

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. The Business Case was publicly released by the ICF on May 16, 2022. The Business Case has also been shared with the federal, Vancouver Island MP's as well as all members of the Island Rail Corridor, including First Nations.

An overview of First Nation reserve lands within the corridor is included in Attachment 1. The ICF has initiated initial engagement with First Nations however more fulsome engagement is required. They are working to hire a consultant to support with engagement and have asked for provincial participation. The ICF is also undertaking engagement with the five regional districts along the corridor.

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 \$) with an additional \$595 million for commuter service between West Shore and Victoria. 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.

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s.13; s.14

MoTI has agreed to participate jointly in First Nations engagement and has offered to provide financial assistance. The terms of reference for this engagement are under development. Engagement is expected to get underway by September.

Vancouver Island MLA's are being briefed on August 3 2022.

TRAN is also developing an engagement strategy for other stakeholders including:

- *Local government (municipalities and regional districts),*
- *BC Transit,*
- *Cycling coalition,*
- *Rails to Trails, and*
- *Tourism BC.*

A general timeline for these activities is outlined in Figure 1.

Proposed Next Steps:

s.13; s.16

TRAN staff have been in discussion with Transport Canada (TC) Staff. TC has indicated a willingness to participate in discussions ^{s.13; s.16}

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s.13; s.14; s.16

	July 2022	Aug 2022	Sept 2022	Oct 2022	Nov 2022	Dec 2022	Jan 2023	Feb 2023	March 2023
Engagement:									
ICF Board									
Fed Gov't									
First Nations *									
Munis/RD's **									
BC Transit									
Rails to Trails									
Cycling Associations									
Tourim BC									
Island MLA's									

s.13; s.14; s.16

* 14 First Nations

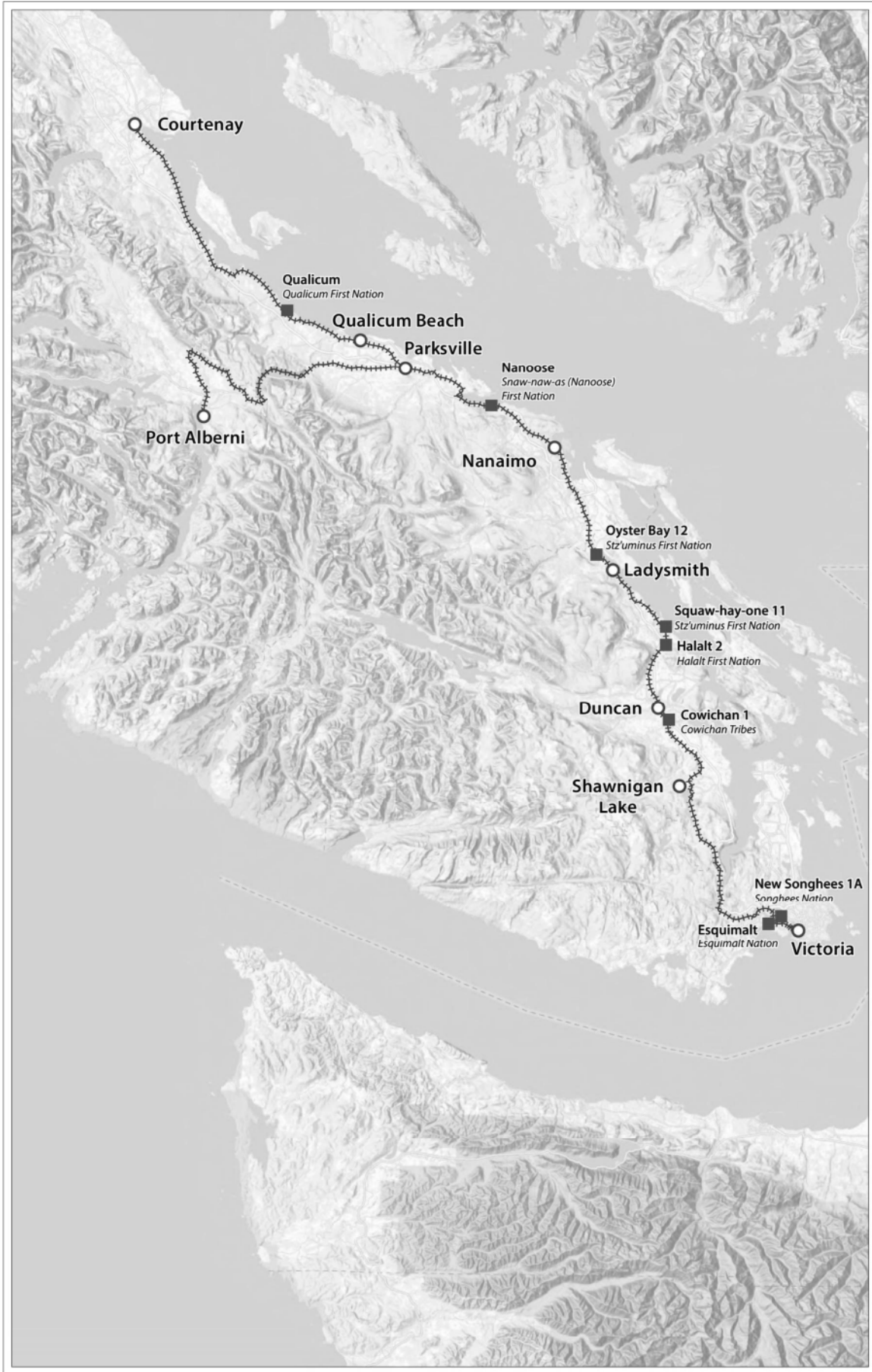
** 5 Regional Districts & 14 municipalities

Figure 1 - Milestone Activities and Dates

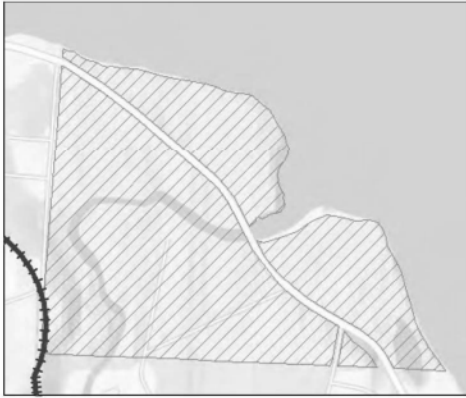
Attachment:

1. Island Rail Corridor Overview Map

Island Rail Corridor Overview Map



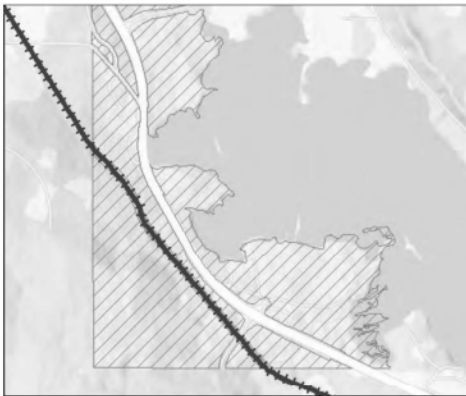
Island Rail Corridor Overview Map - Insets



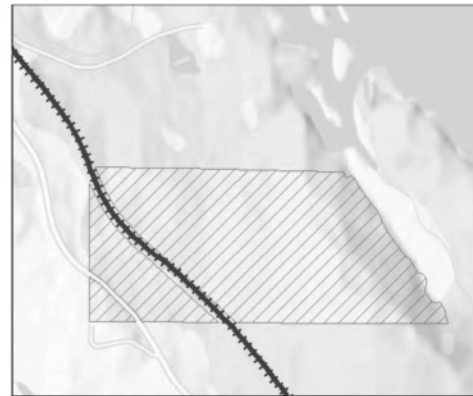
Qualicum – adjacent does not bisect
Qualicum First Nation



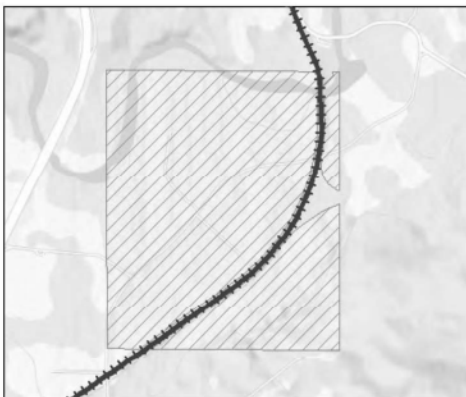
Nanoose – 1,429.3 metres bisected
Snaw-naw-as (Nanoose) First Nation



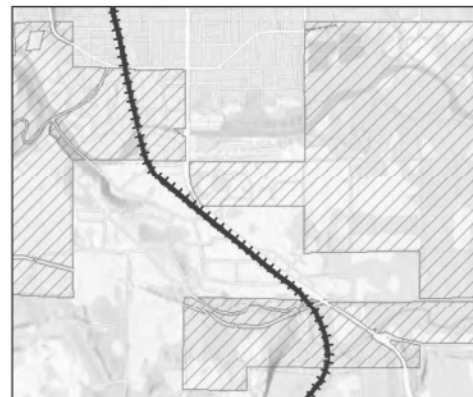
Oyster Bay 12 – 1,231.9 metres bisected
Stz'uminus First Nation



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