

**METRO VANCOUVER REGIONAL DISTRICT  
GEORGE MASSEY CROSSING TASK FORCE**

**MEETING**

**Thursday, March 9, 2023**

**1:00 pm**

**Meeting conducted both in-person and electronically pursuant to the Procedure Bylaw  
28<sup>th</sup> Floor Committee room, 4515 Central Boulevard, Burnaby, British Columbia**

**A G E N D A<sup>1</sup>**

**1. ADOPTION OF THE AGENDA**

**1.1 March 9, 2023 Meeting Agenda**

That the George Massey Crossing Task Force adopt the agenda for its meeting scheduled for March 9, 2023 as circulated.

**2. ADOPTION OF THE MINUTES**

**2.1 January 12, 2023 Meeting Minutes**

That the George Massey Crossing Task Force adopt the minutes of its meeting held January 12, 2023 as circulated.

*pg. 3*

**3. DELEGATIONS**

**4. INVITED PRESENTATIONS**

**4.1 Judy Dobrowolski, Manager, Capital Projects Engagement, and Antigone Dixon-Warren, Manager, Capital Projects, BC Hydro**

Subject: George Massey Tunnel Transmission Relocation Project

**5. REPORTS FROM COMMITTEE OR STAFF**

**5.1 Metro Vancouver Staff Review of Secondary Access from Ladner and BC Hydro Transmission Line Relocation**

*pg. 7*

That the MVRD Board:

- a) Send a letter to the Premier of British Columbia and the Minister of Transportation and Infrastructure to express support for a new River Road crossing over Highway 99 to Ladner and to support an underground option for

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<sup>1</sup> Note: Recommendation is shown under each item, where applicable.

the relocation of the BC Hydro transmission line currently in the existing George Massey Tunnel; and

- b) direct staff to convey to BC Hydro that Metro Vancouver supports either of the underground options that BC Hydro is considering for the relocation of the transmission line provided that the options do not require any land in Deas Island Regional Park.

## **5.2 Manager's Report**

pg. 27

That the George Massey Crossing Task Force receive for information the report dated March 1, 2023, titled "Manager's Report".

## **6. INFORMATION ITEMS**

## **7. OTHER BUSINESS**

## **8. BUSINESS ARISING FROM DELEGATIONS**

## **9. RESOLUTION TO CLOSE MEETING**

*Note: The Committee must state by resolution the basis under section 90 of the Community Charter on which the meeting is being closed. If a member wishes to add an item, the basis must be included below.*

That the George Massey Crossing Task Force close its meeting scheduled for March 9, 2023 pursuant to section 226 (1) (a) of the *Local Government Act* and the *Community Charter* provisions as follows:

90 (1) A part of the meeting may be closed to the public if the subject matter being considered relates to or is one or more of the following:

- e) the acquisition, disposition or expropriation of land or improvements, if the council considers that disclosure could reasonably be expected to harm the interests of the municipality;

## **10. ADJOURNMENT/CONCLUSION**

That the George Massey Crossing Task Force adjourn/conclude its meeting of March 9, 2023.

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### Membership:

Brodie, Malcolm (C) – Richmond

Kruger, Dylan (VC) – Delta

Cassidy, Laura – Tsawwassen First Nation

Hepner, Gordon – Surrey

Hurley, Mike – Burnaby

Knight, Megan – White Rock

Martens, Barb – Langley Township

Montague, Brian – Vancouver

West, Brad – Port Coquitlam

**METRO VANCOUVER REGIONAL DISTRICT  
GEORGE MASSEY CROSSING TASK FORCE**

Minutes of the Regular Meeting of the Metro Vancouver Regional District (MVRD) George Massey Crossing Task Force held at 1:04 pm on Thursday, January 12, 2023 in the 28<sup>th</sup> Floor Boardroom, 4515 Central Boulevard, Burnaby British Columbia.

**MEMBERS PRESENT:**

Chair, Mayor Malcolm Brodie, Richmond\*  
Vice Chair, Councillor Dylan Kruger, Delta  
Chief Laura Cassidy, Tsawwassen First Nation  
Councillor Gordon Hepner, Surrey  
Mayor Megan Knight, White Rock\*  
Councillor Barb Martens, Langley Township  
Councillor Brian Montague, Vancouver

**MEMBERS ABSENT:**

Mayor Mike Hurley, Burnaby  
Mayor Brad West, Port Coquitlam

**STAFF PRESENT:**

Neal Carley, General Manager, Parks and Environment  
Jerry W. Dobrovolny, Chief Administrative Officer  
Sabrina Mann, Legislative Services Coordinator, Board and Information Services

\*denoted electronic meeting participation as authorized by section 3.6.2 of the *Procedure Bylaw*

**1. ADOPTION OF THE AGENDA**

**1.1 January 12, 2023 Meeting Agenda**

**It was MOVED and SECONDED**

That the George Massey Crossing Task Force adopt the agenda for its meeting scheduled for January 12, 2023 as circulated.

**CARRIED**

**2. ADOPTION OF THE MINUTES**

**2.1 October 20, 2022 Meeting Minutes**

**It was MOVED and SECONDED**

That the George Massey Crossing Task Force receive for information the minutes of its meeting held October 20, 2022 as circulated.

**CARRIED**

**3. DELEGATIONS**

No items presented.

**4. INVITED PRESENTATIONS**

No items presented.

**5. REPORTS FROM COMMITTEE OR STAFF**

**5.1 George Massey Crossing Task Force Orientation**

Neal Carley, General Manager, Parks & Environment provided members with a presentation on the George Massey Crossing Task Force responsibilities, 2023 priorities, background on the Ministry of Transportation Highway 99 Tunnel Program, Fraser River Tunnel Project status update and impacts, Steveston Interchange Project, the status of the transit and cycling projects, and BC Hydro – public consultation in George Massey Tunnel Transmission relocation project.

Presentation material titled “George Massey Crossing Task Force Orientation” is retained with the January 12, 2023 agenda package.

**It was MOVED and SECONDED**

That the George Massey Crossing Task Force receive for information the George Massey Crossing Task Force Orientation presentation.

**CARRIED**



- 5.2 2023 George Massey Crossing Task Force Meeting Schedule and Work Plan**  
Neal Carley, General Manager, Parks and Environment, providing the George Massey Task Force members with the 2023 Work Plan, its Terms of Reference, and the 2023 Annual Meeting Schedule.

**It was MOVED and SECONDED**

That the George Massey Crossing Task Force:

- a) receive for information the George Massey Crossing Task Force Terms of Reference and the 2023 Annual Meeting Schedule, as presented in the report dated January 4, 2023, titled “2023 George Massey Crossing Task Force Meeting Schedule and Work Plan”; and
- b) endorse the 2023 Work Plan, as presented in the report dated January 4, 2023, titled “2023 George Massey Crossing Task Force Meeting Schedule and Work Plan”.

**CARRIED**

**6. INFORMATION ITEMS**

- 6.1 Correspondence to The Honourable David Eby, Premier of British Columbia and The Honourable Rob Fleming, Minister of Transportation and Infrastructure, from Mayor George V. Harvie, City of Delta and Mayor Malcolm Brodie, City of Richmond, dated November 18, 2022 re Proposed Fraser River Tunnel Project - Secondary Access from Ladner**

**It was MOVED and SECONDED**

That the George Massey Crossing Task Force refer to staff for review of the correspondence from Mayor Harvie and Mayor Brodie to Premier David Eby and Minister Fleming, dated November 18, 2022, regarding the proposed Fraser River Tunnel Project – Secondary Access from Ladner as well as BC Hydro lines and report back at a subsequent meeting.

**CARRIED**

**7. OTHER BUSINESS**

No items presented.

**8. BUSINESS ARISING FROM DELEGATIONS**

No items presented.

**9. RESOLUTION TO CLOSE MEETING**

**It was MOVED and SECONDED**

That the George Massey Crossing Task Force close its regular meeting scheduled for January 12, 2023 pursuant to the *Community Charter* provisions, Section 90 (2) (b) as follows:

- 90 (2) A part of a meeting must be closed to the public if the subject matter being considered relates to one or more of the following:
- (b) the consideration of information received and held in confidence relating to negotiations between the regional district and a provincial government or the federal government or both and a third party.

**CARRIED**

**10. ADJOURNMENT/CONCLUSION**

**It was MOVED and SECONDED**

That the George Massey Crossing Task Force adjourn its meeting of January 12, 2023.

**CARRIED**

(Time: 1:22 p.m.)

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Sabrina Mann,  
Legislative Services Coordinator

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Malcolm Brodie,  
Chair

Orbit #57508793 FINAL

To: George Massey Crossing Task Force

From: Neal Carley, General Manager, Parks & Environment

Date: March 1, 2023 Meeting Date: March 9, 2023

Subject: **Metro Vancouver Staff Review of Secondary Access from Ladner and BC Hydro Transmission Line Relocation**

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## RECOMMENDATION

That the MVRD Board:

- a) Send a letter to the Premier of British Columbia and the Minister of Transportation and Infrastructure to express support for a new River Road crossing over Highway 99 to Ladner and to support an underground option for the relocation of the BC Hydro transmission line currently in the existing George Massey Tunnel; and
  - b) direct staff to convey to BC Hydro that Metro Vancouver supports either of the underground options that BC Hydro is considering for the relocation of the transmission line provided that the options do not require any land in Deas Island Regional Park.
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## EXECUTIVE SUMMARY

City of Delta Mayor Harvie and City of Richmond Mayor Brodie cosigned a letter dated November 18, 2022 (Attachment) to Premier David Eby and Minister Rob Fleming to encourage a new River Road crossing with a multi-use pathway over Highway 99 to Ladner and to support an underground option for the relocation of the BC Hydro transmission line currently in the existing George Massey Tunnel. A new River Road crossing of Highway 99 would support the goals of Metro 2040, the Regional Growth Strategy, and the Climate 2050 Transportation Road Map. An underground option for the BC Hydro transmission line relocation would have the least impacts on Deas Island Regional Park.

## PURPOSE

The purpose of this report is to ask the Board to write a letter to the Province to express support for a new River Road crossing over Highway 99 to Ladner and to support an underground option for the relocation of the BC Hydro transmission line currently in the existing George Massey Tunnel, and for direction to staff to convey support for an underground option for the BC Hydro transmission line relocation. As directed by the Task Force on January 12, 2023, Metro Vancouver staff reviewed the November 18, 2022 letter co-signed by Mayor Harvie on behalf of the City of Delta and Mayor Brodie on behalf of the City of Richmond to the Province.

## BACKGROUND

At the George Massey Crossing Task Force held on January 12, 2023, the Task Force received a copy of a letter dated November 18, 2022 co-signed by Mayor Harvie on behalf of the City of Delta and Mayor Brodie on behalf of the City of Richmond to the Premier of British Columbia, David Eby, and the Minister of Transportation and Infrastructure, Rob Fleming.

The letter encourages the provincial government to include a new River Road crossing over Highway 99 to provide a secondary access to and from Ladner with a multi-use pathway. The letter also reiterates the strong preference by both the City of Richmond and City of Delta for an underground option for the relocation of the BC Hydro transmission line currently in the existing George Massey Tunnel.

The Task Force discussed the November 18, 2022 letter and passed the following motion:

*That the George Massey Crossing Task Force refer to staff for review of the correspondence from Mayor Harvie and Mayor Brodie to Premier David Eby and Minister Fleming, dated November 18, 2022, regarding the proposed Fraser River Tunnel Project – Secondary Access from Ladner as well as BC Hydro lines and report back at a subsequent meeting.*

### **FRASER RIVER TUNNEL PROJECT**

The Fraser River Tunnel Project is the Ministry of Transportation and Infrastructure's project to replace the existing George Massey Tunnel on Highway 99 with a new, eight-lane immersed tube tunnel. The new eight-lane tunnel will have three vehicle lanes and a dedicated transit lane in each direction, with a separated active transportation corridor for cyclists and pedestrians.

Although concepts in 2019 and 2020 showed a new River Road overpass crossing Highway 99, the project scope approved by the provincial treasury and, subsequently, the Detailed Project Description prepared and submitted to the provincial Environmental Assessment Office did not include a new River Road crossing over Highway 99.

In addition, BC Hydro has a transmission line from Arnott Substation in Delta to Steveston Substation in Richmond. The transmission line currently crosses the Fraser River through the existing George Massey Tunnel. The transmission line will have to be relocated before the George Massey Tunnel is decommissioned.

### **Secondary Access for Ladner**

The concept of a new River Road crossing of Highway 99 would support the goals of the Regional Growth Strategy, Metro 2050, specifically Strategy 5.1 to coordinate land use and transportation to encourage transit, multiple-occupancy vehicles, cycling and walking.

A new River Road crossing would also support the goals of the Climate 2050 Transportation Roadmap endorsed by the MVRD Board on November 26, 2021. A new River Road crossing aligns with Strategy 1, Reduce Driving through Active Transportation and Public Transit, by creating a new multi-use active transportation connection that would be more direct than the current scenic and recreational greenway that crosses under Highway 99 at the south end of the Deas Slough Bridge.

Based on the potential to further the goals of Metro 2050 and the Climate 2050 Transportation Roadmap, staff believe that a new River Road crossing of Highway 99 would be a positive option.

### **BC Hydro Transmission Line Relocation**

BC Hydro is considering three options for relocation of the transmission line currently in the George Massey Tunnel:

1. Overhead line
2. Underground line in the proposed immersed tube tunnel
3. Separate underground line

The relocation of the BC Hydro transmission line is of interest for Deas Island Regional Park. From a Regional Park perspective an aboveground crossing is the least desirable of the three options as the overhead option would include towers and lines that would cross over the park. The towers and lines would have a negative visual impact that is not consistent with connecting our residents to nature and natural settings. The lines may also have an undesirable noise that would be inconsistent with a natural park experience. BC Hydro has acknowledged that the overhead lines may have an environmental impact on birds and bats and that further study is required.

Based on the potential for negative impacts on the park experience and possibly on wildlife in Deas Island Regional Park, first preference would be for inclusion of the transmission line in the new tunnel crossing. Metro Vancouver staff could support a separate underground crossing provided that its construction does not require any land in Deas Island Regional Park as laydown or temporary workspace. Metro Vancouver staff do not support the overhead option due to the negative impacts on the park and visitors.

### **ALTERNATIVES**

1. That the MVRD Board:
  - a) Send a letter to the Premier of British Columbia and the Minister of Transportation and Infrastructure to express support for a new River Road crossing over Highway 99 to Ladner and to support an underground option for the relocation of the BC Hydro transmission line currently in the existing George Massey Tunnel; and
  - b) direct staff to convey to BC Hydro that Metro Vancouver supports either of the underground options that BC Hydro is considering for the relocation of the transmission line provided that the options do not require any land in Deas Island Regional Park.
2. That the George Massey Crossing Task Force receive for information the report dated March 1, 2023, titled "Metro Vancouver Staff Review of Secondary Access from Ladner and BC Hydro Transmission Line Relocation".

### **FINANCIAL IMPLICATIONS**

There are no financial implications to Metro Vancouver arising from this report.

### **CONCLUSION**

City of Delta Mayor Harvie and City of Richmond Mayor Brodie cosigned a November 18, 2022 letter to the Province to encourage a new River Road crossing over Highway 99 to Ladner and to support an underground option for the relocation of the BC Hydro transmission line currently in the existing George Massey Tunnel. A new River Road crossing of Highway 99 would support the goals of Metro 2040, the Regional Growth Strategy, and the Climate 2050 Transportation Road Map. Staff support

an underground option for the BC Hydro transmission line relocation as it has the least impact on Deas Island Regional Park.

**Attachment**

Correspondence to The Honourable David Eby, Premier of British Columbia and The Honourable Rob Fleming, Minister of Transportation and Infrastructure, from Mayor George V. Harvie, City of Delta and Mayor Malcolm Brodie, City of Richmond, dated November 18, 2022 re Proposed Fraser River Tunnel Project - Secondary Access from Ladner.



Office of Mayor George V. Harvie  
*City of Delta*



MAYOR'S OFFICE

Delta

November 18, 2022

The Honourable David Eby  
Premier of British Columbia  
PO Box 9041, Stn Prov Govt  
Victoria, BC V8W 9E1

The Honourable Rob Fleming  
Minister of Transportation and Infrastructure  
PO Box 9055, Stn Prov Govt  
Victoria, BC V8W 9E2

Dear Premier Eby and Minister Fleming,

**Re: Proposed Fraser River Tunnel Project – Secondary Access from Ladner**

As part of the early engagement for the proposed Fraser River Tunnel Project, the Transportation Investment Corporation project team has been providing regular updates on this project to both the City of Delta and City of Richmond, including an overview of the proposed multi use pathway alignment in Delta. We sincerely appreciated the collaboration and all the efforts by the Province to continue to keep this important project moving forward.

With all the great work that has been undertaken, it is regrettable that no progress has been made on reinstating the secondary access from Ladner into the proposed Fraser River Tunnel Project scope. Further to the letter dated March 2, 2022 to the Honourable Minister Fleming (enclosed), we are writing to formally request the reinstatement of the secondary access from Ladner in the Project scope. We see this connection as not only providing benefit to motorists but also emergency responders, transit, cyclists and pedestrians.

The original concepts displayed to Delta Council and the public in 2019 and 2020 included a new overpass on River Road to connect across Highway 99 (enclosed). This connection was also included in the promotional materials at the press conference for the Project Announcement in August 2021 (enclosed). The Project includes significant investment to other interchanges along the corridor including the replacement of the Steveston Interchange, Rice Mill Road Overpass, and the CN Rail Overpass.

... 2

Delta

November 18, 2022  
Page 2

No overpass or interchange replacements are proposed in Delta. I cannot emphasize enough how vital a new overpass at River Road is in providing a secondary connection for the Ladner community.

The City of Delta views the River Road connection over Highway 99 as a vital component of the Fraser River Tunnel Project. We appreciate your consideration of reinstating this critical connection in the scope of the proposed Fraser River Tunnel Project.

In addition, the City of Richmond and the City of Delta understand that BC Hydro is beginning a consultation process regarding relocation of the transmission lines from the existing George Massey Tunnel that includes two underground options and one overhead option. The City of Richmond and the City of Delta re-iterate their strong preference for an underground option, given the negative physical and aesthetic characteristics of the overhead option.

We would greatly appreciate the opportunity to meet and discuss these important issues further.

Yours truly,



Mayor George V. Harvie  
City of Delta



Mayor Malcolm Brodie  
City of Richmond

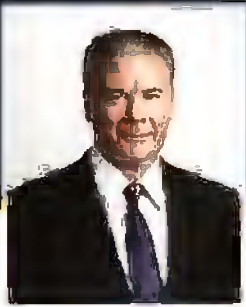
Enclosures:

Letter to the Hon. Rob Fleming dated March 2, 2022  
River Road Connection Records (2019 and 2020)  
George Massey Crossing Program Announcement Brochure – August 2021

cc: The Hon. Carla Qualtrough, Minister of Employment, Workforce Development and Disability Inclusion  
The Hon. Ravi Kahlon, Minister of Jobs, Economic Recovery and Innovation







March 2, 2022

The Honourable Rob Fleming  
Minister of Transportation and Infrastructure  
PO Box 9055, Stn Prov Govt  
Victoria, BC V8W 9E2

Dear Minister,

**Re: George Massey Crossing Project – Secondary Access from Ladner**

On January 27, 2022, the Transportation Investment Corporation project team provided Delta staff with an update on the George Massey Crossing (GMC) project, including a review of the concept design. I want to reiterate how pleased we are to see this project moving forward.

I am writing in full support of my staff's request to reinstate the secondary access from Ladner in the GMC project scope. The original concepts displayed to Delta Council and the public in 2019 and 2020 included a new overpass on River Road to connect across Highway 99 and provide a secondary access from Ladner to the provincial highway system. It was only after the recent announcement of the preferred tunnel option that we were advised this important connection was no longer included within the project scope.

As this connection not only provides vehicle access, but much needed pedestrian and cycling connections, it is critical that this be included within the project scope. Recent municipal and regional transportation plans have incorporated this important connection, as well as the active transportation facilities that are being provided with the GMC project. I have attached a recent letter from Delta staff to the GMC team on this topic, which includes more details of the instances when the River Road connection was presented to Delta and the public as part of the original scope of work.

We appreciate your consideration of reinstating this connection in the scope of the George Massey Crossing project. The City of Delta welcomes the opportunity to work together with the Province on this important connection that will serve our communities now and in the future.

March 2, 2022  
Page 2

Yours truly,



George V. Harvie  
Mayor

Attachment: Letter to GMC Project Director dated February 25, 2022

cc: The Hon. Ravi Kahlon, Minister of Jobs, Economic Recovery & Innovation  
Sean McGill, City Manager  
Param Grewal, Director of Public Engagement and Intergovernmental Affairs



## Engineering

File: 5220-30/GMC

February 25, 2022

Donald Trapp  
Project Director, George Massey Crossing  
Transportation Investment Corporation  
Suite 1750 - 401 West Georgia Street  
Vancouver, BC V6B 5A1

Dear Mr. Trapp:

**Subject: Ladner Secondary Access - River Road Overpass**

Thank you for meeting with City staff on January 27, 2022 to provide an update on the George Massey Crossing project and an overview of the concept design. We are very pleased to see this project moving forward as it will provide significant benefits to Delta residents and the entire region.

We want to continue to highlight the importance of establishing a secondary access for Ladner that would connect to Highway 99, as shown in Attachment A. This access from River Road is a critical connection for pedestrians, cyclist, emergency responders, and vehicles. As discussed, this connection across Highway 99 has been identified in Delta's draft Cycling Master Plan and TransLink's Transport 2050 Plan as being a key active transportation route.

As noted during our meeting and email dated January 31, 2022 (Attachment B), this connection was presented to Delta and the public on numerous occasions in 2019 and 2020, an example of which is shown in Attachment C. Many Delta residents took note of the River Road connection shown on the roll plots during the Public Information Meetings in 2020 and staff continue to receive many inquiries from the public about this future connection.

Given the importance of this access in supporting current and future growth within the Ladner area, we would request that this connection be included as part of the George Massey Crossing project scope.

We would be happy to meet with you to discuss this topic further. Please contact me at 604-946-3299 to arrange a meeting.

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City of Delta  
4500 Clarence Taylor Crescent  
Delta, BC V4K 3E2  
604.946.4141

[www.delta.ca](http://www.delta.ca)

**Engineering**

Subject: Ladner Secondary Access - River Road Overpass  
File No: 5220-30/GMC

Page 2 of 2

Yours truly,

Steven Lan, P.Eng.  
Director of Engineering

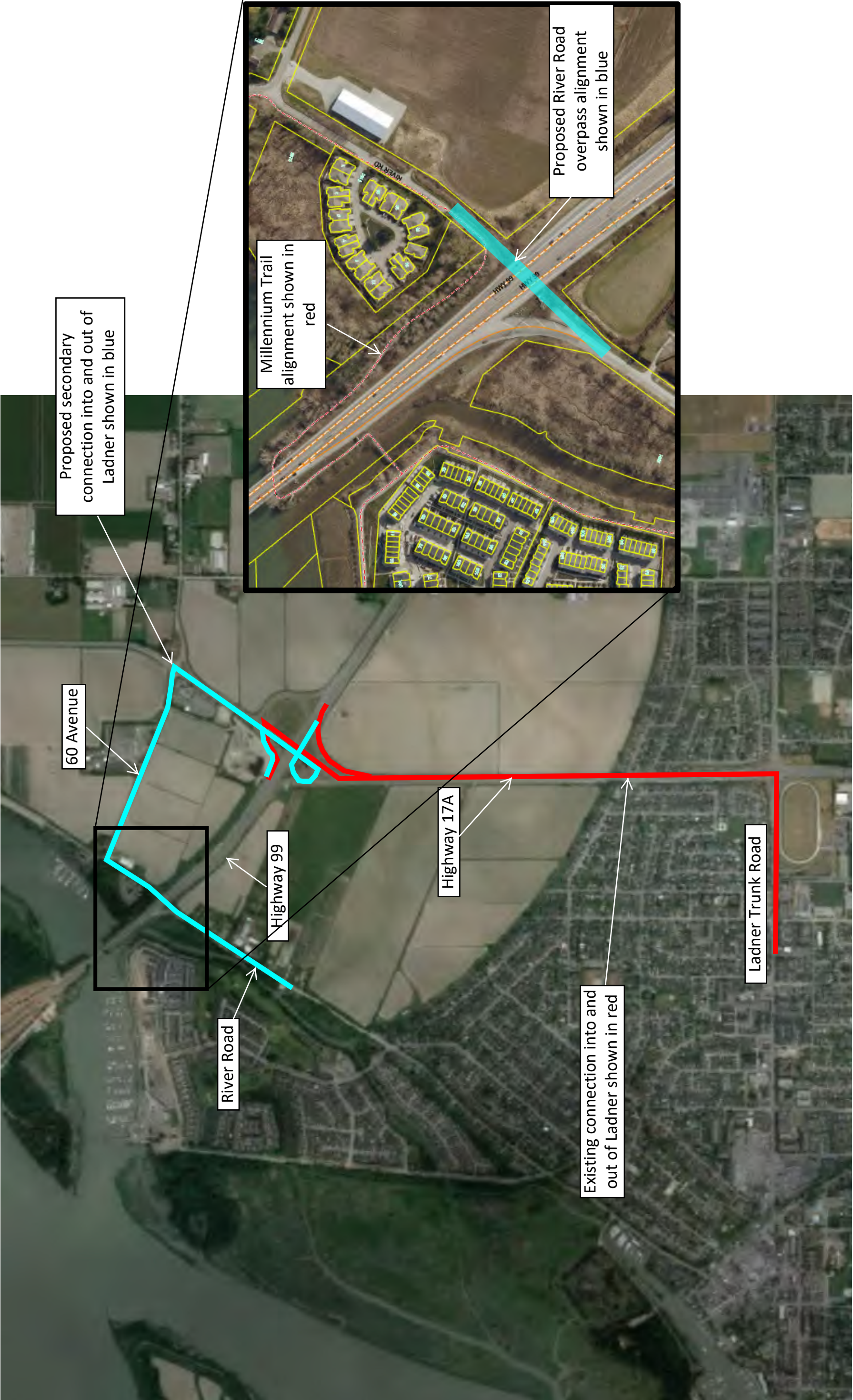
Attachments:

- A. River Road Connection Map
- B. Email Dated January 31, 2022
- C. 2019 Presentation Slide Showing River Road Connection

CC: Sean McGill, City Manager

HT/bm/sl





## Heather Thicke

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**From:** Heather Thicke  
**Sent:** Monday, January 31, 2022 11:15 AM  
**To:** 'Bergstrom, Dustin TIC:EX'  
**Cc:** Steven Lan (SLan@delta.ca); Sukhmeet Grewal; Doreann Mayhew (DMayhew@delta.ca)  
**Subject:** River Road Connection

Hi Dustin,

As per your request, I've compiled a list of the instances where the secondary connection to Ladner at River Road was presented.

I've uploaded a copy of each presentation/photo to Sync:

<https://ln5.sync.com/dl/b51c7aae0/ysdczz2y-qt43tppz-nn9gvh3w-ncx3tm55>

- Instance #1: October 2, 2019 Metro Vancouver GMC Task Force Meeting. Slides 22 and 25 of the presentation show the River Road connection.
- Instance #2: October 15, 2019 presentation to Richmond Council. See slides 23 and 26 on the powerpoint presentation show the connection.
- Instance #3: November 25, 2019 presentation to Delta Council. See slides 24 and 27 in the powerpoint presentation.
- Instance #4 and #5: February 5 and 6, 2020 Public Information Meetings in Delta and Richmond - the River Road connection was shown on the roll plots that were presented at the public meeting. Photos I took of the roll plots during the public meeting are uploaded to Sync.

As Steven mentioned during our meeting last week, we weren't provided copies of many meeting materials or minutes from the original GMC project team due to confidentiality reasons, so there are most likely other meetings where this connection was presented and discussed that we don't have record of.

Please let me know if you have any questions or require more information.

Thanks,



**Heather Thicke**, ASCT, PMP  
**Engineering Project Technologist**  
City of Delta  
Office: 604-952-3646  
Email: [hthicke@delta.ca](mailto:hthicke@delta.ca)





# Immersed Tube Tunnel Concept Planview



River Road connection  
shown on concept plans  
presented in 2019

### **River Road Connection Records (2019 and 2020)**

The following list shows instances when a River Road connection over Highway 99 was presented as part of the Fraser River Tunnel Project:

- Instance #1: October 2, 2019 Metro Vancouver George Massey Crossing Task Force Meeting (Page 2)
- Instance #2: October 15, 2019 presentation to Richmond Council (Page 3)
- Instance #3: November 25, 2019 presentation to Delta Council (Page 4)
- Instance #4 and #5: February 5 and 6, 2020 Public Information Meetings in Delta and Richmond. The River Road connection was shown on the roll plots that were presented at the public meeting (Page 5)



# Immersed Tube Tunnel Concept Planview



Overpass at River Road

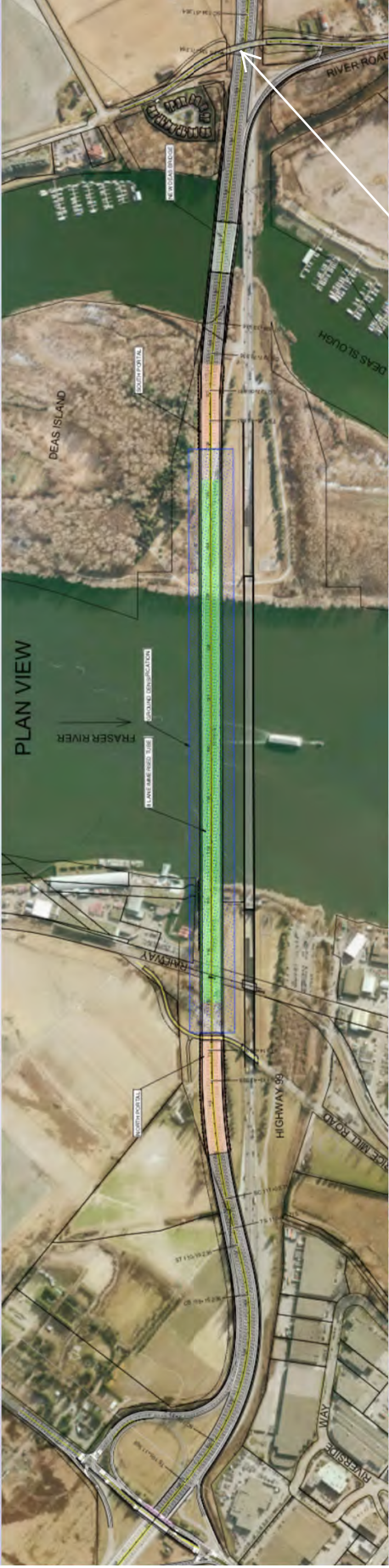
## Immersed Tube Tunnel Concept Planview







# Immersed Tube Tunnel Concept Planview

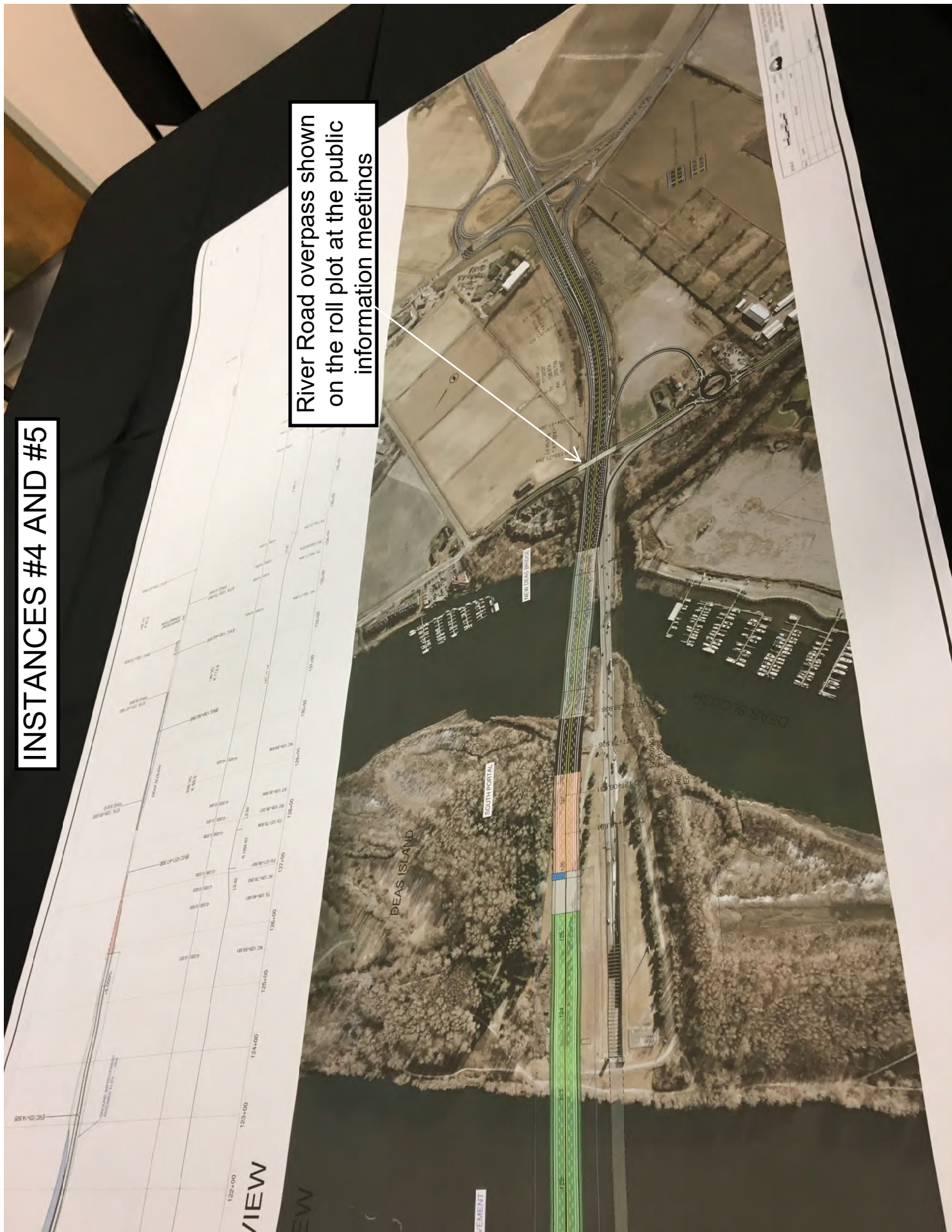


Overpass at River Road shown



INSTANCES #4 AND #5

River Road overpass shown  
on the roll plot at the public  
information meetings





INDIGENOUS ENGAGEMENT

Introduced in October 2019 by the provincial government, the Declaration on the Rights of Indigenous Peoples Act will move the Province forward with a clear action plan for reconciliation, supporting predictability and economic opportunities, while respecting Indigenous human rights.

Upholding this commitment of the Province to work with First Nations is integral to engagement and the ministry will remain focused on creating opportunities for Indigenous peoples and providing a clear and sustainable path for everyone to work toward lasting reconciliation.

The ministry has engaged with 12 identified Indigenous groups throughout the development of the GMC Program. The Province remains committed to ongoing meaningful consultation with Indigenous groups throughout the life of the ITT and corridor improvement projects.

Starting in January 2019, the Province initiated an Indigenous engagement process comprised of three parts:

- Project, Principles, Goals and Objectives**  
Develop and achieve consensus on project principles, goals, and objectives.
- Options Analysis**  
Work with Indigenous groups to identify and shortlist potential crossing options and conduct a multiple accounts evaluation assessment of the shortlisted options.
- Business Case Development**  
Review with Indigenous groups the short-listed crossing options in detail and how their input has been reflected in the development of the business case.

Additionally, the Province has facilitated Indigenous-led advanced environmental studies aimed at addressing Indigenous concerns and values, including five studies on eulachon, sturgeon, salmonids, migrating birds and fish habitat mapping.

For the associated corridor improvement projects, the Province has shared reference concepts and project overviews with identified Indigenous groups for their review and comments, and Indigenous groups have been invited to participate and inform the development of environmental management planning and permit applications. The ITT project will require an environmental assessment certificate and the Province hopes that identified Indigenous groups will continue to participate in this process to ensure that their priorities and concerns are addressed.

Overall, Indigenous rights, interests and perspectives will inform project implementation. Employment opportunities will be made available to Indigenous groups by the contractor and there will be a plan to support Indigenous ecological and cultural monitoring of new ground disturbances.

Cultural recognition activities will include a plan to celebrate Indigenous cultures to be developed with, and by, identified Indigenous groups.

Photo Credit: Tsawwassen First Nation, March 26, 2021



PUBLIC & STAKEHOLDER ENGAGEMENT

The GMC Program was informed through extensive engagement with the Metro Vancouver Board, municipalities, TransLink, the Vancouver Fraser Port Authority and other stakeholders. This included technical analysis and work to shortlist viable options for a Fraser River crossing and a formal endorsement from the Metro Vancouver Board of the Immersed Tube Tunnel as the preferred crossing option.

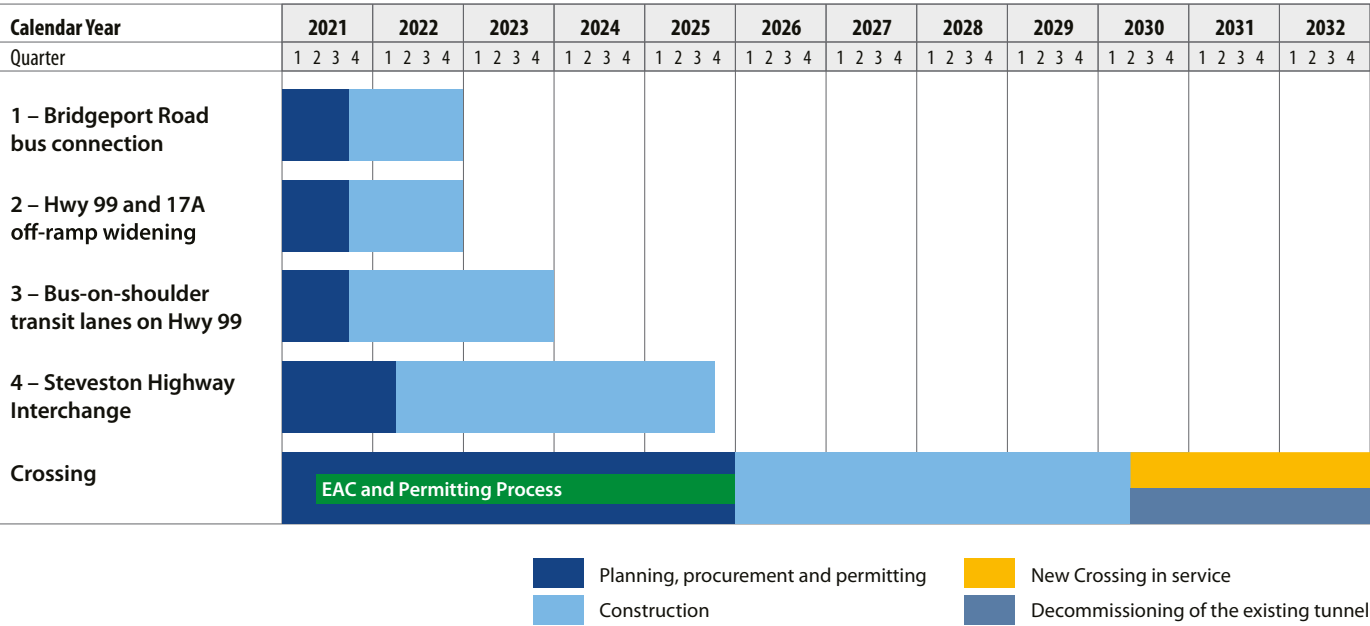
The ministry further hosted two public open houses in Richmond and in Delta to review the potential corridor

improvements and to provide an update on the progress that had been made towards a long-term crossing solution.

The ministry recently completed the early engagement process for an amendment to Environmental Assessment Certificate (EAC) #T17-01 in order to proceed with corridor improvements. Feedback and comments on the proposed amendment were completed as of April 24, 2021 and the application has been submitted to the EAO.

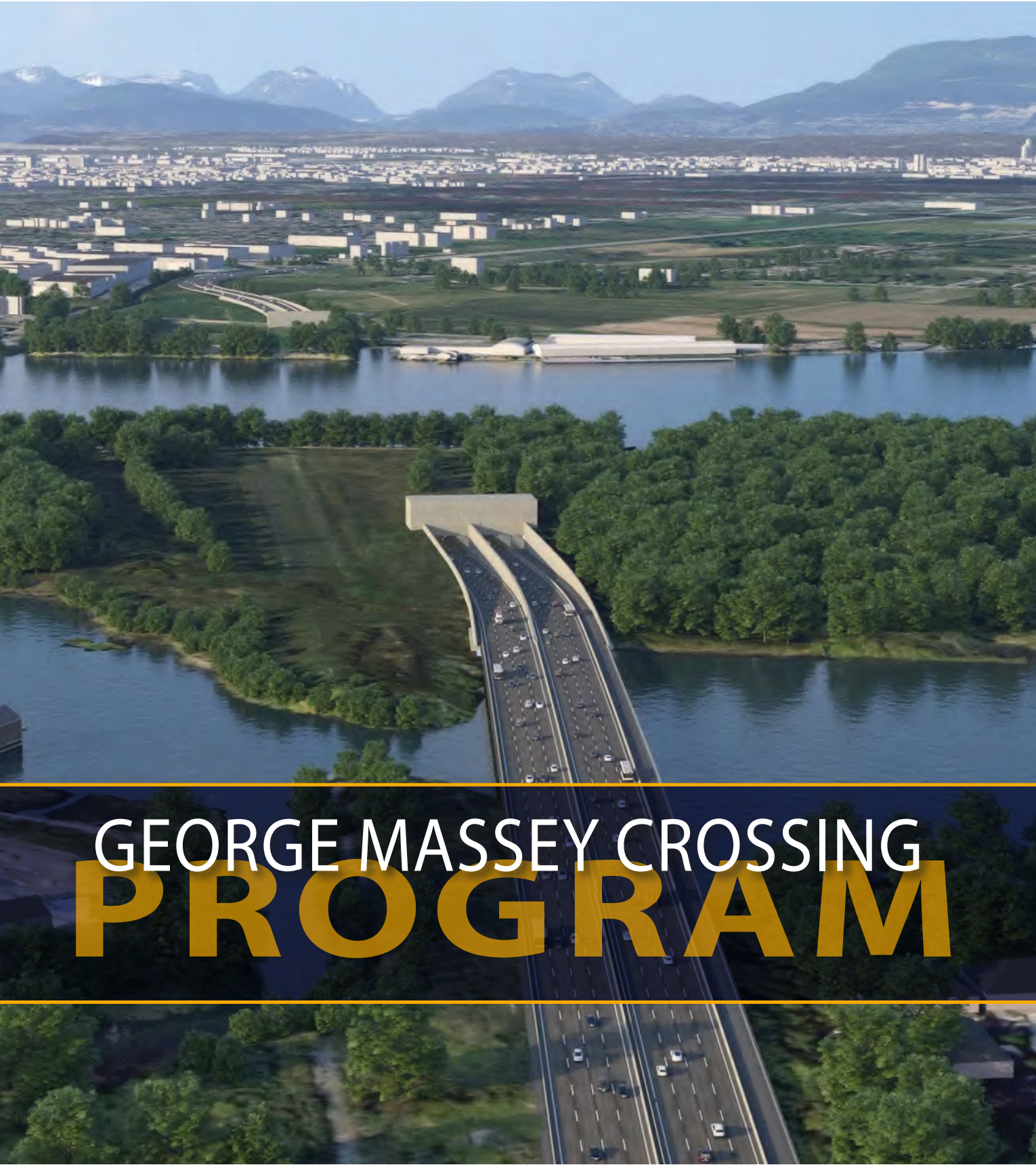
The Province will continue to engage with the public and all stakeholders as the GMC Program proceeds.

PROJECT DELIVERY SCHEDULE



QUESTIONS?

Email [GeorgeMasseyCrossingSCR@gov.bc.ca](mailto:GeorgeMasseyCrossingSCR@gov.bc.ca) or learn more at [engage.gov.bc.ca/masseytunnel](https://engage.gov.bc.ca/masseytunnel)







RECOGNITION OF TRADITIONAL TERRITORIES

The Province of BC acknowledges that the George Massey Crossing Program will occur on the traditional territories of the Coast Salish peoples.

ITT Project Rendering

1 – New Steveston Interchange

2 – Bridgeport Bus Connection

3 – Highway 99 and 17A Off-Ramp Widening

4 – Bus on Shoulder Transit Lanes

ITT Project Overview

TOLL-FREE

A new, eight-lane immersed tube tunnel (ITT) will replace the George Massey Tunnel on Highway 99, providing people a toll-free crossing that has been endorsed by the Metro Vancouver Board and will provide an active transportation connection across the Fraser River.

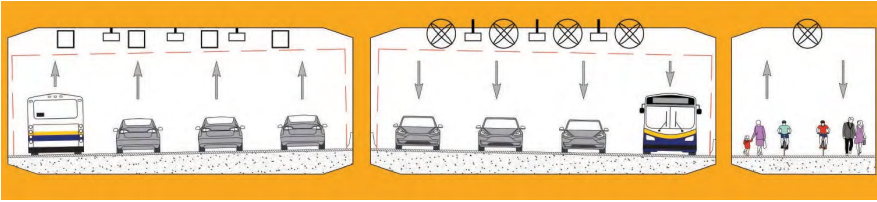
SCOPE

The new crossing will be an ITT with six vehicle lanes and two transit lanes, with a single tube to be used as a bi-directional multi-use path. The Program also includes removal of the existing tunnel, replacement of the existing Deas Slough Bridge with

an eight-lane bridge, addition of a southbound general purpose (GP) lane on Highway 99 between Westminster Highway and Steveston Highway, and the relocation of the existing BC Hydro transmission line that is within the existing tunnel.

COSTS

The estimated cost of the George Massey Crossing ITT is \$4.15 billion.



SCHEDULE

The new crossing is anticipated to be in service in 2030, and the existing crossing will be decommissioned by 2032.

Corridor Improvement Project Overview

The corridor improvements are comprised of four advanced works designed to reduce congestion and improve transit and cycling options in advance of construction of the new ITT.

SCOPE

The corridor improvements include:

**1 – Steveston Highway Interchange:** Replacement of the existing two-lane overpass and Highway 99 to accommodate two eastbound lanes and three westbound lanes (including a left turn lane), as well as improved connections to and from the overpass for vehicles, pedestrians and cyclists.

**2 – Bridgeport Road Bus Connection:** Redirect southbound bus services from

Sea Island Way to Bridgeport Road, and provide a transit-only connection southbound to the on-ramp to Highway 99. Construction of dedicated multi-use paths for active transportation that connect into the existing active transportation network.

**3 – Highway 99 and 17A off-ramp widening:** Extend and widen the northbound Highway 99 off-ramp approach to the Highway 17A intersection.

**4 – Bus-on-shoulder transit lanes on Highway 99:** Extend northbound and southbound bus-on-shoulder facilities south of Highway 17A.

COSTS

The estimated cost of the corridor improvements is \$137 million.

SCHEDULE

The corridor improvements are anticipated to begin in 2021 and be completed in 2025.

GMC Program Benefits

The project will provide safe, reliable, and accessible transportation options that meets the objectives for sustainable growth for the Metro Vancouver region.

SAFETY

The new crossing will meet modern seismic standards, as well as current safety challenges. Additionally, the new crossing will provide safer options for pedestrians, cyclists and other modes of active transportation.

REGIONAL ALIGNMENT

The investment in this key transportation corridor is in alignment with Metro Vancouver's vision. Over the next 30 years, approximately 1.2 million more people and 470,000 more jobs are projected to be added to the Metro Vancouver area. Approximately 40% of this growth in population and employment is expected to occur south of the Fraser River in Surrey, Langley, and Delta, and these communities rely on and utilize the Highway 99 corridor. The new crossing and corridor improvements are designed to help ensure the efficient movement of people, goods, and services given this projected growth.

VITAL TRADE CORRIDOR

The Metro Vancouver region plays a vital role on Canada's west coast, connecting Canada to Asia-Pacific trading partners through a reliable transportation network, including the region's international port and airport facilities. Asia-Pacific related goods movement is forecast to grow and drive the regional, provincial and national economies, increasing the need for a reliable and efficient regional



transportation network. The Highway 99 corridor, which includes the existing tunnel, is a key component of this transportation network. Additionally, this corridor connects the province directly with the United States.

ACTIVE TRANSPORTATION

The Program is in alignment with the Province's CleanBC plan as well as the Ministry's Move. Commute. Connect. BC's Active Transportation Strategy to support and increase safe walking, cycling and other forms of active transportation. The existing tunnel cannot safely accommodate cyclists or pedestrians, and therefore, travel by these modes is prohibited. The new ITT will establish a dedicated active transportation connection for pedestrians and cyclists across the Fraser River on Highway 99. The Program will see a significant improvement to transit service convenience and facilitate future expansion; and encourage higher occupancy modes of travel.

TRANSIT

The new crossing, along with transit improvements, will make transit much more convenient and accessible, it will be quicker, safer and more reliable. The Highway 99 corridor is part of the Frequent Transit Network, that connects

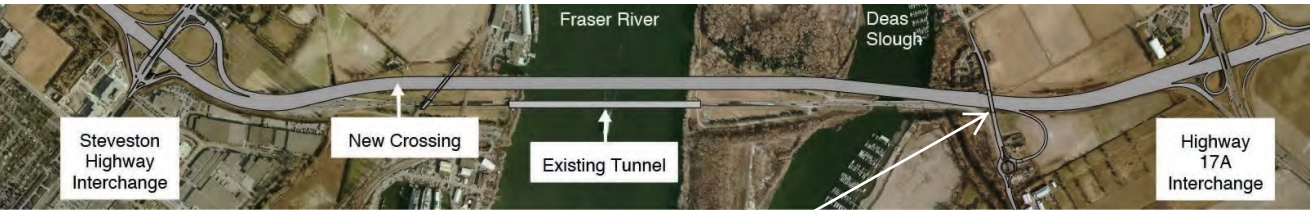
the Canada Line's Bridgeport Station to South Delta, North Delta, South Surrey, White Rock and Tsawwassen Ferry Terminal. The ITT will include dedicated bus only lanes to accommodate fast, frequent bus rapid transit service that will meet the long-term needs of Metro Vancouver's public transit system as informed and endorsed by TransLink, and Metro Vancouver.

COMMUNITY BENEFITS

In addition to the infrastructure and service delivery objectives, the Program will provide a range of community benefits, maximizing opportunities for local residents, and businesses as well as grow the skilled labour workforce through opportunities for apprentices, skills training, including the provision of employment opportunities for Indigenous peoples, women and underrepresented groups. The Program will be structured to support these goals.

REDUCED CONGESTION

The new crossing and corridor improvements will reduce congestion related delays for priority goods and service trips allowing for increased business and economic growth, reliability, and productivity.



River Road overpass shown



To: George Massey Crossing Task Force

From: Neal Carley, General Manager, Parks & Environment

Date: March 1, 2023 Meeting Date: March 9, 2023

Subject: **Manager's Report**

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### **RECOMMENDATION**

That the George Massey Crossing Task Force receive for information the report dated March 1, 2023, titled "Manager's Report".

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### **George Massey Crossing Task Force 2023 Work Plan**

Attached to this report is the Task Force's Work Plan for 2023. The status of work plan elements are indicated as pending, in progress, or complete. The list is updated as needed to include new issues that arise, items requested by the Task Force, and changes to the schedule.

### **Highway 99 Tunnel Program**

For the Fraser Tunnel Project portion of the program, the project team submitted the Detailed Project Description to the Environmental Assessment Office in December 2022. The Environmental Assessment Office will review the submission for the readiness decision phase of the environmental assessment process to determine whether the project should proceed to an environmental assessment, be exempt from requiring an environmental assessment, or be terminated and not proceed.

The test dredge program for the Fraser Tunnel Project portion concluded on January 23, 2023. The program confirmed river impacts and constructability by dredging a scale excavation in the river to simulate future construction works. The in-river geotechnical investigation program concluded on February 8, 2023. The program confirmed soil condition in the river to inform tunnel design.

For the Steveston Interchange Project, tree removal was performed in February on the east and west sides of the interchange along Steveston Highway to prepare the area for construction.

The Highway 99 Tunnel Program community office opened on February 9, 2023. The office is located at 5180 Ladner Trunk Road, Delta and is open Wednesdays and Thursdays from 9:00 am to 5:00 pm.

### **BC Hydro Transmission Line Relocation**

BC Hydro currently has a transmission line in the George Massey Tunnel. The transmission line must be relocated before the George Massey Tunnel is decommissioned. BC Hydro is considering three options for relocation of the transmission line currently in the George Massey Tunnel:

1. Overhead line
2. Underground line in the proposed immersed tube tunnel
3. Separate underground line

BC Hydro conducted early environment, archaeology, and engineering desktop studies in 2022 and started public consultation for the three options in January 2023.

### 1959 George Massey Tunnel Opening Parade

George Massey Crossing Task Force member, Councillor Barb Martens came across some historical information and artefacts at the BC Farm Museum in Fort Langley. A covered horse-drawn wagon led the opening parade through the tunnel in 1958. That same wagon is now at the farm museum in Langley.



The photo on the left has a caption "Ken Davie Sr., driving four Clydesdale horses hitched to a covered wagon, owned by Allen Bates. The wagon was loaded with friends that were being guided through the tunnel under the Fraser River, by outriders. They were celebrating the pre-opening of the George Massey Tunnel, in Delta, in 1958."

The photo on the right is the wagon located at the BC Farm Museum in Fort Langley.

### Attachment

George Massey Crossing Task Force 2023 Work Plan, dated March 1, 2023.



## George Massey Crossing Task Force 2023 Work Plan

Report Date: March 1, 2023

### Priorities

<b>1<sup>st</sup> Quarter</b>	<b>Status</b>
George Massey Crossing Task Force Meeting Schedule and Work Plan	In Progress
<b>Fraser River Tunnel Project – Deas Island Regional Park</b>	<b>Pending</b>
<b>Highway 99 Tunnel Program Update</b>	<b>Pending</b>
<b>2<sup>nd</sup> Quarter</b>	<b>Status</b>
<b>Fraser River Tunnel Project – Deas Island Regional Park</b>	<b>Pending</b>
<b>Highway 99 Tunnel Program Update</b>	<b>Pending</b>
<b>3<sup>rd</sup> Quarter</b>	<b>Status</b>
<b>Fraser River Tunnel Project Update</b>	<b>Pending</b>
<b>Highway 99 Tunnel Program Update</b>	<b>Pending</b>
<b>4<sup>th</sup> Quarter</b>	<b>Status</b>
<b>Fraser River Tunnel Project Update</b>	<b>Pending</b>
<b>Highway 99 Tunnel Program Update</b>	<b>Pending</b>