

Rail /Trail Service Plan & Infrastructure Upgrade Project



ISLAND
CORRIDOR
FOUNDATION



SVI Rail Link

14 April 2018

Immediate Challenges

- Valuable (\$360M) rail asset requires investment
- Island population growth – transportation alternatives
- Community pressure for rail decision
- Highway congestion: Colwood crawl, Malahat, Duncan
- Highway capital / maintenance costs
- Environment – reduction of GHG emissions
- Planning/Housing - encouraging development along corridor
- Malahat North - economic initiatives
- Rail operator – SVI Long term commitment

Rail Trail Development



Rail Trail Development



- Synergy with rail – bike friendly cars
- Trail linkage with Trans Canada Trail, Spine Trail
- To date approximately 110 km has been completed
- The guidelines address all aspects of trail development and establish rural and urban design guidelines.

Existing Trail and Proposed*

CRD

- Victoria to Langford
- Atkins Road*

RDN

- Parksville to Coombs
- Nanaimo
- Lantzville

Courtenay

CVRD

- Duncan
- North Cowichan
- Shawnigan Lake*
- Duncan to Lake Cowichan
- Chemainus to Saltair
- Saltair to Ladysmith*

Current Rail Operations

Victoria Subdivision

- Active Rail Service to North Nanaimo (Superior Propane)
- Wellcox Yard, Nanaimo - active “Transload” services
 - Agricultural feed grain – Duncan
 - Utility poles out of Courtenay
 - Latex & GCC products for paper production – Port Alberni
 - Cement product for concrete production
 - Fertilizers for forest development

Current Rail Operations

Port Alberni Subdivision - Alberni Station to McLean Mill

- McLean Mill steam train tourist attraction
- Speeder car tourist run
- 500 Ties - replacement completed 2017
- Bridge Repair – two bridges

Safety / Maintenance

- SVI continues to provide ongoing weekly general inspection and maintenance over the entire Victoria Subdivision
- Within the Victoria Subdivision, the Nanaimo Operating Area, experiences enhanced levels of inspection and maintenance due to the higher rail volume in this area.
- Enhanced inspection and maintenance within the Nanaimo Operating Area includes:
 - Replacement of defective track ties, rails, and other track material
 - Culvert and drainage inspection, maintenance, and replacement
 - Vegetation management program
 - Signal inspection and maintenance at all grade crossings

Safety / Maintenance - Detail

Maintenance Material Spending

- 2016 – \$ 659,763
- 2017 – \$ 342,977
- 2018 – \$ 678,223

(Approx. Total Annual Maintenance Spending > \$1.1M/Year)

Safety / Maintenance - Detail

Signal Maintenance

- Nanaimo Operating Area – 24 crossings
- Outside Nanaimo Operating Area – 103 crossings with Automatic Warning Devices

New Signal Installations*:

- | | |
|------------------|---------------------|
| – Brunett Road | – Hutchison Ave. |
| – Esquimalt Road | – Lampson St. |
| – Wilson St. | – Maple Bank Road |
| – Devonshire | – Westshore Parkway |
| – Intervale Ave. | – Atkins Road* |

*Note: With completion of work currently in planning & progress, all crossings Victoria to Langford will meet new crossing standards.



Phase 1 - Nanaimo to Victoria - Rail Service Plan

\$43M Upgrade (Class D Estimate 2017)

Infrastructure providing:

1. Intercity VIA Passenger Rail
 - Twice daily return service Nanaimo-Victoria
2. Excursion/Tourism Rail
 - Initial Service – Nanaimo - Chemainus
 - Potential Expansion – Nanaimo -Cowichan Valley / -Malahat / -Victoria
3. Freight Rail
4. Commuter Rail – Track Base Improvements*
 - Initial Service - Langford - Victoria
 - Potential Expansion -Shawnigan Lake / Cowichan Valley - Victoria

*Subject to commuter equipment selected

Rail Infrastructure Upgrade Nanaimo-Victoria

Major Elements \$43 Million

- Tie Renewals – 120,000
- Ballast / Surface – 70,000 tonnes / 6 inch Lift
- Bridge Repairs & Upgrades
- Siding Rehabilitation
- Safety Sight & Sound Barriers First Nation Communities
- Crossing Safety Improvements
- Bridge / Trail Walkway – Chemainus Bridge

Commuter Rail Options

Langford – Victoria = 19 minutes

- **Equipment Options:**
 - Rail Diesel Car (RDC) – 100 passengers seated & standing per car (eg. 3 car train – Capacity = 300 per train)
 - Two Train Concept – capacity 3000 passengers per day
- Future Option to Cowichan Valley
- Available Track Capacity
- Rail Traffic Control
- Passing Siding at Esquimalt



Port Alberni Subdivision

- Integral Part of Long Term Strategic Plan
- SVI Continuing Support for McLean Mill Steam Train Attraction
 - Providing professional advice to ICF on track and bridge requirements
 - Assisting City of Port Alberni in track maintenance plan



Port Alberni Subdivision - Parksville – Port Alberni

Current Activity - Alberni Station to McLean Mill

- 500 Ties - replacement completed
- Bridge Repair – two bridges
- McLean Mill Steam Train Tourist Attraction
- Speeder car tourist run

Infrastructure Upgrade will provide for:

- “Rail Bridge” Concept – Port to Port
- Excursion / Tourism Rail Development

Potential Phased Upgrade by Segments:

1. Parksville – Coombs
2. Coombs – Port Alberni

Reports & Studies 2006 to Date

- MNP Report on E&N Railway - 2005
- BC MoTI / IBI Group -Evaluation of the E & N Railway Corridor –Foundation Paper –2009
- ICF / SVI - Potential for Tourism Service on Vancouver Island - 2009
- ICF / SVI – Potential for Freight Expansion – 2009
- SVI –The Advantages of Rail vs.Truck Transportation of Coal on Vancouver Island –2010
- BC MoTI / Associated Engineering / Benesch – Bridge Inspection and Assessment - E&N Railway, Vancouver Island, BC, Canada – 2012
- Island Explorer Excursion Train Feasibility Study – SVI - Sept/2014
- BC MoTI – “Evaluation of the E&N Rail Corridor as a Transit Corridor in the Capital Regional District “ – Mar/2017.....(Study discontinued)

Provincial Government Support is Key

- Proposed upgrade follows 2009 MoTI Study – Incremental approach Nanaimo to Victoria
- Rail service plan provides for: VIA inter-city, freight, tourist excursion, commuter
- Provincial approval required for Federal participation
- Pilot Commuter service (Victoria to Langford) needs separate Authority
- VIA inter-city service operating deficit covered by SVI (10 years)
- Nanaimo to Victoria upgrade respects SNA (Nanoose) litigation
- Includes Safety, Sight & Sound barriers
- Chemainus River trail bridge