December 9, 2025

RESPONSES PREPARED BY THE APPLICANT
TO COMMENTS SUBMITTED IN THE CONTEXT OF THE CTA PUBLIC CONSULTATION
ON THE APPLICATION FOR AUTHORIZATION OF THE LAC-MÉGANTIC RAIL BYPASS PROJECT

NOVEMBER 12, 2025 TO JANUARY 30, 2026

In the context of the Canadian Transportation Agency's ("**CTA**") public consultation on the application for authorization of the Lac-Mégantic Rail Bypass Project (the "**Project**"), Canadian Pacific Railway Company, doing business as Canadian Pacific Kansas City ("**CPKC**"), as the operating railway company and on behalf of Central Maine and Quebec Canada Railway Inc. (the "**Applicant**"), submits the following responses to questions and comments received between November 28 and December 5, 2025.

To promote clarity and avoid duplication, the Applicant has consolidated its responses by thematic category. When appropriate, a single response has been prepared to address multiple questions or comments that fall within the same category.

General Comments
The following is in response to comments submitted by Isabelle Samson, Doris Dion, Sophie Bilodeau, Sébastien Roy, Michel Tanguay, Suzanne Bizier, Rock Lacroix, Françoise Périnet, Richard Fortin, Francis Paré, Brigitte Mercier, Louise & Denis Mercier, Richard Michaud, Jessica Giroux, Vincent Guay, Diane Roy, and Robert Mercier. Several of the communications submitted between the response dates listed above did not pose any questions and were in the form of comments in favour or opposed to the Lac-Mégantic Bypass project for various reasons. We wish to thank the individuals who took the time to review the Application and formulate these comments, which are important to be raised before the CTA in this consultation process.
Flooding Along the Chaudière River
The following is in response to comments submitted by Julie Boucher & Andy Maheux, and René Pépin. The proposed Lac Megantic Bypass will not lead to an increase in flooding along the Chaudière River. During an average flood, approximately 9.9 million cubic meters of water discharge through the river each day (see Appendix 2-8 – Hydraulic Study); the discharge from the project area is modelled to be 4,442 cubic meters per day (0.045% increase; see Appendix 2-7 Hydrogeology Report).
Contamination of Water Supply
The following is in response to comments submitted by Julie Boucher & Andy Maheux, Danielle Sabourin, and René Pépin.

To mitigate uncertainty surrounding the potential impacts to the regional groundwater and the risk to drinking water, Transport Canada has committed to implement the Groundwater and Potable Water Well Monitoring Plan ("**GPWWMP**") (see Appendix 5-7).

As part of the GPWWMP, potable water wells located within the assessment area will be monitored during the construction period, the post-construction period, and until the water table stabilizes.

Transport Canada has made a commitment to ensure a constant and safe supply of drinking water for residents (mitigation measures TC-SG-08 to TC-SG-10). Section 7.1 of the GPWWMP details the steps TC will take in the event of a shortage of potable water as follows:

(1) Emergency drinking water supply by means of bottled potable water and potable water available through a temporary outdoor tank, while a permanent solution is being put in place;

(2) Deepening an existing well or construction of a new well; and

(3) Connecting to a municipal aqueduct network when previous options have been considered and tested or deemed not applicable.

As further developed in Appendix 3-1 – Environmental Effects Evaluation ("**EEE**"), the risk of contamination to the groundwater during both the construction phase (Section 6.3.3 EEE) and operation phase (Section 6.4.3 EEE) of the proposed bypass, is addressed through the implementation of mitigation measures (1) during construction (including amongst others, daily equipment inspections, reporting and clean-up of spills, and the use of clean materials in construction) and (2) during operations (including, amongst others, maintaining equipment in good working order and spill reporting and clean-up). As such, the residual effects will be insignificant.

Duration of Monitoring Program

The following is in response to comments submitted by Julie Boucher & Andy Maheux, René Pépin and Linda Lacasse.

The Groundwater and Potable Water Well Monitoring Plan (GPWWMP) is included as Appendix 5-7. Neither the GPWWMP nor the Hydrogeology Report (Appendix 2-7) state how long it will take the ground water table to stabilize. The GPWWMP, which Transport Canada has committed to implement, specifies that the monitoring program will continue until a professional hydrogeologist has determined that the groundwater has stabilized (taking into account natural and regional variation and trends).

Risk to Wetlands and Groundwater

The following is in response to comments submitted by Danielle Sabourin, René Pépin and Benoît Morin.

As identified in Appendix 3-1 – Environmental Effects Evaluation, the residual effects during the construction phase of the project for waterways, groundwater, and sensitive ecosystems could range from insignificant to significant (with the consequences of the residual effects ranging from moderate to very high). This range is due to the uncertainty with respect to groundwater and the inability to directly mitigate a drawdown in regional groundwater, as further detailed in Appendix 3-2. The residual effects on private wells have been assessed to be insignificant with the implementation of mitigation measures.

To mitigate uncertainty surrounding the potential impacts to the regional groundwater and the risk to drinking water, Transport Canada has committed to implement the Groundwater and Potable Water Well Monitoring Plan ("**GPWWMP**") (see Appendix 5-7). As part of the GPWWMP, potable water

wells located within the assessment area will be monitored during the construction period, the post-construction period, and until the water table stabilizes. Transport Canada has also developed a comprehensive Wetlands Monitoring Plan (see Appendix 5-8) to track and manage potential impacts on wetlands adjacent to the bypass right-of-way. This plan sets clear thresholds and adaptive measures to ensure timely corrective action if changes are observed. Data collected before and during construction will be analyzed and reported publicly, and should permanent loss of wetlands outside the right-of-way occur, Transport Canada has committed financial contributions to the provincial wetland habitat compensation program, with additional contributions if losses exceed 35 hectares.
Traffic
The following is in response to comments submitted by Caroline Rancourt. As more fully described in Section 6.4.9 of the Environmental Effects Evaluation (Appendix 3-1), there is projected to be an overall positive impact on traffic in the Lac Megantic Bypass project area. The removal of the railway from the downtown will improve the fluidity of traffic in this sector and there will be a net reduction of 10 public grade crossings as well as a net reduction of 3 private grade crossings.