

Monthly Status Report

Reporting Period: January 2026

1. Introduction

1.1. Project Overview

The Fraser River Tunnel Project (FRTTP) is an eight-lane immersed tube tunnel that will replace the George Massey Tunnel on Highway 99. The new tunnel will include three general-purpose lanes and a dedicated transit lane in each direction. It will also provide a separated multi-use path to connect pedestrians and cyclists with active transportation routes on either side of the Fraser River. The Project includes a new eight-lane Deas Slough Bridge, related connections to the existing Highway 99 between Westminster Highway and Highway 17A, and decommissioning of the existing tunnel.

The Project will provide safe, reliable and accessible transportation options that meet the objectives for sustainable growth for the Metro Vancouver region. Key benefits of the Project include:

- Providing traffic congestion relief at the existing tunnel to the non-peak direction
- Addressing the long-term seismic safety performance of the existing tunnel
- Improving transit speed and reliability along the Highway 99 corridor
- 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

The new tunnel is planned to be opened to traffic in 2030. Once the new tunnel is in operation, the existing George Massey Tunnel and ancillary infrastructure will be decommissioned by the end of 2032. Approval for the Project's Business Case was announced August 18, 2021.

Additional information and updates about the Fraser River Tunnel Project can be found on the Highway 99 Tunnel Program [website](#).

1.2. Project Delivery

Transportation Investment Corporation, a provincial Crown corporation, is delivering and overseeing the Project on behalf of the Ministry of Transportation and Transit (MOTT) and the BC Transportation Financing Authority. The estimated cost of the Project is \$4.15 billion.

The Project is being delivered through a Progressive Design-Build (PDB) with Target Price model. The procurement process for the Project includes a Request for Qualifications (RFQ), a competitive Design Early Works Agreement Request for Proposals (DEWA RFP) and a development phase, which includes design and development and a concurrent Design-Build Agreement Request for Proposals (DBA RFP). Upon the Province's acceptance of a DBA proposal, the DBA will be executed, and the DBA and the construction phase will begin.

The Project entered procurement with a RFQ issued on June 14, 2023. Following a competitive-selection process, the Province selected Cross Fraser Partnership to enter into the DEWA on September 13, 2024, which marked the start of the development phase. The Cross Fraser Partnership team selected for the development phase includes Bouygues Construction Canada Inc., Fomento de Construcciones y

Contratas Canada Ltd., Pomerleau BC Inc. and Arcadis Canada Inc. During the development phase, the provincial team and the design-build team (i.e., the Design-Builder) are advancing design of the new tunnel, site investigations, construction planning and initial permitting while the Project goes through a provincial Environmental Assessment (EA).

Starting in 2026, the design-builder will carry out early construction works, which are permitted through an order under the Environment and Land Use Act. It means key temporary work can be permitted and advanced ahead of an EAC, so the project can move straight into major construction once the EA process is complete. Early construction includes tree clearing, construction of jetties and a trestle bridge, utility relocation and ground improvements to support construction of the casting basin. All early construction is reviewed as part of the ongoing EA and can be restored if an EA Certificate (EAC) is not received.

The opening of the new tunnel is anticipated for 2030 and Project completion (including decommissioning of the existing tunnel) by 2032.

1.3. Project Goals

Based on the mandate and results of consultation, four primary goals were identified for the Project:

- Support sustainability of Fraser River Communities
- Facilitate increased share of sustainable modes of transport
- Enhance regional goods movement and commerce
- Support a healthy environment

2. Project Dashboard

		Objectives	Project status	Comments
Project Delivery	Scope	Project delivered within the approved scope.	●	<ul style="list-style-type: none"> – The Project includes a new, eight-lane immersed tube tunnel that will replace the existing George Massey Tunnel on Highway 99. 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 includes a new Deas Slough Bridge, related connections to the existing Highway 99 and decommissioning of the existing tunnel. – The Project is within the approved scope.
	Schedule	Project delivered within the approved schedule.	●	<ul style="list-style-type: none"> – Anticipated opening date for the new tunnel is 2030. – The Design-Builder was onboarded in September 2024 with design and construction planning underway, which includes developing a schedule that considers timing for receipt of the Environmental Assessment Certificate (EAC) and permitting requirements. – Working with the Design-Builder to collaboratively manage potential schedule risks and identify opportunities for improvement.
	Budget	Project delivered within the approved budget of \$4.15 billion.	●	<ul style="list-style-type: none"> – Project spending for the month of January was \$22.5 million. – Total Project spending to date is \$420.2 million. – The budget was approved as part of the Business Case and is being reviewed during the development phase. – Working with the Design-Builder to collaboratively manage potential budget risks and identify efficiencies.
	Safety	Ensure that Project work is performed safely, in compliance with all applicable safety regulations, and in accordance with government policy.	●	<ul style="list-style-type: none"> – There have been zero (0) lost time injuries on the Project to date. – Lost Time Injury Frequency Rate (LTIFR) for the Project is zero (0) which is less than the WorkSafeBC 2024 rate of 1.7 for the Construction Sector - Large Employers (100+ employees).
	Quality	Implement an effective Quality Management System.	●	<ul style="list-style-type: none"> – Quality monitoring and auditing of select work activities and processes continue. – Review of quality documentation and submittals are ongoing.
	Environmental	Obtain necessary environmental and regulatory approvals for the	●	<ul style="list-style-type: none"> – The Project is actively managing progress through the Environmental Assessment process.

		Project to proceed. Ensure work is performed in an environmentally responsible manner during construction phase.		<ul style="list-style-type: none"> – The Project is currently in the Application Development and Review phase.
	Design and Construction	Provide design and technical oversight, coordinate and manage activities on site and conduct compliance reviews.	●	<ul style="list-style-type: none"> – Review of early-design packages with on-going coordination on design and construction options. – Additional geotechnical investigations and early construction works are underway. – Topographic and utility surveys are progressing.
	Labour Model	Implement the Project Labour Agreement (PLA) labour approach.	●	<ul style="list-style-type: none"> – The Project will be constructed under a Project Labour Agreement (PLA). – The Advance Work Project Labour Agreement is being implemented for sections of the onshore test work, sheet piling and pump test. – Ratified a Project Labour Agreement in December for the construction of the Fraser River Tunnel Project.
Partners/Stakeholders	First Nations	Continue to build and maintain positive and collaborative working relationships with First Nations.	●	<ul style="list-style-type: none"> – The Project engages with 17 participating First Nations as part of the Environmental Assessment (EA). – The Project engages with eight additional First Nations based on their engagement preferences.
	Third Parties	Continue to build and maintain positive relationships with Project partners and other third parties.	●	<ul style="list-style-type: none"> – Regular meetings with the City of Richmond, City of Delta and Metro Vancouver on Project activities are ongoing. – Discussions with City of Richmond and City of Delta regarding development of municipal agreements are ongoing. – Engagement with BC Hydro and CN Rail is ongoing.
	Public and Stakeholder Engagement	Continue to build and maintain positive relationships with the community and other stakeholders.	●	<ul style="list-style-type: none"> – Prepared public communications to support the geotechnical investigations and early construction works, including public notices, and stakeholder updates. – Preparing and hosting design workshops with stakeholders and local residents. – Responded to public inquiries via email and at the community office.

Status	Description
●	Managing critical issues, negotiating resolution; action required immediately
●	Managing some issues, negotiating resolution; action required in the near term
●	Managing day to day operations

3. Project Documents and Achievements to Date

Project Delivery	Project Planning and Development	<ul style="list-style-type: none"> – Independent Technical Review (September 2018) – Project Announcement (August 2021) <ul style="list-style-type: none"> ○ Technical Briefing (August 2021) – Business Case (April 2021) – Business Case Supplemental (June 14, 2023)
	Procurement	<ul style="list-style-type: none"> – Request for qualifications released (June 14, 2023) – Shortlist announced (October 18, 2023) – Request for proposals for design early works agreement released (October 26, 2023) – Highway No. 99 Blundell Road to Steveston Interchange Surcharge Project agreement executed (June 25, 2024) – DEWA executed (September 13, 2024) – DEWA contract extended (May 30, 2025)
	Environmental	<ul style="list-style-type: none"> – Initial Project Description (April 6, 2022) – Detailed Project Description (May 10, 2023) – Environmental Assessment Office (EAO) Readiness Decision (September 14, 2023) – Process Order received (March 22, 2024) – Application for an EAC (May 9, 2025) – Order in Council under Environmental Land Use Act (July 21, 2025) – Notice Regarding Application Review received (September 5, 2025)
	Design and Construction	<ul style="list-style-type: none"> – Test dredge completed (2022) – Reference concept design complete (2023) – Geotechnical investigations (2022-2023) – Existing tunnel monitoring (2024) – Preloading of soil along Highway 99 (2025) – Marine geotechnical investigations (2025) – Onshore geotechnical investigations (2025) – Supplemental test dredge completed (2025)
	Labour	<ul style="list-style-type: none"> – Fraser River Tunnel Project Advance Works Project Labour Agreement (April 12, 2024) – Fraser River Tunnel Project Construction Project Labour Agreement (December 2025)
Partners/Stakeholders	First Nations	<ul style="list-style-type: none"> – Ongoing meetings with First Nations.
	Third Parties	<ul style="list-style-type: none"> – Meetings with, and presentations to, City of Delta, City of Richmond and Metro Vancouver Regional District representatives began in September 2021 and continue regularly to ensure a collaborative approach. – Accommodation Agreement with Metro Vancouver (July 2025) – Engagement with BC Hydro, CN Rail, and utility providers was initiated in late 2021.

Public and Stakeholder Engagement

- Public open houses during Public Comment Periods for Environmental Assessment: May 10 and 11, 2022; Nov. 21 and 22, 2023; June 4 and 5, 2025.
- Environmental Assessment Office’s **Summary of Engagement** from the Early Engagement phase (July 11, 2022).
- Environmental Assessment Office’s **Summary of Engagement** from the Process Planning phase (March 22, 2024).
- **Building Momentum: Community Conversations Report** from the Spring/Summer 2024 community engagement program.

4. Monthly Highlights and Three Month Lookahead

4.1. Safety

Scope:	<ul style="list-style-type: none"> – Establish Occupational Health and Safety (OH&S) Project delivery objectives and performance measures. – Manage Project OH&S activities. – Monitor relevant OH&S performance metrics. – Ensure the Project complies with relevant WorkSafeBC regulations and government requirements.
Monthly Highlights:	<ul style="list-style-type: none"> – There have been zero (0) lost time injuries on the Project to date. – The Lost Time Injury Frequency Rate (LTIFR) for the Project is zero (0) which is less than the 2024 WorkSafeBC Construction Sector injury rate of 1.7 - Large Employers 100+ employees * – Conducted regular safety monitoring for the Design-Builder's on-site activities. – Accepted the Design-Builder's Health & Safety Plan. – Refined safe-work processes based on mapping of potential safety hazards.
Three Month Lookahead:	<ul style="list-style-type: none"> – Review the Design-Builder's safety submittals for upcoming activities. – Review the Design-Builder's WorkSafe submittals for the tunnel-element immersion process and other activities.

4.2. Quality

Scope:	<ul style="list-style-type: none"> – Implement an effective Quality Management System for work currently being delivered in advance of tunnel construction and future works to be delivered as part of tunnel construction.
Monthly Highlights:	<ul style="list-style-type: none"> – Continued review of the Design-Builder's Quality Management Plans for the Project.
Three Month Lookahead:	<ul style="list-style-type: none"> – Ongoing review of the Design-Builder's Quality Management Plans for the Project. – Develop a Quality Management Plan for early construction works.

4.3. Environmental

Scope:	<ul style="list-style-type: none"> – Complete the environmental studies and investigations, assessments and applications to obtain necessary regulatory approvals for the Project to proceed. – Develop applicable environmental and socio-economic management plans in advance of early construction.
Monthly Highlights:	<ul style="list-style-type: none"> – The Project team continues to revise the FRTP EAC Application as a result of Project design updates and comments from participating First Nations, Technical Advisory Committee, and the public during Application review and the requirements of the EAO's Notice Regarding Application Review. – Distributed preliminary drafts of the Construction Environmental Management Plan, Social and Cultural Effects Management Plan and Indigenous Group Monitoring Plan for early construction works for First Nations review.

	<ul style="list-style-type: none"> – Review feedback from offsetting working group session on January 22 for participating First Nations and Technical Advisory Committee to provide feedback on proposed habitat offsetting measures for the Project. – Early construction applications for Agricultural Land Commission (ALC), Fisheries Act Authorization (FAA) and Wildlife Management (WMA) permits submitted to regulators for review. – Completed kick-off with FRTIP Independent Environmental Monitor (IEM). The IEM conducted first site visit during early tree-clearing activities
Three Month Lookahead:	<ul style="list-style-type: none"> – Continue revisions to the Application based on commitments made in the Application Review phase and to reflect updates in Project design. Targeting submission of the Revised FRTIP EAC Application in March 2026. – Complete engagement with participating First Nations and Technical Advisory Committee on updates to the Project and revisions to the effects assessment sections of the FRTIP EAC Application. – Work with the EAO and regulatory agencies to develop a Synchronous Permitting/Regulatory Coordination Plan to obtain post-environmental assessment approvals. – Continue monthly offsetting workshops with First Nations to select and design preferred options for the Project. – Development/modification of applications for additional early construction permits for Water Sustainability Act, Wildlife Management Act, Environmental Management Act and Navigation Protection Act.

4.4. Design and Construction

Scope:	<ul style="list-style-type: none"> – Complete technical design, studies, and investigations to compile a final design package for the Project to proceed to construction.
Monthly Highlights:	<ul style="list-style-type: none"> – Advanced design coordination on multi-disciplinary elements for tunnel and highway works for areas such as: <ul style="list-style-type: none"> ○ Evaluating options for using Deas Slough Bridge; ○ Finalizing the seismic design memo; ○ Review of proposed CN Rail Temporary Relocation Staging Plan; ○ Fire-protection design; ○ Multi-use pathway design; and, ○ BC Hydro service gallery requirements. – Continued engagement and collaboration with MOTT and the Design-Builder on operations and maintenance of the new tunnel. – Advanced seismic, hydrodynamic and structural studies. – Progressed tunnel/marine seismic analysis and modeling. – Continued navigation simulations for in-river scopes. – Held collaborative workshops on next steps for ground treatment approaches and modelling refinements. – Progressed the designs for construction access. – Commenced installation of brackets on GMT light attenuation beams. – Commenced Highway 99 pavement investigations. – Completed x-ray scanning of soil samples collected from below the riverbed as part of the geotechnical sampling program. – Completed planning for soil sampling and immersion anchor pile testing.

	<ul style="list-style-type: none"> – Completed preparations for the pump test including sheet pile, gravel columns, monitoring wells, and vibrating wire piezometers installations. – Completed in-river test section ground improvement trials, including post-densification tests. – Commenced the in-river cut-off wall trial, including placement of temporary scour protection. – Carried out in-river vibration monitoring to track vibrations at different distances and under various hammer settings. – Continued planning for site investigations to support Project design and early construction, including: <ul style="list-style-type: none"> ○ Review of Traffic Management Plans; ○ Review scopes for pump test, separation wall and stone column tests; ○ Coordinating onsite work for project design; and ○ Bathymetric monitoring.
Three Month Lookahead:	<ul style="list-style-type: none"> – Continue site investigations to support Project design. – Continue to collaborate on the construction means and methods with the Design-Builder. – Continue coordination workshops as needed to progress design collaboratively. – Complete topographic and utility survey work. – Commence field work for soil sampling and immersion anchor pile testing. – Commence installation of cutter soil mixing (CSM) wall on Deas Island. – Commence pump test. – Prepare for construction of the second-generation test section. – Conclude in-river test section trials.

4.5. First Nations

Scope:	<ul style="list-style-type: none"> – Engage with First Nations on Project matters of interest including economic opportunities and Project design, construction schedule and methodology.
Monthly Highlights:	<ul style="list-style-type: none"> – Continue revision of EA application. Comments provided by First Nations during the review period will inform revisions. – Continued engagement with First Nations to share information about construction schedule and methodology with focus on early construction. – Continued engagement with First Nations to share information about early construction management plans. – Continued engagement with First Nations to share information about proposed habitat offsetting concepts.
Three Month Lookahead:	<ul style="list-style-type: none"> – Continue to engage with First Nations on Environmental Assessment, including addressing feedback on the Environmental Assessment application, prior to Application submission. – Continue to engage with First Nations on permits required for forthcoming site investigation and early construction, including iterative review of management plans.

4.6. Third Parties

Scope:	<ul style="list-style-type: none"> – Provide updates to the City of Richmond, City of Delta and Metro Vancouver and deliver Project-specific Municipal Agreements (MAs). – Engage with CN Rail to develop a grade separation reconstruction agreement. – Collaborate with BC Hydro to advance design for the relocation of power lines.
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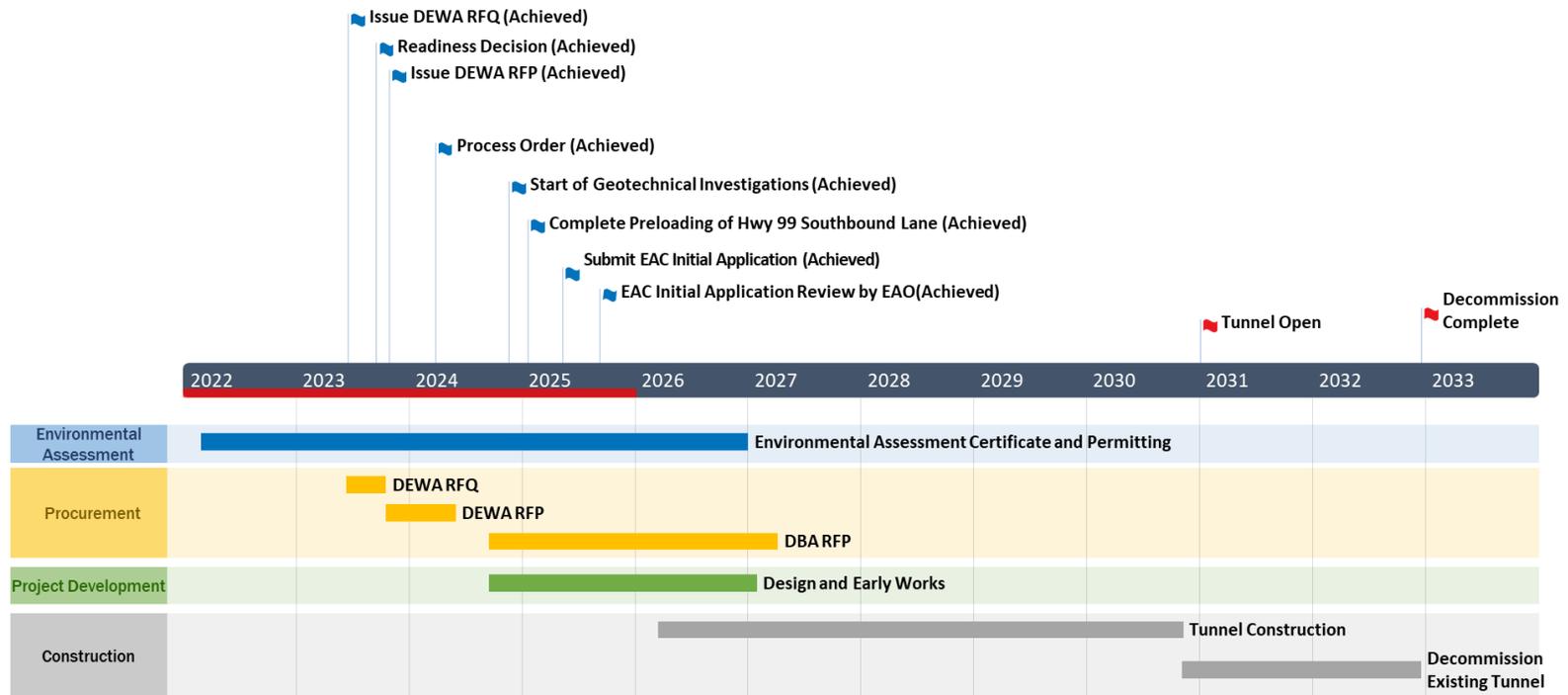
Monthly Highlights:	<ul style="list-style-type: none"> – City of Richmond: <ul style="list-style-type: none"> ○ Held meetings with City of Richmond staff. – City of Delta: <ul style="list-style-type: none"> ○ Held meetings with City of Delta staff. – Metro Vancouver: <ul style="list-style-type: none"> ○ Held meetings with Metro Vancouver staff. – BC Hydro: <ul style="list-style-type: none"> ○ Held meetings with BC Hydro staff. – CN Rail: <ul style="list-style-type: none"> ○ Held meetings with CN Rail for coordinating interfaces. ○ Finalized reconstruction agreement. – VFPA: <ul style="list-style-type: none"> ○ Held meetings with VFPA for coordinating interfaces. – Utilities: <ul style="list-style-type: none"> ○ Held meeting with Telus and Bell for coordinating interfaces. – Tunnel Design and Safety Consultation Group (TDSCG): <ul style="list-style-type: none"> ○ Held meeting to discuss fire protection systems.
Three Month Lookahead:	<ul style="list-style-type: none"> – Continue discussions with municipalities to advance the agreements. – Continue discussions with CN Rail, BC Hydro, and other utilities.

4.7. Public and Stakeholder Engagement

Scope:	<ul style="list-style-type: none"> – Oversee and manage ongoing communication and engagement with the public and stakeholders. – Develop and implement engagement and communication strategies. – Cultivate relationships with stakeholders.
Monthly Highlights:	<ul style="list-style-type: none"> – Responded to public inquiries at the community office and online. – Held engagements with interested parties adjacent to the Project site. – Development of What We Heard Report from September consultation on the future multi-use path with interested parties.
Three Month Lookahead:	<ul style="list-style-type: none"> – Continue engagement with the Tunnel Design and Safety Consultation Group. – Develop communications and engagement activities to support ongoing site investigations and early construction works. – Develop next round of design workshops with interested parties and local residents. – Conduct regular stakeholder meetings. – Finalize the What We Learned Report.

5. Schedule

The following schedule depicts deliverables, milestones and associated dates and timelines for the implementation phase of the Project, as well as anticipated construction timelines.



DEWA: Design Early Work Agreement
 EAC: Environment Assessment Certificate

6. Project Photos



Figure 1: Temporary piles driven into the Fraser River (Jan. 21, 2026).