



Port Metro Vancouver

Roberts Bank Terminal 2 Project

Pre-Design Consultation Summary Report

January 2014

Prepared by:

Kirk & Co. Consulting Ltd.
Mustel Group

Kirk&Co.

About Kirk & Co. Consulting Ltd.

Kirk & Co. Consulting Ltd. is recognized as an industry leader in designing and implementing comprehensive public and stakeholder consultation programs. Utilizing best practices in consultation, the firm designs consultation programs to maximize opportunities for input. Kirk & Co. works with polling firms to independently analyze and report on public and stakeholder input.



About Mustel Group

Mustel Group has been a leading marketing and public opinion research firm in Western Canada for more than 25 years. All consultation input received by feedback form and written submission has been independently verified and analyzed by Mustel Group

Participants self-selected into consultation rather than being selected randomly; therefore, consultation feedback is not comparable to an opinion poll because respondents do not constitute a random sample.

The views represented in this report reflect the priorities and concerns of consultation participants. They may not be representative of the views of the public and other stakeholders.



Port Metro Vancouver

Roberts Bank Terminal 2 Project

Pre-Design Consultation

Summary Report

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1. Background

Roberts Bank Terminal 2 Project

The Roberts Bank Terminal 2 Project is a proposed new three-berth container terminal at Roberts Bank in Delta, B.C., that could provide 2.4 million TEUs (twenty-foot equivalent unit containers) of container capacity.

The project is part of Port Metro Vancouver's Container Capacity Improvement Program, a long-term strategy to deliver projects to meet anticipated growth in demand for container capacity to 2030.

Environmental Assessment Process

On September 12, 2013, Port Metro Vancouver filed a Project Description with the Canadian Environmental Assessment Agency and the British Columbia Environmental Assessment Office. A Project Description assists regulatory agencies in determining whether an environmental assessment is required for the project, and if so, it provides the information required to determine the scope and nature of the assessment.

On January 7, 2014, the Canadian Environmental Assessment Agency referred the proposed Roberts Bank Terminal 2 Project for an environmental assessment by an independent review panel.

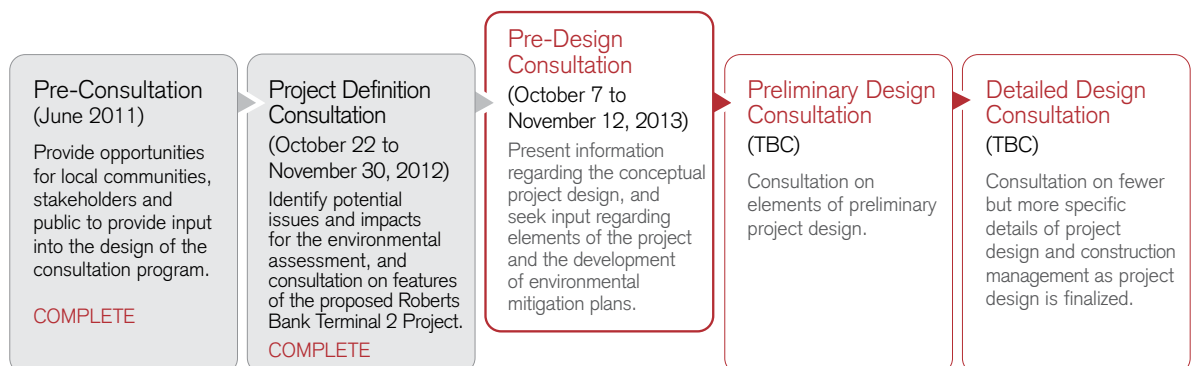
For more information regarding the Canadian Environmental Assessment Agency (CEA Agency), please visit www.ceaa-acee.gc.ca.

For more information regarding the British Columbia Environmental Assessment Office (BCEAO), please visit www.eao.gov.bc.ca.

Multi-Round Consultation Process

In addition to opportunities for public input that will be provided through the environmental assessment process, Port Metro Vancouver will lead several rounds of consultation regarding the proposed Roberts Bank Terminal 2 Project. The timeline below outlines previously completed and upcoming rounds of consultation, including the feedback that Port Metro Vancouver anticipates seeking in each round.

PORT METRO VANCOUVER-LED CONSULTATION¹



¹ Port Metro Vancouver-led consultation with communities, stakeholders and the public, and Port Metro Vancouver-led consultation with First Nations, will continue throughout project development. Other communications and community engagement activities will be undertaken throughout project review.

2. Pre-Consultation (JUNE 2011)

Pre-Consultation, held in June 2011, consulted local communities, stakeholders and the public about the design of the consultation program for the Roberts Bank Terminal 2 Project. Specifically, participants were asked how they wanted to be consulted and about the topics they wished to discuss regarding the project.

There were multiple opportunities for stakeholders to participate in Pre-Consultation:

- 73 people attended small group meetings
- 55 feedback forms and 1 written submission were received

Overall, participants indicated interest in the following topics:

- **Socio-economic topics** such as road and rail traffic, economic benefits and jobs
- **Project design elements** such as the terminal layout, marine traffic, road and rail
- **Local and regional area issues** such as air quality, safety, greenhouse gases, land use, noise and light
- **Infrastructure** and port facilities, including the berth, terminal, shore protection, and road and rail access

For more information about Pre-Consultation, please see the Pre-Consultation Summary Report, and the Consideration of Pre-Consultation Input memo, available at: www.portmetrovancover.com/RBT2.

3. Project Definition Consultation (OCTOBER–NOVEMBER 2012)

Project Definition Consultation, held from October 22 to November 23, 2012, presented a conceptual design for the proposed Roberts Bank Terminal 2 Project and sought input from the community, stakeholders and the public about key impacts, benefits and features of the proposed project.

There were multiple opportunities for stakeholders to participate in Project Definition Consultation

- 175 people attended consultation events
 - > 86 people attended 7 small group meetings
 - > 72 people attended 5 open houses
 - > 17 people participated in community interviews
- 47 feedback forms were received at small group meetings, at open houses, by mail and through the online feedback form
 - > 33 were received online and 14 in hard copy
- 27 written submissions were received through email and mail

Overall, participants indicated interest in the following topics:

- **Environmental impacts**, including the effects of the project on marine and bird habitat, and terrestrial ecosystems; the impacts on agricultural land, as well as noise, vibration and lighting impacts.
- **Road and rail traffic**, including increases in truck traffic and truck staging, increases in the number and length of trains, and impacts on air quality.
- **Access to technical information**, including requests for technical reports, trade-off studies, and detailed environmental study designs.
- **Economic forecasts and project need**, including the economic justification for the project, including container shipping forecasts.

For more information about Project Definition Consultation, please see the Project Definition Consultation Summary Report, and the Project Definition Consultation – Consideration of Consultation Input memo, available at www.portmetrovancouver.com/RBT2.

4. Pre-Design Consultation (OCTOBER–NOVEMBER 2013)

4.1 Purpose

From October 7 to November 12, 2013, Port Metro Vancouver conducted Pre-Design Consultation, the third round of Port Metro Vancouver-led public consultation regarding the proposed Roberts Bank Terminal 2 Project. Building on community and stakeholder input from previous rounds of consultation, Port Metro Vancouver provided additional details about the conceptual design and presented the Roberts Bank Terminal 2 Project as it was submitted to provincial and federal regulators in September 2013 to initiate an environmental assessment process.

As part of Pre-Design Consultation, Port Metro Vancouver presented information regarding the following topics:

- **Container supply chain and goods movement**
Information was provided about the integrated web of suppliers, shippers, intermediaries and service providers who make up the container supply chain. Additional information about using containers to transport goods and reasons why some containers are transported from the terminal by rail and others are transported from the terminal by truck was also provided.
- **Increased demand for containerized trade**
Information was presented about current demand forecasts that show container traffic is expected to double over the next 10–15 years and nearly triple by 2030.
- **Features of the proposed Roberts Bank Terminal 2 Project**
Information was provided about the economic effects of the project and the two major project components:
 - > A marine terminal
 - > Road and rail infrastructure on the Roberts Bank causeway
- **Road and rail traffic considerations**
Information about truck and rail projections for the proposed project was presented, along with information about Port Metro Vancouver's Smart Fleet Trucking Strategy, GPS implementation and Truck Licensing System.
- **Environmental assessment process**
A status update on the environmental assessment process for the proposed Roberts Bank Terminal 2 Project was provided and included information about ongoing field studies at Roberts Bank and surrounding areas.

4.2 Consultation Topics

During Pre-Design Consultation, Port Metro Vancouver sought feedback regarding the following topics:

- **Habitat mitigation**
Port Metro Vancouver is exploring ways to mitigate potential project impacts on fish and wildlife habitat at Roberts Bank. While mitigation of potential project impacts will be determined by regulators through the environmental assessment process, Port Metro Vancouver sought feedback regarding four potential categories of mitigation:
 - > Development of multiple smaller, species-specific habitat areas
 - > Restoration and/or protection of a large habitat area
 - > Infrastructure
 - > Community resources

[Refer to page 23 in the Pre-Design Consultation Discussion Guide and Feedback Form.]

- **Port-related truck traffic improvement**
The transportation of containers through Port Metro Vancouver terminals is highly complex and involves multiple stakeholders. Port Metro Vancouver is looking at practices that other ports have successfully implemented to improve efficiency and reduce the impact of port-related truck traffic on local communities. Port Metro Vancouver sought feedback on the following port-related truck traffic improvement strategies:
 - > Infrastructure improvements
 - > Operational improvements
 - > Technological improvements

[Refer to page 26 in the Pre-Design Consultation Discussion Guide and Feedback Form.]

- **Community legacy benefits**
Port Metro Vancouver has initiated discussions with local governments and local communities regarding potential community legacy benefits that could be provided as part of the Container Capacity Improvement Program. Port Metro Vancouver developed a list of potential community legacy benefits under the categories of environment, community well-being and recreation, and transportation, and sought feedback regarding these options.

[Refer to page 29 in the Pre-Design Consultation Discussion Guide and Feedback Form.]

How Input Will Be Used

Input received during Pre-Design Consultation is summarized in this report and will be considered, along with technical and financial information, in developing project designs or plans, including environmental mitigation plans.

A Consideration of Consultation Input memo will also be produced, showing how input was considered in refining project designs or in mitigation and compensation plans.

4.3 Consultation Participation

There were a total of 324 participant interactions as part of Pre-Design Consultation:

- **196 people attended consultation events**
 - > 100 people attended 6 small group meetings
 - > 96 people attended 5 open houses
- **84 feedback forms** were received at small group meetings, at open houses, by mail and through the online feedback form
 - > 63 were received online and 21 in hard copy
- **44 submissions** were received through email and mail

Some people may have participated through multiple consultation events or feedback methods.

4.4 Consultation Methods

4.4.1 Discussion Guide and Feedback Form

A Discussion Guide and Feedback Form explained the purpose and scope of Pre-Design Consultation and included a feedback form to gather input. This document was used in meetings with local government staff, stakeholders and the public and was available, along with an online version of the feedback form, on the Roberts Bank Terminal 2 Project website at portmetrovancover.com/RBT2. Results from the feedback form can be found on pages 15–29 of this report.

A copy of the Discussion Guide and Feedback Form can be found in Appendix 1.

4.4.2 Online Consultation

All consultation materials were available on the project website, including an online version of the feedback form that could be submitted directly from the website. **Of the 84 feedback forms that were received, 63 were completed online.**

4.4.3 Notice of Opportunities to Participate in Consultation

Notice of opportunities to participate in Pre-Design Consultation for the proposed Roberts Bank Terminal 2 Project was provided through the following:

- **Invitation and Reminder Emails:** More than 3,400 emails were sent to invite people to attend, or remind people about, small group meetings and open houses.
- **Reminder Phone Calls:** More than 1,400 phone calls were made in follow-up to the email invitations, inviting or reminding people about meetings and open houses.
- **Advertising:** A newspaper ad ran a total of 30 times in the following newspapers inviting members of the public to attend small group meetings and open houses, and to participate in online consultation:
 - > *Delta Optimist* (October 4, 11, 16, 18, 23 and 25)
 - > *Langley Advance* (October 3, 15 and 17)
 - > *Langley Times* (October 3, 10, 17 and 24)
 - > *Richmond Review* (October 4, 9, 11 and 16)
 - > *Richmond News* (October 4, 11 and 16)
 - > *South Delta Leader* (September 27, October 4, 11, 18 and 25)
 - > *Surrey Leader* (October 3 and 10)
 - > *Surrey Now* (October 3, 10 and 15)
- A four-page newspaper insert, produced by Port Metro Vancouver, also appeared in the following publications:
 - > *Surrey Now* (October 8)
 - > *Langley Advance* (October 8)
 - > *Delta Optimist* (October 9)
- A guest editorial written by Robin Silvester, President and CEO of Port Metro Vancouver, was published in the *Delta Optimist* (September 13, 2013).
- Twitter: A series of tweets were sent from the Port Metro Vancouver twitter account (@PortMetroVan) providing notification of opportunities to participate in consultation, including small group meetings, open houses and the online feedback form. Twelve tweets were made to 4,700+ followers between October 8 and November 8, 2013.

Notification samples can be found in Appendix 2.

4.4.4 Small Group Meetings

A total of 100 people attended 6 small group meetings as part of Pre-Design Consultation

A Kirk & Co. facilitator and meeting recorder attended the small group meetings along with members of the Roberts Bank Terminal 2 Project team. At each meeting, participants were provided with a copy of the Discussion Guide and Feedback Form, and project staff presented the information in the guide, focusing on the consultation topics. Participants were invited to provide comments and ask questions. Key themes from each of the small group meetings are summarized in this report, beginning on page 9.

4.4.4.1 Additional Meetings

During the consultation period, Port Metro Vancouver participated in two additional meetings with key stakeholders and local governments, where Pre-Design Consultation for the proposed Roberts Bank Terminal 2 Project was discussed. These meetings included:

- Port Metro Vancouver/Local Government Elected Roundtable (October 8, 2013)
- Port Community Liaison Committee (October 26, 2013)

SMALL GROUP MEETINGS			
MEETING	DATE	TIME	LOCATION
Delta	Tuesday, October 8	5:00 p.m. – 7:00 p.m.	Coast Tsawwassen Inn
Langley	Wednesday, October 9	5:00 p.m. – 7:00 p.m.	Coast Hotel & Convention Centre
Delta	Thursday, October 10	1:00 p.m. – 3:00 p.m.	Delta Town & Country Inn
Surrey	Tuesday, October 15	1:00 p.m. – 3:00 p.m.	Surrey Arts Centre
Richmond	Tuesday, October 15	5:00 p.m. – 7:00 p.m.	UBC Boathouse
Vancouver	Wednesday, October 16	9:00 a.m. – 11:00 a.m.	Morris J. Wosk Centre for Dialogue
ADDITIONAL MEETINGS			
Local Government Elected Roundtable ²	Tuesday, October 8	10:00 a.m. – 12:00 p.m.	Corporation of Delta Municipal Hall
Port Community Liaison Committee ³	Saturday, October 26	2:00 p.m. – 4:00 p.m.	Coast Tsawwassen Inn

² The proposed Roberts Bank Terminal 2 Project's Local Government Elected Roundtable is an information-sharing committee that provides a forum for Port Metro Vancouver and elected officials to share information and discuss community interests, issues and benefits related to the project. For more information about this group, please visit: www.robertsbankterminal2.com/consultation/local-government-elected-roundtable/

³ For more information about the Port Community Liaison Committee, please visit: www.portmetrovancouver.com/en/community/CommunityLiaisonCommittees/PCLC.aspx

4.4.5 Open Houses

96 people attended 5 open houses

The Discussion Guide and Feedback Form was provided to all attendees at the open houses and display boards summarizing the consultation materials were set up around the room. Project team members circulated the room and engaged attendees in one-on-one and small group discussions.

OPEN HOUSES			
AREA	DATE	TIME	LOCATION
Richmond	Wednesday, October 16	5:00 p.m. – 8:00 p.m.	UBC Boathouse
Surrey	Thursday, October 17	5:00 p.m. – 8:00 p.m.	Surrey Arts Centre
Langley	Tuesday, October 22	5:00 p.m. – 8:00 p.m.	Coast Hotel & Convention Centre
Delta	Thursday, October 24	5:00 p.m. – 8:00 p.m.	Delta Town & Country Inn
Delta	Saturday, October 26	10:00 a.m. – 1:00 p.m.	Coast Tsawwassen Inn

5. Key Results

5.1 Key Theme Summary from Small Group Meetings

While many comments and questions were heard in each of the small group meetings, the following represents a summary of the most frequently mentioned key themes at the six small group meetings and the two additional meetings held as part of Pre-Design Consultation.

It is important to note that this key theme summary represents a qualitative analysis of small group meeting notes, as opposed to the quantitative analysis of feedback forms noted elsewhere in this report.

- **Road and rail traffic** (a key theme at 7 meetings): Participants expressed concerns regarding the local impacts of increased truck and train traffic as a result of the proposed project, including increased congestion, air pollution and noise impacts. There were also questions raised about whether or not existing transportation infrastructure could accommodate an increase in traffic and whether there were ways to put more containers directly onto trains.
- **Scope and nature of the environmental assessment** (a key theme at 6 meetings): Participants were interested in understanding the scope and nature of the environmental assessment, including an assessment of the economic, social and environmental impacts of the proposed project. Some participants also wanted more information and clarification about the Canadian Environmental Assessment Agency's public comment period on the Project Description.
- **Alternatives to the proposed Roberts Bank Terminal 2 Project** (a key theme at 5 meetings): Participants expressed concerns that alternatives to the project have not been adequately considered and that options for increasing container capacity on Canada's West Coast should be focused on Prince Rupert and Fraser Surrey Docks, and on creating efficiency improvements at existing container terminals within Port Metro Vancouver's jurisdiction. Several participants also questioned whether the removal of the George Massey Tunnel would allow more and larger container ships to access Fraser Surrey Docks.
- **Habitat banking** (a key theme at 4 meetings): Some participants raised questions about Port Metro Vancouver's Habitat Banking Program and the manner in which the Program could be used to mitigate the impacts of the proposed Roberts Bank Terminal 2 Project. There was also the suggestion that Port Metro Vancouver consult with local naturalists and environmental groups to learn about their preferences regarding habitat mitigation and enhancement projects.
- **Project justification and rationale** (a key theme at 4 meetings): Participants expressed skepticism regarding the validity of Port Metro Vancouver's container traffic forecast and requested more information about the forecast data and the business case for the project.
- **Environmental impacts** (a key theme at 3 meetings): Participants expressed concerns about the environmental impacts of the proposed Roberts Bank Terminal 2 Project on the Fraser River estuary, particularly related to bird and fish species in the area, and suggested that Port Metro Vancouver consider opportunities to preserve and showcase the natural environment at Roberts Bank.

5.2 Key Themes from Small Group Meetings

The following are key themes from each of the six small group meetings and the two additional meetings held as part of Pre-Design Consultation. Meetings are listed in chronological order.

Notes from the small group meetings can be found in Appendix 3.

1. Local Government Elected Roundtable Meeting: Tuesday, October 8, 2013 – 10:00 a.m.–12:00 p.m.

- Mayors, Councillors and Tsawwassen First Nation representatives expressed concerns on behalf of the public about air quality and inquired about the inclusion of a health assessment as part of the environmental assessment for the proposed Roberts Bank Terminal 2 Project.
- Mayors, Councillors and Tsawwassen First Nation representatives commended Port Metro Vancouver's continuing efforts to manage port-related truck traffic.
- Mayors, Councillors and Tsawwassen First Nation representatives requested that the cumulative effects assessment should include all projects related to the Fraser River and the Georgia Strait.
- Mayors, Councillors and Tsawwassen First Nation representatives offered to advise their councils and the public about the Roberts Bank Terminal 2 Pre-Design Consultation program occurring in October and November 2013.

2. Delta Small Group Meeting: Tuesday, October 8, 2013 – 5:00 p.m.–7:00 p.m.

- Participants asked for more information regarding Port Metro Vancouver's mandate and responsibilities to the Canadian public.
- Participants expressed skepticism regarding the validity of Port Metro Vancouver's container traffic forecast, and requested more information regarding container traffic and forecast data.
- Participants expressed concerns that alternatives to the Roberts Bank Terminal 2 Project have not been adequately considered, including Fraser Surrey Docks and the Port of Prince Rupert.
- Participants expressed concerns regarding the scope and nature of the environmental assessment process, particularly as it relates to justification for the project.
- Some participants wanted more information regarding the consequences of not building the Roberts Bank Terminal 2 Project if the container traffic forecasts are accurate and the additional capacity is required.
- Participants questioned whether the road and rail network could handle the increased traffic anticipated as part of the Roberts Bank Terminal 2 Project.

3. Langley Small Group Meeting: Wednesday, October 9, 2013 – 5:00 p.m.–7:00 p.m.

- Participants expressed concerns regarding the local impacts of the growing volume of container trains travelling through Langley and requested that the effects of this increased rail traffic be properly considered in the environmental assessment.
- Participants were interested in understanding the scope of the project and the environmental assessment process.
- Some participants questioned the relationship between the Port Metro Vancouver-led Pre-Design Consultation and the CEA Agency-led public comment period for the Project Description.
- Participants expressed concerns that existing transportation infrastructure would not be able to accommodate an increase in rail traffic resulting from the proposed Roberts Bank Terminal 2 Project.
- Participants said that Port Metro Vancouver, as a customer of the railways, should be able to do more to regulate or influence the railways' operational and environmental practices.
- Participants expressed concerns regarding the movement of containers loaded with hazardous goods through their communities.
- Participants expressed concerns that the jobs and other economic benefits created during construction and operation of the project might go to workers and companies from outside British Columbia.

4. Delta Small Group Meeting: Thursday, October 10, 2013 – 1:00 p.m.–3:00 p.m.

- Participants stated that any additional port expansion to meet forecasted growth should be pursued in Prince Rupert, and not at Roberts Bank.
- Participants expressed a preference for containers to be transported by rail, as opposed to being transported by truck.
- Participants expressed skepticism regarding Port Metro Vancouver's assessment of alternative options to create required container capacity, and inquired as to Fraser Surrey Docks' plans in light of the announcement to replace the George Massey Tunnel with a bridge.
- Participants requested a thorough socio-economic analysis of the proposed Roberts Bank Terminal 2 Project that studies the social impacts of the project, not just the economic impacts.
- Some participants suggested that Port Metro Vancouver consult with local naturalists and environmental groups regarding habitat mitigation and enhancement efforts to determine local preferences regarding which habitat projects should be undertaken.
- Some participants suggested that Port Metro Vancouver consider opportunities to preserve and showcase the natural environment and wildlife at Roberts Bank.

5. Surrey Small Group Meeting: Tuesday, October 15, 2013 – 1:00 p.m.–3:00 p.m.

- Participants questioned the economic benefits of port-related activities in the Lower Mainland, particularly the tax revenue generated by port businesses.
- Participants expressed skepticism regarding the rationale and business case for the proposed Roberts Bank Terminal 2 Project.
- Participants suggested that Port Metro Vancouver pursue other options for increasing container capacity on the Canadian West Coast, including expansion in Prince Rupert and efficiency improvements at existing container terminals within Port Metro Vancouver's jurisdiction.
- Participants questioned whether the removal of the George Massey Tunnel would allow Fraser Surrey Docks to address additional container capacity requirements in the future.
- Participants expressed concerns regarding potential impacts on the Fraser River estuary, particularly with respect to bird and fish species in the area.
- Participants expressed skepticism regarding Port Metro Vancouver's Habitat Banking Program and the manner in which the Program could be used to mitigate project impacts elsewhere in the region.

6. Richmond Small Group Meeting: Tuesday, October 15, 2013 – 5:00 p.m.–7:00 p.m.

- Participants were interested in information about the movement of containers in the Lower Mainland, particularly related to the split between truck and train traffic.
- Participants questioned Fraser Surrey Docks' future container handling plans in light of the announcement to replace the George Massey Tunnel with a bridge.
- Participants questioned the relationship between the Port of Prince Rupert and Port Metro Vancouver as it relates to providing additional container capacity.
- Participants expressed skepticism regarding Port Metro Vancouver's Habitat Banking Program and the manner in which the Program could be used to mitigate impacts from the Roberts Bank Terminal 2 Project elsewhere in the Lower Mainland.
- Participants expressed concerns that the proposed Roberts Bank Terminal 2 Project would not be subject to an appropriate environmental assessment process.
- Participants expressed concerns regarding current noise impacts from truck and train movements to and from existing port facilities, and asked how these impacts could be mitigated by Port Metro Vancouver.
- Participants asked about how short-sea-shipping might be incorporated into the existing container supply chain in the Lower Mainland, as well as into the operations of the proposed Roberts Bank Terminal 2 Project.

7. Vancouver Small Group Meeting: Wednesday, October 16, 2013 – 9:00 a.m.–11:00 a.m.

- Some participants expressed concerns about the environmental impacts of both the proposed Roberts Bank Terminal 2 Project and other projects being undertaken as part of the Habitat Banking Program.
- Some participants questioned the container traffic forecast and the rationale for terminal expansion at Roberts Bank instead of in Prince Rupert.
- Some participants asked for information regarding the intermodal split between trucks and trains, and the additional trucking that would be required by the increased container volume from the proposed Roberts Bank Terminal 2 Project.
- Some participants questioned the cost of expansion versus optimization of existing facilities within the current footprint.
- Participants questioned how the value of habitat improved as part of the Habitat Banking Program would be assessed and compared to the value of habitat impacted by the project.
- One participant pointed to the positive effects that are resulting from Port Metro Vancouver's initiatives to reduce air quality impacts.

8. Port Community Liaison Committee Meeting: Saturday, October 26, 2013 – 2:00 p.m.–4:00 p.m.

- Participants questioned why various transloading activities were required to take place in the Lower Mainland, as opposed to their place of origin, which could allow the preservation of agricultural land.
- Some participants expressed concern that other economic factors might render the proposed Roberts Bank Terminal 2 Project unnecessary.
- Participants suggested that Port Metro Vancouver consider providing waterfront access at Roberts Bank, including a public boat launch with viewing and washroom facilities.
- Participants questioned whether the proposed design of the project provided sufficient capacity for the anticipated volume of truck traffic travelling to and from the facility.
- One participant suggested that as part of the project's design, Port Metro Vancouver should consider the provision of facilities for water safety and rescue vessels, such as those used by the Lifeboat Society.
- One participant suggested that Port Metro Vancouver consider potential synergies between the need for sand and material (as part of the construction of the terminal and various habitat improvements) with the need to dredge navigation and local channels on the Fraser River.

5.3 Feedback Forms

The following are results from the 84 feedback forms received at small group meetings, at open houses, by mail and through the online feedback form. Participants who provided additional comments may have included several themes in their response.

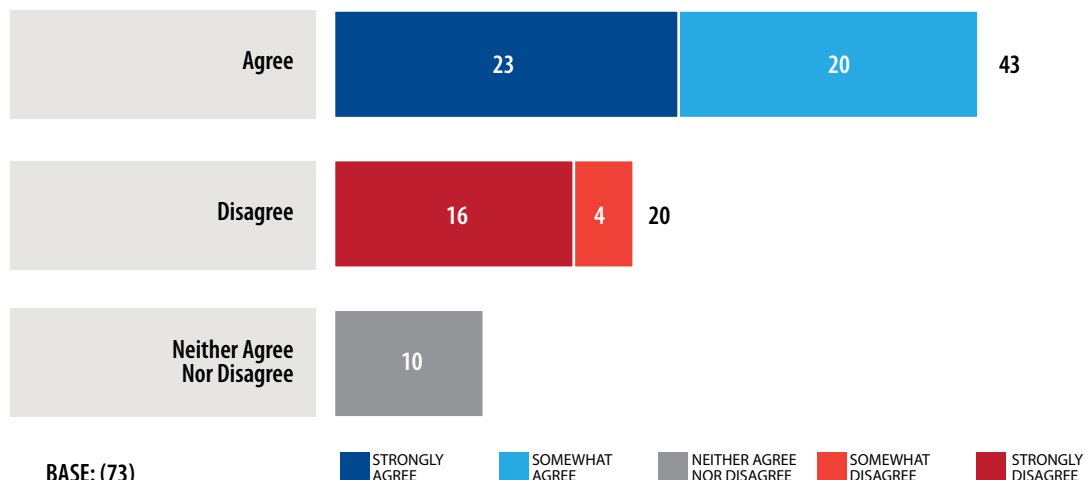
1.0 Habitat Mitigation

Port Metro Vancouver is currently exploring ways to mitigate potential project impacts on fish and wildlife habitat at Roberts Bank. While mitigation of potential project impacts will be determined by regulators through the environmental assessment process, Port Metro Vancouver is looking for feedback regarding your level of agreement with each of the following categories of mitigation.

1a. Please rate your level of agreement with Port Metro Vancouver pursuing the following mitigation for potential impacts on fish and wildlife habitat at Roberts Bank:

Development of multiple smaller, species-specific habitat areas

- Each site would be approximately 1–2 hectares, allowing benefits to be realized quickly, given the small size



Additional Comments

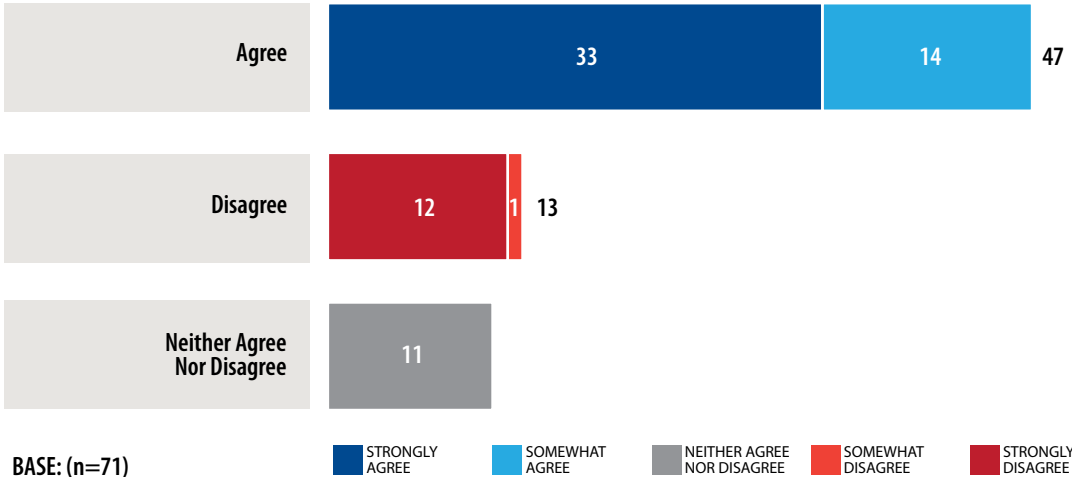
Of the 45 participants who provided additional comments, the following were the most commonly mentioned themes:

- Against the proposed Roberts Bank Terminal 2 Project (14 mentions)
- Concerns about the potential environmental impact of the project on fish, birds and wildlife at Roberts Bank (9)
- Proposed mitigation options are too small and/or disconnected (8)
- Support for the development of multiple smaller, species-specific habitat areas (6)
- Concern that a loss of habitat cannot be mitigated (5)
- Port Metro Vancouver should bridge the causeway or create culverts to allow natural tidal flow (4)
- Concerns about environmental impacts from current port activities at Deltaport (3)
- Need to work collaboratively with local authorities, environmental organizations and stakeholders (3)
- Questions regarding the independence and nature of the environmental assessment (3)
- Questions regarding the science behind habitat mitigation (3)
- Concerns about coal dust (2)
- Concerns about the effects of the project on migratory birds (2)
- Skepticism regarding project rationale, specifically that demand for additional container capacity has been overstated (2)

1b. Please rate your level of agreement with Port Metro Vancouver pursuing the following mitigation for potential impacts on fish and wildlife habitat at Roberts Bank:

Restoration and/or protection of a large habitat area

- Site could be larger than 20 hectares. A natural restoration process allows the ecosystem to balance over time; therefore, benefits may take longer to be realized.



Additional Comments

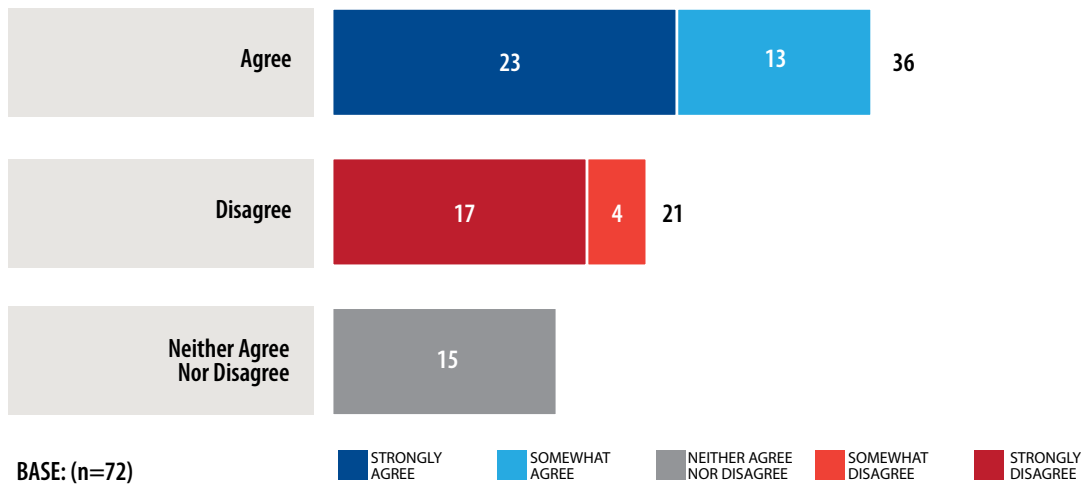
Of the 44 participants who provided additional comments, the following were the most commonly mentioned themes:

- Concern that a loss of habitat cannot be adequately mitigated (10 mentions)
- Against the proposed Roberts Bank Terminal 2 Project (7)
- Concerns about the potential environmental impact of the project on fish, birds and wildlife at Roberts Bank (6)
- Support for the restoration and/or protection of a large habitat area (5)
- Mitigation opportunities beyond the immediate vicinity of Roberts Bank should be considered (4)
- Concerns about environmental impacts from current port activities at Deltaport (3)
- Concerns with Port Metro Vancouver’s Habitat Banking Program projects (3)
- Proposed mitigation options are too small and/or disconnected (3)
- Questions regarding the science behind habitat mitigation (3)
- Suggest building a marine conservation area (2)
- Port Metro Vancouver should bridge the causeway or create culverts to allow natural tidal flow (2)
- Provide funding to groups dedicated to protecting or supporting fish, wildlife and/or birds (2)

1c. Please rate your level of agreement with Port Metro Vancouver pursuing the following mitigation for potential impacts on fish and wildlife habitat at Roberts Bank:

Infrastructure

- The construction or funding of an infrastructure project that benefits fish, wildlife and/or birds.



Additional Comments

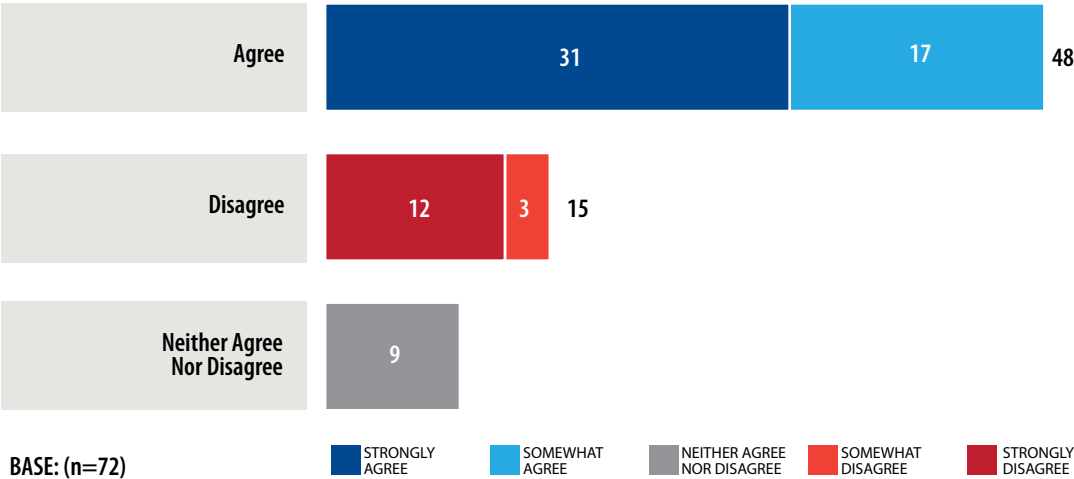
Of the 37 participants who provided additional comments, the following were the most commonly mentioned themes:

- Against the proposed Roberts Bank Terminal 2 Project (10 mentions)
- Support for the development of infrastructure projects (9)
- Concerns about the potential environmental impact of the project on fish, birds and wildlife at Roberts Bank (8)
- Against fish hatcheries/farmed fish (7)
- Concern that a loss of habitat cannot be adequately mitigated (3)
- Wanted more information before answering the question (3)
- Suggest building a bird and/or wildlife sanctuary (2)
- Suggest building a marine conservation area (2)
- Concerns about environmental impacts from current port activities at Deltaport (2)
- Questions regarding the science behind habitat mitigation (2)

1d. Please rate your level of agreement with Port Metro Vancouver pursuing the following mitigation for potential impacts on fish and wildlife habitat at Roberts Bank:

Community resources

- Providing funding to groups dedicated to protecting or supporting fish, wildlife and/or birds, allowing third-party involvement in the development of habitat mitigation.



Additional Comments

Of the 36 participants who provided additional comments, the following were the most commonly mentioned themes:

- Against the proposed Roberts Bank Terminal 2 Project (10 mentions)
- Concerns about the potential environmental impact of the project on fish, birds and wildlife at Roberts Bank (7)
- Provide funding to groups dedicated to protecting or supporting fish, wildlife and/or birds (6)
- Agree with providing support to community resources (6)
- Need to work collaboratively with local authorities, environmental organizations and stakeholders (5)
- Concerns about ongoing costs, governance and responsibility for maintaining habitat sites (3)
- Concerns about environmental impacts from current port activities at Deltaport (2)
- Concerns about the effects of the project on migratory birds (2)
- Concern that a loss of habitat cannot be adequately mitigated (2)
- Habitat mitigation is a public relations exercise for Port Metro Vancouver (2)
- Habitat mitigation projects should be focused in Delta (2)
- Questions regarding the science behind habitat mitigation (2)

2.0 Please provide any additional comments you may have regarding habitat mitigation for the proposed Roberts Bank Terminal 2 Project.

Of the 48 participants who provided additional comments, the following were the most commonly mentioned themes:

- Against the proposed Roberts Bank Terminal 2 Project (17 mentions)
- Concerns about the potential environmental impact of the project on fish, birds and wildlife at Roberts Bank (13)
- Concerns about the effects of the project on migratory birds (5)
- Concern that a loss of habitat cannot be adequately mitigated (5)
- Support for Port Metro Vancouver's habitat mitigation suggestions (4)
- Concerns about the cumulative effects of the proposed Roberts Bank Terminal 2 Project and other projects in the area (3)
- Concerns about the effects of the project on orcas (3)
- Concerns about the impacts of the project on human health (3)
- Dredged material from dredging projects should be used for habitat projects (3)
- Habitat mitigation is a public relations exercise for Port Metro Vancouver (3)
- Skepticism regarding the rationale for the proposed Roberts Bank Terminal 2 Project, specifically that demand for additional container capacity has been overstated (3)
- Concerns about environmental impacts from current port activities at Deltaport (2)
- Mitigation opportunities beyond the immediate vicinity of Roberts Bank should be considered (2)
- Need to work collaboratively with local authorities, environmental organizations and stakeholders (2)
- Port Metro Vancouver should bridge the causeway or create culverts to allow natural tidal flow (2)
- Questions regarding the science behind habitat mitigation (2)
- Support for the proposed Roberts Bank Terminal 2 Project (2)

3.0 Port-Related Truck Traffic Improvement

Port Metro Vancouver recognizes the importance of reducing container traffic in local communities and is interested in hearing from communities, stakeholders and the public on several port-related truck traffic improvement strategies the Port is investigating.

3a. INFRASTRUCTURE IMPROVEMENTS, including the South Fraser Perimeter Road and the Roberts Bank Rail Corridor Program, as well as the replacement for the George Massey Tunnel, are being built, in part, to accommodate and mitigate increases in road and rail traffic from future port developments. In addition, other types of infrastructure (e.g., truck staging areas) could also help reduce the effects of traffic on local communities.

Please indicate any areas where additional infrastructure improvements could be made to effectively manage port-related truck traffic.

Of the 62 participants who provided comments, the following were the most commonly mentioned themes:

- Concerns about traffic congestion (9 mentions)
- Against the proposed Roberts Bank Terminal 2 Project (7)
- Opposition and concerns regarding replacement of the George Massey Tunnel (6)
- Support for Port Metro Vancouver’s infrastructure improvement suggestions (5)
- Ban trucks during rush hour (4)
- Concerns about increased road and rail traffic (4)
- Container truck emissions should be tested randomly and regularly (4)
- Port Metro Vancouver should implement short-haul rail or short-sea-shipping (for empty and/or loaded containers) (4)
- Trucks should be banned from using the George Massey Tunnel (4)
- Concerns about air quality, air pollution (3)
- Concerns about enforcing trucking regulations and safety (3)
- Concerns about quality of life impacts (noise, light pollution) (3)
- Have dedicated “port-only” lanes on approach roads to the Roberts Bank terminals (3)
- Undertake additional grade separation projects at several at-grade road/rail crossings (those not included in the Roberts Bank Rail Corridor Program) (3)
- Additional container capacity should be limited to Prince Rupert (2)
- Expand public transit (2)
- Skepticism regarding the rationale for the proposed Roberts Bank Terminal 2 Project, specifically that demand for additional container capacity has been overstated (2)
- All ships should be required to use shore power at Roberts Bank (1)

- All trucks accessing port facilities should be required to be fuelled by natural gas (1)
- Build rail overpasses in farm road areas for farm and emergency service traffic (1)
- Concerns about coal dust (1)
- Concerns about the impacts of the project on human health (1)
- Concerns regarding the independence and nature of the environmental assessment (1)
- Contribute funding to public recreational amenities at Roberts Bank (viewing areas, parking, extension of dikes, public access) (1)
- Install lane control measures on the Alex Fraser Bridge (1)
- Install sound-deadening berms to control noise from commercial traffic (1)
- Increase the number of “pull-out” and rest areas along regional highways for drivers to inspect and care for their vehicles and themselves (1)
- Port Metro Vancouver should be responsible for maintaining existing road infrastructure used by container trucks (1)
- Port Metro Vancouver should contribute financially to replacing the George Massey Tunnel (1)
- Port Metro Vancouver should contribute funding to health services or health research (1)
- River Road west from 32nd Avenue to Ladner city centre must be improved/widened (1)
- Suggest increasing the radius of highway curves on Highway 1 and Highway 5 to allow the use of tandem 53-foot containers (1)
- Suggest building a boat launch (1)
- Support for the development of an inland terminal in Ashcroft (1)
- Suggest extending/improving the dike to accommodate both bike and pedestrian traffic (1)
- Trucks should be banned from using residential roads (1)
- Trucks should use the Pattullo Bridge (1)
- Upgrade South Fraser Perimeter Road intersections from traffic lights to interchanges (1)

3b. OPERATIONAL IMPROVEMENTS (extending hours of terminal operations, reducing the number of empty truck trips) would: spread port-related truck trips across more hours of the day, result in fewer trucks on local roads during peak traffic periods, and reduce environmental impact.

Please indicate any interests, issues or considerations you may have with operational improvements to effectively manage port-related truck traffic.

Of the 61 participants who provided comments, the following were the most commonly mentioned themes:

- Support for Port Metro Vancouver’s operational improvement suggestions (28 mentions)
- Ban trucks during rush hour (11)
- Concerns about quality of life impacts (noise, light pollution) (8)
- Opposed to operational improvement suggestions (5)
- Against the proposed Roberts Bank Terminal 2 Project (4)
- Concerns about traffic congestion (4)
- Concerns about air quality, air pollution (3)
- All trucks accessing port facilities should be required to be fuelled by natural gas (2)
- Concerns about enforcing trucking regulations and safety (2)
- Containers should be moved by rail, not trucks (2)
- Trucks should be banned from using the George Massey Tunnel (2)
- Additional container capacity should be limited to Prince Rupert (1)
- All ships should be required to use shore power at Roberts Bank (1)
- An assessment of the increase in truck traffic to warehouses and transload facilities should be completed as part of the project (1)
- Concerns about coal dust (1)
- Concerns about environmental impacts from current port activities at Deltaport (1)
- Concerns about the impacts of the project on human health (1)
- Container truck emissions should be tested randomly and regularly (1)
- Contribute funding to public recreational amenities at Roberts Bank (viewing areas, parking, extension of dikes, public access) (1)
- Have dedicated “port-only” lanes on approach roads to the Roberts Bank terminals (1)
- Opposition and concerns regarding replacement of the George Massey Tunnel (1)
- Railway companies and trucking companies should be taxed by municipalities (1)
- Suggest building a boat launch (1)
- Support for the development of an inland terminal in Ashcroft (1)
- Undertake additional grade separation projects at several at-grade road/rail crossings (those not included in the Roberts Bank Rail Corridor Program) (1)
- Wanted more information before answering the question (1)

3c. TECHNOLOGICAL IMPROVEMENTS (Common Data Interface information exchange system) would: improve efficiency and productivity and reduce congestion at terminal gates, improve trip planning for truck drivers, and improve the coordination of double-ended trips.

Please indicate any interests, issues or considerations you may have with technological improvements to effectively manage port-related truck traffic.

Of the 51 participants who provided comments, the following were the most commonly mentioned themes:

- Support for Port Metro Vancouver's technological improvement suggestions (28 mentions)
- Against the proposed Roberts Bank Terminal 2 Project (7)
- Concerns about quality of life impacts (noise, light pollution) (4)
- Ban trucks during rush hour (3)
- Concerns about air quality, air pollution (3)
- Concerns about the potential environmental impact of the project on fish, birds and wildlife at Roberts Bank (3)
- Concerns about traffic congestion (3)
- Concerns about enforcing trucking regulations and safety (2)
- Suggest implementing a warning system of road/rail traffic conditions (2)
- All ships should be required to use shore power at Roberts Bank (1)
- Concerns about coal dust (1)
- Concerns about environmental impacts from current port activities at Deltaport (1)
- Concerns about the impacts of the project on human health (1)
- Concerns with Port Metro Vancouver's previous mitigation efforts (1)
- Container truck emissions should be tested randomly and regularly (1)
- Contribute funding to public recreational amenities at Roberts Bank (viewing areas, parking, extension of dikes, public access) (1)
- Suggest creating habitat for raptors at Roberts Bank (1)
- Trucks should be banned from using the George Massey Tunnel (1)

4.0 Community Legacy Benefits

Port Metro Vancouver has developed a list of potential community legacy benefits under the categories of environment, community well-being and recreation, and transportation, and would like your feedback regarding some of these ideas.

4a. ENVIRONMENT: Please rank the following potential community legacy benefit ideas in order from 1 to 3, with 1 being most preferred and 3 being least preferred.

RANK ORDER OF LEGACY BENEFIT IDEAS			
	RANKED FIRST	RANKED SECOND	RANKED THIRD
Contributions to existing community projects benefiting fish, wildlife or birds through partnerships with community organizations⁴	44%	44%	12%
Contributions to local environmental programs (e.g., additional air quality monitoring stations, marine centre)	44%	40%	16%
Contributions to public amenities (e.g., bird viewing platform)	12%	16%	72%
<i>Base: Those ranking all three (n=43)</i>			

Additional Comments

Of the 45 participants who provided additional comments, the following were the most commonly mentioned themes:

- Against the proposed Roberts Bank Terminal 2 Project (13 mentions)
- Concerns about the potential environmental impact of the project on fish, birds and wildlife at Roberts Bank (8)
- Concern regarding community legacy benefits and the perception of bribery (8)
- Concerns about quality of life impacts (noise, light pollution) (4)
- Contribute funding to public recreational amenities at Roberts Bank (viewing areas, parking, extension of dikes, public access) (4)
- Support for Port Metro Vancouver’s community legacy benefit suggestions related to the environment (4)
- Concerns about air quality, air pollution (3)
- Concerns about the effects of the project on migratory birds (3)
- Concerns about coal dust (2)
- Concerns about increased road and rail traffic (2)
- Port Metro Vancouver should contribute funding to health services or health research (2)
- Suggest dredging secondary channels in Ladner to prevent silting (2)

⁴ Over and above any contributions that would be provided as part of habitat mitigation.

4b. COMMUNITY WELL-BEING AND RECREATION: Please rank the following potential community legacy benefit ideas in order from 1 to 3, with 1 being most preferred and 3 being least preferred.

RANK ORDER OF LEGACY BENEFIT IDEAS⁵			
	RANKED FIRST	RANKED SECOND	RANKED THIRD
Contributions to health care organizations (e.g., hospitals, hospital foundations, hospice societies)	48%	23%	30%
Contributions to outdoor recreation amenities (e.g., new boat launch/dock facility, upgrades to Brunswick Point Trail or Great Blue Heron Way Trail)	43%	35%	23%
Contributions to recreation amenities (e.g., improvements to existing sports fields, donations of classroom/sports equipment to community centres/schools)	10%	43%	48%
<i>Base: Those ranking all three (n=40)</i>			

Additional Comments

Of the 48 participants who provided additional comments, the following were the most commonly mentioned themes:

- Concerns regarding community legacy benefits and the perception of bribery (10 mentions)
- Against the proposed Roberts Bank Terminal 2 Project (9)
- Concerns about air quality, air pollution (5)
- Contribute funding to public recreational amenities at Roberts Bank (viewing areas, parking, extension of dikes, public access) (5)
- Support for Port Metro Vancouver's community legacy benefit suggestions related to community well-being and recreation (5)
- Concerns about the potential environmental impact of the project on fish, birds and wildlife at Roberts Bank (4)
- Concerns about quality of life impacts (noise, light pollution) (4)
- Suggest building a boat launch (4)
- Port Metro Vancouver should contribute funding to health services or health research (3)
- Suggest dredging secondary channels in Ladner to prevent silting (3)
- Support for the proposed Roberts Bank Terminal 2 Project (3)
- Concerns about coal dust (2)
- Concerns about increased road and rail traffic (2)
- Concerns with Port Metro Vancouver's previous mitigation efforts (2)
- Contribute to cycling infrastructure including bike lanes (2)

⁵ Totals may not add up to 100 due to rounding.

4c. TRANSPORTATION: Please rank the following potential community legacy benefit ideas in order from 1 to 3, with 1 being most preferred and 3 being least preferred.

RANK ORDER OF LEGACY BENEFIT IDEAS⁶			
	RANKED FIRST	RANKED SECOND	RANKED THIRD
Contributions to local road infrastructure	63%	14%	23%
Contributions to car-share or carpool infrastructure (e.g., car-share or carpool program)	21%	47%	33%
Contributions to cycling infrastructure or opportunities (e.g., bike-share program)	16%	40%	44%
<i>Base: Those ranking all three (n=43)</i>			

Additional Comments

Of the 38 participants who provided additional comments, the following were the most commonly mentioned themes:

- Against the proposed Roberts Bank Terminal 2 Project (8 mentions)
- Contribute to cycling infrastructure, including bike lanes (6)
- Concerns regarding community legacy benefits and the perception of bribery (5)
- Support for Port Metro Vancouver’s community legacy benefit suggestions related to transportation (5)
- Contribute funding to improve traffic flow (build roundabouts, introduce congestion pricing, traffic signal spacing/timing/programming) (4)
- Expand public transit (3)
- Concerns about quality of life impacts (noise, light pollution) (2)
- Concerns about traffic congestion (2)
- Concerns with Port Metro Vancouver’s previous mitigation efforts (2)
- Contribute funding to a car-share program in South Delta (2)
- Port Metro Vancouver should be responsible for maintaining existing road infrastructure used by container trucks (2)

⁶ Totals may not add up to 100 due to rounding.

4d. Please provide any additional comments you may have regarding Community Legacy Benefits.

Of the 35 participants who provided additional comments, the following were the most commonly mentioned themes:

- Against the proposed Roberts Bank Terminal 2 Project (7 mentions)
- Concerns about air quality, air pollution (4)
- Suggest dredging secondary channels in Ladner to prevent silting (4)
- Support for Port Metro Vancouver's community legacy benefit suggestions (4)
- Concerns about the potential environmental impact of the project on fish, birds and wildlife at Roberts Bank (3)
- Concerns about coal dust (2)
- Concerns about quality of life impacts (noise, light pollution) (2)
- Concerns regarding community legacy benefits and the perception of bribery (2)
- Contribute funding to public recreational amenities at Roberts Bank (viewing areas, parking, extension of dikes, public access) (2)

5.0 Additional Comments

Please provide any additional comments you may have regarding any aspect of the proposed Roberts Bank Terminal 2 Project.

Of the 59 participants who provided additional comments, the following were the most commonly mentioned themes. It should be noted that each response may have included more than one theme.

- Against the proposed Roberts Bank Terminal 2 Project (19 mentions)
- Skepticism regarding the rationale for the proposed Roberts Bank Terminal 2 Project, specifically that demand for additional container capacity has been overstated (14)
- Concerns about the potential environmental impact of the project on fish, birds and wildlife at Roberts Bank (13)
- Concerns about quality of life impacts (noise, light pollution) (11)
- Support for the proposed Roberts Bank Terminal 2 Project (9)
- Concerns about air quality, air pollution (8)
- Additional container capacity should be limited to Prince Rupert (6)
- Concerns about the effects of the project on migratory birds (6)
- Concerns about the effects of the project on sedimentation and water flow (6)
- Concerns about increased road and rail traffic (5)
- Resolve the current inefficiencies at Deltaport before expanding with a new terminal (5)
- All ships should be required to use shore power at Roberts Bank (4)
- Concerns about the effects of the project on orcas (4)
- Opposition and concerns regarding replacement of the George Massey Tunnel (4)
- Concerns about the impacts of the project on human health (3)
- Concerns regarding the independence and nature of the environmental assessment (3)
- Concern that a loss of habitat cannot be adequately mitigated (3)
- Port Metro Vancouver should bridge the causeway or create culverts to allow natural tidal flow (3)
- Positive comments regarding the consultation process (3)
- A health impact assessment should be completed (2)
- Concerns about coal dust (2)
- Concerns about the geographic boundaries of the effects assessment (2)
- Concerns about the impacts of the project on biofilm (2)
- Concerns about traffic congestion (2)
- Concerns with Port Metro Vancouver's previous mitigation efforts (2)
- Port expansion should occur elsewhere in Port Metro Vancouver's jurisdiction (2)
- Suggest dredging secondary channels in Ladner to prevent silting (2)
- Support for the development of an inland terminal in Ashcroft (2)

5.4 Open-Ended Submissions

In addition to comments on feedback forms, open-ended feedback was also received through 44 submissions. Within the 44 submissions, the following were the most commonly mentioned themes. It should be noted that a submission may have included more than one theme.

- Concerns about the potential environmental impact of the project on fish, birds and wildlife at Roberts Bank (24 mentions)
- Against the proposed Roberts Bank Terminal 2 Project (14)
- Skepticism regarding the rationale for the proposed Roberts Bank Terminal 2 Project, specifically that demand for additional container capacity has been overstated (14)
- Additional container capacity should be limited to Prince Rupert (13)
- Concerns about the effects of the project on migratory birds (12)
- Concerns about the effects of the project on orcas (12)
- Concerns about air quality, air pollution (11)
- Concerns about quality of life impacts (noise, light pollution) (11)
- Concerns about increased road and rail traffic (10)
- Opposition and concerns regarding replacement of the George Massey Tunnel (9)
- Concerns about the effects of the project on sedimentation and water flow (8)
- Concerns about the impacts of the project on biofilm (7)
- Concerns about traffic congestion (7)
- Concerns about coal dust (4)
- Port expansion should occur elsewhere in Port Metro Vancouver's jurisdiction (4)
- Resolve the current inefficiencies at Deltaport before expanding with a new terminal (4)
- Support for Port Metro Vancouver's port-related truck traffic improvement suggestions (4)
- Concern that a loss of habitat cannot be adequately mitigated (3)
- Support for the development of an inland terminal in Ashcroft (3)
- Support for the proposed Roberts Bank Terminal 2 Project (3)
- Concerns about the impacts of the project on the human population (2)
- Concerns with Port Metro Vancouver's Habitat Banking Program projects (2)
- Port Metro Vancouver should bridge the causeway or create culverts to allow natural tidal flow (2)
- Request to bury the power lines on the Roberts Bank causeway (2)
- Suggest building a boat launch (2)
- Suggest a park-and-ride or shuttle service for Deltaport and new terminal employees (2)
- Suggest extending/improving the dike to accommodate both bike and pedestrian traffic (2)
- Undertake additional grade separation projects at several at-grade road/rail crossings (those not included in the Roberts Bank Rail Corridor Program) (2)

