

**TransLink**

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Greater Vancouver
Transportation Authority

February 5, 2007

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The Honourable Lawrence Cannon
Minister
Transport Canada
Place de Ville, 330 Sparks Street
Ottawa, ON K1A 0N5

The Honourable Kevin Falcon
Minister of Transportation
Government of British Columbia
PO Box 9055, Stn Prov Govt
Victoria, BC V8W 9E2

Dear Ministers Cannon and Falcon:

The Evergreen Line Light Rail Transit (LRT) project is the number one transportation priority of the local government members of the Greater Vancouver Transportation Authority (GVTA), and municipalities that comprise the Northeast Sector of our region. This project in Canada's third largest urban centre leverages the Canada Line investments of both the Government of Canada and the Government of British Columbia by expanding the reach of the rapid transit network to one of the fastest growing parts of the region. In addition, with 90 per cent of the region's traffic on highways being commuters, continued expansion in rapid transit leverages senior government highway investments to improve the efficiencies of Canada's Pacific Gateway.

We want to apprise you of the work that has been undertaken since October 2006 when the GVTA Board approved the Evergreen Line project definition and business case. The project is defined as an 11.2 kilometre LRT line featuring 12 stations between Coquitlam City Centre and the Millennium line facilitating current and planned higher-density development, thus contributing to sustainable growth of the region. The project is estimated to cost \$970 million in capital and, given the current and future growth of the region, it requires no operating subsidy beyond the initial 3-year start-up period.

GVTA has committed \$400 million towards the project and the Government of British Columbia has committed \$170 million, resulting in a funding gap of \$400 million. The Government of British Columbia's contribution is conditional on a review of the business case, which is now underway. Partnerships BC, in co-operation with the Ministry of Transportation and TransLink, is the provincial agency reviewing the business case and also examining the project to determine if there is potential to attract private sector participation. Partnerships BC has indicated that its review will be complete in March or early April of this year.

Concurrent with the review of the business case, GVTA is undertaking an environmental assessment and continuing to review the project for other opportunities to reduce the funding gap. This technical review, along with private sector equity opportunities, could result in a \$100 million reduction of the total capital gap.

The project will need more financial support from senior government. We appreciate the offer from the province to recommend the project to the federal government, if warranted by the business case, and we also appreciate the positive response we have received to date from the federal government to consider this request. The work that is now underway will ensure that this project is ready for consideration when the Government of Canada announces details of its renewed Canada Strategic Infrastructure Fund.

On January 27th, the GVTA Board convened a meeting with the mayors and councillors of the Northeast Sector, at which the delegates agreed to communicate to you both their commitment to the Evergreen Line LRT project and to seek the support of local Members of Parliament and Members of the Legislative Assembly for this project over the next few weeks as the review of the business case is completed. We would appreciate the opportunity to meet with you after the completion of the Partnerships BC review and the announcement of the Federal Budget, to allow for more detailed discussions on how we might move ahead on this regional priority for sustainable transportation.

In the next six to eight weeks GVTA will be meeting with community groups and speaking to the public about the project. As with any project of this scale, there are people who have different opinions about how best to address the transportation needs of the region. However, the Evergreen Line LRT project is the culmination of more than four years of public consultation and over \$10 million of planning and engineering review, which reviewed two alignments and four technologies. Our residents, businesses and City Councils have debated and carefully weighed the merits of each and have reached a consensus that this project is the best choice for our communities.

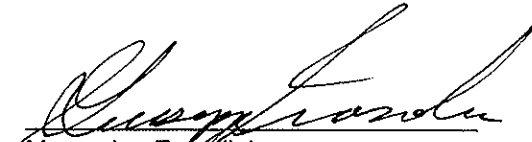
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In 1993 the Government of British Columbia and the Greater Vancouver Regional District agreed to a long-range transportation plan for our region; *Transport 2021*. Connecting Vancouver to Richmond and connecting Coquitlam to the rapid transit system were the top priorities for the region. Today, almost 15 years later, that first commitment has been achieved with the Canada Line and we are very close to achieving the second commitment with the Evergreen Line. For the first time in a decade and a half the mayors and councillors in the Northeast Sector and the region's local governments through the Greater Vancouver Regional District are in agreement on the route and the technology. Working together, all levels of government that serve the people of Greater Vancouver and the Northeast Sector can bring forward a project that meets the environmental, economic and social goals of our nation, our province and our region.

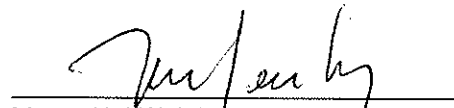
Yours truly,



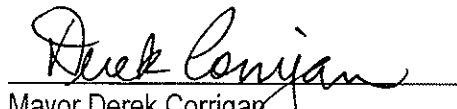
Malcolm D. Brodie
Chair, TransLink



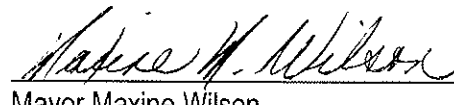
Mayor Joe Trasolini
City of Port Moody



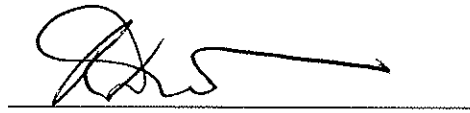
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City of Burnaby



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City of Coquitlam




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Village of Belcarra



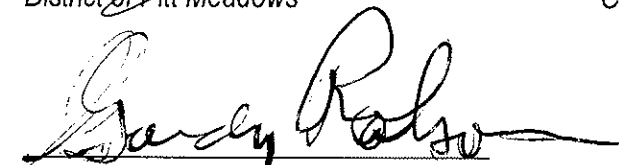
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City of New Westminster



Mayor Don MacLean
District of Pitt Meadows



Mayor Scott Young
City of Port Coquitlam



Mayor Gordon Robson
District of Maple Ridge

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cc: James Moore, MP
Dawn Black, MP
Bill Siksay, MP
Peter Julian, MP
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Mike Farnworth, MLA

TransLink Board of Directors

