



City of Pitt Meadows
OFFICE OF THE MAYOR

March 4, 2026

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The Honourable Steven MacKinnon
Minister of Transport and Leader of the Government in the House of Commons
Government of Canada
House of Commons
Ottawa, ON K1A 0A6
Sent via email: steven.mackinnon@parl.gc.ca

Dear Minister MacKinnon:

Re: Harris Road Grade Separation and Opportunity for Trade Diversification Corridor Fund

The City of Pitt Meadows, British Columbia (City) wishes to express our sincere gratitude to the Ministry of Transport for its engagement on the Harris Road Grade Separation (Project) to date, as well as other Ministries, and are committed to progress discussions as we collectively strive to close the funding gap and achieve this critical Project.

The at-grade rail crossing at Harris Road within the City is one of the busiest crossings in the Lower Mainland and provides a critical access route for goods to the Port of Vancouver. This crossing has been identified by Transport Canada (TC) as one of the top 500 (3%) highest risk railway crossings in Canada and by 2030, it is predicted that the crossing will be blocked by trains for up to 7.5 hours per day. In addition, the City's recent Hazard, Risk, and Vulnerability Assessment identified rail incidents as one of the largest risks to the City.

In late 2022, the Vancouver Fraser Port Authority (Port) confirmed that the estimated cost for the Harris Road Separation had increased significantly. Drivers of the higher cost estimate included worse than expected soil conditions, recent changes in seismic design code resulting in 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 value engineering assessments. The result of this exercise was that there were no substantive opportunities to reduce Project costs without significantly impacting the benefits of the Project. Since then, the City has continued to unwaveringly advocate for support from project funding partners such as the Port, Canadian Pacific Kansas City (CPKC), and senior levels of government.

This included the facilitation of multiple roundtable discussions with partners and key stakeholders and rightsholders; however, no viable resolution has reached to close the funding gap of this critical Project.

If the at-grade crossing remains, with rail blockages on Harris Road are predicted to double by 2030, there would be adverse national, regional, and local impacts, 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 q̓ic̓əy̓ (Katzie) First Nation (KFN) 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;
- Changes to the future landscape / growth potential for Harris Road; and
- Potential loss of highly valuable federal, port, and CPKC funding already committed to this Project.

Upon review of the Prime Minister's Mandate Letter, funding announcements such as the Trade Diversification Corridor Fund (TDCF), and other issued communications, it is the City's view that the Project aligns closely with several of the Government of Canada's seven stated priorities, reinforcing the Project's strategic relevance and national significance.

As announced on November 21, 2025, the TDCF is designed to strengthen Canada's trade networks by investing in critical marine, rail, road, airports, highways and other infrastructure that facilitates trade and logistics. The Harris Road grade crossing is a vital link in Canada's trade infrastructure. The Project aligns with federal government's objectives to enhance the capacity, efficiency and reliability of national and regional supply chains by eliminating bottlenecks and streamline the movement of goods, while simultaneously improving safety and quality of life for the residents of Pitt Meadows.

Extensive Project conversations have occurred between KFN, TC, BC Ministry of Transportation and Transit, the port, CPKC, and the City. With newly established Federal and Provincial governments outlining clear priorities and goals, we have an opportunity to build on prior momentum achieved and advance the Project towards implementation.

The City is seeking more information pertaining to the TDCF program, specifically the criteria and application process, as it is our view and hope that the Harris Grade Separation Project could

be eligible. We are also hoping to better understand the TDCF commitment percentage limits and if the fund can provide additional resources to projects approved and supported by the National Trade Corridor Fund.

We remain dedicated to achieving grade separation at Harris Road and will continue working collaboratively with senior levels of government and key parties to ensure this critical opportunity is realized. We look forward to your response and any details or suggestions that can be shared.

Yours Truly,



Mayor Nicole MacDonald

Cc: City of Pitt Meadows Council
 Chief Grace George, q'ic'ay' (Katzie) First Nation
 Peter Xotta, President and CEO, Vancouver Fraser Port Authority
 Jeff Edwards, AVP Facilities, Real Estate & Development, Canada Pacific Kansas City (CPKC)
 Rt. Hon. Mark Carney, Prime Minister of Canada
 Hon. François-Philippe Champagne, Minister of Finance and National Revenue
 Hon. Dominic LeBlanc, Minister of Internal Trade, President of the King's Privy Council for Canada and Minister responsible for Canada-U.S. Trade, Intergovernmental Affairs, and One Canadian Economy
 Hon. Gregor Robertson, Minister of Housing and Infrastructure and Minister responsible for Pacific Economic Development Canada
 Hon. David Eby, Premier of British Columbia
 Hon. Mike Farnworth, BC Minister of Transportation and Transit
 Hon. Bowinn Ma, BC Minister of Infrastructure
 Hon. Lisa Beare, MLA, Pitt Meadows/Maple Ridge
 Hon. Marc Dalton, MP, Pitt Meadows/Maple Ridge
 Arun Thangaraj, Deputy Minister of Transport, Transport Canada
 James Christie, Director of Policy, Transport Canada
 Emmaleigh Munro, Policy Advisor, Transport Canada
 Kevin Volk, Assistant Deputy Minister, BC Ministry of Transportation and Transit
 Liam MacKinnon, Director of Policy, Ministry of Housing, Infrastructure, and Communities
 Martin McKay, Regional Director General, Pacific Region, Transport Canada
 Stephanie Hébert, Assistant Deputy Minister, Programs Group, Transport Canada
 Joshua LaRocque, Director General, Transportation Infrastructure Programs, Transport Canada
 Ian Chatwell, Executive Regional Director, Issues and Program Management, Transport Canada
 Mark Roberts, Chief Administrative Officer, City of Pitt Meadows
 Samantha Maki, Director of Engineering & Operations, City of Pitt Meadows
 Alice Gu, Project Manager, Major Projects, City of Pitt Meadows