

Milton Community Consultation Committee

Meeting Summary

Date: June 13, 2024

Time: 7:00 p.m.

Location: Zoom virtual meeting

Facilitators: Edie Thome and Terry Flynn

Administrator: Elizabeth Young

Meeting Summary

Agenda Items:

1. Welcome

- **E. Thome** commenced the meeting at 7:02 p.m.

2. Land Acknowledgement

- **E. Thome** provided a Land Acknowledgement.

3. Safety Moment

- In keeping with CN's meeting protocol to commence with the safety briefing, **D. Reynolds** shared a safety message regarding CN's Rail Safety Week, which includes reinforcing safety as a key value for CN across the entire network. **D. Reynolds** noted that individuals attempt to cross over the Lower Base Line tracks despite signs posted about the road closure and the safety risks. CN has engaged the Mississaugas of the Credit First Nation to monitor the area and provide off-hours security. **D. Reynolds** encouraged Committee members to share the message that Lower Base Line is closed and attempts to cross the tracks is dangerous.

4. Approval of Agenda

- **T. Flynn** asked for additions or changes to the agenda. No additions or changes were raised.
- Motion to approve the agenda moved by **W. Roberts**.
- Agenda approved.

5. Approval of April 4, 2024 Meeting Summary

- **E. Thome** asked for additions or changes to the meeting summary. No changes were raised.
- Motion to approve the meeting summary moved by **N. Mott**.
- The meeting summary was approved.

6. Legal Updates

- **D. Reynolds** provided an overview of the status of the three legal proceedings regarding the Project.
 1. Section 98 permit from the Canadian Transportation Agency (CTA) appealed by Halton Region; awaiting judge's decision.
 2. Ontario Superior Court (OSC) application by Halton Region was dismissed with costs awarded to CN; Halton Region appealed the decision, which was upheld as well as the cost award; Halton Region filed leave to appeal at the Supreme Court of Canada, which is awaiting a decision on whether Halton Region can go forward with the appeal.
 3. Federal Minister of Environment permit underwent a judicial review and was set aside on March 1; CN and the Government of Canada appealed that decision; CN applied for

a stay in order to resume construction while awaiting the decision on the appeal; the stay was granted on May 6; the appeal hearing is scheduled for June 18, 2024. This appeal will be heard by a panel of judges. [Note: a link to register to watch the hearing online was shared with Committee members during the meeting].

7. Committee Business

a. Heritage Committee Update

- **E. Thome** provided an overview of the work of the Cultural Heritage Sub-Committee and noted that discussions are ongoing with Milton Transitional Housing about the potential reuse of the house at 5381 Tremaine Road. Salvage options are being explored on structures that are deemed unsuitable for reuse, such as the barn at 5381 Tremaine Road which was being considered for internal use at CN for storage.

b. Decision Tracker Review

- **E. Thome** led a discussion on the latest updates to the document. Items for further follow-up include: the lampreycide program; speed monitoring of trains; CN Police visits to local schools and the rail safety education; architect's memo regarding the administration building design; landscape plan; queuing trucks entering/exiting the facility community notification issued for work along the Britannia Road to Derry Road corridor.
- **D. Reynolds** shared a link to Operation Lifesaver videos <https://www.operationlifesaver.ca/resources/videos-en/>
- **D. Reynolds** noted there is no longer a print newspaper serving the Milton community to provide notification of construction activities; CN will increase digital display advertising in local online sources with ongoing general advertising that directs to cnmilton.ca website for more information about the project and activities; community notification also includes the Project Distribution Mailing List emails, direct notification to the Committee, and posts on the website. **D. Reynolds** confirmed there has been no feedback or enquiries regarding construction activities along the Britannia Road to Derry Road corridor.
- **E. Thome** noted that CN has a Project Distribution Mailing List where community notices are shared by email to those who have signed up for project updates; these updates are provided to Committee members in advance; some Committee members have signed up for the distribution list and thus receive updates through both methods.
- A participant noted that Milton Regional Councillor Sameera Ali had recently spoken with students in a Milton school about the CN Milton Logistics Hub.

c. Website Update

- **T. Flynn** shared the website mock-up and provided an overview of the purpose and anticipated components of the website. **T. Flynn** stated that the purpose of the website is to serve as a one-way communications vehicle for the Committee to share information about their work to the community, and not intended to engage with the community. **T. Flynn** further noted that the website would not be launched until all Committee members agree with it. A discussion ensued about graphic elements and components.
- A participant stated that posting Committee meeting summaries on the website demonstrates transparency around the work of the Committee. **T. Flynn** stated that meeting agendas, presentations, and other public documents could be posted on the website. A participant suggested that the website include context about why the Committee exists (per the federal Decision Statement).
- **E. Thome** noted this initiative emerged from feedback from the Committee about ways

in which to better communicate with the wider community; as part of this wider engagement, other stakeholder groups were approached to participate in the Committee but have either declined or not responded; suggestions for stakeholder groups to invite to participate are welcome.

d. Committee Newsletter Review

- **E. Thome** noted that the draft Committee Newsletter had not been circulated with meeting materials; the newsletter will be circulated by email to all Committee members with feedback to be submitted within a week.

8. Project Update

- **D. Reynolds** provided an update on the Project, stating that:
 - Indian Creek realignment going well, with greenery coming in nicely
 - There has been a lot of wildlife; the fencing that was once there to keep wildlife out has been replaced with fencing to prevent wildlife from leaving.
 - Fish monitoring continues, with a number of fish seen in the streams; a lot of turtles as well.
 - Lower Base Line wall is nearly complete; June 25 expected completion of excavation; commence work on underpass in July; Lower Base Line work the focus in order to complete so to get road re-opened as soon as possible; work on the grade separation/underpass was delayed for two months and the focus is to keep on schedule in order to get the road reopened as quickly as possible.
 - Weather has been cooperative, enabling work to progress well.
 - Britannia Road access road for truck entrance mitigation measures include protecting the slopes with matting and check dams to prevent too much flow and sediment from moving downstream from the excavated areas.
 - The mainline work north of Britannia Road towards Derry Road included a nest sweep prior to stripping work along the rail corridor; back up beepers on the equipment used in this area have a shushing sound to minimize noise impacts in the area. A discussion ensued about CN's ongoing efforts to keep the access gate locked and prevent trespassers from accessing the area; this issue was brought to the attention of CN by a Committee member during a previous meeting. **M. Loureiro** confirmed this gate will continue to be monitored.
 - Water truck is helping with dust suppression mitigation around the site and particularly in the residential area north of Britannia Road; keeping the dust down is at the heart of the particulate matter issue, one of CN's primary mitigation measures is to consistently keep the area wetted to prevent dust getting in the air from trucks moving through.
- a. Review of June 6, 2024 Committee Site Tour
 - A participant noted that the footprint of the site is smaller than they had anticipated and further away from the main roads, adding that it was good to see the regeneration in place.
 - A participant acknowledged concerns about the project within the community who unaware of the specifics of the project and the work done on site, noting that traffic impacts are a real concern but that the environmental work on site is impressive.
 - A participant appreciated the opportunity to tour various areas on the site and noted the channel work and how well areas have grown in.
 - A participant noted the view from Britannia Road offered a useful overview of what's happening on the site.
 - A participant enquired about ways to communicate wider to the community about regulatory oversights on this project and the environmental work CN has done. The participant noted that concerns within the community about the impact of truck traffic

might be alleviated if they are aware of the care and consideration CN has taken from the environmental side, such as fish rescue and restoration. **E. Thome** stated that the regulatory oversight on this project is referenced in the Committee Newsletter and asked that members review the draft to ensure that the overview conveys that.

- A general discussion ensued about the size and scope of the project as well as the care and consideration taken by those working on this project.
- **D. Reynolds** thanked members for their participation and appreciated the positive feedback, adding that all feedback is welcome; for example, a comment on a previous tour noted the lack of recycling bins at the project offices, which CN has now put in place.

b. Traffic Study Inputs Memo

- Special guest Amy Jiang from BA Group was unable to attend this meeting and will attend a future meeting.
- Memo was circulated to the Committee as part of the meeting package.
- **D. Reynolds** stated that BA Group has reviewed the information available since the last traffic study; neither Halton Region nor the Town of Milton has published an updated traffic study since CN's original traffic study; additional traffic counts have been done in the area more recently which found that the volumes that were assessed were greater than what is seen now, confirms the conservative nature of the original traffic assessment done.
- A participant enquired whether a traffic assessment was done in anticipation of what is to come with the Milton Education Village. **D. Reynolds** stated that the modeling looked at known developments at the time, which Milton Education Village was known at the time.
- A participant enquired whether discussions with the municipality have regarding the relocation of power lines to accommodate the new intersection into the facility. **D. Reynolds** stated that components of the project include upgrades to the intersection at Britannia Road to have a protected right turn lane for vehicles travelling eastbound from Tremaine Road and for vehicles travelling westbound there will be a protected left turn lane for vehicles travelling into the facility; these will be needed at the intersection and are a component of the project, which CN will fund. **D. Reynolds** stated that the drawings for these upgrades were submitted for feedback to Halton Region previously and were also submitted as part of the Ontario Superior Court application with respect to a by-law regarding truck access; CN is preparing an updated package for Halton Region's review.
- A participant requested more information about traffic counts, e.g., when and where they were done, times of day etc. The participant expressed surprise that the traffic counts were lower than expected.
- A participant noted that the Town of Milton is hosting a public open house regarding its Transportation Master Plan update on June 19. **T. Flynn** shared a link to information about that open house.
- A participant enquired how many trucks can queue in the left turn lane into the facility on Tremaine Road. **D. Reynolds** will get that information and share it with the Committee.

c. Administrative Building Design

- **D. Reynolds** provided an overview of the design, referring to the presentation slide deck shared with the Committee in the meeting package.
- **D. Reynolds** noted the design is similar to CN's administration building in Brampton in

look, but incorporates more advanced/unique environmental features available, such as EV charging in the parking lot, rooftop solar panels, water recapture system for grey water, exploring electrification modes for energy efficiency to minimize energy output from the facility. **M. Loureiro** added that waste disposal will be contained on site and will not use municipal sewers; water supply will be self-sufficient and will not use municipal services. **D. Reynolds** stated that it will be a fully self-contained facility but will be connected into Milton Hydro; there will be a mix of natural gas and the grid for heating for efficiency purposes and minimize impact to the grid.

- **D. Reynolds** noted that the Milton Logistics Hub will be a Bronze LEED facility.
- **D. Reynolds** that the design is still being finalized; CN is working on contract documents for bidding in 2025 as part of the next phase and through to the end of construction. **D. Reynolds** welcomed feedback of components to consider for incorporation.
- A participant expressed interest in the sustainability initiatives and enquired about CN's partnership with Wilfrid Laurier University (WLU) and further enquired whether the terminal building would be net zero. **D. Reynolds** stated that CN recently announced a new partnership with WLU that involves a sponsorship of a professorship, which will be a course that combines experiential learning and urban watershed management (research and thought on stormwater management on the CN site). The participant enquired whether WLU could assist CN in obtaining net zero. **D. Reynolds** stated he would explore the idea further.
 - A participant enquired about CN's collaboration with the University of Toronto and new technologies to monitor truck exhaust at the gate entrance. **D. Reynolds** stated that CN is required to do end of pipe monitoring as part of the conditions for the Project in order to identify high emitters; this will be reported back to the truck owners/operators to address any issues. **D. Reynolds** clarified this is not part of the administration building but at the gate entrance, specifically at a location where trucks will be forced to accelerate because that is when emissions can be measured. **D. Reynolds** noted that this type of technology is not readily available and will be a unique feature for this terminal; CN is looking into ways to develop a system to identify high emitters coming into the terminal, including exploring collaborating with the University of Toronto. **D. Reynolds** noted this monitoring system needs to be in place for operations (in 2026). **E. Thome** noted that this would be one of the reports that would be produced when the terminal is operational; that it would be shared with the Committee to work together on how to convey the information in plain language for the general public to more easily understand. **D. Reynolds** noted that CN will be developing a follow up program in consultation with federal regulators such as Health Canada and Transport Canada and establish how a high emitter is defined; once that is identified, Committee can be engaged further.
- A participant encouraged CN to make the employee parking lot of the new terminal more environmentally friendly, such as bioswales, solar lighting, porous pavement, and other ways reduce any reflection of heat from the parking surface and making it absorb rainfall. **D. Reynolds** welcomed input and examples of parking lot greening initiatives. The participant offered to share examples from noteworthy projects [Brock University and University of Waterloo projects were referenced].
- A participant enquired about the infrastructure development for EV trucks. **D. Reynolds** stated that CN is looking at EV infrastructure at the Milton terminal and still developing plans for charging at the terminal. **D. Reynolds** noted that CN is running pilot project with Lion Electric for the introduction of electric trucks this year; infrastructure is being tested in Vancouver and Montreal; lessons learned can be applied to other terminals. **T.**

Flynn enquired whether the cranes used on site would be electric. **D. Reynolds** noted that the reach stacker cranes that CN uses are not electric, though hybrid options are being explored; there are some electrification options with gantry cranes, though such cranes are much taller than the reach stackers and are not planned to be used at the Milton terminal. **D. Reynolds** added that electric/hybrid cranes are not yet on the market and that CN continues to explore options with vendors.

9. Parking Lot Questions/Issues/Other Business

- A participant enquired whether the number of conditions associated with this project were typical generally of projects of this nature and/or typical of CN projects. **D. Reynolds** stated that the conditions associated with this project of this nature are extraordinary, beyond what CN has experienced developing other sites and it is unlikely other railroads have had these types of conditions applied to their projects; when compared to other inland intermodal terminals this project exceeds the conditions imposed at other facilities. The participant suggested that this context could be added to the Committee newsletter.

10. Adjournment

- **T. Flynn** and **E. Thome** thanked all members for their continued interest and participation in the Committee and for their input during the meeting.
- Next meeting: August 1, 2024 at 7:00 p.m. to 9:00 p.m.(virtual)
- The meeting concluded at 8:45 p.m.