

Conflict develops between Transpo and BC Place. In an attempt to resolve the problem, the two organizations form the Joint Development Committee. This Committee begins to pursue alternative land acquisition options. These include the Bay Forest Products' lease, BC Hydro rail operations acquisition, Urban Transit Authority acquisition, False Creek Marina and Ondine's (restaurant) access, plus extensive foreshore filling.

The ALRT grant becomes still more doubtful as it is recalled immediately prior to a scheduled announcement. A Greater Vancouver Regional District report predicts traffic chaos and suggests the need for considerable road and bridge improvement. The "Friends of the Roundhouse" present a long-term concept to preserve the entire CPR complex on the False Creek site.

Transpo considers feasibility of mooring the weather ship "Vancouver" at the east end of False Creek and converting the vessel to accommodate the Corporate offices. Michael Burns takes the Board of Directors on an eastern familiarization trip to several theme parks and related attractions. On this trip, they meet Michael Bartlett and Bob Smith at the newly built Canada's Wonderland in Toronto.

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Federal-Provincial briefings and meetings are described as encouraging although the rapid transit grant is not forthcoming. The situation is complicated by the Federal reluctance to forward the grant until they have assurance that Transpo will be held. Conversely, the Provincial Government is pressing Ottawa for equal cost-sharing. BC insists that the transit grant should not be related to the confirmation of Transpo 86. Further conflict develops between Transpo and BC Place, who claims the Exposition will cause major traffic problems. Freschi says all traffic concerns have been addressed. The Science Council of British Columbia agrees to consult on theme development. A manpower advisory board is established. Corporate marketing, licencing, copyright, purchasing, and graphics policy development are undertaken. Mike Hillman leaves.

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Federal/Provincial negotiation continues detailed project budget reviews. Ottawa appears to be withholding \$60 million pending assurance of Transpo. Ottawa cites Transpo exposure as prerequisite to ALRT grant. Ottawa