



**PATTULLO BRIDGE  
REPLACEMENT**



transportation  
investment  
corporation

# Monthly Status Report

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**Reporting Period: December 2025**

# 1. Introduction

## 1.1. Project Overview

The staálwasəm (Riverview) Bridge, which will replace the Pattullo Bridge, is a key connection between the communities of Surrey and New Westminster. It is a four-lane, toll-free bridge that will provide important improvements for everyone using the bridge, including people who are driving, cycling, or walking, as well as communities on either side of the bridge. The new bridge will provide:

- A safer crossing for all bridge users with modern, wider lanes, separated by a centre median barrier.
- Dedicated walking and cycling lanes, separated from traffic by a barrier on both sides of the bridge.
- Better connections to, from and near the bridge.

Traffic is being switched to the staálwasəm Bridge in phases to allow for completion of the tie-ins to existing infrastructure on either side. During the first phase, one northbound lane was opened to traffic on December 24, 2025. Four lanes are scheduled to open on the bridge in late February 2026. The Pattullo Bridge will remain in use until the staálwasəm Bridge is open to traffic. Once staálwasəm Bridge is open, the Pattullo Bridge will be removed. Additional information and updates about the Project can be found on the Project's website: <https://www.pattullobridgereplacement.ca>.

## 1.2. Project Delivery

Transportation Investment Corporation (TI Corp), a provincial Crown corporation, is overseeing the delivery of the \$1.637 billion Project. The Project is being delivered under B.C.'s Community Benefits Agreement and the Project workforce is being provided by B.C. Infrastructure Benefits Inc.

The Fraser Crossing Project Corporation (Contractor) has been selected to design and build the new bridge. The Province will own and maintain the new bridge when it is complete.

## 1.3. Project Goals

Measure specific data to confirm the following Project goals and objectives are being met in accordance with the Project's Performance Measurement Plan:




- Provide a structurally sound bridge crossing to maintain a critical local and regional connection;
- Improve safety for all users with modern lane widths, road curvature, centre median barrier and separated pedestrian and cycling lanes; and
- Improve connectivity, reliability and modal choice while supporting environmental objectives.

The Project represents a significant investment in multi-modal transportation mobility improvements and supports provincial and regional strategies, environmental objectives, and the economic development of transportation services in the region.

## 2. Project Dashboard

			Project Status	Comments
Objectives				
Project Delivery	Scope	Project delivered within the approved scope	●	<ul style="list-style-type: none"> <li>– The Project includes a new four-lane bridge, improved connections to, from and near the bridge and dedicated walking and cycling lanes and is on track to be delivered within the approved scope.</li> </ul>
	Schedule	Project delivered within the approved schedule.	●	<ul style="list-style-type: none"> <li>– The staálwasəm Bridge opened to one northbound lane in December 2025.</li> <li>– Subsequent phases will progress in January and involve various lane configurations. In February, all four lanes will open on the staálwasəm Bridge, weather dependent.</li> <li>– The Project is tracking within the approved schedule.</li> <li>– Schedule management is a critical focus with monthly reviews and close collaboration with the contractor.</li> </ul>
	Budget	Project delivered within the approved budget of \$1.637 billion.	●	<ul style="list-style-type: none"> <li>– Project spending for the month of December 2025 was \$9.3 million.</li> <li>– Total Project spending to date is \$1.197 billion.</li> </ul>
	Safety	Ensure that Project work is performed safely and in compliance with all applicable safety regulations, and in accordance with government policy.	●	<ul style="list-style-type: none"> <li>– Monitored the implementation of the health and safety program and provided on-site monitoring.</li> <li>– There have been 12 lost time injuries on the Project to date. Lost Time Injury Frequency Rate (LTIFR) for the Project is 0.75, which is less than the 2024 WorkSafeBC rate of 1.7 for Construction Sector – Large Employers (100+ employees).</li> </ul>
	Quality	Implement an effective Quality Management System.	●	<ul style="list-style-type: none"> <li>– Continued to review quality record packages of fabricated and installed components.</li> </ul>
	Environmental	Ensure our work is performed in an environmentally responsible manner.	●	<ul style="list-style-type: none"> <li>– Continued discussions between the contractor, Project, and environmental regulators on environmental performance, demolition environmental management plans, and permitting.</li> <li>– Non-compliances were consistent with the previous month.</li> <li>– Field crew training, revised construction procedures, and increased monitoring continue to be implemented.</li> </ul>
	Archaeology	Ensure the work is performed in a manner that meets the standards of the Heritage Conservation Act.	●	<ul style="list-style-type: none"> <li>– Continued to progress the archaeological field program in collaboration with First Nations.</li> </ul>

Partners/Stakeholders	Design and Construction	Provide design and technical oversight, coordinate and manage activities on site and conduct compliance reviews.	●	<ul style="list-style-type: none"> <li>– Worked to finalize remaining design packages.</li> <li>– Continued daily site monitoring and weekly reporting.</li> <li>– Continued to oversee key construction activities:</li> <li>– Deck construction for the north approach.</li> <li>– Completion of closure between main span and N1 cantilever.</li> <li>– Barrier construction, concrete finishing, deck waterproofing and paving, and safety fence installation across bridge.</li> <li>– Advancing installation of utility and finishing works across site.</li> <li>– Preparatory works for construction of roadway and multi-use paths structures.</li> </ul>
	Labour Model	Work collaboratively with BC Infrastructure Benefits Inc. (BCIB) to successfully implement the Community Benefits Agreement.	●	<ul style="list-style-type: none"> <li>– Ongoing coordination and collaboration with BCIB to implement the Community Benefits Agreement (CBA).</li> <li>– Ongoing discussions regarding current and future Project workforce.</li> </ul>
	First Nations	Continue to build and maintain a positive collaborative working relationship.	●	<ul style="list-style-type: none"> <li>– In recognition of First Nations' deep historical and current connections to the Project area, Musqueam Indian Band and Kwantlen First Nation bestowed the people of British Columbia a name for the new bridge in the hə́ŋqəmiḥə́m language: stalə́wasəm Bridge.</li> <li>– Continued to engage with First Nations in relation to Project permitting, bridge demolition planning, environmental compliance, archaeology, First Nations cultural recognition, Project participation, and Project opportunities.</li> <li>– Continued consultation on mitigation measures, in accordance with permit conditions of the Environmental Assessment Certificate and Vancouver Fraser Port Authority's Project and Environmental Review Project permit.</li> </ul>
	Third Parties	Continue to build and maintain positive relationships and secure agreements with Project partners and other third parties.	●	<ul style="list-style-type: none"> <li>– Continued working closely with municipalities on traffic management, roadway conditions, construction activities and operations and maintenance agreements post construction of the new bridge.</li> <li>– Continued working closely with utilities and railway companies on design and construction activities and obtaining required permits and agreements.</li> </ul>
	Public and Stakeholder Engagement	Continue to build and maintain positive relationships with the community and other stakeholders.	●	<ul style="list-style-type: none"> <li>– Continued engagement with local businesses, stakeholders, residents, and the public.</li> </ul>

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"> <li>– Completion of three phases of public consultation (2013-2016)</li> <li>– Executed Design-Build-Finance Agreement (February 2020)</li> <li>– Project Overview Report (May 2020)</li> <li>– Project Report (July 2020)</li> </ul>
	Environmental	<ul style="list-style-type: none"> <li>– Environmental Assessment Certificate (EAC) (April 2019) and subsequent amendments (November 2020, July 2021, and August 2025)</li> <li>– Port and Environmental Review (PER) Permit (May 2019)</li> <li>– Canadian Navigable Waters Act Approval (November 2020)</li> <li>– Water Sustainability Act (WSA) Change Approval for Construction (November 2020) and Demolition (except for in-water works) (November 2025)</li> <li>– Water Sustainability Act Short Term Use Approval (December 2020)</li> <li>– Fisheries Act Authorization (February 2021) and subsequent amendments (January 2022, November 2022, February 2024 and October 2024)</li> </ul>
	Labour	<ul style="list-style-type: none"> <li>– Community Benefits Agreement (July 2018) and subsequent amendments</li> <li>– BCIB Health and Safety Program (May 2019)</li> <li>– BCIB-AIRCC Enabling Agreement Executed (July 2019)</li> <li>– Project Definition: Pattullo Bridge Replacement Project (July 2019)</li> <li>– BCIB-Contractor Agreement Executed (February 2020)</li> <li>– BCIB-Subcontractor Agreement Executed (February 2020)</li> </ul>
Partners/Stakeholders	Owner / Other Works	<ul style="list-style-type: none"> <li>– CN Master Agreement (May 2019)</li> <li>– City of Surrey Municipal Agreement (September 2019)</li> <li>– City of New Westminster Municipal Agreement (September 2019)</li> <li>– Metro Vancouver Accommodation Agreement (December 2019)</li> <li>– Construction and land licenses acquired from Vancouver Fraser Port Authority (VFPA); VFPA demolition license finalized (December 2019)</li> <li>– CP Grade Separation Construction Agreement (January 2020)</li> <li>– Shaw Telecommunications Facilities Relocation Agreement (March 2020)</li> <li>– Zayo Telecommunications Facilities Relocation Agreement (March 2020)</li> <li>– CP Overpass Crossing and Maintenance Agreement (December 2020)</li> <li>– TransLink Consent Agreement for in-river works (December 2020)</li> <li>– MOTI-FortisBC Energy Inc. Pipeline Removal Agreement (February 2023)</li> <li>– MOTI-TransLink Pattullo Bridge Decommissioning Agreement (May 2023)</li> </ul>
	Third Parties	<ul style="list-style-type: none"> <li>– CN Master Agreement (May 2019)</li> <li>– City of Surrey Municipal Agreement (September 2019)</li> <li>– City of New Westminster Municipal Agreement (September 2019)</li> <li>– Metro Vancouver Accommodation Agreement (December 2019)</li> <li>– Construction and land licenses acquired from Vancouver Fraser Port Authority (VFPA); VFPA demolition license finalized (December 2019)</li> <li>– CP Grade Separation Construction Agreement (January 2020)</li> <li>– Shaw Telecommunications Facilities Relocation Agreement (March 2020)</li> <li>– Zayo Telecommunications Facilities Relocation Agreement (March 2020)</li> <li>– CP Overpass Crossing and Maintenance Agreement (December 2020)</li> </ul>

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## 4. Monthly Highlights and Three Month Lookahead

### 4.1. Safety

<b>Scope:</b>	<ul style="list-style-type: none"><li>– Establish Occupational Health and Safety (OH&amp;S) Project delivery objectives and performance measures.</li><li>– Manage Project OH&amp;S activities.</li><li>– Monitor relevant OH&amp;S performance metrics.</li><li>– Ensure the Project complies with relevant WorkSafeBC regulations and government requirements.</li></ul>
<b>Monthly Highlights:</b>	<ul style="list-style-type: none"><li>– Continued to receive health and safety updates and incident reports from BCIB and the contractor.</li><li>– Lost Time Injury Frequency Rate (LTIFR) for the Project is 0.75, which is less than the 2024 WorkSafeBC rate of 1.7 for Construction Sector – Large Employers (100+ employees).</li><li>– Continued to implement enhanced safety protocols, training, and oversight.</li><li>– Conducted additional meetings with stakeholders including the safety regulator and labour groups.</li><li>– Continue to regularly interact with WorkSafeBC to review incidents and safety milestones.</li><li>– Completed safety audit on work area requirements.</li></ul>
<b>Three Month Lookahead:</b>	<ul style="list-style-type: none"><li>– Continue to actively engage stakeholders through meetings and enhanced communication to address concerns and provide updates on the Project safety program.</li><li>– Contractor to continue to engage the third-party safety consultant to enhance the Project safety program.</li><li>– Oversee and conduct audits of safe work plans and safe job procedures.</li><li>– Contractor to continue to deliver training on the Job Hazard Assessment and Risk Mitigation Plan.</li><li>– Safety townhall meeting for jobsite.</li></ul>

### 4.2. Quality

<b>Scope:</b>	<ul style="list-style-type: none"><li>– Establish quality management Project objectives and performance measures.</li><li>– Manage Project quality management activities.</li><li>– Monitor relevant quality management performance metrics.</li></ul>
<b>Monthly Highlights:</b>	<ul style="list-style-type: none"><li>– Continued review and discussion on quality records for the Project.</li><li>– Continued review of structural steel shipment status and quality records.</li><li>– 6 Non-Conformity Reports (NCRs) were initiated in the month related to concrete works, structural steel, PT Stressing and expansion joint. To date, there have been a total of 749 NCRs (88 open, and 661 closed/void).</li><li>– Continued to review quality documentation for completeness and compliance with the Quality Management System requirements.</li></ul>
<b>Three Month Lookahead:</b>	<ul style="list-style-type: none"><li>– Continue steel fabrication quality monitoring, surveillance auditing, and initiate inspections and tests as required.</li><li>– Continue review of the contractor's inspection and test plans and associated records.</li><li>– Continue review of quality-related submittals.</li><li>– Continue conducting audits based on audit schedule.</li></ul>



### 4.3. Environmental

<b>Scope:</b>	<ul style="list-style-type: none"> <li>– Manage follow-up and compliance actions required under the Environmental Assessment Certificate (EAC) and the Port's Project and Environmental Review (PER) permit, as well as other necessary environmental permits.</li> <li>– Liaise with regulators on matters related to EAC and PER permit conditions and commitments made through the environmental assessment process and management plans.</li> <li>– Oversee outstanding environmental permits, permit amendments, and associated environmental studies, monitoring, and permitting processes for demolition of the existing bridge.</li> <li>– Manage planning and implementation of habitat offsetting required under the Construction Fisheries Act Authorization.</li> <li>– Support consultation on permit-related matters.</li> </ul>
<b>Monthly Highlights:</b>	<ul style="list-style-type: none"> <li>– Continued planning regarding detailed design considerations for the qiqéyt offsetting site in Surrey and Cumberland Point offsetting site in New Westminster.</li> <li>– 77 environmental non-compliances were reported by the Independent Environmental Monitor (IEM), over the course of two inspections related to spills, hazardous materials management, erosion and sediment control, non-hazardous waste management, and unsecured portable toilets. The majority of the non-compliances were minor, and all reported spills were addressed immediately and cleaned up appropriately.</li> <li>– The contractor continues to implement full-time environmental monitoring on site, with the Province providing regular oversight.</li> <li>– Site observations by the Province and the contractor have noted the need for continued improvement in terms of spill management, hazardous material storage and securing portable toilets. The contractor continued to train field crews in spill prevention and response as well as concrete management.</li> <li>– One reportable spill occurred in December where approximately 122 litres of diesel was spilled onto the ground at the Surrey side of the bridge's refueling station due to an electrical failure. The spill was appropriately cleaned and the incident was reported to the Ministry of Emergency Management and Climate Readiness. Corrective actions included a replacement of the appropriate electrical component and review of site refuelling procedures.</li> <li>– Conversations between the contractor, Province, IEM, and environmental regulators on the Project's environmental compliance, permitting requirements, and management plans are ongoing.</li> <li>– Consultation for bridge demolition works continues.</li> <li>– An updated Demolition Environmental Management Plan was submitted to EAO in December for review and approval.</li> </ul>
<b>Three Month Lookahead:</b>	<ul style="list-style-type: none"> <li>– Continue to liaise with regulators on follow-up actions and commitments arising from the required Project permits and approvals.</li> <li>– Continue working with the contractor and environmental regulators to ensure the Project's permitting requirements are met.</li> <li>– Continue to support the development of offsetting detailed design at the qiqéyt offsetting site and progress detailed design for the Cumberland Point offsetting site with Metro Vancouver.</li> <li>– Work with the contractor to develop the demolition Fisheries Act Authorization application and related technical documents.</li> <li>– Work with the contractor to apply for an extension on the construction Fisheries Act Authorization end date and implementation timeline.</li> </ul>

## 4.4. Archaeology

<b>Scope:</b>	<ul style="list-style-type: none"> <li>– Managing, directing, and undertaking all archaeological work, including Archaeology Impact Assessment (AIA), Systematic Data Recovery (SDR), and archaeological monitoring in consultation with First Nations.</li> </ul>
<b>Monthly Highlights:</b>	<ul style="list-style-type: none"> <li>– Scheduled archeological monitoring across Project sites in both New Westminster and Surrey as required.</li> <li>– Worked to complete regulatory AIA, investigation reports, and site form updates.</li> </ul>
<b>Three Month Lookahead:</b>	<ul style="list-style-type: none"> <li>– Continue archaeological monitoring and archaeological investigations as required.</li> <li>– Continue to liaise with regulators on follow-up actions and commitments from required Project permits and approvals.</li> <li>– Continue to provide archaeological support for existing bridge demolition planning.</li> <li>– Plan archaeological support for habitat offsetting.</li> </ul>

## 4.5. Design and Construction

<b>Scope:</b>	<ul style="list-style-type: none"> <li>– Traffic operations modelling, traffic data collection, and other related engineering services in support of the Project.</li> <li>– Review the final bridge design including roadways, associated structures, drainage, and utilities.</li> <li>– Compliance reviews during construction.</li> <li>– Provide oversight of contractor on-site activities throughout the Project's lifecycle.</li> <li>– Management of the Project's schedule, scope, and progress.</li> <li>– Review design drawings and methodologies for Pattullo Bridge deconstruction.</li> </ul>
<b>Monthly Highlights:</b>	<ul style="list-style-type: none"> <li>– Continued progress on the remaining final design drawings and Issued For Construction (IFC) drawings.</li> <li>– Continued review of technical submissions including plans, reports, shop drawings and work method statements.</li> <li>– Continued coordination with utilities owners regarding construction and demolition plans.</li> <li>– Completed post tensioning across closure between main bridge and north approach.</li> <li>– Progressed concrete finishing works and continued utility installation on the bridge.</li> <li>– Continued finishing works for E. Columbia Street exit ramp.</li> <li>– Installed two expansion joints.</li> <li>– Continued bridge deck finishing activities on the south approach, main bridge and north approach.</li> <li>– Constructed most of the sign foundations in Surrey and New Westminster.</li> <li>– Progressed utility and drainage installations.</li> <li>– Completed works for northbound lane opening.</li> <li>– Continued preparatory works for multi-use path piers and superstructure in Surrey and New Westminster.</li> <li>– Continued earthworks for New Westminster connections and interchanges for both roadway and multi-use pathway alignments.</li> <li>– Continued construction works on the Snow &amp; Ice building.</li> </ul>
<b>Three Month Lookahead:</b>	<ul style="list-style-type: none"> <li>– Complete riverbed monitoring surveys.</li> <li>– Continue reviewing final design packages.</li> <li>– Review project quality documentation.</li> <li>– Review demolition work packages.</li> </ul>

	<ul style="list-style-type: none"> <li>– Continue finishing works on the bridge and construction at various locations in New Westminster and Surrey.</li> <li>– Continue implementation of bridge opening phases.</li> <li>– First Nation art installation.</li> <li>– Issue landscaping Issued for Tender drawings (IFT) for the Project.</li> <li>– Initiation of demolition works.</li> </ul>
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## 4.6. First Nations

<b>Scope:</b>	<ul style="list-style-type: none"> <li>– Consultation and engagement with First Nations as set out in the EAC and PER permit.</li> <li>– Engagement with First Nations on Project opportunities and benefits, including Project agreements and contracting opportunities.</li> </ul>
<b>Monthly Highlights:</b>	<ul style="list-style-type: none"> <li>– In recognition of First Nations’ deep historical and current connections to the Project area, Musqueam Indian Band and Kwantlen First Nation bestowed the people of British Columbia a name for the new bridge in the hə́łqəmiḥəm language: stálə́wasəm Bridge.</li> <li>– Facilitated both working group and some individual meetings with First Nations.</li> <li>– Continued to progress the First Nations Art and Cultural Recognition opportunities through a phased approach.</li> </ul>
<b>Three Month Lookahead:</b>	<ul style="list-style-type: none"> <li>– Continue meetings with First Nations on archaeology, habitat offsetting, First Nations cultural recognition, environmental compliance and bridge demolition planning.</li> <li>– Continue meetings with the Indigenous Marine Users Working Group.</li> </ul>

## 4.7. Third Parties

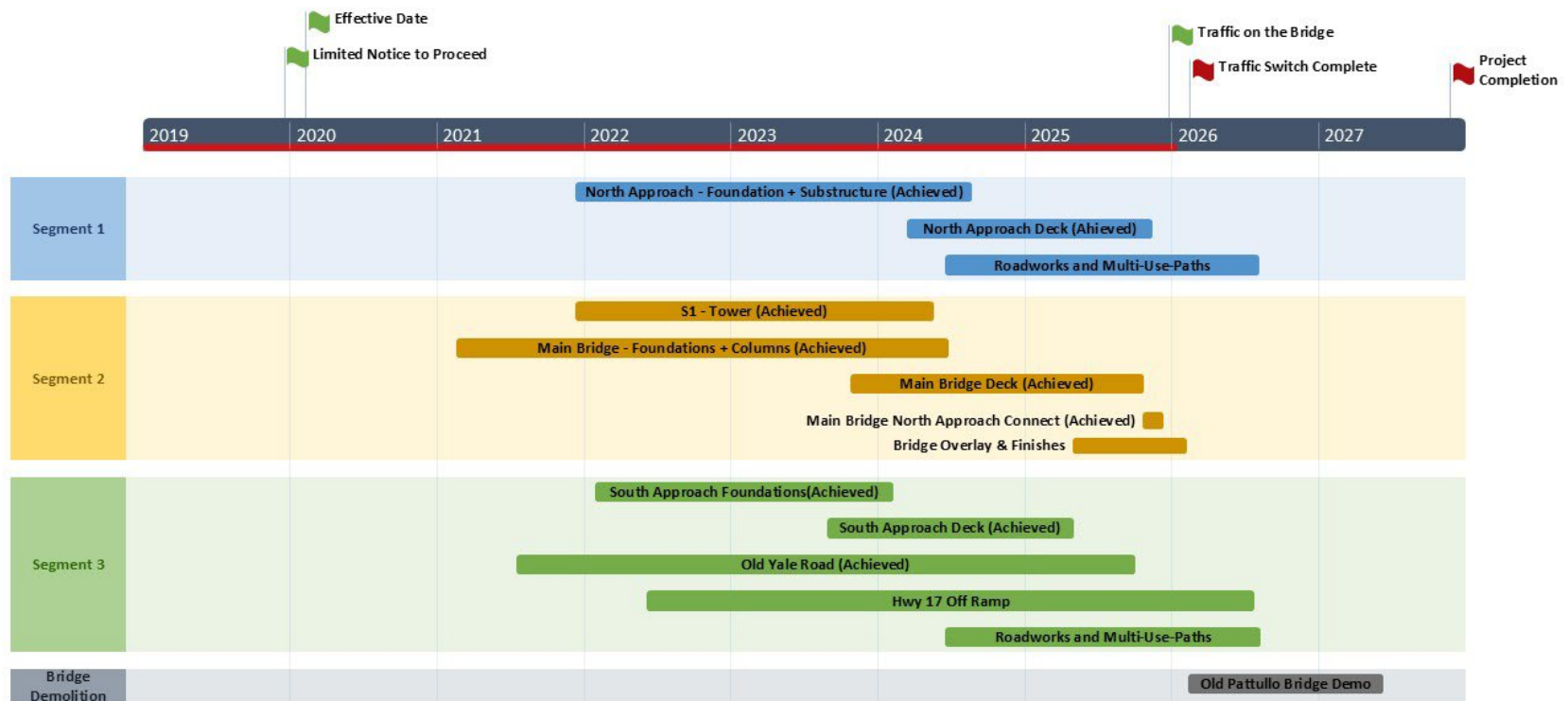
<b>Scope:</b>	<ul style="list-style-type: none"> <li>– Engage with municipalities (cities of New Westminster and Surrey) for the Project implementation phase.</li> <li>– Municipal Agreements.</li> <li>– Railway Construction and Crossing Agreements.</li> <li>– Utility Agreements.</li> <li>– TransLink Agreement.</li> </ul>
<b>Monthly Highlights:</b>	<ul style="list-style-type: none"> <li>– Continued meeting with both the City of Surrey and the City of New Westminster biweekly to work on design and construction coordination, traffic management activities, the Operations, Maintenance and Rehabilitation Agreements, and asset handover procedures after Project completion.</li> <li>– Continued working closely with utilities and railway companies on design and construction activities.</li> <li>– Continued coordination with CN Rail and CPKC for deck works on the north approach.</li> </ul>
<b>Three Month Lookahead:</b>	<ul style="list-style-type: none"> <li>– Continue to engage with municipalities on the Project’s design and construction and bridge demolition plans.</li> <li>– Continue to work with railways to finalize agreements.</li> <li>– Work with police and first responders to prepare for bridge opening phases.</li> </ul>

## 4.8. Public and Stakeholder Engagement

<b>Scope:</b>	<ul style="list-style-type: none"><li>– Manage ongoing public and stakeholder communications and engagement.</li></ul>
<b>Monthly Highlights:</b>	<ul style="list-style-type: none"><li>– Continued to provide updates regarding Project work, including notification to residents, businesses, stakeholders and newsletter subscribers regarding one northbound lane open on the staíawasæm Bridge, overnight closures of the Pattullo Bridge, overnight closures of Front / Columbia Street, overnight directional closures of Highway 17 and overnight closures of King George Boulevard westbound/northbound between Bridgeview Drive and 125a Street.</li><li>– The Project Team supported public and stakeholder communications regarding announcement of the bridge name.</li><li>– The Project team met with stakeholders including first responders and active transportation groups regarding bridge opening phases.</li></ul>
<b>Three Month Lookahead:</b>	<ul style="list-style-type: none"><li>– Continue ongoing engagement with the public, residents, businesses and stakeholders in New Westminster and Surrey regarding upcoming construction work and traffic pattern changes.</li><li>– Continue regular outreach with residents' groups, business associations, the Traffic Advisory Committee and active transportation groups.</li><li>– Distribute construction notifications and respond to public inquiries.</li></ul>

## 5. Schedule

The following schedule depicts the estimated timelines from the contract effective date to the opening of the new bridge and removal of the existing bridge and reflects the updated Project schedule announced on May 24, 2024.



## 6. Project Photos



Figure 1: Bridge tower.



Figure 2: Main span and north approach - Bridge finishing works underway.



Figure 3: View of bridge looking north.



Figure 4: South approach.