

**Peters, Yvonne TRAN:EX**

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**From:** Stone, Todd TRAN:EX  
**Sent:** Sunday, March 20, 2016 9:00 PM  
**To:** T.Stone@leg.bc.ca  
**Subject:** Fwd: DRAFT Richmond Chamber materials  
**Attachments:** FS GMT myths.docx; ATT00001.htm; MA Richmond Chamber MTS.docx; ATT00002.htm; NR Consultation Summary Report.docx; ATT00003.htm; QA GMT Phase 3 Summary.docx; ATT00004.htm; sp\_Richmond Chamber March 30 draft 6.docx; ATT00005.htm

Sent from my iPhone

Begin forwarded message:

**From:** "Bell, Jordan TRAN:EX" <[Jordan.Bell@gov.bc.ca](mailto:Jordan.Bell@gov.bc.ca)>  
**Date:** March 18, 2016 at 8:14:21 PM PDT  
**To:** "Stone, Todd TRAN:EX" <[Todd.Stone@gov.bc.ca](mailto:Todd.Stone@gov.bc.ca)>  
**Subject:** **DRAFT Richmond Chamber materials**

Minister - most recent drafts for the Richmond Chamber event are attached. These are still being reviewed by Patrick so there may be a few small tweaks but let me know if you've got any feedback on your end.

jb

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## FACTSHEET

[Date]

Ministry of Transportation and Infrastructure

### **Debunking Massey replacement myths**

Since the Government of B.C. announced its intention to replace the George Massey Tunnel in September 2012, a number of myths have been perpetuated. The following are the top 10 that persist, and government's response to each.

Myth #10: The project is not needed.

- This is currently the worst traffic bottleneck in B.C.
- The project will provide time savings of up to 30 minutes for rush hour commuters, and one million fewer hours of vehicle idling will occur each year.
- Collisions will be reduced by an estimated 35 per cent.
- Dramatically improved safety in the event of an earthquake.

Myth #9: The ministry has not consulted with key stakeholders.

- Three full rounds of public engagement over three years with more than 3,000 participants.
- Publicly released over 3,600 pages of project information on our project website.
- More than 20 meetings each with Metro Vancouver and TransLink over the past three years to discuss various project aspects including traffic, land use, transit and air quality.
- More than 70 meetings each with Richmond and Delta over the past three years. Both municipalities have provided valuable comments that have shaped the project scope.

Myth #8: The project needs a federal environmental review.

- No federal environmental assessment is required under the *Canadian Environmental Assessment Act*; the project does not meet their requirement for an assessment.
- The Province has a very robust environmental assessment process similar to that of the federal government; it includes another 4-6 month review period during 2016.
- Federal government agencies are part of the provincial Environmental Assessment Office's technical working group on the project.
- The bridge will have no piers in the Fraser River and no additional dredging is planned once the tunnel is removed.

Myth #7: The project will not benefit the environment.

- Current congestion at the tunnel creates a million hours of idling a year. Keeping traffic moving will reduce greenhouse gas emissions.
- A free-flowing bridge and dedicated transit lanes will encourage more people to use transit.
- Building a new bridge and removing the old tunnel creates opportunities for environmental and community improvements at Deas Island Regional Park and Deas Slough.
- The existing drainage system in the corridor will be improved, and habitat enhanced by replacing invasive plants with native species.

Myth #6: A new tunnel would be a better choice than a bridge.

- A number of options were the subject of stakeholder and public consultation.
- Extensive technical analysis confirmed that a new bridge is the best option.
- Compared to a new tunnel, a bridge is safer, has less impact on agriculture, is less expensive to construct to modern seismic standards, and will have less of an environmental impact.

Myth #5: We don't need a 10-lane bridge. Eight lanes are enough.

- An eight-lane bridge - or an eight-lane tunnel, for that matter - would see rush hour congestion on opening day.
- We need dedicated transit lanes and a lane each way for slow moving trucks and cars to be able to merge, enter and exit interchanges like at Steveston Highway.

Myth #4: This project is being driven by Port Metro Vancouver.

- The new bridge is being built to address the worst traffic bottleneck in the province.
- Removing the tunnel will not significantly change the size of ships that are able to use the channel for a number of reasons.
- For example, the new bridge will be the same height above the water as the Alex Fraser Bridge, so it won't change the height of vessels using the river.
- Other pipeline crossings, the width of the river, and depth of the river at its mouth are bigger impediments to the expansion of shipping than the existing tunnel.

Myth #3: The project will just move the bottleneck to the Oak Street Bridge.

- A new bridge doesn't automatically mean additional traffic at the Oak and 70<sup>th</sup> intersection.
- 60 per cent of northbound morning traffic through the George Massey Tunnel stops in Richmond. That pattern is expected to continue.
- The new bridge will include more transit and cycling options and better connections to existing transit services, making alternative transportation more appealing.

Myth #2: The project will negatively impact farmland in Richmond and Delta.

- The Province has committed to no net loss of agricultural land and is working with farmers to achieve a net gain in quality farmland in Richmond and Delta.
- Farmers will also benefit from reduced congestion, improved travel times and improved access between farms on both sides of Highway 99.
- Richmond farmers are looking forward to the improved drainage and the reliability of the route in getting their products to market.

Myth #1: Building more roadway lanes will lead to more congestion.

- Experience here and around the world shows that upgrades to existing corridors do not create new demand - especially when effective land use plans such as B.C.'s Agricultural Land Reserve and Metro Vancouver's Regional Growth Strategy are in place.
- As communities grow, the need for travel grows. This includes travel for goods and services, much of which can't be done on transit.

- Transit improvements built into this project will help improve travel time and reliability for Highway 99 Rapid Bus service and pave the way for future light rail transit as demand grows.

March 29, 2016

MEDIA ADVISORY – Ministry of Transportation and Infrastructure

RICHMOND – Transportation and Infrastructure Minister Todd Stone will update members of the Richmond Chamber of Commerce and guests on the George Massey Tunnel Replacement project, including a summary of the most recent public consultation. Minister Stone will be available for questions following his speech.

Event Date: Wednesday, March 30, 2016

Time: 12:45 p.m.

Location:

Sheraton Vancouver Airport Hotel  
7551 Westminster Highway  
Richmond

Special Instructions:

Minister Stone will speak at approximately 12:45 p.m. Members of the media are asked to arrive by 12:30 p.m. to set up.

Contact:

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

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## NEWS RELEASE

For Immediate Release  
[release number]  
[Date]

Ministry of Transportation and  
Infrastructure

### **Consultation confirms support for Massey replacement**

RICHMOND – The Government of B.C. today released the report summarizing Phase 3 of consultations on the George Massey Tunnel Replacement Project, confirming strong public support for capacity improvements to address congestion, the proposed interchange improvements, and the transit, cycling and pedestrian measures to encourage greener transportation choices.

“We’ve heard from thousands of British Columbians during the last three years of consultations, and their input has helped shape the George Massey Tunnel Replacement Project,” said Transportation and Infrastructure Minister Todd Stone. “The input we’ve most recently received confirms support for the environmental benefits of the project, and for much-needed capacity improvements that will benefit the entire region.”

Phase 3 of consultations on the project ran from Dec. 16, 2015 to Jan. 28, 2016 and included online engagement, nine stakeholder meetings, and two open houses held in Delta and Richmond.

More than 1,000 feedback forms were received by the ministry, the majority of which were completed online. A total of 750 people participated in the open houses. The project team also met with more than 100 people representing at least 60 organizations at the stakeholder meetings. Respondents live across the Metro Vancouver region, with a higher concentration of participants from Delta, Richmond and Vancouver.

Other findings from the recent consultation include:

- General support for tolling as a funding mechanism, although many participants suggested that tolling should be applied in the context of a regional tolling policy, and some participants opposed any toll.
- Strong support for also using other funding sources such as a federal funding contribution and contributions from Port Metro Vancouver.
- Comments about potential increased traffic congestion at the Oak Street Bridge and to a lesser extent, other Fraser River North Arm crossings.
- Interest in additional transit improvements including timing for extending rapid transit in the future. Some participants expressed a preference for transit-only improvements instead.
- Keen interest in reducing greenhouse gas emissions, and how the project will contribute to this.
- Questions about tunnel decommissioning and the potential effects of increased marine traffic/industrialization of the Fraser River if the tunnel is removed.

The ministry respects the comments offered by the public during consultations, and will work toward addressing those as the process unfolds. For example, with respect to greenhouse gas emissions, the project will help reduce the one million hours of idling caused by current traffic congestion. Transit/HOV infrastructure enhancements will help increase transit ridership. The ministry has also formed a working group with key stakeholders to ensure input from cyclists as the project is refined.

The next step for the project is the submission of the formal application for environmental assessment to the Province's Environmental Assessment Office, followed by a public comment period on the environmental application. That will happen in late spring or early summer. Around the same time, the Province also intends to issue a Request for Qualifications in preparation for the future procurement process.

In the meantime, the project team will continue to meet with local and regional governments, and other important stakeholders including cycling groups, farmers and TransLink to work through continuing project scope refinements.

Construction on the project, highlighted by a new 10-lane bridge on the existing Highway 99 alignment, will begin in 2017. The cost is estimated at \$3.5 billion. When completed, the new bridge will save commuters 30 minutes every day and reduce vehicle idling by one million hours a year. 9,000 direct construction jobs are estimated to be created by the project.

**Learn more:**

The Consultation Summary Report for Phase 3 of consultations on the George Massey Tunnel Replacement Project is available online at [www.masseytunnel.ca](http://www.masseytunnel.ca)

**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](http://www.gov.bc.ca/connect)

**Questions and Answers**  
**Phase 3 Consultations**  
**George Massey Tunnel Replacement Project**  
**DRAFT March 14, 2016**

**1. What did government learn from Phase 3 consultations?**

- Phase 3 consultation, during which more than 1,000 people participated, confirmed strong public support for the capacity improvements to address congestion, the proposed interchange improvements, and the transit, cycling and pedestrian measures to encourage greener transportation choices.
- Consultation also confirmed general support for tolling as a funding mechanism, although many participants suggested that tolling should be applied in the context of a regional tolling policy, and some participants opposed any toll.
- Not surprisingly, participants also want the Province to continue pursuing other funding sources such as a federal funding contribution and contributions from Port Metro Vancouver.
- Finally, consultation highlighted a number of specific questions, which the ministry will continue to work with our municipal and regional partners to address including:
  - Potential increased traffic congestion at the Oak Street Bridge and to other Fraser River North Arm crossings.
  - Details of transit improvements, including timing for extending rapid transit in the future.
  - Keen interest in reducing greenhouse gas emissions, and how the project will contribute to this.
  - Plans for tunnel decommissioning and the potential effects of increased marine traffic on the Fraser River.

**2. One thousand feedback forms don't seem to be a lot for a project of this size. Should consultations have been longer?**

- It's consistent with what we've seen in previous phases of consultation, and in fact, this phase of consultation ran longer than previous phases.
- It's also important to remember that this is only the number of people who submitted a feedback form. During the same



period, the Project Definition Report was downloaded more than 2,600 times, and organizations like the Richmond Chamber of Commerce and the Surrey Board of Trade canvassed their members and provided a single submission that reflected the interests of hundreds of businesses.

- I would also note that while this phase of consultation was time limited, the Project Office, which has been open since January 2014, has seen more than 3,300 visitors.

### **3. Will any of the design change because of what you heard?**

- The consultation confirmed strong support for the project scope and lots of questions about the details.
- The project scope we presented reflected the input we had already received during the previous three years' worth of stakeholder and public consultations.
- We'll continue to refine the designs, reflecting ongoing input from municipal partners and others to prepare a reference concept for construction. Some key areas where work is ongoing are:
  - Cycling connections – we have established a cycling advisory group, which will include municipal staff and cycling groups
  - Integrated transit stops at Steveston and Highway 17A, working with TransLink, Delta and Richmond
  - Planning for biofiltration areas and further exploring habitat enhancement areas along the corridor, which may be further developed as part of the environmental review process
  - Working with farmers, Delta and Richmond Farmers Institutes and the Agricultural Land Commission in support of a net gain in land for farming.

### **4. What are the next steps for the project?**

- This spring or early summer, we will submit an application for environmental assessment to the Province's Environmental Assessment Office, and issue a Request for Qualifications as part of the procurement.

- In the meantime, the project team will continue to meet with local and regional governments, and other stakeholders including cycling groups, farmers and TransLink to work through any additional refinements to the project scope.

**5. Regional tolling seemed to be a prominent topic during consultation. Will government address that in any way?**

- Everyone is aware of the vibrant debate about Metro Vancouver's transportation future.
- These discussions are important and welcome as we move forward with constructing the new bridge to replace the George Massey Tunnel.
- Construction on this project is anticipated to begin in 2017, followed by a five-year construction period; this will allow several years to discuss the merits of alternate tolling strategies for the Metro Vancouver area before tolls are put into place in 2022.

**6. The report showed strong support for additional funding from other sources. Has government made a formal request to PMV for funding?**

- Until now, we haven't had a confirmed scope. We are working with Port Metro Vancouver and the federal government to determine potential funding partnerships.

**7. Will the federal government support the project with funding?**

- (answer dependent on federal budget): We are working with the federal government to determine potential funding partnerships.

**8. People seem to be concerned about the congestion just moving to Oak Street. What's being done to ensure that doesn't happen?**

- We recognize that concern, given that Oak Street into Vancouver is already congested during rush hours due primarily to the City signal lights at 70th Avenue in Vancouver.

- We have met with the City of Vancouver and they confirm traffic at Oak Street has been dropping every year since 2010.
- We need to recognize that a new bridge doesn't necessarily mean new traffic.
- 60% of northbound morning traffic through the George Massey Tunnel stops in Richmond.
- We expect this pattern to continue in the future.
- The fact is that with the Canada Line and the extensive HOV improvements the province and others have invested in between 2009 and 2012, transit ridership on Highway 99 has grown.
- The transit investments as part of this project will continue to attract new ridership.
- 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.
- And while investing in transit is a critical part of this project, not everyone can take transit – as a province, we need to make sure Highway 99 continues to serve all users, local, regional, provincial, national and international.

**9. Increased marine traffic and industrialization as a result of the removal of the tunnel seems to be concerning some people. Will that happen?**

- I don't want to discount the importance of the Fraser River to our economy.
- It has been a working river for well over 100 years, and currently over 41,000 people receive their livelihood from jobs associated with the river.
- However - our decision had nothing to do with whether ships will one day be able to navigate further up the river.
- In fact, removing the tunnel will not significantly change the size of ships that are able to navigate the river for a number of reasons.
- For example, there are Metro Vancouver water and sewer lines crossing the river upstream and downstream of the tunnel, and

the width of the river also limits the size of vessels that can turn around.

- In addition, with no tunnel, water and sewer lines, the river would need to be dredged deeper for its' entire length starting at the mouth of the river near Steveston.

DRAFT

## Event Information / Speaking Notes – Draft

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**Event:** Address to Richmond Chamber of Commerce

**When:** Wednesday, March 30 – 12:45 p.m.

**Where:** Sheraton Vancouver Airport Hotel – 7551 Westminster Hwy,  
Richmond

**Contact:** **Shaena Furlong – Manager Communications & Systems, Richmond  
Chamber of Commerce – 604-278-2822 ext. 105**

**Length:** Total event: two hours - Minister's speech: 35 minutes, beginning at  
12:45 p.m.

**Key Participants:**

**Audience Size:** >200

**Audience:**

- Media
- Regional MLAs
- Richmond business community

**Key messages:** N/A

**Strategic links:** N/A

**Media attending:** Yes

### NOTES:

The Richmond Chamber of Commerce (RCC) was formed as a society in 1925, originally as a Board of Trade and then later as a Chamber of Commerce.

President and CEO: Matt Pitcairn

Board Chair: Rob Akimow (Director of Advertising - Richmond News)

Speaking Notes  
for  
the Hon. Todd Stone  
Minister of Transportation and Infrastructure  
MLA for Kamloops-South Thompson  
Address to the Richmond Chamber of Commerce

Sheraton Vancouver Airport Hotel  
7551 Westminster Hwy  
Richmond, B.C.

Wednesday, March 30, 2016  
12:45 p.m.

### **Introduction:**

- Thanks for inviting me here today – acknowledging that we're gathering on the traditional territory of the Coast Salish people.

### **Chamber of Commerce:**

- Lots of respect for Chamber of Commerce, what you do, what you represent...
  - Initiative ... risk taking ... creating opportunity, for yourselves & others
- Member of Kamloops Chamber – 15 years – on board
- I myself came from the business sector.
- A small business owner in my previous life – founder and CEO of a software company.
- Know what it takes to start/grow business, how hard it is / how rewarding.
- Know sacrifices put into your businesses, ups and downs – especially starting out.
- Remember hiring my first employee – tell AVERY story.

### **George Massey Tunnel Replacement Overview + Historical Context**

- Our transportation network is so very important to our Province's economy.
- As Canada's Asia-Pacific Gateway, it's important to our country's economy, as well.
- Since 2001, our government has invested \$18 billion into improvements and expansion of our transportation infrastructure.
- And our work continues – in Kelowna. On Vancouver Island. In central and northern British Columbia.
- Here in Richmond, I know that business owners understand the importance of replacing the George Massey Tunnel with a free flowing bridge.

- The support of the Richmond Chamber of Commerce for this project acknowledges the important economic benefits that the new bridge will bring to your community.
- To quote your Chamber Chair Rob Akimow, “This substantial infrastructure investment will benefit the business community and residents by making it easier and safer for customers, employees, and goods and services to move in and out of Richmond.”
- In many ways, our present vision for improved transportation along this corridor is similar to that day in February 1956, when Highways Minister Phil Gaglardi announced construction of a tunnel under the Fraser River at Deas Island.
- Delta MLA George Massey had promoted the idea for years.
- Gaglardi proudly stated: “*Here now is the start of the great dream of a highway from the city of Vancouver to the American border, of four-lane width with limited access.*”
- The tunnel – an engineering marvel of the day - opened on May 24, 1959 at 7 AM.
- When it opened, the freeway from Deas Island to the American border was not yet constructed, so the tunnel led them instead into Ladner. There was really no place to go except back home.
- But for two days, thousands of British Columbians made the trip without having to pay the 50 cent toll charge.
- Tolls were removed in 1964 when the majority of the tunnel’s construction costs had been repaid. George Massey paid the last toll.
- At the tunnel’s opening, Gaglardi pointed to the sky and said in his characteristic bombastic fashion: “*Thanks to the Big Builder Upstairs – this tunnel is both a triumph of imagination and engineering.*”
- With the George Massey Tunnel replacement, imagination and engineering will again triumph, bringing significant benefits to those who use the new bridge: improved safety, real time savings, improved travel time reliability, reduced greenhouse gases from idling and more transit, pedestrian and cycling opportunities.
- These benefits will be felt across the region – with more than a third of daily northbound trips originating from White Rock, South Surrey



and the border... and the same amount of southbound trips originating in Vancouver.

- Over the last 3-and-a-half years, since we announced our intention to replace the tunnel, the project has been the topic of conversation, opinion, and in some cases, rumour.
- Healthy debate on a project of this size is a positive sign. It means people are engaged and understand how important this corridor is to the province.
- Today, I'll take on the role of "myth-buster" to dispel some of the arguments that we've all heard about the project and that are not necessarily based on the facts.
- I'll rely heavily on information gathered through the thousands of hours that the project team have put into planning and preparing for this important project.
- I hope to leave you with a better sense of the work that's brought us to where we are, and the reasons behind government's decisions on the project.

### **Top 10 Myths:**

#### Myth #10: the project is not needed.

- This is without a doubt the worst traffic bottleneck in B.C.
- Residents and business are clear: fix it
- And we're moving ahead with the solution.
- This project will provide time savings of up to 30 minutes for rush hour commuters.
- One million fewer hours of idling vehicles each year.
- An estimated 35 per 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.

Myth #9: The ministry has not consulted with key stakeholders

- We have done three full rounds of public engagement with more than 3,000 people participating.
- We have publicly released over 3,400 pages of project information on our project website, including a detailed business case and the project definition report.
- Ministry staff have met with Metro Vancouver more than 20 times over the past three years to discuss in detail various aspects of the project including traffic, land use and air quality.
- Ministry staff have met with Translink more than XX times over the past three years to discuss the various aspects of the project including traffic modelling, transit and cycling. At a local level, the Project Team has met with Delta and Richmond staff more than 70 times each in the past three years and both municipalities have also provided valuable comments for the project.
- Ministry staff have also presented more than 100 times to business, professional and community groups.
- More than 3,000 people have visited the Project office here in Richmond and more than 1,750 people have signed up to receive project updates by email.
- We have translated the Project Definition Report for those in our Chinese and Indo-Canadian communities.
- The extensive public, stakeholder and technical input has helped our project team develop a solid plan to replace the George Massey Tunnel.
- The consultation process continues. The public, stakeholders and local governments will be able to provide additional commentary once we've submitted our application to the Environmental Assessments Offices later this spring.
- I am exceptionally proud of the consultation that we have done on this, and as the project moves forward, we'll continue to meet, to listen and to discuss.

Comment [JRG1]: Reference binders of these pages – minister would like them there to be able to reference.

Myth #8: The project needs a federal environmental review.

- Let me be clear – the provincial process we’re going through is rigorous.
- The Environmental Assessment Office leads a world-class environmental assessment process that assesses proposed major projects for potential environmental, social, economic, heritage and health effects.
- The EAO consults with the public at several stages during the environmental assessment process, including before and after an application is submitted.
- In addition, EAO engages members of its technical working group throughout the environmental assessment.
- That working group includes provincial environmental agencies, local health authorities, and the Agricultural Land Commission.
- From the federal government, members of the working group include Environment Canada and Climate Change, and Transport Canada.
- Aboriginal Groups, regional and local governments, including Richmond, Delta and Metro Vancouver, are also key members of EAO’s working group.
- The project entered the provincial environmental assessment (EA) process last December 16.
- An EAO public comment period was held from January 15 – February 15 on the Project Description and Key Areas of Study document.
- Input from this comment period will be used to finalize the studies and prepare the application.
- Once the project team formally submits its application to the environmental assessment office based on the outcome of the first round of assessment, the public and stakeholders will have another opportunity to comment.
- Together with the technical working group, the EAO will have up to 180 days to review and comment on the application, during which time more discussion and analysis can occur if needed.
- Once the EAO’s review is complete, two ministers, in this case the Minister of Environment and the Minister of Forest, Lands and

Natural Resources, will decide whether to approve the project to proceed.

- With the extensive work that has already taken place and the collaboration yet to come, I'm confident that this project will be approved, and will result in net positive effects.

Myth #7: The project will not benefit the environment.

- Currently, congestion at the tunnel creates a million hours of idling a year.
- Keeping traffic moving will reduce greenhouse gas emissions.
- And with a free-flowing bridge and dedicated transit lanes, more people will be encouraged to use transit.
- From a construction perspective, a new bridge can be built with minimal disturbance in the Fraser River.
- That's because the main piers will be on land at the edge of the river, and then used as a base for construction, rather than in the river.
- Building a new bridge and removing the old tunnel also creates opportunities for environmental and community improvements at Deas Island Park and Deas Slough, because it moves highway traffic overhead to a bridge on Deas Island, which currently limits access between both sides of the park.

Myth #6: a new tunnel would be a better choice than a bridge.

- This one gets me... it really does, as the argument discounts the thousands of hours of painstaking effort the project team has put into this decision and the voices of hundreds who said they prefer a bridge.
- So I'm going to spend more time thoroughly addressing this one.
- Over the last three years, the project team considered and consulted on a number of options to replace the George Massey Tunnel.
- Following extensive technical analysis and public input, the team decided that a bridge would be the best option.
- A bridge is safer:

- Emergency response is much easier and safer. In fact, emergency responders were clear in consultation that they preferred a bridge to a tunnel.
- The new bridge will be built to modern seismic standards, designed to withstand a 1-in-2475-year seismic event.
- It will also offer a better and safer travel experience for users, but particularly for cyclists and pedestrians who will be able to freely cross the Fraser River at this location for the first time ever in an open air environment.
- Currently, cyclists are shuttled by van and trailer through the tunnel for safety reasons.
- A bridge is better for the environment and will have a smaller impact on the community:
  - A new bridge can be built within the existing right-of-way so will require less private property and have less impact on agriculture, parks, recreation and the environment.
  - A new tunnel would have to be built on a new alignment, upstream or downstream, to keep the existing tunnel functioning during construction and to reduce the risk of damaging the existing tunnel while construction is underway.
  - This would require a significant amount of private property acquisition to build a new road right-of-way.
  - Effects of a new tunnel would include agricultural and park land, residential and commercial properties, a new large bridge in Deas Slough and effects on marine traffic in the Fraser River.
- A bridge is cheaper:
  - Building a tunnel to the same required standards is a much more costly, complex and environmentally invasive process, involving river-bottom dredging and bringing in layers of gravel and loose stone to reinforce the earth onshore and in the riverbed of the Fraser River.
  - Unlike in the 1950s when the current tunnel was built, long bridge design and construction methods available today makes installation of a new bridge a practical and cost-effective solution.
  - Long-term operations and maintenance costs of a new bridge will be lower than for a new tunnel because a tunnel would

require, lighting, ventilation, sprinkler systems for fire suppression, and other life safety requirements for confined spaces.

Myth #5: You don't need a 10-lane bridge. Eight lanes are enough.

- Perhaps most importantly, an eight-lane bridge – or an eight-lane tunnel, for that matter – would see rush hour congestion on opening day.
- Considering the new bridge will be built to last up to 100 years as population and employment grows, we need more than what we've got today – on that point, most everyone agrees.
- But why 10? With the counter-flow system we have right now, the tunnel currently functions like a six-lane crossing during rush hour – and as you all know, it's packed and there are long queues.
- To improve transit service with dedicated transit lanes across the new bridge and to allow for future rapid transit when the time comes, we have to add one lane in each direction – that brings us to eight lanes.
- The final two lanes will eliminate the queues we have today and provide 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. They also provide room for future traffic growth and to support HOV travellers when the transit lanes are converted for rapid transit use.
- This crossing serves important community, regional, provincial and national interests. We're not going to incur the cost of building a new bridge that has congestion when it opens.
- And of course, there is the financial aspect – we've done the math, and confirmed that a 10-lane crossing is marginally more expensive, but has a better benefit-cost ratio. You can read the business case on our web site.

Myth #4: This project is being driven by Port Metro Vancouver.

- Conspiracy theories abound... particularly recently. Suggestions that we're only building a bridge because the port had a meeting years ago and told us to replace the tunnel with a bridge built for larger, deeper ships.

- The theory goes that there has been a hidden agenda to – wait for it – “industrialize the lower Fraser River.”
- I hate to break it to the conspiracy theorists out there, but let me be perfectly clear – this project is driven by the need to improve safety and congestion on Highway 99.
- Congestion affects people who commute every day, as well as local businesses, tourists and goods movers.
- Congestion causes more than 1 million hours of vehicle idling time each year.
- The new bridge will reduce congestion, save rush-hour commuters up to 30 minutes a day and bring travel time reliability to a fundamental transportation corridor.
- It will result in an estimated 35 per cent reduction in collisions in the area.
- Is the Port an important stakeholder? Of course. It’s one of Canada’s most important economic drivers, and you bet we consulted with them as we developed the project.
- But let’s look at the facts. First and foremost, the tunnel is not the biggest impediment to the expansion of shipping.
- The Steveston Cut at the mouth of the Fraser River is shallower than where the current tunnel is located.
- There are also Metro Vancouver pipelines crossing the river upstream and downstream of the tunnel.
- And there are other navigational constraints to shipping, like the ability for larger ships to turn around, given the width of the river.
- The new bridge will be the same height above the water as the Alex Fraser Bridge, so it won’t change the height of vessels using the river either.

### **Importance of Fraser River:**

- While I’m on this topic – and a bit of an aside – as I just mentioned, we’ve heard a lot about the Province’s “secret agenda” to “industrializing the lower Fraser River”... as if there has been no industrial use on the river before today.

- As everyone here today knows, nothing could be further from the truth.
- For over 100 years, the Fraser has been a working river, with canneries and fishing vessels dotting the landscape.
- Today, economic activities along the river generate over \$4 billion in GDP each year.
- Over 50,000 people receive their livelihood from jobs associated with the river, with over \$2.5 billion in wages paid out each year.
- That's a heck of a lot of families that depend on the river for their livelihood. Port jobs, trucking jobs, fishing jobs, farming jobs – as they bring their goods to international markets.
- For over a hundred years, the river has provided significant economic benefit for our province and jobs for our people... at the same time, we've been able to respect and protect the Fraser River and its environment.
- Economic development and environmental protection have been able to coexist in the past... and the two will continue to coexist as we build this project.

Myth #3: the project will result in more idling, and move the bottleneck to the Oak Street Bridge.

- We recognize that concern, given that Oak Street into Vancouver is already congested during rush hours due primarily to the City signal lights at 70<sup>th</sup> Avenue in Vancouver.
- We have met with the City of Vancouver and they confirm traffic at Oak Street has been dropping every year since 2010.
- We need to recognize that a new bridge doesn't necessarily mean new traffic.
- 60% of northbound morning traffic through the George Massey Tunnel stops in Richmond.
- We expect this pattern to continue in the future.
- The fact is that with the Canada Line and the extensive HOV improvements the province and others have invested in between 2009 and 2012, transit ridership on Highway 99 has grown.



- As well, 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.
- The tunnel now has some of the highest transit use for Fraser River crossings in the Lower Mainland - 10,000 people per day, and, as I said, vehicle volumes on the Oak Street Bridge have declined.
- 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.
- And while investing in transit is a critical part of this project, not everyone can take transit – as a province, we need to make sure Highway 99 continues to serve all users, local, regional, provincial, national and international.

Myth #2: the project will negatively impact farmland in Richmond and Delta.

- The Province has committed to no net loss of agricultural land and is working with farmers to achieve a net gain in quality farmland in Richmond and Delta; a new tunnel would impact more agriculture land than a bridge.
- Unlike a new tunnel, the new bridge will be built within the existing right-of-way, which will require less private property and have less impact on agriculture, parks, recreation and the environment.
- This project will offer potential agricultural benefits like improved cross-highway access and travel time reliability for getting perishables to market.
- The Project Team is working with the Richmond Farmers' Institute, Delta Farmers' Institute, and individual farmers.

Myth #1: Building more roadway lanes encourages more car trips, most of which are made in single-occupant vehicles, ultimately leading to more congestion.

- Experience here and around the world shows that while building new corridors can induce new demand, upgrades to existing corridors do not have the same effect – especially when effective land use plans

such as B.C.'s Agricultural Land Reserve and Metro Vancouver's Regional Growth Strategy are in place.

- For example, the new South Fraser Perimeter Road, which had long been part of regional and provincial transportation plans, is now helping to transform Delta's industrial lands. With it have come award-winning, smart developments that have helped Delta achieve the industrial business base it had long planned for.
- On the other hand, the Port Mann and Highway 1 improvements have brought travel time savings of up to an hour a day and the toll has helped ensure that this comes without significantly increasing traffic.
- As communities grow, the need for travel grows. This includes travel for goods and services, much of which can't be done on transit.
- The transit improvements built into this project will help improve travel time and reliability for Rapid Bus service on Highway 99 and pave the way for future light rail transit as demand grows.
- 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.
- 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, making commuting by bike between Richmond and Delta much more viable, 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.

- The project includes measures to promote transit, carpooling, cycling and walking and to help manage growth in vehicle demand over time.
- Without improvements, as more people move to Richmond and Delta, more jobs are created, goods movement increases, and more visitors travel to B.C., the delays we are experiencing at the Tunnel today will continue to grow, spilling onto local streets as they do today.
- We need a balanced approach to addressing congestion – one that considers the needs of all users; one that provides better and more reliable options; one that recognizes and manages the unique characteristics of this nationally, provincially, regionally and locally important corridor; and one that respects the environment, communities and our economy. This project does just that.
- Thank you for indulging me. It was important to set the record straight on these key points.

#### **What's new:**

- Today, we're releasing the report that summarizes our 3rd phase of consultation on the project, which we held this past December and January.
- During this consultation, we received more than 1,000 feedback forms.
- Over 750 people attended the two open houses in Richmond and Delta.
- And we met with more than 100 people representing over 60 organizations during stakeholder meetings.
- The results of our consultation confirm strong public support for capacity improvements to address congestion.
- There is strong support for the proposed interchange improvements at Westminster Highway, Steveston Highway and Highway 17A.
- And the public also strongly supports the transit, cycling and pedestrian measures we've incorporated into the project, which will encourage greener transportation choices.

- Other findings from the recent consultation include general support for tolling as a funding mechanism, although many participants suggested that tolling should be applied in the context of a regional tolling policy, and some participants opposed any toll.
- On the topic of regional tolling:
  - Everyone is aware of the vibrant debate about Metro Vancouver's transportation future.
  - Delta Mayor Lois Jackson has shared her ideas. The BC Trucking Association has added its thoughtful perspective.
  - These discussions are important and welcome as we move forward with constructing the new bridge to replace the George Massey Tunnel.
  - Construction on this project is anticipated to begin in 2017, followed by a five-year construction period; this will allow several years to discuss the merits of alternate tolling strategies for the Metro Vancouver area before tolls are put into place in 2022.
- The Consultation Summary Report is posted to the project website at [masseytunnel.ca](http://masseytunnel.ca), if you'd like a closer look.

### **Conclusion:**

- Our next steps on the project are to submit our formal application for environmental assessment, and to issue a Request for Qualifications.
- Both will happen in late spring or early summer.
- In the meantime, we'll continue to meet with local and regional governments, and other important stakeholders including cycling groups, farmers and TransLink.
- In fact, we've been meeting with cyclists over the last two years and more recently have formed a more formal working group with HUB, cyclists, municipalities and ministry staff to continue working on the details around cycling aspects of this project.
- The input we've received to date from all stakeholders has helped shape this project, and will continue to do so.

*(if quotes in support are available in correspondence, use in the following three bullets – if not, edit bullets to be general)*

- We're doing this project for people like XXX, a local truck driver, who says about the project: *insert quote*
- We're doing this for the local agricultural industry, about which Todd May of the Richmond Farmers' Institute has told us: *insert quote*
- *Tsawwassen FN quote*
- We're doing this project because doing nothing is not an option – we've heard this loud and clear from British Columbians who use this crossing every day over three rounds of consultation and two years of stakeholder meetings.
- This is an exciting project from every angle. It will:
  - *save commuters 30 minutes every day*
  - *eliminate 1 million hours of idling*
  - *reduce collisions by 35%*
  - *enhance transit and cycling*
  - *enable efficient goods movement*
  - *create 9,000 direct construction jobs*
- I'd like to close by using the words of former Highways Minister Phil Gaglardi when he built the tunnel: *"Here now is the start of the great dream of building a new 10-lane bridge that will power our economy, improve the quality of life in our communities, and reduce greenhouse gas emissions. This bridge will be both a triumph of imagination and engineering."*
- Thank you.

-30-

## Peters, Yvonne TRAN:EX

---

**From:** Stone, Todd TRAN:EX  
**Sent:** Thursday, November 12, 2015 7:56 AM  
**To:** T.Stone@leg.bc.ca  
**Subject:** Fwd: Meeting materials for tomorrow (2)  
**Attachments:** s.12,s.13,s.17

Sent from my iPhone

Begin forwarded message:

**From:** "Diacu, Raz TRAN:EX" <[Raz.Diacu@gov.bc.ca](mailto:Raz.Diacu@gov.bc.ca)>  
**Date:** November 11, 2015 at 5:01:48 PM PST  
**To:** "Stone, Todd TRAN:EX" <[Todd.Stone@gov.bc.ca](mailto:Todd.Stone@gov.bc.ca)>  
**Cc:** "Bell, Jordan TRAN:EX" <[Jordan.Bell@gov.bc.ca](mailto:Jordan.Bell@gov.bc.ca)>, "Sauder, Kit TRAN:EX" <[Kit.Sauder@gov.bc.ca](mailto:Kit.Sauder@gov.bc.ca)>, "Borschneck, Lindsay TRAN:EX" <[Lindsay.Borschneck@gov.bc.ca](mailto:Lindsay.Borschneck@gov.bc.ca)>, "McGroarty, Shannon TRAN:EX" <[Shannon.McGroarty@gov.bc.ca](mailto:Shannon.McGroarty@gov.bc.ca)>  
**Subject:** Meeting materials for tomorrow (2)

Additional attachments (batch 2):

GMT  
s.12,s.13,s.17

### Raz Diacu

Executive Assistant to the Hon. Todd Stone  
Minister of Transportation and Infrastructure  
Office: 250-387-1978 | Fax: 250.387.5594

Page 031 to/à Page 188

Withheld pursuant to/removed as

s.12;s.13;s.17

**Peters, Yvonne TRAN:EX**

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**From:** Stone, Todd TRAN:EX  
**Sent:** Tuesday, December 15, 2015 9:44 PM  
**To:** T.Stone@leg.bc.ca  
**Subject:** Fwd: Updated minister notes  
**Attachments:** 6 - GMT 2015-12-15\_PDR SN-MLA Hamilton DRAFT 1438 hrs.docx; ATT00001.htm; 7 - GMT 2015-12-15\_PDR SN-Minister Stone DRAFT 1700 hrs.docx; ATT00002.htm

Sent from my iPhone

Begin forwarded message:

**From:** "Bell, Jordan TRAN:EX" <[Jordan.Bell@gov.bc.ca](mailto:Jordan.Bell@gov.bc.ca)>  
**Date:** December 15, 2015 at 5:12:26 PM PST  
**To:** "Stone, Todd TRAN:EX" <[Todd.Stone@gov.bc.ca](mailto:Todd.Stone@gov.bc.ca)>  
**Subject:** Fwd: Updated minister notes

Revised SNs attached.



**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:**

Speaking Notes

for

Scott Hamilton  
MLA for Delta North

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 by Minister Todd Stone)*

- Thank you, Minister Stone.
- This is an exciting day, as we unveil our plan to replace the George Massey Tunnel and launch the third phase of consultations with the release of the business case and the project definition report.
- The highlight of this \$3.5-billion project is a new 10-lane bridge across the Fraser River, on the same alignment as the tunnel.
- At about 3 km long, it will be the largest and longest cable-stayed bridge ever built in B.C.
- It will be 65 per cent longer than the Port Mann Bridge, and 32 per cent longer than the Alex Fraser.
- When completed, commuters travelling in rush hour will save up to 30 minutes a day.
- That's one million fewer hours of idling vehicles each year.
- We also estimate a 35 per cent reduction in collisions in the area.
- We're also proud of the environment benefits this project will bring to the region, beyond the reduction in greenhouse gas emissions.
- 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.
- And as we've done twice previously on this project, we're asking for public feedback.
- We're looking for input on the project scope, including key elements like transit and HOV lanes, planned performance measurements, and traffic management during construction. All other comments are welcome, as well.
- As I said, this is an exciting and historic day.
- It's good news for my constituents in Delta North, and for those in other communities south of the Fraser River.

- Minister Stone will now provide further details about the George Massey Tunnel Replacement Project.

-30-

DRAFT

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**Audience Size:** 20 – 30 people

**Audience:**

- Media

**Key messages:** N/A

**Strategic links:** N/A

**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](http://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 3<sup>rd</sup> phase of public consultation on the project, with details online at [www.masseytunnel.ca](http://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 3<sup>rd</sup> 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](http://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](http://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 are here today to walk you through today's technical presentation and answer the more technical questions that you might have.
- Patrick Livolsi is the Assistant Deputy Minister for Infrastructure, Major Projects Division with the Ministry of Transportation and Infrastructure.
- And Dr. Joost (pronounced Yost) Meyboom is the Director of Engineering for the Project.
- And Geoff Freer is the Executive Director for the George Massey Tunnel Replacement Project.
- Geoff will be leading us through the 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](http://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.

## **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.
- 3<sup>rd</sup> 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.



**Peters, Yvonne TRAN:EX**

---

**From:** Stone, Todd TRAN:EX  
**Sent:** Saturday, February 13, 2016 3:55 PM  
**To:** Bell, Jordan TRAN:EX  
**Subject:** Fwd: Vancouver Sun Online: Metro Vancouver asks B.C. for more time to review Massey bridge proposal

FYI

Sent from my iPad

Begin forwarded message:

**From:** <tno@gov.bc.ca>  
**Date:** February 13, 2016 at 2:10:28 PM PST  
**To:** Undisclosed recipients;;  
**Subject:** **Vancouver Sun Online: Metro Vancouver asks B.C. for more time to review Massey bridge proposal**

Vancouver Sun Online  
Kelly Sinoski  
13-Feb-2016 14:07

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