

Governance Advisory Committee Shuswap North Okanagan Rail Trail MINUTES - DRAFT

September 23, 2022, 9:00 am - 12:00 pm

Updated: September 26, 2022

Note: The following minutes are considered draft/subject to correction
when endorsed by the Committee at its next meeting.

Meeting Purpose: to provide policy direction relative to the planning, development, management, and governance of the Rail Trail Corridor project.

Objectives:

- To review minutes and business arising from the previous meeting
- To update/discuss project development, fund raising, and upcoming priorities
- To direct communications to update the public

Agenda:

1. **Welcome, Splatstsin te Secwépemc Acknowledgement, and Introductions** – 9:09 am – Chair Kukpi7
Thomas welcomed everyone and spoke to the importance of the rail trail for Splatstsin and the spirit of working together. Introductions were shared. Kukpi7 Thomas then asked Co-Vice Chair Mayor Acton to chair the rest of the agenda.
2. **Approval of Agenda**
 - a. **Motion:** *THAT: the agenda of the September 23, 2022, Sicamous-to-Armstrong Rail-Trail Governance Advisory Committee meeting be approved.*
Moved: Director Rhona Martin **Seconded:** Councillor Chad Eliason **Carried** by consensus.
3. **Adoption of Minutes**
 - a. **Motion:** *THAT: the minutes of the March 18, 2022 Sicamous-to-Armstrong Rail-Trail Governance Advisory Committee meeting be adopted as circulated. ([March 18, 2022, FINAL](#))*
Moved: Director Rhona Martin **Seconded:** Councillor Chad Eliason **Carried** by consensus.
4. **Presentations**
 - a. **Unfolding the True Story: Splatstsin & Secwépemc History, Values, & Interests** – Ongoing –
Kukpi7 Thomas spoke further about the importance of the rail trail for Splatstsin Title & Rights, economic development, and for educating everyone in a good way.
5. **Reports**
 - a. **Capital Funding Campaign Update** – Alex de Chantal (Capital Campaign Director) provided a report on the capital funding campaign, congratulating everyone on the success of raising the



funds to begin construction. He updated on the capital campaign, community fundraising committee, and public displays including upcoming fundraising events. (See [Briefing Report, Sept. 23, 2022](#))

- b. **Grant Updates** – New applications – Alex provided a report on the new grant intake opportunities to assemble the final funds needed to finish the Rail Trail including the BC Active Transportation grant now open for applications, and the next pending Federal Active Transportation grant. (See [Briefing Report, Sept. 23, 2022](#))
- c. **Technical Operational Committee Report** – project implementation and timeline – Technical Operational Committee staff reported they are working on the engineering tender documents for the first test section and will start work on engineering documents for the rest of trail once the Federal Active Transportation funding agreement is officially signed.

6. **Correspondence** - none

7. **Business Arising**

- a. Deferred to the next Governance Advisory Committee meeting following the civic elections

8. **New Business**

- a. **Motion:** *THAT: The Shuswap North Okanagan Rail Trail Governance Advisory Committee recommend to their respective Boards and Council applications be submitted to the BC Active Transportation grant and Federal Active Transportation Infrastructure Fund grant to complete the final rail trail section to Armstrong between km 42.6-50.4.*

Moved: Councillor Chad Eliason **Seconded:** Director Rhona Martin **Carried** by consensus.

Discussion: Confirmed the grant application includes funding for the Highway Overpass.

- 9. **Direction on next communication updates to the public** – GAC representatives acknowledged and thanked the work of everyone who helped to raise funds. Recommended this good news and gratitude be shared in all publicity.

10. **Director Enquiries** –

- a. Tkwapipla7 William suggested we honor the fundraisers and host an event at Splatsin with food and a walk on the rail trail.

Motion: *THAT: an event be hosted at Splatsin to celebrate the successful fundraising and honor all who helped to raise the funds.*

Moved: Mayor Chris Pieper **Seconded:** Mayor Christine Fraser **Carried** by consensus.

- b. Director Fraser asked staff about the GAC resolution regarding permanent crossing agreements for farmers. CSR staff confirmed the resolution has been received and will be addressed during an upcoming Board meeting. Staff are working on follow-up.



- c. Director Demenok noted the GAC will need to address a number of policy issues moving forward. Also, a maintenance plan will be needed. It was affirmed staff are working on this and these discussions regarding the long-term management and care of the Rail Trail will go forward to the new GAC following the upcoming civic elections.
- d. GAC representatives acknowledged this is a partnership, working together, looking to find solutions together.
- e. Director Jay Simpson asked if it would be possible to receive written reports from the Technical Operational Committee. GAC provided this as direction to staff on the TOC to provide regular written reports.
- f. It was noted the new CSRD Electoral Area will need to be included in a modified GAC Terms-of-Reference.

11. Next Meeting:

- a. 2022 Schedule – 1st Friday every 2 months – however, next meeting to be November 25, 2022 – location Splatsh Centre.

Motion: *THAT: the next meeting of the Governance Advisory Committee be moved to November 25th, 2022, to allow for newly elected officials to be appointed and attend.*

Moved: Director Rhona Martin **Seconded:** Mayor Christine Fraser

- b. Kukpi7 Thomas recognized the years of public service everyone has contributed.

12. Adjournment

- a. **Motion:** *THAT: the September 23, 2022, Sicamous-to-Armstrong Rail-Trail Governance Advisory Committee meeting be adjourned. Carried by consensus*

Site-Visit: None planned for this meeting.

Attending: appointed inter-jurisdictional representatives (one designate from each of the 12 jurisdictions within the two regional districts, plus two Splatsh representatives), as well as additional staff representation including CAOs and/or designates.

RSVP Contact: Secretariat/Facilitation – Phil McIntyre-Paul (Shuswap Trail Alliance) – interim secretariat to the Governance Advisory Committee (Contact: phil@shuswaptrails.com, 250-804-1964)

Meeting Documents: (Attached and linked to OneDrive)

- 1. Governance Advisory Committee Minutes ([March 18, 2022, FINAL](#))

Background Documents: (OneDrive links for Reference)

- 1. [Rail Trail Development Plan](#) (Jan 15, 2021) and [Staged Class C Costing](#) (Sept 9, 2020)



2. [Rail Trail Concept Maps \(Aug 14, 2020\)](#)
3. [Communications Plan & Consultation Strategy FINAL \(July 19, 2019\)](#)
4. [Memorandum of Understanding \(Master Agreement\) between Splatins, CSRD, and RDNO – FINAL](#)
5. [Terms of Reference - Governance Advisory Committee - Sicamous to Armstrong Rail Trail Corridor FINAL](#)
6. [Terms of Reference - Technical Operational Committee - Sicamous to Armstrong Rail Trail Corridor FINAL](#)
7. [Capital Investment Strategy – Staged Leverage Proposal \(Aug 21, 2020\)](#)
8. [Funding Investment & Community Engagement Strategy UPDATED \(Jan 8, 2021\)](#)
9. [Community Capital Fundraising Strategy: Messaging, Strategy, Tactics Update \(Jan 12, 2021\)](#)
10. [Rail Trail Donor Presentation Folder \(Updated Nov 19, 2021\)](#)
11. [Splatins-Enderby Pilot Section Project \(Jan 26, 2021\)](#)
12. [Sicamous to Mara Early Access Project \(July 30, 2021\)](#)
13. [Preliminary Concept Design Report – Sicamous-to-Armstrong Rail Trail Corridor \(Updated Aug 2019\)](#)
14. [Information Poster Board Display Set \(Nov. 18, 2019\)](#)
15. [Information Bulletin #1 \(Nov. 05, 2019\)](#)
16. [Information Bulletin #2 \(May 04, 2021\)](#)
17. [Overview Map – Rail Corridor](#)
18. [Website](#)

Summary of Actions from September 23, 2022 Minutes

Task or Action	Responsibility	Timeframe/Status
Host an event at Splatins to celebrate the successful fundraising and honor all who helped to raise the funds	GAC	To do
Prepare regular written Technical Operational Committee progress reports to the GAC	TOC	To do

Summary of Actions from previous Minutes

Task or Action	Responsibility	Timeframe/Status
Staff to present written wording for the proposed revision to the Governance Advisory Committee Terms-of-Reference and accompanying motion	TOC	In progress
Prepare project management, engineering, quality control, quality assurance and procurement documentation for the two project development areas within the Rail Trail for Governance Advisory Committee review	TOC	In progress
Following the presentation from MoTI provide clear policy direction to the Technical Operational Committee regarding MoTI use of Rail Trail lands for highway use.	GAC	Following MoTI presentation (March 18, 2022)
Follow-up with Splatins Kukpi7 and leadership to provide direction for story scripting, promotional videos, and messaging, including the welcome song and appropriate ceremonies of welcome.	Alex	In progress



Install highway signs and produce promotional video footage utilizing available funding (Motion 5.c.iii.)	Alex	Signs – on hold Video – on hold by TOC
Follow-up with Splat-sin leadership regarding potential leverage of the Friendship Accord funding	Alex/Splat-sin Leadership	To do
Work with RDNO/CSR chairs and meet with CAOs to discuss an erosion mitigation funding strategy further	Director Denis Delisle/ RDNO & CSR Chairs	In progress
Splat-sin staff to follow-up regarding Friendship Accord funding available to District of Sicamous and Splat-sin to see if Splat-sin can take the initiative to get this rolling. (DoS leadership recommend contacting Evan Parliament for assistance.)	Kukpi7/ Splat-sin Staff	To do
Review and continue sharing updates on technical meetings between Rail Trail TOC and MoTI, as available	TOC	Ongoing
Prepare business access use policy and process for review	TOC	Carry forward
Review the dialogue to date regarding Vernon to Armstrong Connection, and bring forward a resolution to the Governance Advisory for moving forward on this	TOC	Carry forward

Abbreviations: GAC (Governance Advisory Committee), TOC (Technical Operational Committee), PMT (Project Management Team)



Attendance: Shuswap North Okanagan Rail Trail Governance Advisory Committee – Sept. 23, 2022

Acting Governance Representatives at Meeting:

- Chad Eliason - Councillor, City of Salmon Arm - Appointed Rep
- Chris Pieper - Mayor, City of Armstrong - Appointed Rep
- Christine Fraser – Mayor, Township of Spallumcheen – Acting Rep
- Denis Delisle - Director, RDNO Area F - Appointed Rep (via ZOOM)
- Jay Simpson - Director, CSR D Area F - Appointed Rep (via ZOOM)
- Kevin Acton – Mayor, Village of Lumby – Appointed Rep (Co-Vice Chair)
- Paul Demenok - Director, CSR D Area C - Appointed Rep
- Rene Talbot - Director, CSR D Area D - Appointed Rep
- Rhona Martin - Director, CSR D Area E - Appointed Rep (Co-Vice Chair)
- Terry Rysz – Mayor, District of Sicamous – Acting Rep
- Theresa William - Tkwapila7 (Councillor), Splat sin - Appointed Rep
- Tundra Baird - Councillor, City of Enderby - Appointed Rep
- Doug Thomas, Kukpi7, Splat sin – Appointed Rep (Chair)

Alternate Representatives (Observing)

- Randal Ostafichuk - Councillor, Village of Lumby - Alternate Rep
- Shirley Fowler - Councillor, City of Armstrong - Alternate Rep

Staff:

- Grahame Go – CEO, Splat sin Development Corporation – TOC Rep
- Dawn Low – CAO, City of Armstrong
- Ian Wilson – General Manager, Strategic and Community Services, RDNO (via ZOOM) – TOC Rep
- Jodi Pierce – Interim CAO, CSR D – TOC Rep
- Lisa Gyorkos – Deputy Corporate Officer, Township of Spallumcheen (via ZOOM)
- Kelly Bennett – CAO, District of Sicamous (via ZOOM)
- Scott Beeching – Planner, District of Sicamous (via ZOOM)

Other:

- Alex de Chantal – Rail Trail Capital Campaign Director
- Gord Bushell – Councillor, District of Sicamous
- Len Edwards – Tkwapila7 (Councillor), Splat sin
- Malcolm Makayev – Councillor, District of Sicamous
- Phil McIntyre-Paul – Shuswap Trail Alliance – Governance Advisory Secretariat
- Sabrina Vergata – Tkwapila7 (Councillor), Splat sin
- Other (via ZOOM): Brent, Rod

Regrets:

- Jeff Mallmes - Councillor, District of Sicamous - Appointed Rep
- Kevin Flynn – Councillor, City of Salmon Arm – CSR D Board Chair
- Todd York - Councillor, Township of Spallumcheen - Appointed Rep
- Ryan Nitchie – Team Leader, Community Services, CSR D – TOC Rep
- Sharen Berger – Rail-Trail License/Legal Administration, CSR D/RDNO – TOC Rep



The Shuswap North Okanagan Rail Trail (Sicamous-to-Armstrong)

BRIEFING NOTE

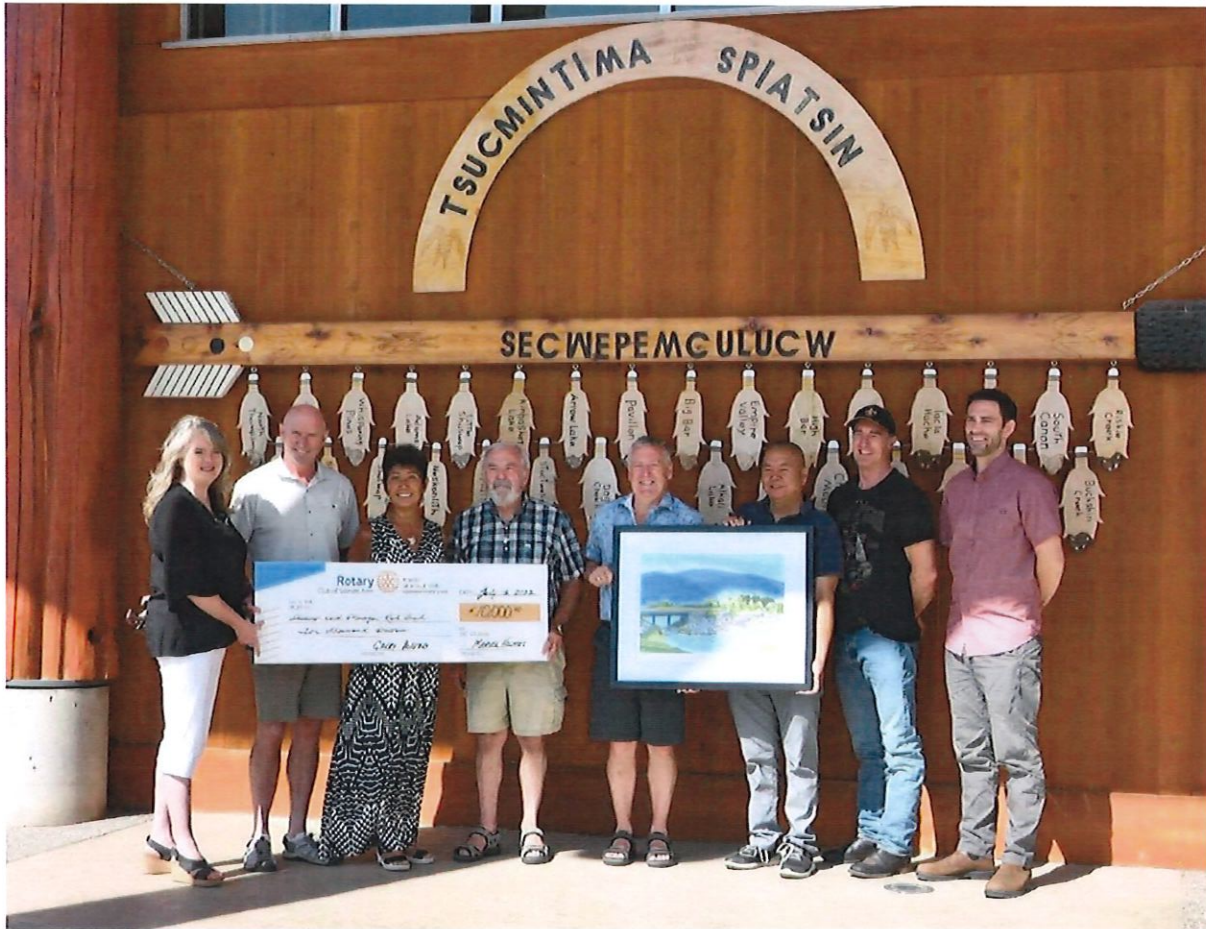
To: Governance Advisory Committee

From: Alex de Chantal, Fundraising Strategy Coordinator

Date: Sept. 23, 2022

Re: Fundraising Update

-
1. Congratulations on receiving \$12.5 MILLION from the Federal Active Transportation Fund!
 - a. Construction now fully funded from 0Km-43Km
 - b. Team effort
 - i. Splatsin Leadership
 - ii. Phil McIntyre-Paul, TOC, and the Development Plan
 - iii. Thomas Simkins at Urban Systems
 - iv. Individual and corporate donors - \$180k of community donations
 2. Fundraising Update
 - a. \$13.7M in grant funding
 - b. \$285,000 in individual and corporate donations
 - c. \$232,000 from Economic Opportunities Fund - District of Sicamous and CSRD Area E
 - d. For a total of **\$14,217,000**
 3. Second intake for the BC Active Transportation grant
 - a. Met with grant staff on August 22nd
 - i. Our project is eligible to apply once again
 - b. The application on deadline is October 21st
 - i. Confirmed no major changes to program
 - ii. 80%-20% for Indigenous or local governments working in partnership
 - iii. Maximum of \$500,000
 - iv. Materials available online [here](#)
 4. Second intake Active Transportation Fund – Federal
 - a. Second intake likely in the new year (last intake opened Jan. 27, 2022)
 - b. 100% funded, targeting the overpass Hwy 97 at Stepney Crossing Rd.
 5. Community Fundraising Committee
 - a. Need boots on the ground, looking forward to the ground-breaking event with supporters, donors, and CFC volunteers
 - b. Community Events – Salty Dog Streetfest, Okanagan Shuswap Century Ride
 - i. Fundraising event Oct. 15th in Salmon Arm



Rotary Club of Salmon Arm presents a cheque for \$10,000 to the Shuswap North Okanagan Rail Trail. From left, Kari Wilkinson, Rotary; Rob Marshall, Rotary; Gloria Morgan, Community Fundraising Committee Chair; Garry Hoffart, Rotary; Kevin Flynn, CSRD Board Chair; Kukpi7 Doug Thomas, Splatsin; Kevin Acton, RDNO Board Chair; Alex de Chantal, Fundraising Strategy Coordinator.

Photo Credit: Len Lazzarotto and Henry Schnell

Media Release: August 15, 2022

Rotary Club of Salmon Arm supports the Shuswap North Okanagan Rail Trail with a \$10,000 donation

The Shuswap – North Okanagan, Splatsin

The Shuswap North Okanagan Rail Trail is pleased to announce a donation in the amount of \$10,000 from the Rotary Club of Salmon Arm to construct the Shuswap North Okanagan Rail Trail.



SASCU presents \$50,000 to the Shuswap North Okanagan Rail Trail. From left: Frank Joe Splat'sin Territorial Lands Manager, Randi Northeast SASCU Director Wealth & Insurance, Sheri Greeno SASCU Manager Brand & Community, Dave King SASCU Board Chair, Splat'sin Kukpi7 Doug Thomas, Joan Ragsdale SASCU Board Director, CSRD Board Chair Kevin Flynn, RDNO Board representative Councillor Brian Schreiner, and Fundraising Strategy Coordinator Alex de Chantal

Photo Credit: Len Lazzarotto and Henry Schnell

SASCU supports the Shuswap North Okanagan Rail Trail with \$50,000

The Shuswap, North Okanagan, Splat'sin (April 20, 2022) – The Shuswap North Okanagan Rail Trail is celebrating Earth Day with an announcement of a \$50,000 donation from SASCU toward the construction of the rail trail. Dave King, Chair of SASCU Board of Directors, presented a cheque to rail trail owners Splat'sin Kukpi7 Doug Thomas, Columbia Shuswap Regional District Board Chair Kevin Flynn, and Regional District of the North Okanagan Board Representative Councillor Brian Schreiner

“This project will help build connections among neighbours and foster healthy living,” said King. “We are so pleased to support this environmentally and community-driven initiative that has brought together partners from across the region.” Since 2008, SASCU has contributed more than \$2.3 million to support the Shuswap, with five percent of net operating income going toward community non-profit organizations and initiatives.





THE HILLTIES



DANCE PARTY

**Saturday, 8pm
October 15th**

A BENEFIT FOR THE
SHUSWAP NORTH OKANAGAN
Rail Trail
(ISCAMOUS TO ARMSTRONG)

LOCATION
Song Sparrow Hall

TICKETS & INFO:
celebrateshuswap.ca

CELEBRATE SHUSWAP SOCIETY
A CELEBRATE SHUSWAP SOCIETY PRODUCTION

SPONSORED BY

saOBSERVER **CANTINA VALLARTA** *Prestige*
HOTELS & RESORTS



Governance Advisory Committee Shuswap North Okanagan Rail Trail MINUTES - APPROVED

March 18, 2022, 9:00 am - 12:00 pm via ZOOM

Updated: September 23, 2022

Meeting Purpose: to provide policy direction relative to the planning, development, management, and governance of the Rail Trail Corridor project.

Objectives:

- To review minutes and business arising from the previous meeting
- To update/discuss project development, fund raising, and upcoming priorities
- To direct communications to update the public

Agenda:

1. **Welcome, Splatstsin te Secwépemc Acknowledgement, and Introductions** – 9:00 am – Mayor Kevin Acton chairing, invited Kukpi7 Doug Thomas to share words of welcome and acknowledge the work of the committee within Splatstsin te Secwépemc territory.
2. **Approval of Agenda** – The chair asked for additions to the agenda.
 - a. **Motion:** *THAT: the agenda of the March 18, 2022, Sicamous-to-Armstrong Rail-Trail Governance Advisory Committee meeting be approved.*
Moved: Director Denis Delisle **Seconded:** Councillor Todd York **Carried** by consensus.
3. **Adoption of Minutes**
 - a. **Motion:** *THAT: the minutes of the January 07, 2022, Sicamous-to-Armstrong Rail-Trail Governance Advisory Committee meeting be adopted as circulated. ([Jan 07, 2022, Approved](#))*
Moved: Director Rene Talbot **Seconded:** Director Denis Delisle **Carried** by consensus
4. **Elections of Chair and Vice-Chairs** (See [GAC Terms of Reference, March 18, 2019](#)) –
 - a. Mayor Acton recommended the role of chair be handed to RDNO CAO, David Sewell, to direct the elections of Chair and Co-Vice Chairs.
Motion: *THAT: Regional District of North Okanagan CAO, David Sewell, assume the role of chair to direct the elections for the Governance Advisory Committee Chair and Co-Vice-Chairs in 2022.*
Moved: Councillor Chad Eliason **Seconded:** Director Denis Delisle **Carried** by consensus
 - b. RDNO CAO, David Sewell, acting as chair called for nominations. Kukpi7 Doug Thomas was nominated for the position of Chair. Director Rhona Martin and Mayor Kevin Acton were nominated for the positions of Co-Vice Chairs. Director Jay Simpson and Councillor Tundra Baird declined nominations for the positions of Co-Vice Chairs. After calling for nominations three



times nominations were closed. Ballots were not required.

Chair Kukpi7 Thomas was declared elected by acclamation as Chair, and Director Rhona Martin and Mayor Kevin Acton were declared elected by acclamation as Co-Vice Chairs.

David Sewell passed the meeting to Kukpi7 Doug Thomas. Kukpi7 Tomas asked Mayor Acton to continue chairing for the remainder of this meeting.

5. Presentations

- a. Unfolding the True Story: Splat-sin & Secwepemc History, Values, & Interests – PENDING
- b. Ministry of Transportation and Infrastructure – Hwy 97A Development (In Camera at 11 am)

6. Reports

- a. **Financial Update** – A brief update was provided on the final Development Phase financial report for the BC Rural Dividend Program (BCRDP [Jan 27, 2022](#)) Technical Operational Committee (TOC) staff updated that an application for reallocation of remaining funds is being presented to the BCRDP office. An update on new financial expenditures will be provided by TOC going forward. To date no additional funds have been expended.

Motion: *THAT: the final financial report to the BC Rural Development Program be received.*

Moved: Director Denis Delisle **Seconded:** Director Paul Demenok **Carried** by consensus

b. Technical Operational Committee Report

- i. **2019 – 2021 Final Progress Report to BCRDP** ([Jan. 26, 2022](#)) was presented with the final financial report. GAC members congratulated and thanked the TOC on the amount of work completed in the progress report.

Motion: *THAT: the final progress report to the BC Rural Development Program be received.*

Moved: Director Denis Delisle **Seconded:** Director Paul Demenok **Carried** by consensus.

- ii. **2022 Progress Update** – TOC staff provided an update on activities since January. Confirmed completed service agreement with Shuswap Trail Alliance. Met with Federal ATF staff. Currently finalizing registration of SROW with certified resolutions from Splat-sin, RDNO, CSR. Acknowledged this is a major milestone. Currently reviewing a draft maintenance plan internally. Expectation to present a briefing report at next Governance Advisory Committee meeting. Work is ongoing regarding encroachment agreements. Met with staff of SDC Archaeology department to discuss scope, regulatory requirements, and timelines. Working on the two capital projects expected in 2022 including engineering for final design. Outstanding resolution recommendations from GAC to Splat-sin, RDNO, CSR are now up to date. TOC met with Fundraising Committee for introduction and are now working on a Terms-of-Reference for that committee to bring to GAC. Met with BC Wetland Society who are looking at doing a planting project of 215 native trees in honor of the grave sites found at the Kamloops Residential School in the area of the 36 km marker of the rail trail.



c. Funding Strategy

- i. **Capital Funding Campaign Update** – Alex de Chantal provided an update on the Capital Fundraising Campaign including \$248,000 pledged to date, work with Splat-sin and TOC staff to prepare the Federal Active Transportation Fund (ATF) grant application, coordination of meetings with ATF staff, and request submitted to the Minister of Intergovernmental Affairs, Infrastructure and Communities to meet with Splat-sin Kukpi7 and the Chairs of RDNO and CSRD. Also updated on communications with the Community Leadership Advisory and work on a marketing plan to promote the project going forward.

Motion: THAT: the capital campaign report be received.

Moved: Director Rhona Martin **Seconded:** Director Denis Delisle **Carried** by consensus

- ii. **Grant Updates** – Federal Active Transportation Fund (ATF Infrastructure Canada) – TOC staff updated on the meeting with Federal ATF grant staff on Feb 22, 2022, led by Splat-sin staff and leadership noting it was very positive. ATF staff recommended an application be submitted for the March 31 deadline.

TOC staff responded to a question about not including the District of Sicamous proposal for a pedestrian bridge in the ATF grant application explaining the scope focused on the development ready plans for surfacing of the corridor between km 0.0 and 42.6 for this initial intake to ensure the best likelihood of success.

7. Correspondence

- a. **Request for Support re Federal Active Transportation Planning Grant** – District of Sicamous ([March 10, 2022](#))

Motion: That: the correspondence from the District of Sicamous dated March 10, 2022 be received for discussion.

Moved: Director Denis Delisle **Seconded:** Director Rene Talbot **Carried** by consensus

Discussion – clarified the focus of the request is to support District of Sicamous application for funding through the ATF grant's planning stream to develop engineering designs for a multi-use pedestrian/bicycle bridge over the Sicamous Narrows to the Rail Trail.

Motion: That: the Governance Advisory Committee support the District of Sicamous' application to the Federal Active Transportation Planning Grant to provide an accurate cost estimate for an active transportation bridge across the Sicamous Narrows linking the Rail Trail to downtown Sicamous.

Moved: Councillor Jeff Mallmes **Seconded:** Director Denis Delisle

Motion: That: the motion be tabled until the next meeting to allow the new Splat-sin Kukpi7 and Tkwamipla7 (Chief and Council) to meet with the District of Sicamous Council.

Moved: Tkwamipla7 Theresa William **Seconded:** Director Rhona Martin **Carried** by majority (1



opposed)

The Motion is tabled until next meeting.

- b. **New Correspondence from BC Dock Owners** was sent to the regional districts. A copy will be forwarded to the GAC for information. **ACTION: CSRD/RDNO** – to send copy of correspondence to GAC.

8. Business Arising

- a. **Federal Active Transportation Fund (ATF Infrastructure Canada)** – Brief ([March 15, 2022](#)) – TOC staff representatives presented the ATF grant application brief. Clarified Splatins will be making the ATF grant application on behalf of the rail trail ownership partners through the Indigenous applicant stream. Confirmed the Rail Trail partners are supporting preparation of the grant application with support included in the service agreement with the Shuswap Trail Alliance.

Motion #1: *THAT: The Shuswap North Okanagan Rail Trail Governance Advisory Committee supports Splatins submitting an application to the Infrastructure Canada Federal Active Transportation Fund on behalf of the ownership partners, for the Sicamous to Stepney Cross Road section of the Rail trail from 0km to 42.6km.*

Moved: Director Denise Delisle **Seconded:** Councillor Jeff Mallmes **Carried** by consensus.

Motion #2: *THAT: The Shuswap North Okanagan Rail Trail Governance Advisory Committee recommends that the Boards of the Columbia Shuswap Regional District and Regional District of North Okanagan endorse a letter of support to accompany the application to the Infrastructure Canada Federal Active Transportation Program, being submitted by Splatins on behalf of the Rail Trail owners.*

Moved: Director Rene Talbot **Seconded:** Director Rhona Martin **Carried** by consensus.

9. New Business

- a. **Agricultural Crossings along Rail Corridor** – A motion of recommendation was received from the Regional District of North Okanagan Board of Directors to address concerns regarding necessary access to agricultural properties along the rail trail corridor.

Motion: *That: the Shuswap North Okanagan Rail Trail Governance Advisory Committee, staff from the Columbia Shuswap Regional District (CSRD), the Regional District of North Okanagan (RDNO), the Agricultural Land Commission (ALC), and the Township of Spallumcheen meet with property owners, specifically farmers, on the Canadian Pacific Rail corridor (Rail Trail) to discuss options for permanent crossing agreements for farms and farmland.*

Moved: Councillor Todd York **Seconded:** Director Denis Delisle **Carried** by consensus.

10. Direction on next communication updates to the public - none

11. Director Enquiries



- a. **Registration of attendees** – TOC provided rationale on why registered ZOOM meetings were implemented to align with the standard protocol of regional meetings noting difficulty at previous ZOOM meetings to get everyone attending to register their attendance. The GAC recommend that if registration for online meetings is required there is reasoning clearly articulated. Expressed concern the online registration format may confuse people. GAC suggested thinking about moving back to in-person meetings.

Motion: *That: the Governance Advisory Committee move back to in-person meetings.*

Moved: Director Paul Demenok **Seconded:** Director Rene Talbot **Carried** by consensus

Discussion: GAC recommend continuing with a hybrid opportunity for people to still be able to attend via ZOOM and request the TOC staff look into setting up in-person meetings with an online option. Also ensure the public understands the meetings are open to all.

- b. **GAC meeting schedules** –

Motion: *That: the GAC meetings be scheduled approximately two weeks before the Splitsin Kukpi7 and Tkwamipla7, CSR D Board, and RDNO Board meetings.*

Moved: Director Paul Demenok **Seconded:** Director Rhona Martin **Carried** by consensus.

12. Adjournment of the General Meeting to In Camera

- a. **Motion:** *That: the first part of the March 18, 2022, Sicamous-to-Armstrong Rail-Trail Governance Advisory Committee meeting be adjourned.*

Moved: Director Rhona Martin **Seconded:** Councillor Todd York **Carried** by consensus

13. **11:00 am In Camera:** (GAC to move to separate pre-registered In Camera ZOOM link)

- a. **Presentation received from Ministry of Transportation and Infrastructure** regarding conceptual plans for future Highway 97A development through the communities of Splitsin and Enderby.

14. Next Meeting:

- a. 2022 Schedule – 1st Friday every 2 months (May 6, July 1 TBC, Sept 2, Nov 4) Location: TBA

15. Adjournment

- a. **Motion:** *THAT: the in-camera portion of the March 18, 2022, Sicamous-to-Armstrong Rail-Trail Governance Advisory Committee meeting be adjourned.*

Moved: Director Rhona Martin **Seconded:** Director Denis Delisle **Carried** by consensus

Site-Visit: Due to COVID-19 restrictions, on-site field visits following the meeting along the rail-trail corridor are on hold.



Attending: appointed inter-jurisdictional representatives (one designate from each of the 12 jurisdictions within the two regional districts, plus two Splatins representatives), as well as additional staff representation including CAOs and/or designates.

RSVP Contact: Secretariat/Facilitation – Phil McIntyre-Paul (Shuswap Trail Alliance) – interim secretariat to the Governance Advisory Committee (Contact: phil@shuswaptrails.com, 250-804-1964)

Meeting Documents: (Attached and linked to OneDrive)

1. Governance Advisory Committee Minutes ([Jan 07, 2022, Approved](#))
2. Financial Report – final Development Phase report for BCRDP ([Jan 27, 2022](#))
3. Federal Active Transportation Fund (Infrastructure Canada) – Brief ([March 15, 2022](#))
4. Request for Support re Federal Active Transportation Planning Grant – District of Sicamous ([March 10, 2022](#))

Background Documents: (OneDrive Links for Reference)

1. [Rail Trail Development Plan](#) (Jan 15, 2021) and [Staged Class C Costing](#) (Sept 9, 2020)
2. [Rail Trail Concept Maps](#) (Aug 14, 2020)
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14. [Information Poster Board Display Set](#) (Nov. 18, 2019)
15. [Information Bulletin #1](#) (Nov. 05, 2019)
16. [Information Bulletin #2](#) (May 04, 2021)
17. [Overview Map – Rail Corridor](#)
18. [Website](#)

Summary of Actions from March 18, 2022 Minutes

Task or Action	Responsibility	Timeframe/Status
Forward copy of new correspondence from BC Dock Owners sent to regional districts to the GAC for information.	CSRD/RDNO	To do
Coordinate meeting to discuss options for permanent crossing agreements for farms and farmland with GAC, CSRD/RDNO staff, Township of Spallumcheen, ALC, and property owners.	TOC	To do



Summary of Actions from previous Minutes

Task or Action	Responsibility	Timeframe/Status
Staff to present written wording for the proposed revision to the Governance Advisory Committee Terms-of-Reference and accompanying motion	TOC	In progress
Prepare project management, engineering, quality control, quality assurance and procurement documentation for the two project development areas within the Rail Trail for Governance Advisory Committee review	TOC	In progress
Following the presentation from MoTI provide clear policy direction to the Technical Operational Committee regarding MoTI use of Rail Trail lands for highway use.	GAC	Following MoTI presentation (March 18, 2022)
Follow-up with Splat sin Kukpi7 and leadership to provide direction for story scripting, promotional videos, and messaging, including the welcome song and appropriate ceremonies of welcome.	Alex	In progress
Install highway signs and produce promotional video footage utilizing available funding (Motion 5.c.iii.)	Alex	Signs – on hold Video – on hold by TOC
Follow-up with Splat sin leadership regarding potential leverage of the Friendship Accord funding	Alex/Splat sin Leadership	To do
Work with RDNO/CSR D chairs and meet with CAOs to discuss an erosion mitigation funding strategy further	Director Denis Delisle/ RDNO & CSR D Chairs	In progress
Splat sin staff to follow-up regarding Friendship Accord funding available to District of Sicamous and Splat sin to see if Splat sin can take the initiative to get this rolling. (DoS leadership recommend contacting Evan Parliament for assistance.)	Kukpi7/ Splat sin Staff	To do
Review and continue sharing updates on technical meetings between Rail Trail TOC and MoTI, as available	TOC	Ongoing
Prepare business access use policy and process for review	TOC	Carry forward
Review the dialogue to date regarding Vernon to Armstrong Connection, and bring forward a resolution to the Governance Advisory for moving forward on this	TOC	Carry forward

Abbreviations: GAC (Governance Advisory Committee), TOC (Technical Operational Committee), PMT (Project Management Team)



Attendance: Shuswap North Okanagan Rail Trail Governance Advisory Committee – March 18, 2022

General Meeting Attendance: 9:00 am – 10:45 am

Acting Governance Representatives at Meeting:

- Chad Eliason - Councillor, City of Salmon Arm - Appointed Rep
- Chris Pieper - Mayor, City of Armstrong - Appointed Rep
- Denis Delisle - Director, RDNO Area F - Appointed Rep
- Doug Thomas, Kukpi7, Splat-sin – Appointed Rep (Chair)
- Jay Simpson - Director, CSR Area F - Appointed Rep
- Jeff Mallmes - Councillor, District of Sicamous - Appointed Rep
- Kevin Acton – Mayor, Village of Lumby – Appointed Rep (Co-Vice Chair) – Acting Chair
- Paul Demenok - Director, CSR Area C - Appointed Rep
- Rene Talbot - Director, CSR Area D - Appointed Rep
- Rhona Martin - Director, CSR Area E - Appointed Rep (Co-Vice Chair)
- Rick Fairbairn - Director, RDNO Area D - Appointed Rep
- Theresa William - Tkwapila7 (Councillor), Splat-sin - Appointed Rep
- Todd York - Councillor, Township of Spallumcheen - Appointed Rep
- Tundra Baird - Councillor, City of Enderby - Appointed Rep

Alternate Representatives (Observing)

- Shirley Fowler - Councillor, City of Armstrong - Alternate Rep

Staff:

- Brad Ackerman – Manager of Parks, Recreation & Culture, RDNO – TOC Rep
- Carie Liefke – Planner, Township of Spallumcheen
- Charles Hamilton - CAO, CSR
- Darcy Mooney – Manager of Operations, CSR
- David Sewell – CAO, RDNO
- Dawn Low – CAO, City of Armstrong
- Frank Joe – Traditional Lands Manager, Splat-sin Title & Rights – TOC Rep
- Grahame Go – CEO, Splat-sin Development Corporation
- Ian Wilson – RDNO
- Jeromy Schuetze – District of Sicamous
- Ryan Nitchie – Team Leader, Community Services, CSR – TOC Rep
- Sharen Berger – Rail-Trail License/Legal Administration, CSR/RDNO – TOC Rep

Other:

- Alex de Chantal – Rail Trail Capital Campaign Director
- Phil McIntyre-Paul – Shuswap Trail Alliance – Governance Advisory Secretariat
- Terry Rysz – Mayor, District of Sicamous
- Observers: Brent Barton, Carol Williams, Christopher Little, Corey Mitchell, Harvey Farand, Jackie Hymas, Jeremy Fehr, Peter Letham, Sasha Arand, Taleesha Thorogood

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**In Camera Presentation with MoTI – Meeting Attendance: 11:00 am – 12 Noon**

**MoTI Representatives:**

- Desiree Lantenhammer (MoTI)
- Erik Lachmuth (MoTI)
- Jennifer Stites (Stites Co)
- Lynn Machacek (HDR Inc.)
- Peter Cocker (MoTI)
- Scott Cramer (Stites Co)
- Stephen Power (HDR Inc.)

**Governance Advisory Committee Representatives: (Elected Officials)**

- Chad Eliason - Councillor, City of Salmon Arm - Appointed Rep
- Chris Pieper - Mayor, City of Armstrong - Appointed Rep
- Denis Delisle - Director, RDNO Area F - Appointed Rep
- Doug Thomas, Kukpi7, Splatsin – Appointed Rep (Chair)
- Jay Simpson - Director, CSR Area F - Appointed Rep
- Jeff Mallmes - Councillor, District of Sicamous - Appointed Rep
- Kevin Acton – Mayor, Village of Lumby – Appointed Rep (Co-Vice Chair)
- Paul Demenok - Director, CSR Area C - Appointed Rep
- Rene Talbot - Director, CSR Area D - Appointed Rep
- Rhona Martin - Director, CSR Area E - Appointed Rep (Co-Vice Chair)
- Rick Fairbairn - Director, RDNO Area D - Appointed Rep
- Theresa William - Tkwapila7 (Councillor), Splatsin - Appointed Rep
- Todd York - Councillor, Township of Spallumcheen - Appointed Rep
- Tundra Baird - Councillor, City of Enderby - Appointed Rep

**Additional Local Government Elected Officials:**

- Shirley Fowler - Councillor, City of Armstrong - Alternate Rep
- Terry Rysz – Mayor, District of Sicamous

**Splatsin and Local Government Staff:**

- Brad Ackerman – Manager of Parks, Recreation & Culture, RDNO – TOC Rep
- Carie Liefke – Planner, Township of Spallumcheen
- Charles Hamilton - CAO, CSR
- David Sewell – CAO, RDNO
- Frank Joe – Traditional Lands Manager, Splatsin Title & Rights – TOC Rep
- Gabriela Rodriguez – Splatsin Development Corporation
- Grahame Go – CEO, Splatsin Development Corporation
- Ian Wilson – RDNO
- Jeromy Schuetze – District of Sicamous
- Ryan Nitchie – Team Leader, Community Services, CSR – TOC Rep
- Sharen Berger – Rail-Trail License/Legal Administration, CSR/RDNO – TOC Rep

**Other:**

- Phil McIntyre-Paul – Shuswap Trail Alliance – Governance Advisory Secretariat



#2026 - Rail Trail - Project Management 2020-2021: COMBINED REPORT  
Project Costing Updated: Jan. 27, 2022

PO# Contract # 2019-316-0010-1

| Item                                          | Qty        | 2020 Chargeout Rates | per | Year 2 Budget       | Qty Actual | Actual Expense      |
|-----------------------------------------------|------------|----------------------|-----|---------------------|------------|---------------------|
| <b>Project Management</b>                     |            |                      |     |                     |            |                     |
| Governance Secretariat                        | 144        | \$48.00              | hr  | \$6,912.00          | 0          | \$0.00              |
| Operational Manager                           | 1664       | \$48.00              | hr  | \$79,872.00         | 2310.06    | \$110,882.88        |
| Operational Assistant                         | 1664       | \$37.60              | hr  | \$62,566.40         | 1720.86    | \$64,704.34         |
| Administrative Support (Tracking & Financial) | 208        | \$48.00              | hr  | \$9,984.00          | 0          | \$0.00              |
| <b>Project Management Total</b>               | <b>82%</b> |                      |     | <b>\$159,334.40</b> | <b>92%</b> | <b>\$175,587.22</b> |
| <b>Labour</b>                                 |            |                      |     |                     |            |                     |
| Field Supervision                             | 0          | \$48.00              | hr  | \$0.00              | 11.25      | \$540.00            |
| Technical Assistance                          | 0          | \$27.15              | hr  | \$0.00              | 16         | \$434.40            |
| Labour: Canada Summer Student                 |            | \$22.10              | hr  | \$0.00              | 13         | \$287.30            |
| Labour: In-Kind Support                       |            | \$16.70              | hr  | \$0.00              | 140        | \$2,338.00          |
| <b>Labour Total</b>                           | <b>0%</b>  |                      |     | <b>\$0.00</b>       | <b>2%</b>  | <b>\$3,599.70</b>   |
| <b>Administration</b>                         |            |                      |     |                     |            |                     |
| Bookkeeping                                   |            | \$48.00              | hr  | \$0.00              | 0          | \$0.00              |
| Insurance                                     |            | \$20.00              | day | \$0.00              | 0          | \$0.00              |
| Other Expenses (Office) - GST PST Included    |            |                      |     | \$500.00            |            | \$566.84            |
| Project Office Space                          | 264        | \$25.00              | day | \$6,600.00          | 256        | \$6,400.00          |
| <b>Administration Total</b>                   | <b>4%</b>  |                      |     | <b>\$7,100.00</b>   | <b>4%</b>  | <b>\$6,966.84</b>   |
| <b>Equipment</b>                              |            |                      |     |                     |            |                     |
| Mileage - On Road                             | 8400       | \$0.52               | km  | \$4,368.00          | 2407.2     | \$1,251.74          |
| Project Tools                                 |            |                      |     | \$2,000.00          |            | \$3,026.25          |
| Chainsaw                                      |            | \$22.00              | day | \$0.00              | 1          | \$22.00             |
| Safety - Daily                                |            | \$10.00              | day | \$0.00              | 6          | \$60.00             |
| Field Phones (Cell) - Daily                   | 832        | \$3.50               | day | \$2,912.00          | 327        | \$1,144.50          |
| <b>Equipment Total</b>                        | <b>5%</b>  |                      |     | <b>\$9,280.00</b>   | <b>3%</b>  | <b>\$5,504.49</b>   |
| <b>Materials &amp; Other Costs</b>            |            |                      |     |                     |            |                     |
| Marketing - Promo                             |            |                      |     |                     |            | \$133.84            |
| Other Costs                                   |            |                      |     |                     |            | \$0.00              |
| <b>Materials Total</b>                        | <b>0%</b>  |                      |     | <b>\$0.00</b>       | <b>0%</b>  | <b>\$133.84</b>     |
| <b>Additional Contracts</b>                   |            |                      |     |                     |            |                     |
| Project Management Support                    |            | \$48.00              |     | \$0.00              |            | \$83.99             |
| <b>Additional Contracts Total</b>             | <b>0%</b>  |                      |     | <b>\$0.00</b>       | <b>0%</b>  | <b>\$83.99</b>      |
| <b>Sub-Total</b>                              |            |                      |     | <b>\$175,714.40</b> |            | <b>\$191,876.08</b> |
| Extension Addition                            |            |                      |     | \$19,776.57         |            |                     |
| <b>MINUS GST - 50% rebate</b>                 |            |                      |     |                     |            | <b>\$84.77</b>      |
| <b>Project Management Sub-Total</b>           |            |                      |     | <b>\$195,490.97</b> |            | <b>\$191,791.31</b> |

Notes  
Year2: June 1/20 - May 31/21 + Ext to Dec 31  
24 hrs/Governance Meeting x 6  
4 days/week x 12 mnths  
4 days/week x 12 mnths  
6 hours/week x 12 mnths  
Note: GAC Sec in Operational Mgr & Asst

Field Coordination  
Senior Trail Crew support  
Not included in BCRDP Invoicing  
Rapattack danger tree falling - in-kind

under partnership agreement  
under partnership agreement  
general office supply  
project office rent

Project Travel  
Avenza Maps, Field tablet, additional cell  
per saw (includes fuel) - rail corridor recon  
includes spill kit and PPEs - recon  
per unit (assist cell Project Tools above)

display materials, bulletins, mailings, copies,  
meetings, hall rentals, etc.

Technical Trail Consultant

June 1 - Dec. 31, 2021 (Budget \$48000)  
MINUS GST - 50% rebate  
Contract Extension to Dec. 31, 2021

| Invoices to Date: Operational Management - Year 2 | Date      | Rate | per/ | Meters   | Total               |
|---------------------------------------------------|-----------|------|------|----------|---------------------|
| Inv# 1695-CSRDP (Px8)                             | 22-Jul-20 |      |      |          | \$28,055.68         |
| Inv# 1709-CSRDP (Px9)                             | 5-Oct-20  |      |      |          | \$29,002.51         |
| Inv# 1727-CSRDP (Px10)                            | 16-Dec-20 |      |      |          | \$27,700.14         |
| Inv# 1734-CSRDP (Px11)                            | 16-Feb-21 |      |      |          | \$21,905.32         |
| Inv# 1748-CSRDP (Px12)                            | 3-May-21  |      |      |          | \$27,649.31         |
| Inv# 1761-CSRDP (Px13)                            | 31-May-21 |      |      |          | \$13,178.01         |
| Inv# 1779-CSRDP (Px14)                            | 13-Aug-21 |      |      |          | \$9,089.39          |
| Inv#1790-CSRDP (Px15)                             | 4-Nov-21  |      |      |          | \$8,400.99          |
| Inv#1799-CSRDP (Fx16)                             | 14-Dec-21 |      |      |          | \$12,358.50         |
| Inv#1802-CSRDP (Fx17)                             | 14-Dec-21 |      |      |          | \$7,771.84          |
| Inv#1803-CSRDP (Fx18)                             | 14-Dec-21 |      |      |          | \$3,875.00          |
| <b>Totals</b>                                     |           |      |      | <b>0</b> | <b>\$188,986.69</b> |
| <b>Budgeted Funds</b>                             |           |      |      |          | <b>\$195,490.97</b> |
| <b>Remaining Balance</b>                          |           |      |      | <b>0</b> | <b>\$6,504.28</b>   |

Year 2: 2020-2021: Contract # 2019-316-0010-1

Final Project Invoices  
Final Project Invoices - Prepaid  
Final Project Invoices - Prepaid

| Revenue Summary - for Operational Management Year 2 Only   | Budgeted            | PO# | Actual              |
|------------------------------------------------------------|---------------------|-----|---------------------|
| Funding (BCRDP/CSRDP-Area E/DOS) - Year 2 Reserve          | \$148,000.00        |     | \$148,000.00        |
| Funding (BCRDP/CSRDP-Area E/DOS) - Carry forward from 2019 | \$27,714.40         |     | \$27,714.40         |
| Funding (BCRDP/CSRDP-Area E/DOS) - Extension to Dec. 31/21 | \$19,776.57         |     | \$13,272.29         |
| Additional Contributions (In-Kind)                         |                     |     | \$2,625.30          |
| STA Partner Contribution (In-Kind)                         |                     |     | \$179.32            |
| <b>Operational Management Year 2 Total</b>                 | <b>\$195,490.97</b> |     | <b>\$191,791.31</b> |

2020-2021  
reserved year two BC Rural Dividend Funding  
carry forward from year one balance  
June 1 - Dec. 31, 2021 (Budget \$48000)  
incl. CSJ Student, Rapattack support  
STA contributions

...Over to Page 2...



**Revenue/Expense Summary - Operational Management Year 1 - June 1, 2019 to May 31, 2020**

Page 2

| Expenses Summary - Year 1                          |            |      |      | Budget       | Actual       |
|----------------------------------------------------|------------|------|------|--------------|--------------|
| Total Expenses Year 1 (2019 - 2020)                |            |      |      | \$173,370.72 | \$107,123.34 |
| Invoices to Date: Operational Management 2019-2020 | Date       | Rate | per/ |              | Total        |
| Inv# 1639-CSRDP (F) (governance)                   | Sept 12/19 |      |      |              | \$3,534.86   |
| Inv# 1640-CSRDP (P)                                | Sept 12/19 |      |      |              | \$15,724.68  |
| Inv# 1650-CSRDP (Px2)                              | Oct 25/19  |      |      |              | \$16,076.02  |
| Inv# 1662-CSRDP (Px3)                              | Dec 10/19  |      |      |              | \$17,994.00  |
| Inv# 1662-CSRDP (Px4) (#1675)                      | Dec 31/19  |      |      |              | \$8,019.51   |
| Experience Matters Wage Subsidy                    | Dec 31/19  |      |      |              | \$2,800.00   |
| Inv# 1682-CSRDP (Px5)                              | Mar 13/19  |      |      |              | \$18,499.78  |
| Inv# 1684-CSRDP (Px6)                              | 22-May-20  |      |      |              | \$19,453.07  |
| Inv# 1685-CSRDP (Px7)                              | 31-May-20  |      |      |              | \$5,021.42   |
| Totals                                             |            |      |      |              | \$107,123.34 |
| Budgeted Funds                                     |            |      |      |              | \$150,800.00 |
| Remaining Balance                                  |            |      |      |              | \$43,676.66  |

 Year 1: 2019-2020: Contract # 2019-316-0010-1  
 See final STA Project Tracking Report #1926

 2019-2020: Contract # 2019-316-0010-1  
 #1900 - Governance Sec tracking PO#8988

Bowman Employment Services

 correction 20/06/20 to incl Bowman & PO8988  
 as of May 31, 2020

| Revenue Summary - for Operational Management Year 1 Only | Budgeted     | PO#     | Actual       |
|----------------------------------------------------------|--------------|---------|--------------|
| Funding (BCRDP/CSRDP-Area E/DOS)                         | \$148,000.00 |         | \$100,788.48 |
| CSRDP Contribution (Secretariat - Interim)               | \$0.00       | PO#8988 |              |
| Additional Support Needed                                |              |         |              |
| Experience Matters Wage Subsidy                          | \$2,800.00   |         | \$2,800.00   |
| Operational Management Year 1 Total                      | \$150,800.00 |         | \$103,588.48 |

 2019-2020: Contract # 2019-316-0010-1  
 available year one BC Rural Dividend Funding  
 see Project #1900 - Rail Trail Governance  
 20/06/20 adjusted to actual funds available  
 Bowman Employment Services

| Combined Operational Management Year 1 & 2 (Invoiced Only) | Available Funds | Actual Invoiced |
|------------------------------------------------------------|-----------------|-----------------|
|                                                            | \$302,614.31    | \$296,110.03    |
| Remaining Balance                                          |                 | \$6,504.28      |

 As of June 1, 2020  
 does not include 2020-21 in-kind

| Expenses: Additional Contracts (2019 - 2021) |  |  |  | No GST       | Includes GST |
|----------------------------------------------|--|--|--|--------------|--------------|
| BCRDP Budget                                 |  |  |  |              | Actual       |
| Consulting and Professional Fees             |  |  |  |              |              |
| Site Survey & Engineering/design drawings    |  |  |  |              | \$6,318.30   |
| Technical Design Consultant                  |  |  |  | \$85,576.00  | \$77,782.82  |
| Land Valuation                               |  |  |  | \$10,000.00  | \$10,529.16  |
| 1/2 KM Marker Install                        |  |  |  | \$6,886.76   | \$5,234.94   |
| Agricultural Sub-consultant                  |  |  |  | \$33,685.00  | \$34,855.95  |
| Bridge Assessment & Design                   |  |  |  | \$15,000.00  | \$15,750.00  |
| Co-Management Agreement - Legal              |  |  |  |              | \$1,512.02   |
| Geotechnical                                 |  |  |  | \$18,900.00  | \$19,173.27  |
| Steep Slope                                  |  |  |  | \$12,500.00  | \$13,125.00  |
| Survey (Legal & Topographical)               |  |  |  | \$45,000.00  | \$30,369.10  |
| Environmental Impact Assessments             |  |  |  |              | \$0.00       |
| Environmental Services                       |  |  |  | \$31,338.00  | \$28,716.13  |
| Stormwater Management                        |  |  |  | \$33,224.00  | \$33,907.06  |
| Erosion Control (Shoreline & River)          |  |  |  | \$73,500.00  | \$82,506.90  |
| Archeological Impact Assessments             |  |  |  | \$36,168.70  | \$13,172.14  |
| Archaeological Overview Assessment           |  |  |  | \$26,117.00  | \$48,698.51  |
| Cultural Heritage Overview Assessment        |  |  |  | \$20,714.30  | \$12,202.00  |
| Class C Cost Estimates feasibility study     |  |  |  | \$5,090.24   | \$0.00       |
| Marketing and Promotion                      |  |  |  |              |              |
| Fundraising Strategy Coordinator             |  |  |  | \$51,000.00  | \$51,092.22  |
| Marketing and Promotion (Social Media)       |  |  |  | \$15,000.00  | \$29,491.26  |
| Story/Brand Development & Design             |  |  |  | \$15,000.00  | \$1,048.69   |
| Other Costs                                  |  |  |  |              |              |
| Facility Rentals                             |  |  |  | \$4,000.00   | \$623.00     |
| Additional Contracts Sub-Total               |  |  |  | \$538,700.00 | \$516,108.47 |
|                                              |  |  |  |              | \$20,739.80  |
| Sub-Total (no GST)                           |  |  |  |              | \$495,368.67 |
| Remaining Balance                            |  |  |  |              | \$43,331.33  |

 BCRDP funding \$166,000  
 Urban Systems Limited  
 Kent-MacPherson  
 STA Trail Team PO#10368  
 Associated Environmental  
 Bourcet Engineering  
 Lidstone  
 Fletcher Paine - includes site recon  
 Fletcher Paine  
 Browne-Johnson incl km 0-1.5 survey  
 BCRDP funding \$83,000  
 Western Water incl km 0-1.5 RAPR/SPEA  
 TRUE Consulting  
 Waters Edge Ltd. incl km 37.5 assess  
 BCRDP funding \$83,000  
 SDC Yucwmenlucwu  
 Splatsin Title & Rights  
 BCRDP funding \$137,700  
 BCRDP funding \$35,000 + Dec. 31/21 ext.  
 BCRDP funding \$15,000  
 BCRDP funding \$15,000 - ext. reallocation  
 BCRDP funding \$4,000  
 BCRDP Funding Total \$538,700 (gross)  
 LESS: GST ITC's Csrp refunded  
 BCRDP Funding Total \$538,700 (NET)  
 \$538,700.00

| Revenue Summary - for Additional Contracts | Budgeted     | PO# | Actual (PPR) |
|--------------------------------------------|--------------|-----|--------------|
| Funding (BCRDP/CSRDP-Area E/DOS)           | \$538,700.00 |     | \$495,368.67 |
| Additional Contributions (Funding)         |              |     |              |
| Additional Contributions (In-Kind)         |              |     |              |
| Additional Contracts Total                 | \$538,700.00 |     | \$495,368.67 |

 Invoice Payment Requests through CSRDP  
 Total available minus Operational Mngt

| Combined Project Expense Totals (Invoiced Only) | Budget       | Actual Expense |
|-------------------------------------------------|--------------|----------------|
|                                                 | \$841,314.31 | \$791,478.70   |
| Total Combined Remaining Balance                |              | \$49,835.61    |

 NOTE: DOES NOT INCLUDE 2020-21 IN-KIND  
 Total Project To-Date Invoiced

|                                          |  |             |
|------------------------------------------|--|-------------|
| Revenue Reserve - Operational Management |  | -\$2,514.31 |
|------------------------------------------|--|-------------|

carry forward from year 1 + \$1300 unallocated

| Combined Revenue Totals (Invoiced Only) | Budget       | Actual To Date |
|-----------------------------------------|--------------|----------------|
|                                         | \$838,800.00 | \$791,478.70   |
| Remaining Fund Balance                  |              | \$47,321.30    |

 NOTE: DOES NOT INCLUDE 2020-21 IN-KIND  
 Operational Mgt & Sub-Contracts (no In-Kind)  
 Balance of available funds to-date





## Shuswap-North Okanagan (Sicamous-to-Armstrong) Rail Trail Corridor Development Planning Phase 2019 - 2021: Progress Report

Prepared by: Phil McIntyre-Paul for the Technical Operational Committee

Updated: January 26, 2022



We gratefully acknowledge  
the support of the Province  
of British Columbia.



*The Shuswap North Okanagan Rail Trail is in the Splatshin unceded territory of the Secwépemc Nation.*



# **Shuswap-North Okanagan (Sicamous-to-Armstrong) Rail Trail Corridor Development Planning Phase 2019 - 2021: Final Progress Report**

Prepared by: Phil McIntyre-Paul for the Technical Operational Committee

Updated: January 26, 2022

(Note: follow highlighted text links to online documentation via Microsoft OneDrive)

The Development Planning phase of the Shuswap North Okanagan Rail Trail (Sicamous-to-Armstrong) within Słatsin te Secwépemc concludes December 31<sup>st</sup>, 2021.

It was initiated in 2019 by the rail trail owners (Słatsin te Secwépemc, Columbia Shuswap Regional District, and the Regional District of North Okanagan) under a Memorandum of Understanding (March 14, 2019) with grant funding through the Province of British Columbia's Rural Dividend Program (BCRDP) and leverage contributions from the CSRD Area E and District of Sicamous Economic Opportunity funds.

The project is directed under a Governance Advisory Committee with political representation from each of the Rail Trail partners member jurisdictions, chaired by Słatsin Kukpi7 Wayne Christian, and Co-Vice Chaired by representatives from the CSRD and RDNO. A Technical Operational Committee made up of the Chief Administrative Officers and designated staff representatives from Słatsin, CSRD, and RDNO is responsible for overseeing the day-to-day progress of the project.

In May 2019 the Shuswap Trail Alliance was contracted to provide project management support for the Development Planning phase working with the Governance Advisory Committee and Technical Operational Committee to manage the many sub-consultants, assessments, consultations, meetings, and reports needed to create the rail trail development plan. As well, support was provided to help initiate a communications strategy, public engagement, and capital campaign.

Additional funding was committed by the CSRD and RDNO to prepare the many license agreements needed with adjacent property owners, farms, and businesses along the rail corridor.

The Development Plan was completed in 2020, the capital campaign launched, initial capital grant funding secured in 2021, and additional assessments and planning work completed ready for transition into the Implementation Phase of the project into 2022. There are currently just over \$1.64 million in funds raised to start preliminary rail trail construction projects.

December 31<sup>st</sup>, 2021 closes the Shuswap Trail Alliance's contract with the Development Planning phase of the project which now moves into the hands of the Technical Operational Staff for the Implementation Phase. The Community Foundations of the Shuswap and North Okanagan have assumed a role receiving and holding public capital donations to construct the rail trail. A community leadership committee is in place to assist with amplifying the capital campaign. And a wider circle of supporting partner organizations including regional Economic Development organizations, Shuswap Tourism, Community Futures, Chambers of Commerce, Interior Health, and regional trail stewardship groups including the Armstrong Spallumcheen Trail Society and the Shuswap Trail Alliance are actively supporting and promoting the successful completion of the greenway trail.



**Development Plan Phase – Progress Summary:** The following milestones were identified for the Development Planning Phase of the Rail Trail between Sicamous and Armstrong. (See: BC Rural Dividend Program grant application)

| Milestone (Original Target Date)                                                                                                                                       | Status                                        | Notes                                                                                                                             |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------|
| Establish Inter-Jurisdictional Technical Operational Body                                                                                                              | Completed                                     | Spring 2019                                                                                                                       |
| Hire Project Manager and Assistant                                                                                                                                     | Completed                                     | June 2019                                                                                                                         |
| RFP/Selection – Environmental, Traditional Use/Archeological, and Engineering Design                                                                                   | Completed                                     | June 2019 – May 2020                                                                                                              |
| Business Plan developed, approved, and activated                                                                                                                       | Completed                                     | March 2021                                                                                                                        |
| Funding strategy developed, approved, and activated                                                                                                                    | Completed                                     | Strategy approved – Sept 2020<br>Committee Established – Oct 2020<br>Coordinator Hired – Nov 2020<br>Campaign launched - Dec 2020 |
| Communications plan developed, approved, and activated                                                                                                                 | Completed                                     | July 2019                                                                                                                         |
| Environmental, Traditional Use, Archeological, and Technical Site Assessments completed                                                                                | Completed                                     | June 2019 – December 2021<br>Note: Splatstin Knowledge Keepers circle postponed to 2022 due to COVID19                            |
| Completion of government, stakeholder, and community consultations                                                                                                     | Completed                                     | Development Plan to Aug 2020; ALC Consult to Feb 2021; Implementation - ongoing                                                   |
| Capital development plan including bid-ready landscape architectural and engineering design drawings, signage concept plan, and Class C costing developed and approved | Completed                                     | Development Plan Approved March 2021                                                                                              |
| Capital construction contract RFP tendered & awarded                                                                                                                   | In progress                                   | Test Section, Sicamous-to-Mara Safety/Early Access – Spring 2022                                                                  |
| Submission of applications for approval to relevant agencies including the Agricultural Land commission, DFO, MoTI, MFLNRORD                                           | Completed (ALC, MoTI)<br>To do (DFO/MFLNRORD) | ALC – approved Feb 2021<br>MoTI – submitted Jan 2022<br>DFO/MFLNRORD – Pending                                                    |
| Long-term management plan finalized and approved                                                                                                                       | In progress                                   | Maintenance Plan - Jan 2022; Long-term management – in progress                                                                   |
| Highway Crossing Design Plan completed with MoTI                                                                                                                       | In progress                                   | Warrants submitted – Jan 2022; Hwy 97A Crossings TBD                                                                              |
| Inter-Regional Connectivity Plan developed with Central and Southern Okanagan initiatives                                                                              | In progress                                   | Collaboration continues into 2022                                                                                                 |
| Round 1 Fund Raising Target - 40% secured                                                                                                                              | In progress                                   | Revised Round 1: \$8 M – 2024<br>Currently raised: \$1.64 M                                                                       |
| First phase construction underway (target: erosion control, risk mitigation, and first 16km)                                                                           | In progress                                   | km 0.0 – 15.0 underway – Spring 2022                                                                                              |
| Round 2 Fund Raising Target - 70% secured                                                                                                                              | To do                                         | Revised Round 2 – \$9.8M (Target: \$2.45M)                                                                                        |
| Second phase construction underway                                                                                                                                     | Pending sufficient capital funding            | Stage 3 – Build (2023/2024)                                                                                                       |

|                                    |                                    |                                            |
|------------------------------------|------------------------------------|--------------------------------------------|
| Round 3 Fund Raising Target - 100% | To do                              | Revised Round 3 – \$5.8M (Target: \$1.45M) |
| Final phase construction           | Pending sufficient capital funding | Round 3 – Finish (2024/2025)               |

For news updates, more detailed background information, and access to the full [Development Plan](https://www.shuswapnorthokanaganrailtrail.ca) visit [www.shuswapnorthokanaganrailtrail.ca](https://www.shuswapnorthokanaganrailtrail.ca).

The following are more detailed notes on progress to date:

1. **Unfolding the True Story: Secwépemc Values and Interests** – A fundamental goal of the project is to strengthen relationships and unfold the true story within Splatstín te Secwépemc nation territory. On direction of Governance Advisory Committee chair and Splatstín Kukpi7 (Chief) Wayne Christian, inter-jurisdictional representatives were invited on a series of on-site field trips following regular Governance Advisory Committee meetings. A workshop with Governance Advisory leadership on Secwépemc values and interests was to take place in early 2020. Due to the COVID19 Pandemic, however, this workshop and further field visits were postponed. Splatstín Title and Rights staff are working on this presentation/workshop for later in 2022. A full review of the Development Plan was completed by Splatstín leadership, however, including preparation of the Splatstín te Secwépemc statement and Secwepemctsin language and values clarified throughout the planning document. This preliminary messaging was then developed for use in the preliminary project branding and promotions. Splatstín Title & Rights staff are now working on a process for developing further destination, educational, and interpretive messaging and signage for the rail trail corridor based on the wider Secwepemc Landmarks and Trailhead Sign program. In December 2021, Kukpi7 Christian, Tkwamipla7 (Councillors), and Splatstín staff hosted an onsite field session from the Splatstín Community Centre onto the rail corridor with Governance representatives and partner staff. The Splatstín vision for the rail corridor was shared. Ongoing work continues, including development of further public messaging with the fundraising campaign director and Kukpi7 & Tkwamipla7 and Splatstín Title & Rights staff. Each step of the project includes review by Splatstín staff to ensure Splatstín te Secwépemc values and interests are met.
2. **Development Plan and Mapping** - (See [Development Plan](#) and attached planning reports) – completed and approved by the Inter-jurisdictional partners in March 2020. Includes accompanying reports and mapping for Environmental, Agricultural, Road Crossings, Erosion Control, Geotechnical, Storm Water, Steep Slope, Bridges, and Class 'C' Cost estimate breakdowns. (See next section)
3. **Organizational Chart** – provides an overview of the inter-jurisdictional and wider community leadership involvement and support roles to date (Updated [March 22, 2021](#))
4. **Development Planning and Sub-Consultant Update** – 16 professional sub-consultants have contributed to the Development Plan, providing a set of technical tools for the Rail Trail owners and Technical Operational Committee to use in preparing detailed engineering design and construction tender documents. These include:



- a. **Agricultural Assessment** (Associated Environmental) – ALR agrologist assessments, consultations, report was submitted [March 4, 2020](#) with [maps](#), and meetings with ALC and ALR property owners completed in 2020. The final ALC Decision was received [Feb. 24, 2021](#). (See below)
- b. **Archaeological Impact Assessments (AIA)** (SDC Yucwmenlúcwu (Caretakers of the Land) LLP) – completed Oct. 5 – 7, 2021 in conjunction with Geotechnical testing (see below). The final report is held by Splatsin Archaeologists and will guide future development of the rail trail corridor.
- c. **Archeological Overview Assessments and Mapping** (Splatsin Yucwmenlúcwu SDC) – completed. Note: this report is held confidentially by Splatsin leadership but is used to guide decision making and planning along the rail trail corridor.
- d. **Brand Development & Design** (Toliver Design/55 Creative) – Rail Trail story brand and capital campaign communication tools have been developed including: [brand sheet](#), signature legacy illustrations ([spring/arial view](#), [summer](#), [fall](#), [winter](#)), [donor presentations](#), [donor certificates](#), [campaign posters](#), [countertop displays](#), [winter card campaign](#), Shuswap Magazine centrefold [left/right](#), and [billboard signs](#) designed by the 55 Creative team ready to display along undeveloped rail corridor.
- e. **Bridge Assessment and Design** (Bourcet Engineering) – Bridge inspection summary completed. ([July 20, 2020](#)) The [final assessment report](#) and [detail design drawings](#) were completed May 20, 2021 ready for use. All four bridges need some replacement timbers but were all determined to be sound for pedestrianizing for safe rail trail use.
- f. **Cultural Heritage Overview Assessment** (Splatsin Title & Rights) – The preliminary assessment was completed in 2020, but on-site visits, community consultations, and consultation with Splatsin Knowledge Keepers was postponed in early 2020 due to the COVID19 pandemic. These consultations remain on hold. The CHOA report includes a review of all known Splatsin te Secwépemc values and interests within the rail corridor area. Splatsin Kukpi7 & Tkwamipla7 (Chief and Council) affirmed the importance of conducting further consultation on how best to protect and manage access within the Rosemond Lake area. Splatsin staff together with Tkwamipla7 Doug Thomas conducted a preliminary site visit to the Rosemond Lake section of the rail trail on October 14<sup>th</sup>, 2021 to assess the best approach to coordinating a review with Splatsin Knowledge Keepers as pandemic restrictions allow. Splatsin Title & Rights staff have prepared a revised plan to complete this work as part of the Implementation Phase in 2022.
- g. **Sign Plan** – a baseline sign plan is outlined in the Development Plan drawing on safety, information, directional, and wayfinding signage on both the Okanagan Rail Trail and as adopted within the Shuswap Regional Trails Strategy. A Directional/Jurisdictional sign plan is being finalized for review by the Technical Operational Committee. Destination, interpretive, and educational signage and trailhead kiosks will be developed later in the implementation phase guided by Splatsin protocol and a process similar to the Secwepemc Landmarks process including direction from the Knowledge Keepers circle. This detailed destination trailhead and interpretive/educational sign plan will be

prepared following direction from Splatsin Kukpi7 & Tkwamipla7 (Chief and Council) through Title & Rights staff. Temporary km markers are currently installed at 500 metre intervals to assist sub-consultants with onsite referencing, and jurisdictional signs and bulletins are installed to keep the undeveloped trail closed for public safety.

- h. **Environmental Assessment** (Western Water Associates Ltd) – A desktop assessment of the corridor was conducted to identify environmentally sensitive sections along the alignment, and to prioritize sections for action into the future. Field reconnaissance and accompanying mapping was also developed. See [Development Plan Section 9](#) and [Appendix C](#).
- i. **Erosion Assessment – KM 37.5** (adjacent to Splatsin Centre) – a memo on the approximately 150 metre failed section of rail bed at km 37.5 was prepared by Waters Edge Engineering ([Aug. 17, 2021](#)). Subsequently, Geotechnical test pits and AIAs were conducted at this location to provide further information prior to finalizing detail design. That report is pending.
- j. **Erosion Control – KM 32.75 Shuswap River** (behind North Enderby Timber) – Preliminary Erosion Protection Options for rail trail bank stabilization at km 32.75 were assessed and prepared by Waters Edge Engineering Ltd. ([Nov. 18, 2020](#)) Subsequently, a Conceptual Design and Quote was prepared by Green Stream Consulting ([February 17, 2021](#)), funded by RDNO Area F applying a sheet pile approach. (Cost: HIGH) Recommend interim option while funds are assembled: trail setback routing trail away from bank. Currently 14 m set-back noted in Erosion Protection Options Memo from Waters Edge Engineering Ltd. Follow-up to discuss set-back options with NET and TOC underway.
- k. **Erosion Control - Shoreline and River** (Waters Edge Ltd) – The DRAFT Flood Risk Inventory and Assessment report for Mara Lake shoreline with 348.9m Flood Elevation Level (FLC) approved by the GAC ([Brief Jan. 13, 2021](#)) is now being reviewed by the TOC. It is accompanied by online digital mapping files, data, and photographs assembled by the CSRD GIS department. ([DRAFT for Review - Nov. 4, 2021](#)) Next steps include prioritization and mitigation planning.
- l. **Geotechnical** (Fletcher Paine) – Geotechnical Ballast tests were completed Oct. 5 – 7, 2021 in conjunction with Archaeological Impact Assessments. (See Archaeology above) The report provides a reference to guide detail design during implementation phase. (See Geotechnical Investigation and Report, Nov. 10, 2021)
- m. **Heritage Inspection Permit Application** – successfully secured by Splatsin Yucwmenlúcwu SDC in June 2021 ready for the Geotechnical Assessment Pits and AIA. This permit covers the full extent of the Rail Trail corridor and will be used as required to conduct Archaeological Impact Assessments during the Implementation Phase. It was most recently used by Splatsin Archaeologists to oversee the Geotechnical Test Pit assessments in October 2021. (See AIA following)



- n. **Land Valuation & Agreement Fees** (Kent-MacPherson) – report completed to guide development of encroachment and crossing license agreements with adjacent landowners. (See [Dec. 02, 2019](#))
- o. **Revegetation & Landscaping Design Guidelines Plan** – a scoping outline ([July 9, 2021](#)) has been prepared and invitations out for work plan/costing quotes to prepare a plan to address the goal of re-establishing indigenous native plant habitats and improving overall ecosystem health along the corridor during the implementation phase. PENDING
- p. **Riparian Areas Protection Regulation Assessment Report (RAPR/SPEA)** (Western Water Associates Ltd) – [Sicamous Narrows Riparian Areas Protection Regulation \(RAPR\) Assessment Report](#) - completed (See Agreements update below.)
- q. **Road Crossing Warrants** (Urban Systems Ltd.) – a crossing warrant report addressing all public roads along the rail corridor has been submitted to MoTI for review. Rail Trail Technical Staff are awaiting direction. (See [Report Dec 16, 2021](#) & [Drawings](#))
- r. **Steep Slope** (Fletcher Paine) – assessment of steep slopes between km 0 and km 15 was completed July 31, 2020. Assessment of km 21 – 23 determined the hazard for this section to be low. Final report was completed and signed [May 17, 2021](#).
- s. **Stormwater Management** (TRUE Consulting) – storm water management report completed ([Oct. 28, 2020](#)). This report guides treatment of all culverts and stream crossings along the entire rail trail corridor.
- t. **Survey – Armstrong to Lansdowne Rd CP Rail ROW** (Vector Geomatics) – CP Rail and CN Rail (who lease the active section south of Lansdowne Rd to Armstrong) have approved survey of the south side of the rail corridor for license as a parallel pathway corridor. (See [Survey Dec 16, 2021](#)) Urban Systems Ltd engineers are now adding plan view drawings to the survey site plan. TOC staff will resume negotiation of a license agreement to establish a connection. (See CP Rail below)
- u. **Survey – Legal & Topographic** (Browne Johnson) – Sicamous Narrows survey km 0.5 – 1.5 completed ([Sept. 18, 2020](#)), documents high water boundary, property lines, and all encroachments within the rail corridor property. The document is available to property owners for use when preparing development permit application that require Riparian Area Protection Regulation review. (Also see RAPR Assessment Report) Coom Bay Road crossing and vehicle use at km 5.0 -6.0, and Siding Hut at km 6.3 surveys completed. ([Oct. 30, 2020](#)).
- v. **Technical Design Consultation** (Urban Systems Ltd.) – Thomas Simkins with USL acted as Engineer on Record for the Development Plan, and is continuing to oversee technical reports, road crossing application to MoTI, trail designs adjacent to North Enderby Timber and Sure Crop Feeds, CP Rail survey, and ongoing technical support to TOC.
- w. **Technical Guidelines for Encroachment Agreements** – developed primarily to address technical issues for approved pathways and dock connections from adjacent properties

into the rail trail corridor. (See [Encroachment Agreement Technical Guidelines July 1 2021](#) and Encroachment Agreements Update notes below.)

- x. **Traffic Impact Study** (Urban Systems Ltd.) – workplan/quote for the Mara Hall community provided to the RDNO for consideration. ([Oct. 02, 2020](#)) PENDING – the RDNO will implement the community consultation/traffic impact study as part of the upcoming km 0 – 20 preliminary implementation project.
  - y. **Wildlife Corridor Assessment** – Splitsin SDC biologists and Title & Rights staff are clarifying scope recommendations. Will require separate funding. Seen as an enhancement to development plan to date, and an opportunity to establish a baseline prior to public use of the rail trail. Splitsin leadership are looking for funding.
5. **Splitsin te Secwépemc Consultation & Direction** – Splitsin Kukpi7 & Tkwamipla7 (Chief and Council) oversee the values, goals, and direction of the project through the Inter-jurisdictional Governance Advisory Committee and are co-owners of the Rail Trail Development Plan. This includes review, direction, and authorization of all reporting, planning, and implementation.

The following excerpt is from a statement prepared by Splitsin Kukpi7 & Tkwamipla7 (Chief and Council) in the Rail Trail Development Plan ([Jan. 2021](#)), and express the values and intent of the project:

"Splitsin has been a leading partner in the Rail Trail initiative. This project has brought both government and non-government groups together to collaboratively develop the 50 km Sicamous-to-Armstrong rail corridor in South Central British Columbia into a route for non-motorized travel. The construction of a rail trail system will promote a healthy, active lifestyle. The common core values of the project are sustainability and ecological protection.

Splitsin's engagement and efforts to lead this initiative are founded on the understanding that these 50 km of trail are located within Splitsin's core area of caretakership and form part of our unceded Secwépemc territorial lands. Splitsin strives to assume our role as caretakers of our traditional lands on behalf of the Splitsin people and the Secwépemc Nation; for the benefit and use of the Secwépemc people and our neighbours now and in the future." (Kukpi7 Wayne Christian, Splitsin te Secwépemc)

Secwépemc values and interests are also guiding future community-to-community relationship building, public education, and long-term management of the corridor.

(See [Record of Consultation, Updated January 26, 2022](#))

6. **Co-Management SROW Agreement** – a revised draft Statutory Right-of-Way Agreement to facilitate construction and joint management of the rail trail greenway has been vetted by Splitsin and Regional District legal council and is now being reviewed by the TOC prior to referral back to Kukpi7 & Tkwamipla7 and RDNO/CSRD boards through the GAC.
7. **Planning with municipalities and electoral areas along the rail corridor** – planning meetings with all municipal and regional area jurisdictions along the rail trail corridor have taken place during the development planning stage and continue into the implementation phase. These



meetings identified key planning issues specific to each jurisdictional area and affirmed ongoing collaboration between technical staff as the project moves into implementation.

- a. **Funding for construction and ongoing maintenance** (rail corridor, side amenities) – The inter-jurisdictional rail trail owners have identified core amenities that will be included in the overall development and ongoing management of the rail trail, and enhanced amenities that would be the option of connected jurisdictional partners. Development of an amenities management plan is underway. Consideration of joint service agreements could be an option for some amenities. Further discussion required.

## 8. Community Consultations and Communications

- a. **Communications Policy & Strategy** – completed and approved [July 19, 2021](#)
  - b. **Dedicated website, email, phone** – A system for public communications, input and response is established and maintained. Regular bulletins posted. TOC have discontinued dedicated phone line due to low use. Phone contact will be directly through Rail Trail owner's main offices. See online website at [www.ShuswapNorthOkanaganRailTrail.ca](http://www.ShuswapNorthOkanaganRailTrail.ca).
  - c. **News Releases** – Visit the [website for recent updates and full archive](#). Recent releases include significant updates on donor campaign ([Dec 14, 2021](#)) and grant funding updates ([Oct 12, 2021](#), [Sept 29, 2021](#), [July 29, 2021](#)) since the MoU with Community Foundations ([July 7, 2021](#)). Releases also acknowledge funding partners. (See [BCRDP example, May 15, 2020](#))
  - d. **Updated Information Bulletins** ([Spring 2021](#)) – posted at all temporary trailhead signs, circulated through Splatstin community bulletin boards and newsletter, and online.
  - e. **Community Consultations** – included a series of four public open houses, two Agricultural property owner consultation meetings and a series of on-site meetings, and a Sicamous Narrows/North Mara Lake adjacent property owners meeting. Splatstin community meetings coordinated by Title & Rights staff were put on hold during the pandemic and are now being resumed. An online survey has also been kept live and monitored throughout the Development Planning phase. ([Display Boards, Nov 18, 2019](#))
9. **Agricultural Consultation and ALC Process** – (See Agricultural Assessment above)
- Correspondence with ALR property owners during the ALC consultation included: [Nov 19, 2019](#), [Dec 19, 2019](#), [July 21, 2020](#), [April 06, 2021](#) and four days of scheduled on-site visits in July and August 2020. ALC Decision was received [February 24, 2021](#). Available to view publicly [online](#) (insert Application ID# 60525). TOC sent communication to all adjacent agricultural property owners ([April 6, 2021](#)) along with an updated Information Bulletin ([Spring 2021](#)). A news release was also sent out ([March 29, 2021](#)). Since then, a follow-up letter has been sent waiving the administration fee to encourage agreements to be set in place prior to works starting in 2022. ([Aug 17, 2021](#)) A Draft Memorandum-of-Understanding between the ALC and the Rail Trail Owners has been sent for review (See [DRAFT Oct 10, 2021](#)) As well, an update report will be sent to the ALC prior to work beginning in the spring 2022.

**10. MoTI Follow-up** – MoTI liaison with TOC is ongoing. Email from Ministry of Transportation and Infrastructure re Bruhn Bridge Public Design Update ([January 27, 2021](#)). MoTI staff met with TOC to review public designs. (See follow-up correspondence received [May 12, 2021](#)). Presentation to Governance Advisory May 21, 2021 GAC meeting:

- i. [Winter 2021 R.W. Bruhn Bridge Information Boards](#)
- ii. [Drive Through Video - Trans Canada Highway Eastbound](#)
- iii. [Drive Through Video - Old Sicamous Road to Old Spallumcheen Road](#)

**11. Lansdowne-to-Armstrong Rail Corridor Acquisition** – Preliminary plan view and cross section drawings have been prepared by Urban Systems for a 6-metre set back from centre line of the outside rail track. ([DRAFT July 07, 2021](#)) Following the recent survey of the alignment (See [Survey Dec 16, 2021](#)), the plan view drawings are being overlayed for submission to CP Rail and MoTI for review. Following this, a lease agreement to establish a trail connector within the CP Rail corridor will be finalized.

## **12. Encroachment Agreements Update**

- a. **Agricultural Crossing Agreements (roads and waterlines)** – a follow-up letter was sent to adjacent ALR properties. ([Aug 17, 2021](#)) Follow-up requests and development of agreements are underway.
- b. **Agricultural License Agreements** – terms for three licenses to use portions of the rail corridor lands were supported by the Governance Advisory Committee at its May 16, 2021 meeting for approval by Splatins, CSRD & RDNO boards (See [Briefing June 4, 2021](#))
- c. **Commercial License Agreements** – TOC are working on terms for commercial license agreements, and are following up with North Enderby Timber, Sure Crop Feeds, and International Polycraft.
- d. **Private Utility Crossing Agreements (e.g. waterlines)** – development of agreements for existing private utility crossings are underway. Adjacent properties need to provide basic information for existing waterlines including a location sketch plan.
- e. **Sicamous Narrows Km 0.5 – 1.5 Survey and Riparian Areas Protection Regulation Assessment Report (RAPR/SPEA) and follow-up with adjacent residents** – follow-up letters were sent to adjacent property owners in July as directed by the Governance Advisory Committee on July 16, 2021. (See [Letter July 2021](#) and [Encroachment Agreement Technical Guidelines July 1 2021](#).)
- f. **Coom Bay Leases** – Initially the Coom Bay Land Lessees were offered a one-year extension based on the previous CPR Agreements, which had expired. New 3-year Agreements have now been executed with all Coom Bay Land Lessees, replacing the old CPR agreements.
- g. **Utility Master Agreements** – GAC authorized TOC staff to enter into negotiations with the three utility corporations (TELUS, Fortis BC, BC Hydro) to develop Statutory Rights of Way. (See: [Memo June 10, 2021](#))



### 13. Implementation: Capital Development

- a. **Enderby/Splatsin Pilot Test Section (km 35.8-37.8)** (See: [Pilot Section Plan Jan 26, 2021](#))
  - Approved by the Inter-jurisdictional partners - the first fully developed section of the Shuswap North Okanagan Rail Trail corridor for public exploration while the community led fundraising initiative continues to work with interjurisdictional and grant partners toward capital development of the full corridor. The goal: to attract and accommodate visitors from nearby communities, and serve to demonstrate trail surface, road crossings, staging, and signage for further section additions of the rail trail. The project also immediately serves residents of Splatsin and Enderby through addition of a new section of active transportation greenway connecting the communities. RDNO will administer project on behalf of Rail Trail partners. Splatsin, RDNO, CSRD, and City of Enderby will work together to finalize scope ready for tender. Geotechnical and AIA test pits are completed. Project grant funding from: TOTA (Ministry of Tourism) - \$250,000 confirmed and COVID Resilience Infrastructure Stream (CVRIS Provincial/Federal) – \$459,061 confirmed = \$709,061 total available funding. Detail scope to include parking, amenities, road crossings, and revegetation plan. Timeline:
    - i. Detail Design & Contract Tenders – Winter 2021/2022
    - ii. Construction – spring to late fall 2022 (depending on greatest cost efficiencies)
- b. **Sicamous to Mara Section A: Early Access, Safety, and Asset Protection Project (km 0 – 19.8)** – (See: [Km 0 – 19.8 Plan July 30, 2021](#)) – The second capital construction project with successful implementation funding addresses preliminary asset protection, safety, and basic signage (Stages 1 & 2) allowing for early public access to a section of the Shuswap North Okanagan Rail Trail corridor (km 0 – 19.8) for public exploration while the community led fundraising initiative works with the Rail Trail inter-jurisdictional partners (Splatsin, CSRD, RDNO) toward full capital development of the rail trail. Specifically, it addresses steep slope, bridge crossing, surface grading, clearing, erosion mitigation, access safety and directional signage, fencing and barriers, and road crossings. Early access will be for pedestrian/bicycle use. CSRD will administer project on behalf of Rail Trail partners. District of Sicamous, CSRD Area E, and RDNO Area F staff will work with the TOC to finalize scope ready for tender. Project grant funding from: BC Active Transportation (MoTI) - \$500,000 confirmed and CSRD Area E/District of Sicamous Economic Opportunity Fund \$232,455 confirmed = \$732,455 total available. Timeline:
  - i. Detail Design & Contract Tenders – Winter 2021/2022
  - ii. Construction – spring to late fall 2022 (depending on greatest cost efficiencies)
- c. **Temporary Parking Options** – Planning is underway for the north end of the corridor (km 0.0) with District of Sicamous, Splatsin, and CSRD Area E and Rail Trail Technical Operational Committee to temporarily accommodate Bruhn Bridge construction anticipated to be 3 years. PENDING

### 14. Corridor Management

- a. **Rail Corridor Landscaping and Revegetation/Restoration Standards** – a baseline restoration standard is proposed using indigenous species to restore overall environmental health within the rail corridor. Variance is desired by some municipalities where the trail is in the centre of town (e.g. Enderby), so variable options for rural, waterfront, and urban application are proposed. A work plan scope was drafted ([July 9, 2021](#)) and workplan/quotes now being prepared for consideration. PENDING
- b. **Maintenance standards** – a baseline maintenance standard will maintain the trail surface and a clear width of a 1/2 metre on either side of the trail, as well as crossings, signage, and amenities. The rest of the corridor will be allowed to restore to a natural state. Some communities would like to look at variance options where visual impacts and enhanced park options might be possible where appropriate. A maintenance framework for is being prepared based on the Okanagan Rail Trail (See [ORT Maintenance Standards, Jan 17, 2019](#)). PENDING
- c. **Mowing Agreement with Enderby** – TOC staff from RDNO determined interim mowing of open corridor within City of Enderby was cost prohibitive. Recommend addressing priority invasives, as per current maintenance response, and including vegetation restoration landscaping into Pilot Section scope. Alternate interim options are being discussed by City of Enderby and RDNO staff.
- d. **Access Control – Coell-Jones Rd, Rosemond Lake & Shandy Cove** – additional gates and temporary fencing have been installed, as well as jersey barriers to mitigate further access concerns during summer 2021. Further access mitigation measures will be implemented in 2022 as required based on monitoring. (See: [Report June 2021](#))
- e. **Invasive Plant Management** – Invasive plant inventories were completed for the rail corridor in 2018 ([CSRD](#) & [RDNO](#)) Subsequently, Splatsin Title & Rights staff, CSISS, and CSRD staff met to follow up on [Leafy Spurge treatment recommendations](#) identified along Sicamous Narrows within the Rail corridor. Splatsin have indicated preference to treat invasives manually, wherever possible. Leafy Spurge is more challenging to contain manually, however, so a solution to proceed with targeted chemical treatment was agreed to, supported by monitoring, manual treatment, and possible grass seeding and other restoration options.

## 15. Capital Investment Strategy and Community Engagement

- a. **Progress Summary Table** – Review of Round 1 Capital Campaign goals for the project:

| Milestones:                                                                                                                                                                                                                                                               | Status:                                                                                                                                                                                                                                                                                                                        |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Complete the development of a capital funding strategy based on the staged development costs and investment source targets set by the Governance Advisory Committee and Technical Operational Committee, and supporting work to date by the Community Engagement Advisory | <ul style="list-style-type: none"> <li>Preliminary strategy developed - currently reliant on public donations and leverage of smaller grant applications</li> <li>Interjurisdictional government partners considering options to assemble funding for asset protection</li> <li>Current Results: limited (\$1.64 M)</li> </ul> |



|                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                   |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                                                                                                                                                   | <ul style="list-style-type: none"> <li>• <u>Question</u>: is reliance on external donor funding realistic?</li> </ul>                                                                                                                                                             |
| Contract fundraising strategy coordinator                                                                                                                                         | <ul style="list-style-type: none"> <li>• Hired Nov. 23, 2020 preliminary contract to Dec. 31, 2021</li> </ul>                                                                                                                                                                     |
| Assemble a volunteer community-based capital funding team to lead the campaign                                                                                                    | <ul style="list-style-type: none"> <li>• Community Funding Committee established</li> <li>• Support advisory initiated</li> <li>• Current Results: strong advisory role; limited proactive role</li> <li>• Recommendation: increase engagement with rail trail owners</li> </ul>  |
| Implement a Round 1 capital fundraising campaign (based on the <a href="#">3-Round Leverage Investment Strategy approach approved by the Governance Advisory, Aug. 21, 2020</a> ) | <ul style="list-style-type: none"> <li>• Round 1 campaign launched (December 2020)</li> <li>• Community Foundations MoU</li> <li>• Donor pledges to date: \$200,000</li> </ul>                                                                                                    |
| Coordinate preparation of capital campaign communication tools for print and online social media                                                                                  | <ul style="list-style-type: none"> <li>• Brand messaging developed</li> <li>• Communication tools developed, including: designs, website, social media, eBulletin, email, poster, donor package, signage,</li> </ul>                                                              |
| Support the Governance Advisory and Technical Operational Committee leverage available grants                                                                                     | <ul style="list-style-type: none"> <li>• Ongoing research, agency liaison</li> <li>• X 7 grant applications submitted</li> <li>• X 3 successful grants: \$1.2 M</li> </ul>                                                                                                        |
| Oversee ongoing acknowledgement of contributing partners and celebration of success milestones                                                                                    | <ul style="list-style-type: none"> <li>• Donor Perfect tracking set-up</li> <li>• Donor follow-up process in place through Community Futures</li> <li>• Donor recognition plan complete</li> <li>• Photo/media releases ongoing</li> <li>• Online recognition in place</li> </ul> |

- b. **Capital Investment Strategy** – a preliminary Capital Investment Strategy was developed in 2020 based on the Development Plan and a series of discussions, recommendations, and evaluative results between the GAC, TOC, and community fundraising committee. (See: [Capital Funding Investment & Community Engagement Strategy – Updated: Jan 08, 2021](#)) Related strategic documents include:

- i. Capital Investment Strategy: 3-Round Approach ([Aug. 21, 2020](#))
- ii. Potential Investment Streams Discussion Paper ([Oct. 16, 2020](#))
- iii. Round 1 Capital Campaign Proposal ([Oct. 20, 2020](#))
- iv. Funding Strategy Coordinator Posting ([Oct 23, 2020](#))
- v. Buy-a-Metre, Test Section, Fund-Saving, and Communications Recommendations ([November 20, 2020](#))
- vi. Messaging, Strategy, Tactics Working Document ([Jan 12, 2021](#))
- vii. Recommendations from the Community Fundraising Committee ([Jan 13, 2021](#))

- viii. Phased Implementation Approach - Discussion Brief ([March 14, 2021](#))
  - ix. Brief re preliminary grant applications ([July 13, 2021](#))
  - x. Donor Recognition Plan ([March 19, 2021](#)) and [updated tiers](#)
- c. **Community Capital Funding Campaign:** a funding strategy coordinator was hired in November 2020 to work with GAC, TOC, Community Leadership Advisory, and Community Fundraising Committee to activate the capital campaign. Progress has included development of campaign tools, partnerships, promotional materials, and donor engagement. update report. See campaign briefing updates ([July 15, 2021](#); [Oct 8, 2021](#); [Jan 7, 2022](#)) and 2021 Progress Report ([Nov. 26, 2021](#))
- d. **Community Engagement** – see organizational chart (Updated [March 22, 2021](#))
- e. **Story Brand, Marketing Tools, and Communications Messaging:**
- i. **Dedicated Website:** [www.shuswapnorthokanaganrailtrail.ca](http://www.shuswapnorthokanaganrailtrail.ca)
  - ii. **Messaging** – the story brand messaging for the Rail Trail is based on the aspirational Vision and Goals for the Rail Trail (See: [Communications Plan, July 7, 2019](#), [Capital Funding Strategy](#), and Messaging, Strategy, and Tactics Document, [Jan 12, 2021](#) – to unfold the true story within Słatsin te Secwépemc Nation territory, build relationships, connect communities, care for land & water, build healthier, greener, and more economically resilient communities, work together so we all prosper. . .
  - iii. **Print and Digital Campaign Proposal** – prepared by 55 Creative Group ([Presentation Sept. 24, 2021](#))
  - iv. **Rail Trail Brand Sheet** – guidelines established by 55 Creative Group for story brand graphic and text ([Mar 12, 2021](#))
  - v. **Signature Illustrations** – prepared by Otto Pfannschmidt of 55 Creative Group to establish the unique visual brand identify for the Rail Trail that reflects the land, its diversity of environments over all four seasons, and acknowledge its place within Słatsin te Secwépemc territory. ([Winter](#), [Spring](#), [Summer](#), [Fall](#))
  - vi. **Campaign Launch** – in partnership with Askews Foods ([Winter Cards, Dec 2020](#))
  - vii. **Shuswap Magazine Campaign Launch Feature** – first full public presentation of the Rail Trail story brand and capital campaign (Spring 2021 [page 1](#) & [page 2](#))
  - viii. **Donor Invitation Presentation Package** – updated [Nov 19, 2021](#)
  - ix. **Donor Certificate** – a digital download available to all donors to personalize and print as gifts and recognition ([April 9, 2021](#))
  - x. **Community Posters and Countertop Displays** – [posters](#) and [countertop cans](#) distributed August 24, 2021



- xi. **Corridor Billboard Signs** – currently being printed for installation along rail corridor ([8 foot x 4 foot sign](#), and [location sample](#))
- f. **Community Foundations MoU** – Splatsin, RDNO, CSRD and Community Foundations finalized [MoU with Shuswap and North Okanagan Community Foundations](#) to manage donor funds on behalf of the rail trail ([July 7, 2021](#))
- g. **Community Fundraising Committee** – meets regularly with funding strategy coordinator, Alex de Chantal, to consider tactics, provide direction, and support campaign. (See [Letter of Support, Dec 06, 2021](#))
- h. **Community Leadership Support Advisory** met through 2020 to assist set-up of capital funding campaign and Community Fundraising Committee. The Advisory continues to receive updates and provide direction to support the project (includes: Secwepemc Lakes Tourism, Shuswap Tourism, Community Futures, Shuswap Trail Alliance, Armstrong Spallumcheen Trail Society, Chambers of Commerce, Interior Health Authority, Businesses, and Governance Advisory representation.)
- i. **Phased Implementation Approach** – recommendation presented by TOC to Governance Advisory Committee to consider a more adaptable phased approach to better leverage smaller grants and funding over time. This was originally recommended by the Community Fundraising Committee and Leadership Advisory. It remains deferred back to GAC for further discussion. (See [Brief March 14, 2021](#))
- j. **Capital Funds Assembled To Date** – a total of \$1,659,856 were raised in 2020/2021 to begin capital development of the rail trail corridor in 2022, including:
  - i. **Donor Campaign Update:** over \$138,401 in rail trail donations held at Shuswap Community Foundation, plus additional \$80,000 pledged over 4 years.
  - ii. **Grant Updates**
    1. TOTA (Ministry of Tourism) – (\$250,000) successful
    2. CVRIS – (\$459,000) successful
    3. BC Active Transportation Grant – (\$500,000) successful
    4. CHCI – (\$250,000) unsuccessful
    5. Coop Community Spaces (\$150,000) unsuccessful
    6. CERIP – (\$731,080) unsuccessful
    7. ICIP – (\$12,920,800) unsuccessful
  - iii. **Jurisdictional Partner Contributions**
    1. CSRD Area E & District of Sicamous Economic Opportunity Fund: \$232,455

**16. Project Support beyond December 31<sup>st</sup>** – The Shuswap Trail Alliance’s contract to extend project support to the Technical and Governance Advisory until December 31<sup>st</sup> for the Development Planning Phase is now fulfilled with all key deliverables complete. The Governance Advisory Committee has recommended proceeding with a TOC staff proposal to contract further

support from the STA in 2022 based on a contribution agreement from all three Rail Trail partner owners. Terms of the agreement are being finalized. (See [2022-2023 Work Plan Brief](#))





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## The Shuswap North Okanagan Rail Trail (Sicamous-to-Armstrong)

### BRIEFING NOTE

**To:** Rail Trail Governance Advisory Committee

**From:** Technical Operational Committee

**Date:** March 15th, 2022

**Re:** Application to the Federal Active Transportation Fund

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#### BACKGROUND:

One new grant opportunity is currently open for which the Rail Trail is eligible to apply.

1. [Active Transportation Fund](#) – Deadline March 31st, 2022

The Federal Government recently opened intake for the Infrastructure Canada Federal Active Transportation Grant program. The grant program will provide \$400 million to eligible projects across Canada over the next five years. The Technical Operational Committee recently met with staff from the Infrastructure Canada Federal Active Transportation Grant program to discuss project eligibility and application requirements amongst other topics. The program offers two funding streams: The first funding stream will accept applications from local governments who may apply for funding for projects up to \$50 million. The Federal Government will provide funding to successful applicants up to 60% of the project costs to a maximum of \$50 million. The second stream of funding targets Indigenous led projects for which the Shuswap North Okanagan Rail Trail project is considered eligible. Indigenous led projects are eligible for 100% funding. From the discussions with Federal Government staff there was confirmation that the Shuswap North Okanagan Rail Trail project is an eligible project under the Indigenous grant funding stream. Technical Operational Committee staff from SplatSIN indicated that they would recommend to their Council that SplatSIN lead a grant application on behalf of the ownership partners. The deadline for applications to the funding program is March 31, 2022, however, Indigenous led applications have an open intake. Indications from Federal Government staff suggest that submitting an application in alignment with the March 31, 2022 deadline would be beneficial.

The Technical Operational Committee are recommending a strategic approach to this grant application leveraging the already secured funding for the Sicamous-to-Mara section and Enderby-SplatSIN pilot and placing the anticipated costly pedestrian over-pass at Highway 97 near Stepney Road into the next grant intake. This keeps the overall scope within what the TOC believes a more likely successful grant request targeting construction from KM 0.0 in Sicamous to the Stepney X Road intersection at KM 42.6 for this first intake, and KM 42.6 - KM 50.0 for the second intake. The Opinion of Probable Costs to complete this section of the trail is estimated at \$14.161 million, which includes erosion mitigation for the areas along Mara Lake and the Shuswap River. In order to maintain the highest probability of success in achieving the grant, the



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Technical Operational Committee is recommending that current grant funding (MoTI Active Transportation Grant, CSRD EOF Funding, CVRIS Grant and TOTA Grant), as well as capital campaign funding, be used to augment the development budget and reduce the over-all funding request for a total grant application request in the amount of \$12.539 million. This Opinion of Probable Costs includes a 25% contingency.

Recommendation #1: THAT: The Shuswap North Okanagan Rail Trail Governance Advisory Committee supports Splatsin submitting an application to the Infrastructure Canada Federal Active Transportation Fund on behalf of the ownership partners, for the Sicamous to Stepney Cross Road section of the Rail trail from 0km to 42.6km.

Recommendation #2: THAT: The Shuswap North Okanagan Rail Trail Governance Advisory Committee recommends that the Boards of the Columbia Shuswap Regional District and Regional District of North Okanagan endorse a letter of support to accompany the application to the Infrastructure Canada Federal Active Transportation Program, being submitted by Splatsin on behalf of the Rail Trail owners.





*Activating 42.6 kms of active transportation and recreational greenway for walking and bicycling within Splat'sin te Secwépemc territory connecting seven jurisdictions between Sicamous and the Township of Spallumcheen.*

## **Shuswap North Okanagan Rail Trail: Sicamous-to-Stepney X Road (Km 0.0 – 42.6) Project Overview**

Project Scope for submission to the Active Transportation Fund – Infrastructure Canada (ATF-INFC) Application  
Updated Version : March 15, 2022

**Prepared by:** The Shuswap North Okanagan Rail Trail Technical Operational Committee  
(Splat'sin te Secwépemc, Columbia Shuswap Regional District, Regional District of North Okanagan)

With support from:

Phil McIntyre-Paul, The Shuswap Trail Alliance with Thomas Simikins P.Eng., Urban Systems Ltd.



*The Shuswap North Okanagan Rail Trail is in the Splat'sin unceded territory of the Secwépemc Nation.*





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## Shuswap North Okanagan Rail Trail: Sicamous-to-Stepney X Road (Km 0.0 – 42.6) Project Overview

Project Scope for submission to the Active Transportation Fund – Infrastructure Canada (ATF-INFC) Application  
Updated Version : March 15, 2022

**Prepared by:** The Shuswap North Okanagan Rail Trail Technical Operational Committee  
(Splatsin te Secwépemc, Columbia Shuswap Regional District, Regional District of North Okanagan)

**Purpose:** to construct the km 0.0 – 42.6 section of the Shuswap North Okanagan Rail Trail activating 42.6 kms of active transportation and recreational greenway for walking and bicycling within Splatsin te Secwépemc territory connecting communities between Sicamous and the Township of Spallumcheen (includes Sicamous, CSRD Area E, Coom Bay, Hurricane Bay, RDNO Area F, Mara, Grindrod, Enderby, Splatsin, and the Township of Spallumcheen)

**Splatsin te Secwépemc Statement:** Splatsin has been a leading partner in the Rail Trail initiative. This project has brought both government and non-government groups together to collaboratively develop the 50 km Sicamous-to-Armstrong rail corridor in South Central British Columbia into a route for non motorized travel. The construction of a rail trail system will promote a healthy, active lifestyle. The common core values of the project are sustainability and ecological protection.

Splatsin's engagement and efforts to lead this initiative are founded on the understanding that these 50 km of trail are located within Splatsin's core area of caretakership and form part of our unceded Secwépemc territorial lands. Splatsin strives to assume our role as caretakers of our traditional lands on behalf of the Splatsin people and the Secwépemc Nation; for the benefit and use of the Secwépemc people and our neighbours now and in the future.

(Excerpt from the [Shuswap North Okanagan Rail Trail Development Plan, January 2021](#))

**Background:** The Splatsin te Secwépemc (Splatsin), the Columbia Shuswap Regional District (CSRD) and Regional District of North Okanagan (RDNO) are working together in partnership to construct a 50km non-motorized greenway trail for walking and cycling along the rail corridor between the communities of Sicamous and Armstrong. The Shuswap North Okanagan Rail Trail, known also as the Sicamous to Armstrong Rail Trail, will connect the communities of Sicamous, Electoral Area E of the CSRD, Electoral Area F of the RDNO, Enderby, Grindrod, Splatsin, Spallumcheen, and Armstrong through Splatsin Territory, traversing a stunning and varying scenic landscape of lakes, rivers, creeks, mountains and agriculture farmland.

The trail will provide opportunities for recreation, tourism, active transportation, economic development, healthy communities, and will foster indigenous relationships by preserving cultural assets and promoting indigenous values. In the long-term, the trail will connect with the Okanagan Rail Trail between Vernon and Kelowna, and establish a viable route between Sicamous and Osoyoos.

**Strengthening Relationships and Unfolding the True Story** within Secwépemc Nation territory is fundamental to this approach in the North. It is an initiative being led by Splatsin leadership in partnership with municipal/regional leadership; and seen as complimenting/linking with the Okanagan Rail Trail efforts to the south.



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**Scope of work/Deliverables:** (Works to be completed between km 0.0 and 42.6)

- Mobilization, Layout Survey, Temporary Facilities, Environmental Mitigation
- Archaeological Impact Assessments
- Trail Clear and Grub
- Trail Prep and Construction – includes subgrade blend, regrade, compact, and ditching
- Relocation of Trail around Sure Crop Feeds at km 27.4 – 27.75
- Trail Surface Gravels – includes supply, install, & prep 100 mm crushed base (High Fines/19mm minus)
- Installation of Road Crossings – includes surface, bollards, safety, signage, and flashers where designated
- Trailhead Parking Areas – include vault toilet, bear-proof bin, fencing, signage, gravel surface, wheel stops
- Side Connector Paths – to Grindrod Park (km 27) and Splatinsin Centre (km 37.4)
- Fencing and Barriers
- Steep Slope Rock Scaling
- Shoreline Protection – shoreline erosion repair/mitigation, subsurface repair/rebuild, and raised trail
- Bridge Pedestrianizing of existing rail bridges
- Drainage Improvements – culvert removal/replacement, install, and ditching and drainage improvements
- Wayfinding Signs and Trail Counters – install km markers, wayfinding, badge posts, etiquette, and counters

**Permits and Assessments include:**

- Environment – Section 11 Notification for culvert replacement
- Archaeological – Heritage Inspection Permit (already secured) and Archaeological Impact Assessments where subsurface works below rail ballast is required (i.e. road crossings, subsurface prep, signage and fence installation)
- Ministry of Transportation and Infrastructure – consultation and reporting
- Jurisdictional development permits
- Call Before You Dig – prior to construction

**Project Development and Management** – will be administered by staff through the joint inter-jurisdictional Rail Trail Technical Operational Committee (Splatinsin, RDNO, CSRD), in collaboration with staff and leadership from the partner municipalities. And with support from the Shuswap Trail Alliance, the Rail Trail Community Engagement Advisory partners, and Rail Trail Community Capital Fundraising Committee. Procurement and contracting will be conducted according to the policies of the inter-jurisdictional partner governments, and include the use of MMCD standard tender and contract documents.

**Phased Development** – this plan acknowledges the phased development of the Shuswap North Okanagan Rail Trail. Future stages will address a) completion of the km 42.6 – 50.0 section to Armstrong, including pedestrian/bicycle overpass of Highway 97A, and b) addition of side destinations to enhance overall corridor use.

**Project Location:** the full corridor is within the Splatinsin te Secwépemc territory.

- North End km 0.0 (District of Sicamous) - Latitude: 50°50'6.83"N, Longitude: 118°59'38.49"W
- South End km 42.6 (Township of Spallumcheen) - Latitude: 50°29'59.01"N, 119° 7'19.58"W

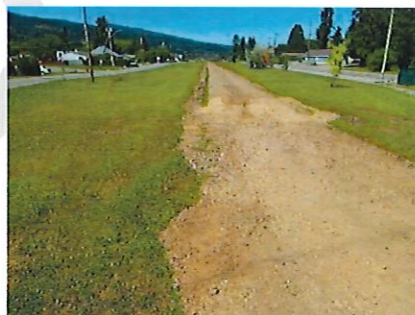


Figure 1 : Typical Section

See the [Shuswap North Okanagan Rail Trail Development Plan](#) for full design details, plus appendices for technical reports, assessments, and mapping.

Also see:

- [Rail Trail Road Crossing Treatment Memo](#) (Urban Systems Ltd)
- [Rail Trail Flood Risk Assessment and Erosion Report](#) (Waters Edge Engineering Ltd)
- [Rail Trail Bridge Assessment and Construction Drawings](#) (Bourcet Engineering)



*The abandoned CP Rail corridor through Splatšín te Secwépemc territory between Sicamous and the Township of Spallumcheen awaits repurposing as a multi-use active transportation and recreational greenway.*







**Budget: Km 0.0 – 42.6 (Sicamous to Stepney X Road)**

**Sicamous to Armstrong Rail Trail - Class 'C' Estimate Detailed Breakdown: Km 0.0 - 42.6 (Sicamous-to-Stepney X Rd)**

| ITEM                                       | DESCRIPTION                                                                                                                    | UNIT | QUANTITY | UNIT PRICE  | TOTAL AMOUNT |
|--------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------|------|----------|-------------|--------------|
| <b>General Requirements</b>                |                                                                                                                                |      |          |             |              |
| 1.0                                        | Mobilization                                                                                                                   | LS   | 1        | \$200,000   | \$200,000    |
| 2.0                                        | Layout Survey                                                                                                                  | LS   | 1        | \$180,141   | \$180,141    |
| 3.0                                        | Temporary Facilities                                                                                                           | LS   | 1        | \$135,106   | \$135,106    |
| 4.0                                        | Environmental Mitigation                                                                                                       | LS   | 1        | \$180,141   | \$180,141    |
| Section Sub-total:                         |                                                                                                                                |      |          |             | \$695,388    |
| <b>Trail Clear and Grub</b>                |                                                                                                                                |      |          |             |              |
| 1.0                                        | Clear and Grub                                                                                                                 | m    | 42,600   | \$8         | \$340,800    |
| Section Sub-total:                         |                                                                                                                                |      |          |             | \$340,800    |
| <b>Trail Prep and Construction</b>         |                                                                                                                                |      |          |             |              |
| 1.0                                        | Trail Subgrade - Blend, Regrade, Compact, Ditching                                                                             | m    | 42,600   | \$32        | \$1,363,200  |
| 2.0                                        | Full Trail Construction Connection to Armstrong 49.2km - 50.3km (Clear and Grub, Common Ex, Import Granular Material, Fencing) | m    | 0        | \$294       | \$0          |
| 3.0                                        | Relocation of Trail at Sure Crop (Clear and Grub, Common Ex, Import, Gravels, CRB with Fence)                                  | m    | 310      | \$478       | \$148,180    |
| 4.0                                        | km 37.5 Geogrid and Regrade - 150 metre slip section                                                                           | m    | 150      | \$40        | \$6,000      |
| Section Sub-total:                         |                                                                                                                                |      |          |             | \$1,517,380  |
| <b>Trail Surface Gravels</b>               |                                                                                                                                |      |          |             |              |
| 1.0                                        | Supply, Install, and Prep 100mm Thick Crushed Base (High Fines/19mm minus) - 4.6m width                                        | m    | 27,290   | \$37        | \$1,004,272  |
| 2.0                                        | Supply, Install, and Prep 100mm Thick Crushed Base (High Fines/19mm minus) - 3.5m width                                        | m    | 15,000   | \$28        | \$420,000    |
| Section Sub-total:                         |                                                                                                                                |      |          |             | \$1,424,272  |
| <b>Road Crossings</b>                      |                                                                                                                                |      |          |             |              |
| 1.0                                        | Type 1a - Driveway/Agricultural Crossing                                                                                       | each | 16       | \$3,900     | \$62,400     |
| 2.0                                        | Type 1b - Driveway/Agricultural Crossing (inc. Bollards)                                                                       | each | 6        | \$14,820    | \$88,920     |
| 3.0                                        | Type 2 - Enhanced Agricultural Crossing                                                                                        | each | 0        | \$19,500    | \$0          |
| 4.0                                        | Type 3 - Crosswalk and Side-mounted Signs                                                                                      | each | 9        | \$32,370    | \$291,330    |
| 5.0                                        | Type 4 - Enhanced Crosswalk and Overhead-mounted Signs                                                                         | each | 2        | \$71,370    | \$142,740    |
| 6.0                                        | Type 5 - Ped/Cyclist Activated Flashers                                                                                        | each | 3        | \$117,650   | \$352,950    |
| 7.0                                        | Stepney Crossing - Overpass                                                                                                    | LS   | 0        | \$2,500,000 | \$0          |
| Section Sub-total:                         |                                                                                                                                |      |          |             | \$938,340    |
| <b>Trail Heads and Side Destinations</b>   |                                                                                                                                |      |          |             |              |
| 1.0                                        | Large Trail Head - 50 Stalls (incl. vault toilet, bear-proof bin, wood fence, signage, gravel surface, wheel stops)            | each | 1        | \$96,135    | \$96,135     |
| 2.0                                        | Medium Trail Head - 25 Stalls (incl. vault toilet, bear-proof bin, wood fence, signage, gravel surface, wheel stops)           | each | 4        | \$62,498    | \$249,990    |
| 3.0                                        | Small Trail Head - 10 Stalls (incl. bear-proof bin, wood fence, signage, gravel surface, wheel stops)                          | each | 0        | \$28,421    | \$0          |
| 4.0                                        | Side Destination Type 1 (Basic Path and Signage)                                                                               | each | 0        | \$4,576     | \$0          |
| 5.0                                        | Side Destination Type 2 (Basic Path, Signage, and Bench)                                                                       | each | 0        | \$7,176     | \$0          |
| 6.0                                        | Side Destination Type 3 (Basic Path, Signage, Bench, Vault Toilet and Bear-proof Garbage)                                      | each | 0        | \$29,536    | \$0          |
| 7.0                                        | Side Destination Type 4 (Basic Path, Signage, Bench, Vault Toilet, Bear-proof Garbage, and Picnic Table)                       | each | 0        | \$33,436    | \$0          |
| 8.0                                        | Side Destination Type 5 Trail Connection - Sicamous Connection Bruhn Bridge (km 0)                                             | LS   | 0        | \$70,000    | \$0          |
| 9.0                                        | Side Destination Type 5 Trail Connection - Grindrod Park (km 27)                                                               | LS   | 1        | \$16,400    | \$16,400     |
| 10.0                                       | Side Destination Type 5 Trail Connection - Enderby Riverwalk (km 36.9)                                                         | each |          |             |              |
| 11.0                                       | Side Destination Type 5 Trail Connection - Splat'sin Centre Connector (km 37.4)                                                | LS   | 1        | \$50,000    | \$50,000     |
| 12.0                                       | Side Destination Type 5 Trail Connection - Splat'sin Connector (km 37.8)                                                       | each |          |             |              |
| Section Sub-total:                         |                                                                                                                                |      |          |             | \$412,525    |
| <b>Fencing and Barriers</b>                |                                                                                                                                |      |          |             |              |
| 1.0                                        | Evergreen St/Brick Yard Ave Barriers (Concrete Barriers at Key Locations)                                                      | each | 5        | \$2,000     | \$10,000     |
| 2.0                                        | Misc. Barriers Illegal Access                                                                                                  | each | 5        | \$2,000     | \$10,000     |
| 3.0                                        | 6' Black Vinyl Fence North Enderby Timber                                                                                      | m    | 550      | \$80        | \$44,000     |
| 4.0                                        | 6' Woven Wire Fence (Fosters Farm, Mara Sliding, Vander Sar, Bruns, Coom Bay)                                                  | m    | 2,064    | \$40        | \$82,560     |
| 5.0                                        | 8' Chain-link Double Swing Gate - 20'                                                                                          | each | 4        | \$2,900     | \$11,600     |
| Section Sub-total:                         |                                                                                                                                |      |          |             | \$158,160    |
| <b>Steep Slope (Rock Scaling)</b>          |                                                                                                                                |      |          |             |              |
| 1.0                                        | High Priority Sections 100m (Allowance)                                                                                        | LS   | 1        | \$48,650    | \$48,650     |
| 2.0                                        | Moderate to High Priority 180m (Allowance)                                                                                     | LS   | 1        | \$83,400    | \$83,400     |
| 3.0                                        | Moderate Priority 105m (Allowance)                                                                                             | LS   | 1        | \$48,650    | \$48,650     |
| 4.0                                        | Rock Fall Fence                                                                                                                | LS   | 1        | \$10,000    | \$10,000     |
| 5.0                                        | Signage                                                                                                                        | each | 20       | \$750       | \$15,000     |
| Section Sub-total:                         |                                                                                                                                |      |          |             | \$205,700    |
| <b>Shoreline Protection (Risk Managed)</b> |                                                                                                                                |      |          |             |              |
| 1.0                                        | Full Riprap - Mara Lake (0km - 16km) - Full Construction                                                                       | m    | 920      | \$3,000     | \$2,760,000  |
| 2.0                                        | Partial Riprap - Mara Lake (0km - 16km) - Risk Managed                                                                         | m    | 0        | \$1,500     | \$0          |
| 4.0                                        | Repair/Rebuild Trail and Protection behind North Enderby Timber - 32.75km                                                      | LS   | 1        | \$320,000   | \$320,000    |
| 5.0                                        | Repair/Rebuild Trail and Protection at - 37.5km                                                                                | m    | 0        | \$1,500     | \$0          |
| 6.0                                        | Raise Trail - Mara Lake (0km - 16km)                                                                                           | m3   | 10,000   | \$60        | \$600,000    |
| 7.0                                        | Raise Trail at Fortune Creek (42.1km - 42.4km)                                                                                 | m3   | 750      | \$40        | \$30,000     |
| Section Sub-total:                         |                                                                                                                                |      |          |             | \$3,710,000  |





|                                                                |      |    |                                                               |              |
|----------------------------------------------------------------|------|----|---------------------------------------------------------------|--------------|
| <b>Bridges - Pedestrianizing</b>                               |      |    |                                                               |              |
| 1.0 Pedestrianize Existing Bridge - Rosemond Lake (17km)       | LS   | 1  | \$70,000                                                      | \$70,000     |
| 2.0 Pedestrianize Existing Bridge - Unnamed (40km)             | LS   | 1  | \$70,000                                                      | \$70,000     |
| 3.0 Pedestrianize Existing Bridge - Stepney Cross Road (42km)  | LS   | 1  | \$35,000                                                      | \$35,000     |
| 4.0 Pedestrianize Existing Bridge - Fortune Creek (49km)       | LS   | 0  | \$70,000                                                      | \$0          |
| Section Sub-total:                                             |      |    |                                                               | \$175,000    |
| <b>Drainage Improvements</b>                                   |      |    |                                                               |              |
| 1.0 Remove and Replace High Priority Culverts (12)             | LS   | 8  | \$12,083                                                      | \$96,667     |
| 2.0 Remove and Replace Medium Culverts (3)                     | LS   | 2  | \$10,667                                                      | \$21,333     |
| 3.0 New Culverts (13)                                          | LS   | 11 | \$10,000                                                      | \$110,000    |
| 4.0 Allowance for Ditching and Drainage Improvements           | LS   | 1  | \$100,000                                                     | \$100,000    |
| Section Sub-total:                                             |      |    |                                                               | \$328,000    |
| <b>Wayfinding and Trail Counters</b>                           |      |    |                                                               |              |
| 1.0 Km Markers                                                 | each | 42 | \$700                                                         | \$29,400     |
| 2.0 Directional/Wayfinding Signs                               | each | 32 | \$1,800                                                       | \$57,600     |
| 3.0 Badge Post                                                 | each | 32 | \$900                                                         | \$28,800     |
| 4.0 Welcome, Etiquette, ALC Signs (3 signs per intersection)   | each | 48 | \$700                                                         | \$33,600     |
| 5.0 Trail Counters                                             | each | 6  | \$10,000                                                      | \$60,000     |
| Section Sub-total:                                             |      |    |                                                               | \$209,400    |
|                                                                |      |    | Overall Sub-total:                                            | \$10,114,965 |
|                                                                |      |    | 15% Archaeological, Environmental, and Engineering Allowance: | \$1,517,245  |
|                                                                |      |    | 25% Contingency Allowance:                                    | \$2,528,741  |
|                                                                |      |    | Total:                                                        | \$14,160,951 |
| <b>Project Revenue</b>                                         |      |    |                                                               |              |
| BC Active Transportation Grant - Application A                 |      |    | 4%                                                            | \$500,000    |
| CSR D Area E/District of Sicamous - Economic Opportunity Funds |      |    | 2%                                                            | \$232,445    |
| TOTA/Ministry of Tourism Grant                                 |      |    | 2%                                                            | \$250,000    |
| COVID Resilience Infrastructure Stream (CVRIS) Grant           |      |    | 3%                                                            | \$459,061    |
| Capital Campaign Funds                                         |      |    | 1%                                                            | \$180,000    |
| Active Transportation Fund - Infrastructure Canada (ATF-INFC)  |      |    | 89%                                                           | \$12,539,445 |
|                                                                |      |    | Combined Project Total:                                       | \$14,160,951 |

**District of Sicamous**

446 Main Street  
PO Box 219  
Sicamous, BC  
V0E 2V0

T: 250 836 2477  
F: 250 836 4314  
E: [info@sicamous.ca](mailto:info@sicamous.ca)  
[sicamous.ca](http://sicamous.ca)



March 10, 2022

Rail-to Trail-Technical Operating Committee

**Re: Sicamous Narrows AT Bridge Feasibility – Federal Active Transportation Planning Grant**

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Dear TOC Members,

The District of Sicamous is requesting support from the Rail Trail Technical Operating Committee for an application for Federal Active Transportation Planning Grant to provide an accurate cost estimate for an active transportation bridge across the Sicamous Narrows linking the Rail Trail to downtown Sicamous.

The District of Sicamous is completing a Parks and Trails Master Plan and an Active Transportation Network Plan. Even in the early stages of those plans, this project has been identified as a priority to promote active transportation in Sicamous.

The District of Sicamous will provide the funding to match the grant requirements. Should you have any questions with respect to the foregoing, please do not hesitate to contact the undersigned.

Regards,

**DISTRICT OF SICAMOUS**

A handwritten signature in black ink, appearing to read "Terry Rysz", is written over a horizontal line.

Terry Rysz, Mayor

cc Alex de Chantel, R2T Fundraising  
District of Sicamous Council  
Evan Parliament, CAP  
Kelly Bennett, CFO