



MAY 7TH, 2021

Pitt Meadows Road and Rail Improvements Project

Spring community update: Rail configuration questions and answers

Between April 21 and April 28, 2021, the Vancouver Fraser Port Authority, in partnership with Canadian Pacific (CP) and the City of Pitt Meadows, hosted four virtual information sessions to share more information about CP's track configuration and the results of the noise and vibration study, including mitigation considerations and next steps. The track configuration sessions which were led by CP and the noise and vibration sessions which were led by the port authority, provided an opportunity for the community of Pitt Meadows to learn more about each topic and ask questions.

As we committed during the track configuration information sessions, we have compiled a list of all of the questions received, along with answers below. Please note, we received several of the same questions, and therefore have removed duplicate questions and answers. You can review the rail configuration brochure [here](#). If you have any questions that aren't reflected below, please don't hesitate to reach out to the port authority (the lead on this project) at pittmeadowsroadandrail@portvancouver.com.

MOST FREQUENTLY ASKED QUESTIONS

1. How will the experience of residents today, with respect to rail activity and wait times, change with future operations?

As trade grows in the coming decade, we can expect an increase in rail activity along the Pitt Meadows corridor. The rail activity occurring today in Pitt Meadows will continue to occur in the future.

With the Pitt Meadows Road and Rail Improvements Project, residents will experience less traffic delays, which will reduce vehicle emissions and improve air quality, have fewer locomotives idling, provide safer and more reliable travel for drivers, pedestrians and cyclists, and better access for first responders, allowing them to get to their destinations faster. These changes are essential to Pitt Meadows given the forecasted growth in trade movements through the corridor and the existing and projected impacts forecast at the existing railway crossings.

2. What rail activity (switching, shunting, idling) will residents see in the future that is different than what they see and experience today?

The Pitt Meadows Road and Rail Improvements Project does not enable any new rail activities which could not otherwise take place today. Instead, it ensures more fluid movement of trains through the area by freeing up CP's mainline. This is important, because as trade movements grow in the coming decade, we can expect an increase in this rail activity as well.

For residents living near the rail corridor, you will see some rail activities occur closer to the northern boundary of CP's rail corridor. The new 10,000-foot siding track and 6,000-foot extension of the Vancouver Internal Facility lead will allow this activity to take place off of CP's mainline. Consider the new siding track and lead extension like an off-ramp and a passing lane, respectively that you would see on a highway. By shifting activity off of the mainline, CP can keep operations moving smoothly on the mainline, much like having traffic flowing freely on a highway.



3. How will CP ensure the health and safety of residents are protected?

Safety is foundational at CP. CP is proud to be the safest railway in North America for the last 15 years, as measured by train accident frequency. CP adheres to strict federal health and safety regulations set out by Transport Canada. CP will continue to meet and, where possible, exceed these strict federal safety regulations.

Transportation-by-rail is one of the most economical and environmentally responsible methods of moving freight long distances. Each single unit train, such as the intermodal trains that depart the Vancouver Intermodal Facility in Pitt Meadows twice each day, keeps more than 300 trucks off publicly funded roads. A unit train is four times more fuel efficient than trucking and emits 75 percent less greenhouse gas emissions.

4. What does a 50% increase in trade movements between 2015 and 2030 mean for train volumes through the city?

The port authority, in consultation with regional partners through the Gateway Transportation Collaboration Forum, has analyzed historic trade movement data and trends, and engaged industry experts to assess the likely national and global market conditions in the years to come. Through this comprehensive analysis, the port authority has developed a forecast of approximately 50 percent growth in trade volumes through the region as a whole by 2030, as compared to volumes measured in 2015.

This corresponds to approximately the same annual growth that has been observed in the last five to 10 years and, while freight volume will reflect the demand of the broader economy, we are confident in this growth projection. It is possible that growth could be a bit slower, and those volumes are realized a few years later than 2030, or that it could be faster and those volumes are reached before 2030.

When we look at the rail network, and as we conduct future rail modelling, we estimate that the 50 percent growth could represent an approximate doubling of freight train movements along the rail corridor in Pitt Meadows. Today, average volume on the mainline is around 28 freight trains per day. While trade growth is not spread equally along the various supply chain routes, it is this anticipated doubling of trains that has been utilized as the basis for identifying future traffic delays in Pitt Meadows that we have shared and any incremental changes for the noise and vibration assessment.

5. How long can trains idle in a residential area?

We understand the community's concerns about idling in a residential area. Locomotives, unlike cars, need to idle for various operating requirements such as maintaining pressure in the air brake system and lubrication. The regulations specify a duration, but the regulations also include a number of important exceptions. The activities you see within Pitt Meadows are within these regulations. So sometime the idling can be short, and other times it can be much longer.

There are many considerations and exceptions within the regulation that provide important context. Anyone who wants to learn more, can review [Section 10 of the Locomotive Emissions Regulations](#).

6. Will the lead track extension and the new siding track result in more train idling?

Idling will continue with or without the project. It is not necessarily less than today but it will be much less than without the project, because of the trade growth.



7. Why are the rail improvements necessary?

The Pitt Meadows Road and Rail Improvements Project is about more efficiently and safely moving people and goods through the Lower Mainland to support exports from Canadian producers and farmers, and import goods for Canadian consumers. The port authority is anticipating approximately 50% increase in the number of trade movements between 2015 and 2030.

The rail improvements as part of the Pitt Meadows Road and Rail Improvements Project will allow CP to improve the efficiencies of its rail operations, which will create the capacity needed to accommodate growth. CP has a legislated mandate to move all goods offered to them, and these improvements allow CP to meet those requirements.

8. Are the rail improvements dependent on the Harris Road underpass and Kennedy Road overpass?

Not necessarily. The Pitt Meadows Road and Rail Improvements Project is comprised of three components—the Harris Road underpass, the Kennedy Road overpass, and CP's rail improvements comprising of a 10,000-foot siding track and a 6,000-foot extension the Vancouver Intermodal Facility lead track.

With the forecasted increase in trade growth and CP's obligations to provide service in support of Canadian businesses and consumers and to operate in a safe and efficient manner, rail infrastructure investment along this corridor will likely happen in any future scenario.

Given the proposed rail scope is wholly contained within CP's rail corridor, it is the port authority's understanding that CP can proceed with all, a portion, or a modified version of any of the components on their own. It is also our assessment that the Pitt Meadows Road and Rail Improvement Project represents the most effective way to balance the interests of each partner and support a future which provides meaningful benefits to Canada, CP, and Pitt Meadows residents.

REGULATIONS

9. How long can a train idle in a residential area?

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There are many considerations and exceptions within the regulation that provide important context. Anyone who wants to learn more, can review [Section 10 of the Locomotive Emissions Regulations](#).

10. Do the Locomotive Emissions regulations apply to yard engines?

Yes, the regulations apply to all locomotives. We understand the community's concerns about idling in a residential area. Locomotives, unlike cars, need to idle for various operating requirements such as maintaining pressure in the air brake system and lubrication. The regulations specify a duration, but the regulations also include a number of important exceptions. The activities you see within Pitt Meadows are within these regulations. Sometime the idling can be short, and other times it can be much longer.

There are many considerations and exceptions within the regulation that provide important context. Anyone who wants to learn more, can review [Section 10 of the Locomotive Emissions Regulations](#).



11. CP has a federally legislated mandate to move the goods and products produced and consumed in North America. What does this mean and are there other obligations CP has?

Transport Canada sets national transportation policy through legislation and regulations. As a critical part of the national transportation system, railways are subject to federal legislation and regulation. Some examples include:

- Section 113 to 115 of the *Canada Transportation Act* outlines obligations for railways to provide service, build infrastructure and conduct operations in support of accommodating all traffic offered to them including receiving, loading, carrying, unloading and delivering goods by rail to support the needs of Canadian businesses and consumers. The *Canada Transportation Act* also governs the amount of noise railways generate from operations using guidelines set by Health Canada. The Canadian Transportation Agency enforces those regulations and resolves disputes related to noise and vibration caused by rail operations
- *Railway Safety Act* and associated regulations govern engineering standards and tolerances. Further, the *Railway Safety Act* specifies when and to whom railways must give notice of planned projects through the Notice of Railway Works Regulations
- The *Railway Safety Act* also governs locomotive emissions to protect air quality under the Locomotive Emission Regulations. To comply with the regulations, railway companies must:
 - Meet the emission standards set out for new locomotives
 - Carry out emissions testing
 - Follow labelling and anti-idling requirements
 - Keep records
 - File reports with Transport Canada

12. What speed are trains allow to travel when passing through the city?

Maximum track speed is determined by track design, which includes:

- The subgrade supporting
- The track structure
- The grade of rock ballast
- The spacing of the rail ties
- The weight of steel used in the track

Trains travelling through the City of Pitt Meadows:

- Eastbound: maximum track speed is 25 mph over the Pitt River Rail Bridge rising to 60 mph once the train clears the bridge completely for both freight and commuter trains
- Westbound: maximum track speed is 45 mph slowing to 25 mph at the Pitt River Rail Bridge travelling from Maple Ridge. The directional speeds apply to both mainline tracks

13. If/when the underpass is built, will CP have a speed limit for trains going through Pitt Meadows? This would affect noise and vibrations that we as residents will have to endure.

Existing track speed will not change as a result of the Pitt Meadows Road and Rail Improvements Project.



14. Do the regulations only apply to new locomotives? And if so, when do old ones get decommissioned or stop being used?

CP is in the midst of a multi-year line haul locomotive fleet renewal. Starting in 2017, and continuing through 2024, CP plans to significantly upgrade and retrofit up to 321 six-axle, high-horsepower locomotives. Older locomotives will receive technology upgrades, new operating cabins, advanced diesel engines, enhanced cooling and improved traction systems. All upgraded units are being equipped with Environmental Protection Agency-certified fuel and emissions reduction technologies. The improvements are now in more than 25 percent of our active fleet, having a direct and positive impact on CP's fuel efficiency and corresponding Greenhouse Gas (GHG) and air pollutant emissions. Upgrades are expected to improve fuel economy by a minimum of 2.7 percent.

SAFETY AND INCIDENT RESPONSE

15. There was an incident in Pitt Meadows approximately a week ago where a train blocked multiple crossings. What occurred and how did it happen?

On April 14, 2021 at approximately 9:00 p.m., an eastbound empty grain train had an emergency brake application while travelling between Pitt Meadows into Maple Ridge. The emergency brake application was the result of a broken knuckle on one of the grain cars. Knuckles connect one rail car to the next. Emergency brakes on each rail car deployed and the train came to stop. There was no derailment, no spill of any sort, and no injuries. Local CP employees assisted the crew to replace the broken knuckle. Once repaired, the train resumed its journey eastbound.

16. How does CP keep the community informed when incidents like this occur? Can CP notify residents through the traffic report on the radio?

In B.C., local governments lead the initial response to emergencies and disasters in their communities. As required by law, local governments have prepared emergency plans and maintain an emergency management organization. This is to ensure the safety of citizens when a situation escalates beyond the first responder level.

When an incident occurs, CP notifies local emergency dispatch through 911 call centers of the location and nature of the incident. Direction to residents then comes from their municipality. CP also mobilizes its own substantial resources to support local police, fire and ambulance in the response. More information can be found in [CP's Community Emergency Planning Guide and Integrated Contingency Plan](#).

17. What are the statistics for local accidents in Pitt Meadows for the last five years? What types of incidents have occurred?

The Transportation Safety Board of Canada publishes rail incident statistics in Canada. They can be viewed online at [tsb.gc.ca](https://www.tsb.gc.ca).

18. Are there any accidents that involve communities?

In the unlikely event of an incident requiring a public safety response, such as an evacuation, residents should take direction from their local government under the community's emergency plan. CP's Community Emergency Planning Guide can be downloaded and reviewed at [cpr.ca/hazmat](https://www.cpr.ca/hazmat).



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19. How can the public report an incident?

The CP Police Communications Centre is available 24/7 to report any safety or emergency concern involving CP. They can be reached at 1-800-716-9132.

20. If CP is so concerned about safety, why is CP being sued for the runaway train incident in the Interior?

CP continues to reflect on the events of February 4, 2019 and mourn the loss of Dylan Paradis, Daniel Waldenberger-Bulmer and Andrew Dockrell. These railroaders will never be forgotten. With regard to the allegations, CP disputes them and will vigorously defend against those claims in court.

21. Why is CP proposing to store millions of gallons of fuel on farmland next to the Pitt River?

Railroads continue to be the safest mode for transporting hazardous materials in North America. CP moves these goods safely through Pitt Meadows, and communities across the country, as required by federal law. While this question is related to another project, CP meets and will continue to meet all environmental and safety regulations for current and future projects.

22. If there is an incident on the tracks within Pitt Meadows, where do the residents (and those affected) go for up-to-date factual information?

The CP Police Communications Centre is available at 1-800-716-9132 to report any safety or emergency concern involving CP. CP works closely with first responders across its network. Should there be an incident which impacts public safety, local emergency services will provide public notification and guidance.

23. Given the close proximity to schools and residences, how is CP protecting the health and safety of the community?

The health and safety of the community is a priority for us. When an incident occurs, CP notifies local emergency dispatch through 911 call centers of the location and nature of the incident. Direction to residents then comes from their municipality. CP also mobilizes its own substantial resources to support local police, fire and ambulance in the response.

CP is not a zoning authority, so cannot designate the location of a building off CP property, including local schools. In B.C., local governments lead the initial response to emergencies and disasters in their communities. As required by law, local governments have prepared emergency plans and maintain an emergency management organization. This is to ensure the safety of citizens when a situation escalates beyond the first responder level.

There is a great deal more information in CP's Community Emergency Planning Guide and Integrated Contingency Plan, downloadable at cpr.ca/hazmat

24. Do rail yard accidents get posted in the Transportation Safety Board report?

Yes. CP is required to report incidents to the Transportation Safety Board.

25. Where can residents go for information regarding a contact or place to look to for timely and accurate information in the event of an incident within the city?

This information is available from the Transportation Safety Board of Canada website at www.tsb.gc.ca



26. Are there plans to have lighting along the lead track to Golden Ears Way?

No, there are no plans to light the tracks between Kennedy Road and Golden Ears Way, including east of Harris Road.

RAIL CONFIGURATION AND OPERATIONS

27. What rail activity (switching, shunting, idling) is planned for the new third track from Harris Road east to Maple Meadows Way? Will there be more train switching near the pedestrian bridge?

The rail components of the Pitt Meadows Road and Rail Improvements Project will not enable any activity that could not otherwise take place. It is being constructed so those activities can take place clear of the mainline. No additional activity will be created as a result of the Pitt Meadows Road and Rail Improvements Project.

Existing activities include mainline freight trains, commuter trains, freight trains accessing the Vancouver Intermodal Facility, switching and idling. Between Kennedy Road and Maple Meadows Way/Golden Ears Way, residents can expect to see a gradual increase of that activity and noise, as trade increases. Noise mitigation for the rail components can be found [here](#).

28. Will the lead track extension and the new siding track result in more train idling or train switching?

The rail components of the Pitt Meadows Road and Rail Improvements Project will not enable any activity that could not otherwise take place. It is being constructed so those activities can take place clear of the mainline. No additional activity will be created as a result of the Pitt Meadows Road and Rail Improvements Project.

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29. Will there be additional noise as a result of new third track?

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30. What is the “protection wall” on the Bonson Road pedestrian overpass?

To protect the existing overhead pedestrian bridge column at Bonson Road (15.5 feet from centre of track), a protection wall will be constructed between the track and the bridge column. The wall will be made of reinforced concrete. It will be designed as an independent structure, which is to say that it will not be integrated with the pedestrian bridge.

31. What is the length of the longest train currently being built in Pitt Meadows and what would be the longest train in the future?



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Train lengths vary with train design, depending on the type of commodity being shipped and customer demand. Intermodal trains departing from or arriving to the Vancouver Intermodal Facility are approximately 10,000 feet long.

32. Will the new proposed lead extension siding be operational 24 hours a day? Will the building of trains be 24 hours?

Rail operations occur at all hours, every day. The rail activity that residents experience today will continue in the future.

33. Currently trains do idle east past Harris Road. Once the underpass and third track are built, could we expect to constantly have a train outside our house?

The Vancouver Intermodal Facility Lead extension and Harris Road underpass will allow longer trains to complete assembly east of the Vancouver Intermodal Facility without blocking the road or CP's north mainline. The purpose of this infrastructure is not to enable idling east of Harris Road.

34. Right now the vast majority of shunting and building is being done west of Harris Road. With the third rail, will this shunting and building be done on the east side of Harris Road also?

The vast majority of trains originating at the Vancouver Intermodal Facility will continue to be built west of Harris Road inside the Vancouver Intermodal Facility.

35. Is CP planning to use the proposed north siding to assemble trains? Or will trains be assembled on the yard lines?

The new siding will function like a passing lane on a roadway, allowing two trains to pass each other in proximity to the Pitt River Rail Bridge. It will also provide an additional location for mechanical and safety inspections. Switching will continue to occur inside the Vancouver Intermodal Facility.

36. Will the new siding track be going through the existing intermodal yard, i.e. north of the existing noise wall?

This detail will be determined during the detailed design stage of the project. We will share more information as part of future project updates.

37. Why did CP choose Pitt Meadows to build their Vancouver Intermodal Yard given the proximity to the city and crossings through the community?

The Vancouver Intermodal Facility sits directly on CP's mainline track to eastern Canada and the United States. It is also in direct proximity to CP's main yard in Port Coquitlam, where locomotive servicing and rail car repairs can be made. It is also well connected to the provincial highway network via Lougheed Highway, the Mary Hill Bypass and more recently the Golden Ears Bridge.

38. Will the new siding and lead extension overlap just west of Harris Road? Does this mean there will be two new stretches of track in this area, for a total of four?

The east end of the new siding will be in proximity to the lead track west of Harris Road. Detailed design is not yet complete. We will share more information as part of future project updates.



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39. There are currently two tracks now east of Harris Road. How many tracks will there be east of Harris Road after the project is completed?

There will be three tracks, the existing two mainline tracks and the extended Vancouver Intermodal Facility lead track.

40. With the lead track extension, will train switching activity also be extended further into the residential housing east of Harris Road to the pedestrian overpass?

The Vancouver Intermodal Facility lead extension functions similarly to a highway on ramp or off ramp. If a train is stopped in the lead, other trains cannot use it to arrive or depart the Vancouver Intermodal Facility. Trains are built on the yard tracks inside the Vancouver Intermodal Facility. A longer intermodal train may need to come east of Harris Road, as it does today on the mainline, in order to complete the build of the train.

41. Following the completion of the rail improvements, what is the anticipated lifetime of the facility before additional expansion is required?

CP expects to continue operating in and through the City of Pitt Meadows for the foreseeable future.

42. When will rail expansion in Pitt Meadows be deemed to have met capacity? When there is no more farmland left?

Section 113 to 115 of the *Canada Transportation Act* outlines obligations for railways to provide service, build infrastructure and conduct operations in support of accommodating all traffic offered to them including receiving, loading, carrying, unloading and delivering goods by rail. These activities support customer demand and the broader Canadian economy.

If the question is related to the CP Logistics Park: Vancouver, a separate project from the Pitt Meadows Road and Rail Improvements Project, please contact the CP Logistics Park: Vancouver project team at engage@logisticparks.ca.

43. How many tracks will there be crossing Kennedy Road?

There will continue to be three tracks crossing Kennedy Road—two mainline tracks and the western Vancouver Intermodal Facility lead track.

44. Will the lead track extension result in more train switching between Harris Road east to the pedestrian bridge at Bonson Road?

The Vancouver Intermodal Facility lead extension functions similarly to a highway on ramp or off ramp. If a train is stopped in the lead, other trains cannot use it to arrive or depart the Vancouver Intermodal Facility. Trains are built on the yard tracks inside the Vancouver Intermodal Facility. A longer intermodal train may need to come east of Harris Road, as it does today on the mainline, in order to complete the build of the train.

45. To what extent will train idling be increased in the residential zone of Pitt Meadows when the new siding is activated?

Trains will sometimes be staged on the new siding, located north of the existing mainline between Harris Road and Kennedy Road.

46. Within the confines relating to the Vancouver Intermodal Facility, highlighted by CP, why in 1996 when those confines were obviously already present, did CP choose in already residential area to build the VIF?



The Vancouver Intermodal Facility sits directly on CP's mainline track to eastern Canada and the United States. It is also in direct proximity to CP's main yard in Port Coquitlam, where locomotive servicing and rail car repairs can be made. It is also well connected to the provincial highway network via Lougheed Highway, the Mary Hill Bypass and more recently the Golden Ears Bridge.

47. What mitigation measures have been put in place to mitigate the impact of the different operations as a result of the Vancouver Intermodal Facility on this community since it was first proposed?

A noise wall was added between the mainline and the Vancouver Intermodal Facility, near Advent Road. Ducted lighting was also introduced in the CP Vancouver Auto Compound. Noise and vibration mitigation resulting from the Pitt Meadows Road and Rail Improvements Project noise can be found [here](#).

48. Once the Harris Road underpass and the third track are built, will trains constantly idle outside our house? Would that idling extend past Harris Road?

The Vancouver Intermodal Facility lead extension and Harris Road underpass will allow longer trains to complete assembly east of the Vancouver Intermodal Facility without blocking either the road or CP's north mainline. The purpose of this infrastructure is not to enable idling trains east of Harris Road.

49. What happens today and how will idling, shunting, switching, and train building change in the future maybe with, or without the project?

The Pitt Meadows Road and Rail Improvements Project does not enable any new rail activities which could not otherwise take place today. Instead, it ensures more fluid movement of trains through the area by freeing up CP's mainline. This is important, because as trade movements grow in the coming decade, we can expect an increase in this rail activity as well.

For residents living near the rail corridor, you will see some rail activities occur closer to the northern boundary of CP's rail corridor. The new 10,000 foot siding track and 6,000 foot extension of the Vancouver Internal Facility lead, will allow this activity to take place off of CP's mainline. Consider the new siding track and lead extension like an off-ramp and a passing lane, respectively that you would see on a highway. By shifting activity off of the mainline, CP can keep operations moving smoothly on the mainline, much like having traffic flowing freely on a highway.

ENVIRONMENT

50. Will residents have an opportunity to review the habitat report?

CP has engaged qualified environmental professionals to assess the current environmental habitat and how the project may impact that habitat. The assessment was conducted for the purpose of generating factual information upon which we can make meaningful decisions for the project. These assessments also form an important submission to Fisheries and Oceans Canada for their consideration of the project.

51. How is CP addressing fuel emissions from idling trains in residential areas?

The Locomotive Emissions Regulations require railway companies to meet emission standards, undertake emission testing, and adhere to anti-idling provisions, which benefit human health and the environment. Some of the regulatory requirements apply in respect of all locomotives in a railway company's fleet, immediately following the coming into force, while others apply in respect of a locomotive only if it is placed into service following the coming into force.

More specifically, the regulations set out emission standards for NOx, PM, HC, and CO and standards for smoke opacity. Locomotives that are placed into service by railway companies are subject to the emission



standards as well as to the provisions for testing and labelling. CP currently meets all regulations and will continue to do so in the future.

52. The berm along the north edge abuts backyards on Somerset Drive is essentially sand. Will soil stability be impacted and will properties experience instability as a result of the northward expansion? Will residents have an opportunity to review the habitat report?

CP has engaged qualified geotechnical engineers to evaluate the soil conditions and ensure that there are no impacts off of CP's property.

53. Will CP be incorporate Metro Vancouver's upcoming Climate 2050 report and the Clean Air Plan with the expected noise, air, light and other results from the expanding facilities surrounding Pitt Meadows?

CP is federally regulated and adheres to strict federal health and safety regulations set out by Transport Canada, under the *Railway Safety Act*. CP will continue to meet and, where possible, exceed these strict federal safety regulations.

Transportation-by-rail is one of the most economical and environmentally responsible methods of moving freight long distances. Each single unit train, such as the intermodal trains that depart the Vancouver Intermodal Facility in Pitt Meadows twice each day, keeps more than 300 trucks off publicly funded roads. A unit train is four times more fuel efficient than trucking, and emits 75 percent less greenhouse gas emissions.

54. What are CP and the City of Pitt Meadows doing to protect our heritage Hoffman Park? These old growth trees should not be damaged in any way as it is our heritage and the carbon they sequester is significant to help Pitt Meadows reach their climate targets?

The project boundaries do not extend into Hoffmann Park and no trees within the park will be impacted.

55. With the north line extending 14 feet to the north of the existing line east of Harris Road, what will happen to the trees along the corridor and the species that habitat supports?

A principle of the project is to maintain, protect and enhance green space, including exploring opportunities to replace trees that may be impacted by the project. We will have a better understanding of any potential impact to trees through further detailed design work.

NOISE

56. Enabling increased train making equates with increased shunting. The sound of shunting has massive impact on the surrounding residents and students (multiple schools along the tracks) in this area. Does CP recognize this impact?

We understand that noise from rail operations is important to the community. Through the Pitt Meadows Road and Rail Improvements Project, there are some opportunities to reduce the impact of noise caused by rail operations. Learn more [here](#).

57. Some days the CP operations result in large "booms" and other days the activity is much quieter. What is creating the "booms" and explain why some days this noise is created and other days it is not?

The "boom" sound can be generated when one rail car is joined to another.



CONSTRUCTION

58. Would the anticipated start of construction be affected if the City of Pitt Meadows does not sign an agreement for the Harris Road and Kennedy Road components?

CP is responsible for delivering the rail component of the project, which will be constructed entirely within CP's existing right-of-way. CP, the port authority and the City of Pitt Meadows are collaborating on the overall Pitt Meadows Road and Rail Improvements Project.

59. What will the hours of construction be and how long will it take to build the third track?

Construction is expected to begin in late fall 2021. The construction schedule is not yet determined and will be provided to the public in advance of construction starting.

60. We are in a pandemic. Many residents are home all day. Why proceed during this pandemic?

Similar to the port authority, CP must continue to ensure the safe movement of goods across Canada that support Canada's economy. Projects like the Pitt Meadows Road and Rail Improvements Project support the flow of goods via road and rail. When this extraordinary time ends and the country turns its mind to what happens after COVID-19, we will aim to begin construction on projects such as this that will help keep Canadians working and secure our ability to support our national economy.

61. Which part of the Pitt Meadows Road and Rail Improvements Project will begin construction first?

The Vancouver Intermodal Facility lead track extension planning has been progressing in advance of the Harris Road underpass process, though final design of the lead track extension is dependent on the Harris Road underpass pier and abutment design.

PROJECT LOCATION

62. I note that there are seven pinch points in Pitt Meadows and Maple Ridge. Why is CP investing within an area that is already constrained, rather than identifying a more efficient location?

The Vancouver Intermodal Facility sits directly on CP mainline track to eastern Canada and the United States. It is also in direct proximity to CP's main yard in Port Coquitlam, where locomotive servicing and rail car repairs can be made. It is also well connected to the provincial highway network via Lougheed Highway, the Mary Hill Bypass and more recently the Golden Ears Bridge.

63. Canada is 9,306km wide. Why not move the project 30km down to lower impact Mission?

The Vancouver Intermodal Facility sits directly on CP mainline track to eastern Canada and the United States. It is also in direct proximity to CP's main yard in Port Coquitlam, where locomotive servicing and rail car repairs can be made. It is also well connected to the provincial highway network via Lougheed Highway, the Mary Hill Bypass and more recently the Golden Ears Bridge.

64. On [page seven of the track configuration update](#), it indicates the lead track extension will shift existing train building processes north by 14 feet. How close will the track be to the closest home on the north side?

The Vancouver Intermodal Facility lead track extension will sit approximately 15-feet south of CP's existing northern property line. CP has no zoning authority.



65. Can you provide the minimum distance the track must be from a residential building?

The Vancouver Intermodal Facility lead track extension will sit approximately 15-feet from CP's northern property line. CP has no zoning authority.

66. Traffic going north after the underpass we'll end up at Lougheed Highway and Harris Road. What is the expected number of trucks going east from the facility?

The City of Pitt Meadows is working with the Ministry of Transportation and TransLink and looking at ways to improve the Lougheed Highway and Harris Road intersection, separate from the Pitt Meadows Road and Rail Improvements Project. It is expected that there will be more information to share with the community in the coming months.

67. Is there a minimum distance that a track can be to a residential building? Is there any sort of minimums?

No. Municipal governments through the Federation of Canadian Municipalities and railways through the Railway Association of Canada developed guidelines for new development in proximity to railway operations in 2012. They are online at www.proximityinitiatives.ca. The guidelines do not address existing housing in proximity to railways.

ENGAGEMENT AND COMMUNICATIONS

68. Do you if the presentations be available to view after and if so where?

The presentation portion of the rail configuration session and noise and vibration session will be posted at portvancouver.com/pittmeadowsengagement.

69. You mentioned that there is an act that requires CP to take the proper steps to inform about future project. Why was there controversy when everyone in Pitt Meadows, including the Mayor found out about the expansion of the yard?

The CP Logistics Park: Vancouver is a separate project from the Pitt Meadows Road and Rail Improvements Project. Please email the CP Logistics Park: Vancouver project team at engage@logisticparks.ca.

70. What happens to questions/concerns that are submitted to the community connect email?

All questions submitted to community_connect@cpr.ca are investigated and responded to by CP's Community Connect Advisors.

71. Looking to the future, and taking the perspective of all the engagements CP will have with local communities regarding operations and expansion with stakeholders, how does CP plan to lead the discussion on how best to balance ever increasing densification along tracks with the increasing need to move freight?

This issue of proximity has been an issue that governments and industry together have looked at and have in fact developed guidelines for municipalities as they consider densification and rezoning in proximity to heavy industrial activities, specifically rail operations. Just over a decade ago, there was the Federation of Canadian municipalities and the railroad trade association, the Railway Association of Canada jointly developed proximity guidelines for municipalities as they consider redevelopment or development in



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proximity to both rail yards and main line track operations. Those guidelines are available to be publicly viewed. They are online at www.proximityinitiatives.ca and encourage people to take a look at them.

As we speak about densification and congestion, this project in itself is an example of the things that we try to do, to allow us to continue moving trains on our main lines to their destinations as quickly as possible. A key component is trying to accommodate the increased volumes while reducing the impact to the community.

PITT MEADOWS ROAD AND RAIL IMPROVEMENT PROJECT

72. Mr. Knight did not describe the community benefits of the Kennedy Road overpass. Could he please explain how the benefits are not solely for CP and the port authority?

Similar to the Harris Road underpass, the benefits for the community include less traffic delays, reduced vehicle emissions and improved air quality, have fewer locomotives idling. The project will provide safer and more reliable travel for drivers, pedestrians and cyclists, and better access for first responders so they can get to their destinations faster. Kennedy Road also forms a part of the City of Pitt Meadows long-term McTavish Connector, which would benefit from the increased vehicle traffic that this would entail.

73. I am a property owner in the Keystone apartment building. When will we receive any kind of design drawings or information on how Harris Road underpass will affect the building? To date no information has been shared. How will this project impact our building?

The project has met with the strata at the Keystone building and will continue to do so as the project progresses.

74. Can you tell us about the CTA ruling for New Westminister rail activity near the Quay?

In 2013, the CTA issued a confidential decision regarding a settlement agreement entered into by Quayside Community Board and three federally regulated railways and one provincially regulated railway. The agreement was regarding a noise and vibration complaint about the New Westminister interchange yard. The tracks at this locations were jointly accessed by all four railways.

All four railways continue to operate in and through the City of New Westminister, including at the interchange yard, as they did before the proceedings. As well, Proximity Guidelines were developed by a working group of the Federation of Canadian Municipalities and the Railway Association of Canada. These guidelines were endorsed in 2012 and can be found at www.proximityissues.ca. The City of New Westminister has since endorsed the Proximity Guidelines, and redevelopment in downtown New Westminister now reflects the guidelines. As well, the City of New Westminister proceeded with whistle cessation at most of the crossings in the City.