

## APPENDIX A - Category Specific Supplement

### SHORTLINE RAIL

#### I. Objective

To invest in improvements to existing shortline rail infrastructure that contribute to economic growth, a clean environment and stronger communities.

#### II. Subcategories

New construction, additional capacity or rehabilitation of rail infrastructure including:

- Industrial branch lines to allow a railway to serve a group of companies, an industrial park, a logistic park, an intermodal yard, a multimodal facility, a port, a transfer facility, or a marine terminal;
- Tracks and structures, excluding regular or deferred maintenance, to ensure safe travel at speeds deemed acceptable for safe and efficient operations;
- Facilities to improve the interchange of goods between modes; or
- Capitalized equipment for loading/unloading required for expansion of shortline rail.

#### Notes:

- a. Shortline rail is typically defined as a Class III railway that provides regional service to a small number of towns or industries and/or serves as a feeder line for one or more larger railroads.*
- b. Projects under this category could include Intelligent Transportation Systems (ITS) components as part of the overall project.*

#### III. Outcomes and Benefits

The project must demonstrate how it provides benefits to British Columbians in support of one or more of the following outcomes:

- Improving efficiency (e.g., increased traffic volumes, new shippers, increased speed, etc.);
- Increasing freight capacity of short-line railways (e.g., heavier traffic loads and volume, etc.); or
- Improving safety.

#### **IV. Project Specific Criteria**

- Must demonstrate the economic advantages and the broader public benefits of the project.
- Must demonstrate that their proposal is based on current demand (e.g., significant volumes of rail traffic), and if projects are intended to expand existing assets or build new assets, the intended results must be substantiated.
- If the project includes an ITS component or system, that the ITS component or system is compliant with the ITS Architecture for Canada and the Border Information Flow Architecture, or expand in new areas of national interest.