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## FACTSHEET

For Immediate Release  
NEWS-14715  
April 5, 2017

Ministry of Transportation and Infrastructure

### **By the Numbers: George Massey Tunnel Replacement Project**

**1,000,000+** – The annual hours of vehicle delay and idling at the George Massey Tunnel in 2017.

**13,000 tonnes** – The reduction in annual greenhouse gas emissions resulting from the elimination of congestion-related idling and delays.

**35%+** – The reduction in collisions resulting from reduced congestion and improved design and safety standards.

**30** – The number of minutes that will be saved by commuters each day when the new bridge opens.

**1-in-275** – Current tunnel would withstand a 1-in-275 year earthquake (a magnitude of 6.5).

**1-in-2475** – New Bridge will meet today's seismic standard, and withstand a 1-in-2475 year earthquake (a magnitude of 9.0).

**\$500 million** – The amount of project funding dedicated towards transit upgrades.

**50** – The number of kilometers of dedicated transit/HOV lanes constructed by the project.

**0** – The number of cyclists that can safely bike through the crossing as it stands today. The replacement bridge design includes dedicated cycling, pedestrian and transit lanes.

**250+** – The number of meetings with the municipalities of Richmond and Delta since the project was announced in 2012.

**50+** – The number of meetings with Metro Vancouver to discuss topics such as traffic, land use, transit and air quality, all of which have helped shape the project design.

**14,000+** – The number of pages of project-related information posted to the project website at: [www.masseytunnel.ca](http://www.masseytunnel.ca).

**9,000** – The number of jobs that will be directly created during project construction.

**4,500 to 5,000** – The number of additional permanent jobs created by 2045 through increased economic growth.

**\$13 million** – The increase in annual GDP growth in the region as a result of the project.

**50%+** – Metro Vancouver's forecast population and employment growth in Richmond, Delta, Ladner, Tsawwassen, Surrey and White Rock between 2011 and 2041.

**60%+** – The tunnel traffic that is going to Richmond; less than 40% of traffic using the George Massey Tunnel is going to Vancouver. A new bridge will not mean more daily traffic at the Oak Street Bridge as dedicated transit lanes will encourage greater use of transit.

**70%** – The percentage of northbound weekday drivers through the tunnel for whom transit is not a practical option.

**57m** – The navigation clearance of the Alex Fraser Bridge. The George Massey Tunnel Replacement Bridge will be built to have the same navigation clearance, meaning that it won't change the height of vessels using the river.

**0m** – The height of the tunnel above the bottom of the Fraser River. Removing the Tunnel will not change shipping on the Fraser River; other infrastructure such as pipelines remain as an obstacle to shipping changes in the Fraser.

**\$3.5 billion** – The capital cost of the project, including cost escalation and interest during construction.

**\$0** – The amount of taxpayer-supported debt required to pay for the facility, due to its tolled nature.

**86,000** – The number of daily vehicle trips through the Tunnel in 2016.

**10** – The number of lanes on the new bridge, with four lanes available in each direction for general-purpose traffic, including one lane for slower moving vehicles including trucks.

**125** – the number of years the new bridge is expected to be in service.

**13** – The number of conditions placed upon the project by the Agricultural Land Commission to minimize the amount of ALR land required and ensure there is no net loss of agricultural land as a result of the project. The Province is working with farmers to achieve a net gain in quality farmland in Richmond and Delta.

**33** – The number of conditions placed upon the project by the Environmental Assessment Office to avoid and minimize potential effects of the project on the environment. The project team will ensure full compliance to the key conditions and requirements set out in this approval.

**1,500** – The number of comments received from the Environmental Assessment Office's Technical Working Group during the environmental assessment process. The Technical Working Group was composed of members from 28 stakeholder groups consisting of provincial and federal government agencies, municipalities and Aboriginal Groups.

**4,000+** – The number of people who participated in the project's three phases of public consultation.

**5900+** – The number of members of the public who have visited the Project Community Office since 2014. The Project Office is open Monday through Friday 8:30 a.m. to 4:30 p.m. at 2030-11662 Steveston Highway (Ironwood Plaza) in Richmond.

