



Fraser River Tunnel Project Engagement Plan

April 2022

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Version History

| Version | Revision Date | Author | Version Description |
|---------|----------------|--|--|
| 1.0 | Nov 26, 2021 | D. Paslawski, L. Harley, B. Bennett, and K. Fennell | Initial Engagement Plan for preliminary review with Indigenous groups, stakeholders, municipalities and government agencies |
| 2.0 | Feb 22, 2022 | L. Harley, B. Bennett, K. Fennell, and D. Paslawski, | Revised Engagement Plan incorporating feedback from preliminary engagement with Indigenous groups, stakeholders, municipalities and government agencies |
| 3.0 | March 25, 2022 | L. Harley, B. Bennet, C. Klatt, K. Fennell, and D. Paslawski | Final Engagement Plan incorporating EAO feedback reflecting Early Engagement Policy (Engagement Plan Guidelines) |
| 3.1 | April 6, 2022 | L. Harley, B. Bennet, C. Klatt, K. Fennell, and D. Paslawski | Final Engagement Plan incorporating EAO feedback reflecting Early Engagement Policy (Engagement Plan Guidelines) – for acceptance by EAO |
| 3.2 | April 7, 2022 | L. Harley, B. Bennet, C. Klatt, K. Fennell, and D. Paslawski | Final Engagement Plan incorporating EAO feedback reflecting Early Engagement Policy (Engagement Plan Guidelines) – for acceptance by EAO (minor changes to address EAO comments) |

Abbreviations

| Abbreviation | Description |
|-----------------|---|
| ALR | Agricultural Land Reserve |
| BCEAA | British Columbia <i>Environmental Assessment Act</i> , 2018 |
| CAD | Consultative Areas Database |
| EA | Environmental Assessment |
| EAO | Environmental Assessment Office |
| EPIC | EAO Project Information Centre |
| Existing Tunnel | Existing George Massey Tunnel |
| GBA+ | Gender-Based Analysis Plus |
| IPD | Initial Project Description |
| ITT | immersed tube tunnel |
| Metro Vancouver | Metro Vancouver Regional District |
| MFLNRORD | Ministry of Forests, Lands, Natural Resource Operations and Rural Development |
| Ministry | Ministry of Transportation and Infrastructure |
| MUP | multi-use path |
| PRRO | People of the River Referrals Office |
| TI Corp | Transportation Investment Corporation |
| YVR | Vancouver International Airport |

General Information and Contacts

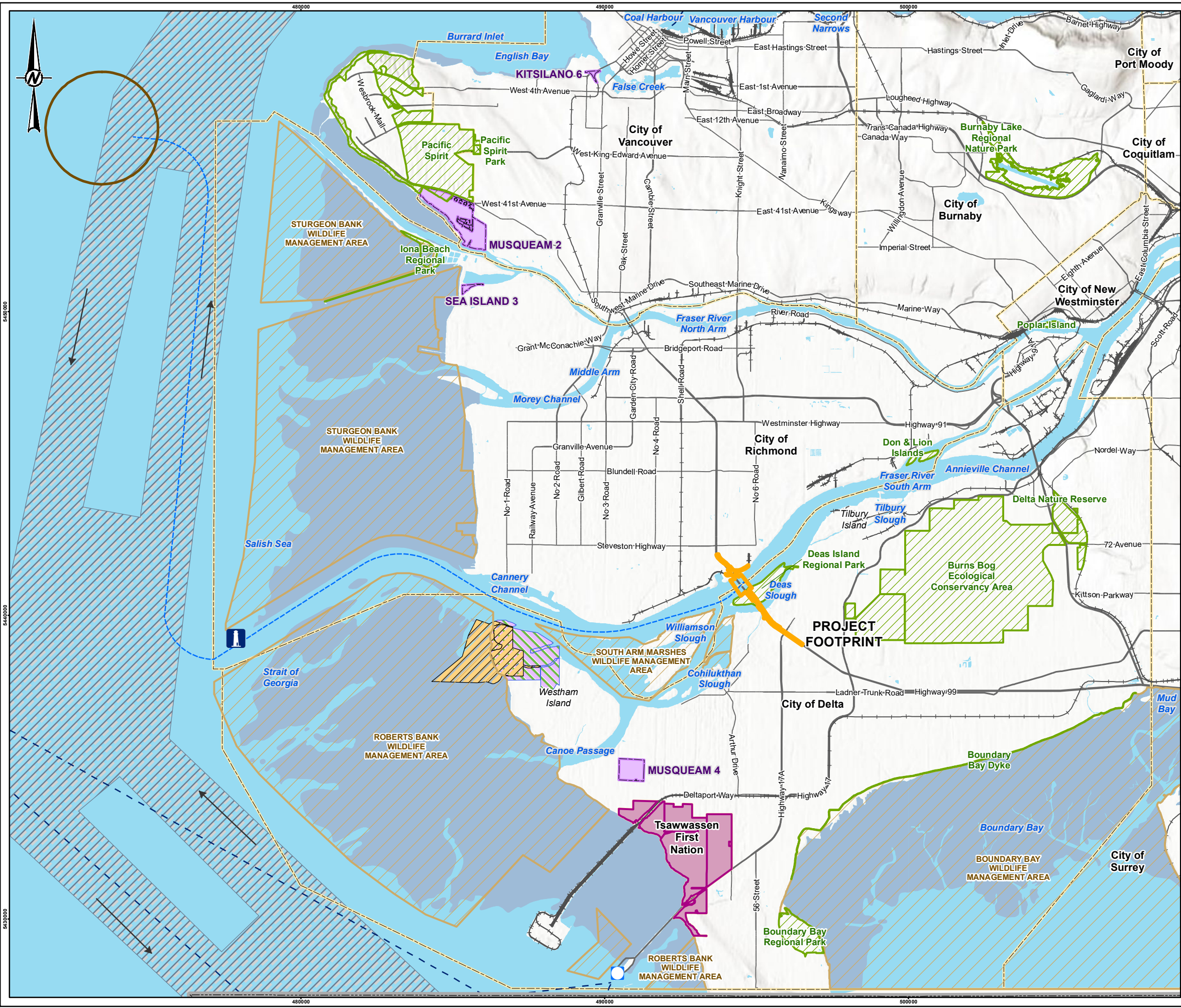
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|--|--|
| Project Name | Fraser River Tunnel Project |
| Proponent | Transportation Investment Corporation, on behalf of the Ministry of Transportation and Infrastructure |
| Proponent Corporate Address | Transportation Investment Corporation Suite 1750 – 401 West Georgia Street Vancouver, BC, V6B 5A1 |
| Proponent Website | https://www.ticorp.ca/ |
| Project Website | https://engage.gov.bc.ca/masseytunnel/ |
| Ministry of Transportation and Infrastructure Representative | Kevin Volk, Assistant Deputy Minister, Major Projects |
| Transportation Investment Corporation Representative | Donald Trapp, Executive Project Director |
| Primary Contact for the Environmental Assessment | Darcy Paslawski, Environment Lead (236)-455-1450 darcy.paslawski@ticorp.ca |
| Project Name | Fraser River Tunnel Project |

1 INTRODUCTION

1.1 PROJECT INTRODUCTION

The Ministry of Transportation and Infrastructure (Ministry) proposes to replace the Existing George Massey Tunnel (Existing Tunnel) with a new eight-lane immersed tube tunnel (ITT), replace the existing Deas Island Bridge, and construct connections to Highway 99, collectively referred to as the Fraser River Tunnel Project (the Project; Figure 1). Construction of the Project will be carried out directly upstream of the Existing Tunnel. The Project is situated mainly on provincial Crown land in Richmond and Delta and crosses under the Fraser River South Arm, which is designated as the Ministry Highway 99 right-of-way (Highway 99 right-of-way). Although most of the Project is within the existing Highway 99 right-of-way, there may be some additional temporary and permanent land requirements during construction in the southern portion of Deas Island Regional Park as well as some private lands within the Agricultural Land Reserve (ALR) adjacent to the Highway 99 ROW, and temporary offsite moorage areas within the Fraser River South Arm. The extent of additional land requirements outside of the Highway 99 right-of-way will be determined as the engineering and property requirements for the Project are further defined and will be reflected in subsequent stages of the Environmental Assessment process. The Project is located within Tsawwassen Territory as set out in the Tsawwassen First Nation Final Agreement and Musqueam Indian Band's asserted core traditional territory and recognized fishing rights. The Project is also situated within the asserted traditional territories of several Indigenous groups (Section 9).

The Project includes the removal of the Existing Tunnel and ancillary infrastructure. The Project will be designed to modern standards for seismic performance, safety, and vehicle clearances. The Project includes a multi-use path (MUP) to connect pedestrians and cyclists with active transportation routes on either side of the Fraser River. The plan is to open the Project to traffic in 2030. The Project represents a significant investment in multi-modal transportation improvements and supports provincial and regional strategies, sustainability objectives, and the economic development of the region, the Province, and Canada.



LEGEND

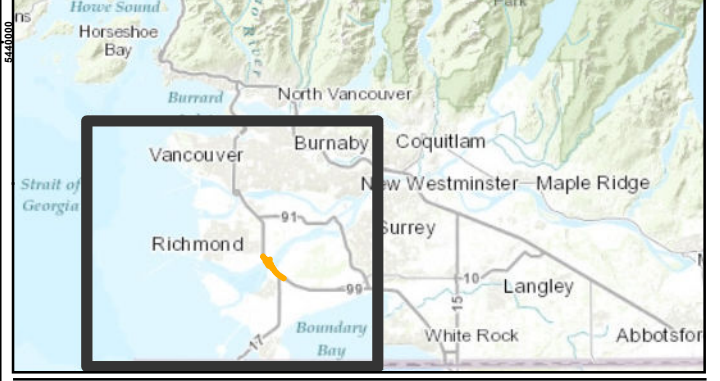
- PROJECT FOOTPRINT
- MUNICIPAL BOUNDARY
- INDIAN RESERVE
- TSAWWASSEN FIRST NATION LAND
- REGIONAL PARK
- INTERNATIONAL SHIPPING LANE
- ACTIVE POTENTIAL DISPOSAL AT SEA (DAS) SITE - POINT GREY
- GEORGE C. REIFEL MIGRATORY BIRD SANCTUARY
- ALAKSEN NATIONAL WILDLIFE AREA
- WILDLIFE MANAGEMENT AREA
- CANADA - U.S.A BORDER
- FRASER RIVER SHIPPING CHANNEL
- POTENTIAL SHIPPING ROUTE TO DISPOSAL AT SEA SITE
- BC FERRIES ROUTE
- HIGHWAY
- ROAD
- RAILWAY
- SAND HEADS LIGHTHOUSE
- FERRY TERMINAL

0 2,500 5,000
1:125,000 METRES

REFERENCE(S)

1. REGIONAL PARKS, MUNICIPAL BOUNDARIES PUBLISHED BY AND OBTAINED FROM THE MINISTRY OF MUNICIPAL AFFAIRS - GOVERNANCE AND STRUCTURE
2. WILDLIFE MANAGEMENT AREAS, CANADA- USA BORDER, FERRY TERMINALS, FERRY ROUTES, SAND HEADS LIGHTHOUSE, INDIAN RESERVES PUBLISHED BY AND OBTAINED FROM THE MINISTRY OF FORESTS, LANDS, NATURAL RESOURCE OPERATIONS AND RURAL DEVELOPMENT
3. TSAWWASSEN FIRST NATION LANDS PUBLISHED BY AND OBTAINED FROM THE MINISTRY OF INDIGENOUS RELATIONS AND RECONCILIATION - INTERGOVERNMENTAL AND COMMUNITY RELATIONS
4. ROADS AND RAILWAYS OBTAINED FROM CANVEC © DEPARTMENT OF NATURAL RESOURCES CANADA. ALL RIGHTS RESERVED.
5. DISPOSAL AT SEA SITE, INTERNATIONAL SHIPPING LANES, BIRD SANCTUARIES AND NATIONAL WILDLIFE AREAS OBTAINED FROM GOVERNMENT OF CANADA.
6. FRASER RIVER SHIPPING CHANNEL OBTAINED FROM THE VANCOUVER FRASER PORT AUTHORITY.

COORDINATE SYSTEM: NAD 1983 CSRS UTM ZONE 10N
NATIONAL TOPOGRAPHIC SYSTEM (NTS) MAP(S): 92G/02, 92G/03, 92G/06, 92G/07



CLIENT
MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE

PROJECT
FRASER RIVER TUNNEL PROJECT

TITLE
REGIONAL OVERVIEW

CONSULTANT
GOLDER
MEMBER OF WSP

| | |
|------------|------------|
| YYYY-MM-DD | 2022-04-04 |
| DESIGNED | RS |
| PREPARED | JP |
| REVIEWED | HC |
| APPROVED | DG |

PROJECT NO. 21490984 CONTROL 2 REV. 0 FIGURE 1

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1.2 PROJECT HISTORY

The Existing Tunnel, constructed in 1959, is an essential link on the Highway 99 corridor connecting the municipalities of Delta and Richmond. In addition to connecting communities south and north of the Fraser River, the corridor provides a connection to the international transportation gateways of the region's port and airport facilities. Now more than 60 years old, the Existing Tunnel suffers from congestion and reliability challenges, particularly reflected in traffic delays and queues in the non-peak direction, and safety challenges related to the congestion as well as to seismic performance and roadway clearances. Currently, an average of 86,000 vehicles passes through the Existing Tunnel each day; however, this daily volume typically varies from 79,000 during fall and winter to 92,000 during summer. While the Existing Tunnel was constructed to the design standards of its time, the roadway clearances and seismic performance of the tunnel are below modern standards. The Existing Tunnel was originally designed and constructed as a divided four-lane roadway; however, for almost 40 years, it has operated in a retrofitted counterflow operation to address peak demand that has significantly exceeded the original configuration of two lanes per direction. Without improvements to this crossing, economic growth and regional livability will be further constrained by congestion and by increased travel times for commuters, commercial users, and other traffic. In addition to these issues, the Existing Tunnel is also exhibiting signs of approaching end-of-service conditions, which limit its future use as a long-term crossing solution.

The Environmental Assessment Office (EAO) issued an Environmental Assessment Certificate (EAC #T17-01) in 2017 for construction of a new 10-lane bridge to replace the Existing Tunnel. The previously proposed 10-lane bridge project was the subject of a number of concerns raised by Metro Vancouver Regional District (Metro Vancouver) communities—specifically that the 10-lane bridge concept and other improvements were too large and complex, the bridge had too many lanes, and the project did not align with Metro Vancouver's regional growth strategy. In September 2017, the provincial government announced that the procurement process for the new crossing would be cancelled and that the 10-lane bridge project would be subject to an Independent Technical Review.

The Independent Technical Review (Westmar Advisors 2018) concluded that there are options that would reduce the scale, complexity, and cost of the crossing and improvements along the Highway 99 corridor and better align with regional objectives. Following the release of the Independent Technical Review, through a process of analysis and engagement with the Metro Vancouver Mayors' Task Force and Indigenous groups, two options were shortlisted: a new eight-lane ITT and an eight-lane bridge. In November 2019, the eight-lane ITT option with an MUP, including two transit lanes, was endorsed as the preferred option for the new crossing, as the ITT option is more aligned to Metro Vancouver's regional growth strategy and addresses a number of concerns raised in the previous 10-lane bridge environmental assessment. Further description of alternatives to the Project is provided in Section 3.5.

The proposed eight-lane ITT, which will include removal of the Existing Tunnel, is substantively different from the previously approved 10-lane bridge project; therefore, a new review under the British Columbia *Environmental Assessment Act*, SBC 2018, c. 51 (BCEAA; Government of BC 2018) is necessary.

Under the BCEAA, the Reviewable Projects Regulation sets out the criteria for determining which projects require review. Proposed new projects, modifications of existing projects, and proposed dismantling or abandonment of an existing project that meet certain criteria under the Reviewable Projects Regulation require an environmental assessment. The Project meets the definition of a reviewable project as a shoreline modification project with more than two hectares of foreshore and submerged land disturbance, according to Part 5, Table 9 of the Reviewable Projects Regulation (BC Reg 67/2020), and therefore requires an environmental assessment subject to BCEAA.

Planning for the Project was led by the Ministry, the agency responsible for planning transportation networks in BC, providing transportation services and infrastructure, developing and implementing transportation policies, and administering related acts and regulations, including federal–provincial funding programs. However, delivery of the Project will be led by Transportation Investment Corporation (TI Corp), a Crown corporation established under the *Transportation Investment Act*, SBC 2002, c. 65, with a mandate to deliver major infrastructure on behalf of the Ministry. Following the announcement of the Project in August 2021, TI Corp was assigned responsibility for the delivery of the Project and will lead the technical design, construction contractor procurement and future oversight, and the environmental assessment process for the Project. If approved, the Ministry will own and maintain the new infrastructure. The Proponent is defined as TI Corp on behalf of the Ministry.

As part of the environmental assessment process, beginning in fall 2021, the Ministry initiated engagement with Indigenous groups, municipalities, Metro Vancouver, TransLink, Vancouver Fraser Port Authority, the agricultural community, recreational groups, local businesses, local residents, cyclists, marine users, other stakeholders, and the public to support the development of the Initial Project Description (IPD) and the Engagement Plan, which initiates the first phase in the environmental assessment process (i.e., Early Engagement).

The intent of this Engagement Plan is to describe the strategy, process and approach for completing Project-related engagement during the environmental assessment process. The objectives of this Engagement Plan include the following:

- Describe the Ministry’s strategy, process, and approach to engaging with applicable regulatory agencies, Indigenous groups, stakeholders, and the public during the provincial environmental assessment process according to guidance from the EAO under the *Environmental Assessment Act* (Government of BC 2018).
- Focus on and identify issues related to environmental assessment process requirements, engagement, integration of feedback, and, ultimately, Project construction.
- Propose methods and activities for engagement with Indigenous groups, applicable regulatory agencies, municipalities, and stakeholders during the environmental assessment process.
- Develop the Ministry’s approach for outreach and engagement with local marginalized groups and/or equity-seeking groups with interests in the Project.

- Establish the Ministry's approach for ensuring the delivery of a flexible and broad engagement program that encourages stakeholder feedback as well as consideration of feedback received.

This Engagement Plan is a living document that describes the anticipated Early Engagement phase activities and forms the foundation for how the Ministry will engage with Indigenous groups, government agencies, stakeholders, and the public during the remainder of the environmental assessment process. This Engagement Plan will be updated to describe future activities beyond the end of the Early Engagement phase, reflecting the progress of the Project within the environmental assessment process. This Engagement Plan has been prepared in accordance with the EAO's Early Engagement Policy (EAO 2019).

1.3 PROJECT OVERVIEW

The Project includes the replacement of the Existing Tunnel with a new ITT and the construction of supporting temporary and permanent infrastructure. The Project consists of the following components and activities:

- construction and use of a temporary casting basin
- fabrication of six eight-lane ITT elements
- construction/use of temporary ITT element moorage area(s)
- construction of north and south ITT portals
- replacement of CN Railway and Rice Mill Road overpasses
- construction of a new trench for the ITT elements
- immersion and fitting-out of the ITT elements into a continuous ITT
- replacement of the Deas Island Bridge
- connection to the Highway 99 corridor
- removal of the Existing Tunnel and the existing Deas Island Bridge

Since the announcement of the Project in August 2021, the Ministry has been engaging with Indigenous groups, the public, municipalities, the provincial and federal governments, and relevant regulatory parties on the Project. The Ministry has developed a proactive engagement approach with a focus on information sharing and relationship building with Indigenous groups and stakeholders (Sections 4 and 5).

The Ministry's engagement plans and activities build upon, and will be informed by, feedback and learnings from the previous 10-lane bridge project.

1.4 PROXIMITY TO COMMUNITIES

The Project is within the Metro Vancouver region of southwestern British Columbia, connecting Richmond and Delta. The Project is largely within provincial Crown land within the district municipalities of Richmond and Delta, straddling the Fraser River South Arm. Land use in the area is governed by local governments, in collaboration with Indigenous communities. The Indigenous communities with reserve lands closest to the Project Area are the Tsawwassen First Nation and Musqueam Indian Band. Tsawwassen First Nation is an Indigenous community of 491 members, with 215 of these members living on Tsawwassen lands (as of March 2019; Tsawwassen First Nation n.d.). Musqueam Indian Band (Musqueam) is an Indigenous community of approximately 1,383 registered members, with approximately 672 members living on Musqueam IR2 (Musqueam Indian Band, 2017). Musqueam Indian Band has three registered reserves totalling 338 hectares.

The City of Richmond (Richmond) comprises a series of islands nested in the mouth of the Fraser River, between the South Arm and the North Arm of the Fraser River with an area of approximately 129.27 km² (City of Richmond 2021). Richmond is located directly south of the City of Vancouver. Richmond has been experiencing a high rate of growth and change and is an international city with a balance of urban, suburban family, and rural areas. Land use is 60% urban and 40% agricultural, with a mix of residential and commercial property, agricultural lands, industrial parks, waterways, and natural areas. The Vancouver International Airport (YVR) is in Richmond.

The City of Delta (Delta) is located south of Richmond and is bounded by the Fraser River to the north, the Salish Sea (Strait of Georgia) to the west, the City of Surrey to the east, and Boundary Bay and the international border with the United States (Point Roberts) to the south. Delta encompasses an area of approximately 180.20 km² (City of Delta 2021). Delta is a largely agricultural community known for wildlife and bird species, with most of Delta's farmland located in an ALR.

Detailed information on Indigenous groups whose asserted or recognized territories and/or consultative areas overlap with the Project boundary is provided in the Indigenous Engagement section of this document and in Section 11 of the Initial Project Description. The Ministry has a legal duty to consult and, where appropriate, accommodate where the Crown has knowledge of an asserted or established Aboriginal or treaty right and where a proposed decision may adversely impact that asserted or established right. The Indigenous groups identified for engagement to date include the following (listed alphabetically):

- Aitchelitz First Nation (represented by S'ólh Téméxw Stewardship Alliance and the People of the River Referrals Office [PRRO])
- Chawathil First Nation (represented by S'ólh Téméxw Stewardship Alliance and the PRRO)
- Cheam First Nation (represented by S'ólhTéméxw Stewardship Alliance and the PRRO)
- Cowichan Tribes (represented by the Quw'utsun Nation)

- Halalt First Nation (represented by the Quw'utsun Nation)
- Katzie First Nation
- Kwantlen First Nation
- Kwaw'Kwaw'Apilt First Nation (represented by S'ólh Téméxw Stewardship Alliance and the PRRO)
- Kwikwetlem First Nation
- Lyackson First Nation (represented by the Quw'utsun Nation)
- Musqueam Indian Band
- Penelakut Tribe (represented by the Quw'utsun Nation)
- Scowlitz First Nation (represented by S'ólh Téméxw Stewardship Alliance and the PRRO)
- Seabird Island Band
- Semiahmoo First Nation
- Shxwhà:y Village (represented by S'ólh Téméxw Stewardship Alliance and the PRRO)
- Shxw'whámel First Nation
- Skawahlook First Nation (represented by S'ólh Téméxw Stewardship Alliance and the PRRO)
- Skowkale First Nation (represented by S'ólh Téméxw Stewardship Alliance and the PRRO)
- Skwah First Nation (represented by S'ólh Téméxw Stewardship Alliance and the PRRO)
- Snuneymuxw First Nation (noengagement record during previous iteration of the project)
- Soowahlie First Nation (represented by S'ólh Téméxw Stewardship Alliance and the PRRO)
- Squiala First Nation (represented by S'ólhTéméxw Stewardship Alliance and the PRRO)
- Stz'uminus First Nation (represented by the Quw'utsun Nation)
- Sumas First Nation (represented by S'ólhTéméxw Stewardship Alliance and the PRRO)
- Tsawwassen First Nation
- Tseil-Waututh First Nation
- Ts'uubaa-asatx (formerly Lake Cowichan First Nation)
- Tzeachten First Nation (represented by S'ólh Téméxw Stewardship Alliance and the PRRO)
- Yakweakwioose First Nation (represented by S'ólh Téméxw Stewardship Alliance and the PRRO)
- Yale First Nation (represented by S'ólh Téméxw Stewardship Alliance and the PRRO)

Additional Indigenous groups may be engaged as the environmental assessment process continues. In September 2021, the Ministry launched an engagement approach with the aim of continuing the engagement with Indigenous groups, identifying key questions and interests, and seeking feedback on preferred means and methods for engagement.

Indigenous group participation is a critically important and valuable component of the planning, development, and execution of the Project. The Ministry is committed to establishing strong relationships with Indigenous groups who have an interest in the Project, and engagement will be guided by provincial governments to reconciliation, policy and legislation, including the *Declaration on the Rights of Indigenous Peoples Act, SBC 2019, c. 44 (2019)*, and the Government Consultation Bulletin on Consulting During the COVID-19 Emergency.

2 ENVIRONMENTAL ASSESSMENT PROCESS

The environmental assessment process is characterized by eight key phases (listed in Table 1). These phases require the Ministry to meet prescribed process milestones in order to proceed to the next phase. This section of the Engagement Plan describes the Ministry’s strategy, process, and approach for completing the pre-Early Engagement and Early Engagement phases of the environmental assessment process according to guidance from the EAO under the BCEAA. The Engagement Plan is a living document that describes Early Engagement activities; it will be updated to describe future activities beyond Early Engagement to reflect the progress of the Project within the environmental assessment process.

Table 1: Phases and Engagement Opportunities in the Environmental Assessment

| Process Phase | Phase Requirements | Opportunities for Engagement | Anticipated Timeline |
|--|---|---|----------------------|
| Pre-Early Engagement | Informal information-sharing and relationship-building to identify key interests and concerns prior to start of formal process. | Review comments and feedback on Draft IPD and Draft Engagement Plan. | Q1 2022 |
| Early Engagement | Early identification of potential key interests/issues and how these will be addressed. Includes public comment period on Initial Project Description and Engagement Plan. Input received will help inform the development of the Detailed Project Description. | Review comments and feedback on Final IPD and Final Engagement Plan. Review comments from Indigenous groups and key stakeholders on the draft Detailed Project Description. | Q1–Q2 2022 |
| Environmental Assessment Readiness | Determine whether to commence the environmental assessment. | Summarize engagement to inform EAO’s decision to commence environmental assessment. | Q3 2022 |
| Process Planning | Establish the scope, procedures, and methods for the environmental assessment and how provincial and Indigenous processes and decision-making will align. Includes public engagement plan on Process Order and Application Information Requirements. | Support development of Process Order, including assessment plan. | Q4 2022– Q1 2023 |
| Application Development and Review | Proponent conducts technical studies to develop application, seeking feedback from government, Indigenous groups, and technical advisory committee. Includes public comment period on the Application for an EAC. | Develop the application for an EAC, including review prior to submission to regulators. | Q1 2023– Q3 2023 |
| Effects Assessment and Recommendations | Potential effects are assessed in Assessment Report according to an agreed-upon Assessment Plan. Draft conditions are developed by seeking consensus with Indigenous groups and informed by the technical advisory committee. A recommendation as to whether to issue an EAC will be made. Includes public comment period on draft recommendation and decision documents. | Review comments and feedback on Assessment Report and draft conditions. | Q3 2023– Q4 2024 |

| Process Phase | Phase Requirements | Opportunities for Engagement | Anticipated Timeline |
|----------------------------|--|---|----------------------|
| Decision | Determine whether the Project should receive an EAC and if so under what conditions. | Decision from Ministers is posted to EPIC website. | Q4 2024 |
| Compliance and Enforcement | Project is monitored to ensure compliance with EAC conditions. | Complete compliance and monitoring reporting on EPIC website. | 2025–2033 |

EAO = Environmental Assessment Office; EA = Environmental Assessment; EAC = Environmental Assessment Certificate; EPIC = EAO Project Information Centre.

3 ENVIRONMENTAL ASSESSMENT ENGAGEMENT PLANNING

The Ministry commenced engagement planning following the Project announcement in August 2021. As part of engagement planning, the Ministry identified engagement principles and methods to guide the development of engagement programs. Audience mapping and identification was completed to ensure a thorough understanding of Project stakeholders and interests. Following this, the Ministry undertook preliminary engagement with Project stakeholders to garner feedback to inform the development of a robust engagement program for Early Engagement and thereafter.

3.1 ENGAGEMENT PRINCIPLES AND METHODS

The Ministry values meaningful engagement and is committed to developing and implementing an engagement program that:

- collaborates with Indigenous groups
- involves the public and stakeholders, including municipal, provincial, and federal government agencies
- prioritizes relationship-building with the parties
- drives program participation from Indigenous groups, the public, and stakeholders

The principles for the engagement program are as follows:

- **Openness**—Indigenous groups, the public, and stakeholders will be made aware of engagement activities in a timely manner and supporting engagement materials will be made available to interested parties.
- **Relevance**—The Ministry will engage with Indigenous groups, the public, and stakeholders to provide information and solicit feedback on key areas of interest, as identified by the parties.
- **Transparency and authenticity**—The Ministry will communicate clearly about the purpose of proposed engagement activities and how input from Indigenous groups, the public, and stakeholders will be used.
- **Inclusivity**—The Ministry will take a Gender-Based Analysis Plus (GBA+) approach to the development and implementation of engagement programs and activities.

These principles have guided the development of a robust methodology for successful engagement.

Finally, the Ministry is committed to delivering an engagement program that reflects feedback from Indigenous groups, the public, and stakeholders including municipal governments and regional authorities as the Project progresses. During each stage of engagement, the Ministry will seek feedback from participants about their experience and how the Ministry's engagement approach might be improved to better suit their needs as well as inquire about participants' interests for future engagement.

Feedback received will be used to determine if additional working groups are required, if there is a preference for in-person or virtual meetings, and which engagement and communication tools, such as newsletters, the Project website, and the community office, to use as the Project advances. Additionally, feedback will be compiled in an engagement summary following the close of each stage of engagement and inform lessons learned for future engagement.

Although not a requirement of the EAO, in advance of each stage of engagement for the EA process, the Ministry will develop an engagement plan to ensure feedback and lessons learned from previous engagements are considered as future activities are planned. These engagement plans will be made available to the EAO upon request and appended to the EA Engagement Plan.

3.2 AUDIENCE IDENTIFICATION AND MAPPING

In line with the principles (Section 3.1) and objectives for engagement (Section 3.5), the Ministry undertook audience mapping research and analysis to identify Project stakeholders. Stakeholders were identified based on their location and proximity to the site, jurisdictional authority over Project areas, interests in Project scope, and potential impacts. A description of engagement with Indigenous groups is provided in in Section 4.

Project stakeholders identified by the Ministry include members of the public, municipalities, provincial and federal government agencies, regulatory agencies, and community groups and associations.

The Ministry also identified under-represented minority and marginalized groups, including groups representing the elderly, people with disabilities, immigrants, and individuals identifying as LGBTQIA2S+ for Early Engagement and for Project engagement generally.

Comprehensive lists of Indigenous groups; members of the public and stakeholders; and municipal, provincial, and federal government agencies are found in Table 3, Table 5, and Table 8, respectively.

3.3 PRELIMINARY ENGAGEMENT

Engagement principles and audience mapping informed the Ministry's preliminary engagement (or pre-Early Engagement) with Indigenous groups, stakeholders, and municipal, provincial, and federal agencies, which took place between September 2021 and January 2022, in advance of Early Engagement.

As part of pre-Early Engagement, the Ministry sent introductory letters to the Indigenous groups and stakeholders listed in Table 3, Table 5, and Table 8.

Following introductory letters, the Ministry held meetings with the Indigenous groups, City of Richmond, City of Delta, BC Hydro, TransLink, Vancouver Fraser Port Authority, Metro Vancouver, provincial and federal permitting agencies, and local stakeholder groups with interests in the Project such as, but not limited to, HUB Cycling, the BC Trucking Association, and the Fraser River Pilots Association.

Virtual meetings were held in one-on-one or group format. Although the Ministry invited many of the stakeholders listed in Table 5 to one-on-one meetings or Project information sessions (i.e., group format meetings), not all invited stakeholders attended the meetings. Based on this, the Ministry is working to identify topics, issues, and specific meetings to encourage attendance from all listed stakeholders for future engagement.

Table 2 provides a list of the stakeholders the Ministry met with during the preliminary engagement stage. Details related to pre-Early Engagement with Indigenous groups are available in Section 4.

Stakeholder meetings and Indigenous group meetings included a focused presentation with an overview of the Project and the EAO process and a question-and-answer session with stakeholders. Meetings were attended by key staff, including the executive project director, the associate project director, the director for strategic engagement, and the environmental lead. The objectives for the Project introductory meetings included the following:

- Build a shared understanding of the Project scope.
- Outline the EA process and steps.
- Identify specific areas of stakeholder interest.
- Establish a relationship or point of contact with the Project team.

Table 2: List of Stakeholders the Ministry Has Met With to Date

| Stakeholder |
|---|
| Municipalities and Government Agencies |
| City of Richmond |
| City of Delta |
| Metro Vancouver |
| TransLink |
| Vancouver Fraser Port Authority |
| CN Railway |
| Transport Canada |
| YVR |
| Utility Providers |
| BC Hydro |
| Permitting and Regulatory Agencies |
| Agricultural Land Commission |
| Archaeology Branch |
| MFLNRORD Dike Inspection Branch |

| Stakeholder |
|---|
| MFLNRORD Water Authorizations |
| Ministry of Environment and Climate Change Strategy |
| Environment and Climate Change Canada |
| Local Stakeholders/Public Groups |
| BC Coastal Pilots |
| Fraser River Pilots |
| BC Highway Patrol |
| BC Cycling Coalition |
| HUB Cycling Delta |
| HUB Cycling Richmond |
| HUB Cycling – Regional Advisory |
| BC Ferries |
| BC Trucking Association |
| Delta Emergency Services |
| Dike Inspection Branch |
| Vancouver Coastal Health |
| Boundary Bay Airport |
| Richmond Public Works |
| Richmond Emergency Services |

YVR = Vancouver International Airport; MFLNRORD = Ministry of Forests, Lands, Natural Resource Operations and Rural Development.

Based on stakeholder meetings, the Ministry further refined interests in the Project (Table 5), identified requirements for one-on-one meetings and stakeholder working groups, and confirmed the preferred mediums for information sharing to ensure stakeholder awareness and input into the Project.

- The Ministry agreed to continue regular one-on-one meetings with municipalities and regional authorities to ensure awareness of the EA progress and to provide updates on the Project design.
- Based on feedback received during preliminary engagement, meetings with regulatory agencies will be held regularly, and as needed, on general and specific topics to support EA milestones.
- Community organizations and local groups confirmed their interest in being kept abreast of Project progress and confirmed virtual meetings or email updates as satisfactory methods for receiving updates. As such, the Ministry will continue to communicate Project updates via email and will host virtual presentations with Project updates, as appropriate.
- In addition, the Ministry will set up issue-specific discussions as needs are identified throughout Project planning and invite stakeholder participation as appropriate. Specifics on future planned engagement, including planned activities for Early Engagement, are provided in Section 3.5.

3.4 GENERAL PARAMETERS FOR PROJECT ENGAGEMENT

Engagement activities will occur throughout the EA process and will support the milestones, including the EA Engagement Plan and IDP, Detailed Project Description, and review of the EA findings.

These milestones are anticipated to occur between September 2021 and late 2024.

A variety of tools will be employed to support planned engagement, including the readily accessible Project website, which houses information such as the business case, the technical briefing and a Project brochure. A Project email address (highway99tunnelprogram@gov.bc.ca) has also been set up for receiving public inquiries and for providing timely responses. Finally, to support engagement in the local community, the Ministry will open a community office in fall 2022. Local open house events are being considered for future engagement; the events will be held at easily accessible locations in Richmond and/or Delta, outside of regular working hours, with consideration of other planned community events, and in line with Provincial Health Orders. The events will be widely promoted via local media, mail-outs, updates to the Project website and social media.

Furthermore, in consideration of demographics in the Metro Vancouver area, Project materials will be translated into simplified Chinese, traditional Chinese, Tagalog, and Punjabi.

Indigenous and stakeholder engagement is currently undertaken virtually; however, the Ministry is poised to pivot to in-person meetings, as appropriate and in accordance with Provincial Health Orders.

Written input and feedback from Indigenous groups, the public, government, and other stakeholders will be recorded in engagement logs. These logs will serve as a record of communications between the Ministry and Indigenous groups and other stakeholders. Logged information will include contact name, date of contact, summary of the discussion, and any follow-up responses, decisions, or commitments. The Ministry will also maintain an issues-tracking log to record interests and concerns and Ministry responses. Indigenous groups and stakeholders' feedback on key documents will also be tracked, as well as the Ministry's approach to incorporating feedback for Project planning and design.

3.5 EARLY ENGAGEMENT

The Early Engagement phase commences with the EAO's acceptance of the Engagement Plan (this document) and the IPD, which is anticipated to occur in early April 2022 and continue for 90 days. The Early Engagement phase marks the commencement of the EA process with the EAO and provides an opportunity for Indigenous groups, the public, municipalities, and provincial and federal government agencies, including regulatory and permitting bodies involved in the EA, to better understand the Project in preparation for future phases of the EA. Engagement activities during the Early Engagement phase will be led by the EAO and the proponent (i.e., the Ministry).

Objectives for Early Engagement, as specified by the EAO, include the following:

- Identify and continue engagement with all relevant parties to the EA, including Indigenous groups, the public, municipalities, provincial and federal government agencies, and stakeholders.
- Identify key questions and issues early in the EA process and chart a path for potential resolution.
- Identify participating Indigenous nations and gain an understanding of their interests, issues, questions, or concerns and their process and information needs in relation to the Project, including Indigenous decision-making considerations.
- Prepare for and inform the Readiness Decision and Process Planning phases of the Project's EA.

As part of engagement, the EAO will host a public comment period on the IPD to solicit feedback from Indigenous groups, the public, and stakeholders on the document. The IPD will be posted to the EAO Project Information Centre (EPIC) website (<https://projects.eao.gov.bc.ca/>); feedback received will be compiled by the EAO and submitted to the Ministry for response. The Ministry will support the EAO in the delivery of this exercise by promoting the public comment period with Indigenous groups, municipalities, provincial and federal agencies, and the public.

During the public comment period, the Ministry will host virtual open houses, Indigenous group meetings, and stakeholder meetings to provide information about the EA process and the Project and solicit feedback.

More details about how the Ministry will engage Indigenous groups, stakeholders, and the public during the Early Engagement phase and thereafter is available in Section 4, Section 5, and Section 6.

4 INDIGENOUS ENGAGEMENT

The Ministry has a duty to consult and, where appropriate, accommodate where the Crown has knowledge of an asserted or established Aboriginal or treaty right and where a proposed decision may adversely impact that asserted or established right. A new Consultative Areas Database (CAD) search was conducted using the Project's updated consultative area boundaries which identified multiple Indigenous groups with asserted or established territories that overlap with the Project. A consultation area geographically depicts, as understood by the Ministry, where a First Nation has treaty or established Aboriginal rights or title or is asserting the same. Table 3 provides a list of the Indigenous groups identified for engagement during the CAD search, with the addition of Kwikwetlem First Nation at the request of the EAO and includes the title of the representative(s) and preliminary engagement activities carried out to date for the Project under the Early Engagement process.

Table 3: Indigenous Groups Identified for Engagement (listed alphabetically)

| Indigenous Group | Representative | Engagement Activities |
|------------------------------|---|---|
| Aitchelitz First Nation | Represented by S'ólh Téméxw Stewardship Alliance and PRRO | <ul style="list-style-type: none"> Correspondence directed to the PRRO |
| Chawathil First Nation | Represented by S'ólh Téméxw Stewardship Alliance and PRRO | <ul style="list-style-type: none"> Correspondence directed to the PRRO |
| Cheam First Nation | Represented by S'ólh Téméxw Stewardship Alliance and PRRO | <ul style="list-style-type: none"> Correspondence directed to the PRRO |
| Cowichan Tribes | Referrals Coordinator | <ul style="list-style-type: none"> Email Virtual meetings, via the Quw'utsun Nation File sharing via SharePoint site |
| Halalt First Nation | Referrals Coordinator | <ul style="list-style-type: none"> Email Virtual meetings, via the Quw'utsun Nation File sharing via SharePoint site |
| Katzie First Nation | Referrals Manager Referrals Coordinator | <ul style="list-style-type: none"> Email Virtual meetings |
| Kwantlen First Nation | Band Councillor Land and Stewardship Manager Lands Officer Manager of Special Projects and Resources Development | <ul style="list-style-type: none"> Email Virtual meetings File sharing via SharePoint site |
| Kwaw'Kwaw'Apilt First Nation | Represented by S'ólh Téméxw Stewardship Alliance and PRRO | <ul style="list-style-type: none"> Correspondence directed to the PRRO |
| Kwikwetlem First Nation | Referrals Coordinator | <ul style="list-style-type: none"> Email |
| Lyackson First Nation | Consultation Coordinator | <ul style="list-style-type: none"> Email Virtual meetings, via the Quw'utsun Nation File sharing via SharePoint site |

| Indigenous Group | Representative | Engagement Activities |
|--------------------------|--|---|
| Musqueam Indian Band | Band Councillor Intergovernmental Affairs Coordinator Intergovernmental Affairs Manager Intergovernmental Affairs Projects Analyst Archives and Research Manager | <ul style="list-style-type: none"> Email Virtual meetings File sharing via SharePoint site |
| Penelakut Tribe | Band Councillor Economic Development Officer | <ul style="list-style-type: none"> Email Virtual meetings, via the Quw'utsun Nation File sharing via SharePoint site |
| Scowlitz First Nation | Represented by S'ólh Téméxw Stewardship Alliance and PRRO | <ul style="list-style-type: none"> Correspondence directed to the PRRO |
| Seabird Island Band | Referrals Coordinator Natural Resources Project Officer Strategy Advisor Biologist | <ul style="list-style-type: none"> Email Virtual meetings File sharing via SharePoint site |
| Semiahmoo First Nation | Band Councillor | <ul style="list-style-type: none"> Email |
| Shxwhà:y Village | Represented by S'ólh Téméxw Stewardship Alliance and PRRO | <ul style="list-style-type: none"> Correspondence directed to the PRRO |
| Shxw'whámel First Nation | Referrals Administrator | <ul style="list-style-type: none"> Email |
| Skawahlook First Nation | Represented by S'ólh Téméxw Stewardship Alliance and PRRO | <ul style="list-style-type: none"> Correspondence directed to the PRRO |
| Skowkale First Nation | Represented by S'ólh Téméxw Stewardship Alliance and PRRO | <ul style="list-style-type: none"> Correspondence directed to the PRRO |
| Skwah First Nation | Represented by S'ólh Téméxw Stewardship Alliance and PRRO | <ul style="list-style-type: none"> Correspondence directed to the PRRO |
| Snuneymuxw First Nation | Lands Clerk | <ul style="list-style-type: none"> Email Virtual meetings File sharing via SharePoint site |
| Soowahlie First Nation | Represented by S'ólh Téméxw Stewardship Alliance and PRRO | <ul style="list-style-type: none"> Correspondence directed to the PRRO |
| Squiala First Nation | Represented by S'ólh Téméxw Stewardship Alliance and PRRO | <ul style="list-style-type: none"> Correspondence directed to the PRRO |
| Stz'uminus First Nation | Land and Resource Manager | <ul style="list-style-type: none"> Email Virtual meetings, via the Quw'utsun Nation File sharing via SharePoint site |
| Sumas First Nation | Represented by S'ólh Téméxw Stewardship Alliance and PRRO | <ul style="list-style-type: none"> Correspondence directed to the PRRO |
| Tsawwassen First Nation | Project Analyst II, Senior Territory Management Coordinator Economic Development Officer Project Consultant | <ul style="list-style-type: none"> Email Virtual meetings File sharing via SharePoint site |

| Indigenous Group | Representative | Engagement Activities |
|---------------------------|---|---|
| Tsleil-Waututh Nation | Referrals Analyst | <ul style="list-style-type: none"> Email |
| Ts'uubaa-asatx | Councillor Referrals Consultant | <ul style="list-style-type: none"> Email Virtual meetings File sharing via SharePoint site |
| Tzeachten First Nation | Represented by S'ólh Téméxw Stewardship Alliance and PRRO | <ul style="list-style-type: none"> Correspondence directed to the PRRO |
| Yakweakwoose First Nation | Represented by S'ólh Téméxw Stewardship Alliance and PRRO | <ul style="list-style-type: none"> Correspondence directed to the PRRO |
| Yale First Nation | Represented by S'ólh Téméxw Stewardship Alliance and PRRO | <ul style="list-style-type: none"> Correspondence directed to the PRRO |

PRRO = People of the River Referrals Office.

4.1 INDIGENOUS ENGAGEMENT TO DATE

Upholding the commitment of the Province to reconcile with Indigenous groups, the Ministry has developed its Indigenous engagement approach based on the Draft Principles that Guide the Province of British Columbia's Relationship with Indigenous Peoples, the EAO's guidance materials regarding Indigenous engagement in the Environmental Assessment Process, and the Government Consultation Bulletin on Consulting During the COVID-19 Emergency.

In addition to the COVID-19 pandemic, Indigenous groups were impacted by several catastrophic events in 2021. In the summer, there were revelations from a number of Indigenous communities in BC related to residential school investigations and discoveries, including Tk'emlúps te Secwépemc regarding the Kamloops Indian residential school and Penelakut Tribe regarding the Kuper Island Residential School. In November, severe flooding impacted parts of southern BC. The Ministry strives to take the impacts of these events into account when conducting engagement and outreach. The Ministry follows the Ministry of Indigenous Relations and Reconciliation's guidance on consulting Indigenous groups following revelations about the Kamloops Indian Residential School and otherwise makes accommodations to schedules and timelines when consulting with First Nations in recognition of the depth and breadth of the impacts these events have in Indigenous communities.

Since the Project's announcement in August 2021, the Ministry has referred the Project to the following Indigenous groups (listed alphabetically):

- Aitchelitz First Nation (represented by S'ólh Téméxw Stewardship Alliance and the PRRO)
- Chawathil First Nation (represented by S'ólh Téméxw Stewardship Alliance and the PRRO)
- Cheam First Nation (represented by S'ólh Téméxw Stewardship Alliance and the PRRO)
- Cowichan Tribes (represented by the Quw'utsun Nation)
- Halalt First Nation (represented by the Quw'utsun Nation)

- Katzie First Nation
- Kwantlen First Nation
- Kwaw'Kwaw'Apilt First Nation (represented by S'ólh Téméxw Stewardship Alliance and the PRRO)
- Kwikwetlem First Nation
- Lyackson First Nation (represented by the Quw'utsun Nation)
- Musqueam Indian Band
- Penelakut Tribe (represented by the Quw'utsun Nation)
- Scowlitz First Nation (represented by S'ólh Téméxw Stewardship Alliance and the PRRO)
- Seabird Island Band
- Semiahmoo First Nation
- Shxwhà:y Village (represented by S'ólh Téméxw Stewardship Alliance and the PRRO)
- Shxw'whámel First Nation
- Skawahlook First Nation (represented by S'ólh Téméxw Stewardship Alliance and the PRRO)
- Skowkale First Nation (represented by S'ólh Téméxw Stewardship Alliance and the PRRO)
- Skwah First Nation (represented by S'ólh Téméxw Stewardship Alliance and the PRRO)
- Snuneymuxw First Nation (no engagement record during previous iteration of the project)
- Soowahlie First Nation (represented by S'ólh Téméxw Stewardship Alliance and the PRRO)
- Squiala First Nation (represented by S'ólh Téméxw Stewardship Alliance and the PRRO)
- Stz'uminus First Nation (represented by the Quw'utsun Nation)
- Sumas First Nation (represented by S'ólh Téméxw Stewardship Alliance and the PRRO)
- Tsawwassen First Nation
- Tseil-Waututh First Nation
- Ts'uubaa-asatx (formerly Lake Cowichan First Nation)
- Tzeachten First Nation (represented by S'ólh Téméxw Stewardship Alliance and the PRRO)
- Yakweawkwoose First Nation (represented by S'ólh Téméxw Stewardship Alliance and the PRRO)
- Yale First Nation (represented by S'ólh Téméxw Stewardship Alliance and the PRRO)

Of these groups, the Ministry has met directly with or has meetings scheduled with the following Indigenous groups, as of November 2021 (listed alphabetically):

- Cowichan Tribes
- Halalt First Nation
- Katzie First Nation
- Kwantlen First Nation
- Lyackson First Nation
- Musqueam Indian Band
- Penelakut First Nation
- Snuneymuxw First Nation
- Stz'uminus First Nation
- Ts'uubaa-asatx
- Tsawwassen First Nation

4.2 SUMMARY OF PRELIMINARY INDIGENOUS ENGAGEMENT ACTIVITIES

The Ministry has engaged with identified Indigenous groups on crossing options, including a tunnel crossing, as part of previous iterations of the Project from February 2019 up to the August 2021 announcement. Engagement with Indigenous groups during previous iterations of the Project included a detailed review of crossing options, development of environmental studies targeted at developing knowledge of culturally important fish and wildlife species, capacity funding agreements to support Indigenous goals and objectives, information sharing, and in-person and virtual meetings.

The communities that engaged with the Ministry during previous iterations of the Project include the following (listed alphabetically):

- Cowichan Tribes
- Halalt First Nation
- Katzie First Nation
- Kwantlen First Nation
- Lyackson First Nation
- Musqueam Indian Band
- Penelakut First Nation

- Snuneymuxw First Nation
- Stz'uminus First Nation
- Ts'uubaa-asatx
- Tsawwassen First Nation
- Tseil-Waututh Nation

Since the Project announcement in August 2021, the Ministry has been conducting engagement activities with the Indigenous groups listed in Table 3. In September 2021, the Indigenous groups listed above were sent email invitations to attend an introductory engagement meeting to discuss the Project and explore their initial interests. From September to November 2021, the Ministry met with 11 Indigenous groups and made efforts to engage with those who did not respond to invitations. On November 15, 2021, Project introduction referral packages were sent to those Nations represented by the PRRO, as well as the Seabird Island Band and Shxw'whámel First Nation. In November and early December 2021, the Ministry shared the draft Engagement Plan and Initial Project Description with all Indigenous groups and requested feedback on the Engagement Plan by January 15, 2022, and on the Initial Project Description by February 3, 2022. Reminders of the opportunity to provide feedback on the Engagement Plan and the Initial Project Description were sent to all Indigenous groups in mid-January 2022.

The preliminary engagement and outreach activities included email notifications, email invitations, preliminary virtual engagement meetings, follow-up engagement virtual meetings, and the establishment and coordination of access to a file-sharing site (SharePoint) specific to each Indigenous group to facilitate information sharing and records management. The following are detailed descriptions of these engagement and outreach activities:

- **Email notifications**—Written notification to advise of an upcoming Project milestone.
- **Email invitations**—Written notification inviting the recipient to meet with the Ministry regarding the Project.
- **Letters**—Letters introducing the Project, providing Project-related information, and inviting the recipients to meet to discuss the Project were sent to those Nations represented by the PRRO, Seabird Island Band, and Shxw'whámel First Nation.
- **Preliminary engagement virtual meetings**—Virtual meetings between the Ministry and Indigenous groups included a Project introduction and an overview of the environmental assessment process and associated existing conditions studies and concluded with a discussion on capacity funding, engagement planning, including file sharing via SharePoint, and next steps.

- **Follow-up engagement virtual meetings**—Virtual meetings between the Ministry and Indigenous groups continued general engagement on the Project. Topics varied by Indigenous group and covered one or more of the following: capacity funding agreements, existing conditions studies update, technical updates, review of the Engagement Plan and Initial Project Description, and general discussion on the Project. Where appropriate, the Ministry supplemented the engagement team with other team members with technical expertise to attend meetings and to lead discussions on areas of interest to Indigenous groups.
- **Establishment and coordination of access to a file-sharing (SharePoint) site**—The Ministry has established a SharePoint site intended for use by Indigenous groups and the Ministry. Indigenous groups who have expressed interest in using SharePoint as a venue for file sharing and collaboration have access via SharePoint to a general folder with Project documents as well as a controlled-access folder that is unique to their group that contains confidential documents such as capacity funding agreements. Use of the file-sharing site is optional; Indigenous groups may opt to continue receiving documents via other means, such as email or regular mail.

A detailed consultation record is available upon request by the EAO. A table summarizing Indigenous engagement to date is available in the Initial Project Description.

4.3 INDIGENOUS KNOWLEDGE

The Ministry's approach to engaging Indigenous knowledge holders and appropriate application of Indigenous knowledge will be developed through respectful dialogue with the identified Indigenous groups and with reference to the EAO's Guide to Indigenous Knowledge in Environmental Assessments (EAO 2020). The Ministry anticipates supporting participating Indigenous groups to develop and share Indigenous knowledge and views through capacity support agreements and/or support for specific assessments led by Indigenous groups. The Ministry also anticipates working with Indigenous groups to review Indigenous knowledge already submitted through previous engagement to confirm its relevance to the Project and to identify gaps and opportunities for updates and/or further assessments.

When provided, the Ministry will work to integrate Indigenous knowledge into the Project's plans, processes, and designs and will confirm that Indigenous groups are in support of this integration.

The Ministry will ensure Indigenous knowledge is obtained, managed, and disclosed according to

participating Indigenous group processes and policies, including through agreements established for ethical data handling, as well as the EAO's Guide to Indigenous Knowledge in Environmental Assessments (EAO 2020).

4.4 INTERESTS AND ISSUES IDENTIFIED BY INDIGENOUS GROUPS

Indigenous engagement on replacing the Existing Tunnel has been ongoing since 2013, during which time many interests and issues were raised by various Indigenous groups. Engagement with Indigenous groups is ongoing, including discussions about interests and issues raised during the environmental

assessment of the previous 10-lane bridge project to understand what is relevant to carry forward to the present project. The Ministry's engagement plans and activities are intended to build upon, and will be informed by, feedback and learnings from the previous 10-lane bridge project. Upon request, the Ministry would be pleased to provide records and a summary of issues and interests raised by identified Indigenous groups during these previous engagements.

Table 4 summarizes the key issues raised by Indigenous groups during preliminary engagements to date but is not exhaustive and does not include any issues or interests raised during Indigenous group engagement on the previous iteration of the Project. Discussions with Indigenous groups are ongoing to confirm key issues and interests that will be incorporated into engagement planning as the Project progresses. Finally, a detailed list of issues will be produced following comprehensive engagement during the various stages of the environmental assessment process.

Table 4: Key Interests and Issues Raised by Indigenous Groups to Date

| Indigenous Group | Issues Raised | Proponent Response |
|----------------------|--|--|
| Musqueam Indian Band | Musqueam notes that the Project is located in core Musqueam territory and that Musqueam is the only Nation with a constitutionally recognized right to fish in the Lower Fraser, where Project activity will take place. Musqueam notes the importance of the Project area for knowledge transmission tied to visual qualities, which may be disturbed or lost due to Project activities. | The Ministry has noted Musqueam's comments. The "Introduction" of the Engagement Plan has been revised to note Musqueam's asserted core traditional territory and defined fishing rights. |
| Musqueam Indian Band | Musqueam has experienced significant issues with the consultation process for other major infrastructure projects such as over-consultation, rushed timelines, and lack of consideration for cumulative effects and would like to avoid those consultation challenges with this Project. | The Ministry recognizes Musqueam's consultation experience on other major infrastructure projects and shares the goals of achieving an effective and purposeful engagement on the Project. |
| Musqueam Indian Band | Musqueam does not agree with the use of the CAD in determining consulted Nations for the Project. The CAD does not distinguish between core and secondary use areas or adequately differentiate between level of impact on different Nations at a given location. Musqueam emphasizes the importance of consultation that is consistent with Musqueam culture and governance and proportionate with the seriousness of impact on a Nation's Aboriginal rights. | The Ministry has noted the Musqueam views on the CAD. The Ministry's consultation will be guided by applicable provincial policy and by the EAO's December 16, 2019 Early Engagement Policy, Section 4, which states: "...the EAO will work with participating Indigenous nations to establish effective consensus-seeking processes for the environmental assessment of the proposed Project that respect and seek to align where possible, with their own governance frameworks, jurisdictions, and authorities. Part of this collaborative engagement is building a shared and comprehensive understanding of the Nation's culture and unique connection to the lands and resources that are subject to a proposed Project, including situating the Project proposal within the Nation's priorities and visions into the future." |
| Musqueam Indian Band | The impacts of this Project, particularly on fish and fish habitat, will be extensive. The sturgeon population is already at critical lows and the decommissioning and removal of the existing tunnel will greatly disturb sturgeon habitat and migratory areas, which have acclimatized to the tunnel's current position. Musqueam seeks assurance that all possible mitigation and offsetting options will be employed to address these impacts. | The Ministry recognizes the importance of fish and fish habitat to Musqueam. Developing methods to mitigate potential Project impacts on fish and fish habitat will be at the forefront of the environmental assessment process. Since early 2021, the Ministry has been working with Indigenous groups on studies related to sturgeon and other species. In addition, the Ministry has shared a Preliminary Draft List of Existing Conditions Studies, which identified fish and fish habitat as an area to be studied. Musqueam's feedback will inform the Existing Conditions Studies. The Ministry looks forward to collaborating with Musqueam to proactively explore mitigation and offsetting possibilities. |

| Indigenous Group | Issues Raised | Proponent Response |
|----------------------|--|---|
| Musqueam Indian Band | Cumulative effects are of utmost concern to Musqueam for this Project. Musqueam notes that a reliance on proponent and EAO-driven existing conditions studies is not necessarily an adequate existing conditions in Musqueam consideration of project effects and requests the acknowledgement of study limitations and further work with Musqueam to ensure robust impact standards. | Musqueam's comments are noted. Along with existing conditions studies, the IPD Section 8.8 states that: "The EAC Application and the cumulative effects assessment will be informed by: <ul style="list-style-type: none"> • Engagement with Indigenous groups • Traditional use information provided by Indigenous groups • Approved land use plans surrounding the Project • The Project's existing conditions studies and other historical and publicly available data that describe the effects of past developments and characterize existing conditions • Effects assessments for other existing and reasonably foreseeable future projects • Review of potential overlapping impacts due to present and reasonably foreseeable future developments which did not trigger formal assessment." |
| Musqueam Indian Band | Musqueam requests that conversations around offsetting and restoration begin at a very early project stage, with a focus on the Deas Slough and Deas Island area. Musqueam requests that builders are chosen based on their offsetting experience and plans and that conversations around offsetting are limited to closely impacted Nations. | The Ministry is prepared to engage in conversation related to offsetting and restoration at an early stage in the environmental assessment process. |
| Musqueam Indian Band | In the past, the EAO process has been guided exclusively by the proponent's timelines, with no option to pause the process in order to address Musqueam concerns. Musqueam requests further conversation about the consultation process and timeline to ensure this concern is addressed appropriately to ensure adequate and meaningful consultation. Additionally, Musqueam requests to be updated as soon as timelines and deadlines are established to ensure adequate time is provided to address concerns. | The Ministry will engage with Musqueam on Project timelines to further an informative and meaningful consultation process in coordination with the EAO. |
| Musqueam Indian Band | Musqueam's location at the mouth of the Fraser River is deeply connected with Musqueam oral histories, cultural identity and continuity, access for other communities, and trading relationships. Musqueam, or x ^w məθk ^w əyəm, translates to "Place of məθk ^w əy", signifying the məθk ^w plant, which grew in the Fraser River delta and tidal flats. | Thank you for the comment. We look forward to working with Musqueam to learn and understand Musqueam traditional uses and cultural protocols, and we will work to incorporate these where possible into the Project and environmental assessment. |

| Indigenous Group | Issues Raised | Proponent Response |
|-------------------------|---|---|
| Musqueam Indian Band | Musqueam is interested in close participation in environmental studies, including their design, methodology, and application. | The Ministry looks forward to Musqueam's participation and is interested in understanding Musqueam's availability to participate in the environmental study programs. |
| Tsawwassen First Nation | The Engagement Plan provides for the flexibility to address the concerns of Indigenous communities (e.g., holding community meetings), should they be requested. The ability to hold such meetings may be in doubt for at least the near future due to concerns with COVID-19. This could pose challenges that require novel solutions. | The Ministry acknowledges that the ongoing COVID-19 pandemic can present challenges to the forms of engagement—such as community meetings—used to address the concerns of Indigenous communities. The Ministry is willing to discuss this issue further and collaborate with Tsawwassen First Nation to find novel solutions to the engagement challenges posed by the COVID-19 pandemic. |
| Tsawwassen First Nation | Tsawwassen First Nation recommends that the Engagement Plan allow for Indigenous Groups to provide feedback on how well engagement, such as that at the community level, is proceeding in light of any barriers that may be imposed by considerations such as (i) the COVID-19 pandemic, (ii) time availability and “consultation fatigue” resulting from the numerous project proponents currently seeking to engage Tsawwassen First Nation Government and its citizens (including, but not limited to, during a pandemic), or (iii) other matters that may arise. | The Ministry has noted Tsawwassen First Nation's recommendation that the Engagement Plan allow for Indigenous groups to provide feedback on how well engagement is proceeding. The Project team welcomes feedback from Indigenous groups on the Project engagement and will work to address any opportunities for improvement identified by Indigenous groups. The Ministry has noted the importance of Indigenous group evaluation of engagement and will seek to provide avenues through which Indigenous groups can evaluate and/or comment on engagement processes. |
| Tsawwassen First Nation | Tsawwassen First Nation notes that it would be prudent to anticipate that not every element of engagement (e.g., in the traditional sense of community meetings) can be replaced fully by alternate (e.g., virtual) means. In this regard, it will be important to ensure that Tsawwassen First Nation Government staff are not put in the position of receiving criticism from community members insofar as engagement in the Project's environmental assessment process or associated decisions are concerned. Beyond that, creative solutions may be required to ensure that sufficient engagement can and does occur and that decisions are communicated. It may be appropriate to explicitly address this matter in the Engagement Plan. | The Ministry will continue to meet with Tsawwassen First Nation regularly to ensure they are kept informed of the status of the environmental assessment process and associated decisions. The Ministry is willing to discuss alternatives to virtual engagements and collaborate with Tsawwassen First Nation on finding creative solutions. The Ministry is committed to working collaboratively with Indigenous groups toward forms of engagement that meet their needs. |
| Tsleil-Waututh Nation | Tsleil-Waututh Nation notes that its resources are stretched thin and thus it has a limited capacity to engage at this time. | The Ministry is committed to providing capacity funding to support Tsleil-Waututh Nation's participation in the environmental assessment process. |

| Indigenous Group | Issues Raised | Proponent Response |
|-----------------------|--|---|
| Tsleil-Waututh Nation | Tsleil-Waututh Nation's limited capacity to engage in no way diminishes the constitutional and statutory duties of the Crown owed to Tsleil-Waututh Nation, and Tsleil-Waututh Nation still expects that it be adequately consulted. Tsleil-Waututh Nation does not consider any communications or actions taken by the Ministry without participation or input from Tsleil-Waututh Nation to constitute consultation. | The Ministry is committed to providing capacity funding to support Tsleil-Waututh Nation's participation in the environmental assessment process. Indigenous group participation is a critically important and valuable component of the planning, development and execution of the Project. The Project team is committed to establishing strong relationships with Indigenous groups who have an interest in the Project, and engagement will be guided by provincial government policy and legislation, including the Draft Principles that Guide the Province of British Columbia's Relationship with Indigenous Peoples, the <i>Declaration on the Rights of Indigenous Peoples Act (2019)</i> , and the Government Consultation Bulletin on Consulting During the COVID-19 Emergency. |
| Tsleil-Waututh Nation | Tsleil-Waututh Nation notes that meaningful consultation requires that affected Indigenous groups have the time and resources to meaningfully participate in the consultation process. | The Ministry is committed to providing capacity funding to support Tsleil-Waututh Nation's participation in the environmental assessment process. |
| Tsleil-Waututh Nation | Tsleil-Waututh Nation requires that it continue to receive all information related to the Fraser River Tunnel Project. | The Ministry will continue to share Project-related information with Tsleil-Waututh Nation as these materials become available. |
| Tsleil-Waututh Nation | The Tsleil-Waututh Nation issues and interests to date should and must also include everything Tsleil-Waututh Nation has worked on and submitted for the George Massey Tunnel Replacement Project from start to finish, as many of Tsleil-Waututh Nation's comments will be identical and/or similar in nature; this will help to decrease the burden and double work on Tsleil-Waututh Nation. | The Ministry will review and compile the Tsleil-Waututh Nation's issues and interests submitted for the previous 10-lane bridge project and ensure they are reflected and addressed in future stages of the environmental assessment process. |

CAD = Consultative Areas Database; EAO = Environmental Assessment Office; IPD = Initial Project Description; EAC = Environmental Assessment Certificate.

4.5 SUMMARY OF RELEVANT AGREEMENTS

A requirement of the Engagement Plan is to include a list of relevant agreements (including agreements between Indigenous groups), memoranda of understanding, assessment protocols, treaties, or other publicly available information about potentially affected Indigenous groups. Additionally, the Engagement Plan includes a description of how the requirements of those documents helped inform the Engagement Plan. The Ministry has identified the following agreements that will facilitate engagement between the Province and Indigenous groups:

- S'ólh Téméxw Stewardship Alliance Strategic Engagement Agreement (SEA) Amendment 4 – Spring 2019, Appendix D regarding Engagement Framework for Major Projects
- *Tsawwassen First Nation Final Agreement Act*, SC2008, c.32
- Cowichan Nation British Columbia Government to Government Agreement, whose purpose includes “to create processes and mechanisms to assist in the co-operative resolution of disputes between the Parties.”

The Ministry looks forward to working with all identified Indigenous groups to identify, review and, where appropriate, incorporate relevant agreements throughout the Early Engagement phase.

4.6 PLANNED INDIGENOUS ENGAGEMENT ACTIVITIES

Based on engagement with Indigenous groups to date, the Ministry plans to carry out the following engagement activities during the Environmental Assessment and during all subsequent phases of the Project:

- Seek to establish individual capacity funding agreements with participating Indigenous groups in order to support their overall capacity and ability to collaborate on the Project
- Engage on an ongoing and regular basis with all identified Indigenous groups throughout the environmental assessment process and during all subsequent phases of the Project.
 - For example, Early Engagement will focus on the development of the Initial Project Description, Engagement Plan and Detailed Project Description. Feedback received on the Detailed Project Description will help to establish expectations and identify any issues or Project-related effects on participating Indigenous groups' interests.
- Share Project information through various mediums, including email, secure file transfer, and in person, should COVID-19 protocols allow.

- Coordinate and conduct monthly engagement meetings where Indigenous groups will be invited to:
 - Participate in discussions and learning opportunities related to the Project.
 - Provide input and views regarding the Project and how it relates to their interests.
- Coordinate and conduct Project-related workshops, site visits, and community meetings, when and where requested.
- Support access to independent experts and resources to support Indigenous review of project materials.
- Support Indigenous participation in the delivery of Project work, data collection, and assessments, where possible.
- Identify, discuss and, where appropriate, incorporate relevant agreements (including between Indigenous nations), memorandums of understanding, assessment protocols, treaties, or other publicly available information about potentially affected Indigenous groups.
- Convene regular check-ins with Indigenous groups regarding any capacity challenges and potential mitigation measures.
- Support Indigenous-led studies and assessments related to the Project.
- Seek feedback from Indigenous groups about adapting the current and proposed engagement tools and methods to best suit their needs.

5 PUBLIC AND STAKEHOLDER ENGAGEMENT

The Ministry is committed to early and transparent engagement with the public and community stakeholders. Beginning September 2021, the Ministry identified and engaged with a variety of public stakeholders interested in or potentially affected by the Project.

5.1 STAKEHOLDER ENGAGEMENT TO DATE

In September 2021, the Ministry launched a two-stage pre-Early Engagement program with the aim of introducing the public and community stakeholders to the Project and Ministry, identifying key questions and interests, and seeking feedback on preferred means and methods for continued engagement.

Stage-one engagement with the public and stakeholders comprised introductory letters and/or meetings with stakeholders to provide an overview of the Project's scope and to receive feedback on the preferred methods and frequency of future engagement. Stage-two engagement, launched in November 2021, provided the opportunity to communicate potential construction activities and impacts to Indigenous groups and stakeholders and identify preliminary questions and issues.

Based on feedback received during pre-Early Engagement, the Ministry's engagement program approach emphasizes the following:

- strategically planned, purposeful, and meaningful engagement focusing on topics of interest to Indigenous groups and stakeholders
- a commitment to regular and transparent communications to ensure stakeholders are made aware of opportunities for formal input into the EA process
- scheduled regular meetings with stakeholders, as required, to ensure engagement activities are timely, foreseeable, and expected
- engagement designed to solicit and encourage stakeholder feedback and a commitment to review and consider such feedback

For a complete list of public stakeholders; municipal, provincial, and federal governments; and relevant regulatory parties engaged to date, refer to Table 4, Table 5, and Table 8, respectively.

5.2 IDENTIFIED PUBLIC STAKEHOLDERS

Table 5 lists the public groups or organizations, community groups, including advocacy groups, and public safety agencies identified for Early Engagement due to their known interests in the Project. Based on the Project site traversing the cities of Delta and Richmond and its location within South Arm of the Fraser River, the stakeholders listed below are located in either city and/or have ties with either city and/or with the Fraser River.

The below stakeholder list will be reviewed on a regular basis and additional stakeholders may be added as warranted, particularly as the location(s) for the temporary moorage sites, dredge management locations, construction material supply locations, and other offsite Project components and activities are established. The engagement plan will be reviewed on a regular basis to ensure it reflects the feedback received from interested and affected parties during Early Engagement and all subsequent phases of the Environmental Assessment process. This may include new or additional methods, tools or approaches to engagement to incorporate lessons learned and address any emerging considerations identified through engagement.

Table 5: Members of the Public and Stakeholders Identified for Engagement

| Organization/Group | Identification Rationale |
|---|--|
| Business Associations | |
| BC Chamber of Commerce | Interest of its local members and traffic impacts during construction |
| Delta Chamber of Commerce | Interest of its local members and traffic impacts during construction |
| Greater Vancouver Board of Trade | Interest of its local members and traffic impacts during construction |
| Ladner Business Association | Interest of its local members and traffic impacts during construction |
| Richmond Chamber of Commerce | Interest of its local members and traffic impacts during construction |
| Steveston Merchants Association | Interest in the Project and traffic impacts during construction |
| Surrey Board of Trade | Interest in the Project and traffic impacts during construction |
| Tsawwassen Business Improvement Association | Interest in the Project and traffic impacts during construction |
| Agriculture | |
| Delta Farmers Institute | Interest of its local members and potential impacts on ALR |
| Richmond Farmers Institute | Interest of its local members and potential impacts on ALR |
| Utilities | |
| BC Hydro | Interest in the Project and requirements for the relocation of BC Hydro utilities and infrastructure |
| Transportation | |
| BC Ferries | Interest in the location and design for the new ITT and traffic impacts during construction |
| BC Trucking Association | Interest in the design for the new ITT and potential Project benefits, including improvements to traffic during operations |
| Boundary Bay Airport | Interest in the location and design for the new ITT and traffic impacts during construction |
| CN Railway | Interest in the location and design for the new ITT and potential impact on CN Railway owned land |
| YVR | Interest in the location and design for the new ITT and traffic impacts during construction |

| Organization/Group | Identification Rationale |
|--|--|
| Active Transportation | |
| BC Cycling Coalition | Interest in ensuring new ITT accommodates cycling |
| Delta HUB Cycling | Interest of its local members and influence on HUB Cycling |
| Richmond Active Transportation Committee | Interest of its local members |
| Richmond HUB Cycling | Interest of its local members and influence on HUB Cycling |
| Marine Users | |
| Boating BC Association | Interest of its local members and interest in potential limitations to Fraser River access during construction |
| Council of Marine Carriers | Interest of its local members and interest in potential limitations to Fraser River access during construction |
| Fraser River Pilots Association | Interest of its local members and interest in potential limitations to Fraser River access during construction |
| Educational Institutions | |
| Delta School District | Interest in the Project and traffic impacts during construction |
| Richmond School District | Interest in the Project and traffic impacts during construction |
| Professional Associations | |
| Allied Infrastructure and Related Construction Council | Interest in the Project and potential benefits related to job opportunities/creation |
| Association of Consulting Engineers Companies | Interest in the Project and potential benefits related to job opportunities/creation |
| BC Building Trades | Interest in the Project and potential benefits related to job opportunities/creation |
| BC Construction Association | Interest in the Project and potential benefits related to job opportunities/creation |
| BC Road Builders | Interest in the Project and potential benefits related to job opportunities/creation |
| Emergency Services | |
| Ambulance Paramedics and Emergency Dispatchers of BC | Interest in the crossing Project, potential traffic impacts during construction, and potential Project benefits, including improvements to traffic during operations |
| BC Ambulance Service | Interest in the crossing Project, potential traffic impacts during construction, and potential Project benefits, including improvements to traffic during operations |
| BC Emergency Health Services | Interest in the crossing Project, potential traffic impacts during construction, and potential Project benefits, including improvements to traffic during operations |
| BC Highway Patrol RCMP | Interest in the crossing Project, potential traffic impacts during construction, and potential Project benefits, including improvements to traffic during operations |
| Delta Fire Department | Interest in the crossing Project, potential traffic impacts during construction, and potential Project benefits including improvements to traffic during operations |

| Organization/Group | Identification Rationale |
|--|---|
| Delta Police Department | Interest in the crossing Project, potential traffic impacts during construction, and potential Project benefits including improvements to traffic during operations |
| Emergency Management BC | Interest in the crossing Project, potential traffic impacts during construction, and potential Project benefits including improvements to traffic during operations |
| Richmond Fire and Rescue | Interest in the crossing Project, potential traffic impacts during construction, and potential Project benefits including improvements to traffic during operations |
| Richmond RCMP | Interest in the crossing Project, potential traffic impacts during construction, and potential Project benefits including improvements to traffic during operations |
| Conservation Groups | |
| BC Waterfowl Society | Interest in potential impacts on waterfowl and wetlands in the Project area |
| Boundary Bay Conservation Committee | Interest in potential impacts on the Fraser River estuary ecosystem |
| Burns Bog Conservation Society | Interest in potential impacts on Burns Bog |
| Burns Bog Scientific Advisory Panel | Interest in potential impacts on Burns Bog |
| Fraser Voices Association | Interest in potential impacts on the Fraser River Estuary |
| Garden City Conservation Society | Interest in potential impacts on garden city (Richmond-owned parkland) |
| Park and Heritage Groups | |
| Delta Heritage Advisory Commission | Interest in potential impacts on Delta's heritage buildings, structures, and land |
| Heritage Commission | Interest in potential impacts on Richmond's heritage buildings and conservation of local heritage structures |
| Disability Groups | |
| Richmond Centre for Disability | Interest of its local members in the Project generally and consideration for universal accessibility in Project design |
| Community/Neighbourhood Groups | |
| Delta Community Living Society | Interest of its local members in the Project generally |
| Delta District Parent Advisory Council | Interest of its local members in the Project generally |
| East Richmond Community Association | Interest of its local members in the Project generally |
| Richmond Chinese Community Society | Interest of its local members in the Project generally |
| Richmond City Centre Community Association | Interest of its local members in the Project generally |
| Richmond District Parent Advisory Council | Interest of its local members in the Project generally |
| Richmond Hamilton Community Association | Interest of its local members in the Project generally |
| Sea Island Community Association | Interest of its local members in the Project generally |
| South Arm Community Association | Interest of its local members in the Project generally |
| Steveston Community Society | Interest of its local members in the Project generally |

| Organization/Group | Identification Rationale |
|-------------------------------------|--|
| Thompson Community Association | Interest of its local members in the Project generally |
| West Richmond Community Association | Interest of its local members in the Project generally |
| Immigrant Advocacy Groups | |
| MOSAIC | Interest of its local members in the Project generally |
| LGBTQIA2S+ Advocacy Groups | |
| Delta Pride Society | Interest of its local members in the Project generally |
| QMUNITY | Interest of its local members in the Project generally |
| Vancouver Pride Society | Interest of its local members in the Project generally |
| Public | |
| General Public | Interest of its local members in the Project generally |

ALR = Agricultural Land Reserve; ITT = immersed tube tunnel; YVR = Vancouver International Airport.

5.3 SUMMARY OF EARLY PUBLIC AND STAKEHOLDER ENGAGEMENT ACTIVITIES

The Ministry has completed preliminary engagement with several of the groups listed in Table 5. Engagement has consisted of introductory letters with high-level Project information to stakeholders and/or introductory meetings with stakeholders based on their level of interest in the Project and its potential impacts. Table 6 lists stakeholders the Ministry met with between September and December 2021 during pre-Early Engagement and the feedback received.

Table 6: Stakeholder Feedback and Ministry Response

| Stakeholder | Feedback Received | Ministry Response |
|----------------------|--|--|
| BC Coastal Pilots | <ul style="list-style-type: none"> Requested additional information on impacts on river traffic once more information becomes available | <ul style="list-style-type: none"> The Ministry will convene a working group to discuss impacts on the river as more information becomes available. |
| Fraser River Pilots | <ul style="list-style-type: none"> Requested additional information on impacts on river traffic once more information becomes available | <ul style="list-style-type: none"> The Ministry will convene a working group to discuss impacts on the river as more information becomes available. |
| BC Highway Patrol | <ul style="list-style-type: none"> Suggested the Ministry work with other jurisdictions to determine mitigations for pedestrians/cyclists accessing the vehicle lanes | <ul style="list-style-type: none"> The Ministry continues to engage with other jurisdictions, including jurisdictions outside Canada on technical design. |
| BC Cycling Coalition | <ul style="list-style-type: none"> Noted an interest in reducing the grades for cyclists using the tunnel MUP | <ul style="list-style-type: none"> The Ministry will consider this feedback as technical design advances and will continue to engage with the stakeholder to provide updates. |

| Stakeholder | Feedback Received | Ministry Response |
|---|--|--|
| HUB Cycling – Regional Advisory/Cycling Delta/ Cycling Richmond | <ul style="list-style-type: none"> Interested in the Project’s engagement with Indigenous groups Interested in seeing separated between cyclists and pedestrians’ lanes in the MUP tube Interested in impacts on the Millennium Trail, both permanently and during construction | <ul style="list-style-type: none"> The Ministry will consider this feedback as technical design advances and will continue to engage with the stakeholder to provide updates. |
| BC Ferries | <ul style="list-style-type: none"> BC Ferries is currently in the process of a redevelopment plan for the site adjacent to the existing tunnel; BC Ferries has interest in impacts on the river and to Rice Mill Road, which is used by employees to access the BC Ferries site | <ul style="list-style-type: none"> The Ministry will continue to engage with the stakeholder to provide updates as the requested information becomes available. |
| Delta Emergency Services | <ul style="list-style-type: none"> Would like to see the MUP in the centre of the tunnel for fire safety purposes Would like the Project to consider how first responders will deal with hazardous materials spills in the future tunnel Interest in engaging with technical team to provide input for technical design | <ul style="list-style-type: none"> The Ministry will convene a working group with participation from Delta and Richmond emergency services and the Ministry’s project design team to advance discussions related to technical design. |
| Richmond Emergency Services | <ul style="list-style-type: none"> Access for first responders to the tunnel should be an important consideration during design Interest in engaging with technical team to provide input for technical design | <ul style="list-style-type: none"> The Ministry will convene a working group with participation from Delta and Richmond emergency services and the Ministry’s project design team to advance discussions related to technical design. |
| BC Trucking Association | <ul style="list-style-type: none"> BC Trucking Association would like to see an expedited timeline for the project | <ul style="list-style-type: none"> The Ministry notes the feedback and is working diligently to advance the Project in line with regulatory requirements. |
| Dike Inspection Branch | <ul style="list-style-type: none"> Interested in better understanding impacts on diking infrastructure on Deas Island and the City of Richmond sides of the Fraser River | <ul style="list-style-type: none"> The Ministry will convene a future meeting with the stakeholder for further discussions and input as the information becomes available. |
| Vancouver Coastal Health | <ul style="list-style-type: none"> Interested in health and physical environment studies that will be undertaken as part of the Project Requested a list of studies to be undertaken with a brief description Specifically interested in air quality and noise studies and impacts on surrounding populations | <ul style="list-style-type: none"> The Ministry will share this information once it becomes available. |
| Boundary Bay Airport | <ul style="list-style-type: none"> Suggests the current Project limits should be extended farther south, beyond Highway 17 Suggests that the new tunnel should be able to accommodate future rail transit | <ul style="list-style-type: none"> The Ministry is committed to delivering the Project in line with the approved scope. The Ministry will continue to keep the stakeholder updated on the Project design as it advances. |

| Stakeholder | Feedback Received | Ministry Response |
|-----------------------|---|--|
| Richmond Public Works | <ul style="list-style-type: none"> Requested additional information on the plans relating to drainage channel on the west side of Highway 99, parallel to the roadway | <ul style="list-style-type: none"> The Ministry will provide this information as it becomes available. |
| YVR | <ul style="list-style-type: none"> Interest in the number/frequency of Fraser River closures during immersion and impacts on Highway 99 and Oak Street traffic during construction | <ul style="list-style-type: none"> The Ministry will provide this information as it becomes available. |
| CN Railway | <ul style="list-style-type: none"> Interest in the reference concept design and supportive of regular meetings with the Ministry | <ul style="list-style-type: none"> The Ministry will provide this information as it becomes available and will set up regular meetings with CN Railway to discuss Project impacts and proposed mitigations. |

MUP = multi-use path; YVR = Vancouver International Airport.

All listed stakeholders confirmed an interest in being kept informed on the Project and participating in the EA program. The Ministry has committed to making all listed stakeholders (Table 5) aware of the EAO's planned minimum 30-day public comment period and opportunities for engagement during Early Engagement.

5.4 SUMMARY OF PLANNED PUBLIC AND STAKEHOLDER ENGAGEMENT ACTIVITIES

The Ministry is committed to meaningful and timely engagement with stakeholders. Throughout Project planning and delivery, the Ministry will support Project engagement as follows:

- The Ministry will continue to attend regular virtual or in-person meetings with interested stakeholders to seek feedback as the Project advances.
- The Ministry will develop a Project website as a resource for Project information. Throughout Project planning, educational materials, including videos, brochures, display boards and engagement summaries, will be posted to the website.
- Upon request, the Ministry will ensure staff availability to support EAO-led engagement. The Ministry will support the EAO with the production of presentation materials for EAO-led engagement activities including advertising any for EAO-led events.

Early Engagement will initiate the EA process. Engagement activities required by the EAO during the Early Engagement phase include the following:

- Public comment period**—Following acceptance of the IPD and Engagement Plan, the EAO will post the IPD on the EPIC website and launch the public comment period. The public comment period will be a minimum of 30 days. During this time, members of the public and Project stakeholders will have the opportunity to provide feedback on the IPD and the Ministry will develop responses to public comments.

- **Virtual open house**—In collaboration with the EAO, the Ministry will host virtual open house(s) available to the public and Project stakeholders. Virtual open house(s) will be hosted in spring 2022 to coincide with the public comment period and will include the following:
 - a virtual Project presentation led by Ministry staff
 - a virtual question-and-answer session with Ministry staff, the public, and stakeholders
- **In-person public open houses**—In collaboration with the EAO, the Ministry will host two public open house events in Delta and Richmond. Public open houses will be hosted in spring 2022 to coincide with the public comment period. The public open house will include display boards, and Ministry representatives will attend to provide information about the Project and respond to questions from the public. Public open houses will be held at locations accessible by different modes of transport; all locations will be universally accessible and safe access will be a priority.

In addition to the engagement activities described above, the Ministry has also committed to hosting the engagement activities and approaches listed below based on feedback received during pre-Early Engagement.

- **Stakeholder working group**—The Ministry will establish an emergency services' working group to support Project planning. This reflects pre-Early Engagement feedback from Delta and Richmond emergency service responders regarding an interest in providing input to the Project design with consideration for emergency access to and through the tunnel. The first meeting will be held during the Early Engagement phase to ensure feedback can be collected and reflected in the Detailed Project Description.
- **Diversity, equity, and inclusion workshop**—The Ministry will host a diversity, equity, and inclusion virtual workshop and invite participation from community organizations in Richmond and Delta representing marginalized and equity-seeking groups, including immigrant groups, the elderly, persons with disabilities, and individuals who identify as LGBTQIA2S+. The purpose of this workshop is to obtain input on interests/concerns pertaining to the Project, to support compliance with the EAO's Effects Assessment Policy statement that every assessment considers disproportionate effects on distinct population groups, and to determine preferred means for engagement with the stakeholders.

The Ministry will apply a GBA+ approach to the design and implementation of engagement processes, as outlined in the EAO's Human and Community Well-Being Guidelines for Assessing Social, Economic, Cultural and Health Effects in Environmental Assessments in BC, and other best practices (EAO 2020), to support the diversity, equity, and inclusion workshop specifically and the application of GBA+ within the Project EA engagement process broadly. The Ministry will carry out additional stakeholder analysis to identify potentially impacted populations that may be under-represented in the planned engagement activities. Information on under-represented groups will be obtained from municipal and community sources, from Indigenous groups, and through engagement with key stakeholders. Mechanisms to

support inclusive engagement by marginalized or equity-seeking groups (for example, mechanisms to support those with language, mobility, literacy, or technology access needs) will be identified. These could include, for example, providing targeted information and resources to these groups during pre- and post-engagement activities and providing additional technical and other support to facilitate meaningful participation and attendance in engagement activities.

To support Early Engagement, the Ministry will take the lead in notifying the public and stakeholders of planned activities during this phase. Table 7 lists the notification methods the Ministry will employ to ensure broad public and stakeholder awareness of planned engagement activities.

Table 7: Notification Methods

| Notification | Details |
|---|---|
| Advertising (print/digital) | <ul style="list-style-type: none"> Provides information about the EAO public comment period and virtual open houses (purpose, timing, date) Call to action for participation/opportunity to provide feedback Contact information for questions and comments |
| Project website | <ul style="list-style-type: none"> Provides information about the EAO public comment period and virtual open houses (purpose, timing, date) Call to action for participation/opportunity to provide feedback Contact information for questions and comments Document library with all engagement materials Links to other pages, such as the EPIC portal |
| Emails/calls to key stakeholders and agencies | <ul style="list-style-type: none"> Provides information about the EAO public comment period and virtual open houses (purpose, timing, date) Invitation to participate in stakeholder working group, as applicable Call to action to share information within organization, if applicable Call to action for participation/opportunity to provide feedback Contact information for questions and comments |
| Emails to database | <ul style="list-style-type: none"> Provides information about the EAO public comment period and virtual open houses (purpose, timing, date) Call to action to share information within organization, if applicable Call to action for participation/opportunity to provide feedback Contact information for questions and comments |
| Social media | <ul style="list-style-type: none"> Informational posts on the ministry's social channels about the EAO public comment period and virtual open houses (purpose, timing, date) Calls to action to encourage participate with information on how to submit feedback about the proposed Project Opportunity for listening to feedback and responding to questions and comments in near real time |
| BC Gov News information bulletin | <ul style="list-style-type: none"> Provides information about the EAO public comment period and virtual open houses (purpose, timing, date) |

EAO = Environmental Assessment Office; EPIC = EAO Project Information Centre.

To facilitate broad awareness of Early Engagement, digital and print newspaper ads will be translated into simplified Chinese, traditional Chinese, Tagalog, and Punjabi.

Feedback received during Early Engagement at the virtual open house and stakeholder meetings will be documented, logged, analyzed, and compiled into an engagement summary report. Elements of the report will include, where available, demographic statistical information along with key themes, questions, and comments. Verbatim comments will be appended to the report. The engagement summary report will be submitted to the EAO and posted to the Project website. In addition, feedback will be considered for Project planning generally and the Defined Project Description.

The Ministry is committed to broad, robust, and meaningful engagement throughout Project planning and delivery. As such, public and stakeholder engagement is not limited to Early Engagement, and the Ministry will continue with engagement following the close of the Early Engagement phase.

Planned activities to support public and stakeholder engagement after the conclusion of Early Engagement include the following:

- **Community office opening**—The Ministry will open a community office in the City of Delta to support Project awareness. The community office will be a local hub where members of the public can learn more and stay engaged.
- **Stakeholder working groups, meetings, and workshops**—During pre-Early Engagement with local stakeholders, the Ministry heard feedback and specific interest in marine use and access during construction, the MUP, and construction impacts. As a result, the Ministry has identified the following avenues for future engagement with stakeholders:
 - A marine and terminal users' working group will be established by the Ministry in summer 2022. This working group will provide a forum for understanding how commercial and recreational marine and terminal users currently access the Fraser River and discuss potential impacts during construction as well as proposed approaches to mitigate impacts. The marine and terminal users' working group will also support engagement on navigational channel closures and any required and proposed channel reconfiguration and will provide their input on a Marine Navigation and Communications Plan to support Project construction, if approved.
 - An MUP stakeholder workshop will be hosted by the Ministry with participation from cycling and active transportation groups. This purpose of the workshop is to provide stakeholders with more information about the proposed design of the MUP and to seek stakeholder feedback. The workshop will be hosted when more information about the proposed design is available.

- The Ministry will host meetings with impacted stakeholders when more information about construction impacts is available. These meetings will be convened in advance of Project construction to ensure stakeholder awareness of Project impacts.

The Ministry will continue to determine requirements for specific stakeholder working groups and meetings as the Project progresses and as more information about specific areas of interest becomes available.

5.5 LOCAL INFORMATION AND KNOWLEDGE

Local information and knowledge will be collected and considered during Early Engagement and through subsequent engagement phases to support Project planning and preparation of the Detailed Project Description. This will occur via the various public, stakeholder, and agency engagement activities outlined above, including secondary data review on local demographics and other key aspects, as well as stakeholder, Indigenous, and local municipal meetings and workshops. During these events, the Ministry will work with Indigenous groups, stakeholders, and local municipal agencies to further identify local information and knowledge as well as recommended information sources and methods for incorporating local information and community knowledge into ongoing Project planning and preparation of the Detailed Project Description and through the EA process.

Local information and knowledge will additionally be collected through the existing conditions data collection for the EA, including on key aspects such as public use of land and marine resources and areas, relevant economic sectors and drivers of the local community, community features and amenities, and natural places as well as other important environmental, economic, social, and community information and values. This information will be collected via both secondary information sources and primary methods (such as informant interviews, focus groups, and issues-specific workshops).

Early stages of this data collection will occur in parallel with early and ongoing engagement, with preliminary information being incorporated into the Detailed Project Description and considered in the ongoing Project planning process.

6 MUNICIPAL, FEDERAL, AND PROVINCIAL GOVERNMENT ENGAGEMENT

Early engagement with municipalities and the federal and provincial governments is a priority for the Ministry, and the Ministry meets regularly with City of Richmond and City of Delta staff to ensure they have the relevant Project information. The Ministry is also committed to engaging government agencies with interests in the Project, such as Metro Vancouver and the Vancouver Port Fraser Authority.

The Ministry will continue to engage transparently with these organizations in a timely manner to ensure an understanding of the Project's scope and to understand potential issues and address concerns as required.

6.1 IDENTIFIED LOCAL, FEDERAL, AND PROVINCIAL GOVERNMENT AGENCIES

Table 8 provides a list of local, federal, and provincial government representatives for engagement and a list of applicable regulatory and permitting agencies identified for engagement.

Table 8: Local, Federal, and Provincial Government Agencies Identified for Engagement

| Government Agency | Representative | Rationale/Interest |
|-----------------------------|--|---|
| Local Governments | | |
| City of Delta | Doreann Mayhew Manager, Transportation Dmayhew@delta.ca | Interest in the Project and potential community impacts |
| City of Richmond | Donna Chan Manager, Transportation Planning Dchan2@richmond.ca | Interest in the Project and potential community impacts |
| Delta Inspector of Dikes | John Evans Dike Inspector Jevans@delta.ca | Interest in potential impacts on city dikes and potential requirements for additional dikes |
| Richmond Inspector of Dikes | Jason Ho, Jho@richmond.ca Corrine Haer, Chaer@Richmond.ca | Interest in potential impacts on city dikes and potential requirements for additional dikes |
| Metro Vancouver | Catherine Braun-Rodriguez Senior Policy and Planning Analyst Catherine.braunrodriguez@metrovan.ca Neal Carley General Manager, Parks & Environment Neal.Carley@metrovan.ca | Interest in the Project and how it shapes the Region, including land use and impacts to Deas Island and Deas Park |
| TransLink | Zak Bennett Senior Planner, Partner Planning zak.bennett@translink.ca | Interest in the Project and impact on local transit routes |

| Government Agency | Representative | Rationale/Interest |
|---------------------------------------|--|---|
| Federal Government Agencies | | |
| Environment and Climate Change Canada | <p>Robyn McLean Environmental Assessment Officer, Environmental Protection Operations Directorate, Pacific and Yukon Environment and Climate Change Canada Robyn.McLean@canada.ca</p> <p>Sean Standing Senior Program Scientist, Marine Programs Sean.standing@ec.gc.ca</p> | Interest in the Project and potential impacts on the environment including species at risk |
| Fisheries and Oceans Canada | <p>Sandra Warren Senior Biologist, Fish and Fish Habitat Protection Sandra.warren@dfo-mpo.gc.ca</p> | Interest in potential impacts on fish and fish habitat |
| Transport Canada | <p>Conal Kavanagh Navigation Protection Officer conal.kavanagh@tc.gc.ca</p> | Interest in the Project generally and how it meets the agencies transportation policies and programs for safe, secure, efficient and environmentally responsible transportation across Canada |
| Vancouver Fraser Port Authority | <p>Chris Bishop Manager, Planning Chris.Bishop@portvancouver.ca</p> | Interest in the Project and potential impacts on the Fraser River |
| Provincial Government Agencies | | |
| Agricultural Land Commission | <p>Shannon Lambie Regional Planner Shannon.lambie@gov.bc.ca</p> | Interest in potential impacts on agricultural lands in or near the Project site and potential impacts on farming |
| BC Environmental Assessment Office | <p>Meaghan Hoyle Project Assessment Director meaghan.hoyle@gov.bc.ca</p> <p>Jillian Zavediuk Project Assessment Officer jillian.zavediuk@gov.bc.ca</p> <p>Kim Walters Executive Project Director kimberly.walters@gov.bc.ca</p> | Regulatory agency for the Project environment assessment |
| BC Hydro | <p>Tanya Thomas Tanya.Thomas@bchydro.com</p> | Interest in the Project and requirements for the relocation of BC Hydro utilities and infrastructure |
| Fraser Health | <p>Dr. Goran Krstic Human Health Risk Assessment Specialist Goran.krstic@fraserhealth.ca</p> | Interest in the Project generally |

| Government Agency | Representative | Rationale/Interest |
|---|---|--|
| Ministry of Children, Community and Social Services | TBD | Interest in the Project generally |
| Ministry of Environment and Climate Change Strategy | <p>Kerri Skelly A/Section Head – Industry, Fish & Integrated Pest Management Kerri.Skelly@gov.bc.ca</p> <p>Cassandra Counce Director, South Authorizations Cassandra.Counce@gov.bc.ca</p> | Interest in the Project and potential environmental impacts |
| MFLNRORD – Archaeology Branch | <p>Emily Wilkerson Supervisor, Permitting and Assessment Emily.wilkerson@gov.bc.ca</p> <p>Nathan Friesen Archeology Permitting and Assessment Supervisor Nathan.P.Friesen@gov.bc.ca</p> | Interest in potential Project impacts on surrounding dikes, potential archaeological impacts, and the Fraser River |
| MFLNRORD – Inspector of Dikes | <p>Alex Salvaille Senior Flood Hazard Officer Alex.salvaille@gov.bc.ca</p> | Interest in how the Project will meet technical requirements |
| MFLNRORD – Water Sustainability | <p>Kevin Haberl, Water Director, Authorizations Kevin.Haberl@gov.bc.ca</p> <p>Emily Elsliger Senior Authorizations Specialist – Stream Management Emily.Elsiger@gov.bc.ca</p> <p>Tom Yacyshen Licensed Land & Resource Specialist Regional Operations Division - Coast Area tom.yacyshen@gov.bc.ca</p> | Regulatory agency for the “changes in and about a stream” (i.e., works in the Fraser River) |
| Technical Safe BC | TBD | Interest in the Project generally and plans to ensure safety during construction |
| Vancouver Coastal Health | <p>Laura Chow Senior Planner, Healthy Environments Laura.Chow@vch.ca</p> | Interest in the Project generally |
| WorkSafeBC | TBD | Interest in the Project generally and plans to ensure safety during construction |

| Government Agency | Representative | Rationale/Interest |
|--|---|---------------------------------|
| Federal Members of Parliament (MPs) | | |
| MP Delta | The Honourable Carla Qualtrough, P.C., MP | Interests of local constituents |
| MP Steveston-Richmond East | The Honourable Parm Bains, P.C., MP | Interests of local constituents |
| MP Richmond Centre | The Honourable Wilson Miao, P.C., MP | Interests of local constituents |
| Provincial Members of Legislative Assembly (MLAs) | | |
| MLA Delta North | Mr. Ravi Kahlon, MLA | Interests of local constituents |
| MLA Delta South | Mr. Ian Paton, MLA | Interests of local constituents |
| MLA Richmond – Steveston | Ms. Kelly Greene, MLA | Interests of local constituents |
| MLA Richmond South Centre | Mr. Henry Yao, MLA | Interests of local constituents |
| MLA Richmond North Centre | Ms. Teresa Wat, MLA | Interests of local constituents |
| MLA Richmond – Queensborough | Mr. Aman Singh, MLA | Interests of local constituents |

TBD = to be determined; MFLNRORD = Ministry of Forests, Lands, Natural Resource Operations and Rural Development.

6.2 SUMMARY OF EARLY MUNICIPAL, FEDERAL, AND PROVINCIAL GOVERNMENT AGENCY ENGAGEMENT

Since September 2021, the Ministry has communicated and attended virtual meetings with the City of Richmond, the City of Delta, Metro Vancouver, and several provincial and federal government agencies to introduce the Project and respond to related questions. This includes presentations to the respective local government staff, mayors, and councils. The Ministry's goal is to understand any issues or concerns about the Project as well as build relationships with the governments and agencies. Each agency has been assigned a key point of contact from the Ministry. A summary of feedback received is identified in Table 9.

Table 9: Issues Raised During Preliminary Engagement on the Project (September 2021–present)

| Agency | Issues and Interests Raised During Preliminary Engagement |
|---------------------------------------|---|
| Agricultural Land Commission | Interest in impacts on ALR properties along the Highway 99 corridor. |
| BC Environmental Assessment Office | Administrator of the environmental assessment process, engagement methodology, and consultation with Indigenous groups. |
| City of Delta (Staff) | <p>Interest in the inclusion of an onramp from River Road to the new tunnel and an overpass connecting River Road across the highway, supportive of the inclusion of active transportation facilities on the new on ramp and noise mitigation measures with highway alignment shift towards residential development, and concerns about potential impacts on the Millennium Trail.</p> <p>Interest in the location/impact of the casting basin construction area, the inclusion of a future light rail transit line along Highway 99, and combined HOV lanes with the transit-only lanes.</p> |
| City of Richmond (Staff) | Interest in the connections to the highway from Rice Mill Road, concerns related to the integrity of the diking infrastructure on both the Richmond side and Deas Island, and concern whether the BC Hydro transmission line will be accommodated in the new tunnel or become aerial. |
| TransLink | Interest in working with the Ministry to enhance transit and attract more ridership. |
| Environment and Climate Change Canada | Interest in impacts on existing tunnel trench after it is removed, planning for dredging and potential environmental impacts on migratory birds, species at risk, and wetlands. Also, interested in knowing if potential disposal at sea and species at risk permits will be obtained for the Project. |
| Fisheries and Oceans Canada | Interest in the permits the Project will apply for with regards to instream work, habitat offsetting, and species at risk and Project timelines for submitting permit applications. |
| MFLNRORD – Archaeology Branch | Interest in ground impacts and location of offsite facilities during construction. |
| MFLNRORD – Inspector of Dikes | Interest in impacts on dikes in Richmond and on Deas Island. |
| MFLNRORD – Water Sustainability | Interest in planned engagement with Indigenous groups. |
| MFLNRORD – Regional Initiatives | Concern raised regarding impacts of pile driving, test dredge, excavation on Sturgeon, aquatic habitat, geomorphology, and sedimentation. Interested in knowing more about existing tunnel removal, impacts on river, instream works, dike breach, and flood protection. |
| Metro Vancouver | Interest in plans for existing tunnel and impacts on the BC Hydro transmission line/re-location site for the BC Hydro transmission line, concerns about impacts on Metro Vancouver’s water main in Fraser River during dredging and construction, interest in how the Project might impact park lands in Deas Island Regional Park, interest in the potential effects of the Project on Metro Vancouver’s infrastructure, and interest in opportunities for funding from Ministry to improve drainage on Deas Island. |
| Richmond Inspector of Dykes | Flagged concerns related to the integrity of the diking infrastructure in both Richmond and on Deas Island. |
| Transport Canada | Interest in accommodation for deep-sea vessels during 48-hour closures and request to attend meetings with marine stakeholders, interest in timeline for engagement with Indigenous groups, and interest in clearance for the new elongated Deas Slough bridge. |

| Agency | Issues and Interests Raised During Preliminary Engagement |
|---------------------------------|--|
| Vancouver Fraser Port Authority | Interest in where the tunnel segment will be built (the group noted that a location closer to the Project site is better to limit impacts), interest in setting up working groups to support information sharing and engagement with marine stakeholders (for example, suggestion for marine users and terminal users working groups), and interest in future discussion on depth, design, and cover of the tunnel discussion in the future. |

ALR = Agricultural Land Reserve; HOV = high-occupancy vehicle; MFLNRORD = Ministry of Forests, Lands, Natural Resource Operations and Rural Development.

Feedback from the meetings has resulted in the agencies agreeing to regular meetings for updates, a commitment to share further information about the technical scope and design as it advances, and the initiation of the development of municipal agreements in 2022.

The Ministry has met with the EAO monthly since October 2020 to initiate Project discussions and plan for adoption of requirements under the new regulatory framework for the EA process. The discussions have been helpful in sharing Project updates and preparing for different stages of the Project.

6.3 SUMMARY OF PLANNED LOCAL, FEDERAL, AND PROVINCIAL GOVERNMENT AGENCY ENGAGEMENT

The Ministry has identified contacts for each of the agencies listed in Table 8 and will proceed with scheduling regular meetings throughout 2022 to further discuss areas of interest and provide timely updates on Project progress.

In addition, the Ministry will provide meaningful opportunities to facilitate stakeholders' awareness of Early Engagement activities including throughout the public comment period and during virtual open houses to encourage stakeholder participation.

The Ministry will convene a stakeholder working group with local government representatives to provide a forum for stakeholders to hear each other's feedback for consideration. The terms of reference for this stakeholder working group will be distributed to participants in early 2022 for feedback and comments.

7 REFERENCES

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