
NEWS RELEASE

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Ministry of Transportation
TransLink

ALRT TECHNOLOGY RECOMMENDED FOR EVERGREEN LINE

VANCOUVER – The Province and TransLink today released the business case for the rapid transit Evergreen Line, and confirmed advanced light rapid transit (ALRT or SkyTrain-like technology) as the recommended technology, announced Transportation Minister Kevin Falcon and TransLink CEO Pat Jacobsen.

“We have now completed a thorough business case for the now revised \$1.4-billion Evergreen Line to serve the northeast sector of Metro Vancouver,” said Falcon. “The Province will increase its financial commitment to \$400 million and will use this business case to seek matching funding from the federal government.”

A key finding of the business case, produced in partnership by TransLink and the Province, is the recommendation to use ALRT as the technology for the Evergreen Line. ALRT is automated and grade-separated, on tracks above, below or segregated from the street.

“The capacity to move more passengers more quickly in peak commute times has become a greater priority for transit generally and especially so in the Northeast Sector,” said Jacobsen. “ALRT clearly has the advantage in this regard. The Province’s commitment of additional funding for the Evergreen Line and the prospect of federal support will bridge what has turned out to be a relatively small gap in costs between LRT and ALRT, which makes the business case conclusion a sound one.”

ALRT technology on the Evergreen Line has higher construction costs than LRT, but significantly lower annual operating costs, significantly shorter travel times for commuters, and two and a half times more ridership by 2021.

“We have decided on ALRT for the Evergreen Line because it is the best technology to help us reach our Transit Plan goal of doubling transit ridership, supporting denser and more livable communities, while contributing to our climate change goals,” said Falcon. “We also agree that this project is a strong candidate for public-private partnership, and we will be further reviewing it to confirm that a P3 is the best method of project delivery.”

The business case determined that the previously adopted Northwest corridor has slight technical advantages over the Southeast route. The Northwest route travels adjacent to the Canadian Pacific rail line through Port Moody. Both routes start at the Millennium Line Lougheed station and terminate near Douglas College in Coquitlam.

The Province and TransLink have asked area mayors to provide feedback over the next 45 days. This spring, TransLink and the Ministry of Transportation will make a final decision on routing in order to keep on track for a targeted 2014 completion.

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Please visit www.th.gov.bc.ca/evergreen_line/ for a copy of the Executive Summary and Report.

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1 backgrounder(s) attached.

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