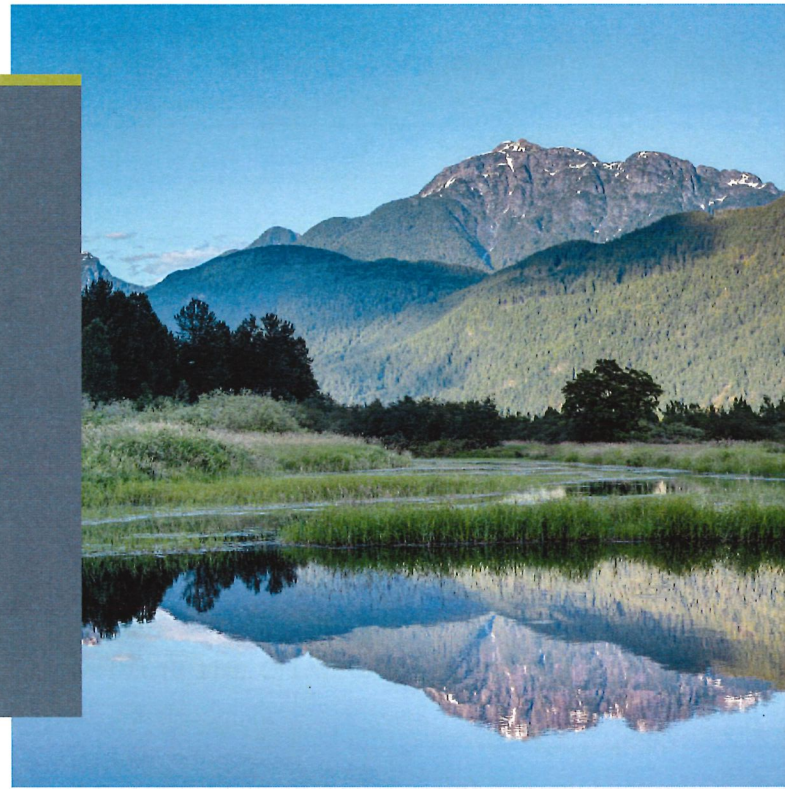


Pitt Meadows Road and Rail Improvements Project

More information you should know



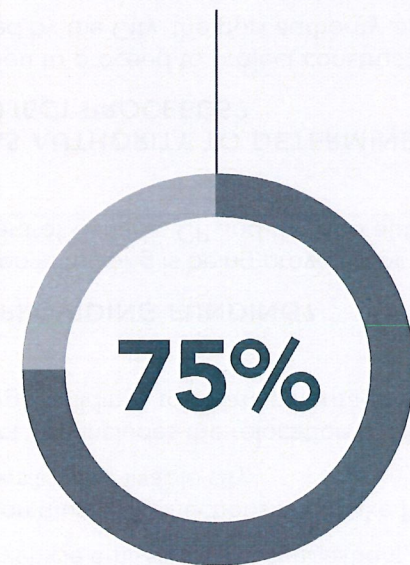
Opinion Research Survey

This summer, the port authority undertook opinion research to better understand what residents know and think about the Pitt Meadows Road and Rail Improvements Project. The research was undertaken by Insights West, an independent professional market research firm based in the Lower Mainland. The research was blind to maintain the integrity of unbiased responses.

CP'S RIGHT TO BUILD WITHIN THEIR RIGHT OF WAY

Neither the port authority nor the City of Pitt Meadows has jurisdiction over rail operations or infrastructure decisions within the rail corridor. Per Canada Transportation Act 95(1) and 98(3), CP can build the rail components without approval or collaboration with the port authority or the City, as long as CP meets applicable federal regulations.

What We Heard

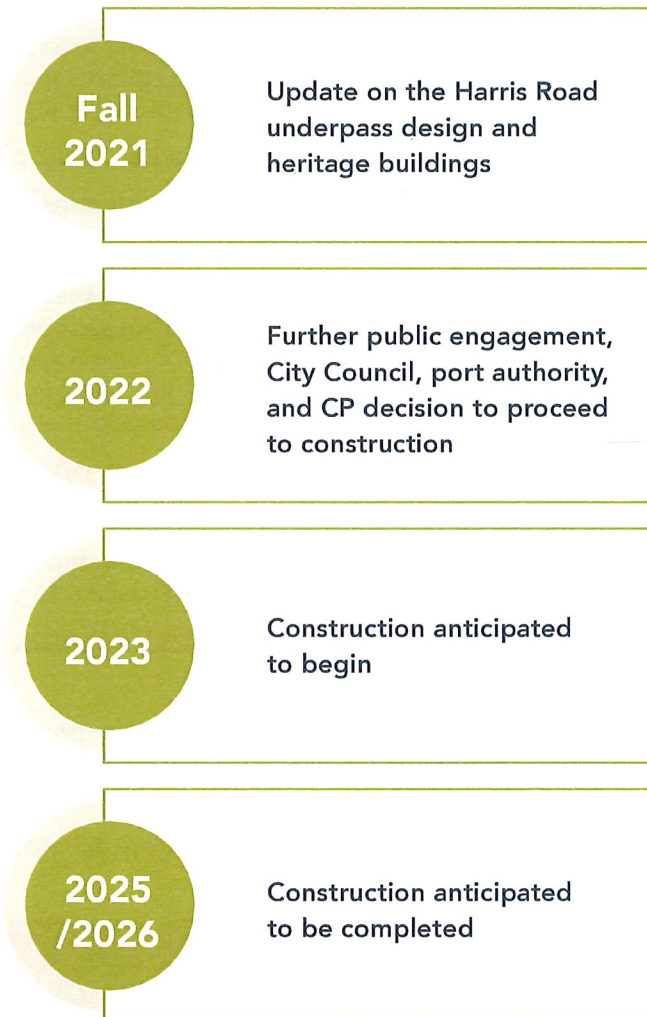


Of the 350 respondents, 75 percent indicated that they were in favour of building a four lane underpass at Harris Road.

HARRIS ROAD UNDERPASS

Before construction of the Harris Road underpass can begin, the City, CP and the port authority must agree to and sign two binding documents: the Project Partnering Agreement (formerly Design Agreement) and the Construction Agreement.

Next Steps



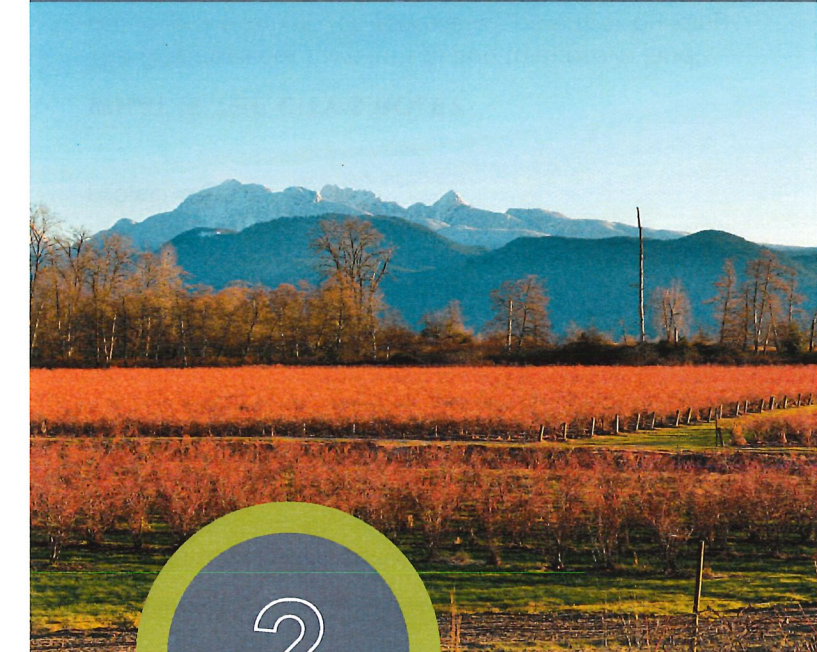
THE CITY'S COMMITMENT

The City will continue to provide information about the both projects via Council meetings, social media and the City's website as well as opportunities for the to submit feedback.



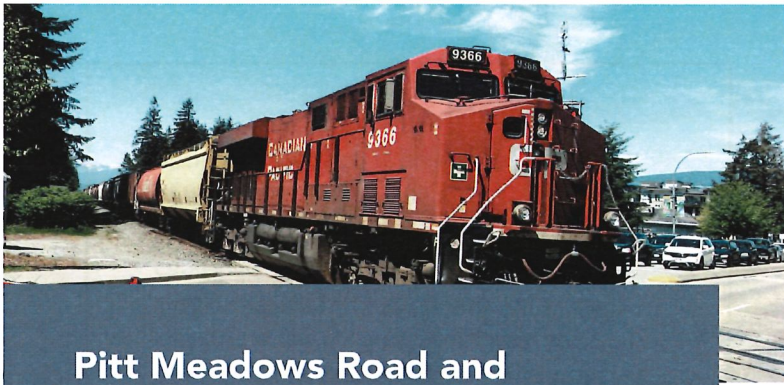
What You Need to Know

Independent Projects in Pitt Meadows and Their Differences



Did you know

Train traffic in Pitt Meadows is forecasted to double over the next 10 years. Blockages at Harris Road will increase from 3.5 hours to nearly 7 hours per day.



Pitt Meadows Road and Rail Improvements Project

WHEN WAS THE PROJECT INITIATED?

2017 - The Greater Vancouver Gateway Council submits the Pitt Meadows Road and Rail Improvements Project for funding to the National Trade Corridors Fund.

WHAT IS COUNCIL'S POSITION?

City Council unanimously supports continued discussions on the Pitt Meadows Road and Rail Improvements Project with the goal of securing an appropriate design and construction agreement.

WHAT DOES THE PROJECT INCLUDE?

- **Four-lane underpass at Harris Road**
- **Rail components:**
 - A new siding track on the north side of the existing tracks between Harris Road and Kennedy Road.
 - An extension of the existing lead track accessing the Vancouver Intermodal Facility east across Harris Road to Golden Ears Way. This lead track extension will enable rail activities such as train building to be transferred from the existing north mainline track to the new lead track, reducing train congestion.
- **Two-lane overpass at Kennedy Road***
*Work on the Kennedy Road overpass has been paused with priority being given to the Harris Road underpass.

WHO IS LEADING THE PROJECT?

The Vancouver Fraser Port Authority (port authority) is the lead for the underpass and overpass. CP is leading the rail components.

BENEFITS

The Pitt Meadows Road and Rail Improvements Project provides many benefits to our community. Eliminating the at-grade rail crossing at Harris Road will:

- enhance emergency response for police, fire and ambulance services;
- make commutes faster and safer;
- reduce vehicle emissions and congestion; and
- foster community connections and make Pitt Meadows a more livable city.

The project also includes the relocation of Museum and heritage buildings to create a heritage site.

WHO IS PROVIDING FUNDING?

\$141 million in funding is being provided by Government of Canada, CP and the port authority.

WHO HAS AUTHORITY TO DETERMINE IF THE PROJECT PROCEEDS?

The decision to proceed to project construction will be required by the City, the port authority, and CP.

CP, at their sole discretion, can choose to proceed with the rail components with or without the project or the City's approval or collaboration (including a third rail across Harris Road), provided the railway line is built within CP's right of way and complies with federal regulations.

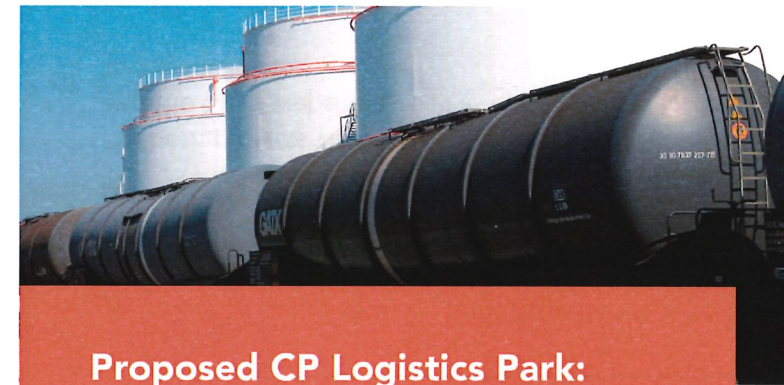
WHAT IS THE CITY'S ROLE?

The City is working closely with the port authority and CP to ensure changes to Harris Road meet the needs of the community by:

- Exploring feasible noise and vibration mitigation options;
- Managing longer-term changes on traffic and character of the community; and
- Finding a suitable location for the Hoffmann and Son Machine Shop and the Old General Store Museum buildings.



For city updates, please visit pittmeadows.ca/roadandrail



Proposed CP Logistics Park: Vancouver

WHEN WAS THE PROJECT INITIATED?

December 2020 – City Council was briefed for the first time by CP about their aspirations to build an industrial park.

WHAT IS COUNCIL'S POSITION?

City Council is unanimously and vehemently opposed to the proposed CP Logistics Park: Vancouver.

WHAT DOES THE PROJECT INCLUDE?

The proposed industrial park will add a 100-acre rail, transload, and distribution facility adjacent to the Vancouver Intermodal Facility in Pitt Meadows. This includes the transportation and storage of three high hazard commodities:

1. **Agricultural products**
2. **Automobiles**
3. **Fuels and ethanol.**

The proposed project also includes a new loop track that extends from the proposed Logistics Park to just west of Harris Road on the south side of the existing tracks.

WHO IS LEADING THE PROJECT?

CP is the sole lead for the proposed Logistics Park project.

WHO IS PROVIDING FUNDING?

The proposed Logistics Park project is funded by CP.

IMPACTS

The proposed project poses high-hazard health, safety, environmental risks to our community such as:

- burden on local emergency services;
- impacts to air quality, noise, vibration, health, quality of life;
- large unsightly grain silos, fuel tanks and auto lot;
- impacts to birds, wildlife, and aquatic life;
- potential risks to the Katzie Slough;
- loss of agricultural lands and production;
- erosion, drainage, flooding, and groundwater concerns;
- close proximity to a residential area; and
- additional truck traffic (estimated of 746 trucks/day) and impacts to local and regional roadways.

WHO HAS AUTHORITY TO DETERMINE IF THE PROJECT PROCEEDS?

CP is a federally regulated rail company and must apply to the Canadian Transportation Agency (CTA) for approval to construct the proposed project. The CTA will review CP's application, provide opportunity for the public to comment, and determine if the project can proceed.

WHAT IS THE CITY'S ROLE?

The City does not have jurisdiction to approve land use, oversee zoning, or issue development or building permits for federally regulated entities such as CP. The City has been advocating in opposition by:

- Providing a written submission to the Minister of Environment and Climate Change requesting the project be designated as a reviewable project under the Impact Assessment Act.
- Conducting independent studies such as noise, vibration, and air quality, to determine associated health and environmental impacts associated with current and future rail operations.
- Advocating for the protection of air quality.
- Continuing to share concerns with CP and senior levels of government.



For city updates, please visit pittmeadows.ca/nocplogisticspark