



CITY OF DELTA  
*Office of The Mayor, George V. Harvie*



March 29, 2019

The Honourable John Horgan  
Premier of British Columbia  
PO Box 9041 STN PROV GOVT  
Victoria, BC V8W 9E1

Dear Premier,

**Re: George Massey Tunnel Replacement Project**

Following the release of the independent technical review of the George Massey Tunnel Replacement Project late last year, the Province referred the issue back to regional municipalities and First Nations to come up with a solution that could be supported as a region. We very much appreciate the opportunity to comment on this critical project, and to take advantage of the opportunity to have it align with current regional transportation plans.

We are pleased to report on the outcome of a meeting of key Metro Vancouver Mayors and First Nation Chiefs held on February 21, 2019. During this meeting, there was agreement that the Province should take immediate action to solve the traffic congestion problem at the George Massey Tunnel. With the timelines currently being contemplated by the Province, construction on a new crossing may not be completed before 2030 – a delay that greatly impacts the lives of tens of thousands of residents who make use of the tunnel each day, and the overall liveability of our region.

With respect to a replacement crossing, consensus was reached on the following issues:

- The project should address First Nation concerns regarding in-river works and fisheries impacts.
- The project should not create additional potentially costly, lengthy or prohibitive environmental challenges or reviews.
- The project should address the City of Richmond and Delta's concerns regarding local impacts at interchanges or access points, as well as minimize impacts on agricultural land.

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- To fully realize the benefit of this significant investment, the entire Highway 99 corridor should be evaluated for improvements as part of the crossing project including the existing congestion at the South Surrey interchanges.
- The project should address the City of Richmond and Vancouver's concerns regarding excess capacity, the risk of increasing vehicle kilometres travelled, and the potential to worsen congestion at the Oak Street Bridge and along the Oak Street corridor.
- The crossing should be designed to serve the needs of the region to at least 2100.
- The crossing should include six lanes for regular traffic including goods movement and two lanes dedicated for rapid transit bus, with dedicated facilities for cyclists and pedestrians, and include immediate access to enhanced rapid transit capacity at opening. It should also have the potential for conversion to rail in the future, including consideration for potential high speed rail.
- As it is now, all utility infrastructure, including BC Hydro power transmission lines, should be constructed underground in conjunction with the tunnel.
- Any solution must address the matter in a timely manner, hopefully with construction completed by 2025-2026.

Any solution that addresses these issues should also be consistent with Metro Vancouver's Regional Growth Strategy (Metro 2040) and TransLink's Regional Transportation Strategy, both of which promote sustainable transportation choices. The Regional Transportation Strategy update is currently underway and can provide the opportunity to further integrate the crossing as regional priority, as well as consider transportation demand management strategies to address municipal concerns.

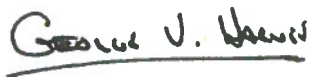
Our communities are those most directly impacted by tunnel congestion, and we have been successful in finding a solution that we can all support, including achieving consensus on the scale and defining parameters of the crossing. We believe only tunnel options, including a cost-effective deep bored tunnel if possible, should be considered. This is a solution that may satisfy all the aforementioned concerns, and any solution should address the matter in a timely manner.

Transport Canada is currently accepting applications through the National Trade Corridors Fund for projects such as this – we should be taking advantage of this significant funding opportunity for the new crossing.

As an interim measure to address the immediate traffic congestion at the tunnel, we request the Provincial government work with TransLink through Phase 3 of the Mayors' Council plan to provide additional funding for higher-frequency transit services to encourage people to leave their cars at home. We understand that curb improvements for more buses on Highway 99 have already been made, for example.

The Province of British Columbia will need to decide one way or another if it can support any proposal involving in-river works, given the First Nation and environmental concerns. That will set the direction for us to work collaboratively to find a solution to what is now one of the worst traffic bottlenecks in Canada.

Yours sincerely,



Mayor George V. Harvie  
City of Delta



Mayor Malcolm Brodie  
City of Richmond



Mayor Doug McCallum  
City of Surrey



Chief Wayne Sparrow  
Musqueam Indian Band



Mayor Kennedy Stewart  
City of Vancouver



Mayor Darryl Walker  
City of White Rock



Chief Bryce Williams  
Tsawwassen First Nation

cc: Hon. Claire Trevena, Minister of Transportation and Infrastructure  
Sav Dhaliwal, Chair, Metro Vancouver Board of Directors