

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.

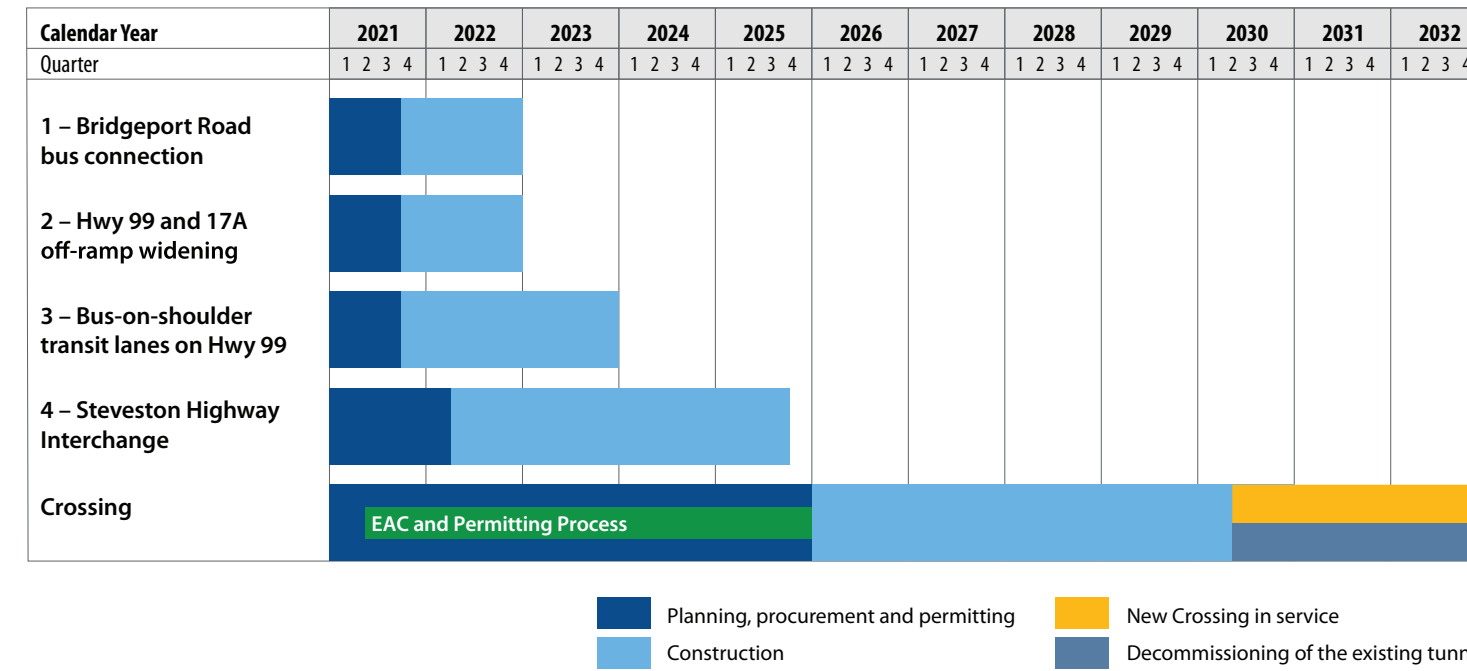
The ministry further hosted two public open houses in Richmond and in Delta to review the potential corridor

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?

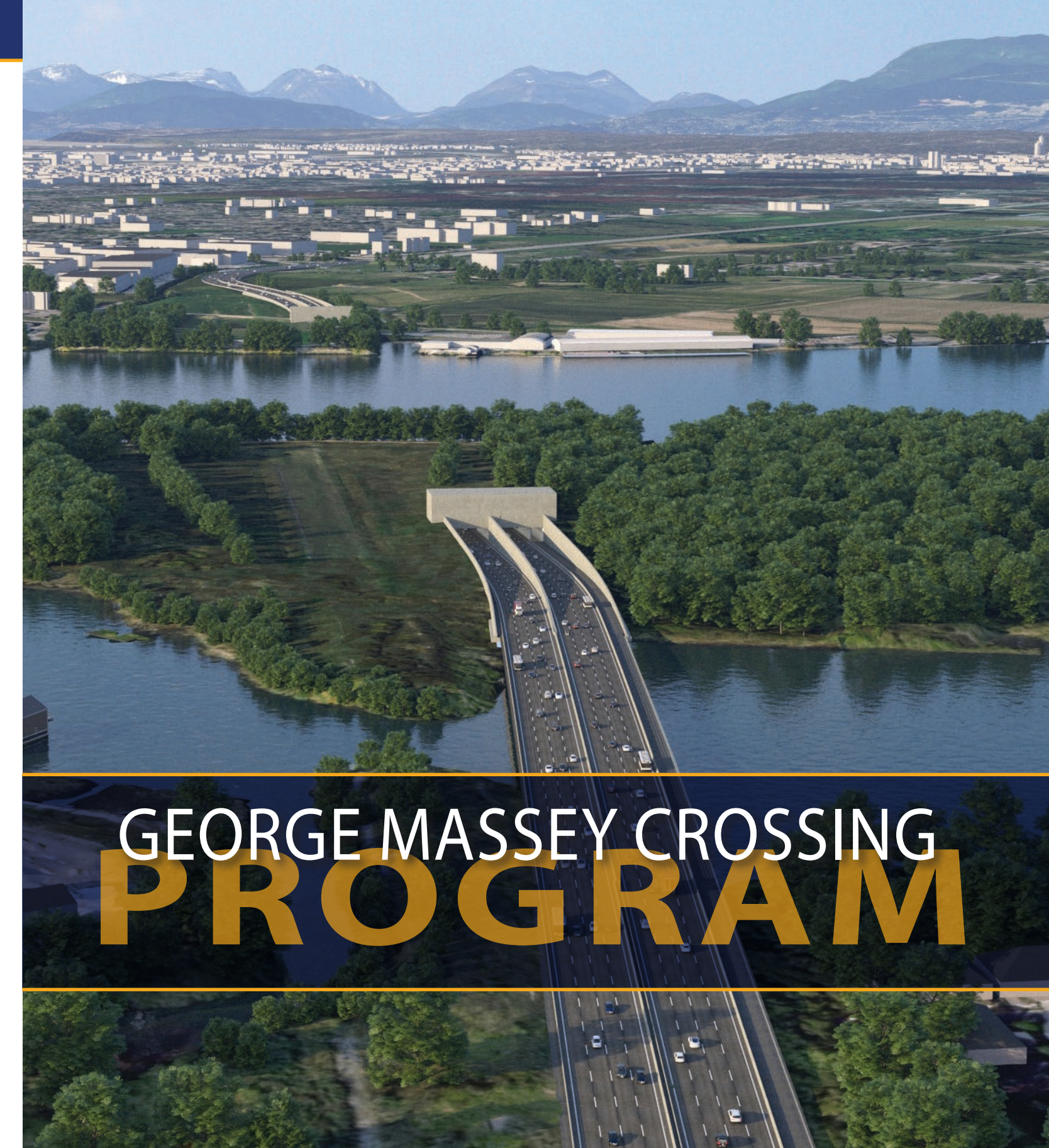
Email GeorgeMasseyCrossingSCR@gov.bc.ca or learn more at engage.gov.bc.ca/masseytunnel



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RECOGNITION OF TRADITIONAL TERRITORIES

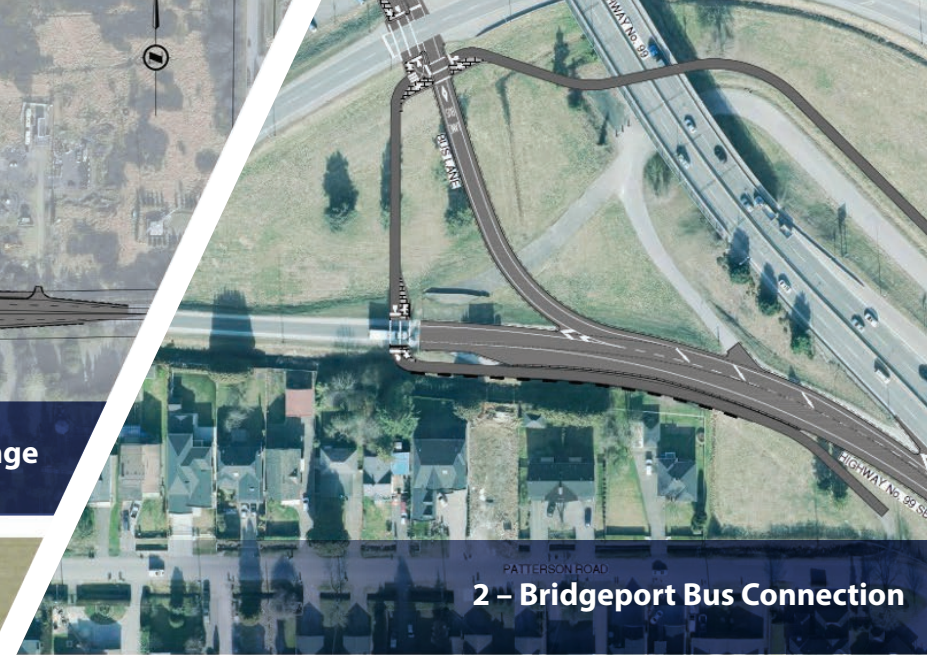
The Province of BC acknowledges that the proposed George Massey Crossing Program would occur on the traditional territories of the Coast Salish peoples.



ITT Project Rendering



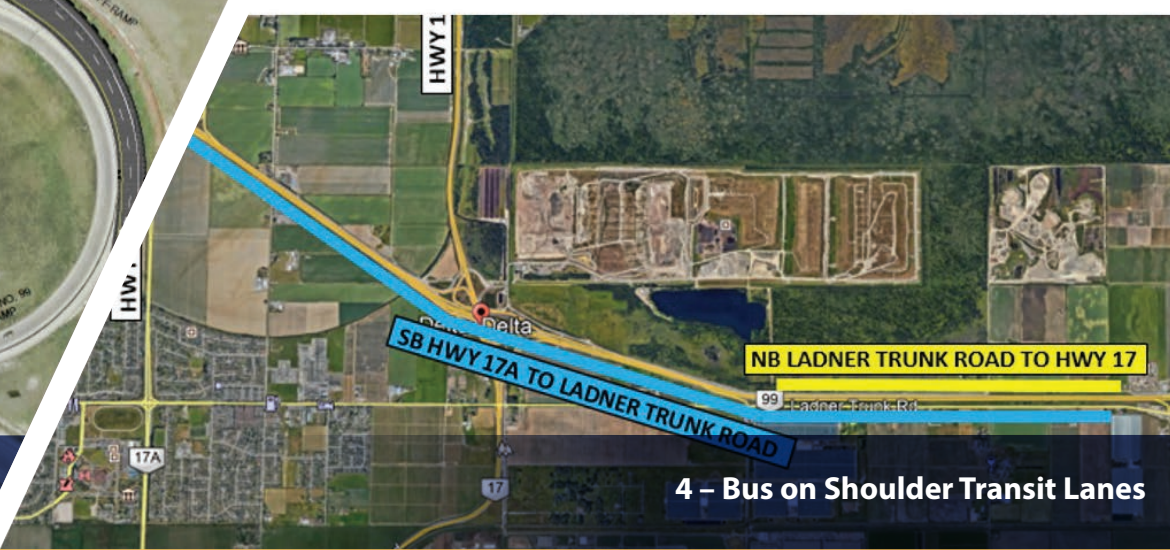
1 – New Steveston Interchange



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

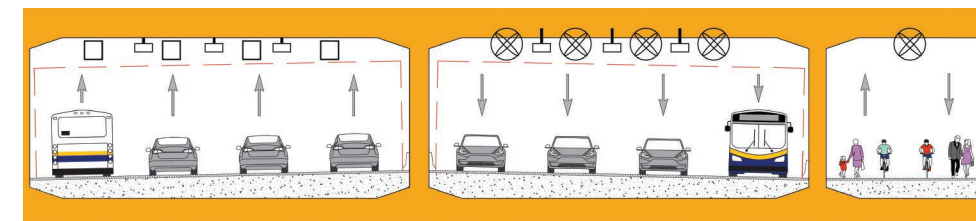
an eight-lane bridge, addition of a southbound general purpose (GP) lane on Highway 99 between Westminster Highway and Steveston Highway, and the relocation of the existing BC Hydro transmission line that is within the existing tunnel.

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.

