

Dear Regional District Board,

I have updated the Vancouver Island Rail Transit again to include freight on the rail corridor. The document is online at www.railtransit.ca as well.

The main change would be to negotiate an agreement with Paper Excellence to use the rail barge terminal at the Crofton Mill and reconnect to the mainline. The rail line would run elevated around the Halalt First Nations Reserve and would keep the rail line from interfering with the water flow in the area and cost less than a tunnel. The rail barge access in Crofton would allow the Wellcox Rail Yard to be redeveloped and the right of way bisecting the Snuneymuxw First Nations to be returned.

The catenary between Langford and Duncan is expensive but it would allow the use of Stadler Flirt Battery Electric Multiple Units, and in future Stadler Kiss BEMU double decker trains between Duncan and Victoria. The operation and maintenance is less for BEMU's than for Hydrogen Fuel Cell Multiple Units per Germany who ran both and calculated the cost.

There is no difference in funding Skytrain or the West Coast Express in Metro Vancouver than funding Intercity Passenger Rail on Vancouver Island. The population of Surrey, Langley City, and the Township of Langley combined is slightly less than the population of Vancouver Island and the Intercity Rail would be a fraction of the cost of the Skytrain extension.

Using Appendix Table G-14 and Table G-16 (6 hrs off peak) in the latest Stantec Report as a reference, it shows the number of possible rail trips with the existing population on Vancouver Island as follows.

CVRD at around 1.5 million possible rail trips per year.

RDN at around 2.4 million possible rail trips per year.

Comox Valley RD at around 564,000 possible rail trips per year.

Port Alberni immediate area at around 452,000 possible rail trips per year.

This is a total of over **4.5 million possible rail trips per year on the Victoria Sub** north of the Malahat and **452,000 possible rail trips on the Port Alberni Sub**. I did not include the CRD as the route would be changed from the original. The new route connects to the Uptown Exchange, the Victoria General Hospital, and eventually to a future Metro in the CRD.

The Stadler Flirt was mentioned in the report and can carry more passengers than the 3 car multiple units used as a reference for the number of trains required. Using 8 Stadler Flirts trains on an hourly basis on the Victoria sub should handle the ridership for the near future and reduce the operating cost.

There is a screen shot for the latest stats on the Vancouver Fraser Port Authority showing that the majority of ships go direct to berth. With Point Roberts approved for container ship expansion the idea for moving containers from Port Alberni to Duke Point then rail barge to the mainland may not be worth it. Thank you for your time.

Sincerely,
Gwyer Webber