



AUG 01 2006

Her Worship
Mayor Lois Jackson
Corporation of Delta
4500 Clarence Taylor Crescent
Delta BC V4K 3E2

Reference: 147731

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Dear Mayor Jackson:

Re: Highway Improvements

Thank you for your letter of May 24, 2006, regarding my ministry's Gateway and Border Infrastructure programs. You raised a number of concerns in your letter, and I'm pleased to have this opportunity to address them.

Hoover/Naas Proposal

Some people advocated for the proposal put forward by Greg Hoover and Olav Naas. As you may know, Mr. Hoover and Mr. Nass had two plans: their original alignment and a revised design, and Gateway staff studied both options very carefully. It was found that neither option met our goals for this corridor. For example, their route would have addressed only about 10 per cent of the area's traffic and it would have added more traffic to other routes, such as Highway 91. Further, it would have offered little benefit to local industrial areas and would not have reduced congestion on River Road west of Highway 91. Gateway staff are currently conducting an internal review of these findings and, once it's complete, it will be available on the Gateway Program web site.

Highway 17 Upgrade

The pre-design consultation for the southwest Delta segment of the South Fraser Perimeter Road, which was held earlier this year, involved over 1,600 residents, and the upgraded Highway 17 option was supported by less than 10 per cent of participants. Following the consultation, additional analysis was done and the Upgraded Highway 17 was eliminated due to its higher costs, technical challenges and higher community impacts during and after construction.

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Access to Boundary Bay Airport

My ministry is very sensitive to your council's desire to limit truck traffic through Delta neighbourhoods, as Mike Proudfoot, Executive Director for the Gateway Program, indicated in his letter to George V. Harvie, your Chief Administrative Officer. I can assure you that we are not planning to link Ladner Trunk Road and the South Fraser Perimeter Road to provide access to Boundary Bay airport. Further, you can be certain that Delta staff will have significant input into the design of our road improvements in your area, and we'll take their views into consideration as we move forward to the detailed design phase of the projects.

Airport Zoning

I appreciate you clarifying the matter of airport zoning. As you know, our government is working to capture more Asia-North American trade through British Columbia ports. To that end, we're examining the merits of an inland container terminal to increase the province's effectiveness for handling trade goods into and out of British Columbia. At this time, our studies are very preliminary, and we're only working to determine the business case factors necessary to build such a facility. As we're still examining the feasibility of this project, we have yet to determine where the best place for an inland terminal would be.

Highway 91 and 72 Street Interchange

I appreciate you clarifying your council's position on this proposed interchange, and I'd like to take this opportunity to explain my comments. As you mention, Border Infrastructure Program (BIP) staff met with your council in 2003. The intent of the meeting was to identify operational issues, discuss any concerns surrounding the project and present two primary options for consideration. This analysis suggests that the remaining 35 per cent of the cost would provide only a two per cent benefit in terms of handling traffic, and that can't be supported on a cost-benefit basis.

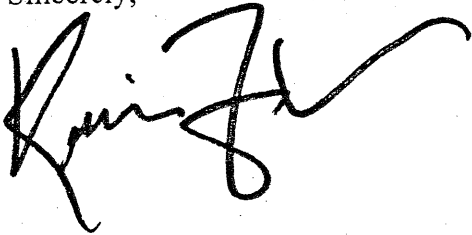
One option was to provide a full-movement, three-legged interchange. The second option, while reduced in scope, would still have accommodated the majority of traffic movement. Both possibilities were studied thoroughly, and it was found they could both be built without intruding into Burns Bog. However, the constraints of building the full-movement interchange without impacting the bog would add significant costs to the project. On the other hand, the second option was found to meet 98 per cent of the demand for 65 per cent of the cost of the full-movement interchange.

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If you have any further questions about this matter, Gregg Singer, Director of the Border Infrastructure Program, would be pleased to assist you. You can contact him by telephone at 250 953-4941 or by e-mail at Gregg.Singer@gov.bc.ca

Thank you again for taking the time to write.

Sincerely,

A handwritten signature in black ink, appearing to read 'Kevin Falcon', written in a cursive style.

Kevin Falcon
Minister

Copy to: Val Roddick
MLA, Delta South

Mike Proudfoot, Executive Director
Gateway Program

Gregg Singer, Director
Border Infrastructure Program