



Fraser River Tunnel Project

Application Development and Review Phase Engagement Summary Report

July 2025

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Introduction

This document summarizes the 30-day public engagement process, which took place between May 22 to June 23, 2025, conducted as part of the Application Development and Review phase of the B.C. environmental assessment (EA) process for the Fraser River Tunnel Project (the Project). The Project is being delivered by Transportation Investment Corporation (TI Corp) on behalf of the Ministry of Transportation and Transit.

TI Corp is committed to continuing engagement and creating new opportunities for the public and interested parties to engage meaningfully and provide valuable feedback throughout the EA process. In accordance with the Assessment Plan (Schedule B of the Process Order), this Engagement Summary Report includes:

- > An overview of the Application Development and Review Phase of the EA
- > Details on the notifications, engagement methods and materials used as part of the public comment period
- > A summary of what was heard during this 30-day public comment period

Project Overview

The Project includes a new eight-lane immersed tube tunnel, a new eight-lane Deas Slough Bridge, improved connections to Highway 99 between Steveston Highway and Highway 17A, and temporary construction facilities. The Project also involves retiring the existing George Massey Tunnel and Deas Slough Bridge. The Project is situated in the City Richmond and City of Delta within Tsawwassen Territory as set out in the Tsawwassen First Nation Final Agreement, Musqueam Indian Band's core territory and the Traditional Territories of several Indigenous nations.

The Project falls under the scope of the *2018 BC Environmental Assessment Act* because it meets the criteria set out in the Reviewable Projects Regulation (BC Reg 67/2020, Part 5, Table 9). Specifically, it is classified as a Shoreline Modification Project due to its anticipated physical disturbance of more than 2 hectares of foreshore, submerged land or a combination of both, located below the natural boundary of the Fraser River. As a result, the Project is subject to and undergoing a provincial environmental assessment (EA).

Overview of the Application Development and Review Phase

The Project is in the Application Development and Review phase of the EA process. During this phase, TI Corp produces an application for an Environmental Assessment Certificate, which is then reviewed by the Environmental Assessment Office (EAO) in collaboration with Participating Indigenous Nations and Technical and Community Advisors to ensure it meets requirements and to provide direction to TI Corp on the revised application. On May 9, 2025, TI Corp submitted the Project's application to the EAO, who posted it on its [EPIC website](#) for formal review.



Under the *2018 Environmental Assessment Act*, the EA process includes four legislated public comment periods, which involve opportunities for participation by First Nations, local, regional, provincial and federal government agencies, and the public.

In response to the EAO's 30-day mandated public review and comment period (May 22 to June 23, 2025) for the application, 42 members of the public submitted collectively 146 comments on the application. Through a review of the comments received, TI Corp identified 11 key comment themes:

- > Crossing option
- > Speed of the EA process
- > Future traffic and regional growth
- > Design suggestions
- > Deas Slough
- > Multi-use pathway and cycling
- > Future rail and SkyTrain expansion
- > Project costs
- > Safety
- > Greenhouse gas (GHG) emissions
- > Highway 99

TI Corp incorporated and responded to each comment received from the public through an information request tracking table (Appendix B). This table summarizes the comments raised by the public through key themes, along with responses, commitments and actions where applicable.

Engagement Objectives

The purpose of public engagement is to provide meaningful opportunities for members of the public to learn about the EA process and the Project being assessed and to provide feedback to the EAO on how the Project may affect them and their community.

The Project's engagement objectives for the Application Development and Review phase include the following:

- > Continue engagement with all relevant parties to the EA, including Indigenous groups, the public, municipalities, provincial and federal government agencies, and interested parties.
- > Consolidate key questions and issues identified early in the EA process and chart a path for potential resolution.
- > Prepare for and inform the public about the Application Development and Review phase of the Environmental Assessment, as well as the Effects Assessment and Recommendations, Decision and Post-Certificate phases of the Project's EA.



Engagement Highlights

Notifications



1 media release,
5 languages



13 visitors in the
Community Office



12 newspapers,
5 languages



1,445 emails to Project
newsletter subscribers



111 QR code
poster scans



58 emails to
interested parties

Engagement results



2 open houses,
222 attendees



146 public comments



1 webinar,
20 attendees

Who We Engaged With

A list of interested parties was identified during the pre-Early Engagement stage of the Project. The groups identified for engagement include:

- > General public, including users of the existing tunnel, public transit users and Deas Island Regional Park users
- > Businesses
- > Community and non-profit groups
- > Residents adjacent to the Project area
- > Businesses adjacent to the Project area
- > Active transportation groups and users
- > Agriculture interest groups
- > Transportation agencies
- > Authorities and institutions
- > Utilities
- > Recreational marine users
- > Marine terminal users
- > Environment and conservation groups
- > Associations
- > Accessibility groups

Further detail on the interested parties identified is available in TI Corp's [2025 Public Engagement Plan](#) uploaded to the EAO website and available in the Project's document library. An overview of the notification methods and public consultation activities undertaken by TI Corp between May 22 and June 23, 2025, is provided below.



Notification Methods

Method	Description
Digital advertising	<ul style="list-style-type: none"> Digital ads ran online on English and International-language news sites from May 22 to June 11, targeting motorists, truckers and drivers in Vancouver, Richmond, Delta, South Surrey and White Rock. Ads promoted the open house dates and the EAO's public comment period submission deadline Total ad clicks: 3,565
Media release	<ul style="list-style-type: none"> A media release was posted to the provincial government's newsroom on May 22 The media release was available in English and four translated languages (Traditional and Simplified Chinese, Tagalog and Punjabi)
Print advertising	<ul style="list-style-type: none"> Print ads in six English newspapers were published between May 22 and May 30 <ul style="list-style-type: none"> Delta Optimist Indo-Canadian Voice Peace Arch News The Province Surrey Now Leader Vancouver Sun Print ads were translated into four languages (Traditional and Simplified Chinese, Tagalog and Punjabi) and published in six non-English newspapers between May 23 and June 4 <ul style="list-style-type: none"> Canadian Chinese Express Canadian Punjab Times Ming Pao Filipino Post Indo-Canadian Awaaz Punjab Guardian
Print QR code posters	<ul style="list-style-type: none"> Posters were hand delivered and emailed to 44 stakeholder locations in Richmond, Delta and Tsawwassen, with one to six posters provided to each location A total of 111 QR codes were scanned, including 66 in Delta, 34 in Richmond and 11 in Tsawwassen
Project Community Office	<ul style="list-style-type: none"> The Community Office located in Ladner is open to the public Wednesdays and Thursdays for interested parties to learn more and have their questions answered by the Project team The Community Office had 13 visitors during the public comment period



Method	Description
Project newsletter	<ul style="list-style-type: none"> • A Project newsletter was sent May 27 to the Project email database providing information about the public comment period, open houses and contact information for questions and comments • Newsletter was delivered to 1,445 subscribers • Newsletter was opened 1,003 times (a 69% open rate)
Stakeholder letters and calls	<ul style="list-style-type: none"> • Outreach to interested parties to provide information about the EAO public comment period and open houses were led by TI Corp; interested parties were invited to participate in the webinar, information was shared about the opportunity for feedback and requests were made to share information within their organizations or contacts • 58 emails sent to interested parties with 3 follow-up calls

Engagement Methods

Method	Dates (2025)	Description
EAO Project Information Centre (EPIC) engage page engage.eao.gov.bc.ca/FraserTunnel-AR	May 22 to June 23	<ul style="list-style-type: none"> • Website and survey managed by the EAO • 146 comment submissions received
Project engagement website engage.gov.bc.ca/fraserrivertunnel	May 22 to June 23	<ul style="list-style-type: none"> • Project engagement website featuring info on the public comment period and links to the engagement materials • 1,175 site sessions between May 22 and June 23 • 62 clicks from the engage website to the EAO's EPIC website • 16 downloads of the Valued Components document • 12 downloads of the display boards



Method	Dates (2025)	Description
Information session webinar for interested parties	June 3 12 p.m. to 1 p.m.	<ul style="list-style-type: none"> • Online information session with Q&A period • 20 attendees • Responses provided to 15 questions
In-person open house Cascades Casino Conference Centre 6005 BC-17A, Delta	June 4 4 p.m. to 8 p.m.	<ul style="list-style-type: none"> • 151 attendees
In-person open house John M.S. Lecky UBC Boathouse 7277 River Road, Richmond	June 5 4 p.m. to 8 p.m.	<ul style="list-style-type: none"> • 71 attendees
Stakeholder letters received	May 22 to June 23	<ul style="list-style-type: none"> • Two letters received: Fraser River Industrial Association and HUB Cycling Richmond Committee



What We Heard

Public Comments

During the EAO's 30-day public comment period (May 22 to June 23, 2025), 42 individuals submitted a total of 146 comments on the Application through a survey on the EAO's [EPIC.Engage](#) platform. The EAO also received two stakeholder letters, one from the Fraser River Industrial Association and the other from HUB Cycling Richmond Committee. TI Corp responded to all public comments, with responses provided in the comment tracking table in Appendix 2. A review of the submissions identified 11 key themes across the comments received:

- > Crossing option
- > Speed of the EA process
- > Future traffic and regional growth
- > Design suggestions
- > Deas Slough
- > Multi-use path (MUP) and cycling
- > Future rail and SkyTrain expansion
- > Project costs
- > Safety
- > Greenhouse gas (GHG) emissions
- > Highway 99

The primary concerns raised during the public comment period are summarized below in order of frequency.

Crossing option

Many people advocated for a bridge as their preferred crossing option. They specifically cited it's cost, environmental impact and 10 lanes. Several comments expressed frustration with the previous project being cancelled.

Speed of the EA process

Many participants were frustrated by how long the Project planning and environmental assessment are taking and some perceive the delays as too much government bureaucracy. While a few participants acknowledged the need for environmental due diligence, the majority urged the provincial government to expedite the process and move swiftly to construction, seeing further delays as unfavourable to the region and travellers.

Future traffic and regional growth

Comments expressed that the Project, as currently planned, does not sufficiently address existing capacity issues or plan for future demand. A key concern is the proposed tunnel design—three general purpose lanes and one transit lane in each direction—does not provide more capacity compared to the current counterflow system of the George Massey Tunnel. Many believe the new tunnel will not alleviate existing congestion and will cause ongoing traffic bottlenecks. Some voiced



concern that although the tunnel's lifespan is designed to last 150 years, the infrastructure seems insufficient to meet the future's growing traffic needs.

Design suggestions

Public feedback included a range of detailed design recommendations focusing on improvements to traffic flow, safety, long-term capacity, community access and First Nations integration.

- > Several requests for additional travel lanes or for the tunnel to be upgraded to 10 lanes (including the incorporation of a dedicated transit lane or SkyTrain) to meet future population and traffic growth.
- > Strong support for including a second exit to Ladner, both for daily commuter access and emergency evacuation.
- > Recommendation for BC Hydro power lines to be integrated in the tunnel rather than running them overhead to preserve visual quality and safety for birds.
- > Some responses highlighted the Project's potential to advance Indigenous cultural recognition, through close collaboration with First Nations. This includes integration with the Great Blue Heron Way (a Tsawwassen First Nation-led regional pathway network) and co-designed artwork or dual language road signs. Comments on the future tunnel name highlighted the importance of recognizing both Tsawwassen First Nation and Musqueam Indian Band and choosing a name that reflects their shared connection to the land and supports the area's recreational, ecological and reconciliation values.

Deas Slough

Respondents expressed concerns that the proposed Project misses the opportunity to improve the visual, acoustic and community environment in Deas Slough with plans to replace the existing Deas Slough Bridge with a new permanent structure. Comments requested that the new Deas Slough Bridge be integrated into the tunnel design by extending the tunnel's south arm.

Multi-use path (MUP) and cycling

Integration of the multi-use pathway was broadly expressed as a positive step toward improved mobility choice, community access and long-term sustainability. There is strong interest in seeing a final multi-use pathway design with clear safety features, visible entrances, good sightlines and what the plans will be for maintenance during operations. Several respondents stressed the need to separate cyclists and pedestrians, especially with fast-moving commuter cyclists. Some voiced concerns for pedestrian safety inside the tunnel, especially for solo-travellers or in the event of an emergency. Specific design questions involved the pathway grade, width and switchback design into the tunnel. Detailed design suggestions included proper lighting, security monitoring and callboxes. Air quality and cleanliness inside the tunnel were also mentioned as concerns.

Future rail and SkyTrain expansion

There were questions why the Project does not incorporate rail or SkyTrain infrastructure in the tunnel design. A recurring concern was the tunnel does not allow for future rail and even if it was added later, it will be costly and will be exceeded sooner than the projected 2050 travel demand forecasts. Several commented that while the dedicated transit lanes are beneficial, it still



contributes to the region relying on motor vehicles as their primary mode of travel. Some comments suggested that extending the Canada Line or another rapid transit system to South Delta and the ferry terminal should be a priority before starting the project.

Project costs

There were mixed public comments related to Project costs; however, several reflect concerns about rising costs given inflation and other pressure trends on other infrastructure projects currently underway. Overall, feedback was divided between those calling for cost restraint and those highlighting the high price of delay.

Safety

Feedback on Project safety included concerns about the tunnel design, construction and operation phases. Some are concerned about accidents or fires inside the tunnel and how evacuations would be handled. Safety for pedestrians and cyclists was a common theme. Respondents noted safety concerns during construction around intersections such as the Steveston Interchange and Sidaway Road and the need for clear public communication about construction-related detours.

Greenhouse gas (GHG) emissions

Respondents questioned the air quality outcomes, noting that the addition of more car lanes could offset any potential environmental benefits. There were also concerns that the Project could shift congestion and pollution to other pinch points in the road network, like the Oak Street Bridge.

Highway 99

Respondents see widening Highway 99 as essential and overdue. Concerns were raised that Highway 99 would not be widened for the immersed tube tunnel, in addition to concerns about narrow tunnel shoulders and highway lane markings. Some questioned why additional lanes at key access points, such as a northbound connection from Ladner, are not already included in the plan. Comments noted the tunnel is a key route for goods movement and ongoing congestion makes it difficult for businesses and employees, especially in Richmond, to travel to nearby areas.

Conclusions and Next Steps


TI Corp will continue to engage with the public throughout the Environmental Assessment (EA) process. The next step in the EA process includes the Effects Assessment and Recommendation phase, followed by the Decision phase, before an Environmental Assessment Certificate (EAC) can be issued. We are working closely with our design partner, Cross Fraser Partnership, to finalize the Project design in tandem with the EAC. As this work progresses, we will carry out more extensive engagement with key interested parties, particularly in areas such as active transportation, construction planning and implementation. We are committed to considering all public input and incorporating changes into the Project design and implementation where technically and economically feasible. Meaningful public consultation will remain a core component of our approach through all phases of the Project.



Appendix 1 – Notification and Engagement Materials

Notifications

Media release

**BC Gov News**

News ▾ Subscribe 1

Q

Transportation and Transit

Public input sought as Massey Tunnel replacement progresses
Updated May 28, 2025

Translations
繁體中文
簡體中文
Français
العربية

Share
Facebook Twitter LinkedIn Email Print

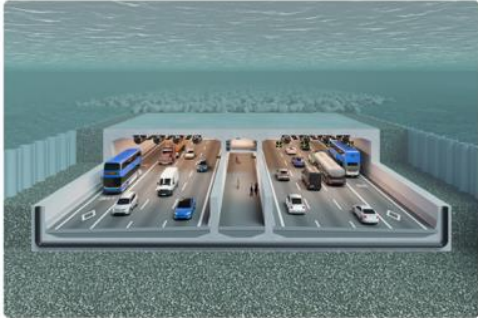
Information Bulletin
Vancouver
Thursday, May 22, 2025 11:00 AM

Media Contacts
Ministry of Transportation and Transit
Media Relations
250 356-8241
Ministry of Environment and Parks
on behalf of the Environmental Assessment Office
Media Relations
250 953-3834

More from this Ministry
- Factsheets
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Featured Topics
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- Highway and infrastructure projects
- Engineering standards and guidelines
- Transportation reports and reference

Featured Services
- DriveBC
- Transportation permits & approvals
- Vehicle safety and enforcement



(RBC.com)

The public is invited to learn more and provide feedback about the replacement for the George Massey Tunnel and how environmental impacts during construction will be managed now that the application for the project's environmental assessment certificate has been submitted.

To ensure construction of the new tunnel begins as soon as possible, construction-level project design is underway now.

People are invited to provide feedback to the Environmental Assessment Office on the application to ensure it includes all the studies and information required to assess the potential positive and negative impacts of the project. The public comment period runs from May 22, 2025, until June 23, 2025.

The new toll-free tunnel will include three travel lanes and one dedicated transit lane in each direction, improving travel times for transit and drivers along Highway 99. When complete, it is expected that drivers will travel at speeds of approximately 80 km/h along the corridor, compared to 30 km/h today. The tunnel will also include a dedicated multi-use pathway that will allow walking and cycling across the river at this location for the first time.

In advance of the new eight-lane tunnel's construction, corridor improvements continue along Highway 99. These include replacement of the Steveston Highway Crossing with a new five-lane interchange. The first half of the new interchange is open to vehicles, with the second half under construction. The new interchange will be completed later in 2025.

The Province has also started preliminary work to expand Highway 99 between Westminster Highway and Steveston Highway, with the placement of preload complete.

People can learn more about the project and the environmental assessment process by attending a public open house:

Wednesday, June 4, 2025
Delta Hotels Vancouver Delta/Cascades Casino and Conference Centre
6005 Highway 17A
Delta
4-8 p.m.

Thursday, June 5, 2025
UBC Boathouse
7277 River Rd.
Richmond
4-8 p.m.

Project team members and Environmental Assessment Office staff will be available at the sessions to provide information and answer questions about the project and the environmental assessment process. Feedback can be provided online here: <https://engage.eao.gov.bc.ca/FraserTunnel-AR>.

Learn More:

For more information on environmental assessments, visit:
<https://www2.gov.bc.ca/gov/content/environment/natural-resource-stewardship/environmental-assessments>

For more information on the Fraser River Tunnel assessment, visit:
<https://projects.eao.gov.bc.ca/pr/620aa098fd30c700220f2805/project-details>

For more information on the Highway 99 Tunnel Program, visit: www.highway99tunnel.ca

Translations
- MasseyTunnelReplacement_Chinese(simplified).pdf
- MasseyTunnelReplacement_Chinese(traditional).pdf
- MasseyTunnelReplacement_French.pdf
- MasseyTunnelReplacement_Punjabi.pdf

Link to media release: <https://news.gov.bc.ca/releases/2025TT0049-000481>



A6 The Delta Optimist May 29, 2025

Indigenous students celebrate grad with symbolic canoe journey

CATHRYN TUCKER
Contributing Writer

On May 22, the waters of the Fraser River carried the stories, strength, and the spirit of celebration.

More than 30 Indigenous Grade 12 students from the Delta and Coquitlam school districts embarked on a powerful one-day canoe journey to honour their transition from high school into the next chapter of their lives.

The day began in ceremony at the Deas Island dock with a traditional cedar brushing of the canoes, a sacred act of cleansing and protection.

As the paddles dipped into the river, the students set off on a journey in Delta's *Wave Warrior* and Coquitlam's *Waverunner* that mirrored their own personal growth and resilience.

They stopped at the Elliott Street Wharf in Ladner, where they came ashore to share a meal and stories. The students then continued to Wellington Point, where they engaged in a heartfelt closing ceremony.



JIM KINNAR PHOTOS

More than 30 Indigenous Grade 12 students from the Delta and Coquitlam school districts embarked on a powerful one-day canoe journey on May 22 in Delta to honour their transition from high school into the next chapter of their lives.

"The challenges students face on the canoe are symbolic of the obstacles they've overcome in high school and those they will meet as they step into adulthood," said Vanessa Butler, Indigenous culture and student empowerment coordinator, Delta School District.

"Each paddle stroke is a moment of reflection — learning when to move with the current and when to push against

it. By journey's end, they see not only how far they've come, but also who's been beside them all along," said Nathan Wilson, Indigenous cultural mentor, Delta School District.

"Together, they move forward with one voice, one heart, and one community," said Rob Cowie, Indigenous resource teacher, Coquitlam School District.

Students clearly appreciated the experience.



"I enjoyed joining students from Coquitlam School District and being part of a community on this journey today," said Noah, a Grade 12, Delta student.

"I love canoeing — it's one of my all-time



favourite things to do. Today was beautiful... I loved every part of it. It was spiritually healing," added Breanna, a Grade 12, Coquitlam student.

Some younger students from both school districts also participated in the



event, either as paddlers (known as pullers) or providing shore-side support. The event also involved 20 dedicated educators from both districts, who offered encouragement and guidance to the students.

Fraser River Tunnel Project

Invitation to Comment

The Ministry of Transportation and Transit is proposing to replace the George Massey Tunnel with a new eight-lane tunnel. The Environmental Assessment Office is holding a public comment period on the project from May 22 to June 23, 2025

ATTEND AN OPEN HOUSE

Richmond

Thurs., June 5, 2025, 4–8 p.m.
John M.S. Lecky UBC Boathouse
7277 River Road

Delta

Wed., June 4, 2025, 4–8 p.m.
Delta Hotels Vancouver
6005 BC-17A

Learn more about the project and tell us what is important to you:

engage.eao.gov.bc.ca/FraserTunnel-AR



You may also submit comments by mail: Fraser River Tunnel Project, PO box 9426, Stn Prov Govt, Victoria, B.C. V8W 9V1



EAO

Environmental
Assessment Office



菲沙河隧道项目

意见咨询

运输及公共厅提议
新建一条八车道隧道
取代马西隧道 (George Massey Tunnel)

环境评估办事处 (Environmental Assessment Office) 正在以下时段期间
征询公众对该项目的意见

2025年5月22日至6月23日

参与开放日

列治文

2025年6月5日 (星期四)
下午四至八点

John M.S. Lecky UBC
Boathouse, 7277 River Road

三角洲

2025年6月4日 (星期三)
下午四至八点

Delta Hotels Vancouver
6005 BC-17A

了解有关该项目的详情,
并告知我们您最为关心
的问题:



engage.eao.gov.bc.ca/FraserTunnel-AR

项目详情和公众意见调查仅提供英文版

您也可以通过邮寄方式提交意见: Fraser River Tunnel Project,
PO box 9426, Stn Prov Govt, Victoria, B.C. V8W 9V1



EAO

Environmental
Assessment Office

Fraser River Tunnel Project

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The Ministry of Transportation and Transit is
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6005 BC-17A

Learn more about the
project and tell us what is
important to you:



engage.eao.gov.bc.ca/FraserTunnel-AR

Project information and the public comment
survey are only available in English

You may also submit comments by mail: Fraser River Tunnel Project,
PO box 9426, Stn Prov Govt, Victoria, B.C. V8W 9V1



EAO

Environmental
Assessment Office

菲沙河隧道计划

意见咨询

运输及公共交通厅正建议
以一条全新的八车道隧道
取代马西隧道 (George Massey Tunnel)

环境评估办事处 (Environmental Assessment
Office) 将就计划于以下日期进行公众咨询:

2025年5月22日至6月23日

参与开放日

列治文

2025年6月5日 (星期四)
下午四至八时

John M.S. Lecky UBC
Boathouse, 7277 River Road

三角洲

2025年6月4日 (星期三)
下午四至八时

Delta Hotels Vancouver
6005 BC-17A

了解计划详情, 并告诉我们
您所关注的事项, 请浏览:



engage.eao.gov.bc.ca/FraserTunnel-AR

计划详情及公众意见调查仅提供英文版

您亦可以邮寄方式提交意见: Fraser River Tunnel Project,
PO box 9426, Stn Prov Govt, Victoria, B.C. V8W 9V1



EAO

Environmental
Assessment Office

ਫਰੇਜ਼ਰ ਰਿਵਰ ਟਨਲ ਪ੍ਰੋਜੈਕਟ

ਆਪਣੇ ਵਿਚਾਰ ਸਾਂਝੇ ਕਰੋ

ਢੋਆ ਢੁਆਈ ਅਤੇ ਟ੍ਰਾਂਜਿਟ ਮੰਤਰਾਲਾ ਜੌਰਜ ਮੈਸੀ ਟਨਲ
ਨੂੰ ਇੱਕ ਨਵੀਂ ਅੱਠ-ਲੇਨ ਦੀ ਟਨਲ ਨਾਲ ਬਦਲਣ ਦਾ ਪ੍ਰਸਤਾਵ ਰੱਖ ਰਿਹਾ ਹੈ।

ਵਾਤਾਵਰਨ ਮੁਲਾਂਕਣ ਦਫ਼ਤਰ (Environmental Assessment Office) ਇਸ ਪ੍ਰੋਜੈਕਟ 'ਤੇ ਜਨਤਕ ਵਿਚਾਰ ਸਾਂਝੇ ਕਰਨ ਲਈ ਸਮਾਂ ਸੀਮਾ ਰੱਖ ਰਿਹਾ ਹੈ

22 ਮਈ ਤੋਂ 23 ਜੂਨ, 2025

ਓਪਨ ਹਾਊਸ ਵਿੱਚ ਸ਼ਾਮਲ ਹੋਵੋ

ਡੈਲਟਾ

ਬੁੱਧਵਾਰ, 4 ਜੂਨ, 2025

ਸ਼ਾਮ 4 ਤੋਂ 8 ਵਜੇ

Delta Hotels Vancouver
6005 BC-17A

ਰਿਚਮੰਡ

ਵੀਰਵਾਰ, 5 ਜੂਨ, 2025

ਸ਼ਾਮ 4 ਤੋਂ 8 ਵਜੇ

John M.S. Lecky UBC
Boathouse, 7277 River Road



ਪ੍ਰੋਜੈਕਟ ਬਾਰੇ ਹੋਰ ਜਾਣੋ ਅਤੇ ਸਾਨੂੰ ਦੱਸੋ
ਕਿ ਤੁਹਾਡੇ ਲਈ ਕੀ ਮਹੱਤਵਪੂਰਨ ਹੈ:

engage.eao.gov.bc.ca/FraserTunnel-AR

ਪ੍ਰੋਜੈਕਟ ਬਾਰੇ ਜਾਣਕਾਰੀ ਅਤੇ ਜਨਤਕ ਵਿਚਾਰਾਂ ਦਾ ਸਰਵੇਖਣ
ਸਿਰਫ਼ ਅੰਗਰੇਜ਼ੀ ਵਿੱਚ ਉਪਲਬਧ ਹਨ।

ਤੁਸੀਂ ਡਾਕ ਰਾਹੀਂ ਵੀ ਆਪਣੀ ਰਾਏ ਜਮ੍ਹਾਂ ਕਰ ਸਕਦੇ ਹੋ: Fraser River Tunnel Project, PO box 9426, Stn Prov Govt, Victoria, B.C. V8W 9V1



EAO

Environmental
Assessment Office





Have your say!

The Public Comment Period for the Environmental Assessment of the Fraser River Tunnel Project is open:

May 22–June 23, 2025



engage.gov.bc.ca/fraserrivertunnel

The Ministry of Transportation and Transit is replacing the George Massey Tunnel with a new, eight-lane immersed tube tunnel.

Review the materials and share your feedback to help shape this major transportation project.

Attend an open house

Delta

Wednesday, June 4, 2025
4 pm–8 pm
Cascades Casino Conference Centre
6005 BC 17A, Delta

Richmond

Thursday, June 5, 2025
4 pm–8 pm
John M.S. Lecky UBC Boathouse
7277 River Road, Richmond





transportation
investment
corporation



Project Update: May 2025

Environmental Assessment Certificate Application: Public Comment Period Underway

Earlier this month, the Ministry of Transportation and Transit submitted its Environmental Assessment Certificate Application for the Fraser River Tunnel Project. The application covers three years of planning, fieldwork, assessment and engagement. It's a significant milestone for the Project—a toll-free, eight-lane immersed tube tunnel—and now it's your turn to weigh in.

The application identifies potential effects and proposed mitigation measures. First Nations, the public, and interested parties have the opportunity to review and provide input on the application, helping to inform the final assessment and ensure community interests are considered.

The public comment period for the Project's Environmental Assessment Certificate Application is from May 22 to June 23, 2025. We are holding open houses at the locations and times below:

Delta Open House	Richmond Open House
Wednesday, June 4, 2025 4 p.m. to 8 p.m. Cascades Casino Conference Centre 6005 BC 17A, Delta	Thursday June 5, 2025 4 p.m. to 8 p.m. John M.S. Lecky UBC Boathouse 7277 River Road, Richmond

For more information and to provide feedback on the Project's Environmental Assessment Certificate Application, please click [here](#).

Highway 99 Tunnel Program Team Back in the Community

Following a busy program of public events in 2024, we are back for another year! Look for the Highway 99 Tunnel Program team at Pop-Up events across Delta, Richmond and Surrey this summer.

We kicked things off at Richmond Public Works Open House Day on May 10 connecting with residents of Richmond and the greater region on the Project.



Photo: Engagement team at the May 10 Richmond Public Works Open House

Visit us at one of these upcoming events:

Upcoming Events	Date and Time
Surrey Fest	June 21, 11 am - 4 pm
Popsicle Day at the Community Office	July 9, 1 - 5:30 pm
Bridgeport Station	August 12, 2:30 - 7 pm
Tsawwassen Mills Mall	August 24, 12 - 5 pm

We value everyone's feedback, and event locations have been selected to reach a broad cross-section of transportation users, including drivers, transit and active transportation users.

Last year, we spoke with nearly 2000 people at our Pop-Up events. Read our 2024 engagement summary report [here](#).

Questions and Feedback

Please contact the project team at the email address below or visit the community office if you have any questions or would like to learn more about the Highway 99 Tunnel Program.

Did you receive this email as a forward? Sign up [here](#) to receive our updates directly.

Contact the Project

Community Office
5180 Ladner Trunk Rd, Delta
Wednesdays & Thursdays:
10 a.m. - 5 p.m.


General Highway 99 Tunnel Program Information
highway99tunnelprogram@gov.bc.ca
www.highway99tunnel.ca



Engagement Materials

Project engagement website

There's never been a better time to Buy BC and support local growers, producers and the food we love right here in B.C.
Explore Buy BC products

 **Fraser River Tunnel**

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Home Learn more Environmental assessment Highway 99 Tunnel Program

What is this engagement about?

The Ministry of Transportation and Transit is proposing to replace the existing George Massey Tunnel on Highway 99 with a new, eight-lane immersed tube tunnel.

Application Development and Review Phase public comment period: May 22 to June 23, 2025

[Learn more about this project](#)

The new tunnel will have three vehicle lanes and a dedicated transit lane in each direction, with a separated active transportation corridor for cyclists and pedestrians.

The project also includes:

- Replacing the Deas Slough Bridge
- Removing the existing tunnel once the new immersed tube tunnel is in operation

After successfully completing the Process planning phase of the environmental assessment, the project is now in the Application development and review phase. In this phase the project works with Indigenous nations, the public, and stakeholders to complete their application for an environmental assessment certificate.

How to participate

Status: **Closed**

Attend an open house

- Wednesday June 4, 2025 | 4:00 pm – 8:00 pm | Cascades Casino Conference Centre, 6005 BC 17A, Delta
- Thursday June 5, 2025 | 4:00 pm – 8:00 pm | John M.S. Lecky UBC Boathouse, 7277 River Road, Richmond

Status: **Closed**

Share your comments

Submit your feedback directly to the B.C. Environmental Assessment Office (EAO) by June 23, 2025.

[Share your thoughts](#)

Next steps

At the end of Application development and review, the project will prepare a revised draft application with feedback from Indigenous Nations, Environmental Assessment Office, the public, stakeholders, and the technical advisory committee. We will continue to engage local and regional governments, Indigenous Nations, the public and stakeholders, to ensure everyone remains informed as the project progresses.

Who's listening

Ministry of Transportation and Transit

The Ministry is seeking feedback from those interested and affected by the project. Input provided will help ensure the delivery of the project meets the needs of communities during construction and well into the future.

Engagement timeline

- Early Engagement**
April 25 to June 9, 2022
[Read the engagement summary report](#)
- Process Planning**
November 15 to December 15, 2023
[Read the engagement summary report](#)
- Application Development and Review**
May 22 to June 23, 2025
- Open houses**
June 4 and 5, 2025
- Engagement summary report**
August 2025

Link to Project website: engage.gov.bc.ca/fraserrivertunnel/



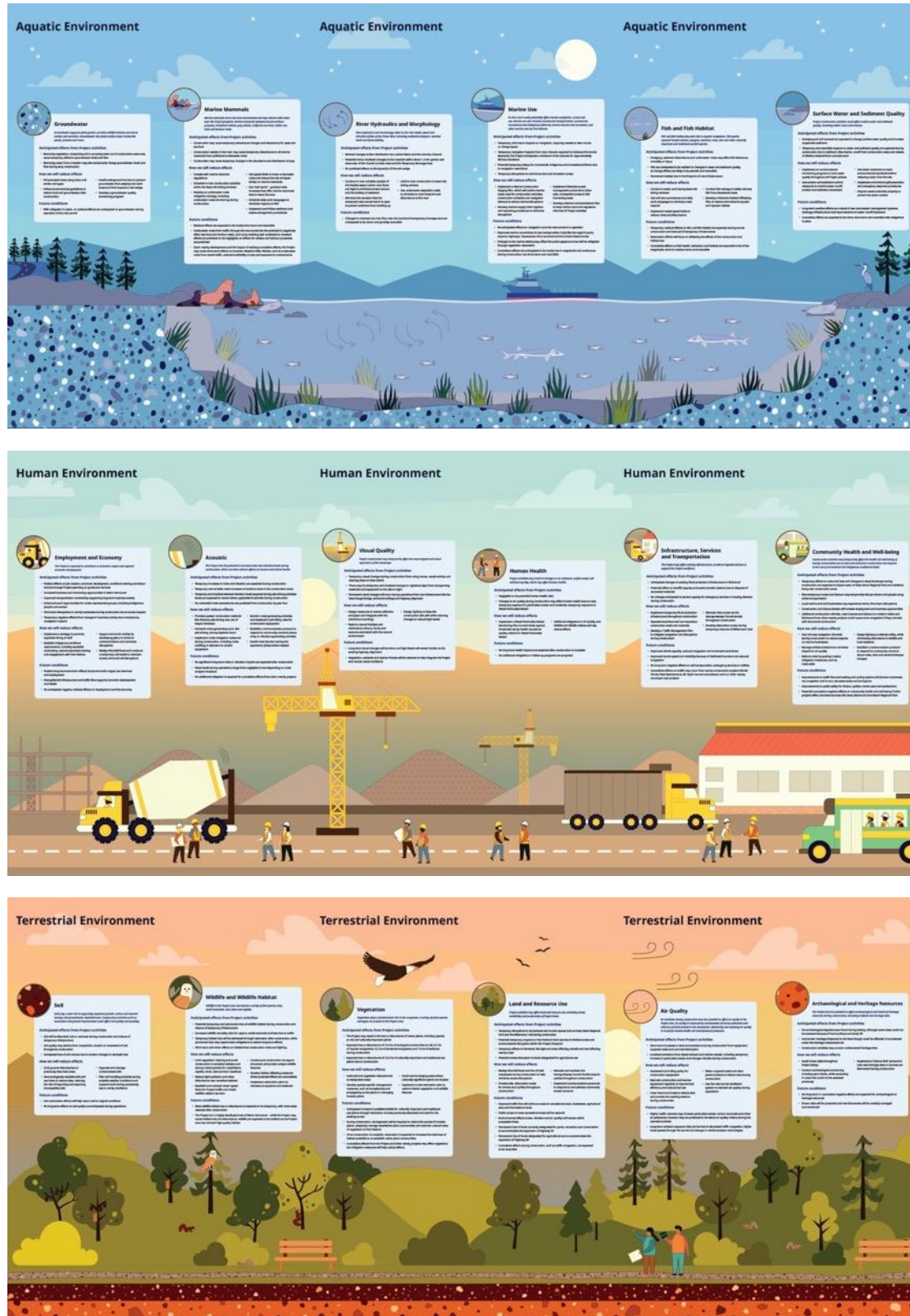
Display boards



Link to display boards: engage.gov.bc.ca/app/uploads/sites/756/2025/05/FRTP-PCP-Display-Boards_FINAL_20250521.pdf



Environmental pillars (3 pillars showcasing 18 Valued Component results)



Link to environmental pillars: engage.gov.bc.ca/app/uploads/sites/756/2025/05/F RTP-PCP-VC-Pillar-Web-Documen FINAL-20250522.pdf

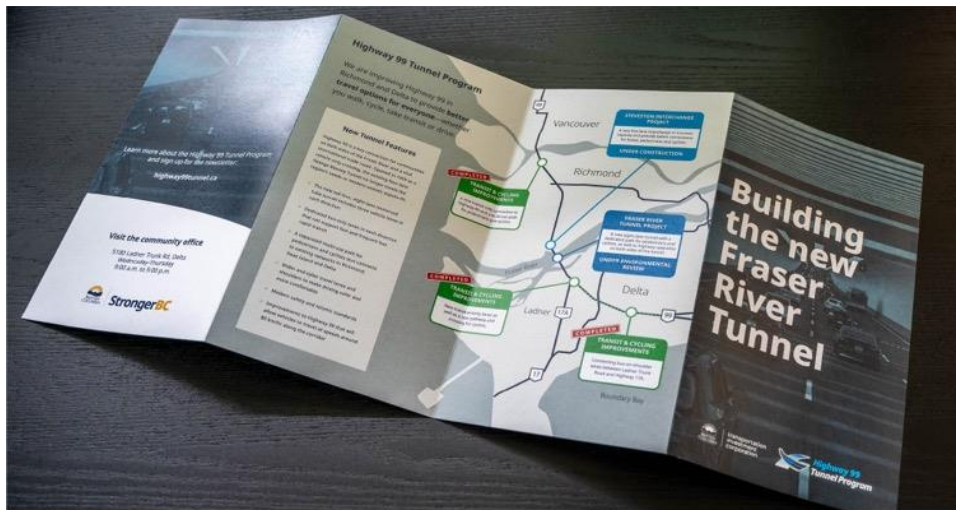


Navigation simulation video



Link to video: youtu.be/Wh3oK_E3v0c?si=WassIcv6XgksnW7S




Project brochure



Link to brochure: engage.gov.bc.ca/app/uploads/sites/756/2023/11/FRTT-Tunnel-Construction-Brochure_WEB.pdf



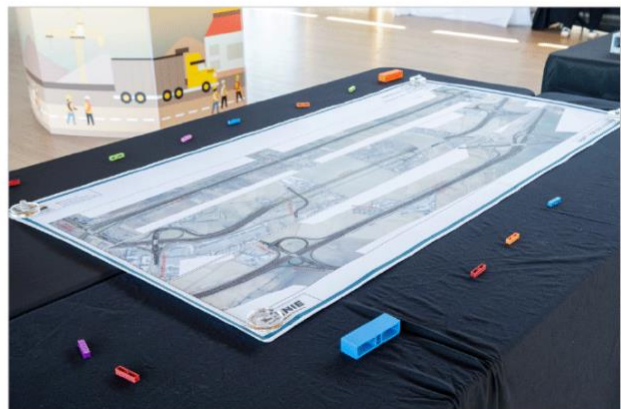
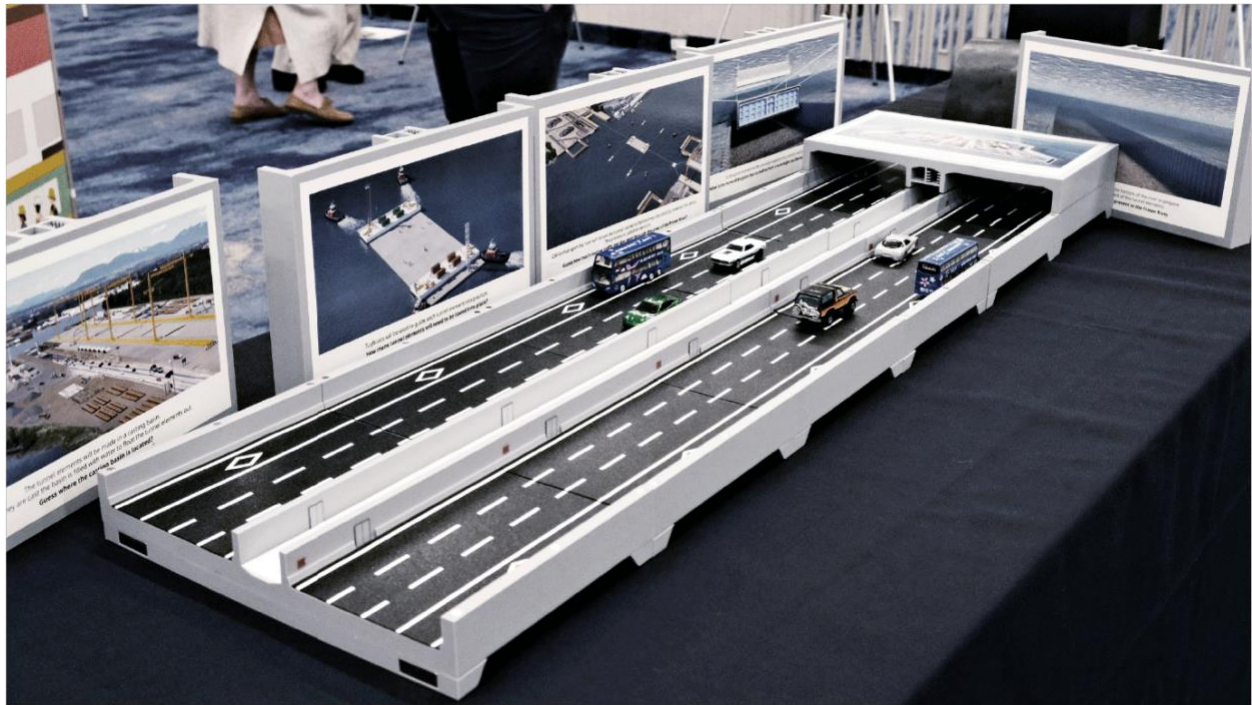
Project FAQs fact sheet

 FREQUENTLY ASKED QUESTIONS – SPRING 2025		 FREQUENTLY ASKED QUESTIONS – SPRING 2025	
<h3>Fraser River Tunnel Project</h3> <p>What does the Project include?</p> <p>The Ministry of Transportation and Transit is replacing the George Massey Tunnel with a new, toll-free eight-lane immersed tube tunnel. The Project includes replacing the existing Deas Slough Bridge and constructing improved connections to Highway 99.</p> <p>The new tunnel will feature eight lanes in total – three general purpose vehicle lanes and one dedicated transit lane in each direction – and will include a separated active transportation corridor for cyclists and pedestrians for the first time.</p> <p>What are the key benefits of the Project?</p> <p>The Project will provide safe, reliable and accessible transportation options that support sustainable growth for the Metro Vancouver region. Key benefits include:</p> <ul style="list-style-type: none"> Improving transit speed and reliability along the Highway 99 corridor Relieving traffic congestion at the existing tunnel Addressing the long-term seismic safety performance of the crossing Establishing a dedicated active transportation connection for pedestrians and cyclists across the Fraser River on Highway 99 Maintaining the current clearances for the Fraser River navigational channel <p>When would the Project be completed?</p> <p>The new immersed tube tunnel is anticipated to open to traffic in 2030.</p>		<p>Where will the Project be located?</p>  <p>How much will the Project cost?</p> <p>The total Project cost is \$4.15 billion.</p> <p>Is eight lanes enough with existing traffic?</p> <p>The new tunnel will address congestion through wider lanes, eliminating inefficiencies with the existing counter-flow system, and provide a consistent eight-lane highway configuration going in and out of the tunnel from Highway 17 to Westminster Highway. This will result in average speeds of 80 km/hr along the corridor versus about 30 km/hr today.</p> <p>The addition of dedicated transit lanes and an active transportation connection will provide more options for people to get to their destinations.</p> <p>Will the existing tunnel be closed during construction?</p> <p>The existing tunnel will remain in operation until the new tunnel opens. Because the new tunnel will be built upstream, there will be no impacts to the existing tunnel.</p>	
<p>Why is an Environmental Assessment (EA) necessary?</p> <p>The Project must undergo an Environmental Assessment (EA) through the revitalized process under the 2018 <i>Environmental Assessment Act</i>. This process includes four legislated public comment periods and involves opportunities for participation by First Nations, local, regional, provincial and federal government agencies, and the public.</p> <p>What phase is the Project in now?</p> <p>The Project is in the Application Development and Review phase of the EA process. During this phase, the application is reviewed by the Environmental Assessment Office (EAO) in collaboration with First Nations and Technical and Community Advisors to ensure it meets requirements and to provide direction to the proponent on the revised application.</p> <p>How can I provide my feedback during Application Development and Review?</p> <p>The EAO invites participants to submit their comments at: engage.eao.gov.bc.ca/FraserTunnel-AR The deadline to submit feedback is June 23, 2025.</p>		<p>How will my feedback be considered during the EA?</p> <p>The Application Development and Review phase involves the Ministry working closely with local and regional governments, First Nations and the public to prepare and submit an Environmental Assessment Application. The Project submitted its application to the EAO on May 9, 2025.</p> <p>Feedback gathered during this time helps us address important issues to improve the Project and move forward in the EA process. The application outlines potential Project effects and how we plan to reduce them. Once submitted, First Nations, the public and other interested parties can review the application and provide input to ensure community concerns are reflected in the assessment.</p> <p>What other engagement opportunities are planned?</p> <p>In addition to the four public comments periods for the EA, we will continue to engage local and regional governments, First Nations and the public on the Project throughout planning.</p> <div data-bbox="1104 630 1282 787"> <p>STAY INFORMED</p> <p>Online engage.gov.bc.ca/fraserrivertunnel</p> <p>In-person Visit the Community Office to view planning materials, ask questions, and share feedback. 5180 Ladner Trunk Road, Delta Wednesdays and Thursdays from 10 a.m. to 3 p.m.</p> </div>	
<p>For general information: engage.gov.bc.ca/fraserrivertunnel</p> <p>To submit your comments to the EAO: engage.eao.gov.bc.ca/FraserTunnel-AR</p>		<p>For general information: engage.gov.bc.ca/fraserrivertunnel</p> <p>To submit your comments to the EAO: engage.eao.gov.bc.ca/FraserTunnel-AR</p>	

Link to FAQ sheet: https://engage.gov.bc.ca/app/uploads/sites/756/2025/07/F RTP-TIC-COM-PCP-FAQ-20250528_FINAL-approved.pdf



Project alignment map, 3D printed tunnel model and tabletop display of Gina Joint and Omega Seal



Link to Project alignment map: engage.gov.bc.ca/app/uploads/sites/756/2025/06/F RTP-2024-Roll-Plot-D2-20250606.pdf



Stakeholder Letters

Fraser River Industrial Association



26 May 2025

Honourable David Eby, Premier of British Columbia
Honourable Mike Farnworth, Minister of Transportation and Infrastructure

Sent via email

Dear Premier Eby and Minister Farnworth:

Re: Highway 99 Tunnel Program Considerations and Impacts

I am writing to you as a concerned business owner and chairing member of the Fraser River Industrial Association (FRIA), which was created in 2015 to advocate for the ongoing sustainable economic use of the Lower Fraser River.

For background, FRIA was formed in part as a response to a report titled *The Economic Importance of the Fraser River*, published in July 2014 by 13 Boards of Trade and Chambers of Commerce along the Lower Fraser River, as well as the BC Ministry of Transportation and Infrastructure. The report highlighted the equal significance of the Fraser River to the St. Lawrence Seaway in terms of cargo, jobs, wages, and overall economic output. The report also highlighted the low level of awareness around the importance of the Fraser River and the need to bring together impacted stakeholders and communities to develop a collaborative regional strategy to address funding and management requirements for the Fraser River and adjacent lands. Our collective priority is to bring forward issues of concern and share anticipated impacts for consideration so we may more effectively work together to ensure the integrity of the Fraser River for all its users.

FRIA is a representative voice of businesses that operate along the Lower Fraser River and serves as a forum for the exchange of industry news and information. FRIA raises the profile of the Lower Fraser River as a key component of our local, provincial and national economies and draws attention to opportunities for sustainable operations, growth and expansion of the region. FRIA's work isn't just about the waterway, it is also about securing the supply chain and building better communities and enhancements through integrated rail, road and marine movement.

FRIA supports the more efficient use of industrial lands around the Lower Fraser River, and advocates for the sustainable expansion of these lands in line with regional growth initiatives.

BUILDING A SUSTAINABLE LOWER FRASER RIVER ECONOMY

<https://fria.ca>





Today, we are writing to share our concerns for your consideration about the impacts and potential impacts of the Highway 99 Tunnel Project on businesses operating on the lower Fraser River.

1. Schedule: We are concerned about how optimistic the scheduling is for planned Fraser River closures. The Project has communicated to marine user groups that at least six 48-hour closure window events are anticipated. Our members have expressed concerns that 48-hour closures are a significant challenge impacting marine traffic as well as highly optimistic for the undertakings anticipated during those closure windows. We need to know how many outages are planned, the risks that would create more outage windows, what the total possible number of outages could be and the overall outage schedule.
2. Marine traffic flow and navigation: Any interference with vessel transit windows is problematic for several reasons and may impact safety of navigation. It is unclear if decision-makers understand how much closures and narrowing of the channel during construction will impact users for the duration of the multiyear Project. Industry experts consider the impacts will be significant and costly to the existing traffic on the river not considering the impacts of significant extra vessel traffic the Project will create itself for moving dredge and construction materials in the congested Project area. We need to know what the estimated traffic volume will be from the Project and how existing scheduled daily service will be impacted.
3. Business operations during and following construction: We have concerns with how little thought has gone into understanding what impacts there will be on short-, medium- and long-term business operations potentially leading to commercial losses. FRIA members represent more than 80 per cent of marine traffic on and around the Lower Fraser River (in 2016 this was estimated to represent 55,500 jobs, \$5.6 billion in gross domestic product (GDP), and \$12 billion in economic output). Closures, narrowing, slowing, metering of traffic and related activities will essentially stop business operations – whether for 48 hours or longer, these windows have a dramatic effect on our members' ability to move goods on behalf of the Region. What is being done to mitigate the impacts to the trade on the Fraser River?

We celebrate any initiative or project that increases port competitiveness and supports more efficient supply chain activity through our ports while reducing socio-economic impacts. We welcome the opportunity to work together with you in support of the Fraser River and supply chain resiliency on the West Coast by discussing these matters in more detail and to address any questions or concerns you may have.





We would be pleased to meet with you, to discuss these matters in more detail and to address any questions or concerns you may have. I can be reached at the contact information provided with this letter.

We look forward to hearing from you so that we can collectively address the importance of protecting the sustainability of businesses along the Fraser River while ensuring effective environmental and natural resource management.

Sincerely,

A handwritten signature in black ink, appearing to read "Jeff Scott", is written over a horizontal line.

Jeff Scott
Chair
Fraser River Industrial Association

Cc:

FRIA Membership

Mike Armstrong, Technical Advisor to FRIA
Mike Bevan-Pritchard, Senior Vice President, Major Projects Development, Fraser River Pile and Dredge (GP) Inc.
Sarah Clark, President and CEO, Fraser River Pile and Dredge (GP) Inc.
Courtney Hodson, Manager, Community and Indigenous Relations, FortisBC
Tanya Hayes, Business Services Manager, Fraser Grain Terminal
Nathan Lauer, Director of Business Operations, Seaspans Ferries Corporation
Matthew May, President, Intermodex
Andrew MacDonnell, Director Commercial Strategy and Business Development, Intermodex
Mark McCaskill, Senior Manager, Regulatory Operations, FSM Management Group Inc. (Vancouver Airport Fuel Facilities Corporation)
Timothy McGee, Vice President of Operations, Wallenius Wilhelmsen
Doug Smith, CEO, DP World Canada
Brad Wallaker, Chief Executive Officer, Fraser Grain Terminal
Joel Werner, Chief Operating Officer – Canada, DP World
Spencer Whelan, Director of Business Development, Southern Railway of BC Limited (SRY)

BUILDING A SUSTAINABLE LOWER FRASER RIVER ECONOMY

<https://fria.ca>





Environmental Assessment Office
highway99tunnelprogram@gov.bc.ca

Cc: Michelle.Wong@ticorp.ca

RE: Fraser River Tunnel - Environmental Assessment Recommendations

Thank you on behalf of the HUB Cycling TFN Delta Committee and the HUB Cycling Richmond Committee for the opportunity to provide input into the Environmental Assessment process for the proposed Fraser River Tunnel Project. This project represents a significant infrastructure investment that will have lasting impacts on regional mobility, including for people walking, biking, and using other forms of active transportation. We appreciate the chance to contribute our perspectives to ensure that the safety of vulnerable road users is prioritized, and that the final plans actively support a shift toward sustainable travel modes. In doing so, the project can play a key role in helping to reduce traffic congestion and greenhouse gas emissions across the region.

1. On the whole, do you feel like potential impacts (whether positive or negative) to your community have been reflected accurately in the application?

We acknowledge that the Environmental Assessment identifies a range of potential impacts. However, we wish to highlight several issues that we believe require further attention:

- Please ensure people are aware of the construction traffic corridor across a new trestle bridge that will be there throughout construction and will intersect directly with the Millennium Trail east of highway 99. Due diligence for safety is essential. Once a decision is made on how traffic will be controlled, we are requesting it be communicated publicly to ensure safety of all users.
- The existing unsafe conditions at the Steveston Interchange during construction must be addressed. We are particularly concerned about the current dangerous access from Sidaway Road towards Rice Mill Road. Given the experience to date with that part of the Tunnel build, pedestrian and cycling safety measures must be better managed going forward.

It is imperative that pedestrians, people on bikes and other vulnerable road users be safe during Tunnel construction on both the Delta and Richmond side.

312 Main Street, Vancouver BC, V6A 2T2



2. Do you have feedback about the potential positive or negative impacts of the project detailed in the application? Do you have specific knowledge that leads you to believe something in the application is inaccurate or incomplete?

We are concerned that the application lacks sufficient detail regarding safe active transportation access to the new tunnel infrastructure.

- Safe and direct connections to the tunnel on both sides must be part of the core design and not left as future add-ons. Active transportation infrastructure must be built into the project from the beginning to ensure usability and safety for people on bikes, mobility devices and pedestrians.
- There is concern for the switchback configuration on the pedestrian / cycling tunnel entry/exits be designed carefully to ensure sightlines are clear for all users. Please ensure all potential user groups are adequately consulted through the promised one-on-one workshops.
- Some linkage ideas are sketched into the plan drawings, but there is not sufficient information provided to safely separate speedier commuter cyclists from recreational cyclists and other small wheels users into existing local on-road bike lane and trail networks such as the Millennium Trail.
- There was talk in the past of a bicycle highway alongside Highway 99 heading south from the new Tunnel. Is this still part of the Ministry of Transportation and Transit plans?
- Provision for safe active travel mode connections to Deas Island Regional Park are shown on the plans. This is good news but there is no detail yet on how pedestrian, cycling and horseback riding will be safely integrated. The concern is for small wheels modes (biking, scootering etc. at low speeds) to be re-instigated in the park in an environmentally-sensitive manner. We look forward to working with Metro Vancouver Parks to make this happen as the ability to cycle in the Park is sorely missed. The linkage from Tunnel ped/bike infrastructure is an opportunity to enable healthy family nature experience on a doable loop from homes to Park and back home.

3. Do you have any feedback about the project that is not listed in the application?

While we commend the Fraser River Tunnel Project for addressing the current traffic congestion at the Massey Tunnel and look forward to being able to safely use bikes and other mobility devices to move through the tunnel, we are concerned that without coordinated improvements to other regional crossings (such as the Oak Street, Knight Street, and Arthur Laing Bridges), existing congestion may simply be displaced and be moved down the highway.

Unless these other routes are enhanced for all users — including those walking, accessing transit stops and biking — the overall goal of reducing congestion and improving regional mobility in the area along the corridor into Vancouver will remain unmet.

The Tunnel is part of the proposed Great Blue Heron Way (that starts on Tsawwassen First Nation) connecting the Traditional Territories of Coast Salish Nations along the Salish Sea Coast and up the Fraser River Valley. Incorporating Indigenous Culture through artwork, messaging and sustainable nature connection is an important opportunity for Reconciliation. While acknowledging this projects' outreach to First Nations on many aspects, particularly on food and river use protection, it is important First Nations are considered an important partner for continuous active travel access also. The



Tunnel is an important active travel gap to fill; the river, foreshore and the Deas Island area have been part of Indigenous travel since time immemorial.

- It is concerning to see trees removed from conservation areas in the Park, on the south foreshore (currently for surveying purposes) and the impact this has on local ecosystems, on land, river and air. At the Open House it was said BC Hydro prefers to have their wires strung above the river and no longer through the tunnel. (the wires are in the current old tunnel). Wires should be placed in the new Tunnel for bird safety and the natural environment view. Walkers appreciate the tranquillity, birdlife and every aspect of the healing natural environment of Deas Island Regional Park and this fits in with the First Nation direction to mitigate impacts, bring back safe and sustainable ecosystems and provide places close to home that are mentally healing natural environments to walk and use small wheels in.
- The Tunnel name could signify bringing First Nations back together, particularly the Tsaawwassen and Musqueam Nation communities that this river crossing can help reunite along the Great Blue Heron Way as part of a greenway on waterside trails between the Tsaawwassen BC Ferries Terminal and the YVR Airport.

4. We're also interested in hearing how you felt about previous opportunities to give feedback about this project that you may have participated in.

We appreciate past opportunities for public engagement, and we encourage continued and meaningful consultation with active transportation groups throughout all phases of the project. Ensuring transparent communication about construction timelines, impacts, and mitigation measures will be key to building trust and ensuring safety for all road users.

In building trust, it is imperative that spokespersons for this project give consistent messaging. In in-person meetings at the project office and the public open house, two representatives gave assurances the Millennium Trail will remain open during Tunnel construction aside from short periods when safety is an issue due to work being carried out. A recent (June 12) Delta Optimist article reports that project executive director Trapp says "... it is not certain if that trail will be closed during the five-year-construction period". Who is ultimately in charge? The Delta Optimist in the same article reports a statement from the Ministry of Transportation and Transit is quoted as saying the trail is "well-used by the local community and an important part of the local network. The project team will work with its design-builder to identify ways to manage impacts and maintain this connection as best as possible." We ask that this directive from the Ministry of Transportation and Transit be met.

Thank you for the opportunity to provide feedback and please do not hesitate to reach out to HUB Cycling TFN Delta Committee of HUB Cycling Richmond Committee with any questions or comments.



Sincerely,

Neil Pope, Chair, TFN Delta Committee and Devyn Cairns , Chair, Richmond/YVR Committee

About HUB Cycling

HUB Cycling is a charitable not for profit organization that has spent over 26 years removing barriers to cycling in Metro Vancouver, while cultivating the health, environmental, and economic benefits that active transportation can bring. HUB has educated thousands of people, motivated thousands more, and championed improvements that #UnGapTheMap to create a connected cycling network. HUB Cycling's mission is to get more people cycling more often. HUB Cycling has close to 3,000 members and more than 50,000 direct supporters.

HUB Cycling has 10 volunteer committees across Metro Vancouver that encourage cycling for all ages and abilities (AAA) in municipalities across Metro Vancouver. For more information, visit bikehub.ca.



Appendix 2 – Summary Table of Public Comments

Key Issues Raised by the Public During Application Review

Comment IDs	Key Issues Raised	Proponent Response/Action
Crossing option		
APP-REV-PUB-002, 006, 007, 008, 011, 017, 018, 019, 028, 030, 038, 042, 044, 049, 054, 055, 058, 059, 066, 072, 076, 084, 099, 101, 120, 122, 125, 126, 133, 137. (32 comments)	<ul style="list-style-type: none"> • General preference for a bridge over an ITT • Bridge would have been cheaper and quicker to build • Bridge would be safer in terms of seismic stability, accidents • Bridge would have less impact on the environment than an ITT (e.g., noise impacts) 	<p>The Ministry of Transportation and Transit evaluated the merits and constraints of potential crossing solutions on the basis of environmental, socioeconomic, customer service, and financial considerations. After an independent technical review of the options, and significant consultation with local municipalities, Metro Vancouver, Indigenous groups, TransLink and the community, the Ministry identified an ITT as the preferred solution that best meets the Metro Vancouver region's vision and interests. During this process, Metro Vancouver confirmed that an eight-lane crossing with transit priority and provision for active transportation is consistent with its Regional Growth Strategy. In November 2019, the ITT option with a multi-use path and two of the eight lanes dedicated to transit was endorsed by the Metro Vancouver Board of Directors as the preferred option for the region.</p> <p>In 2021, the Proponent approved a Business Case that provided an analysis of an eight-lane ITT option and an eight-lane bridge option (McElhanney 2021). The eight-lane ITT was selected as the preferred option. The Business Case was informed by the regional strategies, which included the potential traffic volumes that are predicted to use the new ITT during Operations (McElhanney 2021). The traffic modelling presented in the Business Case considered quantitative and qualitative measures of the effects on road users.</p> <p>Quantitative measures considered the change in network travel times and user costs of road users, including:</p> <ul style="list-style-type: none"> • travel time savings • travel time reliability • impact on collision costs due to better safety performance • effect on vehicle operating costs • improved seismic resiliency



Comment IDs	Key Issues Raised	Proponent Response/Action
		<p>The new ITT will be designed to current engineering and health and safety standards, including seismic stability, and with respect to features such as noise abatement, ventilation, lighting, and security to provide safe and comfortable experiences for all users. The Proponent has incorporated mitigation measures into the reference concept design of the Project to minimize potential adverse environmental effects associated with the Project, including those associated with dredging and soils excavation.</p> <p>A complete review of the bridge and tunnel options was completed as part of the business case, which is available online: https://www.highway99tunnel.ca/app/uploads/sites/748/2022/03/gmc-business-case-redacted.pdf</p>
Speed of the EA process		
<p>APP-REV-PUB-003, 004, 005, 016, 027, 029, 031, 036, 040, 057, 060, 063, 067, 073, 077, 078, 079, 094, 104, 116, 117, 118, 119, 120, 121, 123, 131, 136, 140, 142, 144, 146.</p> <p>(32 comments)</p>	<ul style="list-style-type: none"> Concerns that the Project is taking too long and there is a lack of urgency to build it Comments that the Project should have been built years ago considering challenges with the Existing Tunnel (e.g., traffic, seismic stability) 	<p>As a reviewable major project under the British Columbia Environmental Assessment Act, the Proponent is following the Environmental Assessment process steps as required by the EAO, which includes assessment of the potential environmental, social, economic, cultural, and health effects of the Project, and development of mitigation measures to avoid, minimize, and/or offset potentially adverse effects. This assessment, and supporting information, is presented in the Proponent's Application. The Project is currently in the Application Development and Review phase. Following this phase, the Project will go through the Effects Assessment and Recommendation and Decision phases before an Environmental Assessment Certificate can be issued.</p> <p>A letter to the Ministry of Environment and Parks was sent on April 14, 2025 (Reference: 332799) requesting support to expedite the construction of the Project as a key provincial priority. One of the priority actions requested in this letter included the reduction of legislated timelines for remaining phases of the EA including a 120-day application review down from 180-days. The letter from the Minister of Transportation and can be found on EPIC here: https://www.projects.eao.gov.bc.ca/api/public/document/68017bfafb3bac002296e460/download/ENV-MOTT_F RTP_April%2017-2025.pdf</p> <p>In response to that letter, the EAO FRTP project team developed a condensed 120-day Application Review phase and participating Indigenous nations were asked to provide feedback on the 120-day Application Review phase.</p> <p>The Proponent is committed to ensuring engagement and consultation on these actions occur in the most efficient way possible. Collaboration during the EA process and the implementation of these proposed actions will avoid significant delay costs that would be directly incurred by the Province. Additionally, the construction of the Project will result in immediate congestion relief, providing real benefits to British Columbians.</p>



Comment IDs	Key Issues Raised	Proponent Response/Action
		The Project is in the Application Development and Review phase of the Environmental Assessment process, in which the public, Technical Advisory Committee (TAC), local governments, and First Nations provide feedback on the completeness and accuracy of the Application. The construction of the Project will proceed at the conclusion of the Environmental Assessment process, upon receipt of an Environmental Assessment Certificate and subsequent regulatory permits, approvals, and authorizations.
Future traffic and regional growth		
APP-REV-PUB-008, 012, 020, 024, 030, 035, 038, 039, 041, 043, 044, 047, 048, 050, 051, 076, 084, 086, 089, 101, 124, 133, 134, 136, 139, 140, 146. (27 comments)	<ul style="list-style-type: none"> Project is not much different from the Existing Tunnel in terms of congestion relief as there are already three lanes (including counterflow) in the peak direction Concerns that the new ITT, particularly the three lanes of traffic in both directions, is not sufficient to support population growth and handle increased traffic congestion 	<p>Since the opening of the Existing Tunnel in 1959, Metro Vancouver's population and economy have grown significantly, and the region's population is forecast to increase by more than one million people over the next 30 years, with substantial growth in the South of Fraser communities. Without improvements to the Existing Tunnel, economic growth and regional liveability will be constrained by congestion and increasing travel times for commuters, commercial users and other traffic.</p> <p>Today, traffic flow through the Existing Tunnel is impeded by an inefficient counterflow system, which leads to the third lane (in peak direction) being under-used by as much as 20%; an insufficient number of lanes going into the tunnel from both directions; and numerous design features associated with an older tunnel, including narrow lanes and lack of shoulders. In November 2019, the ITT option with a MUP and two of the eight lanes dedicated to transit was endorsed by the Metro Vancouver Board of Directors as the preferred option for the region.</p> <p>The selection of the preferred eight-lane configuration was conducted during the development of the Project's Business Case by the Ministry of Transportation and Transit, as referenced in https://www.highway99tunnel.ca/app/uploads/sites/748/2022/03/gmc-business-case-redacted.pdf</p> <p>To support the Business Case, a crossing configuration analysis was completed to determine the recommended number and allocation of lanes, such as dedicated transit or general-purpose lanes, and to compare the benefits and risks to vehicle, commercial truck, and transit users.</p> <p>The analysis included transportation modelling to determine the different travel time and reliability benefits for the selected eight-lane configuration, both with and without counterflow systems and dedicated transit lanes, as well as an economic evaluation of the configuration. The analysis showed that the Project's selected eight-lane configuration represents an optimization of vehicular travel flow and travel times as compared to the Existing Tunnel. The new ITT will address congestion through wider lanes, eliminating inefficiencies with the existing counter-flow system, and providing a consistent eight-lane highway configuration going in and out of the tunnel from Highway 17 to Westminster Highway.</p> <p>After an independent technical review of the options, and significant consultation with local municipalities, Metro Vancouver, Indigenous groups, TransLink and the community, the Ministry identified an ITT as the preferred solution that</p>



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		<p>best meets the Metro Vancouver region's vision and interests. During this process, Metro Vancouver confirmed that an eight-lane crossing with transit priority and provision for active transportation is consistent with its Regional Growth Strategy (2050). Future population estimates and transportation requirements used in EA application models were taken from Metro Vancouver's Regional Growth Strategy (2050). Metro Vancouver has confirmed that an eight-lane crossing with transit priority and provision for active transportation is consistent with its Regional Growth Strategy 2050. In November 2019, the ITT option with a MUP and two of the eight lanes dedicated to transit was endorsed by the Metro Vancouver Board of Directors as the preferred option for the region.</p> <p>The Proponent acknowledges that anticipated regional population and economic growth will result in an increase in traffic volume. While the Project will accommodate regional growth, it is not the cause, nor source of, regional growth, and is being designed with the intent to reduce traffic congestion.</p>
Design suggestions		
<p>APP-REV-PUB-001, 021, 041, 045, 053, 074, 083, 086, 114, 118, 124, 126, 128, 141.</p> <p>(14 comments)</p>	<ul style="list-style-type: none"> Existing Tunnel should be modified to include additional lanes At least four lanes of traffic are required in each direction Allow high occupancy vehicles to also use the dedicated transit lanes Additional access to Ladner and River Road 	<p>The Existing Tunnel suffers from reliability and safety challenges related to congestion, seismic performance, and roadway clearances. There are a number of factors that limit extending the service life of the Existing Tunnel. Metro Vancouver has confirmed that an eight-lane crossing with transit priority and provision for active transportation is consistent with its Regional Growth Strategy. In November 2019, the ITT option with a MUP and two of the eight lanes dedicated to transit was endorsed by the Metro Vancouver Board of Directors as the preferred option for the Metro Vancouver region.</p> <p>A complete review was completed as part of the business case, which is available online: https://www.highway99tunnel.ca/app/uploads/sites/748/2022/03/gmc-business-case-redacted.pdf</p> <p>The Project aims to improve the functionality of the Highway 99 corridor, including improving connections to and from Highway 99, which will help reduce congestion. This includes maintaining and improving the existing River Road off ramp from Highway 99 southbound. The Proponent is tasked with delivering the approved scope of works for the Project, which does not include a River Road overpass.</p> <p>In response to requests from the City of Delta, the Ministry of Transportation and Transit is conducting a feasibility study for a River Road overpass and continues to meet with the City of Delta on the study's development. The Ministry continues to have ongoing conversations with its regional partners about future projects and priorities.</p>



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Deas Slough		
APP-REV-PUB-045, 087, 100, 103, 107, 108, 109. (7 comments)	<ul style="list-style-type: none"> Concerns over visual quality and noise issues with current Deas Slough Bridge Suggestions for a tunnel through Deas Slough instead 	<p>The Proponent is tasked with delivering the approved scope of works for the Project. The Proponent is proposing to re-purpose a portion of the existing Deas Slough Bridge to incorporate it into the MUP corridor and is working with its municipal and regional partners to develop options for how best to connect the MUP to the local and regional walking and cycling networks. The MUP will be fully separated from the vehicle lanes and will have its own ventilation and fire-life-safety features to provide a comfortable experience for all.</p> <p>Acoustics and Visual Quality were identified as Valued Components (VCs) in the Application Information Requirements and are included within the EA Application in Section 7.3 and Section 7.15, respectively. These sections describe effects management approaches for the Acoustics and Visual Quality VCs, including approaches to avoid, reduce, or otherwise address potential negative effects.</p> <p>The Proponent has incorporated mitigation measures into the reference concept design of the Project to minimize potential adverse environmental effects associated with the Project, which includes minimizing adverse noise and visual effects and enhancing the aesthetic features of the Project.</p>
Multi-use path (MUP) and cycling		
APP-REV-PUB-008, 013, 015, 025, 032, 048, 068, 105, 111, 129, 135, 138, 141, 146. (14 comments)	<ul style="list-style-type: none"> Concerns expressed regarding safety of the MUP Expressed danger associated with cyclists having to cross lanes and deal with switchbacks and slopes leading into the new ITT Suggestion for separation of cyclists from pedestrians in MUP 	<p>The MUP, and access to and from the MUP, will be designed at a sufficient width and have appropriate delineation to support both pedestrians and cyclists at the same time. The reference concept design upon which the Application was based, considered travel speeds and intersection points for active transportation users, gentle pathway curves, and a roundabout configuration for the intersection of pathways, to further encourage slower speeds at potential collision points. Access and intersections will be designed according to applicable guidelines for BC roads and transportation infrastructure. The MUP will be fully separated from the main tunnel and have its own ventilation and fire life and safety features (including CCTV monitoring) to provide a comfortable experience for users.</p> <p>The addition of the MUP is aligned with various provincial goals and strategies aimed at expanding upon existing sustainable, safe, reliable, and accessible transportation systems (Government of BC 2019; Government of BC 2023). The Proponent will take the comments and recommendations for the design of the MUP into consideration during the development and evaluation of the detailed design features of the MUP.</p>



Comment IDs	Key Issues Raised	Proponent Response/Action
	<ul style="list-style-type: none"> Concerns over general safety and cleanliness in new ITT and MUP 	
Future rail and SkyTrain expansion		
APP-REV-PUB-008, 009, 022, 064, 065, 068, 085, 099, 122, 128, 137. (11 comments)	<ul style="list-style-type: none"> Concerns that there is no provision for rail transportation, including a sky train extension. Concerns that no room for future rail in the tunnel will increase car traffic Question: what planning has been done to confirm that rail is not necessary? 	<p>Working in collaboration with TransLink and Metro Vancouver, the Ministry found that bus rapid transit is the best option to meet travel demand along Highway 99 through to 2050. During this process, Metro Vancouver confirmed that an eight-lane crossing with transit priority and provision for active transportation is consistent with its Regional Growth Strategy. In November 2019, the immersed tube tunnel option with a MUP and two of the eight lanes dedicated to transit was endorsed by Metro Vancouver Board of Directors as the preferred option for the region.</p> <p>Peak transit demand in this corridor in 2080 – almost 60 years from now – was projected to be approximately 3,100 passengers per hour per direction. While that represents significant growth in transit demand, TransLink’s threshold for adding SkyTrain service is 4,000 passengers per hour.</p> <p>Consideration of future rapid transit in the corridor is discussed in section 4.5.3 of the business case, which is available online: https://www.highway99tunnel.ca/app/uploads/sites/748/2022/03/gmc-business-case-redacted.pdf</p>
Project costs		
APP-REV-PUB-026, 034, 099, 117, 140. (5 comments)	<ul style="list-style-type: none"> Costs are too high for taxpayers Concerns that money is being wasted 	<p>The approved Project budget remains at \$4.15 billion.</p> <p>The new ITT design was selected as the preferred option to meet the objectives of the regional growth strategy. This project is a much needed investment in transportation infrastructure to support the future growth of Metro Vancouver. In addition, the construction works will generate economic benefits for the region. Economic modeling for the Project estimates that the Project is anticipated to contribute \$1.2 billion in GDP to Metro Vancouver’s economy, and generate approximately \$302 million in taxes and fees, which are expected to be paid to municipal, provincial, and federal agencies during construction.</p>
Safety		
APP-REV-PUB-023, 067, 127,	<ul style="list-style-type: none"> Concern over the safety of the Existing Tunnel 	<p>To improve the safety of the Existing Tunnel, seismic work was completed in 2006 and consisted of installing steel plates at the ends of the tunnel elements and reinforced concrete through the full length to reduce the risk of large cracks forming</p>



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<p>129, 133, 137, 141, 146.</p> <p>(8 comments)</p>	<ul style="list-style-type: none"> Concern over the danger of a fire in the new ITT 	<p>and related flooding. An advanced earthquake warning system was also installed as were larger pumps at mid-tunnel. It is estimated that the tunnel will perform satisfactorily in a 1:150 to 240-year seismic event. To address long-standing concerns from local communities and first responders, improvements were made to the lighting, drainage, pavement, line markings, fire doors, and the alarm, ventilation, pumping and electrical systems to maintain safe working conditions in the Existing Tunnel.</p> <p>The new ITT will be designed to modern standards for seismic performance and vehicle clearance. The new ITT will feature modern fire and life safety systems designed in accordance with the BC Fire Code and the National Fire Protection Association, an automated incident detection system, and emergency response capabilities. Compared to the Existing Tunnel, the Project will improve on emergency response systems, thereby improving safety for road users. Section 9 (Malfunctions and Accidents) and Section 10 (Effects of the Environment on the Project) of the Application provide more detail on the assessment of potential risks from environmental factors and Project-related accidents and malfunctions.</p>
Greenhouse gas (GHG) emissions		
<p>APP-REV-PUB-033, 099, 112, 132, 134, 135, 139, 140, 141, 146.</p> <p>(10 comments)</p>	<ul style="list-style-type: none"> Comparisons to a bridge that an 8-lane ITT will increase emissions due to vehicle idling. Concerns that additional emissions would be generated by commercial vehicles not permitted in the tunnel Concerns on GHG emissions methodology and results 	<p>The Ministry of Transportation and Transit evaluated the merits and constraints of a bridge against those for an ITT on the basis of environmental, socioeconomic, customer service, and financial considerations. After an independent technical review of the options, and significant consultation with local municipalities, Metro Vancouver, Indigenous groups, TransLink and the community, the Ministry identified an ITT as the preferred solution that best meets the Metro Vancouver region's vision and interests. During this process, Metro Vancouver confirmed that an eight-lane crossing with transit priority and provision for active transportation is consistent with its Regional Growth Strategy. In November 2019, the ITT option with a MUP and two of the eight lanes dedicated to transit was endorsed by the Metro Vancouver Board of Directors as the preferred option for the region.</p> <p>In 2021, the Proponent approved a Business Case that provided an analysis of an eight-lane ITT option and an eight-lane bridge option (McElhanney 2021). The eight-lane ITT was selected as the preferred option. The Business Case was informed by the regional strategies, which included the potential traffic volumes that are predicted to use the new ITT during Operations (McElhanney 2021). The traffic modelling presented in the Business Case considered quantitative and qualitative measures of the effects on road users.</p> <p>Quantitative measures considered the change in network travel times and user costs of road users, including:</p> <ul style="list-style-type: none"> travel time savings travel time reliability impact on collision costs due to better safety performance



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		<ul style="list-style-type: none"> • effect on vehicle operating costs • improved seismic resiliency <p>The new 8-lane tunnel will feature a dedicated transit lane for buses in both directions to promote public transportation use and the new MUP which will allow pedestrians and cyclists to cross through the tunnel for the first time at this location. Due to the anticipated improved traffic flow from increased number of lanes at the new ITT during operations, idling of cars is expected to reduce from current conditions at the existing tunnel, as referenced in the Greenhouse Gas Emissions Summary of Assessment:</p> <p>> <i>Annual greenhouse gas emissions from use of the Project during operations of the new tunnel (compared to the existing George Massey tunnel) are expected to decrease by 4.5 % from 2022 to 2050 due to improved traffic flow, increased vehicle speeds, a shift to electric vehicles, and enhanced transit infrastructure, despite a projected increase in regional population growth leading to higher traffic volumes and longer travel distances.</i></p> <p>As described in Section 8.0 (Greenhouse Gas Emissions) of the Application, projected increases in Metro Vancouver’s regional population over the life span of the Project were considered in the assessment, and resulting potential for increases in GHG emissions. Section 8.0 also describes measures identified to mitigate direct GHG emissions, including using the latest available technologies and Project design and anti-idling policies during the construction phase.</p> <p>In addition, Section 8.0 describes the potential effects of the Project on the province being able to meet its targets under the Climate Change Accountability Act.</p> <p>The new ITT will address congestion through wider lanes, eliminating inefficiencies with the existing counter-flow system, and providing a consistent eight-lane highway configuration going in and out of the tunnel from Highway 17 to Westminster Highway. This will result in an average speed of 80 km/h approaching the tunnel versus about 30 km/h today during peak periods.</p>
Highway 99		
APP-REV-PUB-010, 118, 130, 133, 140, 141. (6 comments)	<ul style="list-style-type: none"> • Concerns on Highway 99 not being widened for new ITT • Requests for an addition of a northbound access from Ladner 	<p>The Project is a component of a larger Highway 99 Tunnel Program. The purpose of the Highway 99 Tunnel Program is to address traffic congestion and safety challenges, and to improve transit and cycling connections along Highway 99. The Project is located predominantly within the existing Highway 99 right-of-way (ROW) directly upriver of the Existing Tunnel.</p> <p>The Highway 99 Tunnel Program includes improvements for motorists, transit and active transportation users between Bridgeport Road in Richmond and Ladner Trunk Road in Delta. As part of the Highway 99 Tunnel Program, the Province is delivering five projects over the next several years to improve travel along the corridor. In keeping with regional priorities, the projects include transit improvements and the crossing’s first walking and cycling path. The transit improvements</p>



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	<ul style="list-style-type: none"> Current congestion on Highway 99 	<p>included extending the bus-on-shoulder transit lanes along Highway 99 to make trips by transit more efficient and reliable in advance of construction of the Fraser River Tunnel Project. Bus-on-shoulder means that transit buses use the shoulders along designated areas of highways to travel. Buses now travel in their own area of the road and avoid traffic congestion from Ladner Trunk Road all the way to Highway 17A. These lanes will also tie into the new tunnel to improve overall public-transit reliability.</p>





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 **Highway 99
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