



City of Pitt Meadows
OFFICE OF THE MAYOR

June 8, 2023

File: 16-8330-01/23

The Hon. Omar Alghabra
Minister of Transport
Government of Canada
House of Commons
Ottawa, ON K1A 0A6
Sent via email: omar.alghabra@parl.gc.ca

Dear Minister Alghabra:

Re: Strong Provincial, Regional, and Local Support for the Harris Road Underpass Project

The purpose of this document is to convey the widespread support that the City of Pitt Meadows, British Columbia (City) has received for the Harris Road Underpass Project (project), supplementing the meaningful discussions that have occurred between the City and multiple Government of Canada Ministries, as we work to find a solution to help close the funding gap and implement this critical project. Background information on the project is available within Appendix A.

Project support has been received by the Province of British Columbia, Metro Vancouver Mayors' Committee, TransLink Mayors' Council on Regional Transportation, q̓ičəy̓ (Katzie) First Nation, emergency response organizations, as well as local and regional businesses. There is widespread recognition that the project is needed to mitigate trade growth impacts, as well as to support national, provincial, regional, right-holders and local interests. Letters of support are available within Appendix B.

The at-grade rail crossing located on Harris Road is one of the busiest crossings in the Lower Mainland and provides a critical access route for goods to the Port of Vancouver. By 2030, it is predicted that the crossing, which has been identified by Transport Canada as one of the top 500 (3%) highest risk railway crossings in Canada, will be blocked by trains for up to 7.5 hours per day (doubling of current rail activity). This will result in increasingly adverse impacts to the community and region.

An underpass at Harris Road presents a unique opportunity to implement critical infrastructure that supports not only national economic interests, but also address local and regional impacts

associated with the movement of goods by rail on the small community of Pitt Meadows, including improved public safety, livability, viability, and economic prosperity for its residents, businesses and neighboring communities.

The City thanks all Ministries for their continued engagement and support, and we are committed to continue working with the Government of Canada, as well as other entities, to help progress the Harris Road Underpass.

Yours Truly,



Mayor Nicole MacDonald

- Encl: Appendix A – Briefing Note
Appendix B – Letters of Support
- B.1 – Province of British Columbia, Premier’s Office
 - B.2 – Maple Ridge-Pitt Meadows MLA
 - B.3 – q̓ic̓əy (Katzie) First Nation
 - B.4 – Metro Vancouver Board and Mayors Committee
 - B.5 – Translink Mayors’ Council
 - B.6 – Pitt Meadows Fire and Rescue Service & Pitt Meadows Firefighters’ Association, Local 4810 of the IAFF
 - B.7 – Royal Canadian Mounted Police
 - B.8 – British Columbia Emergency Health Services
 - B.9 – The Board of Education, School District No. 42 (Maple Ridge-Pitt Meadows)
 - B.10 – Ridge Meadows Chamber of Commerce
 - B.11 – Pitt Meadows Regional Airport
 - B.12 – Onni Group
- Cc: City of Pitt Meadows Council
Chief Grace George, q̓ic̓əy (Katzie) First Nation
Cliff Stewart, Vice President, Infrastructure, Vancouver Fraser Port Authority
Jeff Edwards, AVP, Market Strategy & Demand Management, Canadian Pacific Railway
Hon. Chrystia Freeland, Deputy Prime Minister and Minister of Finance
Hon. Harjit S. Sajjan, Minister of International Development and responsible for PacifiCan
Hon. Dominic LeBlanc, Minister of Intergovernmental Affairs, Infrastructure & Communities
Hon. David Eby, Premier of British Columbia
Hon. Rob Fleming, BC Minister of Transportation and Infrastructure
Hon. Anne Kang, BC Minister of Municipal Affairs
Hon. Lisa Beare, MLA, Pitt Meadows/Maple Ridge
Hon. Marc Dalton, MP, Pitt Meadows/Maple Ridge
Mayor George V. Harvie, Board Chair of Metro Vancouver
Mayor Brad West, Chair of the TransLink Mayors’ Council on Regional Transportation
Tyler Norman, Regional Advisor, British Columbia, Office of the Deputy Prime Minister and Minister of Finance
Galen Richardson, Senior Regional Advisor, Office of the Deputy Prime Minister and Minister of Finance
Jordan Stein, Regional Advisor for Pacific, Prairies, North & Atlantic Operations, Office of the Minister of Transport

Gurjiven Sandhu Director of Policy, Pacific Economic Development Canada
Jessica La Forge, Policy Advisor, Pacific Economic Development Canada
Ayesha Khaira, Policy Advisor – Western & Northern Regional Affairs, Office of the Minister of Intergovernmental Affairs, Infrastructure, & Communities
Kassandra Lawal, Senior Ministerial Advisor, Office of the Premier of British Columbia
Alyssa Hrenyk, Executive Coordinator, Office of the Premier of British Columbia
Kaye Krishna, Deputy Minister, BC Ministry of Transportation and Infrastructure
Kevin Richter, Associate Deputy Minister, BC Ministry of Transportation and Infrastructure
Ashok Bhatti, Executive Director, SCR, BC Ministry of Transportation and Infrastructure
Sohee Ahn, Executive Director, Trade Policy & Negotiations, BC Ministry of Transportation and Infrastructure
Charlie Brenchley, Chief of Staff, BC Ministry of Municipal Affairs
Okenge Yuma Morisho, Deputy Minister, BC Ministry of Municipal Affairs
Tara Faganello, Assistant Deputy Minister, BC Ministry of Municipal Affairs
Jocelyn Fan, Ministerial Advisor, BC Ministry of Municipal Affairs
Brian Bedford, Executive Director, BC Ministry of Municipal Affairs
Jerry Dobrovolny, Commissioner and Chief Administrative Officer, Metro Vancouver
Mike Buda, Executive Director, Mayors' Council on Regional Transportation
Mark Roberts, Chief Administrative Officer, City of Pitt Meadows
Samantha Maki, Director of Engineering & Operations, City of Pitt Meadows
Mike Larsson, Fire Chief, Pitt Meadows Fire and Rescue Service
Justin Hart, Manager of Major Projects, City of Pitt Meadows

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Harris Road Underpass

Summary

The Harris Road underpass in Pitt Meadows, British Columbia, is one of several proposed projects identified as part of the Greater Vancouver Gateway 2030 strategy, which will improve Canada's trade network, as well as address local and regional impacts associated with the movement of goods by rail. An underpass at Harris Road presents a unique opportunity to implement critical infrastructure that supports not only national and regional economic interests, but also mitigates the impact of trade growth on the small community of Pitt Meadows, including improved public safety, livability, viability, and economic prosperity for its residents and businesses. The City is confident that you will agree that this required project will provide a considerable benefit to Canada, and we are committed to work with the Government of Canada to find a solution to ensure its implementation.

Background:

Harris Road, located in the heart of Pitt Meadows, serves a vital role in the City's roadway and active transportation network, provides access to ᑕᐱᑕᐱᑦ (Katzie) First Nation Reserve No.1 (IR1), and contributes substantial regional benefits as part of TransLink's 701, 722, and 791 bus routes, direct access to the Pitt Meadows West Coast Express Station, as well as accepting traffic that would otherwise travel on Golden Ears Way and Highway 7.

The Harris Road rail crossing is one of the busiest crossings in the Lower Mainland, provides a critical access route for goods to the Port of Vancouver, and has been identified by Transport Canada as one of the top 500 (3%) highest risk railway crossings in Canada. By 2030, it is predicted that the rail crossing on Harris Road will be blocked by trains for up to 7.5 hours per day (doubling of current rail activity), resulting in increasingly adverse impacts to the community and region.



Harris Road Underpass Project

In mid-2019, Vancouver Fraser Port Authority (port) announced an agreement with the Government of Canada to receive funding for the Pitt Meadows Road and Rail Improvements Project (PMRRIP), comprised of three distinct components: the Harris Road Underpass (Project), the Kennedy Road Overpass, and Canadian Pacific's (CP) siding/lead tracks. This project was part of the Greater Vancouver Gateway 2030 Strategy and strategically aligned with the priorities of the federal, provincial, and local governments, as well as Indigenous groups. The Harris Road Underpass component of the PMRRIP was estimated at \$63.3M, and was used to inform the funding agreement between the port and the Government of Canada, as well as a subsequent funding agreement executed between the port and CP. Two Project agreements between Project partners (the port, CP, and the City) have also been executed, with the terms within these agreements, as well as messaging conveyed to the community, that the Project would be delivered at no capital cost to the City.

Significant progress has been made on the Project, including the development of indicative design, various technical analysis, development of a construction agreement for the Project partners (ongoing), opinion research, and extensive stakeholder, rights holder, and public engagement. Public feedback for the Harris Road Underpass has been positive, with 81% of engagement participants in summer 2022 indicating their support. Comments received included that the Project is long overdue, as well as acknowledgement of the improvements that the Project would bring to traffic flow, increased safety for roadway and active transportation users, improved response time for emergency services, and reduced emissions associated with vehicle idling.

Project Funding Gap:

In late 2022, the port confirmed with the City that the estimated cost for the Harris Road Underpass had increased to \$195.2M, significantly higher than the original estimate of \$63.3M. Drivers of the higher cost estimate included worse than expected soil conditions, recent changes in seismic design code requiring much more extensive ground improvements, challenges associated with archaeological conditions, construction labour and material cost inflation, greater construction complexity, and an extended schedule.

In an attempt to reduce Project cost, the project partners conducted several extensive value engineering assessments. The result of this exercise was that there was no substantive opportunities to reduce Project costs without significantly impacting the benefits of the Project.

In early 2023, the port informed the City that although it was confident it would be able to secure some additional funding from various sources, including potentially transferring funding from the Kennedy Road Overpass, the Project still has significant affordability challenges. If the challenges cannot be addressed, the port would be unable to lead the Project into construction. To assist in narrowing the funding gap, the port requested that the City agree to provide up to \$49.6M (25%) of funding towards the project, subject to an assent vote process (to authorize borrowing), and provide a provisional commitment by mid-April. Regardless of the outcome of the assent vote process, the port also requested that the City contribute up to \$5M towards the \$20M spent on the Project to date and expected to be spent up to the end of 2023. In addition, the port and CP noted that even if the City

contributed \$49.6M, there still would be concern that bridging the funding gap may not be able to occur given the substantial increases in funding needed from all parties.

Any funding request of the City, let alone such a significant value, represents a departure from the Project's key principles, terms of previously executed agreements between Project partners, as well as previous messaging to the community.

The City has no reserves available to fund all or even a portion of the request without detrimental impacts to critical existing and future services. A preliminary review of the City's finances shows that borrowing \$50M to help fund this project would result in a 12% property tax increase (\$300/year for the next 30 years, or \$9000 total for an average single family home). When coupled with other City needs, this would not be a reasonable increase and would jeopardize the City's future. In addition, in-person and online engagement with the community revealed strong opposition to the City becoming a funding partner, including concern for the significant long-term tax burden.

The City also has many other critical projects, both short and long term, that are important for the community and not yet accounted for in the City's Financial Plan. This includes dike upgrades (\$150M+), updated Asset Management Plans, Active Transportation Master Plan, implementation of the Parks, Recreation and Culture Master Plan, various climate change & environmental initiatives, and more.

Therefore, after careful consideration and deliberation of various factors, on April 18, the City re-affirmed its commitment to the Harris Road Underpass Project, but declined the port authority's request to become a funding partner. The City is continuing to advocate for support from rights holders, stakeholders, and senior levels of government.

Risk / Consequences if the Harris Road Underpass Doesn't Proceed

If the Harris Road Underpass Project is unable to proceed into construction, there are two plausible scenarios which could unfold:

- The at-grade crossing remains, either indefinitely or until new/additional funding is found.
- The Canadian Transportation Agency (CTA) orders a grade separation be constructed, and at their sole discretion, apportions costs to various authorities.

If the at-grade crossing remains, with rail blockages on Harris Road predicted to double by 2030, there would be numerous adverse national, regional, and local impacts that would occur, including:

- Increased road and rail bottlenecks associated with additional volumes and interaction;
- An increased burden on Highway 7 and Golden Ears Way, as well as queuing on Harris Road backing up onto Highway 7;
- Longer emergency service response times, as fire, RCMP, and ambulance would be forced to either wait for blockages to clear or use a much longer alternate route;
- Access to ᑭᓴᓴᓴ (Katzie) First Nation would be further restricted, likely having significant impacts to their community and economic development;
- Increased risk to public health and safety;
- An increased burden on other nearby at grade rail crossings (Kennedy & Maple Meadows);
- Restricted access to nearby businesses and homes;

- Economic impacts to the business community;
- Forcing the City to change planning / future landscape / growth potential for Harris Road; and
- Potential loss of highly valuable federal, port, and CP funding.

If the CTA were to order a grade separation, it is likely that this order will occur without the CTA gaining the full context regarding years of extensive engagement and consultation that has occurred between the Project partners and ᑭᓴᓴᓴ (Katzie) First Nation, the B.C. Ministry of Transportation and Infrastructure, TransLink, B.C. Transportation Financing Authority, Pitt Meadows Heritage and Museum Society, and many other stakeholders and rights holders. This could result in a grade separation being implemented that does not meet the needs or expectations of one or many stakeholders and/or right holders. In addition, cost apportionment by the CTA to the City could be substantial, raising similar concerns pertaining to the City's finances as mentioned above.

Closing

Implementing an underpass at Harris Road is strategically aligned with the interests and priorities of federal, provincial, regional, and local governments, and provides extensive benefits including enhancing trade growth and mitigating local and regional impacts associated with the movement of goods. The City remains committed to the Harris Road Underpass and we are committed to work with the Government of Canada to find a solution to ensure its implementation.

For additional information, please contact:

Samantha Maki

Director of Engineering & Operations
604.465.2413
smaki@pittmeadows.ca

Justin Hart

Manager of Major Projects
604.460.6758
jhart@pittmeadows.ca



May 1, 2023

Honourable Omar Alghabra
Minister of Transport
Government of Canada
House of Commons
Ottawa, ON K1A 0A6

Dear Minister Alghabra:

Re: City of Pitt Meadows and Harris Road Underpass Project

The City of Pitt Meadows is reaching out to all parties for assistance with the Harris Road Underpass Project (Underpass Project). This project is a critical component of the overall Pitt Meadows Road and Rail Improvements Project, which is being led and funded by the Vancouver Fraser Port Authority, with support from CP Rail and Transport Canada through the National Trade Corridor Fund.

The Port Authority has indicated that costs for the Underpass Project have increased by \$95 million since 2021 and has asked the City to now contribute to the project. As a city with a population of 20,000, contributing the requested amount of \$49.6 million would be unsustainable and would result in an unacceptable burden on local taxpayers.

The Underpass Project will provide significant national benefits and is strategically aligned with the federal government's objectives of strengthening Canada's Trade Corridor to increase the capacity, efficiency, and reliability of Canada's transportation supply chain infrastructure. As you know, the Port of Vancouver is Canada's largest port, handling \$1 of every \$3 of Canada's trade in goods outside of North America. The Port enables approximately \$275 billion in goods moved and \$11.9 billion in GDP across Canada.

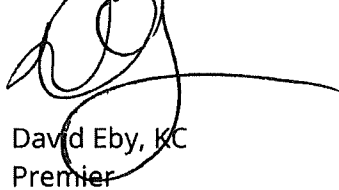
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As trade through the Port of Vancouver continues to grow, it is anticipated that by 2030 the Harris Road rail crossing will be blocked by trains for up to 7.5 hours per day, increasingly impacting local residents as well as regional commuters trying to access the West Coast Express commuter train. Public feedback on the Underpass Project has been extremely positive: in summer 2022, 81 per cent of engagement participants indicated their support.

The Province of British Columbia believes it is essential that the Underpass Project proceed in concert with other road improvements in the region. British Columbia continues its investments on provincial highways throughout the region, including the replacements of the Pattullo Bridge and George Massey Tunnel, the widening of Highway 1 through the Fraser Valley, and work at the nearby intersection of Lougheed Highway and Harris Road.

We are requesting that Transport Canada work directly with the current funding partners to find a fair solution to fund the Underpass Project.

Sincerely,

A handwritten signature in black ink, appearing to be 'David Eby', with a long horizontal line extending to the right.

David Eby, KC
Premier

A handwritten signature in black ink, appearing to be 'Rob Fleming', written in a cursive style.

Rob Fleming
Minister of Transportation
and Infrastructure

cc: Honourable Lisa Beare
Minister of Citizens' Services

Mayor Nicole MacDonald
City of Pitt Meadows



May 29, 2023

Re: Harris Rd Underpass Letter of Support

Dear Mayor Nicole MacDonald,

I am writing to express my support for the Harris Rd Underpass Project. This critical project holds significant benefits for our community and aligns with our shared goals of enhancing public safety, improving transportation efficiency, and fostering a more livable Pitt Meadows.

The Harris Rd Underpass Project presents several key advantages that cannot be overlooked. First and foremost, it will greatly enhance emergency response capabilities by providing access for police, ambulance, and fire services. Separating the railway from vehicular traffic, as well as active users such as cyclists and pedestrians, will make commutes faster and safer for all residents and commuters alike.

Moreover, the underpass will contribute to a substantial reduction in vehicle congestion. We can expect a more efficient flow of traffic in the area. This improvement in transportation infrastructure will undoubtedly lead to a higher quality of life for the residents of Pitt Meadows, fostering community connections and making our city even more livable.

It is important to emphasize that the Harris Rd Underpass Project is not only of local significance but also holds immense importance at the national, provincial, regional, and local levels. It aligns with the interests and objectives of our country and province by supporting and enhancing our national transportation infrastructure and goods movement strategy. As such, it deserves our utmost attention and support.

Forecasts indicate that train traffic is expected to double in the next decade, which could result in blockages at the at-grade crossing on Harris Rd for approximately 7.5 hours per day. Additionally, the ongoing implementation of CP's third track along Harris Rd further accentuates the urgency of this project.

The adverse impacts would significantly hamper local businesses and economic development, hindering their viability and growth prospects.

Constituency Office

104-20130 Lougheed Highway
Maple Ridge BC V2X 2P7
T 604-465-9299 F 604-465-9294

Legislative Office

Parliament Buildings
Victoria BC V8V 1X4
T 250-387-3655 F 250-387-4680
Lisa.Beare.MLA@leg.bc.ca

In light of the above, I urge you to consider the critical nature of the Harris Rd Underpass Project and its invaluable benefits to our community. I kindly request that Transport Canada work closely with the current funding partners to explore fair and equitable solutions for funding this project. Collaboration among all stakeholders is essential to ensure the timely and successful implementation of this vital infrastructure initiative.

Thank you for your attention to this matter. I trust that you will give due consideration to the points raised in this letter and extend your support to the Harris Rd Underpass Project. By doing so, we will collectively contribute to a safer, more connected, and prosperous future for the residents of Pitt Meadows and the wider region.

Sincerely,

Lisa Beare
MLA Maple Ridge-Pitt Meadows





KATZIE
FIRST NATION
...Land of the Moss

P: (604)465-8961 | F: (604)465-5949
19700 Salish Road, Pitt Meadows, BC, V3Y2G1

May 31, 2023

To:

The Hon. Omar Alghabra
Minister of Transport
Government of Canada
House of Commons
Ottawa, ON K1A 0A6
Sent via email: omar.alghabra@parl.gc.ca

The Hon. Patty Hajdu
Minister of Indigenous Services
Government of Canada
House of Commons
Ottawa, On K1A 0A6

Cc:

Robin Silvester
President and Chief Executive Officer
Vancouver Fraser Port Authority
100 The Point, 999 Canada Place
Vancouver, BC V6C 3T4
Sent via email: Robin.silvester@portvancouver.com

Jeff Edwards
Assistant Vice President Market Strategy &
Demand Management
Canadian Pacific Railway
7550 Ogden Dale Road S.E.
Calgary, Alberta T2C 4X9
Sent via email: Jeff_Edwards@cpr.ca

Re: The Pitt Meadows Road and Rail Improvements Project at Harris Road

Dear Hon. Ministers,

We write on behalf of q̓icəy̓ First Nation (Katzie) to relay our serious concerns regarding existing and future potential traffic issues at the Canadian Pacific Railway crossing at Harris Road, within the heart of our unceded territory, in what is now known as City of Pitt Meadows. This busy rail crossing is a primary access route between Katzie Indian Reserve (IR) 1, and our territorial lands to the north. Traffic delays from rail in our territory is increasingly impacting our access to Katzie IR 1, 2 and 3, and the impacts to Katzie IR1 from the Harris Road crossing is a risk to our life and safety, while increasingly infringing on our right to access our territory for the exercise of our inherent and protected rights.

Pursuant to our rights and responsibilities to care for our people, we are writing to express our support for the Pitt Meadows Road and Rail Improvements Project at Harris Road (Project), and to call upon the Federal Crown to work with the Vancouver Fraser Port Authority (VFPA) & CP Rail (CP) to ensure that the Project is adequately resourced, in order to address the continued and increasing impacts on Katzie's rights and title from CP Rail traffic within our territory.

Background

Katzie has been consulting with the VFPA on the Project since 2020 on the development of a design construction plan that avoids, mitigates, or accommodates for unavoidable impacts on Katzie's rights and title. The VFPA recently informed us that Transport Canada's National Trade Corridor Fund, which we understand is funding the project as a National Trade Corridor Initiative, does not have sufficient funds to meet the anticipated costs of the Project, and as such VFPA and CP may not proceed with the



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plan to address traffic risks at the Harris Road rail crossing. Despite this, associated plans to increase rail traffic to the area by adding more tracks to the CP Rail corridor are still being carried forward. We also understand that the VFPA and CP have requested a prohibitive amount of funding from the City of Pitt Meadows for the Project to proceed (despite the Project's status as a National Trade Corridor Initiative) and have also proposed to transition the Project from an underpass to an overpass to save on costs.

Through our consultation with the VPFA we learned that a young Katzie woman was laid to rest within the Project area in the late 1850s, and that there is a potential for additional grave sites at this location. While it is our Customary Law and Teaching that our Ancestors resting places are not to be disturbed, we have been working with the VFPA to determine the extent of this grave site, after which we can advise on appropriate design plans avoids, mitigates, or accommodates for disturbances to this sacred site in a culturally safe, and appropriate way through cultural recognition and revitalization of our Customary Laws and Teachings. Once we know more about the nature of this burial site we can consider if an underpass or overpass is more appropriate. While we need to work closely with the VFPA through project design and planning to ensure the Project's impacts on our Ancestors are minimized and accommodated, Katzie fully supports the need for the Project to reduce current and anticipated bottlenecks and traffic delays associated with this National Trade Corridor Initiative, to promote access, health, safety, and to support Katzie's sustainable economic development.

Safety and territorial access

Our people's ability to access our resources and practice our culture within our territory, and Katzie's ability to exercise its governance responsibilities to care and protect its people, are inherent and protected rights. Access at all road-rail crossings within our territory including main access routes to Katzie IR 1, 2 & 3 where our on-reserve community live is already impacted by the lengthy train blockages. Our main water access route to Pitt Lake, the literal heart of our territory, is also often not accessible as the CP Rail bridge across the Pitt River becomes increasingly busier. All of this will be further impacted by this National Trade Corridor Initiative.

The Harris Road crossing is a main access point between Katzie IR1 and the rest of our territory to the north where we travel to hunt, fish, harvest and practice our culture. It is also where our community members travel regularly to access essential services and is the primary route for emergency services to have timely access to serve our community at Katzie IR1. There are currently up to 40 rail crossings at the Harris Rd. crossing on a given weekday, and without the Project, blockage at the Harris Road intersection is projected to increase by 6 to 7.5 hours a day by 2030. These delays have significant and unacceptable impacts on the well-being of our members, and Katzie's rights and title. We have responsibilities to our members to stand up for and advocate for their safety and well-being. We expect the Federal Crown to work with VFPA and CP on this National Trade Corridor Initiative to do the same.

Economic development and self determination

It is an exciting time for Katzie as we strive to build a strong and viable economy for our Nation. In April of 2023, Katzie granted initial approvals for a 17-acre light industrial complex known as Eagle Meadows Business Park (EMBP). EMBP will be located within IR 1 and generate employment and economic



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development opportunities for Katzie strengthening the economic self-determination and vitality of the Nation. This development aligns with the vision and goals of the Katzie’s Land Use Plan and will help ease the industrial land use shortage in the region. With the addition of EMBP, and other proposed developments for the area, there will be significant increased pressures on traffic in the surrounding Katzie IR1. Alleviating delays and increasing safety at the Harris Rd crossing is essential. We cannot risk increased cumulative traffic and access constraints on the safety and well-being of our members, and the vitality and success of our economic development projects. Effective connectivity and flow of traffic is integral to the success of EMBP.

Katzie’s Customary Laws, Teachings, and Rights

While we stress the importance of the Project’s contribution to our economic self determination, access to exercise our inherent rights in our territory, and the safety and security of our people who require emergency services on our reserve lands, the Project must be conducted with respect of our Customary Laws and Teachings to honor and protect our Ancestors. We equally wish to emphasize the need for this Project, as well as the need for this Project to be implemented in a good way. These are not mutually exclusive.

We are committed to continued consultation with CP and VFPA to the development of Project design that best avoids or appropriately addresses impacts to our Ancestor and cultural rights (whether that be through an underpass or overpass). This will require continued commitment from the Federal Crown and VFPA and CP to maintain and uphold your commitment to address existing and future traffic issues related to this National Trade Corridor Initiative that have and continue to impact Katzie’s inherent and constitutionally protected rights and title. Ultimately, the Project is an opportunity to promote community health and well-being, Katzie’s economic vitality, and uphold Katzie’s Customary Laws and Teachings. If done properly, the Project can demonstrate how multiple stakeholders can work together, hand in hand with First Nations in accordance with our rights and title and in the spirit of truth and reconciliation.

háy cé:p qa (Thank you all) or háy čxwq ə (Thank you)

Chief Grace George
Katzie First Nation

Councillor Rick Bailey
Katzie First Nation

Councillor David
Kenworthy
Katzie First Nation

Councillor Lisa Adams
Katzie First Nation

Brenda Locke, Chair
Mayor, City of Surrey

Brad West, Vice Chair
Mayor, City of Port Coquitlam

Ken Berry
Mayor, Village of Lions Bay

Malcolm Brodie
Mayor, City of Richmond

Linda Buchanan
Mayor, City of North Vancouver

Laura Cassidy
Chief, Tsawwassen First Nation

George V. Harvie
Chair, Metro Vancouver Board
Mayor, City of Delta

Mike Hurley
Mayor, City of Burnaby

Patrick Johnstone
Mayor, City of New Westminster

Megan Knight
Mayor, City of White Rock

Meghan Lahti
Mayor, City of Port Moody

Andrew Leonard
Mayor, Bowen Island

Mike Little
Mayor, District of North Vancouver

Nicole MacDonald
Mayor, City of Pitt Meadows

Jen McCutcheon
Director, Electoral Area A

John McEwen
Vice Chair, Metro Vancouver Board
Mayor, Village of Anmore

Nathan Pachal
Mayor, City of Langley

Jamie Ross
Mayor, Village of Belcarra

Dan Ruimy
Mayor, City of Maple Ridge

Mark Sager
Mayor, District of West Vancouver

Ken Sim
Mayor, City of Vancouver

Richard Stewart
Mayor, City of Coquitlam

Eric Woodward
Mayor, Langley Township

April 28, 2023

File: CR-12-01
Ref: RD 2023 Apr 28

Mayor Nicole MacDonald
City of Pitt Meadows
12007 Harris Road
Pitt Meadows, BC V3Y 2B5
VIA EMAIL: nmacdonald@pittmeadows.ca

Dear Mayor Nicole MacDonald:

**Metro Vancouver Board and Mayors Committee Support for
Pitt Meadows Harris Road Underpass**

At its April 5, 2023 meeting, the Mayors Committee amended the agenda to consider a motion from Director MacDonald, City of Pitt Meadows, requesting Metro Vancouver's support to seek additional federal funding for the Harris Road Underpass Project in the City of Pitt Meadows.

The matter went before the Board for their consideration at its April 28, 2023 meeting, at which the Board of Directors of the Metro Vancouver Regional District (MVRD) Board passed the following resolution:

That the MVRD Board provide the City of Pitt Meadows with a letter of support regarding additional federal funding for the Harris Road Underpass project and that the project proceed forthwith, noting:

- a) the estimated cost of the Harris Road underpass in Pitt Meadows has more than tripled since 2018,*
- b) the federal government has requested that the City of Pitt Meadows commit to being a funding partner and provide 25% of project costs up to \$49.6 million, and*
- c) a funding request of this magnitude is simply not viable for a small municipality and sets a precedent for the federal government to rely on and expect municipalities to fund large scale infrastructure projects that fall within federal jurisdiction.*

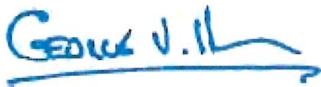
On behalf of the Mayors Committee and Metro Vancouver Regional District Board, this letter is to acknowledge the numerous national, provincial, regional, and local benefits provided with an underpass at Harris Road, and to endorse the City of Pitt Meadows' ask for additional funding for this critical project. As a project that falls within federal jurisdiction, this additional funding should be provided by appropriate federal entities including, but not limited to: the Government of Canada, the Vancouver Fraser Port Authority, and Canadian Pacific Railway.

The Harris Road underpass in Pitt Meadows, British Columbia, is one of several proposed projects identified in 2018 by the Gateway Transportation Collaboration Forum (GTCF) as part of their Greater Vancouver Gateway 2030 strategy. The at-grade Harris Road rail crossing has been identified by Transport Canada as one of the top 500 (3%) highest risk railway crossings in Canada and is one of the busiest in the Lower Mainland, with rail blockages predicted to increase up to 7.5 hours per day in 2030. Implementing an underpass at Harris Road is strategically aligned with the interests and priorities of federal, provincial, and local governments, Indigenous groups, as well as federally regulated railways, and provides extensive benefits including reduced bottlenecks and enhanced trade growth, as well as mitigates community impacts associated with trade. In addition, an underpass would provide significantly improved emergency response times for police, fire and ambulance services, improve public safety, and reduce emissions from idling vehicles.

The estimated cost of the Harris Road underpass has more than tripled from \$63.3 million in 2018 to \$195.2 million in 2023 due to numerous cost drivers, such as inflation and increased construction complexities. To assist in closing the significant funding gap, the Vancouver Fraser Port Authority has requested that the City of Pitt Meadows commit to become a funding partner and provide 25 percent of project costs, up to \$49.6 million, by mid-April. For context, this funding request represents a value approximately equal to the City of Pitt Meadows' 2023 annual operating budget. Therefore, a funding request of this magnitude would set a precedent for local governments to financially participate in federal infrastructure projects, which is neither equitable nor viable for most local governments; especially a small municipality of fewer than 20,000 residents.

The Mayors Committee and Metro Vancouver Board support the City of Pitt Meadows in their efforts to: oppose the unprecedented request to receive partnership funding from local governments on federal infrastructure projects, which would pose a negative precedent for local governments within the Metro Vancouver region; secure additional federal funding for the Harris Road underpass; and to ensure the implementation of critical infrastructure that will provide significant national, provincial, regional, and local benefits.

Yours sincerely,



George V. Harvie
Chair, Metro Vancouver Board



Brenda Locke
Chair, Mayors Committee
Metro Vancouver

GVH/BL/HM/vf

April 19, 2023

Mayor Nicole MacDonald
City of Pitt Meadows
12007 Harris Road
Pitt Meadows, BC V3Y 2B5

Re: Harris Road Underpass Project

Mayor MacDonald,

I write to you on behalf of the TransLink Mayors' Council on Regional Transportation in support of the Harris Road Underpass project in Pitt Meadows.

The Mayors' Council have identified numerous national, provincial, regional, and local benefits provided by an underpass at Harris Road, and strongly endorses the City of Pitt Meadows advocating for additional funding for this critical project. As a project that falls within federal jurisdiction, this additional funding should be provided by appropriate federal entities including, but not limited to the Government of Canada, the Vancouver Fraser Port Authority, and Canadian Pacific.

The Harris Road underpass in Pitt Meadows, British Columbia, is one of several proposed projects identified by the Gateway Transportation Collaboration Forum (GTCF) as part of their Greater Vancouver Gateway 2030 strategy. The at-grade Harris Road rail crossing has been identified by Transport Canada as one of the top 500 (3%) highest risk railway crossings in Canada and is one of the busiest in the Lower Mainland, with rail blockages predicted to increase up to 7.5 hours per day in 2030.

Two members of the GCTF, Transport Canada and the Vancouver Fraser Port Authority, as well as Canadian Pacific, are the three funding partners for the Harris Road underpass project, with no capital funding provided by the City of Pitt Meadows or other regional entities. As a member of the GTCF, TransLink has previously expressed support for the projects outlined within the Greater Vancouver Gateway 2030 strategy and that implementing these projects, including an underpass at Harris Road, would improve the capacity and reliability of key national trade corridors.

An underpass at the Harris Road rail crossing would also mitigate the adverse impacts that Canada's international trade has on the regional and local transportation network, including:

- Reducing congestion on Golden Ears Way, Highway 7, and adjacent intersections which are already at or over capacity;

.../2

- Eliminating traffic queuing on Harris Road extending from the at-grade rail crossing onto Highway 7, potentially disrupting TransLink's RapidBus route and the proposed Highway 7 at Harris Road Improvements Project;
- Encouraging and providing significantly greater north/south active transportation accessibility;
- Removing delays to TransLink's 701, 722, and 791 bus route schedules; and
- Reducing access restrictions to and from the Pitt Meadows West Coast Express Station.

The estimated cost of the Harris Road underpass has more than tripled from \$63.3 million in 2018 to \$195.2 million in 2023 due to inflation and increased construction complexities. To assist in closing the significant funding gap, the Vancouver Fraser Port Authority has requested that the City of Pitt Meadows commit to become a funding partner and provide 25 percent of project costs, up to \$49.6 million, by mid-April.

A funding request of this magnitude is simply not viable for a small municipality of less than 20,000. It also sets an unreasonable precedent for the Government of Canada, its' agencies, and federally regulated corporations to rely on and expect municipalities to fund large-scale infrastructure projects that fall within federal jurisdiction, enhance the competitiveness of Canada's international trade, and mitigate impacts of trade to the regional and local transportation network. Furthermore, a request for municipal funding represents the reversal of a commitment to the City of Pitt Meadows, as well as the region, that an underpass would be implemented at Harris Road without local or regional capital investment.

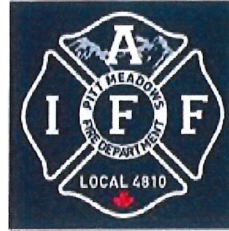
The Mayors' Council on Regional Transportation strongly endorses the City of Pitt Meadows in their efforts to secure additional federal funding for the Harris Road underpass, and to ensure the implementation of critical infrastructure that will provide significant national, provincial, regional, and local benefits.

Sincerely,



Mayor Brad West
Chair

- c. Hon. Omar Alghabra, Minister of Transport
Cliff Stewart, Vancouver Fraser Port Authority
Jeff Edwards, Canadian Pacific Railway
The Hon. Rob Fleming, B.C. Minister of Transportation and Infrastructure
Members of the Mayors' Council on Regional Transportation
Pitt Meadows City Council
TransLink CEO Kevin Quinn



June 7, 2023

File: 16-8330-01/23

Mayor Nicole MacDonald
City of Pitt Meadows, BC
12007 Harris Road
Pitt Meadows, BC V3Y 2B5

Dear Mayor MacDonald:

RE: Harris Road Underpass Project – Letter of Support

Pitt Meadows Fire and Rescue Service (PMFRS) was established in 1941 and provides the City of Pitt Meadows (City) with fire suppression, fire prevention, fire and life safety education, rescue, and first responder medical care services. PMFRS responded to 828 calls in 2022, representing the third straight year with higher call numbers than the previous year. This recent escalation in call volume reinforces the need for PMFRS to be able to respond to calls in a prompt manner at all locations throughout the City.

In recent years, a significant investment has been made by the City to ensure that PMFRS can provide the community with guaranteed emergency response services. After several years of design and construction, occupancy of the brand new Pitt Meadows Fire Hall and Emergency Operations Centre was granted in mid-April 2023, and PMFRS has begun a shift from paid-on-call to a primary career model, including the recent recruitment of eight new firefighters in early 2023.

National and regional trade growth, particularly in the form of increased rail blockages at the Harris Road at-grade rail crossing, has resulted in significant adverse impacts to PMFRS' operations, including the ability to respond to calls in a timely fashion.

Harris Road is located in the heart of Pitt Meadows and is the primary north/south route used by PMFRS to respond to emergency calls. The Harris Road at-grade rail crossing is one of the busiest crossings in the Lower Mainland and is currently blocked by trains for up to 3.5 hours per day, with blockages expected to increase to 7.5 hours per day in 2030. When the Harris Road rail crossing is blocked, PMFRS crews are forced to wait for the rail blockage to clear, take a much further alternate route, or diverge crews, all of which can lead to slower response times and decreased service levels.

Implementing an underpass at Harris Road would mitigate the impact of trade growth on the community of Pitt Meadows, eliminate rail blockages, and significantly improve emergency response times. Furthermore, an underpass would ensure that the investment made by the City into emergency response services could be utilized to a much higher degree.

Pitt Meadows Fire and Rescue Service strongly endorses the City of Pitt Meadows in their commitment to the Harris Road Underpass Project, as well as their efforts to secure additional federal funding for the project.

Yours Truly,



Fire Chief Mike Larsson



IAFF Local 4810 President Brent Hannah

Cc: Mark Roberts, Chief Administrative Officer, City of Pitt Meadows



**Royal
Canadian
Mounted
Police**

From: Superintendent Wendy Mehat - Officer in Charge of the Ridge Meadows RCMP
To: The City of Pitt Meadows
Date: 2022-04-11
Subject: Request for Comment on the Harris Road Underpass

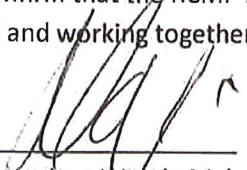
Issue

On March 28, 2023, Pitt Meadows Council received a request from the Vancouver Port Authority to provide up to \$49.6 million dollars to help close the project funding gap for the Harris Road Underpass.

Comment

- It was reported the Harris Road rail crossing is the second busiest crossing in the Lower Mainland and has been identified as one of the top 3% highest risk crossings in Canada. This data illustrates the potential risks of an increase of RCMP files at that location whether to assist CP Police or take on Police of Jurisdiction.
- With the addition of a third CP rail line, it is expected that the Harris Road crossing will have blockages of up to 7.5 hours per day. As it stands, there is already blockages of over 3.5 hours daily. These blockages have a direct impact on the response time of the RCMP due to having to reroute to Airport Way and the Golden Ears Overpass.
- Currently the Pitt Meadows Community Police Office is situated South of the tracks; however, in 2025 when the new Pitt Meadows RCMP building is finalized, this office will then be on the North side of the tracks. As it stands, approximately 75% of the Pitt Meadows Population live South of the tracks, therefore resulting in the RCMP having to reroute to respond to a majority of the Pitt Meadows daily calls for service for up to 7.5 hours a day which causes a public safety risk.
- Additionally, Police Officers and other emergency responders requiring immediate assistance will also be impacted due to having to reroute.
- The traffic congestion along Harris Road as well as Lougheed Highway is greatly impacted during these blockages which poses concerns and challenges for police response to the areas blocked off by idling vehicles.
- Harris Road is the main thoroughfare in Pitt Meadows and would provide the most efficient and most effective access for emergency services to respond to calls for service to assist the citizens of Pitt Meadows with the addition of an underpass.

I can confirm that the RCMP is committed to work with the City of Pitt Meadows on whatever decision is made by the Council and working together on possible solutions to try and mitigate any risk.



Superintendent Wendy Mehat
Officer in Charge, Ridge Meadows RCMP

June 6, 2023

Mayor Nicole MacDonald
City of Pitt Meadows, BC
12007 Harris Road
Pitt Meadows, BC V3Y 2B5

Dear Mayor MacDonald:

Re: Harris Road Underpass Project – Letter of Support

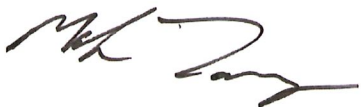
I am writing to express support for the Harris Road underpass project to address the issue of rail traffic from the perspective of BCEHS.

As you may be aware, BCEHS occupies a location at 12047 Harris Road which serves as an annex to our Maple Ridge station. Under this model units are deployed from surrounding stations to this site as a 'rest & ready' location for deployment as required. This location also serves as what is referred to as a cross cover point where crews can deploy, to provide area coverage when local units are otherwise engaged. As such the Harris Road corridor is a primary route for BCEHS units responding in and out of the area.

The construction of an underpass would not only ensure unimpeded access to BCEHS paramedics responding to events within the community, undoubtedly contributing to improved response times. It also ensures that the most efficient and quickest route for ambulances transporting patients remains open thus preventing timely delays to specialized patient care services in hospital. This project would also contribute to the enhanced safety of our emergency responders as navigating through rail crossings during times of heavy rail and peak traffic flow can be hazardous as it exposes emergency responders to increased risks and delays associated with congestion in the vicinity of the crossing.

In closing, the potential for improved emergency response times and unobstructed access to critical facilities in conjunction with enhanced safety for emergency responders will be of great benefit to all.

Sincerely,



Michael Topping, I/Manager, Clinical Operations
FE-Langley Ridge Meadows
BC Emergency Health Services



June 7, 2023

The Honourable Omar Alhabra
Minister of Transport
Transport Canada
330 Sparks St
Ottawa, ON, K1A 0N5

Dear Minister Alhabra,

RE: Support for Funding of Harris Road Underpass in the City of Pitt Meadows

On behalf of the Board of Education of the Maple Ridge Pitt Meadows District, I am writing to express the Board's full support for the City of Pitt Meadows in their advocacy efforts for federal funding for the construction of the Harris Road Underpass. We believe that this critical infrastructure project is of utmost importance for the safety, connectivity, and well-being of our students, staff, and the entire Pitt Meadows community.

Pitt Meadows is a vibrant city with a single high school that serves both sides of the tracks. Currently, the only bus route in the city runs along Harris Road, creating a situation where students, staff, and residents must frequently cross the railway tracks. This poses significant challenges, as increased train traffic is anticipated in the coming years, and the existing at-grade crossing on Harris Road is projected to experience blockages of approximately 7.5 hours per day. This not only impacts the efficiency of transportation but also raises significant concerns about emergency response times.

The benefits of the Harris Road Underpass are numerous and far-reaching. Perhaps most importantly, the underpass would enhance emergency response capabilities, enabling police, ambulance, and fire services to reach our schools quickly and efficiently, ensuring the safety and well-being of our students in the event of an emergency. Additionally, it would improve commute times for all road users, separating trains from vehicles and providing a dedicated space for pedestrians and cyclists. By reducing vehicle emissions and congestion, the underpass aligns with our collective efforts to promote sustainable transportation and combat climate change.

Finally, the Harris Road Underpass would foster stronger community connections and make Pitt Meadows an even more livable city. It would eliminate the division caused by the rail line, ensuring that students and residents on both sides can access essential services, recreational facilities, and employment opportunities with ease. The project aligns with national, provincial, regional, and local interests, as it improves transportation infrastructure, enhances safety, and supports economic growth in the region.



Failure to implement the Harris Road Underpass would have severe consequences for the community. With projected doubling of train traffic in the next decade and Canadian Pacific (CP) proceeding with their plans for a third track along Harris Road, the current at-grade crossing would experience increased blockages, leading to significant disruptions for businesses and impeding economic development in the area. Moreover, it would further divide the community, exacerbating the challenges already faced due to the existing rail line. The negative impact on the quality of life for students, workers, and commuters cannot be underestimated, and the crossing's current identification as one of the top 500 highest-risk railway crossings in Canada highlights the urgent need for action.

In conclusion, we urge the federal government to prioritize funding for the Harris Road Underpass project. The positive outcomes of this infrastructure investment are vast, ranging from improved emergency response times and enhanced safety to reduced congestion, lower emissions, and strengthened community connections. It is an investment in the present and future well-being of our students, staff, and the entire Pitt Meadows community.

Thank you for your attention to this matter. I trust that you will consider our request for funding and support the City of Pitt Meadows in their pursuit of a safer, more connected, and livable city.

Sincerely,

Elaine Yamamoto
Board Chairperson
Board of Education of the Maple Ridge – Pitt Meadows District

cc: The Board of Education, School District No. 42 (Maple Ridge-Pitt Meadows)
The Honourable Lisa Beare, Minister of Citizen Services
Marc Dalton, MP, Maple Ridge-Pitt Meadows
Nicole MacDonald, Mayor, City of Pitt Meadows
Harry Dhillon, Superintendent of Schools
Flavia Coughlan, Secretary Treasurer
Mark Roberts, CAO, City of Pitt Meadows



Chamber of Commerce
Maple Ridge Pitt Meadows

Dear Mayor MacDonald,

We are writing to express our strong support for the Harris Road underpass project for the City of Pitt Meadows. As the Executive Director and President of the Ridge Meadows Chamber of Commerce, we believe that this infrastructure upgrade is necessary to improve the safety and efficiency of our transportation network.

Saying this, the City of Pitt Meadows portion of this project is costing \$49.6 million, this is a significant investment from a small city, and it would deplete its budget, taking away from other essential needs. This would mean the businesses and citizens will have to take on a substantial tax increase. Taxes are already high enough and they should not have to bear the financial burden of this project. Placing additional financial pressure on businesses could cause catoptric implications.

Furthermore, we believe that this project should be viewed as a national trade issue, and the federal government should provide support for its funding. The proposed underpass will greatly improve the efficiency of transportation in the area and will help to reduce wait times for commuters who work within Pitt Meadows as well as consumers shopping at local businesses.

As it stands, the average wait time for a train to cross is 3.5 hours a day, which is projected to double in the next 7 years. This will greatly impact the productivity of businesses in the area and hinder the economic growth of our city. By building the Harris Road underpass, we can help to alleviate this issue and ensure that our city continues to thrive.

Furthermore, the Harris Road underpass will provide significant benefits in terms of safety. Currently, the railway crossing at Harris Road presents a significant emergency issue holding up ambulance and fire. Time is of the essence and sitting at a train for over 5 minutes could be a matter of life and death.

We commend the City of Pitt Meadows for its efforts to pursue this important project, this project is critical for the safety and economic growth of the City of Pitt Meadows,

Sincerely,

Kristi Maier, Executive Director

Jerry Kok, Chamber President

City of Pitt Meadows
Attn: Mayor Nicole MacDonald
12007 Harris Road
Pitt Meadows, BC V3Y 2B4



RE: HARRIS ROAD UNDERPASS PROJECT – LETTER OF SUPPORT

Mayor MacDonald,

Pitt Meadows Regional Airport is one of the foremost community airports in Canada. The Pitt Meadows Airport Society is making significant investment into the rehabilitation and upgrade of current infrastructure at the Pitt Meadows Regional Airport. This is evidenced by the recent completion of the new state of the art 50,000 square foot terminal building and adjoining parking lot. The Airport is fast emerging as a “centre of aviation excellence” within the provincial landscape. It was recently awarded the BCAC William Templeton Award for outstanding initiative and achievement in the successful development of a community airport and has been supported by the Province of BC through provisions of funds via the BC Air Access Program. Pitt Meadows Regional Airport is dynamically working towards strengthening its reputation as a business-friendly community airport. It is a major contributor to the growing strength and diversification of the aviation and aerospace industry in British Columbia, providing significant economic benefits and employment opportunities to the community at large.

The **strategic location and ease of access to multi-lateral transportation sources** are two critical factors positioning Pitt Meadows Regional Airport to take advantage of the forecasted growth within the aerospace industry in the years ahead. Consistent, dependable access to/from the Pitt Meadows Regional Airport is imperative to its continued success. The expected doubling of rail blockages at the Harris Road Crossing to up to 7.5 hours per day by 2030 would have a markedly negative effect on the economic impact and long-term business viability of existing commercial entities and future investment potential. Further, poor transportation corridors linking Pitt Meadows Regional Airport to/from the downtown core of Pitt Meadows and the surrounding communities would inhibit the current and future sustainability of both scheduled and charter services.

The safety implications to the Pitt Meadows Regional Airport due to continued blockages of the Harris Road crossing are considerable. In addition to delayed emergency response times to on-site accidents and incidents, connections to emergency Medevac transportation would become unreliable. The importance of minimizing delays is a matter of life-safety which cannot be overstated.

Pitt Meadows Regional Airport strongly urges City of Pitt Meadows to remain committed to the Harris Road Underpass Project and seek federal funding to move the project forward to completion.

A handwritten signature in blue ink, appearing to read 'Guy Miller'.

Guy Miller
Airport General Manager

cc: Mark Roberts, Chief Administrative Officer – City of Pitt Meadows



Contracting Ltd.

May 17, 2023

Attn: Mayor Nicole MacDonald
12007 Harris Rd,
Pitt Meadows, British Columbia
V3Y 2B5

Dear Mayor MacDonald,

As a member of the City of Pitt Meadows business community, I am writing to express Onni Group's strong support for the proposed funding for the Harris Rd underpass project in Pitt Meadows. The underpass will have numerous benefits for the community, including enhancing emergency response for police, fire and ambulance services while also reducing vehicle emissions and congestion along Harris Rd. Ultimately, this underpass will enhance the community connection of Pitt Meadows, making it a more accessible and livable city for all.

As a major arterial route, without the implementation of the critical underpass, Harris Rd will face significant negative impacts to traffic flow and public safety. These pressures will only increase over the coming decade as the broader region continues to grow.

In addition to the pressures of regional growth, the Harris Rd crossing will face additional rail traffic as Canadian Pacific Railway has indicated that is still proceeding with the install of an additional (3rd) track along Harris Rd which is already listed in the Top 500 (top 3%) of highest risk railway crossings within Canada.

There is a clear and essential need for this critical piece of infrastructure to prevent further division of the community and impacts on the quality of life for those who live, work, and travel through Pitt Meadows and the surrounding communities. I urge every level of Government to carefully consider the importance of this underpass, as this project will support and enhance national, provincial, regional, and local interests for decades to come.

Thank you for your time and consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "Robert Vrooman".

Robert Vrooman
Vice President of Development
Onni Group

Cc: Mark Roberts, Chief Administrative Officer
Samantha Maki, Director of Engineering & Operations