

22 March 2007

File: TRAN-44250-20/32407A

Lucy Budhoo
Environmental Health Officer
Environmental Health, Fraser Health Authority
#300 – 205 Newport Drive
Port Moody, B.C.
V3H 5C9

Dear Ms. Budhoo

**Re: MoT Response to Comments on South Fraser Perimeter Road (SFPR)
Environmental Assessment Application**

I am writing in follow-up to the Fraser Valley Health Authority's (FVHA) letter of 2 February 2007, which provided comments on the Application (Application) for an Environmental Assessment Certificate for the South Fraser Perimeter Road (SFPR) project

MoT appreciates the commitment of the FVHA to the review of this important project as well as guidance and advice that has been provided to-date during the pre-application phase of the review.

Based on discussions among agencies supporting the review of the Application, the Environmental Assessment Office (EAO) has identified issues, raised in written responses from reviewing agencies, that are considered to be: Certificate or Screening-level issues; issues that will be managed through future permitting or approval processes; or points of clarification. Your letter contained one request for clarification that is addressed as follows:

FVHA Comment: Failure to meet projected fuel or emissions profiles will have the effect of increasing the cancer risk towards values calculated for existing roads in the 2003 scenario. If no changes to fleet characteristics occur and traffic volumes increase, the result may include higher exposures than predicted along the proposed routes and along adjacent routes. There should be a commitment to monitor these factors and put incentives in place to ensure the emission reduction targets are achieved.

MoT Response:

The traffic modelling undertaken for SFPR developed estimates of the movement of people and vehicles in the future, based on future land use, employment and residential development, the

.../2

Ms. Budhoo
March 22, 2007
Page 2

configuration of the regional road network in the future and legislated changes (improvements) to vehicle emissions standards.

Based on the model results, it was estimated that 60% of the traffic in the SFPR corridor, in the future, would be new to the corridor. This traffic would, however, be a redistribution of traffic (vehicle trips) that is predicted to occur in the future with or without SFPR. While there is an increase in vehicle kilometres travelled (vkmt) in the corridor in the future, most of this is because of diversion of trips from other corridors in the region. In addition, assuming the project moves ahead with the predicted increase in traffic volume, changes in SFPR-related emissions and public health will be:

- similar to the scenario without the SFPR (existing road network) in 2021;
- lower than current (2003) emissions and public health measures; and
- better in some areas than the 2003 or 2021 without SFPR scenario, particularly in Ladner.

Under provincial legislation the GVRD is responsible for managing the quality of air in the region. As part of its duties, the GVRD monitors air quality and creates long-term plans for managing air quality and inventories emissions.

MoT looks forward to continuing to work with the FVHA, through the environmental assessment process currently underway as well as future permits and approvals processes. This will ensure that health in the SFPR corridor is protected, and where possible enhanced, through future stages of design, construction and operation of the SFPR project.

Sincerely,



Malcolm Smith
Environmental Manager, SFPR
Gateway Program

Cc: Jody Shimkus, Director, EAO
Angela Buckingham, Director, Environmental Services, Gateway Program
Geoff Freer, Director, SFPR, Gateway Program