



Reconciliation Corridor Initiative

PRESENTATION TO THE CRD BOARD, 11 FEBRUARY 2026

Background and Context

- ▶ 2023: \$18m Provincially Funded Shared Vision project launched
 - ▶ \$600K allocated to the CRD, extended to March 2027
- ▶ Work underway since
 - ▶ Information gathering: Reversion, remediation and encumbrances
 - ▶ Consultant work: including CRD, ACRD, Comox VRD, Cowichan VRD (completed), RDN, K'ómoks, Malahat, Tseshah, SNA First Nations
 - ▶ Regional Districts supported ICF coordination role (\$30K per RD)
 - ▶ No project management function for the project
 - ▶ CRD provided \$80,000 for subregional scope with ICF to March 2026

Turning Point: All Parties Meeting June 2025

- ▶ Parties uncomfortable addressing Corridor use outside of their own jurisdictions
- ▶ Challenges reaching a "shared" vision
 - ▶ 19 parties
 - ▶ Limited information sharing and collaboration between parties
 - ▶ No formal process to negotiate around different interests
- ▶ Regional priorities emerging
- ▶ Kosapsuam Nation Proposal:
 - ▶ Move from discussion to negotiation at a regional level

Capital Region Shared Vision Work

- ▶ Kosapsu'm Nation led exploratory meetings summer/fall 2025
 - ▶ Kosapsu'm Nation
 - ▶ Songhees Nation
 - ▶ CRD
 - ▶ Mayors of Victoria, Esquimalt, View Royal, Langford, Colwood (participation grew overtime)
 - ▶ CFB Esquimalt
 - ▶ ICF and Southern Rail of VI
- ▶ Focus on CRD portion of the Island corridor (VicWest to Langford)
- ▶ Steering Committee and Working Group established
 - ▶ ICF provides project management capacity
- ▶ Reconciliation Corridor Initiative **ʔaynəwəlʔist** announced December 2025



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Moving Forward Together for the Good of All

RCI Points of Agreement

- ▶ Rail will be removed through the residential area of Kosapsum Nation's reserve.
 - ▶ That part of the alignment will be remediated and returned to the Nation
- ▶ Parties will explore together
 - ▶ Realignment through the economic development lands of Kosapsum Nation
 - ▶ The feasibility of a passenger rail service running from VicWest to Westhills/Langford using the former E&N Corridor
 - ▶ Opportunities for the RCI to contribute to:
 - ▶ regional transportation system
 - ▶ economic development for the region and the Nations, and
 - ▶ affordable housing/transit-oriented development along the Corridor.

Work underway

- ▶ **HDR consultant team:** ridership study, costing estimates
 - ▶ Report due March 20th 2026 to Steering Committee
 - ▶ Funding for work currently provided by Esquimalt Nation
- ▶ **The Stewart Group:** strategic investment presentation
 - ▶ Requested by federal MPs and provincial MLAs
 - ▶ Goal to formally engage federal government in RCI
 - ▶ Project Pitch Deck Due March 31st 2026
- ▶ **Consultant TBC:** Larger technical feasibility study
 - ▶ Building to a business case, potentially in phases
 - ▶ Wider scope of work estimated at \$2.1m to \$3.6m
 - ▶ Anticipated completion mid-late 2027.
- ▶ **Project Management:**
 - ▶ Strengthening connections with MOTT, BC Transit, provincial and federal politicians
 - ▶ Supporting consultants, Working Group, Steering Committee

Concurrent work at CRD

- ▶ CRD update to Regional Transportation Plan (RTP) underway
 - ▶ The RCI and the RTP
 - ▶ The Corridor's role in an integrated transportation plan for the region
 - ▶ How a reactivated Corridor can support future rapid transit and be integrated into the regional transit network.
 - ▶ Regional growth and land use considerations
 - ▶ Potential multimodal hub at transit stations:
 - ▶ Land use and transit-oriented area densities necessary to support rapid transit
 - ▶ Regional integration is part of the technical feasibility study

Support requested

- ▶ Immediate support needed to continue coordination work, advance the full technical feasibility study, and obtain federal financial contribution to this work.
- ▶ \$300,000 approved by CRD board for use to support Reconciliation Corridor Initiative (subject to provincial approval on scope)
- ▶ \$1.6M in legacy CRD capital funding agreement with ICF for railway work
 - ▶ Can this be used to support technical feasibility study costs?
 - ▶ Continued engagement and coordination with partnership table
 - ▶ Additional point of connection with CRD through RTAC