Knopf, Stacey TRAN:EX

From: Chambers, Craig GCPE:EX
Sent: Tuesday, December 15, 2015 4:25 PM
To: Freer, Geoff TRAN:EX
Cc: Staples, Liz TRAN:EX; Knopf, Stacey TRAN:EX
Subject: FW: final copy - Massey replacement to benefit commuters, safety and environment
Attachments: 2015TRAN0181-002105.pdf

Final news release

-----Original Message-----
From: Boudreau, Marc GCPE:EX
Sent: Tuesday, December 15, 2015 4:19 PM
To: Chambers, Craig GCPE:EX; Stagg, Linda R GCPE:EX; Hayes, Dana GCPE:EX; Chant, Jon GCPE:EX; Jabs, Ryan GCPE:EX
Subject: FW: final copy - Massey replacement to benefit commuters, safety and environment

Hi Craig,

Please find the final copy of your release attached.

We'll queue this to go tomorrow at 9:15 AM to the Lower Mainland media including all ethnic media.

Have a great day!
marc

-----Original Message-----
From: Boudreau, Marc GCPE:EX [mailto:Marc.Boudreau@gov.bc.ca]
Sent: Tuesday, December 15, 2015 4:18 PM
To: Boudreau, Marc GCPE:EX
Subject: Massey replacement to benefit commuters, safety and environment

Please refer to the files attached to this email. The following is the summary of the News Release

Permalink: https://news.gov.bc.ca/09989

News ID: NEWS-09989
NR Number: 2015TRAN0181-002105
NR Type: News Release
State: Planned
Planned Release Date: December 16, 2015 at 9:15 am Lead Organization: Ministry of Transportation and Infrastructure
Headline: Massey replacement to benefit commuters, safety and environment

This email was auto-generated.

For Immediate Release
2015TRAN0181-002105
Dec. 16, 2015

Ministry of Transportation and Infrastructure

NEWS RELEASE
Massey replacement to benefit commuters, safety and environment

VICTORIA - Transportation and Infrastructure Minister Todd Stone today launched the third phase of consultation on the George Massey Tunnel Replacement Project and released design and cost details of the estimated $3.5-billion project, which will see a new 10-lane bridge built over the Fraser River at Highway 99.

"The new bridge to replace the Massey Tunnel will improve highway safety, reduce greenhouse gas emissions from unnecessary idling, and save rush-hour commuters up to 30 minutes a day," said Stone. "This will be the largest bridge ever built in B.C. When completed, it will address what is now the worst traffic bottleneck in the province and bring travel time reliability to one of our most important transportation corridors, serving national, provincial and regional economies."

The current tunnel is nearing its end of life, and no longer meets modern standards for seismic safety. Many of its major components have about 10 years of useful life remaining before they need to be replaced, including the lighting, ventilation and pumping systems.

The bridge, which will be paid for through user tolls, will offer important safety benefits that include: a design that meets modern seismic standards; additional lanes that make merging safer for all vehicles and will reduce an estimated 35% of collisions; and wider lanes and shoulders that will improve safety and emergency response times.

The bridge will be approximately three kilometres long, with four general travel lanes and one transit/HOV lane in each direction. Once constructed, it will cut some commute times in half and also improve travel time reliability for the 10,000 transit passengers and 80,000 vehicles that use the tunnel each day.

"A new 10-lane bridge will reduce the congestion that commuters currently face each day, and offer long-term options for transportation improvements in the region, like the addition of future rapid transit," said Delta Mayor Lois E. Jackson. "The environmental benefits are also important to Delta residents, who will enjoy improved access to riverside parkland and regional cycling and walking trails."

The George Massey Tunnel Improvement Project will have a significant benefit for the environment. It will remove more than one million hours of idling vehicles a year and make transit and HOV travel more convenient and attractive. This includes dedicated transit ramps at Bridgeport Road with direct transit access to and from Canada Line at Bridgeport Station. The project has also been designed to include space to accommodate future rapid transit. For the first time in recent memory at this location, pedestrians and cyclists will be able to cross the river, as the new bridge will include a multi-use pathway.

"Expanded capacity at the George Massey corridor will benefit the business community and residents by making it easier and safer for customers, employees and goods to move in and out of Richmond," said Richmond Chamber of Commerce chair Rob Akimow. "Our members have voiced support for a new South Fraser crossing and we look forward to reviewing the project in more detail and proactively collaborating with key stakeholders."

Other project components include new interchanges at Highway 17A, Steveston Highway and Westminster Highway and widening approximately 24 kilometres of Highway 99 to include one dedicated transit/HOV lane in each direction from Highway 91 in Delta to Bridgeport Road in Richmond, tying into existing infrastructure.

It is estimated that about 9,000 direct jobs will be created over the life of the project, supporting the goals of the BC Jobs Plan, which builds on the strengths of our key sectors and our educated and skilled workforce, keeping our province diverse, strong and growing.

The third phase of public consultation on the project began today, and is underway through Jan. 28, 2016. More details on how to participate are available at www.masseytunnel.ca. Following completion of Phase 3 consultation, the ministry will finalize the project scope and cost estimate, and submit the project application for environmental review.

Final decisions made by government will take into consideration the feedback received, along with remaining technical studies and the environmental review. Construction will begin in 2017.

Learn More:

For details on the project, including the Project Definition Report, Business Case, and to provide your feedback, visit: www.masseytunnel.ca.

A rendering of a bridge on the Highway 99 corridor and other info-graphics are available at: http://bit.ly/1Yizeye

An animated video flyover is available at: http://bit.ly/1Qr5n7q

Two backgrounders follow.

Media Contact:

Media Relations
Government Communications and Public Engagement Ministry of Transportation and Infrastructure
250 356-8241

BACKGROUNDER
Public input requested on Massey replacement report

The public is encouraged to provide input to help government develop the final plan for this project. Public feedback on the Project Definition Report will be received through Jan. 28, 2016, with a consultation summary report to follow in February.

There are a number of ways for British Columbians to provide feedback:

* Complete the online feedback form available at: www.masseytunnel.ca

* Visit the Project Office at 2030 - 11662 Steveston Highway (Ironwood Plaza) in Richmond, B.C., open Monday to Friday from 8:30 a.m. to 4:30 p.m., or by appointment.

* Email: masseytunnel@gov.bc.ca (mailto:masseytunnel@gov.bc.ca) or phone 1.8.555.MASSEY (1 855 562-7739).

* Sign up at www.masseytunnel.ca to receive project updates by email and notification of future engagement opportunities.

There will also be public open houses scheduled for January 2016. Additional information will be available when dates and locations are confirmed.

Media Contact:

Media Relations
Government Communications and Public Engagement Ministry of Transportation and Infrastructure
250 356-8241

BACKGROUNDER
George Massey Tunnel Replacement Project timeline

1959: The George Massey Tunnel (known as the Deas Island Tunnel until 1967) opened to traffic. The 629-metre long tunnel was the first project in North America to use immersed tube technology. The tunnel's six concrete segments, each 344 feet long and 18,500 tons, were constructed on a dry dock, towed to the site, sunk, connected and sealed into place. It was built to the seismic standards of the day, and no soil strengthening was undertaken prior to placement.

1982: A counter-flow lane system for southbound traffic was added to the highway to help manage congestion at the tunnel. A northbound counterflow was added in 1990.

1995: The Province reviewed long-term alternatives to replace the George Massey Tunnel.

1999: The Province began to develop a seismic retrofit strategy for the George Massey Tunnel.

2001: A detailed design for the seismic upgrade work was completed.

2004: Phase 1 of the seismic upgrade began, which was the structural reinforcement of the tunnel. The two-year project cost $22.5-million.

2008: A seismic early warning system was installed at the tunnel. This work was done in lieu of proceeding with Phase 2 of the proposed seismic upgrade (geotechnical strengthening), which would have carried both a significant cost and a high risk of damage to the tunnel.

September 2012: Premier Christy Clark announced the Government of B.C.'s intention to seek a replacement for the George Massey Tunnel.

November 2012: The Province began a multi-phase consultation process on the George Massey Tunnel Replacement Project. The goal of the first phase of consultations was to understand the need, which would help determine the most appropriate solution to meet the growing needs of families, commuters, businesses and others that rely on this crossing. More than 1,100 people participated.

November 2012: Ministry of Transportation and Infrastructure began research and analysis of potential crossing scenarios, summarized in a March 2014 report.

March 2013: Phase 2 of consultations began. Phase 2 was about exploring the options. It built on community and stakeholder feedback from Phase 1, and sought input on potential tunnel replacement scenarios, and the criteria to evaluate those scenarios. Almost 1,400 people participated online, at open houses and in small group meetings.

September 2013: Premier Christy Clark announced that the Government of B.C. will move ahead on the project to replace the George Massey Tunnel, with construction of a new bridge on the existing Highway 99 corridor to begin in 2017. The first step of the project was the preparation of a more detailed project scope and business case.

September 2013 - November 2015: Traffic studies, technical and financial analysis, geotechnical investigations, and stakeholder and First Nations consultation to support development of the Project Definition Report. These studies are available on the project website at: www.masseytunnel.ca

January 2014: Improvements were completed to the Massey Tunnel/Steveston Highway northbound off-ramp. This was an interim solution to improve safety and reduce Highway 99 congestion for motorists at this location until the replacement for the Massey Tunnel is completed.

January 2014: George Massey Tunnel Replacement Project Office opened at 2030 - 11662 Steveston Highway (Ironwood Plaza) in Richmond. The office is open to the public on weekdays between 8:30 a.m. and 4:30 p.m.

December 2015: Project Definition Report and Business Case released for public comment. Input will be received through Jan. 28, 2016.

Media Contact:

Media Relations
Government Communications and Public Engagement Ministry of Transportation and Infrastructure
250 356-8241

Connect with the Province of B.C. at: www.gov.bc.ca/connect

Knopf, Stacey TRAN:EX

From: Chambers, Craig GCPE:EX
Sent: Tuesday, December 15, 2015 12:33 PM
To: Knopf, Stacey TRAN:EX
Cc: Staples, Liz TRAN:EX; Freer, Geoff TRAN:EX
Subject: UPDATED: speaking notes, itinerary and news release
Attachments: 6 - GMT 2015-12-15_PDR SN-MLA Hamilton DRAFT 1136 hrs.docx; 7 - GMT 2015-12-15 _PDR SN-Emcee Minister Stone DRAFT 1130 hrs.docx; ItineraryTechBriefing_TRAN_Richmond.doc; 4 - GMT 2015-12-15_NR_BG_PDR DRAFT 1015 hrs.docx

Both 3rd party quotes now approved in the release. Speaking notes updated to reflect new roles.

Craig Chambers
Government Communications and Public Engagement (GCPE)
Ministry of Transportation and Infrastructure
5C - 940 Blanshard St.
Victoria, B.C. V8W 9T5
Office Phone: 250 387-5798 / Mobile: 250 213-3953
craig.chambers@gov.bc.ca

Knopf, Stacey TRAN:EX

From: Freer, Geoff TRAN:EX
Sent: Friday, December 4, 2015 11:32 AM
To: Chambers, Craig GCPE:EX
Cc: Staples, Liz TRAN:EX; Knopf, Stacey TRAN:EX; Jabs, Ryan GCPE:EX; Livolsi, Patrick C TRAN:EX
Subject: RE: Suggested quotes for review

Looks fine to me

From: Chambers, Craig GCPE:EX
Sent: Friday, December 4, 2015 11:12 AM
To: Freer, Geoff TRAN:EX
Cc: Staples, Liz TRAN:EX; Knopf, Stacey TRAN:EX; Jabs, Ryan GCPE:EX
Subject: Suggested quotes for review

For review, please. Let me know if these work for you.

DRAFT: "A new 10-lane bridge will reduce the congestion that commuters currently face each day, and offer long-term options for transportation improvements in the region, like the addition of future rapid transit," said Delta Mayor Lois Jackson. "The environmental benefits are also important to Delta residents, who will enjoy improved access to riverside parkland and regional cycling and walking trails."

DRAFT: "The new bridge will benefit the Richmond business community by making it easier and safer to get to Richmond to work and shop, and improve the movement of commercial goods throughout the region," said Richmond Chamber of Commerce Chair Rob Akimow. "Richmond is also an important transportation hub, and the new bridge and improvements to Highway 99 will strengthen connections for commuters to the Canada Line and YVR."

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craig.chambers@gov.bc.ca

Knopf, Stacey TRAN:EX

From: Knopf, Stacey TRAN:EX
Sent: Thursday, December 3, 2015 4:08 PM
To: Chambers, Craig GCPE:EX
Cc: Freer, Geoff TRAN:EX; Merle d'Aubigne, Timothee TRAN:EX; Staples, Liz TRAN:EX
Subject: RE: Event details - a few more questions

Hi Craig,

I just got off the phone with Michelle and she will be providing 15 chairs in addition to the office chairs that we have, which will be used as backup.

Thanks,

Stace

From: Chambers, Craig GCPE:EX
Sent: Thursday, December 3, 2015 4:07 PM
To: Knopf, Stacey TRAN:EX
Cc: Freer, Geoff TRAN:EX; Merle d'Aubigne, Timothee TRAN:EX; Staples, Liz TRAN:EX
Subject: RE: Event details - a few more questions

Geoff just told me he'd make sure there's enough chairs and I relayed that to Michelle. I'm going to step out on this question and ask that you guys speak directly to her to confirm who is bringing chairs.

From: Knopf, Stacey TRAN:EX
Sent: Thursday, December 3, 2015 4:05 PM
To: Chambers, Craig GCPE:EX
Cc: Freer, Geoff TRAN:EX; Merle d'Aubigne, Timothee TRAN:EX; Staples, Liz TRAN:EX
Subject: RE: Event details - a few more questions

Hi Craig,

In answer to your questions:

1. How many chairs does the office have? We'll need to bring in enough to have seats for all reporters?
    - We only have office chairs with wheels, but Michelle May has confirmed that she will be renting 15 chairs and have our office chairs as backup.

2. Can you confirm that your IT/project staff are setting it up the PowerPoint and running it on all your own equipment?
    - Yes, we have confirmed that our IT person will be on-site to assist with setup along with Lori Alexander.

3. What's the name of the IT person/photographer?
    - William Ng is his name and I have left him a voicemail to confirm that he will also be taking pictures at the event.

Thanks,

Stace

From: Chambers, Craig GCPE:EX
Sent: Thursday, December 3, 2015 3:48 PM
To: Freer, Geoff TRAN:EX
Cc: Knopf, Stacey TRAN:EX; Staples, Liz TRAN:EX; Merle d'Aubigne, Timothee TRAN:EX
Subject: Event details - a few more questions

1. How many chairs does the office have? We'll need to bring in enough to have seats for all reporters.
2. Can you confirm that your IT/project staff are setting it up the PowerPoint and running it on all your own equipment?
3. What's the name of the IT person/photographer?

Geoff – I put your name down as co-leading the pre-brief with the minister with the events person, Michelle May.

Craig Chambers
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craig.chambers@gov.bc.ca

Knopf, Stacey TRAN:EX

From: Chambers, Craig GCPE:EX
Sent: Thursday, December 3, 2015 1:01 PM
To: Freer, Geoff TRAN:EX
Cc: Knopf, Stacey TRAN:EX; Staples, Liz TRAN:EX; Merle d'Aubigne, Timothee TRAN:EX
Subject: Stakeholder quotes for release

Geoff – can you touch base today with the Delta Mayor and Richmond Chamber CEO and ask if they would be willing to provide quotes in support for our news release? If "yes," grab their contact info and let them know that I'll be in touch to sort it all out.

Thanks!

Craig

Craig Chambers
Government Communications and Public Engagement (GCPE)
Ministry of Transportation and Infrastructure
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Office Phone: 250 387-5798 / Mobile: 250 213-3953
craig.chambers@gov.bc.ca

Event Proposal
MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE

Event Title: George Massey Tunnel Project Definition Report Announcement and Technical Briefing

Date: Wednesday, Dec. 16, 2015 **Time:** 9 a.m.	**Media Market:** Metro Vancouver
Location: George Massey Tunnel project office 2030 - 11662 Steveston Highway (Ironwood Plaza) in Richmond, B.C.	**English Media Spokesperson:** Minister Todd Stone
	Multicultural Media Spokesperson: Minister Todd Stone
Author/Ministry: Craig Chambers – TRAN GCPE	

THE EVENT

PROACTIVE EVENT OR INVITATION
- GCPE leads this proactive event

EVENT
- The ministry will announce the release of the George Massey Tunnel Replacement Project Definition Report and the project's 3rd phase of consultation, and follow up with a technical briefing for media.
    - Delta North MLA Scott Hamilton will emcee.
    - Minister Stone will begin with statement (approximately 5 minutes).
    - Delta Mayor Lois Jackson will speak (approximately 2 minutes).
    - MLA Scott Hamilton then introduces ministry and project staff for the technical briefing (allow 30 minutes).
    - Minister, MLA, Delta Mayor take seats in front row of audience during briefing.
    - Upon briefing completion, Minister Stone is back to the podium for Q&A.
    - Q&A to follow (allow 20 minutes). We'll need a moderator with wireless mic to help with Q&A.
    - Allow for questions from media on the phone.

GOVERNMENT OF BRITISH COLUMBIA FUNDING / PARTNER FUNDING (IF APPLICABLE):
- Government of BC funding – estimated at $3.5 billion

WHO'S ORGANIZING?
- GCPE with GMT Project Team support

STRATEGIC CONSIDERATIONS
- Media advisory sent out at 2 p.m. Tuesday, Dec. 15, inviting media to minister availability and technical briefing with GMT project staff the following morning, Dec. 16 at 9 a.m.
- Post media technical briefing power point, PDR, business case, supporting documentation to the project website a few minutes before technical briefing begins.
- News release issued at time of briefing (approx. 9:15 a.m.).
- This will provide background to reporters on the business case for the project, and how the final decision was reached. Recently, stories have been in the media about information requests turning up little or no information on the project.
- **Teleconference:** will need to include a teleconference so out-of-town media, particularly members of the Legislature's Press Gallery, can participate.
- **Power Point:** PowerPoint deck to be posted to project website in advance so out-of-town media can follow along. Will need to check with the project team to ensure a laptop and screen.

VENUE DESCRIPTION
- Project office.
- Podium with mic, plus a table with three seats and three mics. Podium off slightly to the side.
- Large flat screen on site to be used for PowerPoint.
- We anticipate approximately 15 media and as many as six TV cameras.
- Venue lobby to feature posters of project.

EVENT PARTICIPANTS (SPEAKERS)

- Todd Stone – Minister of Transportation and Infrastructure
- Delta North MLA Scott Hamilton – emcee
- Delta Mayor Lois Jackson
- Patrick Livolsi – ADM, Infrastructure and Major Projects, MOTI
- Geoff Freer - George Massey Tunnel Replacement Project executive director
- Project engineer

KEY VALIDATORS & STAKEHOLDERS
- Delta Mayor Lois Jackson
- Richmond and Delta Chambers of Commerce
- Richmond East MLA Linda Reid
- Delta North MLA Scott Hamilton

TARGET AUDIENCE
- Public

VISUAL MESSAGE(S)

DESIRED PICTURE (STILL)
- Minister in scrum with poster boards of project in background.

DESIRED PICTURE (VIDEO)
- video of traffic back-ups at tunnel, Minister in project office with rendering of proposed bridge in background.

ACTUAL SPEAKING BACKDROP
- Minister to make his statement from a podium and then join staff at the table for a technical briefing.
- Ministry staff will be seated behind a table – they will use a PowerPoint.

WRITTEN MESSAGE(S)

DESIRED SOUNDBITE / KEY NEWS RELEASE SOUNDBITE
- With extensive public, stakeholder and technical input, our project team has developed a solid plan to replace the George Massey Tunnel, which will reduce congestion and save rush-hour commuters up to 30 minutes a day.
- This will be the largest bridge ever built in B.C., and when completed, it will address the worst traffic bottleneck in the province and bring travel time reliability to one of our most important corridors for our national, provincial and regional economies.

KEY MESSAGES:
- The Government of B.C. is moving forward on replacing the George Massey Tunnel with a new bridge and improving the Highway 99 corridor to improve the safe and efficient movement of goods and people.
- The George Massey Tunnel will be replaced with a proposed 10-lane bridge on the existing Highway 99 alignment. Other recommendations include new interchanges at Steveston Highway, Westminster Highway and Highway 17A.
- The new bridge will improve travel times for transit, commuters and commercial users, and open the corridor up to future rapid transit options.
- The average commuter will see their travel time cut in half, saving them 30 minutes a day, and those using transit will have more reliable service.
- This supports a greener environment by reducing vehicle idling, promoting cycling and walking, and improving transit options.
- The Project Definition Report was developed with extensive consultation and technical analysis over the past two years, and is now available for feedback.

MEDIA PLAN:

Talk Radio and TV:

Date	Media Outlet	Contact info
Day of announcement	Global BC Noon News – live hit during noon hour at weigh scale off of Highway 99 beside George Massey Tunnel	
Day of announcement	CKNW - The Lynda Steele Show – 5-10 min. between 4:30 – 6 pm (show airs 2-6)	
Day of announcement	CBC - On the Coast – 5-10 min. between 4:30 – 6 pm (show airs 3-6)	
Day following announcement	CBC Early Edition – 5 – 8:30 a.m. 5-10 min. during drive time	
Day following announcement	CKNW – Jon McComb Show – 5:30 – 10 a.m.5-	

Date	Media Outlet	Contact info
	10 min. during drive time	
Day following announcement	RED-FM – Harjinder Thind – 8 – 11 a.m. 5-10 min. during drive time	

Reporters:

s.13

Ministry of Transportation and Infrastructure
George Massey Tunnel Replacement Project

Remarks and Technical Briefing

Transportation Project Office
2030 - 11662 Steveston Highway (Ironwood Plaza)
Richmond, B.C.

Date: Wednesday, December 16, 2015 **Time: 9:00 a.m.**

Time	Event Itinerary
6:45 a.m.	Michelle May arrives onsite with SW AV for event setup
8:30 a.m.	Media relations: Karen van Marum and Parm Bains Photographer: Kyle Surovy
8:45 a.m. Pre-brief	Pre-brief led by Michelle May and Geoff Freer Location: Transportation Project Office boardroom • Transportation and Infrastructure Minister Todd Stone **EMCEE** • Delta North MLA Scott Hamilton • Mayor Lois E. Jackson, Corporation of Delta Technical panel: • Patrick Livolsi, Assistant Deputy Minister • Geoff Freer, Project Executive Director • Dr. Joost Meyboom, Director of Engineering
8:59 a.m.	Stage guests enter event area. Technical panel takes seats at table and Minister Stone and Mayor Jackson stand beside podium
9:00 a.m.	**MC Stone** goes to podium, welcomes everyone, introduces stage guests and panel members and invites MLA Hamilton to the podium
9:02 a.m.	**MLA Hamilton** gives remarks
9:04 a.m.	**MC Stone** thanks MLA Hamilton and makes his remarks Then invites Mayor Jackson to the podium
9:09 a.m.	**Mayor Jackson** gives remarks
9:11 a.m.	**MC Stone** thanks Mayor Jackson, and invites Patrick Livolsi to begin technical briefing *Minister Stone, Mayor Jackson and MLA Hamilton take seats for duration of technical briefing*
9:35 a.m.	**Minister Stone** goes to the podium, thanks technical panel, and invites announces media availability
9:36 a.m.	Media availability (moderated by Karen van Marum) Media on the line will be able to participate in the media availability. Karen will alternate taking questions from media in the room and media on the phone.
9:55 a.m.	**Minister Stone** thanks media and invites MLA Hamilton and Mayor Jackson for a group photo
9:56 a.m.	Event concludes. Minister departs.

**There will be a dial-in for media for this event*

EVENT LEAD – MICHELLE MAY
CELL: 250-361-5871

Questions and Answers
George Massey Tunnel Replacement Project
DRAFT December 16, 2015

1. Why are you doing this?

- This project is in response to growing concerns about the impacts of increasing congestion as Richmond and communities south of the Fraser River continue to grow.
- This is B.C.'s biggest traffic bottleneck, with wait times already unacceptable and projected to get worse as the region grows.
- It's estimated that tunnel-related congestion causes more than 1 million hours of vehicle idling time each year.
- It's also in response to the knowledge that the George Massey Tunnel has about 10 years left before the major components like the lighting, ventilation and pumping systems need to be replaced, and the fact that the tunnel does not meet current seismic standards.
- The new bridge will serve as a lifeline structure in the event of a significant seismic event and will serve current and forecast demand for travel for many decades to come.
- The new bridge and related Highway 99 improvements will help improve transit reliability and will have a pedestrian and cycling pathway to help increase use of non-car transportation alternatives.
- We're doing this because doing nothing is not an option – we've heard this loud and clear from British Columbians over two rounds of consultation and throughout the last two years of developing the Project Definition Report and business case.
- Highway 99 is a corridor of national significance, and our commitment to its replacement will help maintain a healthy provincial and national economy.

2. How much will the project cost?

- The business case is based on an estimated project cost of $3.5 billion.
- This is a full cost estimate to complete the project, including design, construction, tunnel decommissioning and interest during construction.
- An independent cost estimate, completed by an international estimating specialist, has confirmed the estimated project costs.

3. How many jobs will the project create?

- We estimate about 9,000 direct jobs during project construction.
- Most of these will be well-paying, high-skill construction jobs.
- The project will also help create thousands of indirect jobs (estimated at 8,000) for businesses that support and supply the construction activities.

Tolling Questions:

4. How will the project be paid for?

- The Province intends to fund the project through user tolls.
- The Province is also seeking a contribution from the federal government.
- Following completion of this phase of consultation, the ministry will finalize the project scope, cost estimate and funding sources.

5. How much will the toll be?

- With seven years before completion, we have some time to ensure the toll will be as affordable as possible for motorists.
- At this point, we expect the toll on opening will be comparable to the toll rates on the Port Mann Bridge.
- As with the Port Mann Bridge, motorists will see real time savings.

- There is still a fair bit of work to do to finalize the project scope following this round of consultation. This could lead to an adjustment for the final cost estimate.

6. With some bridges tolled and others not, isn't it time to review the Province's policy on tolling?

- Construction on this project is anticipated to begin in 2017 – followed by a five-year construction period.
- Everyone is aware of the vibrant debate about Metro Vancouver's transportation future, including suggestions from the public that all bridges in the region should be tolled.
- This and other ideas are certainly things all governments are listening to.

7. The North Shore bridges aren't tolled, and yet the replacements for the tunnel and the Pattullo Bridge will be. How is this fair for those living south of the Fraser River?

- Those living south of the Fraser River are benefitting from new infrastructure that's providing significant travel time savings – about an hour a day on the Port Mann, and an estimated 30 minutes a day on the tunnel replacement.

8. Your tolling policy requires you to engage in public consultation before introducing a new toll. When will that happen?

- That is happening right now and will continue through January.
- We encourage the public to provide feedback about the decision to toll, as well as on the rest of the Project Definition Report (PDR), as part of the phase of consultation we've announced today.
- People can drop by our project office in Richmond, attend one of the public sessions in January 2016, or provide comments online at www.masseytunnel.ca

9. There are doubts that tolls on the Port Mann will retire its debt in time. How will you pay off another $3.5 billion project through tolls alone?

- Port Mann is on track to retire its debt on schedule. Its financial outlook continues to improve, with traffic up four per cent from last year.
- Long-term interest rates are at historical lows, much lower than when the Port Mann Bridge was financed.
- Based on the analysis to support the business case, we are confident the project costs can be fully recovered with tolls, even with lower traffic volumes.
- We've considered the experience with the new Port Mann Bridge and have factored that in to our traffic forecasts and the project business case, which confirms that costs for the project can be fully recovered with user tolls.

10. How long will it take to pay for the bridge through tolls?

- It depends on the final cost, availability of federal funding or other sources, prevailing interest rates, the toll rate and actual traffic volumes.
- The lower the toll rate and the higher the cost, the longer it takes to pay for.
- For example, our forecasting indicates that the Port Mann Bridge, which is funded strictly through user tolls, is on schedule to repay within 40 years.
- If the new bridge to replace the George Massey Tunnel is funded 100% through user tolls, it would take a bit longer than that because it is expected to have a similar cost, lower traffic volumes in the initial years, but also lower long-term interest rates.
- Once capital costs are finalized and all funding sources are secured for the new bridge, we expect to be able to achieve a similar timeframe for repayment of this project.
- Long repayment periods give flexibility for toll rates to be set at a level that attracts traffic, but still allow the bridge to pay for itself well within the useful life of the asset, without using general tax revenues.

11. Isn't a toll just a cash cow for government?

- The toll is not intended to generate additional revenue for government, but rather to provide needed transportation investment without adding to the general tax burden.
- Tolls are commonly used throughout the world to pay for transportation improvements.
- In B.C., tolls are designed to pay for specific project costs and ensure that the people who pay the toll are the ones who directly benefit from the new infrastructure in terms of time savings and enhanced travel time reliability.
- This ensures that needed transportation improvements can be constructed without taking away from funding for other important things like health care and education, which are primarily funded through general revenues.
- Also, tolls allow this project to break ground now rather than years into the future when improvements will be even more overdue.
- In B.C., tolls are not used for non-transportation purposes and the Province spends more on transportation each year than it collects from user fees like tolls and gas taxes.

12. Is there any scenario where there isn't a toll on this bridge?

- This will be the most expensive bridge constructed in the Province to date.
- It's very difficult to see it happening without it being funded, at least in part, by those who will benefit from the significant travel time savings.

13. Will tolling be done by TReO and TI Corp?

- Yes.
- This makes sense given that TI Corp has proven experience in efficient toll operation and administration, as well as a strong record of customer service.

Federal Funding:

14. How much funding is the Province seeking from the federal government?

- We are working with the federal government to determine potential funding partnerships.

15. Why haven't you lined up federal funding yet?

- We were working in partnership with the federal government prior to the election campaign.
- Now that it's over, we are continuing those conversations.

16. Has the Province submitted a federal funding request? If so, for how much? If not, why not?

- We are working with the federal government to determine potential funding partnerships.
- We look forward to learning more about the new government's programs and process and continuing to explore options for this project.

17. What happens if the federal government doesn't contribute?

- We are hopeful of securing federal funding.
- If that doesn't happen, there are a number of other options, such as a longer repayment period to keep the toll rate similar to that of other bridges, or seeking funding from other sources, such as a private partner.
- We have a very good relationship with the federal government and look forward to continuing to explore funding options for this project.

18. According to the Mayors' Council and Minister Fassbender, any new funding source would have to go to referendum. Isn't this a new funding source?

- A regional referendum on the Mayors' Council's vision is completely separate. That's about public consent for a new tax that everyone in Metro Vancouver would have to pay.

- Municipalities have existing sources of funding they can access, like property taxes.
- We have been clear that we are committed to fund our 1/3 of the Pattullo Bridge replacement and rapid transit expansion projects.
- The replacement for the George Massey Tunnel is a provincial asset, connecting a provincial highway, making it our responsibility.
- Right now it's a massive bottleneck for commuters, goods movers, tourists and others. It needs to be replaced and needs to be paid for.
- As we discovered in consultations for this project and in the past for the Port Mann Bridge, it's reasonable to expect that those who benefit from the new bridge (through major time savings) will help finance it through tolls.

Traffic Pattern Changes

19. How will the toll affect traffic on the Alex Fraser Bridge?

- Our analysis suggests that if the new bridge is tolled, some people will divert to the Alex Fraser Bridge to avoid paying the toll, particularly on evenings and weekends.
- This would reduce the expected traffic volumes on the new bridge and increase traffic volumes on Highway 91.
- On the other hand, because the Alex Fraser Bridge is already congested during rush hour, our analysis suggests that some people who use the Alex Fraser today would shift to using the new bridge to take advantage of the improved travel time savings and the better reliability that it will offer.
- This is consistent with what we're seeing at the Port Mann Bridge today.

20. Won't more people use the Alex Fraser Bridge if the tunnel replacement is tolled?

- Some people may choose to take the Alex Fraser Bridge, and we are planning for an overall drop in traffic, similar to what we saw when tolls were introduced on the Port Mann Bridge.

- On the other hand, our detailed analysis shows that some people who currently use the congested Alex Fraser Bridge during rush hour may also switch to the new bridge to take advantage of the significant time savings and convenience.
- That's the experience from other tolled crossings, and it's what happened on the Port Mann Bridge as well.
- On the new Port Mann crossing overall traffic volumes dropped with the introduction of tolls, but rush-hour traffic volumes increased by more than 15%.
- It took two years for traffic to stabilize and for drivers to return to Port Mann, and now traffic volumes are growing steadily.
- Outside of rush hour, we expect some people would divert to the Alex Fraser Bridge to avoid paying the toll, while others will use it at all times of the day because of the convenience.
- This could result in a reduction in total volumes on the new bridge on evenings and weekends.

21. Won't the bridge just move the bottleneck to Oak Street?

- We recognize that concern, given that Oak Street into Vancouver is already congested during rush hours.
- We'll be working with other parties over the long term, including the City of Vancouver, to see what we can do to help address this bottleneck as part of the overall planning process.
- It's important to note that 60% of northbound morning traffic through the George Massey Tunnel stops in Richmond and we expect this pattern to continue in the future.
- The new replacement bridge will make transit much more convenient, bringing riders from south of the Fraser directly and more conveniently into the Canada Line station at Bridgeport.

If pressed on the new bridge resulting in an increase to Oak Street traffic:

- Our traffic analysis forecast that there won't be additional cars crossing the Oak Street Bridge because of the new bridge.

- While Oak Street is likely to remain congested due to signal lights at Oak and 70th Street in Vancouver we're not expecting any more traffic to drive over it each day.
- In fact, since the Canada Line was built, we're seeing a reduction in traffic volumes on the Oak Street Bridge.
- What we may see – and what we saw on the Port Mann bridge – is that because people know that they're no longer going to be stuck in traffic at the George Massey crossing – saving up to 30 minutes a day – they may change their preferred travel time and so queue lengths at Oak Street could be a little longer during the busiest part of rush hours.

22. Tolling at the Port Mann and Golden Ears Bridges resulted in a decline in traffic volumes, well below what was forecast. Will the same thing happen with the new bridge?

- We anticipate some motorists will take an alternate route to bypass the toll, just like what happened when the new Port Mann Bridge opened.
- But the travel time savings at the new bridge will be significant – up to 30 minutes a day – and we expect most will come back within a few years, like what's happening today with the Port Mann Bridge.
- It's important to note that while overall traffic dropped when the new Port Mann Bridge opened, rush hour volumes didn't drop – in fact, they have risen significantly.
- After a period of adjustment, traffic volumes on the Port Mann Bridge have stabilized and have entered a period of growth.
- Drivers are increasingly returning to Port Mann to take advantage of the significant time savings of the new bridge over the alternate routes.
- In 2015 to date, Port Mann traffic is more than four per cent higher than for the same period last year – that's 4,000 more vehicles per day.

Bridge vs Tunnel:

23. Why not just build an eight-lane bridge?

- Considering the new bridge will be built to last up to 100 years as population and employment continue to grow, a 10-lane crossing was determined to have the most benefit.
- Perhaps most importantly, an eight-lane bridge would see rush hour congestion on opening day.
- With the counterflow system, the tunnel already has three lanes in the peak direction during rush hour. The project will replace these and add dedicated transit/HOV lanes, so a minimum of four lanes is needed to maintain the existing situation with significant queues.
- Adding one more lane is required to remove existing queues.
- A 10-lane crossing also provides space for slower-moving trucks and room to more safely accommodate merging for the significant volume of traffic that enters or exits at the interchanges on either side of the bridge.
- This will already be 65 per cent longer than the Port Mann Bridge, and 32 per cent longer than the Alex Fraser. Building it with 10 lanes rather than eight offers a better benefit cost ratio, despite the slightly higher cost.
- This crossing serves important provincial and national interests. We're not going to incur the cost of building a new bridge that has congestion when it opens.

24. Why not build a new tunnel?

- A new tunnel would cost more, impact agriculture, park land and private property, carry more construction risk, and is counter to what British Columbians told us they prefer.
- We presented five options for input during our second phase of consultations, including a second tunnel, and the preference was to build a bridge on the existing alignment.
- From a technical perspective, the analysis we released today and in previous documents show a new tunnel would be more expensive and would have greater impacts to private property, park land and agricultural land than a bridge.

- More specifically, tunnels have significantly more construction and scheduling risk, particularly here – with our geotechnical conditions.
- For example, to build a new tunnel, it would have to meet modern seismic standards similar to a new bridge.
- To do that, we'd have to reinforce the earth along the entire length of the tunnel including in the bottom of the Fraser River.
- This work and the construction of a deep trench in the bottom of the river, required for the tunnel, would have a significant effect on the Fraser River environment and marine traffic.
- It would also be a very expensive process. From what I understand, a replacement tunnel would cost hundreds of millions of dollars more than the bridge if built to the same standards as the replacement bridge.
- Then there's an increased risk during construction of potentially damaging the nearby existing George Massey Tunnel.

25. Wouldn't it be cheaper to build a new tunnel?

- No.
- A tunnel at this location would be significantly more expensive than a bridge.
- From a technical perspective, building a tunnel to the same standards as the replacement bridge would cost hundreds of millions of dollars more than the bridge.
- In addition, tunnels have higher ongoing operation and maintenance costs for lighting, ventilation and fire suppression systems.
- There are also significant environmental, agricultural and private property benefits to building a bridge at this location rather than another tunnel.

26. Aren't you just doing this so the tunnel can be removed and bigger ships can get up and down the Fraser River?

- No.
- The project is intended to improve safety and congestion on Highway 99.
- Congestion affects people who commute every day, as well as local businesses, tourists and goods movers.
- Highway 99 is a vital corridor and traffic flow must be improved at this location.
- The new bridge will be the same height above the water as the Alex Fraser Bridge.
- Removing the tunnel would increase the water draft by less than two metres.
- This would assist marine traffic in dealing with tide-related loading/schedule restrictions, but will not significantly change the size of vessels using the Fraser South Arm channel because of other navigational constraints.
- It is worth noting that the tunnel is not the shallowest point within the main shipping channel; the Steveston Cut at the mouth of the river is shallower.
- In addition, Metro Vancouver has a large water pipeline across the river just downstream of the tunnel.

Environmental:

27. Wouldn't a tunnel be more environmentally friendly?

- No.
- A new bridge will have less impact on private properties and require less agricultural, residential and commercial land than a new tunnel because it can be built over top of the tunnel instead of beside it.
- The bridge can also be constructed with minimal disturbance in the Fraser River, as the main piers will be at the edge of the river.
- We also anticipate that building a bridge may result in returning some surplus highway right of way to farming.

28. Won't a new bridge be noisier and create more of a visual impact?

- We're completing that analysis as part of the environmental assessment on the project.
- Preliminary findings indicate that the new bridge will help improve noise levels in some areas, and with appropriate noise mitigation in place, will result in no significant noise increase.
- As for visual effects, the new bridge will create a change in some view-scapes that are in close proximity; at a distance of about a kilometre, the bridge will blend in with the existing landscape (as does the Alex Fraser Bridge).
- The new bridge will also create new viewpoints.

29. Won't the bridge piers negatively affect parkland and wetland by the Fraser River?

- We actually see the project as an opportunity to create environmental and community improvements on the Fraser River, and at Deas Island Park and Deas Slough.
- For example, new bio-filtration marshes are planned on either side of the bridge to treat storm-water runoff and create new habitat.
- The project also provides the opportunity to restore Green Slough to its historic alignment, to reconnect portions of Deas Island that are currently separated by the tunnel and Highway 99, and to improve habitat in the Deas Slough and Green Slough areas.
- It will also provide a much better travel experience for the cyclists and pedestrians who will use it.

30. Will the project undergo an environmental assessment?

- Yes.
- The project will undergo a provincial environmental assessment that looks at potential effects of the project on the environment and ways to mitigate these.

- In preparing the submission to the B.C. Environmental Assessment Office, work is underway to collect baseline information and determine the potential scope of the environmental assessment.
- This is happening concurrent with the current phase of public consultation on the project in January 2016.

31. What is the environmental review and permitting timeline?

- Once the application has been submitted there will be an 8-12 month process including an application review and public comment period.
- Permitting can take place after environmental approval and concurrently with project design; the length of time varies based on the permit required.

Transit:

32. Has transit been a consideration in developing this project?

- Yes.
- Transit is very important to commuters along this corridor.
- This is the busiest Fraser River road crossing in terms of transit users; more than 10,000 people take transit on this corridor daily.
- About 17 per cent of all travellers through the tunnel today are using transit.
- Without a new crossing, congestion will continue to build, and transit travel times would suffer.
- The new bridge design includes dedicated transit/HOV lanes to ensure reliable transit service, and will be built to accommodate future rapid transit service.

33. Aside from adding 50 km of dedicated transit lane along the corridor, what other transit enhancements are proposed?

- A dedicated transit ramp from Highway 99 to Bridgeport Road in Richmond will improve access, safety and reliability for buses destined to Canada Line.

- Integrated transit stops, including pedestrian and cyclist access, will be built into the Steveston Highway and Highway 17A interchanges.
- The project also includes improvements to bus shelters, lighting and pedestrian walkways at pick-up and drop-off locations.
- And, the new bridge will be built to allow for future rapid transit.

34. How will the new transit lanes interface with the existing bus network servicing the corridors?

- Buses will be able to use dedicated transit/HOV lanes in the median or centre of the highway.
- These dedicated lanes will keep buses away from merging and truck traffic to offer greater travel time savings and reliability.

35. How will I catch my buses at 17A and Steveston?

- The new interchanges will include safe and convenient cyclist and pedestrian access to the new transit stops that will be located within the interchange.
- Buses will be able to pull out from the dedicated transit lane into the bus stop to pick up passengers and then merge back into highway traffic without having to exit the highway.
- TransLink will operate at these new transit stops as they become available.

<u>Additional Questions</u>:

36. What do you say to municipal leaders who argue that other regional priorities like the Pattullo Bridge replacement and the UBC Line are more important?

- The Massey Tunnel is B.C.'s biggest traffic bottleneck, with wait times already unacceptable and projected to get worse as the region grows.

- Finding a suitable replacement for the aging tunnel – which includes significant benefits for transit users – has been part of our long-term plan for some time, and is consistent with TransLink's Transportation Vision.
- The government of B.C. has made significant investments for transit in Metro Vancouver including the Canada Line and Evergreen Line rapid transit projects.
- We also remain committed to funding our share of the Pattullo replacement.
- As well, we will be a strong advocate in Ottawa for any federal infrastructure funding that may be available to support other regional priorities.

37. Why does the business case say "Project Definition?" Does this mean it's not finalized?

- This is the final business case that led to the decision up to this point, and it is very comprehensive.
- It is being released with the Project Definition Report and can be found on our website.
- Over the next few months, we will be including feedback from this phase of consultation, as well as feedback from the Environmental assessment consultation
- As a result, it's possible that small aspects of project scope could change, and this could change the cost.
- Additional details will be gathered through the procurement process as we begin getting feedback from prospective contractors.

38. Why do you only have a cost estimate so far?

- This estimate is based on our thorough analysis of all the various components that we'll include in this process.
- Based on the experience we've had with major projects before this one, we expect that our estimate will be fairly close to the final amount. However, until we go through the procurement stage, we won't have a final budget.
- Once procurement is complete, we will release the final budget.

39. What have you redacted from the business case and other documents?

- We've removed a small part of the materials that we've released today to ensure we get the best value for taxpayers when we go to procurement.
- For example: we have not shown the cost of each element in our cost estimate, but have provided the total cost of the project.
- We would not want to show the cost details prior to going out to a competitive process with contractors, in order to get the best value for taxpayers.
- We can make this information available once procurement is complete.

40. What is the government doing to connect the multi-use pathway on the bridge to regional trail infrastructure?

- For cyclists in the region, having the ability to bike across the river at this location for the first time ever will be pretty special.
- We're working with local governments and other stakeholders to make sure we take full advantage of this.
- We'll be looking into how best we can connect the bridge's multi-use pathway to regional infrastructure, so we can encourage cycling and walking for both commuting and recreation.
- In Delta, the bridge will connect to River Road with a dedicated multi-use pathway, with connections eastbound and westbound on River Road and to the Millennium Trail.
- In Richmond, the pathway will connect to Steveston Highway and Rice Mill Road.

41. How much funding in the overall project budget is dedicated to constructing these trail connections?

- Over $40 million is being dedicated to infrastructure improvements for cyclists and pedestrians.

42. During this phase of consultation, what specifically can the public comment on?

- We're specifically asking for feedback on the project scope, including key scope elements like transit and HOV lanes, as well as tolling as a funding source, planned performance measurements, and traffic management during construction.
- As always, we invite and will consider any feedback about the project.

43. What difference would public comment make?

- Government will consider the feedback we receive along with ongoing technical analysis to finalize the project scope and cost estimate.
- We will also consider feedback on tolling as a funding mechanism as we continue working with the federal government and others to finalize project funding sources.
- Feedback will also help us in developing potential project commitments for mitigation measures.
- Finally, we will have to work with the selected contractor to develop a robust construction traffic management plan to ensure that Highway 99 remains open for use, and we anticipate that feedback on this topic will be very instructive in designing this program.

44. Has the ministry received the approval of First Nations for this project?

- First Nations are fully engaged in the consultation program for the project – some for more than two years.
- This has included meetings, field tours, archaeological work, a review of environmental assessment draft documents and other project-related draft documents.
- We anticipate that this consultation will continue, including throughout the environmental review process next year, with a view to helping the Ministry to identify, address and mitigate issues and concerns.

- Most First Nations have expressed interest in the project, and based on discussions to date, we do not anticipate any issues that will negatively affect the project.
- However, this will be confirmed once the environmental review process is formally underway.
- The B.C. Environmental Assessment Office has directed the Ministry to consult with 13 groups.
- These include: Cowichan Tribes, Halalt First Nation, Katzie First Nation, Kwantlen First Nation, Lake Cowichan First Nation, Lyackson First Nation, Musqueam Indian Band, Penelakut Tribe, Hwlitsum, Semiahmoo First Nation, Stz'uminus First Nation, Tsawwassen First Nation and Tsleil-Waututh Nation.

45. How much has been spent so far on the project?

- Approximately $30 million has been spent to date.
- This includes planning work, consultation, geotechnical studies and other technical investigations and analysis dating back to fall 2012.
- Funding for project development is included in the ministry's annual service plan budget.

46. With the delay in the Project Definition Report, is the project still on schedule?

- Yes.
- The project is still on schedule and construction will begin in 2017.
- Work has been ongoing since the project was first announced in 2012, including extensive engineering analysis, two phases of public consultation and stakeholder engagement.

47. How do you respond to critics, including MLA Huntington and others, who say that government has not been forthcoming with information about the Project?

- As I've said before, every major capital project begins with a vision and a statement of intent to move forward.

- That statement on this project was made in 2012 and as stated in the news release at the time, officials have been involved in consultation and technical analysis to define the scope and business requirements for this new bridge.
- Since the project's inception, the Province has been open and transparent, posting information on the project website as it becomes available.
- Over the last three years, we've posted over 730 pages of information related to the project to our website.
- This includes detailed summaries of the previous two phases of public consultation and the evaluation of the five crossing scenarios put forward to the public for consultation.
- Today, we have added significantly to that volume of information, with another 1500+ pages of info posted to the website.
- As this new round of consultation on the project demonstrates, we'll continue to be open throughout the process and ensure that the public and stakeholders receive the most current information on the George Massey Tunnel Replacement Project.

Event: Project Definition Consultation for George Massey Tunnel Replacement Project

When: Wednesday, Dec. 16 - 9 a.m.

Where: George Massey Tunnel Project Office – 2030 – 11662 Steveston Highway, Richmond

Contact: **Michelle May – GCPE Events**

Length: Total event: 60 minutes - Minister's statement: 5 minutes

Key Participants:

- Transportation and Infrastructure Minister Todd Stone
- Delta Mayor Lois Jackson
- Patrick Livolsi, ADM
- Geoff Freer, Project Executive Director
- Dr. Joost Meyboom, Director of Engineering

Audience Size: 20 – 30 people

Audience:

- Media

Key messages: N/A

Strategic links: N/A

Media attending: Yes

NOTES:

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Media attending: Yes

NOTES:

Speaking Notes

for

the Hon. Todd Stone
Minister of Transportation and Infrastructure
MLA for Kamloops-South Thompson

Announcement of final consultation on
George Massey Tunnel Replacement Project

George Massey Tunnel Project Office
2030 - 11662 Steveston Highway (Ironwood Plaza)

Richmond, B.C.

Wednesday, Dec. 16
9 a.m.

Introduction:

- Good morning.
- Thanks for joining us today for the latest on the George Massey Tunnel Replacement Project, as we gather on the traditional territory of the Coast Salish people.
- Welcome to:
    - Media in person and on the phone
    - Delta North MLA Scott Hamilton
    - Delta Mayor Lois Jackson
    - Richmond East MLA Linda Reid
        - MLA John Yap (tbc)
        - MLA Teresa Wat (tbc)
- I'd also like to introduce three members of the George Massey Tunnel Replacement project team with us today.
- Patrick Livolsi is the Assistant Deputy Minister for Infrastructure, Major Projects Division with the Ministry of Transportation and Infrastructure.
- Geoff Freer is the Executive Director for the George Massey Tunnel Replacement Project.
- And with us as well is Dr. Joost (pronounced Yost) Meyboom, Director of Engineering for the Project.
- This morning, we'll hear from MLA Hamilton and Mayor Jackson.
- Their comments will be followed by a technical briefing by members of the George Massey Tunnel Replacement Project team.
- Media joining us by phone can find the presentation for the briefing on the "Document Library" page in the Information Centre of the project website at www.masseytunnel.ca.
- The presentation will be posted as the technical briefing begins in about 15 minutes.
- Following the technical briefing, we'll take Questions and Answers from media in person, as well as from those of you on the phone.
- First, I'd like to ask Delta North MLA Scott Hamilton to give a brief overview of the project.

(MLA Hamilton speaks)

Existing Scenario:

(*Anecdote – Phil Gaglardi and original tunnel announcement)*

- The George Massey Tunnel on Highway 99 is a vitally important link in our regional and provincial transportation system.
- The tunnel carries an average of 80,000 vehicles each day.
- It connects to key gateways such as YVR, Canada-USA border crossings at Peace Arch and Pacific, the BC Ferries Tsawwassen terminal, Deltaport, and Boundary Bay Airport.
- Highway 99 is an important route for the movement of goods that fuel our local, regional, provincial and national economies.
- It also is a key access point for residents and businesses in Delta, Richmond, Surrey, and the Tsawwassen First Nation.

(pause)

- However - without question - the George Massey Tunnel is now B.C.'s biggest traffic bottleneck, with thousands of vehicles idling every rush hour as commuters and commercial vehicle drivers wait their turn to get through.
- It causes more than 1 million hours of vehicle idling time each year.
- The wait times are already unacceptable. And they are projected to get worse, as Richmond, Delta, Surrey and other communities south of the Fraser River continue to grow.
- As well, the George Massey Tunnel, built in the late 1950s, has about 10 years left before the major components like the lighting, ventilation and pumping systems need to be replaced.
- And the tunnel does not meet current seismic standards.

Announcement

- In 2012, Premier Clark committed to British Columbians that our government would move forward on a project to replace the George

Massey Tunnel, and get goods and people moving again on Highway 99.

- Today, it's my privilege to present to British Columbians details on the scope of the George Massey Tunnel Replacement Project, and the business case and other analysis that supports it.
- Today, we are also launching our 3rd phase of public consultation on the project, with details online at www.masseytunnel.ca.

Scope:

- We intend to replace the George Massey Tunnel with a new 10-lane bridge over the Fraser River.
- The new bridge will feature four lanes in each direction for regular traffic, plus one dedicated lane each way for transit and HOV.
- Today, with the counter-flow in place, there are three lanes in one direction. By building 5 lanes in each direction, we add a lane dedicated to transit and HOV, plus an additional lane for slower moving and merging traffic that will also accommodate future growth.
- As MLA Hamilton mentioned earlier, this will be the largest and longest cable-stayed bridge ever built in B.C. – at about three km long.
- It will be 65 per cent longer than the Port Mann Bridge, and 32 per cent longer than the Alex Fraser.
- This will reduce congestion at the tunnel and improve travel times.
- Analysis shows commuters will save up to 30 minutes a day.
- At about 80,000 vehicles a day, that's a significant reduction in greenhouse gas emissions from idling vehicles.
- We are also proposing to replace interchanges at Highway 17A south of the tunnel, and at Steveston Highway and Westminster Highway north of the tunnel.
- This will provide better access to and across Highway 99, with improved on- and off-ramps and additional lanes.
- The new bridge will be built at the same location as the tunnel.
- And traffic will continue through the tunnel while the new bridge is under construction.

Safety Benefits:

- After technical analysis and two rounds of public consultations, it was clear that a new bridge to replace the tunnel was the most appropriate and supported solution.
- We estimate that with the new bridge, collisions in the area will be reduced by about 35 per cent.
- This will be a result of the wider lanes and shoulders, and additional lanes to make merging easier.
- The new bridge will be built to modern-day seismic standards – a consideration that was not available when the tunnel was built 60 years ago.
- Compared to a replacement tunnel, a new bridge will have improved safety and reliability for all traffic – including pedestrians and cyclists – with better sight lines and a better travel experience.

Greener Transportation and Environmental Benefits:

- It's estimated that Transport accounts for about 37 per cent of B.C.'s greenhouse gas emissions.
- The George Massey Tunnel Replacement Project will benefit the environment and help reduce those emissions by getting vehicles moving again, and by making alternative transportation choices more reliable and accessible.
- Tunnel-related congestion causes more than 1 million hours of vehicle idling each year. The new bridge will mean these cars will idle no more.
- In addition, the new bridge will also include improvements to transit and HOV infrastructure.
- We'll widen the highway to provide 50 kilometres of continuous, dedicated transit/HOV lane between Highway 91 in Delta and Bridgeport Road in Richmond.

- This corridor already has some of the highest transit use for Fraser river crossings in the Lower Mainland, 10,000 people per day. The addition of a dedicated transit lane will further improve transit times and reliability to attract even more riders to the system.
- The project will include dedicated transit ramps at Bridgeport Road with direct transit access to and from the Canada Line at Bridgeport Station – making riding transit more convenient and attractive.
- The bridge will be built for future rapid transit.
- And for the first time, walking and cycling will be a truly viable option at this location, as the new bridge will include a multi-use pathway with great connections to Steveston Highway and to River Road.
- In fact, as part of this project, over $40 million is being dedicated to infrastructure improvements for cyclists and pedestrians.
- We will work with local governments and other stakeholders to connect to regional cycling infrastructure, so people can take full advantage of the multi-use pathway across the new bridge.
- We'll be upgrading the Ladner Millennium Trail, for example, which will run underneath the new bridge.
- A new bridge will have less impact on private properties and require less agricultural, residential and commercial land than a new tunnel because it can be built over top of the existing tunnel instead of beside it.
- The bridge can also be constructed with minimal disturbance in the Fraser River, as the main piers will be on land.
- We also anticipate that building a bridge may result in returning some surplus highway right of way to farming.
- We actually see the project as an opportunity to create environmental and community improvements at Deas Island Park and Deas Slough.
- For example, new bio-filtration marshes are planned on either side of the bridge to treat storm-water runoff and create new habitat.
- The project also provides the opportunity to restore Green Slough to its historic alignment, to reconnect portions of Deas Island Regional Park that are currently separated by the tunnel and Highway 99, and to improve habitat in the Deas Slough and Green Slough areas.

Cost:

- We estimate the George Massey Tunnel Replacement Project to cost $3.5 billion dollars.
- This is a full cost estimate.
- This includes design, construction, tunnel decommissioning and interest during construction.
- An International Estimating Specialist has completed an independent cost estimate, and has confirmed the estimated project costs.
- We estimate about 9,000 direct jobs during project construction.
- Most of these will be well-paying, high-skill construction jobs.
- The project will also help create thousands of indirect jobs (estimated at 8,000) for businesses that support and supply the construction activities.
- Construction will begin in 2017.

Toll and effect on traffic:

- The George Massey Tunnel replacement is the largest bridge ever built in B.C., and it will bring significant benefits to those who use it: improved safety, real time savings, reduced greenhouse gases from idling and more transit opportunities.
- These benefits come at a cost, and after a detailed analysis, the Province intends to fund the George Massey Tunnel Replacement Project through user tolls.
- At this point, we expect the toll on opening will be comparable to the toll rates on the Port Mann Bridge.
- As with the Port Mann Bridge, motorists will have the opportunity to choose real and significant time savings, which will make paying the toll worthwhile.
- In traffic projections, we know that some motorists – particularly outside of rush hour – will take an alternate route to bypass the toll, just like what happened when the new Port Mann Bridge opened.

- But the travel time savings at the new bridge will be significant – up to 30 minutes a day – and we expect most will come back within a few years, like what's happening today with the Port Mann Bridge.
- It's important to note that while overall traffic dropped when the new Port Mann Bridge opened, rush hour volumes on the Port Mann Bridge have risen significantly.
- After a period of adjustment, traffic volumes on the Port Mann Bridge have stabilized and have entered a period of growth.
- As drivers return to take advantage of the significant time savings of the new bridge over the alternate routes.
- In 2015 to date, Port Mann traffic is more than four per cent higher than for the same period last year – that's 4,000 more vehicles per day.

Consultation:

- As I mentioned earlier, our 3rd phase of consultation on the George Massey Replacement Project is now underway.
- We want to hear from you.
- We encourage everyone to read the Project Definition Report and give us your input on the project.
- All the consultation materials, including the online feedback form are available at www.masseytunnel.ca.
- For those who prefer to speak to a member of the project team in person, I invite you to visit us at the Project Office here at Ironwood Plaza in Richmond.
- We'll also be having a number of public open houses in late January, and we'll provide details in the New Year.
- We're taking public feedback until January 28.

Conclusion:

- With extensive public, stakeholder and technical input, our project team has developed a solid plan to replace the George Massey Tunnel.

- This will reduce congestion and save rush-hour commuters up to 30 minutes a day.
- The new bridge will be a lifeline structure in the event of a significant seismic event, and will serve current and forecast demand for travel for many decades to come.
- The new bridge and related Highway 99 improvements will improve transit reliability.
- And the new bridge will offer environmental benefits, like fewer greenhouse gas emissions through less idling, more opportunities to cycle and walk, and parkland and wetland improvements along the Fraser River.
- We're doing this because doing nothing is not an option – we've heard this loud and clear from British Columbians over two rounds of consultation and throughout the last two years of developing the Project Definition Report and business case.
- When completed, this bridge will address the worst traffic bottleneck in the province and bring travel time reliability to one of our most important corridors for our national, provincial and regional economies.
- Thank you.

- Now, I'd like to ask Delta Mayor Lois Jackson to say a few words.

  (Mayor Jackson speaks)

- Thanks, Lois.

- Before we move to our technical briefing, it's important to note that a lot of work has gone into developing this project to this point.
- From the outset, we've committed to being as open and transparent on this project as possible.
- Throughout the project, ministry officials have met regularly with municipalities, First Nations, elected officials and other stakeholders to keep them informed.
- Over the last three years, we've posted over 730 pages of information related to the project to our website at www.masseytunnel.ca

- Today, we have added significantly to that volume of information, with another 2,700+ pages of info posted to the website.
- This includes a large number of supporting documents like the Project Definition Report, Business Case and numerous others.
- And we'll continue to post information as it becomes available.

Transition to Technical Briefing:

- Now, I'd like to introduce again three members of the team with us today, who will walk you through a presentation on the technical aspects of the project.
- Patrick Livolsi is the Assistant Deputy Minister for Infrastructure, Major Projects Division with the Ministry of Transportation and Infrastructure.
- Geoff Freer is the Executive Director for the George Massey Tunnel Replacement Project.
- And Dr. Joost (pronounced Yost) Meyboom is the Director of Engineering for the Project.
- The team will be using an electronic presentation. I remind those members of the media who have joined us on the phone that they can find this presentation on the project website at www.masseytunnel.ca.
- The presentation is now available on the "Document Library" page in the Information Centre of the website. It is the third document in the list of Phase 3 consultation materials.
- Following their presentation, I'll come back to the podium and join them for a Q&A.
- Gentlemen – the floor is yours.

-30-

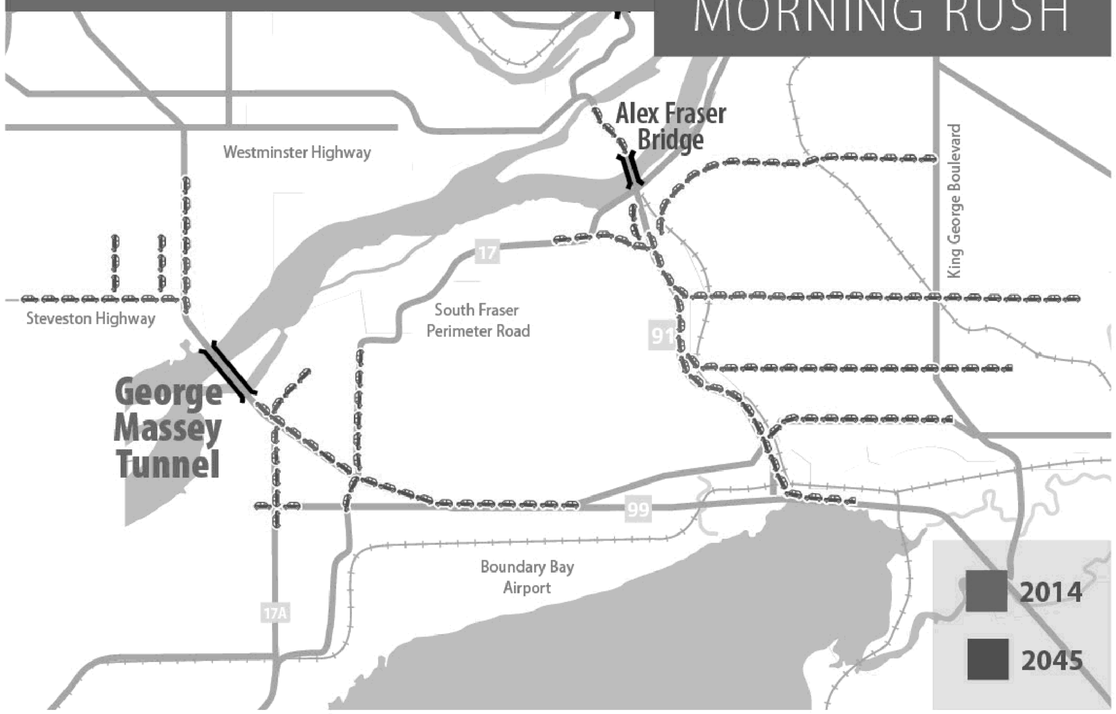
Key Points – George Massey Tunnel Replacement Project

- This will be the largest and longest cable-stayed bridge ever built in B.C. - at about three km long.
- It will be 65 per cent longer than the Port Mann Bridge, and 32 per cent longer than the Alex Fraser.
- Time savings of up to 30 minutes for rush hour commuters.
- One million fewer hours of idling vehicles each year.
- An estimated 35per cent reduction in collisions in the area.
- Over $40 million is being dedicated to infrastructure improvements for cyclists and pedestrians – allowing cyclists and pedestrians to cross the river at this point with a multi-use pathway and connections to regional trails – no more waiting for the shuttle.
- 50 lane-kilometres of dedicated transit and HOV lanes.
- Better transit access to the Canada Line at Bridgeport Station via extended transit lanes and dedicated transit ramps at Bridgeport Road.
- Environmental improvements to Deas Island Regional Park, Deas Slough and Green Slough.
- 3rd phase of consultation is for public feedback on the project scope, including key elements like transit and HOV lanes, as well as tolling as a funding source, planned performance measurements, and traffic management during construction. All other comments welcome, as well.

Queues at the Tunnel and Alex Fraser Bridge Without Improvements

EXPECTED QUEUE LENGTHS WITH FOUR-LANE TUNNEL
(NO NEW BRIDGE)

MORNING RUSH

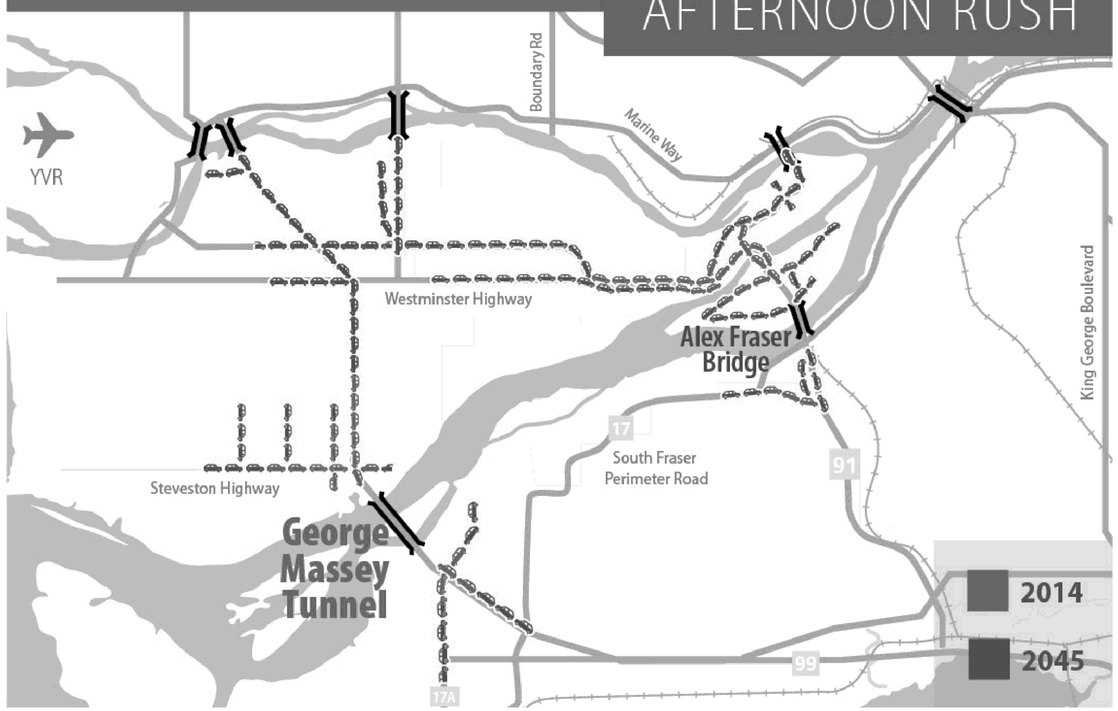


Traffic through the tunnel is predicted to continue to grow over the next 30 years. With no room at the tunnel, queues there and at the Alex Fraser Bridge will grow.

Current two-to-three-hour rush period would grow to between four and six hours.

EXPECTED QUEUE LENGTHS WITH FOUR-LANE TUNNEL
(NO NEW BRIDGE)

AFTERNOON RUSH



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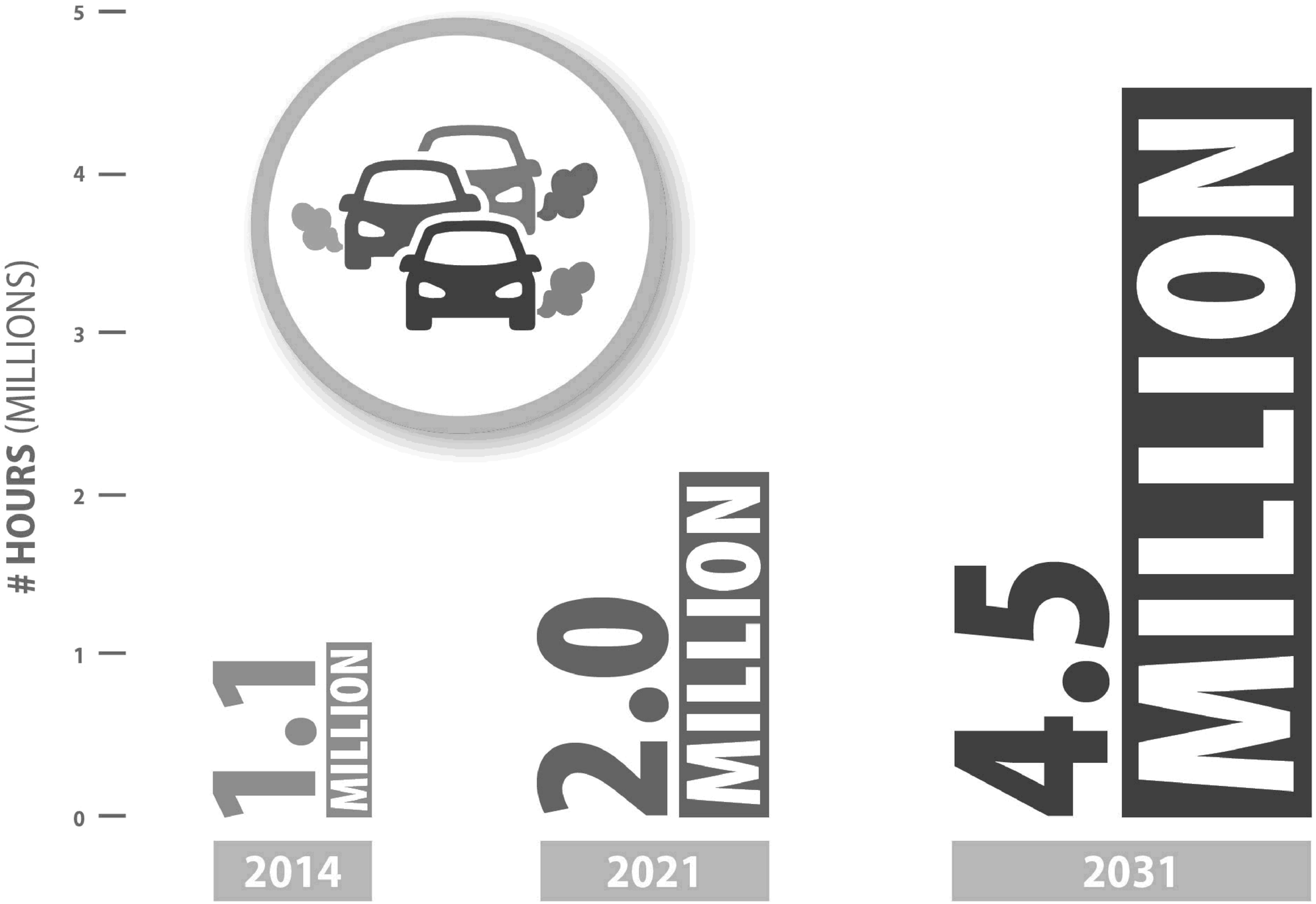
Hours of Delay at the Tunnel Without Improvements



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New Bridge Conceptual Design

George Massey Tunnel
Replacement Project

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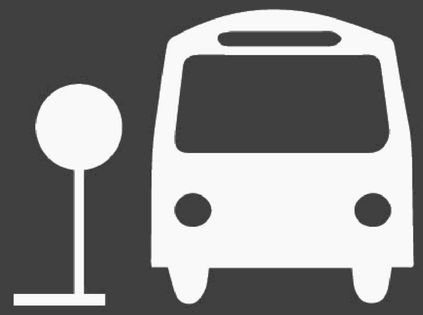
ENVIRONMENTAL BENEFITS



TRANSIT ENHANCEMENTS

ENCOURAGE CYCLING & WALKING

REDUCE IDLING

BIOFILTRATION OF STORMWATER

ENVIRONMENTAL ENHANCEMENTS

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JOBS

9,000 DIRECT JOBS

86% CONSTRUCTION

14% ENGINEERING, MANAGEMENT AND OTHER SERVICES

8,000 INDIRECT JOBS

INCLUDING PROFESSIONAL SERVICES AND MANUFACTURING

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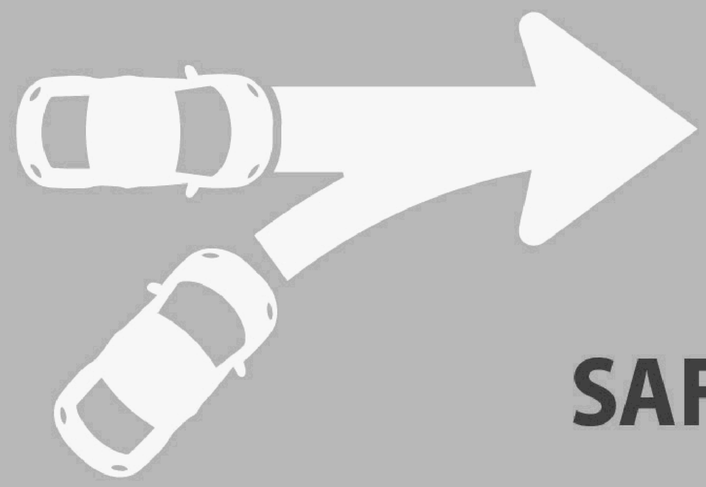
New Bridge Safety Benefits

35%
DECREASE IN COLLISIONS

BETTER EMERGENCY RESPONSE TIMES

MEET CURRENT SEISMIC STANDARDS



SAFER MERGING

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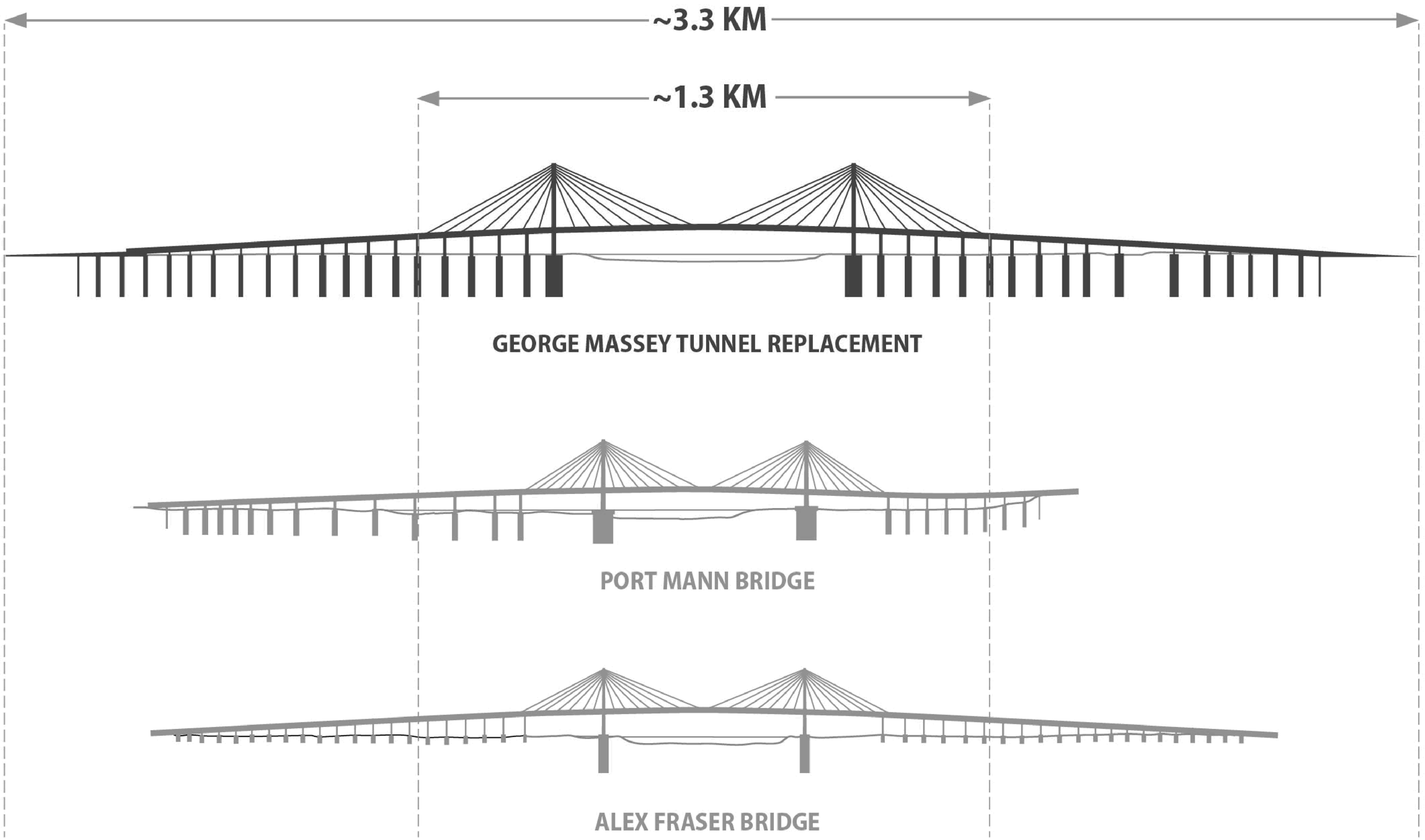
Comparison of Lower Mainland Bridges



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New Bridge Travel Time Savings

Estimated savings for a commuter

NEW BRIDGE

30 MINUTE TIME SAVINGS PER DAY

30 MINUTES A DAY

EQUALS

2.5 HOURS PER WEEK

4 DAYS

100 HOURS PER YEAR

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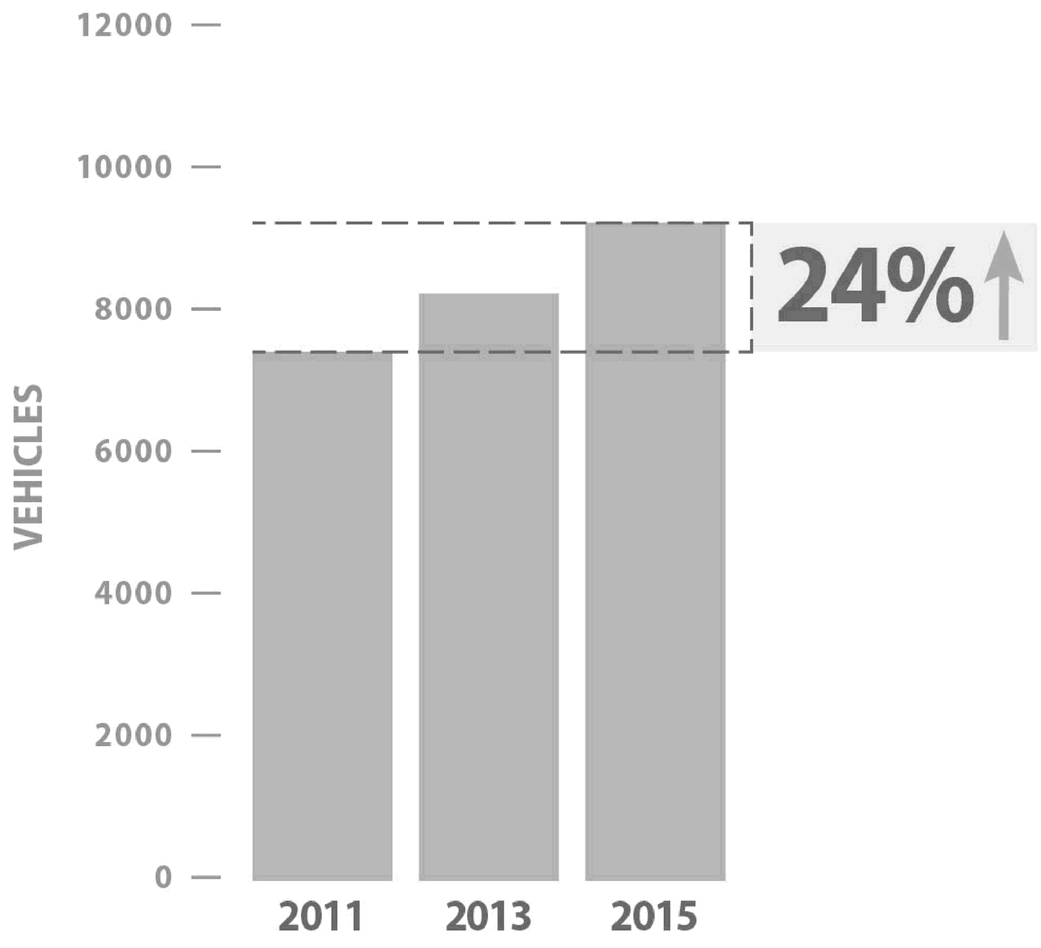
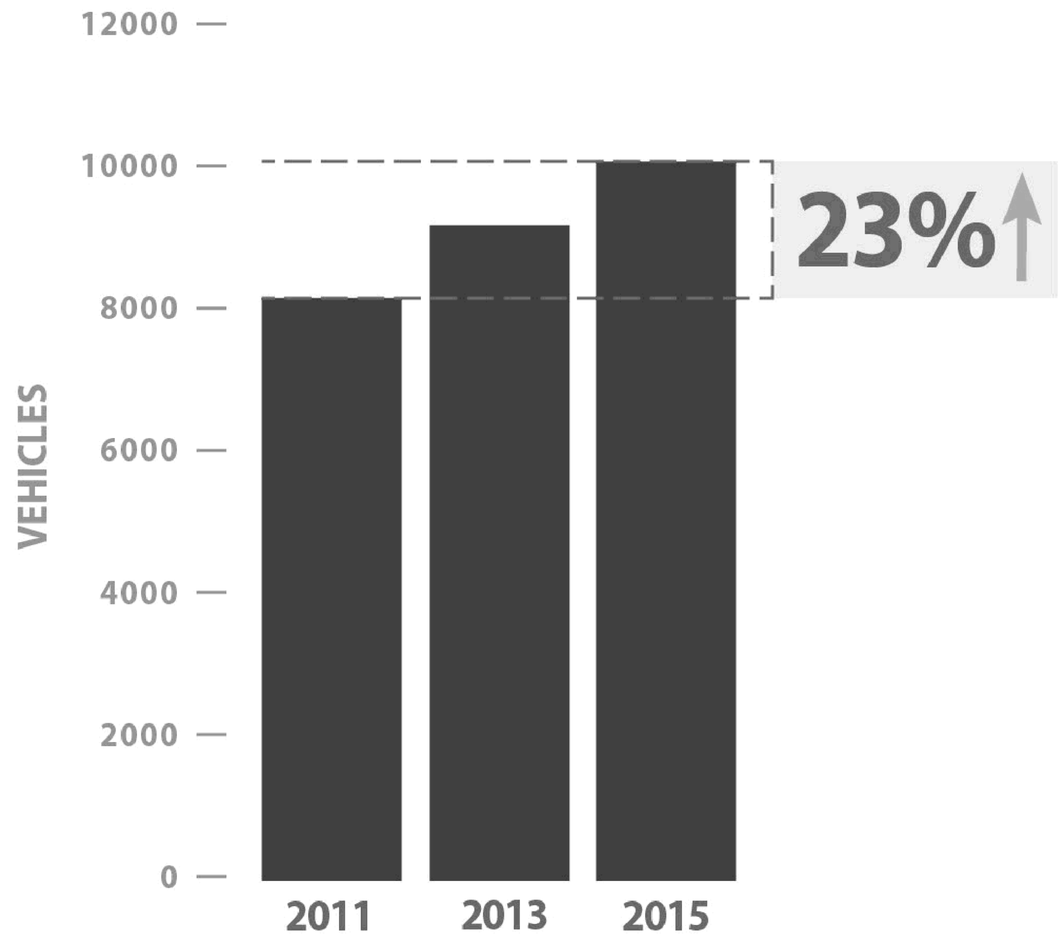
Port Mann Bridge

Rush Hour Traffic Volumes



MORNING



AFTERNOON

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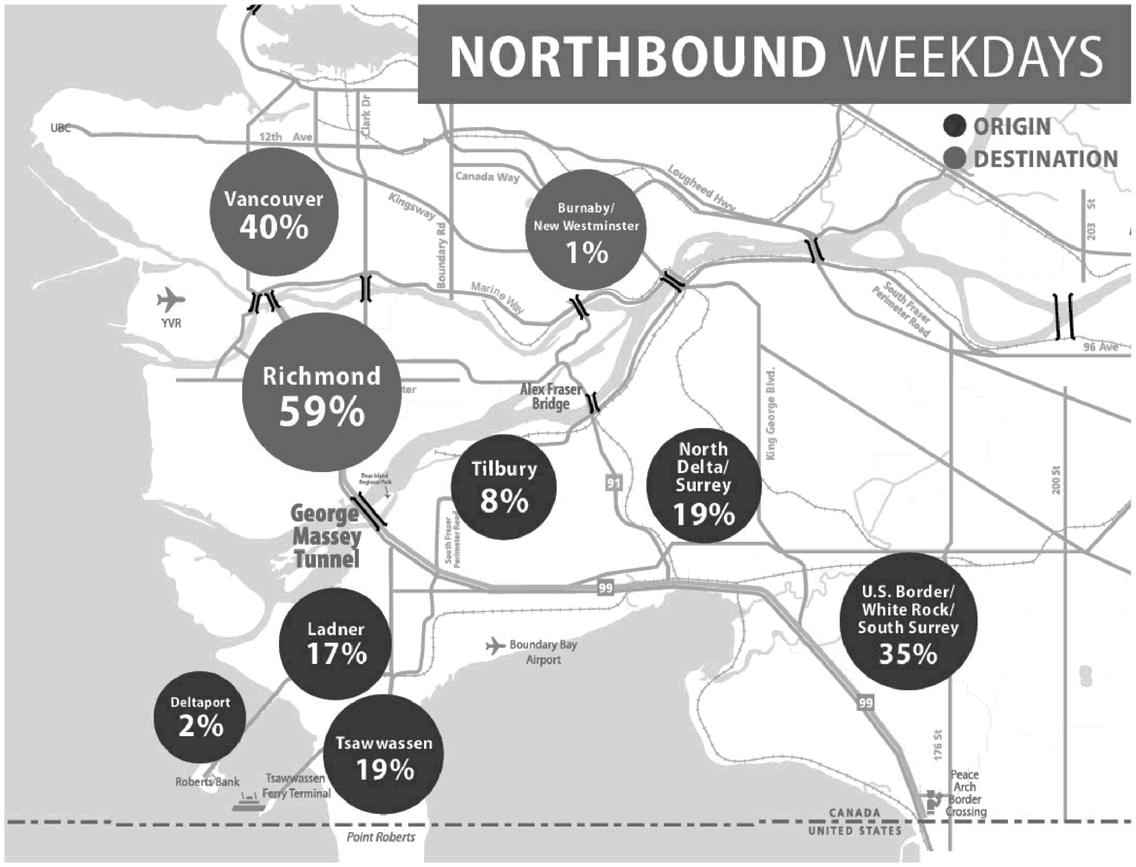
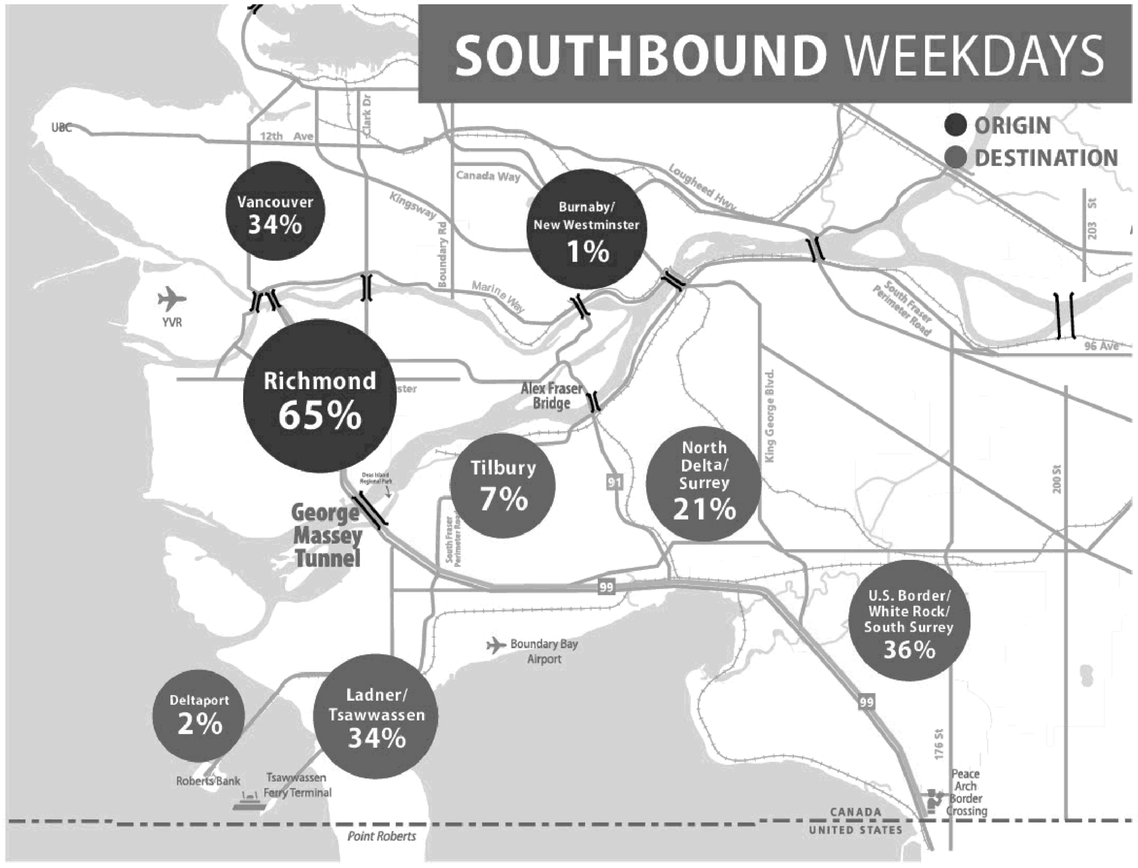
Tunnel Traffic Origins and Destinations



Origin Destination Surveys are performed to understand travel patterns and goods movement. By analyzing where goods and people come from and where they go network improvements can be appropriately planned and implemented.



Richmond has become an important trip generator - 60% of motorists travelling through the tunnel begin or end their trip in Richmond.

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