

CRD Transportation Committee Meeting

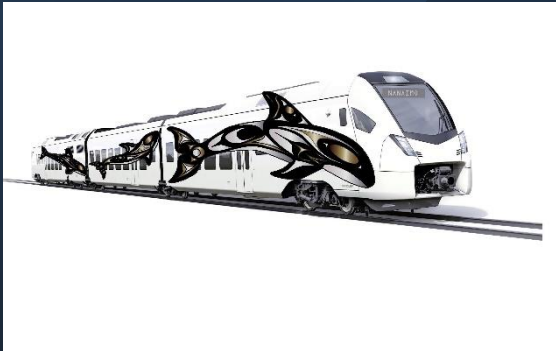
February 17, 2021



Island Corridor Foundation

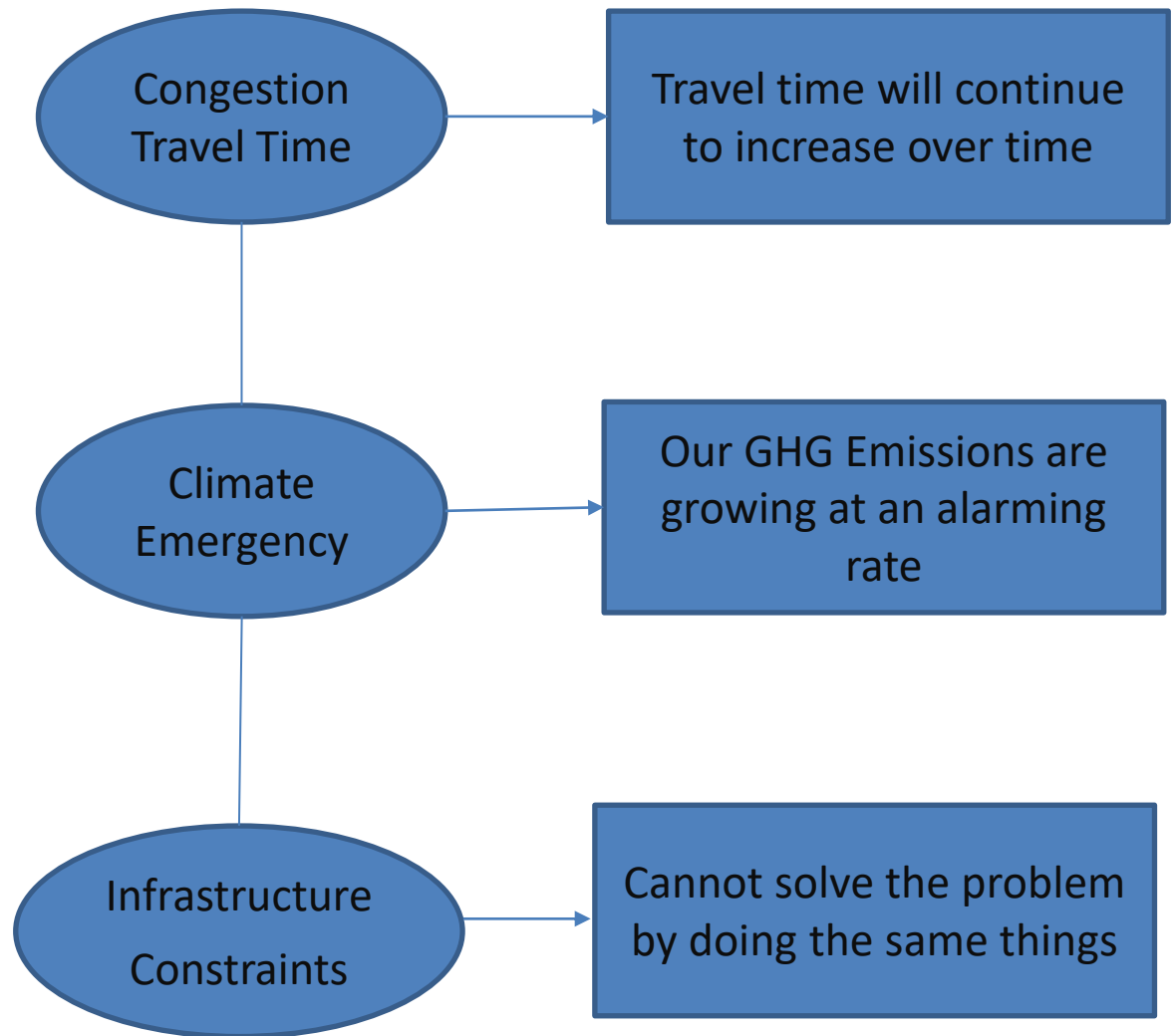
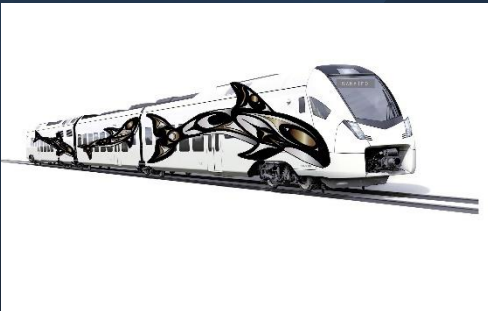


Island Corridor Foundation



- Thank you for the invitation to be here today
 - We appreciate the opportunity to talk about rail
- We will focus our discussion on three areas from recent GAP Summary
 - Confirmed Problem Statements – Rail Impact
 - CRD Board Transportation Priorities
 - Comment on Regional Transportation Authority

Confirmed Problem Statements



Rail Impact on Congestion and Travel Times



Mill Bay to Victoria – Today
43 to 70 minutes

Mill Bay to Victoria – 2038
87 to 144 Minutes

West Hills to Victoria - Today
60 to 70 minutes

West Hills to Victoria – 2038
?????



52 minutes

52 minutes

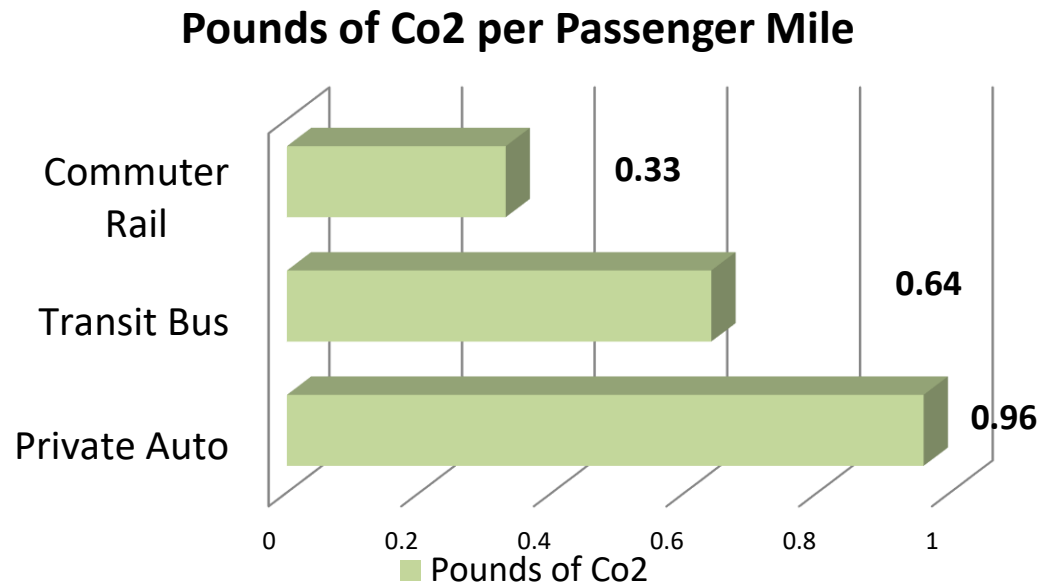
25 Minutes

25 Minutes

A fully Integrated Rail System is
Consistent – Reliable – Efficient

Rail Impact on Climate Emergency

Road Transportation accounts for
46%
of all greenhouse gas in the region

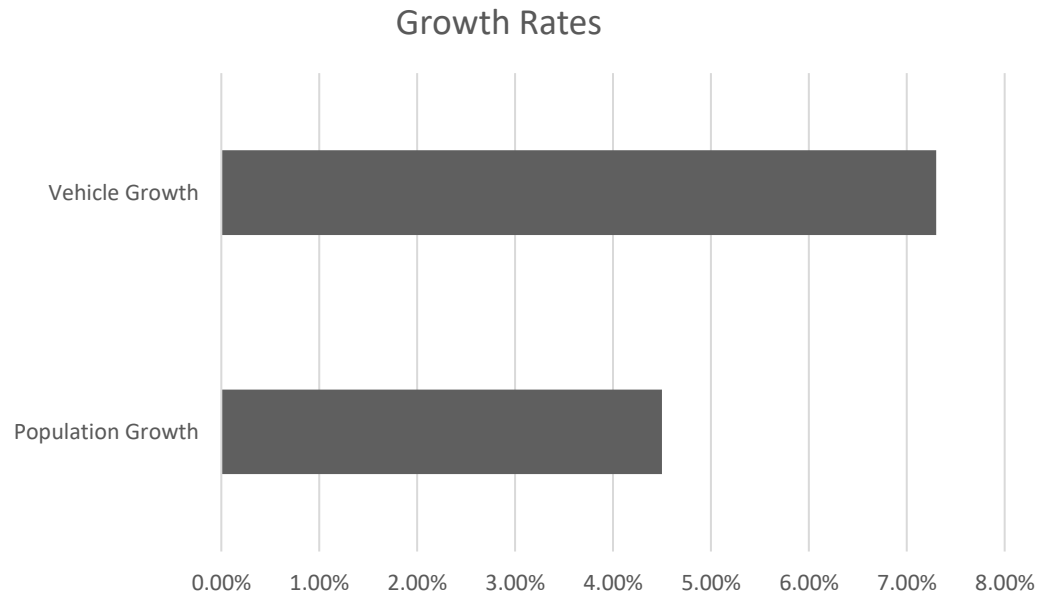


Rail Produces
1/3 of the Co2 of Car
1/2 of the Co2 of a bus

Rail Impact on Infrastructure



- Recent investment is almost solely in projects that will attract more vehicles to the road
 - \$85m for the McKenzie Interchange
 - \$35M for upgrades to Hwy 1 – Malahat
 - \$16M for southbound bus lanes Victoria

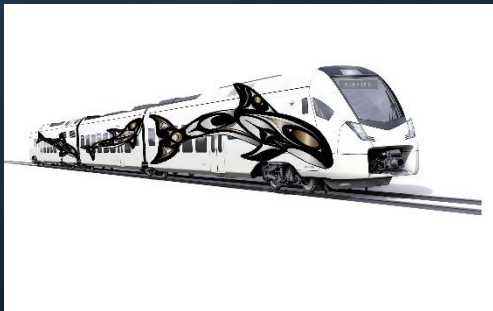


Vehicle Growth is outpacing Population Growth

Rail Impact on Infrastructure

An integrated rail system represents the best tool we have

- to effect modal change
 - We have to get over our asphalt addiction
- to plan future development
 - Transit Oriented Development
 - Connecting Economic Centers
 - Connecting Business Centers
 - Connecting Education centers
 - Connecting our Communities



We already have the corridor!

The Cost of Rail



- The Assessment
 - Released in 2020
 - Independent Cost Assessment to restore rail service
 - ICF had no input to the assessment
- ICF agreed with the basic costing assumptions
 - Base costs are correct
- ICF did not agree with the contingencies
 - Doubled the cost
- ICF did not agree with the \$700 million price tag for a commuter system in CRD
 - Overbuilt – not required in today's environment
 - Contained items like full signalization
 - Contained land acquisition costs of \$60 million
- The Province has never commented publicly

Assessment provides a good basis

The Cost to Construct

Upgrade Cost by Segment - Victoria to Langford							
per MOTI 2020 IRCCA Report - Modified							
Initial & Intermediate Phase - Excludes 115# Rail							
Segment	Direct Estimated	Construction		Project	First Nations		Total Estimated
	Costs	Supervision	Engineering	Management	Consultations	Contingency	Costs
		10%	12%	10%	15%	50%	
Victoria Yard	\$ 372,162	\$ 37,216	\$ 44,659	\$ 37,216	\$ 55,824	\$ 186,081	\$ 733,159
Victoria - Langford	\$ 7,710,962	\$ 771,096	\$ 925,315	\$ 771,096	\$ 1,156,644	\$ 3,855,481	\$ 15,190,595
Langford - Duncan	\$ 28,674,165	\$ 2,867,417	\$ 3,440,900	\$ 2,867,417	\$ 4,301,125	\$ 14,337,083	\$ 56,488,105
Duncan - Nanaimo	\$ 36,263,209	\$ 3,626,321	\$ 4,351,585	\$ 3,626,321	\$ 5,439,481	\$ 18,131,605	\$ 71,438,522
Wellcox Yard	<u>\$ 7,850,847</u>	<u>\$ 785,085</u>	<u>\$ 942,102</u>	<u>\$ 785,085</u>	<u>\$ 1,177,627</u>	<u>\$ 3,925,424</u>	<u>\$ 15,466,169</u>
Total (Victoria - Nanaimo)	\$ 80,871,345	\$ 8,087,135	\$ 9,704,561	\$ 8,087,135	\$ 12,130,702	\$ 40,435,673	\$159,316,550

CRD Board Transportation Priorities

1. Work with government/community partners to increase use of public transit, walking and cycling and to plan for and deliver an effective, long-term regional multi-modal transportation system.
 - Pleased the CRD has asked for our input
 - Rail has a role to play in a multi-modal transportation system
 - The system must be fully integrated to be successful
 - Rail combined with other systems will provide the greatest opportunity for modal shift
 - The CRD can be the driving force for the island



An integrated rail system will expand the commuting base

CRD Board Transportation Priorities



- Protect the E&N Corridor as a transportation corridor and participate in a provincial working group to come to agreement on the future use of the E&N corridor.
 - The ICF was founded as a partnership between First Nations and Regional Districts
 - A promise to the people of the island to connect our communities to the benefit of all
 - Corridor is a \$350 million asset – Continued delays are jeopardizing its future
 - Deterioration
 - Encroachment and Trespass issues
 - Loss of belief

The best way to protect the corridor?

USE IT!

A Regional Transportation Authority

- Benefits of a Regional Transportation Authority
 - Coordinated priority setting
 - Coordinated advocacy – better results
 - Shared vision and management - across all modes
 - A singular voice – is a much stronger voice
- We also need better coordination between the Regional Districts
 - Coordination with other Island area would have a higher impact – speak with a singular voice



The whole is greater than the sum of the
parts