson Avenue
PO Box/CP 858, Station B
Ottawa ON K1P 5P9

Reference: 316578

Dear Terence Johnson:

Re: Island Rail Corridor

I am following up on your letter of February 19, 2023, sharing with me your organization's support for the Island Rail Corridor.

Our government recognizes people want more travel options on Vancouver Island. The Island Rail Corridor could play a significant role in Vancouver Island's future as our population grows, and we want to preserve as much of the corridor as possible.

Future use of the corridor, whether it involves rail restoration or not, must be guided by Indigenous participation and perspectives. As part of this reconciliation-based approach, the B.C. and federal governments have announced that the land along the corridor that lies within Snaw-Naw-As territory will return to the First Nation. You may wish to share your questions regarding reversionary rights with the federal government and the Island Corridor Foundation, who owns the rail line, as they are in the best position to respond.

I know people up and down the corridor have different opinions, and aspirations about the future of the corridor. We are committed to working with First Nations and local governments to develop and advance a shared vision for the corridor. The provincial government has committed [\\$18 million to allow for future corridor planning](#) involving affected First Nations and regional districts. This funding will also allow them to assess safety, flooding, noise, and other concerns they may have related to the corridor. As we move forward, our discussions will go hand in hand with reconciliation.

Regarding our engagement with communities along corridor, you can find the [Fall 2022 First Nations Engagement Summary Report](#) on our website, along with the other assessments completed to date involving the corridor.

.../2

The ministry continues to invest in other transportation improvements for the South Island, guided by our [South Island Transportation Strategy](#), as we build a resilient, clean and reliable transportation network. We are now working with our municipal partners and other key stakeholders on implementing these ideas on Vancouver Island.

Thank you again for taking the time to write.

Sincerely,

A handwritten signature in blue ink, appearing to read "Rob Fleming", with a stylized flourish at the end.

Rob Fleming
Minister

Copy to: Murray Sinclair, Public Affairs Officer
Government Communications and Public Engagement

From: TRAN Corporate Writing Services TRAN:EX (TRANWritingServices@gov.bc.ca)
To: TRAN Corporate Writing Services TRAN:EX (TRANWritingServices@gov.bc.ca)
Subject: 316578 Incoming - Clarification regarding the Vancouver Island Rail corridor
Sent: 03/17/2023 15:10:57
Message Body:

From: Transport Action Canada <info@transportaction.ca>
Sent: March 16, 2023 4:17 PM
To: Sinclair, Murray GCPE:EX <Murray.Sinclair@gov.bc.ca>
Subject: Clarification regarding the Vancouver Island Rail corridor

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Dear Murray Sinclair,

For our website and newsletter, is there any clarification you can provide us with regarding Tuesday's announcement and Minister Rob Fleming's subsequent remarks?

1. The minister acknowledged the importance of a contiguous transportation corridor, while at the same time allowing the right of reversion to be exercised. What is the actual effect of the announcement in terms of what the Snaw-Naw-As may do with their land, and what the other nations that will exercise reversionary rights may do, if BC and Canada are still studying future uses of the corridor and have not earmarked funding to remediate the land being transferred back to the First Nations?
2. How does the Minister anticipate spending the \$18M announced, when the critical issue is government-to-government dialogue with First Nations about the future of the corridor and the future of the transport network on Vancouver Island in the wider context of reconciliation and the modern treaty process?
3. The Halalt First Nation has now protested they were not adequately consulted over the past 18 months. What steps were taken to consult them and the other 13 Nations along the corridor and is there any additional documentation to support the consultation summary published by MoTI?

Sincerely,

Terry Johnson

Transport Action Canada
240 - 211 Bronson Ave
Box/CP 858, Station B
Ottawa, Ontario K1P 5P9
www.transportaction.ca

June 22, 2023

s. 22

316742 - Island Rail Corridor

Dear s. 22

Thank you for your email suggesting funding for the Island Rail Corridor, which was formerly known as the E&N Rail Line.

The Island Rail Corridor could play a significant role in Vancouver Island's future as our population grows, and we want to preserve as much of the corridor as possible.

Future use of the corridor, whether it involves rail restoration or not, must be guided by Indigenous participation and perspectives. As part of this reconciliation-based approach, the B.C. and federal governments have announced that the land along the corridor that lies within Snaw-Naw-As territory will return to the First Nation.

I know people up and down the corridor have different opinions, perspectives and aspirations about what the future looks like. We are committed to working with First Nations and local governments to develop and advance a shared vision for the corridor. The provincial government has committed [\\$18 million to allow for future corridor planning](#) involving affected First Nations and regional districts. This funding will also allow them to assess safety, flooding, noise, and other concerns they may have related to the corridor. As we move forward, our discussions will go hand in hand with reconciliation.

The ministry continues to invest in other transportation improvements for the South Island, guided by our [South Island Transportation Strategy](#), as we build a resilient, clean and reliable transportation network. We are now working with our municipal partners and other key stakeholders on implementing these ideas on Vancouver Island.

Thank you again for taking the time to write.

Sincerely,

Sent via Email:

Rob Fleming
Minister

Copy to: Honourable Katrine Conroy
 Minister of Finance
 MLA, Kootenay West

From: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)
To s. 22
Cc: Minister, FIN FIN:EX (FIN.Minister@gov.bc.ca)
Bcc: TRAN SCR CORR TRAN:EX (TRANSCR@gov.bc.ca)
Subject: 316742 - Island Rail Corridor
Sent: 06/22/2023 18:15:45
Attachments: 316742 Incoming - A use for 'surplus' cash.msg
Message Body:

s. 22

316742 - Island Rail Corridor

Dear s. 22

Thank you for your email suggesting funding for the Island Rail Corridor, which was formerly known as the E&N Rail Line.

The Island Rail Corridor could play a significant role in Vancouver Island's future as our population grows, and we want to preserve as much of the corridor as possible.

Future use of the corridor, whether it involves rail restoration or not, must be guided by Indigenous participation and perspectives. As part of this reconciliation-based approach, the B.C. and federal governments have announced that the land along the corridor that lies within Snaw Naw-As territory will return to the First Nation.

I know people up and down the corridor have different opinions, perspectives and aspirations about what the future looks like. We are committed to working with First Nations and local governments to develop and advance a shared vision for the corridor. The provincial government has committed [\\$18 million to allow for future corridor planning](#) involving affected First Nations and regional districts. This funding will also allow them to assess safety, flooding, noise, and other concerns they may have related to the corridor. As we move forward, our discussions will go hand in hand with reconciliation.

The ministry continues to invest in other transportation improvements for the South Island, guided by our [South Island Transportation Strategy](#), as we build a resilient, clean and reliable transportation network. We are now working with our municipal partners and other key stakeholders on implementing these ideas on Vancouver Island.

Thank you again for taking the time to write.

Sincerely,

Rob Fleming

Minister

Copy to: Honourable Katrine Conroy
 Minister of Finance
 MLA, Kootenay West

s. 22

From:

To: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)

Cc: Minister, FIN FIN:EX (FIN.Minister@gov.bc.ca)

Subject: 316742 Incoming - A use for 'surplus' cash

Sent: 03/24/2023 16:41:33

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Ministers:

I understand the Province has some money to spend quickly in the next week.

May I suggest a grant to restore the E & N Railway? This needs less than \$1billion but even \$500,000 would help and perhaps be enough to get the feds to finally come to the table.

s. 22

Writing Services: This email should be sent to both addresses listed.

June 22, 2023

s. 22

316171 – Island Rail Corridor

Dear s. 22

s. 22

Our government recognizes people want more travel options on Vancouver Island. The Island Rail Corridor could play a significant role in Vancouver Island's future as our population grows, and we want to preserve as much of the corridor as possible.

Future use of the corridor, whether it involves rail restoration or not, must be guided by Indigenous participation and perspectives. As part of this reconciliation-based approach, the B.C. and federal governments recently announced that the land along the corridor that lies within Snaw-Naw-As territory will return to the First Nation.

I know people up and down the corridor have different opinions, perspectives and aspirations about what the future looks like. We are committed to working with First Nations and local governments to develop and advance a shared vision for the corridor. The provincial government has committed [\\$18 million to allow for future corridor planning](#) involving affected First Nations and regional districts. This funding will also allow them to assess safety, flooding, noise, and other concerns they may have related to the corridor. As we move forward, our discussions will go hand in hand with reconciliation.

The ministry continues to invest in other transportation improvements for the South Island, guided by our [South Island Transportation Strategy](#), as we build a resilient, clean and reliable transportation network. We are now working with our municipal partners and other key stakeholders on implementing these ideas on Vancouver Island.

Ministry of Transportation
and Infrastructure

Office of the Minister

Mailing Address:
Parliament Buildings
Victoria BC V8V 1X4

We know that increasing transit use is critical to achieving our climate goals, and my ministry is working hard to deliver better transit and transportation in the region, as guided by the priorities identified in our 2020 [South Island Transportation Strategy](#). The strategy outlines improvements we can deliver to make our transit system more reliable and efficient and to support active transportation and reduce congestion. These include plans for three rapid transit network corridors in Greater Victoria. BC Transit, in partnership with the province and local governments, has now launched the first of these: the West Shore-Downtown Victoria RapidBus service. This service uses existing bus lanes on Douglas Street/Highway 1 and new transit priority measures on the Old Island Highway to provide a fast and frequent regional transit connection between Victoria and the West Shore.

To support greater alignment between land use planning and transportation, our government [recently passed legislative changes](#). The changes enable the ministry, through the B.C. Transportation Financing Authority, to purchase land near transit hubs to help increase the supply of housing and services near transit. Maximizing the amount of residential, business and leisure space close to public transit will ensure British Columbians get the most benefits out of the significant investments we are making in transit. The changes will support transit-oriented development, which will help create new housing and jobs and make life more affordable for families, while also creating complete communities that reduce dependency on private vehicles.

Under our [CleanBC Roadmap to 2030](#), we are taking steps to reduce carbon pollution from transportation by increasing the share of trips made by transit, walking and cycling to 30 per cent by 2030, while reducing kilometres driven by personal vehicles by 25 per cent compared to 2020. We are developing a Clean Transportation Action Plan to help us meet these goals, which will be released in 2023. You can learn more about our work to support [cleaner forms of transportation on our website](#).

Thank you again for taking the time to write.

Sincerely,

Sent via Email:

Rob Fleming
Minister

From: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)

To: s. 22

Bcc: TRAN SCR CORR TRAN:EX (TRANSCR@gov.bc.ca); Hubley, Holly TRAN:EX (Holly.Hubley@gov.bc.ca); Peters, Yvonne TRAN:EX (Yvonne.Peters@gov.bc.ca)

Subject: 316171 – Island Rail Corridor

Sent: 06/22/2023 20:09:21

Attachments: s. 22

Message Body:

s. 22

316171 – Island Rail Corridor

s. 22

Dear

s. 22

Our government recognizes people want more travel options on Vancouver Island. The Island Rail Corridor could play a significant role in Vancouver Island's future as our population grows, and we want to preserve as much of the corridor as possible.

Future use of the corridor, whether it involves rail restoration or not, must be guided by Indigenous participation and perspectives. As part of this reconciliation-based approach, the B.C. and federal governments recently announced that the land along the corridor that lies within Snaw Naw-As territory will return to the First Nation.

I know people up and down the corridor have different opinions, perspectives and aspirations about what the future looks like. We are committed to working with First Nations and local governments to develop and advance a shared vision for the corridor. The provincial government has committed [\\$18 million to allow for future corridor planning](#) involving affected First Nations and regional districts. This funding will also allow them to assess safety, flooding, noise, and other concerns they may have related to the corridor. As we move forward, our discussions will go hand in hand with reconciliation.

The ministry continues to invest in other transportation improvements for the South Island, guided by our [South Island Transportation Strategy](#), as we build a resilient, clean and reliable transportation network. We are now working with our municipal partners and other key stakeholders on implementing these ideas on Vancouver Island.

We know that increasing transit use is critical to achieving our climate goals, and my ministry is working hard to deliver better transit and transportation in the region, as guided by the priorities identified in our 2020 [South Island Transportation Strategy](#). The strategy outlines improvements we can deliver to make our transit system more reliable and efficient and to support active transportation and reduce congestion. These include plans for three rapid transit network corridors in Greater Victoria. BC Transit, in partnership with the province and local governments, has now launched the first of these: the West Shore-Downtown Victoria RapidBus service. This service uses existing bus lanes on Douglas Street/Highway 1 and new transit priority measures on the Old Island Highway to provide a fast and frequent regional transit connection between Victoria and the West Shore.

To support greater alignment between land use planning and transportation, our government [recently passed legislative changes](#). The changes enable the ministry, through the B.C. Transportation Financing Authority, to purchase land near transit hubs to help increase the supply of housing and services near transit. Maximizing the amount of residential, business and leisure space close to public transit will ensure British Columbians get the most benefits out of the significant investments we are making in transit. The changes will support transit-oriented development, which will help create new housing and jobs and make life more affordable for families, while also creating complete communities that reduce dependency on private vehicles.

Under our [CleanBC Roadmap to 2030](#), we are taking steps to reduce carbon pollution from transportation by increasing the share of trips made by transit, walking and cycling to 30 per cent by 2030, while reducing kilometres driven by personal vehicles by 25 per cent compared to 2020. We are developing a Clean Transportation Action Plan to help us meet these goals, which will be released in 2023. You can learn more about our work to support [cleaner forms of transportation on our website](#).

Thank you again for taking the time to write.

Sincerely,

Rob Fleming

Minister

From: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)
To: carrie.smith@leg.bc.ca
Subject: 317194 - Island Rail Corridor
Sent: 06/22/2023 20:48:29
Attachments: 317194 - Vancouver Island Rail.msg
Message Body:

Carrie Smith, Constituency Assistant to
John Rustad, MLA
Nechako Lakes
carrie.smith@leg.bc.ca

317194 - Island Rail Corridor

Dear Carrie Smith:

You asked if there was additional public information to share about the provincial government's \$18-million commitment to corridor planning along the Island Rail Corridor.

The only information available for release right now appears in [Minister Fleming's statement on March 14, 2023](#). It notes that:

- The provincial government has committed \$18 million to allow for future corridor planning involving affected First Nations and regional districts.
- In addition to corridor planning, this funding will also allow these groups to assess safety, flooding, noise, and other concerns they may have related to the corridor.

The ministry will be sure to publicize new information as it becomes available.

Sincerely,

Office of the Minister
Ministry of Transportation and Infrastructure.

From: Smith, Carrie LASS:EX (Carrie.Smith@leg.bc.ca)
To: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)
Cc: Champion, Ella D MOTI:EX (Ella.D.Champion@gov.bc.ca); Derksen, Lory LASS:EX (Lory.Derksen@leg.bc.ca)
Subject: 317194 - Vancouver Island Rail
Sent: 04/17/2023 16:16:45
Attachments: image001.png
Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Good morning,

Our office has been asked for information on the announcement of the study for rail transportation on Vancouver Island. They are wondering how the \$18 million will be spent and who can access it.

Are you able to provide any details that we can pass along?

Thanks,

Carrie Smith

Constituency Assistant to;
MLA John Rustad
Nechako Lakes
183 First Street, PO Box 421
Vanderhoof, British Columbia V0J 3A0
Office: (250) 567-6820
E-mail: Carrie.Smith@leg.bc.ca

Note: Email response to getthenet@nanoose.org.

June 26, 2023

Chief Gordon Edwards
Snaw-naw-as First Nation
209 Mallard Way
Lantzville BC V0R 2H0

Reference: 316127

Dear Chief Edwards:

Re: Island Rail Corridor

Thank you for your letters of February 24 and March 1, 2023, regarding the Island Corridor Foundation and Island Rail Corridor.

Our government understands and supports the need for a reconciliation-based approach when considering the future of the Island Rail Corridor. As you know, the federal government has now announced that, as part of this process, it will be returning the land along the corridor that lies within your territory to the Snaw-naw-as First Nation.

Whether the future of the corridor involves rail restoration or not, any shared vision for the corridor must be guided by Indigenous participation and perspectives.

This is an important corridor that could play a significant role in Vancouver Island's future, and we hope as much of it as possible can be preserved. There is much more discussion to be had and that must be done in collaboration with the federal government, First Nations, and local government. I know First Nations up and down the corridor have different opinions, perspectives and aspirations about what the future looks like, but where we all find agreement is that reconciliation must go hand in hand with discussions on future of the corridor.

I understand my staff have reached out to the Snaw-naw-as First Nation and other First Nations, municipalities and regional districts along the corridor to arrange a meeting in Nanaimo on July 19, 2023, to discuss a future vision for this important corridor. I hope that the Snaw-naw-as First Nation is able to participate.

.../2

Thank you again for taking the time to write.

Sincerely,

Rob Fleming
Minister

Copy to: Premier David Eby

Honourable Murray Rankin
Minister of Indigenous Relations and Reconciliation
MLA, Oak Bay-Gordon Head

Kevin Richter, Associate Deputy Minister
Highways and Regional Services Division



June 26, 2023

Chief Gordon Edwards
Snaw-naw-as First Nation
209 Mallard Way
Lantzville BC V0R 2H0

Reference: 316127

Dear Chief Edwards:

Re: Island Rail Corridor

Thank you for your letters of February 24 and March 1, 2023, regarding the Island Corridor Foundation and Island Rail Corridor.

Our government understands and supports the need for a reconciliation-based approach when considering the future of the Island Rail Corridor. As you know, the federal government has now announced that, as part of this process, it will be returning the land along the corridor that lies within your territory to the Snaw-naw-as First Nation.

Whether the future of the corridor involves rail restoration or not, any shared vision for the corridor must be guided by Indigenous participation and perspectives.

This is an important corridor that could play a significant role in Vancouver Island's future, and we hope as much of it as possible can be preserved. There is much more discussion to be had and that must be done in collaboration with the federal government, First Nations, and local government. I know First Nations up and down the corridor have different opinions, perspectives and aspirations about what the future looks like, but where we all find agreement is that reconciliation must go hand in hand with discussions on future of the corridor.

I understand my staff have reached out to the Snaw-naw-as First Nation and other First Nations, municipalities and regional districts along the corridor to arrange a meeting in Nanaimo on July 19, 2023, to discuss a future vision for this important corridor. I hope that the Snaw-naw-as First Nation is able to participate.

.../2

Thank you again for taking the time to write.

Sincerely,

A handwritten signature in black ink, appearing to read 'Rob Fleming', with a stylized, cursive script.

Rob Fleming
Minister

Copy to: Premier David Eby

Honourable Murray Rankin
Minister of Indigenous Relations and Reconciliation
MLA, Oak Bay-Gordon Head

Kevin Richter, Associate Deputy Minister
Highways and Regional Services Division

From: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)
To: getthenet@nanoose.org
Cc: OfficeofthePremier, Office PREM:EX (Premier@gov.bc.ca); Minister, IRR IRR:EX (IRR.Minister@gov.bc.ca); Richter, Kevin J MOTI:EX (Kevin.Richter@gov.bc.ca)
Bcc: Hayre, Courtney TRAN:EX (Courtney.Hayre@gov.bc.ca); TRAN SCR CORR TRAN:EX (TRANSCR@gov.bc.ca)
Subject: 316127 - Island Rail Corridor
Sent: 06/26/2023 20:26:27
Attachments: 316127 Response.pdf, 316127 Incoming - Letter from Snaw naw as Elected Chief Gordon Edwards re: Island Corridor Foundation.msg, Letter Opposing Restoring the Island Rail Corridor as a Railway.msg
Message Body:

Chief Gordon Edwards

Snaw-naw-as First Nation

316127 - Island Rail Corridor

Dear Chief Edwards:

Please find attached correspondence from the Honourable Rob Fleming, Minister of Transportation and Infrastructure.

Sincerely,

Office of the Minister

Ministry of Transportation and Infrastructure



June 26, 2023

Chief Gordon Edwards
Snaw-naw-as First Nation
209 Mallard Way
Lantzville BC V0R 2H0

Reference: 316127

Dear Chief Edwards:

Re: Island Rail Corridor

Thank you for your letters of February 24 and March 1, 2023, regarding the Island Corridor Foundation and Island Rail Corridor.

Our government understands and supports the need for a reconciliation-based approach when considering the future of the Island Rail Corridor. As you know, the federal government has now announced that, as part of this process, it will be returning the land along the corridor that lies within your territory to the Snaw-naw-as First Nation.

Whether the future of the corridor involves rail restoration or not, any shared vision for the corridor must be guided by Indigenous participation and perspectives.

This is an important corridor that could play a significant role in Vancouver Island's future, and we hope as much of it as possible can be preserved. There is much more discussion to be had and that must be done in collaboration with the federal government, First Nations, and local government. I know First Nations up and down the corridor have different opinions, perspectives and aspirations about what the future looks like, but where we all find agreement is that reconciliation must go hand in hand with discussions on future of the corridor.

I understand my staff have reached out to the Snaw-naw-as First Nation and other First Nations, municipalities and regional districts along the corridor to arrange a meeting in Nanaimo on July 19, 2023, to discuss a future vision for this important corridor. I hope that the Snaw-naw-as First Nation is able to participate.

.../2

Thank you again for taking the time to write.

Sincerely,

A handwritten signature in black ink, appearing to read 'Rob Fleming', with a stylized, cursive script.

Rob Fleming
Minister

Copy to: Premier David Eby

Honourable Murray Rankin
Minister of Indigenous Relations and Reconciliation
MLA, Oak Bay-Gordon Head

Kevin Richter, Associate Deputy Minister
Highways and Regional Services Division

From: Jason Harman (JHarman@jfkllaw.ca)

To: Eby.MLA, David LASS:EX (David.Eby.MLA@leg.bc.ca); Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca); Marc.Miller@parl.gc.ca; Minister, IRR IRR:EX (IRR.Minister@gov.bc.ca)

Cc: Gordon Edwards (branches6@shaw.ca); Kianna Watts (Governance@nanoose.org); Brent Edwards (getthenet@nanoose.org); Robin Phillips (RPhillips@jfkllaw.ca); Tiffaney Metheral (TMetheral@jfkllaw.ca)

Subject: Letter Opposing Restoring the Island Rail Corridor as a Railway

Sent: 03/04/2023 19:10:28

Attachments: s. 16
s. 16

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Dear Premier and Honourable Ministers,

Please find attached a letter from s. 16

Thank you,

Jason

Jason M. Harman

(he/him/his)

Associate

JFK Law LLP

340 – 1122 Mainland Street

Vancouver BC V6B 5L1

Located on the traditional and unceded territories of the Coast Salish People including the Musqueam, Tsleil-Waututh and Squamish Nations.

T 604 687 0549 ext 111

F 604 687 2696

E jharman@jfkllaw.ca

www.jfkllaw.ca

Please consider the environment before printing this email.

CONFIDENTIALITY: This e-mail message (including attachments, if any) is confidential and is intended only for the addressee. Any unauthorized use or disclosure is strictly prohibited. Disclosure of this e-mail to anyone other than the intended addressee does not constitute waiver of privilege. If you have received this communication in error, please notify us immediately and delete this. Thank you for your cooperation.

June 26, 2023

s. 22

Reference: 316381

Dea s. 22

Re: Island Rail Corridor

Thank you for your letter about the Island Rail Corridor.

Our government recognizes people want more travel options on Vancouver Island. The Island Rail Corridor could play a significant role in Vancouver Island's future as our population grows, and we want to preserve as much of the corridor as possible.

Future use of the corridor, whether it involves rail restoration or not, must be guided by Indigenous participation and perspectives. As part of this reconciliation-based approach, the B.C. and federal governments recently announced that the land along the corridor that lies within Snaw-naw-as territory will return to the First Nation.

I know people up and down the corridor have different opinions, perspectives and aspirations about what the future looks like. We are committed to working with First Nations and local governments to develop and advance a shared vision for the corridor. The provincial government has committed \$18 million to allow for future corridor planning involving affected First Nations and regional districts. This funding will also allow them to assess safety, flooding, noise, and other concerns they may have related to the corridor. As we move forward, our discussions will go hand in hand with reconciliation.

The ministry continues to invest in other transportation improvements for the South Island, guided by our South Island Transportation Strategy, as we build a resilient, clean and reliable transportation network. We are now working with our municipal partners and other key stakeholders on implementing these ideas on Vancouver Island. You can read more about the strategy online at

<https://www2.gov.bc.ca/gov/content/transportation/transportation-reports-and-reference/reports-studies/vancouver-island/south-island-transportation-strategy>

.../2

Thank you again for taking the time to write.

Sincerely,

A handwritten signature in black ink, appearing to read "Rob Fleming". The signature is fluid and cursive, with the first name "Rob" and last name "Fleming" clearly distinguishable.

Rob Fleming
Minister



June 26, 2023

s. 22

Reference: 316471

Dear s. 22

Re: Island Rail Corridor

Thank you for your letter regarding the Island Rail Corridor.

I appreciated you sharing with me your memories of the old E&N rail line. Our government recognizes people want more travel options on Vancouver Island. The Island Rail Corridor could play a significant role in Vancouver Island's future as our population grows, and we want to preserve as much of the corridor as possible.

Future use of the corridor, whether it involves rail restoration or not, must be guided by Indigenous participation and perspectives. As part of this reconciliation-based approach, the B.C. and federal governments announced that the land along the corridor that lies within Snaw-naw-as territory will return to the First Nation.

I know people up and down the corridor have different opinions, perspectives and aspirations about what the future looks like. We are committed to working with First Nations and local governments to develop and advance a shared vision for the corridor. The provincial government has committed \$18 million to allow for future corridor planning involving affected First Nations and regional districts. This funding will also allow them to assess safety, flooding, noise, and other concerns they may have related to the corridor. As we move forward, our discussions will go hand in hand with reconciliation.

The ministry continues to invest in other transportation improvements for the South Island, guided by our South Island Transportation Strategy, as we build a resilient, clean and reliable transportation network. We are now working with our municipal partners and other key stakeholders on implementing these ideas on Vancouver Island. You can read more about the strategy online at

<https://www2.gov.bc.ca/gov/content/transportation/transportation-reports-and-reference/reports-studies/vancouver-island/south-island-transportation-strategy>

.../2

Thank you again for taking the time to write.

Sincerely,

A handwritten signature in black ink, appearing to read "Rob Fleming". The signature is fluid and cursive, with the first name "Rob" and last name "Fleming" clearly distinguishable.

Rob Fleming
Minister

June 26, 2023

s. 22

Reference: 316471

Dear s. 22

Re: Island Rail Corridor

Thank you for your letter regarding the Island Rail Corridor.

I appreciated you sharing with me your memories of the old E&N rail line. Our government recognizes people want more travel options on Vancouver Island. The Island Rail Corridor could play a significant role in Vancouver Island's future as our population grows, and we want to preserve as much of the corridor as possible.

Future use of the corridor, whether it involves rail restoration or not, must be guided by Indigenous participation and perspectives. As part of this reconciliation-based approach, the B.C. and federal governments announced that the land along the corridor that lies within Snaw-naw-as territory will return to the First Nation.

I know people up and down the corridor have different opinions, perspectives and aspirations about what the future looks like. We are committed to working with First Nations and local governments to develop and advance a shared vision for the corridor. The provincial government has committed \$18 million to allow for future corridor planning involving affected First Nations and regional districts. This funding will also allow them to assess safety, flooding, noise, and other concerns they may have related to the corridor. As we move forward, our discussions will go hand in hand with reconciliation.

The ministry continues to invest in other transportation improvements for the South Island, guided by our South Island Transportation Strategy, as we build a resilient, clean and reliable transportation network. We are now working with our municipal partners and other key stakeholders on implementing these ideas on Vancouver Island. You can read more about the strategy online at

<https://www2.gov.bc.ca/gov/content/transportation/transportation-reports-and-reference/reports-studies/vancouver-island/south-island-transportation-strategy>

.../2

Thank you again for taking the time to write.

Sincerely,

A handwritten signature in black ink, appearing to read "Rob Fleming". The signature is fluid and cursive, with the first name "Rob" and last name "Fleming" clearly distinguishable.

Rob Fleming
Minister



June 26, 2023

s. 22

Reference: 316381

Dear s. 22

Re: Island Rail Corridor

Thank you for your letter about the Island Rail Corridor.

Our government recognizes people want more travel options on Vancouver Island. The Island Rail Corridor could play a significant role in Vancouver Island's future as our population grows, and we want to preserve as much of the corridor as possible.

Future use of the corridor, whether it involves rail restoration or not, must be guided by Indigenous participation and perspectives. As part of this reconciliation-based approach, the B.C. and federal governments recently announced that the land along the corridor that lies within Snaw-naw-as territory will return to the First Nation.

I know people up and down the corridor have different opinions, perspectives and aspirations about what the future looks like. We are committed to working with First Nations and local governments to develop and advance a shared vision for the corridor. The provincial government has committed \$18 million to allow for future corridor planning involving affected First Nations and regional districts. This funding will also allow them to assess safety, flooding, noise, and other concerns they may have related to the corridor. As we move forward, our discussions will go hand in hand with reconciliation.

The ministry continues to invest in other transportation improvements for the South Island, guided by our South Island Transportation Strategy, as we build a resilient, clean and reliable transportation network. We are now working with our municipal partners and other key stakeholders on implementing these ideas on Vancouver Island. You can read more about the strategy online at

<https://www2.gov.bc.ca/gov/content/transportation/transportation-reports-and-reference/reports-studies/vancouver-island/south-island-transportation-strategy>

.../2

Thank you again for taking the time to write.

Sincerely,

A handwritten signature in black ink, appearing to read "Rob Fleming". The signature is fluid and cursive, with the first name "Rob" and last name "Fleming" clearly distinguishable.

Rob Fleming
Minister

From: Fleming.MLA, Rob (Rob.Fleming.MLA@leg.bc.ca)
To: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)
Subject: 318780 FW: Open Letter - Rebuilding Contemporary Rail For the Next 7 Generations
Sent: 07/19/2023 16:40:13
Attachments: image001.jpg, image004.png, s. 22
Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

From: s. 22
Sent: July 18, 2023 5:52 PM
To: rob@esquimaltnation.ca; 'Katie Hooper' <Katie@esquimaltnation.ca>; info@malahatnation.com; info@coastsalishdevcorp.com; aaron.hamilton@lakecowichanfn.com; cyrl.livingstone@lakecowichanfn.com; sherry@icfn.ca; qbtown@qualicumbeach.com; receptionist@halalt.org; reception@komoks.ca; info@hupacasath.ca; margaret@hupacasath.ca; ceo@hupacasath.ca; info@hesquiaht.ca; chief@tsartlip.com; info@songhees.com; info@malahatnation.com; reception@halalt.org; admin@mamalilikulla.ca; info@hesquiaht.ca; reception@weiwaikum.ca
Cc: Fleming.MLA, Rob <Rob.Fleming.MLA@leg.bc.ca>; Staite, Janelle A MOTI:EX <Janelle.Staite@gov.bc.ca>; 'Dave Hayden' <dave.h@islandrailcorp.com>; alex.s@islandrailcorp.com; cahilton@indigenomics.com; 'Angela van den Hout' <angela@sgibc.ca>
Subject: Open Letter - Rebuilding Contemporary Rail For the Next 7 Generations

Our plan is to rebuild the old Esquimalt & Nanaimo Railway for the benefit of the 14 First Nations who reside on the railway today.

We want to provide substantial lease payment for the use of the railway right of way.

We want First Nation people to benefit from being partners in this rebuild.

We look forward to continued dialogue with First Nations People as the benefits are enormous and will add to the potential of First Nations being a part of the \$100 billion Indigenous Economy.

Igniting the \$100 billion Indigenous economy It is time. It is time to increase the visibility, role, and responsibility of the emerging modern Indigenous economy and the people involved. This is the foundation for economic reconciliation. This is Indigenomics.

Comments from Carol Anne Hilton

s. 22

From: Transportation, Minister TRAN:EX (Minister.Transportation@gov.bc.ca)

To: s. 22

Cc: OfficeofthePremier, Office PREM:EX (Premier@gov.bc.ca); Pearson, Michael TRAN:EX (Michael.Pearson@gov.bc.ca)

Bcc: TRAN SCR CORR TRAN:EX (TRANSCR@gov.bc.ca)

Subject: 313562 - Vancouver Island Rail

Sent: 11/15/2022 16:56:44

Attachments: 313562 Incoming - Vancouver Island Rail - A Call to Action - Now! Time is of the essence..msg, 313562 Incoming B (PO) - Vancouver Island Rail - A Call to Action - Now! Time is of the essence..msg

Message Body:

s. 22

313562 - Vancouver Island Rail

s. 22

Dear

Thank you for your email regarding the Vancouver Island Rail corridor.

The provincial government recognizes people want more options to travel without a vehicle, and we too see the potential of the rail corridor.

As you probably know, the Island Corridor Foundation (ICF) owns the land and the rail line. The provincial government has continued to work with the ICF and with local First Nations and decision makers to explore the best option for this corridor moving forward. Our goal remains to find the best use for the Island Rail Corridor, as well as to support First Nations interests in these discussions.

Ministry staff have provided some initial feedback to the ICF on its [business plan](#), highlighting the importance of First Nations consultation and the need for an adequate contingency in the proposed costs. For the ministry to advance any project, it must be supported by a strong business case where the benefits to the public clearly outweigh the costs. More discussion will be needed to determine the best way to proceed. In the meantime, we are also closely monitoring how the federal government responds to a BC Court of Appeal ruling related to sections of the corridor that bisect the Snaw-Naw-As First Nation Reserve.

I have shared your email with ministry staff involved in this work for their information. You may also wish to share your ideas with the ICF through its [online comment submission form](#).

The ministry, through BC Transit, continues to support the delivery of regional transit services like

the Route 66 Duncan commuter service. As you may know, this service operates four round trips on weekdays from Duncan during peak morning travel hours, with four return trips from Victoria during peak afternoon travel hours. BC Transit's Route 44 service also operates between Duncan and Victoria on Saturdays, with three round trips between the Cowichan Valley and Victoria providing another option for travellers.

Thank you again for taking the time to write.

Sincerely,

Rob Fleming

Minister

Copy to: Premier John Horgan

Mike Pearson, Director

Vancouver Island District

From: TRAN Corporate Writing Services TRAN:EX (TRANWritingServices@gov.bc.ca)
To: TRAN Corporate Writing Services TRAN:EX (TRANWritingServices@gov.bc.ca)
Subject: 313562 Incoming - Vancouver Island Rail - A Call to Action - Now! Time is of the essence.
Sent: 10/26/2022 20:22:59
Message Body:

From: s. 22
Sent: October 25, 2022 8:57 PM
To: Transportation, Minister TRAN:EX <Minister.Transportation@gov.bc.ca>
Subject: Vancouver Island Rail - A Call to Action - Now! Time is of the essence.

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

To Rob Fleming, Minister of Transportation and Infrastructure:

Please receive this letter which is in support of the Vancouver Island Transportation Corridor Coalition (VITCC) and its advocacy of having the former E&N rail corridor (now "Island Rail") upgraded to modern transportation standards. Much depends on your support of this endeavour.

The Island Rail Corridor has been an important part of Vancouver Island's transportation network for nearly 140 years. However, through a lack of investment it risks disappearing altogether. As the great Canadian singer Joni Mitchell put it: "you don't know what you've got 'till its gone."

All too common events like flooding, landslides, and accidents have stopped traffic on the Island Highway and on other highways. They have resulted in barriers to the flow of goods and people that create inequality, in addition to causing delays. Yet the rail corridor is still there.

Adequate funding will make the rail transportation corridor even more important in the Island's future as it will provide an alternative to road-only transportation which is so desperately needed.

Why is this important?

In today's world, economic and social development is heavily dependent on proper access to good transportation options. Changes in climate and limited road-transportation corridors have exacerbated the situation. This is very evident on Vancouver Island, and it needs serious attention:

- Growing extreme weather events like those experienced last fall.
- Limited transportation corridors that were affected by flooding, snow, etc.
- Alternative for those who drive and an option for those who don't.
- Continuing population growth along with relocation of residents to central parts of the Island for more affordable housing, even at the greater expense of longer commutes.
- Rail is more efficient at moving freight and passengers and is proven to draw people out of their cars.
- Rail can shape our urban environments in a manner more positive than other modes, namely the car.
- It can co-exist with other modes in a multi-modal transportation system, like the ability to carry bikes on board.
- Rail has, and can once again, encourages and supports the Island's tourism industry and the jobs and tax revenues it generates.

Currently, residents of this island are inadequately connected, as the only way to travel is by car and by a very limited bus service. This affects especially seniors, students, those without cars, and those who can not drive. But as you know the costs of adding highway capacity, both in construction and in environmental losses, including to precious wetlands, is horrendously high and is no longer acceptable in today's climate.

With our growing population on Vancouver Island, we need diversity in our transportation options. One that can complement our existing highway networks, while embracing both biking and hiking trails as an integrated part of a redeveloped state-of-the-art Island railway network.

That is why we urge Honourable Members of Provincial and Federal governments to seriously consider the business plan put forth by the Island Corridor Foundation. Activation of that plan will make viable, for years to come, the Island Corridor's rail system.

The lack of dependable transportation options impacts me personally. Here's how ... (explain the impact on your life, your social connections, business, volunteering, etc.). Looking forward, rail will play an increasingly important role in reducing B.C.'s carbon footprint, development of climate change resilience, and allow citizens to move freely to participate in the Canadian economy.

Transportation alternatives are important. Please consider this request.

Thank you.

s. 22

From: TRAN Corporate Writing Services TRAN:EX (TRANWritingServices@gov.bc.ca)
To: Thomson, Sarah C PREM:EX (Sarah.Thomson@gov.bc.ca)
Cc: TRAN Corporate Writing Services TRAN:EX (TRANWritingServices@gov.bc.ca)
Subject: 313562 Incoming B (PO) - Vancouver Island Rail - A Call to Action - Now! Time is of the essence.
Sent: 11/01/2022 21:10:04
Message Body:

From: s. 22
Sent: October 25, 2022 8:57 PM
To: OfficeofthePremier, Office PREM:EX <Premier@gov.bc.ca>
Subject: Vancouver Island Rail - A Call to Action - Now! Time is of the essence.

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

To Honourable Mike Horgan, Premier: Government of BC

Please receive this letter which is in support of the Vancouver Island Transportation Corridor Coalition (VITCC) and its advocacy of having the former E&N rail corridor (now ?Island Rail?) upgraded to modern transportation standards. Much depends on your support of this endeavour.

The Island Rail Corridor has been an important part of Vancouver Island?s transportation network for nearly 140 years. However, through a lack of investment it risks disappearing altogether. As the great Canadian singer Joni Mitchell put it: ?you don?t know what you?ve got ?till its gone.?

All too common events like flooding, landslides, and accidents have stopped traffic on the Island Highway and on other highways. They have resulted in barriers to the flow of goods and people that create inequality, in addition to causing delays. Yet the rail corridor is still there.

Adequate funding will make the rail transportation corridor even more important in the Island?s future as it will provide an alternative to road-only transportation which is so desperately needed.

Why is this important?

In today?s world, economic and social development is heavily dependent on proper access to good transportation options. Changes in climate and limited road-transportation corridors have exacerbated the situation. This is very evident on Vancouver Island, and it needs serious attention:

- Growing extreme weather events like those experienced last fall.
- Limited transportation corridors that were affected by flooding, snow, etc.
- Alternative for those who drive and an option for those who don?t.
- Continuing population growth along with relocation of residents to central parts of the Island for more affordable housing, even at the greater expense of longer commutes.
- Rail is more efficient at moving freight and passengers and is proven to draw people out of their cars.
- Rail can shape our urban environments in a manner more positive than other modes, namely the car.
- It can co-exist with other modes in a multi-modal transportation system, like the ability to carry bikes on board.
- Rail has, and can once again, encourages and supports the Island?s tourism industry and the jobs and tax revenues it generates.

Currently, residents of this island are inadequately connected, as the only way to travel is by car and by a very limited bus service. This affects especially seniors, students, those without cars, and those who can not drive. But as you know the costs of adding highway capacity, both in construction and in environmental losses, including to precious wetlands, is horrendously high and is no longer acceptable in today?s climate.

With our growing population on Vancouver Island, we need diversity in our transportation options. One that can complement our existing highway networks, while embracing both biking and hiking trails as an integrated part of a redeveloped state-of-the-art Island railway network.

That is why we urge Honourable Members of Provincial and Federal governments to seriously consider the business

plan put forth by the Island Corridor Foundation. Activation of that plan will make viable, for years to come, the Island Corridor's rail system.

The lack of dependable transportation options impacts me personally. Here's how ? (explain the impact on your life, your social connections, business, volunteering, etc.). Looking forward, rail will play an increasingly important role in reducing B.C.'s carbon footprint, development of climate change resilience, and allow citizens to move freely to participate in the Canadian economy.

Transportation alternatives are important. Please consider this request.

Thank you.

s. 22

From: Fleming.MLA, Rob LASS:EX (Rob.Fleming.MLA@leg.bc.ca)
To: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca)
Subject: 315659 - FW: Transit
Sent: 02/06/2023 18:25:51
Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

From: s. 22
Sent: February 4, 2023 5:16 PM
To: Fleming.MLA, Rob <Rob.Fleming.MLA@leg.bc.ca>
Subject: Transit

For a great many years I have watched my tax dollars go to building Skytrains in Greater Vancouver with usage growing every year. When will it be the turn for the island to finally get a sky train? One line from Swartz bay to Duncan would give greater victoria the ability to become a walkable, more livable, cleaner, safer area for all municipalities. Come on Rob do something epic for the capital region. You guys were going to build a 800 million dollar museum, put it into transit.

s. 22

From: [Fleming.MLA, Rob LASS:EX](#)
To: [Minister, MOTI MOTI:EX](#)
Subject: 315661 - FW: Restore Rail Service on Vancouver Island
Date: February 3, 2023 10:20:25 AM

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

From: s. 22
Sent: February 2, 2023 1:49 PM
To: Fleming.MLA, Rob <Rob.Fleming.MLA@leg.bc.ca>
Subject: Restore Rail Service on Vancouver Island

Hello Minister Fleming,

s. 22 I am writing to you to take into consideration the need to restore rail service to Vancouver Island and to support the Island Corridor Foundation's mission for the same purpose. I chose to write to you as my MLA rather than your role as the Minister of Transportation and Infrastructure because I feel that it is important you hear from the people who elected you rather than hearing from me as a concerned citizen based on your current portfolio.

s. 22
s. 22 where rail service is accessible to almost all people regardless of whether they are in rural locations or a major city like Tokyo. I have been lucky to have traveled and visited many parts of those countries because of rail. Even within Canada, I have found passenger rail systems to be a functional alternative to air or car travel s. 22

s. 22 The sense of freedom to see the country has been one of the best experiences of my life.

Since moving to Vancouver Island, I have not had the same experience. I have barely explored the Island because everywhere I go, I require a car. There are no safe and reliable bus service between the cities on the east coast of the island. For the past few years, this wasn't an issue since the pandemic has limited travel. However, now that it's safer to travel, I find myself hesitant to drive to Nanaimo, Courtney, and beyond to visit. s. 22

s. 22 This is hardly a great scenario for someone wanting to retire and explore. On the other side, s. 22
s. 22

I urge you to really consider what transportation should look like in 20 or 30 years. I missed my chance at experiencing rail travel do to my "youth" and will probably not live long enough to see Star

Trek style teleportation to destinations.

I would like a response on how you plan to consider my request. I understand that there are many things to consider and the cost of restoration is probably very high. There are likely risks and benefits to consider as well like safety, noise pollution, environmental benefits, Consultation with First Nations. All I ask is you think about the future and how you plan to move yourself once your eyes are also too old to see.

Thank you,

s. 22

From: Chairperson (chairperson@islandrail.ca)

To: omar.alghabra@parl.gc.ca

Cc: Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca); Marc.Miller@parl.gc.ca; Larry Stevenson (larrystevenson@islandrail.ca)

Subject: 316075 - Meeting request re: Vancouver Island Rail Corridor

Sent: 02/22/2023 00:41:17

Attachments: image001.jpg, Minister Alghabra - ICF Meeting request.pdf

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Honourable Omar Alghabra,

Please see attached letter regarding the railway corridor on Vancouver Island.

Sincerely,

Aaron Stone and Charlene Everson
Co-Chairs
Island Corridor Foundation



February 21, 2023

The Honourable Omar Alghabra
Minister of Transport

We are writing as Co-Chairs of the Island Corridor Foundation (ICF) on Vancouver Island, BC. The ICF is a federally registered non-profit organization that acquired and owns the rail corridor on Vancouver Island. We have been working to restore rail service to the Island since VIA Rail suspended passenger service in 2011.

You are no doubt aware that we are currently awaiting decisions from the Government of Canada and the Government of BC stemming from a lawsuit in relation to the current and future use of the rail corridor. In that case, a Vancouver Island First Nation brought an action against the ICF and the Government of Canada that essentially said the lands occupied by the corridor were taken for rail purposes and if they were not being used for rail purposes they need to be returned. The court ruled that in fact the corridor was being held for rail purposes but could not be held indefinitely and ordered that the Government of Canada and the Government of BC must:

“...decide if restoring all or part of the corridor is in the public interest, and if so, whether the cost to so is also in the public interest....and whether it will approve funding for infrastructure improvements...”

The court went further to say that a period of 18 months should be sufficient for the Government of Canada and the Government of BC to make those decisions. That 18-month period will expire on March 14, 2023.

Since the court ruling the ICF developed and submitted a business case to both Government of Canada and the Government of BC. There has also been a great deal of work done by the Government of BC to review the business case, including the completion of technical reviews, and engagement with regional districts, municipalities, and other stakeholders.

Most importantly the Government of BC partnered with the ICF to undertake official engagements with the First Nations of Vancouver Island, and while there is much work to be done there is a willingness to move forward provided there is proper consultation and accommodation as part of the project.

It is our understanding that the Government of Canada will be informed by the work that has been completed by the Government of BC and we believe that work supports, and validates, the critical importance of this corridor to the future of Vancouver Island. It also highlights the magnitude of the loss if we do not move forward and protect this corridor for future generations.

We know time is short and can appreciate that you have a very busy schedule, however, this is an extremely important and urgent decision for Vancouver Island, BC and Canada. We would appreciate the opportunity to meet with you and your team at your earliest convenience to address any questions or concerns you may have and also how to best move forward.



Respectfully,

Aaron Stone and Charlene Everson
Co-Chairs
Island Corridor Foundation

Cc:
Honourable Marc Miller
Member of Parliament

BC MLA Honourable Rob Fleming
Minister of Transportation and Infrastructure

From:

To: Chris.Bittle@parl.gc.ca; Jagmeet.Singh@parl.gc.ca; leader@greenparty.ca; justin.trudeau@parl.gc.ca; Stevens-QP, Jennie (JStevens-QP@ndp.on.ca); mintc@tc.gc.ca; Elizabeth.May.C1@parl.gc.ca; Transport Action Canada (info@transportaction.ca); omar.alghabra@parl.gc.ca; OfficeofthePremier, Office PREM:EX (Premier@gov.bc.ca); info@islandrail.ca; mayor.council@nanaimo.ca; mayorandcouncil@victoria.ca; mayor@victoria.ca; leonard.krog@nanaimo.ca; mayor@courtenay.ca; Minister, MOTI MOTI:EX (Minister.MOTI@gov.bc.ca); ccd@ccdonline.ca; president@vitcc.ca

Subject: 316081 FYI B - Why Rails to Trails are Problematic - Vancouver Island

Sent: 02/23/2023 03:32:36

Attachments: Outlook-yd2mhprg.jpg

Message Body:

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Sorry for the repost, a couple of typos that my spellcheck missed have been corrected in red below

To:

The Right Honourable Justin Trudeau - Prime Minister of Canada
The Honourable Omar Alghabra - Minister of Transport
Chris Bittle-Member of Parliament for St. Catharines
Jennie Stevens-Member of Provincial Parliament for St. Catharines
Jagmeet Singh-Leader of Canada's New Democratic Party

Elizabeth May - Green Party of Canada Leader
The Honourable David Eby, Premier of BC

Terence Johnson - President - Transport Action Canada
Island Corridor Foundation
Leonard Krog - Mayor of Nanaimo

Mayor Lisa Helps - City of Victoria

Bob Wells - Mayor of Courtenay

Hon. Rob Fleming - BC Transport Minister

Vancouver Island Transportation Corridor Coalition

Council of Canadians with Disabilities

Re: Why Rails to Trails are Problematic

With the news that Canada must make a decision by March 14 to either save the railway to meet the growing transport needs of Vancouver Island with modern passenger trains or lose it, **I am including the short but excellent 9 minute video below which explains why Rails to Trails are problematic:**

<https://www.youtube.com/watch?v=QaDWYT5GEIY>

[Why Rails to Trails are Problematic /// HovCity Ebike](#)

Check out the Bike here! <https://www.hovsco.com/products/hovcity-step-thru-cruiser?ref=URBANIST> to Hovsco for sponsoring this video The Armchair Urbanist Series: <https://www.youtube.com/playlistlist=PLhyclWhOLttikNg2Z1aJvGPoqijpGs9qh> My Second Channel: <https://www.youtube.com/channel/UC3VLdwf4NKDkCYAiB0NAhw> Posters and other Merch here ...
www.youtube.com

For those who are unable or do not have the time to view the video I will attempt a brief summary of the points raised in the video, plus other reasons why passenger rail must be restored:

Passenger rail on Vancouver Island needs to be restored.

There is no reason a bike path cannot share the same corridor as passenger rail. Those who advocate for a bicycle-only 'solution' at the expense of improving public transit are claiming it is a zero-sum game when in fact it has been proven in countless cities & regions with a growing population that a combination bike & transit corridor is the best option.

Converting the rail corridor to an exclusive bike-only one is likely to hinder and make nigh impossible any future prospect of much-needed public transit expansion, especially on the southern part of the island with growing traffic congestion and where the highway was washed out in recent storms while the rail line was left all but intact.

Coupled with this is the fact that once the rail line is gone, any future attempt to improve public transport by restoring it will likely be faced with significant NIMBY opposition.

In addition to the points raised in the video:

A vital & environmentally sustainable passenger service is a service that everyone can use and is does not exclude those with disabilities who are not fortunate enough to be able to ride a bicycle. No Federal, Provincial or Local government who claims to be for all Canadians can ignore this issue.

The simple fact is that funding trails only, at the expense of public transport, is discriminatory to those with mobility or other health issues who are unable to ride a bike.

Finally, the simple fact is that other modes of transportation require far more extensive subsidies from the taxpayer than passenger rail does.

Passenger rail's meager funding of about \$200 million per yr is less than 1% of the government spending given to other modes

– roads (ie bus & car modes), air transport, marine terminals, bike paths, sidewalks, ect. - which aren't expected to pay their own way much less operate at a profit.

(<https://web.archive.org/web/20160602103158/http://www.comt.ca/english/statistics.pdf>)

Let's be honest: you can bet that if this were a highway, all required funding (read as unlimited funding because it's highways we're talking about) would be flowing the *nanosecond* the right of way became impassable - no such thing as "out-of-service because of deferred maintenance".

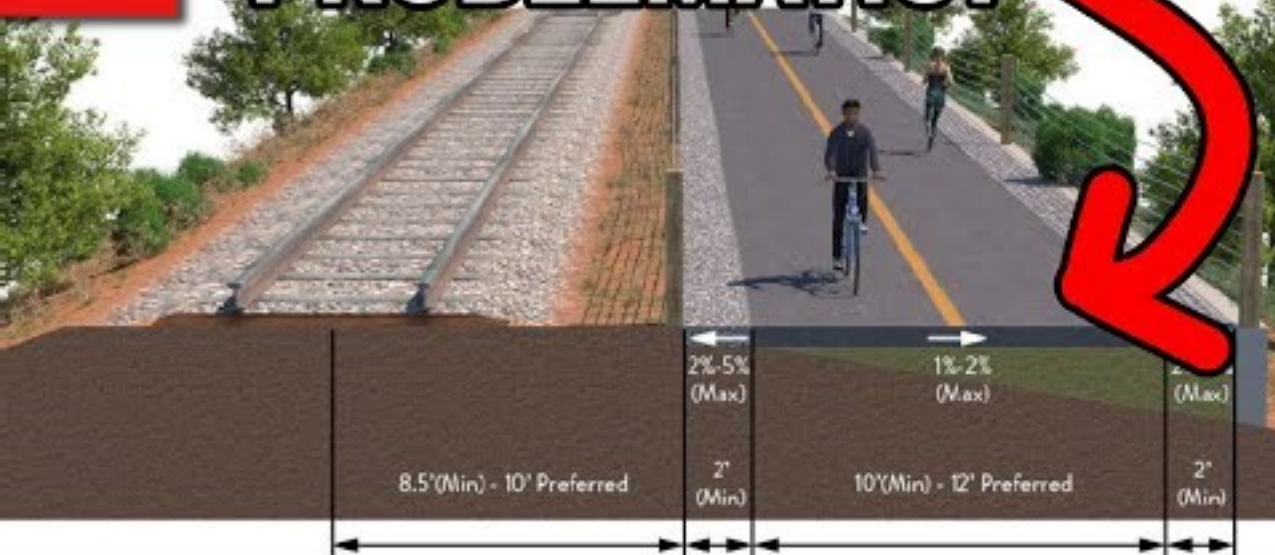
As a voter who values political parties that claim to care about climate change, pollution and highway sprawl
- and as someone who visits & spends their tax & tourist dollars on Vancouver Island nearly every year -
I am calling on all stakeholders & all levels of government to resolve the issue once & for all and get passenger rail running on Vancouver Island once again.

Thank you for your consideration,

s. 22

AU

PROBLEMATIC?



501 Belleville St.
Parliament Buildings
Victoria V8V 1X4

March 8, 2023

Hon. Rob Fleming
Minister of Transportation and Infrastructure

Please could someone who receives this letter report it to the minister.

This letter concerned about the final loss of the E&N Railway is sent to you as directly dealing with its most important role as a major tool against climate change by greatly reducing vehicle use and helping in times of disaster. It could also provide wonderful benefits: access to the whole island; bringing freight and possibly food security; business increases everywhere; alternate transit for The Malahat; and commuter rail.

Enclosed is an economic study from the Island Transformation Organization (ITO), which focused on the E&N Railway. The report shows actions for light rapid transit that could be done in a planned way in Victoria so that the financial payments would be gradual. The society consulted experts in the US and Europe. My late husband Gerry Howell Jones, a professional geographer, was part of ITO, so this letter is his voice.

CHEK-TV polls over three months showed 3 times that over 70% of citizens want the train. Citizens have worked for a long time to try to save the railway while all levels of government neglected it and the municipality removed the train from the new bridge. Recent symptoms of climate change are California's deep snow and Victoria's return to real cold 5 times this winter. With these signs of worse to come, it seems odd to lose the railway totally just when its use has become urgent.

One argument to those opposing the train revival is that climate change will affect absolutely everybody and cause highly destructive storms whose costs will much exceed the cost of revitalization. Those depending on the land itself, including the aboriginals who value nature highly, will be highly affected. A major tool that can help reduce disasters is well worth paying for.

I understand It is now up to the politicians and all parties of the agreement to save the E&N. Could you please push forward, as part of your mandate, the provincial government's offer in time for the March 14th date.

It would be a tragedy if, after so much neglect (mourned by many citizens), no rescue resulted for such an important tool against climate change and for the well-being of the whole island long into the future.

