

DISCUSSION

Following the Council presentation further evaluation of options was carried out by the project team and its consultants and Council's comments and City staff input were taken into consideration. This resulted in two revised options being taken forward to the four Public Open Houses carried out during the week of February 10, 2003. These options are shown on the attached figure.

Option 1: now consists of the Bridge at 200 Street with connections to Langley via 200 Street and the westward expressway via 98 Avenue and 96 Avenue to Surrey. No connection would be made to 192 Street south of Hwy 1.

Option 2: now consists of the Barnston Tunnel with connection to the 98 Avenue expressway at 196 Street. From this point the 98 Avenue expressway would extend eastward to connect to 200 Street for Langley destined traffic, and extend westward to 96 Avenue for Surrey destined traffic. Again no connection would be made to 192 Street south of Hwy 1.

The estimated capital cost of Option 1 is \$600 million. The preliminary indications are that Option 2 may cost as much as \$100 to \$150 million more than Option 1. This raises serious doubts as to the viability of Option 2 since the assessment to date of the various relative environmental and socio-economic impacts and benefits of the two options does not suggest sufficient off-setting benefits to Option 2.

Public input received at the Open House held in Surrey was generally positive regarding the overall project. Port Kells residents south of Hwy 1 were pleased that the concept for directing traffic to 192 Street south of Hwy 1 had been abandoned. Concerns were raised and letters have been received from residents adjacent to and near the proposed roadway alignments regarding access to property, and impacts due to additional traffic, loss of natural green space, air quality impacts and noise. The most impacted residential area is 96 Avenue, 176 Street to 179 Street and the new 96/98 Avenue connector, 179 Street to 182A Street.

A number of parents were concerned regarding access to Anniedale School. Most of the access concerns were alleviated by explanation from project staff regarding the detailed plans for proposed access not shown on the broader themed project displays.

Public input will now be incorporated into the selection process, which also includes the results of the technical, financial, environmental, and social/community studies. A recommended option will be presented to the GVTA Board at its March meeting. As a component of that presentation the project is seeking a Memorandum of Understanding with each of the affected municipalities. (This is the subject of a separate Corporate Report to Council). Assuming GVTA Board approval of the recommended option the next stage of project development will involve detailed planning for that option including specifications and standards, identifying potential public-private partnership proponents, financial analysis, implementation programming, and regulatory approvals.

Consultation with the municipalities and the public will be ongoing throughout the further stages of project development.

Fraser River Crossing - Agreements and Linkages

A separate report will be submitted on a Memorandum of Understanding (MoU) that the GVTA is seeking to execute with all four affected municipalities. This MoU will define the project scope and respective responsibilities and also deals with Council's resolution requiring linkage between the delivery of the Fraser River Crossing and the delivery of the South Fraser Perimeter Road.

CONCLUSION

The two final options for the New Fraser River Crossing under consideration for selection of the preferred option have considered Council's comments and concerns, as well as those of the public. From a strictly transportation perspective, either option would be acceptable, subject to resolution of property access details. The final revised options will have less impact on Surrey than the initial options presented to Council in January.

The final selected option will subsequently have to go through the Environmental Assessment process which is administered by the BC Environmental Assessment office. This process will evaluate the biophysical, socio-economic and community impacts of the project together with proposed mitigation strategies before clearance is given for the project to proceed.

Paul Ham, P. Eng.
General Manager, Engineering

KDZ/PH/kjj

Attachment

g:\wp-docs\2003\transportation\02241104kz.doc
KJJ 5/14/03 11:49 AM