

**RBT2 Working Group #2 April 15, 2014 – Follow Up Questions
Inquiry from Corporation of Delta**

Inquiry (<i>Original comments in italics</i>)	Response
<p>1. Will there be remodelling (of studies, such as transport, noise and air quality) using the George Massey Tunnel replacement bridge? <i>Need to remodel using George Massey Tunnel Replacement bridge</i></p>	<p>Currently there are no plans to update the Roberts Bank Terminal 2 Transportation Plan, Air Quality study, and Noise study reports to reflect the new bridge. These completed studies considered the existing George Massey Tunnel (GMT) and traffic patterns with respect to the volume of traffic using the tunnel and the percentage of traffic directly related to port trucks. Given that the replacement bridge is expected to improve traffic conditions, the port-related congestion in the studies has been modelled to be a conservative worst case impact.</p> <p>The BC Ministry of Transportation and Infrastructure (MoTI) should be consulted for an updated report considering the new bridge, as the GMT replacement is not part of Port Metro Vancouver’s Container Capacity Improvement Program.</p>
<p>2. Will there be consideration for regional changes, such as tolling of crossings and the Pattullo bridge replacement? <i>Need to consider regional changes, such as tolling crossings and Pattullo bridge replacement (4 or 6 lanes)</i></p>	<p>The authority and decision to implement tolled crossings is with MoTI.</p> <p>The current design of the proposed Roberts Bank Terminal 2 Project does not consider regional changes that are not in effect or within the reasonable foreseeable future.</p>
<p>3. Will there be intersection specific modelling (ex. Sunbury and Tilbury on the SFPR)? a. If yes, would this require construction of interchanges sooner? <i>Need to translate the modelling into the effect on specific intersections, such as Sunbury and Tilbury intersections on the SFPR (would this require construction of interchanges sooner)</i></p>	<p>Currently, the design of the proposed Project does not include modelling of these intersections as they are outside the Project footprint.</p> <p>The BC Ministry of Transportation and Infrastructure (MoTI) is responsible for SFPR, including these interchanges, and should be consulted on this topic.</p>

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<p>4. Will there be further improvements on Deltaport Way? <i>Need for improvements on Deltaport Way</i></p>	<p>Deltaport Way was designed and constructed to accommodate the traffic generated by port operations including the proposed Roberts Bank Terminal 2 Project. The design of the proposed Project does not include any improvements on Deltaport Way.</p> <p>The BC Ministry of Transportation and Infrastructure (MoTI) is responsible for Deltaport Way and should be consulted regarding any planned improvements.</p>
<p>5. Will assumptions on weighing facilities for trucks be updated in reports (reports have weigh in motion in the 2031 forecast horizon) <i>Update reports assumptions on weighing facilities for trucks (has weigh in motion become a reality in the 2031 forecast horizon)</i></p>	<p>The BC Ministry of Transportation and Infrastructure is responsible for weigh in motion scales (WIMS).</p> <p>While Port Metro Vancouver continues to discuss WIMS with MoTI, at this time, there are no plans for MoTI to implement WIMS beyond their current locations.</p>
<p>6. Will PMV verify that TFN development traffic modelling is accurate and included in RBT2 modelling? <i>Verify that TFN development traffic modelling is accurate and included in the T2 modelling.</i></p>	<p>The Tsawwassen First Nations (TFN) traffic plans, as developed by Bunt for the TFN, have been incorporated into the Roberts Bank Terminal 2 Transportation Plan.</p> <p>PMV is not duplicating the model in order to verify the accuracy of the model output as reported by Bunt.</p>
<p>7. Is there a traffic management plan for RBT2 that will address the issue of truck staging so that traffic does not back-up along Deltaport Way? <i>Traffic management – T2 must be constructed with a staging area where trucks can be directed (to wait or to turn around) in emergency situations such as a terminal or highway closure. Traffic must not be allowed to back-up along Deltaport Way or be allowed to impact local roads. This is currently a problem and T2 should not be allowed to proceed unless the issue is resolved.</i></p>	<p>A joint Port Metro Vancouver and Ministry of Transportation and Infrastructure (MoTI) Working Group is developing requirements for a truck staging area, and a concept for operation is in progress. Initial discussions with MoTI regarding truck staging includes developing a phased approach.</p> <p>In addition, the design for the proposed Roberts Bank Terminal 2 Project allows for truck staging on the proposed Project access road between the proposed Project overpass and the terminal.</p>

<p>8. Was there noise monitoring during the construction of Deltaport Third Berth?</p> <p style="padding-left: 40px;">a. If yes, will that information be used as a baseline to predict noise impacts from RBT2?</p> <p style="padding-left: 40px;">b. If not, explain why this opportunity was missed?</p> <p><i>Noise – would like to know if noise was monitored during the construction of Deltaport Third Berth and, if so, will that information be used as a baseline to predict noise impacts from T2 and, if not, why was such a unique opportunity missed?</i></p>	<p>Noise monitoring was conducted during dredging operations related to the construction of Deltaport Third Berth. The monitoring period was from January to June 2007, with additional noise monitoring conducted in July 2007. The Roberts Bank Terminal 2 noise and vibration consultant (Wakefield Acoustics) has reviewed the data and incorporated it as part of the assessment.</p> <p>As part of Port Metro Vancouver’s noise monitoring program, Port Metro Vancouver is finalizing plans to install noise monitors in Delta near Deltaport to:</p> <ul style="list-style-type: none"> • Gain a better understanding of noise issues; • Measure volume and type; • Pinpoint sources of noise if possible; and • Identify potential operational changes.
<p>9. How will air quality impacts from rail and trucks be addressed within the region?</p> <p><i>Would like clarification on how air quality impacts from off-project transportation (rail and truck) within the region will be addressed. Regardless of the scope of the EA this will be a question raised by the public especially considering the Port is requiring Fraser Surrey Docks to assess impacts along the rail and barge route in response to concerns raised during the review process.</i></p>	<p>For the Air Quality assessment of the proposed Roberts Bank Terminal 2 Project, emissions from both existing and incremental road and rail traffic in the Regional Assessment Area (which extends to Richmond and Delta) will be included in the modelling of existing and future conditions.</p> <p>With respect to Fraser Surrey Docks, Port Metro Vancouver is requiring an air quality assessment within the jurisdiction of the Port (along the Fraser River barge route and rail yards associated with Fraser Surrey Docks).</p>
<p>10. Will the cumulative effects assessment include the increase in off terminal rail and truck traffic as a separate project?</p> <p><i>Will the cumulative effects assessment include the increase in off terminal rail and truck traffic as a separate project to measure cumulative effects?</i></p>	<p>The environmental impact statement (EIS) will consider the changes in air quality caused by emissions from the Project in combination with emissions from both existing and incremental projects (certain and reasonably foreseeable).</p> <p>Incremental road and rail traffic is included in the list of other certain and reasonably foreseeable projects and activities that will be considered in the future cumulative effects.</p>

<p>11. Does the Air Quality Scoping Study include road and rail emissions modelling within the Regional Study Area (which includes all of Delta and most of Richmond)? <i>The Air Quality Scoping Study noted that road and rail emissions would be modeled within the Regional Study Area which includes all of Delta and most of Richmond. There was no mention of this at the working group meeting. Is this still the case?</i></p>	<p>The Air Quality emissions dispersion modelling will be conducted in a 26 kilometer by 24 kilometer area that includes Delta and most of Richmond.</p>
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