

Subject: RE: Island corridor foundation

Date: Thursday, August 24, 2017 at 9:05:02 AM Pacific Daylight Time

From: Chapotelle, Jacqueline TRAN:EX

To: Trevena, Claire PREM:EX

Okay great - I will add it to the list.

Jacq

-----Original Message-----

From: Trevena, Claire PREM:EX

Sent: Tuesday, August 22, 2017 7:34 PM

To: Chapotelle, Jacqueline TRAN:EX

Cc: Harder, Derrick PREM:EX

Subject: Island corridor foundation

Hi Jacqueline,

In my call today, I agreed to meet with Graham Bruce, other members of the ICF board and Southern Railways. I'm not quite sure when we'll have time. Perhaps September now since it will mean organizing calendars for several participants.

Thanks

C



BRIEFING NOTE FOR INFORMATION

DATE: August 16, 2017
PREPARED FOR: Honourable Claire Trevena, Minister of Transportation and Infrastructure
MEETING: Graham Bruce, Executive Director, Island Corridor Foundation
ISSUE: Island Corridor Foundation - Update

SUMMARY:

- Government is committed to looking at options on how the E&N corridor can be utilized to support the increasing transportation requirements in the CRD area.
- A consultation strategy is being developed to broaden the scope of the work that was undertaken before the election.
- s.13
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BACKGROUND:

Island Corridor Foundation:

The ICF is a partnership of various local governments and First Nations communities along the railway, including 14 municipalities, 5 regional districts and 12 First Nations territories. The rail line is owned by the ICF and runs 225 km between Victoria and Courtenay. The Southern Railway of Vancouver Island (SRVI) operated the passenger service using one self-powered passenger car which was leased from VIA Rail. The car made one daily return trip between Victoria and Courtenay. Passenger service was suspended in 2011 due to deteriorated track conditions.

The ICF is a Canadian charitable foundation that owns all former Canadian Pacific and Esquimalt and Nanaimo Railway track on Vancouver Island. The ICF was created in 2003 and obtained rail track in 2006 when Canadian Pacific donated its portion of the E&N line to the ICF. Later that year Rail America also donated its portion to the foundation, leaving the ICF in control of the entire right of way.

Graham Bruce is the Executive Director of the Island Corridor Foundation. He was appointed in 2009. In May 2016, his appointment was extended for an additional two years. The Executive Director reports to a twelve person Board of Directors that governs the Island Corridor Foundation. Five directors represent the Regional Districts and five directors represent First Nations. The two additional Directors are designated as "at-large". Membership is limited to local governments and First Nation governments whose territories are wholly or partly within the geographic area of the Corridor.

Recent Lawsuits

Cowichan Tribes near Duncan and the Halalt First Nation near Chemainus recently filed civil lawsuits in mid-November 2016, to have land returned where the E&N railway crosses their reserves. This is in addition to the lawsuit filed on January 21, 2016 by the Snaw-Naw-As First Nation located near Lantzville, asking for the return of land that was taken in the last century to build the railway, which runs through the reserve north of Nanaimo. The lawsuits are still before the BC Supreme Court. All three First Nations are claiming there is no reasonable expectation that operations on the E&N line will resume.



Local, Provincial and Federal Funding

On July 23, 2015, the Ministry re-affirmed its commitment to provide \$7 million to the ICF for upgrades to the E&N rail line. The provincial funds were contingent to the ICF once it had confirmed that \$7.5 million in federal funding was in place and, through a tendering process, that the upgrade work could be completed within the \$20.4 million it had budgeted. Recently however, the federal government set a deadline to the ICF that any outstanding funding for projects under the Building Canada Fund – Major Infrastructure Canada (BCF-MIC) program, must have approval-in-principle by March 31, 2017. The ICF was not able to meet this deadline.

The federal government stated that any funds left in the program at that time would be transferred to the Gas Tax Fund in BC. Given the expiration date has occurred, the federal government has advised that there may be future opportunities for funding for a project related to rail corridor upgrades under upcoming programming, if the issues related to the corridor in the ongoing First Nations litigation are resolved. The province is working with its federal counterparts to identify infrastructure funding to support this project.

On October 4, 2016, the Regional District of Nanaimo (RDN) voted to return \$799,000 to taxpayers collected from them as part of the RDN's funding contribution for track upgrades and repairs to support passenger rail service on Vancouver Island, citing the ICF's lack of progress towards restarting the rail service.

As part of the total \$7.5 million commitment initially made to this project in 2011, the province provided \$500,000 to fund a study of the 48 bridges and trestles on the E&N corridor between Victoria and Courtenay.

DISCUSSION:

Use of the Corridor in Southern Vancouver Island

Local governments (Langford, Victoria, Esquimalt, and View Royal) have expressed their interest in having light rail or transit service operating on the 15-kilometre E&N corridor between Westhills in Langford and Victoria West. During the 2008 municipal elections, the City of Langford and City of Colwood included referendum questions regarding support for developing the E&N Rail Corridor and 93% of respondents responded in favour of development.

In March 2017, the Ministry announced that the province would undertake an evaluation of the feasibility of using all or part of the E&N Rail Corridor between Langford and Victoria as a regional transit corridor. A Working Group to review options for commuter rail service in the CRD was also announced. The Ministry actively sought and invited the Esquimalt and Songhees Nations but a representative was not confirmed prior to the writ and caretaker period. The Working Group held three meetings prior to the writ being dropped.

Given that the timelines for completion of the study were ambitious, and combined with an extended post-election transition period, the province was unable to properly consult with First Nations before the writ dropped. The Ministry was unable to award the contract.


In early August, the Ministry reached out to those involved in the process to date, including the five bidders on the original RFP.^{s.13}

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FINANCIAL IMPLICATIONS:

British Columbia's \$7 million in original funding was set aside for the entire corridor's enhancements and remains available. However, until a comprehensive feasibility is undertaken, the actual costs related to use of the E&N corridor to support transportation initiatives remain unknown. Government would have to reaffirm its financial commitment to a new plan based on the findings of the report.

PREPARED BY:	REVIEWED BY:	INITIALS
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	Deborah Bowman, Assistant Deputy Minister Transportation Policy and Programs	DB
	Nancy Bain, ADM & EFO Finance & Management Services Department	

Harder, Derrick TRAN:EX

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Sent: Tuesday, August 22, 2017 7:34 PM
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Harder, Derrick TRAN:EX

From: Michel, Marie TRAN:EX
Sent: Wednesday, August 16, 2017 12:11 PM
To: Chapotelle, Jacqueline TRAN:EX
Cc: Harder, Derrick PREM:EX; Verwoord, Cindy TRAN:EX; Lewthwaite, Jennifer TRAN:EX
Subject: Cliff 269488 | MCT MEETING:Graham Bruce of Island Corridor Foundation | Mtg Date: August 17, 2017

Hi Jacqueline,

Please note that IBN for tomorrow's phone call with Graham Bruce is now uploaded unto Minister's SharePoint in the August 17, 2017 folder.

Let me know if I can of be further assistance

Thanks,

*Marie Michel
A/Documents Coordinator
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Ministry of Transportation & Infrastructure
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