

Underwood, Victor TRAN:EX

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**From:** Transportation, Minister TRAN:EX  
**Sent:** Thursday, September 11, 2008 11:13 AM  
**To:** s.22  
**Subject:** 168940 - Expanding Transit

s.22

168940 - Expanding Transit

Dear s.22

Thank you for your e-mail of July 4, 2008, expressing your support for expanding transit in the Langley-Aldergrove area. Please accept my apologies for the lateness of my reply.

I commend your desire to reduce your carbon emissions, and am pleased to hear you support the expansion of public transit. Please be assured that maximizing ridership is a high priority for my ministry and our planning partners, and aside from rapid transit lines, our \$14-billion transit plan will add up to 600 new, clean-technology buses outside Metro Vancouver – a 60 per cent increase. BC Transit will be working with communities to develop this expansion which will include *inter-municipal service*.

I can appreciate that you would like to see us moving forward on our plans for Langley, Chilliwack and other communities south of the Fraser first, but our rapid transit expansion plans are already the most ambitious in the province's history, and it's important that construction proceed first on lines that already have the density to support the service. For example, the Canada Line will serve 100,000 riders daily upon its completion next year. It's also worth noting that while improving transit service is a big part of my ministry's commitment to reducing our provincial emissions, we are also working on projects that encourage car-pooling, fuel-efficient and hybrid vehicle use, and for shorter distances, walking and cycling.

As the Provincial Transit Plan moves forward, there will be many opportunities for the public to review our ideas and make suggestions, and I hope you'll have the chance to take part in this process.

Thank you again for taking the time to write.

Best regards,

Kevin Falcon  
Minister

-----Original Message-----

From: S.22  
Sent: Friday, July 4, 2008 4:54 PM  
To: Transportation, Minister TRAN:EX  
Subject: Our System

Hello,

I am a s.22 student living in Aldergrove and I would like to tell the transportation minister about the unbelievable shortfalls of our current transportation system.

As of September, I will once again be attending s.22

As a struggling student, transportation to and from school is always one of my major costs. To get to school from my home in Aldergrove I have two options:

-Drive

-Take the bus

I opt for the first option of driving myself to and from school. I would like to urge the Minister to hurry up and expand our system so that I have more than these two options for getting to school. The reason I say this, is because the bus only comes to Aldergrove once an hour. This makes it very hard to get to school as I am either way too early or too late for my classes. s.22

had to take the 502 bus to and from school for several weeks. I would be glad to remove my vehicle from the road (as it is getting too expensive to run) thus reducing my carbon emissions, if there were more alternatives for me to get to school. A bus that comes once an hour is not good enough. My family and I support any initiatives to bring light rail and rapid transit to the South of the Fraser. When the Ministry and Translink finally build some form of rail transit, I can assure you that we will be the first customers if it serves us appropriately, that is if we are still living in the region. The province's previous promises of rapid transit to Langley by 2031 is absolutely horrible.

I would like to inform the Minister that in my family s.22

six of us have a valid BC drivers license. How many cars do you think we have in total? Thats right, we have six cars one for each driving family member. I would say we are a prime example of South of the Fraser residents who are tremendously underserved. I personally think it is unfair of the Minister and of Translink to increase fares and add a carbon tax while we continue to sit here and wait for our transportation system to improve.

In the coming months I will be fully supporting groups like Rail for the Valley, South Fraser OnTrax and the ideas of Councillor Jordan Bateman and I would hope that the Minister and Translink (with their new New York City CEO) start listening to the messages of these groups as they are the voice of the underserved people South of the Fraser.

I would like to think that the Minister himself will read and reply to this message, but I have the feeling that even that may be too much to ask for. I suppose that illustrates the very little faith that I have in the Ministry and in our transportation system.

s.22

**From:** Transportation, Minister TRAN:EX  
**Sent:** Wednesday, October 15, 2008 10:32 AM  
**To:** s.22  
**Subject:** 167824 - Evergreen Line

s.22

167824 - Evergreen Line

Dear s.22

Thank you for your e-mail of June 2, 2008, expressing your support for constructing the Evergreen Line as soon as possible. Please accept my apologies for the lateness of my reply.

The Evergreen Line is one of three major investments in rapid transit that will provide tremendous social and economic benefit to residents and visitors of the Lower Mainland. I was glad to have the unanimous support of the Tri-Cities' mayors on the route decision, and I am pleased to hear of your support for the project as well. The 11 kilometre, \$1.4 billion line will be completed by 2014. In addition to the \$410 million committed by our government for the project, the federal government has committed \$67 million. My ministry is currently working with the federal government to secure further funding, and to examine public-private partnership options for the project. In the coming months we will also be working on our funding agreement with TransLink, as the regional authority that will operate the line, and a funding partner in the project. As such, I am not yet able to comment as to how the line's construction will proceed.

You can be sure that as we proceed with project planning and engineering, we'll be working hard with TransLink, to consider project scope and details. There will be many opportunities for the public to review our ideas and make suggestions, and I hope you'll have the chance to take part in this process.

Thank you again for taking the time to write.

Best regards,

Kevin Falcon  
Minister

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From: s.22  
Sent: Monday, June 02, 2008 8:30 PM  
To: Falcon.MLA, Kevin  
Subject: Contact MLA Form Submitted From Legislative Assembly Web Site

Name: s.22

Email: s.22

Message: Dear Mr. Minister, Thank-you very much for making the right decisions for the Evergreen Line to Coquitlam. The old Translink board was wrong in selecting the substantially slower, but only slightly less expensive conventional LRT system. By your selection of the SkyTrain extension, and it's route, Coquitlam and Port Moody residents can look forward to a fast, efficient rapid transit system. One that is truly "Rapid" and integrated with the rest of the SkyTrain system which will more than be able to compete with the private automobile. My only ask is, that since this line will not be operational until 2014, would it be possible to phase in some of the line a few years earlier - specifically the section of the line from Lougheed Station to Burquitlam Station. This would be likely the most simple part of the line to construct, having the least property/right-of-way, and engineering issues to deal with. Having this section completed sooner would allow a shortening of the 97 B-Line bus route - taking it away from the already congested Lougheed Town Centre area. Sincerely, s.22  
Coquitlam, B.C. s.22



Underwood, Victor TRAN:EX

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**From:** s.22  
**Sent:** Friday, September 12, 2008 2:49 PM  
**To:** Transportation, Minister TRAN:EX  
**Subject:** 172543 - Development Land For Sale

Dear Sir,

On August 5, 2008, there was an announcement that the Province of British Columbia will be the project lead for the Evergreen Line rapid transit project.

I have a property available For Sale along the line and thought that a development site in the early stages may be of interest to your department.

For more details, please visit: s.22

Best regards  
s.22

Coquitlam, B.C.  
s.22

February 16, 2012

201926 - Evergreen Line

s.22 has written to the Ministry of Jobs, Tourism and Innovation (JTI) regarding his opposition to the vehicles and rail ties for the Evergreen Line Project being manufactured in China. s.22 is also phoning Minister Bell's office on a daily basis regarding this issue.

As such, the Deputy Minister's Office for JTI has asked the Ministry of Transportation and Infrastructure, via Correspondence Coordinator Jeanete Duazo, to provide key contacts and messaging on the project for response to s.22. The following has been approved by the Evergreen Project's Acting Executive Project Director, Jon Buckle.

Note that s.22 has also written the Premier regarding his concerns. The Premier's Office has asked the Ministry of Transportation and Infrastructure to draft a response to him on behalf of Premier Clark (not yet logged in CLIFF).

**Inquiries:**

The Evergreen Line Rapid Transit (ELRT) Project Office has not yet received any inquiries from s.22.

**ELRT Project Key Contacts:**

Scott Roberts or Angela MacKenzie, Community Relations Managers

Telephone: 604 927-4452

Email: info@evergreenline.gov.bc.

**Response Points:**

The Evergreen Line will be part of TransLink's SkyTrain service and, as such, TransLink is responsible for selecting who will manufacture the vehicles for the project. This process is currently underway.

With respect to the project infrastructure, the successful primary contractor for the Evergreen Line will be determined in late summer 2012 and will be responsible for purchasing materials such as railway ties.

**From:** s.22  
**Sent:** Monday, February 6, 2012 3:13 PM  
**To:** Minister, JTI JTI:EX  
**Cc:** OfficeofthePremier, Office PREM:EX  
**Subject:** 65225 Evergreen Line

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Dear Mr. Bell,

It's been brought to my attention that the rail units for the Evergreen Line will in all probability be manufactured outside of British Columbia. It seems odd to me that the tax payers of this Province are footing the bill for this project and they don't seem to have a say in this matter. It's my understanding that the rail units for the Millennium Line were built here, but that all of the other units for the other lines were built outside the Province.

As the Minister of Jobs, Tourism and Innovation for the Province of British Columbia I along with all of the other taxpayers in this Province would like to think that you would have a say in where these rail units will be manufactured. Here is an opportunity for you to step up and look after the economic welfare of this Province by ensuring that these units are manufactured here in British Columbia. We all hope that you will look after our interests and not ship these jobs offshore!

Best regards,

s.22

Vancouver, BC s.22

Underwood, Victor TRAN:EX

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**From:** s.22  
**Sent:** Tuesday, February 7, 2012 1:35 PM  
**To:** Minister, JTI JTI:EX  
**Cc:** OfficeofthePremier, Office PREM:EX  
**Subject:** 65225 Evergreen Line  
**Attachments:** SCAN6132\_000.pdf

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Pat,

How can you not insist that the rail cars for the Evergreen Line be manufactured in B.C. after spending all that money on a Super Bowl ad?

The Bombardier facility (where the cars for the Millineum Line were manufactured at 6700 Southridge Drive in South Burnaby) is readily available and waiting to be used!

Regards,

s.22

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Underwood, Victor TRAN:EX

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**From:** s.22  
**Sent:** Tuesday, February 7, 2012 4:02 PM  
**To:** Minister, JTI JTI:EX  
**Cc:** OfficeofthePremier, Office PREM:EX  
**Subject:** 65315 Evergreen Line

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Dear Minister Bell,

I hereby request a telephone conference with you regarding the Evergreen Line Project and how it could positively impact our local economy. If you could let me know a convenient time to call it would be greatly appreciated. The call will take no longer than 3 minutes and I guarantee you will be genuinely interested in what I have to say.

Kind regards,

s.22

Vancouver, BC s.22

Underwood, Victor TRAN:EX

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**From:** s.22  
**Sent:** Friday, February 10, 2012 9:43 AM  
**To:** mayor@surrey.ca; rstewart@coquitlam.ca; mooreg@portcoquitlam.ca;  
mclay@portmoody.ca; derek.corrigan@burnaby.ca  
**Cc:** martin.cilly@translinkcommission.org; Minister, JTI JTI:EX; OfficeofthePremier,  
Office PREM:EX  
**Subject:** FW: CHINA IS DESTROYING AMERICA ON THE ECONOMIC  
FRONT.....OUCH

Here is an example of what can happen on a larger scale if we ignore our local economies. Every bit helps and you have to start somewhere!

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**From:** s.22  
**Sent:** February 10, 2012 9:09 AM  
**To:** Undisclosed-Recipient;  
**Subject:** Fw: CHINA IS DESTROYING AMERICA ON THE ECONOMIC FRONT.....OUCH

Most of this can be attributed to the traitorous actions within our own government; that those in government ceased their fiduciary responsibility of legislating in the best interests of the American people.....they chose, rather, to legislate for their own personal benefit instead.

The really sad aspect of this is that the American people are so clueless, that we are allowing this country to be destroyed.....and permitting those who are doing the destruction to become wealthy at the expense of the American people.

----- Original Message -----

**From:** s.22  
**To:** s.22  
**Sent:** Friday, February 10, 2012 8:46 AM  
**Subject:** FW: CHINA IS DESTROYING AMERICA ON THE ECONOMIC FRONT.....OUCH

Jeff Reed

If you do not believe that China is wiping the floor with America in front of the rest of the world, just keep reading. The following are 47 signs that China is absolutely destroying America on the global economic stage....

#1 Back in 1998, the United States had 25 percent of the world's high-tech export market and China had just 10 percent. Today, China's high-tech exports are more than twice the size of U.S. high-tech exports.

#2 America has lost more than a quarter of all of its high-tech manufacturing jobs over the past ten years.

#3 The Chinese economy has grown 7 times faster than the U.S. economy has over the past decade.

#4 In 2010, China produced more than twice as many automobiles as the United States did.

#5 In 2010, China produced 627 million metric tons of steel. The United States only produced 80 million metric tons of steel.

#6 In 2010, China produced 7.3 million metric tons of cotton. The United States only produced 3.4 million metric tons of cotton.

#7 China produced 19.8 percent of all the goods consumed in the world during 2010. The United States only produced 19.4 percent.

#8 During 2010, we spent \$365 billion on goods and services from China while they only spent \$92 billion on goods and services from us.

#9 In 1985, the U.S. trade deficit with China was 6 million dollars for the entire year. The final U.S. trade deficit with China for 2011 will be very close to 300 billion dollars. That will be the largest trade deficit that one nation has had with another nation in the history of the world.

#10 The U.S. trade deficit with China is now 28 times larger than it was back in 1990.

#11 Since China entered the WTO in 2001, the U.S. trade deficit with China has grown by an average of 18% per year.

#12 According to the New York Times, a Jeep Grand Cherokee that costs \$27,490 in the United States costs about \$85,000 in China.



#13 According to the Economic Policy Institute, America is losing half a million jobs to China every single year.

#14 The United States has lost a staggering 32 percent of its manufacturing jobs since the year 2000.

#15 The United States had been the leading consumer of energy on the globe for about 100 years, but during the summer of 2010 China took over the number one spot.

#16 15 years ago, China was 14th in the world in published scientific research articles. But now, China is expected to pass the United States and become number one very shortly.

#17 China is also expected to soon become the global leader in patent filings.

#18 In 2009, the United States ranked dead last of the 40 nations examined by the Information Technology & Innovation Foundation when it came to "change" in "global innovation-based competitiveness" over the previous ten years.

#19 China now awards more doctoral degrees in engineering each year than the United States does.

#20 China now possesses the fastest supercomputer on the entire planet.

#21 China now has the world's fastest train and the world's most extensive high-speed rail network.

#22 The construction of the new \$200 million African Union headquarters was funded by China.

#23 Today, China produces nearly twice as much beer as the United States does.

#24 85 percent of all artificial Christmas trees are made in China.

#25 Amazingly, China now consumes 53 percent of the world's cement.

#26 There are more pigs in China than in the next 43 pork producing nations combined.

#27 China is now the number one producer of wind and solar power on the entire globe.

#28 Chinese solar panel production was about 50 times larger in 2010 than it was in 2005.

#29 Right now, China is producing more than three times as much coal as the United States does.

#30 China controls over 90 percent of the total global supply of rare earth elements.

#31 China is now the number one supplier of components that are critical to the operation of U.S. defense systems.

#32 According to author Clyde Prestowitz, China's number one export to the U.S. is computer equipment. According to an article in U.S. News & World Report, during 2010 the number one U.S. export to China was "scrap and trash".

#33 The United States has lost an average of 50,000 manufacturing jobs a month since China joined the World Trade Organization in 2001.

#34 Back in the year 2000, more than 20 percent of all jobs in America

were manufacturing jobs. Today, only about 5 percent of all jobs in America are manufacturing jobs.

#35 Between December 2000 and December 2010, 38 percent of the manufacturing jobs in Ohio were lost, 42 percent of the manufacturing jobs in North Carolina were lost and 48 percent of the manufacturing jobs in Michigan were lost.

#36 The average household debt load in the United States is 136% of average household income. In China, the average household debt load is 17% of average household income.

#37 The new World Trade Center tower is going to be made with imported glass from China.

#38 The new MLK memorial on the National Mall was made in China.

#39 A Washington Post/ABC News poll conducted a while back found that 61 percent of all Americans consider China to be a threat to our jobs and economic security.

#40 According to U.S. Representative Betty Sutton, an average of 23 manufacturing facilities a day closed down in the United States during 2010.

#41 Overall, more than 56,000 manufacturing facilities in the United States have shut down since 2001.

#42 According to Professor Alan Blinder of Princeton University, 40 million more U.S. jobs could be sent out of the country over the next two decades.

#43 Over the past several decades, China has been able to accumulate approximately 3 trillion dollars in foreign currency reserves, and the U.S.

government now owes China close to 1.5 trillion dollars.

#44 According to the IMF, China will pass the United States and will become the largest economy in the world in 2016.

#45 According to one prominent economist, the Chinese economy already has roughly the same amount of purchasing power as the U.S. economy does.

#46 According to Stanford University economics professor Ed Lazear, if the U.S. economy and the Chinese economy continue to grow at current rates, the average Chinese citizen will be wealthier than the average American citizen in just 30 years.

#47 Nobel economist Robert W. Fogel of the University of Chicago is projecting that the Chinese economy will be three times larger than the U.S. economy by the year 2040 if current trends continue.

No virus found in this message.

Checked by AVG - [www.avg.com](http://www.avg.com)

Version: 2012.0.1913 / Virus Database: 2112/4799 - Release Date: 02/09/12

Underwood, Victor TRAN:EX

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**From:** s.22  
**Sent:** Friday, February 10, 2012 10:01 AM  
**To:** OfficeofthePremier, Office PREM:EX  
**Cc:** Minister, JTI JTI:EX  
**Subject:** FW: Evergreen Line  
**Attachments:** SCAN6132\_000.pdf

Christy,

Please see my memo to the Mayors of Surrey, Coquitlam, Port Coquitlam and Port Moody. Hopefully you and they will have the resolve to make this happen.

*Best regards,*

s.22

-----Original Message-----

**From:** s.22  
**Sent:** February 10, 2012 9:34 AM  
**To:** 'mayor@surrey.ca'; 'rstewart@coquitlam.ca'; 'mooreg@portcoquitlam.ca'; 'mclay@portmoody.ca'; 'derek.corrigan@burnaby.ca'  
**Cc:** 'martin.crilley@translinkcommission.org'  
**Subject:** FW: Evergreen Line

Honourable Mayors,

I've recently learned that the rail cars for the new Evergreen Line will in all probability be manufactured outside of our Province.

Aren't we shipping enough jobs offshore as it is? Here is an opportunity for you to voice your opinion on where these *rail cars should be manufactured*. The Bombardier facility at 6700 Southridge Drive in Burnaby, which was previously used to manufacture the rail cars for the Millenium Line is vacant and readily available for use.

The economic benefits of having these rail cars manufactured in our Province are too important to ignore. We have the facility, people and resources to handle the job. Now all we need is the will power to put them to use!

Yours truly,

s.22

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**From:** OfficeofthePremier, Office PREM:EX  
**Sent:** Monday, February 18, 2008 4:18 PM  
**To:** s.22  
**Cc:** Transportation, Minister TRAN:EX  
**Subject:** 165197 RE: EverGreen Line

Thank you for your email regarding the Provincial Transit Plan. I appreciate that you have brought your concerns to my attention.

I have shared your correspondence with the Honourable Kevin Falcon, Minister of Transportation, for his review. Minister Falcon will ensure that you receive a response specific to your comments on my behalf.

Again, thank you for writing.

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**From:** s.22  
**Sent:** Saturday, February 09, 2008 1:16 PM  
**To:** Campbell.MLA, Gordon  
**Subject:** EverGreen Line

Hello Sir,

Recently discussion has come up in regards to the route that the EverGreen Line should take. Quite simply, the best route is the NorthWest alignment through Port Moody, now more than ever since it has finally come to Translink's attention to run it along the CPR corridor.

The NorthWest route should be chosen for several reasons. Most importantly, it's quicker for the working people that will use the line (like me). I need to commute UBC, and to downtown fairly regularly. It makes no sense for me to hop on a spur-line to Coquitlam, then take the mainline to Braid, and then change again to the millennium line and then switch over to the expo line to get downtown. By choosing the NorthWest alignment, I can simply take a community shuttle to a local station (loco perhaps?), and then commute directly to UBC, without a single change.

The NorthWest alignment should also be chosen because the SouthEast alignment is inferior. If the SouthEast alignment is chosen, it will most likely lead to the redevelopment of the RiverView lands. Now, I am actually for this development because it would make a beautiful spot for people to live, and increase tax revenue. What I am against is any comparisons to the Victoria Hills development in NewWest. Unlike in NewWest, the RiverView development would not have the transit line running underground. Rather, the line would run (most likely) elevated, or at least ground level. This would produce a continuous back-ground din, ruining the park experience for all those attempting to find some

quiet within the city. The RiverView lands have such huge potential to be a beautiful spot, it's important that we do not ruin it by adding noise pollution to the area.

Finally, the NorthWest alignment should be chosen because it is most in-line with the LRSP (Livable region Strategic Plan). Port Moody has taken quite the initiative in densifying its core, and the results in NewPort should not be understated. Further, with the coming completion of the SutterBrook, Port Moody will have an excellent downtown core, that is well suited to urban rapid transit. Failing to build a transit system for this area will mean more traffic and more pollution, in what could be one of the best areas of Metro-Vancouver.

It is clear that the Evergreen Line must be built. I hope with this email, it is also clear that it should follow the NorthWest alignment, rather than the SouthEast version, as it should reduce traffic (rather than lead to an actual increase) and pollution, it will lead to a more integrated and attractive urban core for Port Moody, and finally, the NorthWest alignment is the best version of working people trying to reach anywhere other than, well, NewWest.

I thank you for your time, and hope you take these points into consideration,

s.22

Coquitlam BC s.22

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Underwood, Victor TRAN:EX

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**From:** Falcon.MLA, Kevin <Kevin.Falcon.MLA@leg.bc.ca>  
**Sent:** Friday, April 18, 2008 1:26 PM  
**To:** WEBMASTER TRAN:EX  
**Subject:** 166720 FW: Evergreen Line

*Samantha Catto*  
Constituency Assistant to  
Kevin Falcon, MLA  
604.576.3792  
[samantha.catto@leg.bc.ca](mailto:samantha.catto@leg.bc.ca)

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**From:** s.22  
**Sent:** Friday, April 18, 2008 1:15 PM  
**To:** Falcon.MLA, Kevin  
**Cc:** Premier Gordon Campbell  
**Subject:** Evergreen Line

18 April 2008

Kevin Falcon, MLA  
Minister of Transportation,  
Province of British Columbia,  
VICTORIA, BC  
V8V 1X4

Dear Mr. Falcon:

I have just read your three years overdue announcement of the Evergreen Line project on the CKNW website. It contains some interesting information but, in view of past experience, your clarification of a couple of points would be appreciated... just so everything is clear right up front:

1. **"Now that we have decided on routing and technology....," said Falcon.** Could you please clarify "we." I only ask because, on behalf of the provincial component of "we" in the Canada Line project, you continue to deny any responsibility at all for the business mayhem on Cambie Street.

So - is it "we" at the Evergreen photo-ops, unless and until something goes awry with project construction or budget, at which time it becomes a TransLink-only project? Or is it "we", period. And, talking of budget...

2. **The Evergreen Line is an estimated \$1.4 billion project.** Here, your clarification of "estimated" would be appreciated. Does this mean project costs have been estimated by transit professionals? Is it a guesstimate by business professionals who, bar one on the TransLink Board, have little, if any transit-related experience? Or is it the same type of estimate that threw a dart at the board, and came up with a \$1.2 billion guesstimate prior to commencement of the Canada Line project which, to date, has reached **\$2.4 billion** - that's three fast-ferry projects over budget.

And one last point - In the interest of accuracy, could you suggest to Premier Campbell that, instead of "we are committing \$XXX" to a given project or endeavour, the phrase "provincial taxpayers and/or federal taxpayers are committing..." be substituted.

Thank you for your consideration.

Yours truly,  
s.22

NORTH VANCOUVER, BC  
s.22

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Northwest route decided for Evergreen Line  
Coquitlam/CKNW(AM980)

4/18/2008

Transportation Minister Kevin Falcon and TransLink Chair Dale Parker announced today that the Evergreen Rapid Transit Line will be constructed on the Northwest route, connecting Lougheed Town Centre with Coquitlam Town Centre through Port Moody.

"On February 1, when we joined with TransLink to release the Evergreen Line Business Case, we asked the mayors and councils in the Northeast sector for their feedback on the outlined route options for the Evergreen Line," said Minister Falcon. "Municipal councils in Port Moody, Port Coquitlam, Coquitlam, Burnaby, New Westminster and Belcarra have all voiced their support for the Northwest route."

"We certainly heard loud and clear from the very communities which the Evergreen Line is meant to serve," said Parker. "The Northwest corridor has not only technical advantages, but also widespread public and local government support. We now need to roll up our sleeves and get the project built."

As announced in February, the Evergreen Line will use advanced light rapid transit (ALRT), technology, which is automated and separated from traffic.

**"Now that we have decided on routing and technology for the Evergreen Line, we can proceed with project development and engineering to keep on track for planned 2014 completion," said Falcon.** "This important stage will include detailed procurement analysis and further environmental assessment including broad public consultation."

One of the first orders of business will be the location and establishment of an Evergreen Line Project office in the Coquitlam area. The project partners will work from this new office to proceed with project development, preliminary design and detailed design, all entailing extensive, meaningful consultation with neighbourhood residents, businesses, and other stakeholders.

**The Evergreen Line is an estimated \$1.4 billion project.** Through its recent Transit Plan, the BC Government has committed to investing \$410 million in the project, and TransLink has committed \$400 million to date to the Evergreen Line. Through the Public Transit Capital Trust 2008, the Government of Canada has provided \$67 million to the Province for public transit infrastructure, and these funds will be dedicated to the Evergreen Line.

Underwood, Victor TRAN:EX

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**From:** Transportation, Minister TRAN:EX  
**Sent:** Wednesday, September 10, 2008 11:44 AM  
**To:** s.22  
**Subject:** 166718 - Evergreen Line

s.22

166718 - Evergreen Line

Dear s.22

Thank you for your e-mail of April 20, 2008, regarding the Evergreen Line. Please accept my apologies for the lateness of my reply.

When TransLink and my ministry developed the business case for the Evergreen Line, we looked at both current demand and anticipated growth to 2021 and 2031. The results of this ridership modelling supported the current route of the Evergreen Line and the terminus at Coquitlam City Hall/Douglas College. This terminus services both a regional town centre and a growing educational institution. The area is an origin for riders travelling out of the northeast sector and a destination for many riders travelling into the area, making it an ideal transit location, contributing to higher ridership now and into the future as the area's population density increases.

The plans for the Evergreen Line currently include a provision for a future extension to Port Coquitlam. In anticipation of future demand in the region, an extension connection will be provided in the vicinity of the Coquitlam Centre West Coast Express Station. The current concept is to extend service to Port Coquitlam and continue eastward over the Pitt River Bridge to communities including Pitt Meadows and Maple Ridge. The Pitt River Bridge, currently under construction, was designed with provisions for a SkyTrain-like rapid transit crossing.

These expansion plans will be further developed through consultation with municipalities, neighbourhood residents, businesses, and other stakeholders. You can be sure there will be opportunities during these consultations to have your ideas for the Evergreen Line heard and considered.

Again, thanks for taking the time to write.

Best regards,

Kevin Falcon  
Minister

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From: s.22  
Sent: Sunday, April 20, 2008 8:58 PM  
To: Falcon.MLA, Kevin; Farnworth.MLA, Mike  
Cc: [youngs@portcoquitlam.ca](mailto:youngs@portcoquitlam.ca); [publisher@thenownews.com](mailto:publisher@thenownews.com); [bowenm@portcoquitlam.ca](mailto:bowenm@portcoquitlam.ca); [crowea@portcoquitlam.ca](mailto:crowea@portcoquitlam.ca); [forrestm@portcoquitlam.ca](mailto:forrestm@portcoquitlam.ca); [mooreg@portcoquitlam.ca](mailto:mooreg@portcoquitlam.ca); [pennerd@portcoquitlam.ca](mailto:pennerd@portcoquitlam.ca); [wrightm@portcoquitlam.ca](mailto:wrightm@portcoquitlam.ca)  
Subject: Evergreen Line

Dear Mr. Falcon and Farnsworth:

I am very encouraged to see the Evergreen Line finally servicing the long overdue Tri-Cities. Considering this will be completed by 2014 that will put us only 28 years behind Surrey which has had the Skytrain since 1986. However, unfortunately this new line will really NOT be truly servicing the Tri-Cities area as was announced. In fact, only Port Moody and Coquitlam will be serviced. I am disappointed to hear that Port Coquitlam will be completely left out in the cold when it could be so easily accommodated. I am completely dumfounded that, at Coquitlam Centre, Skytrain will then head north to Douglas College. Why? This raises several questions:

1. Why go a mile north to Douglas College when you can go a mile east to Port Coquitlam instead?
2. Why service a local community college (Douglas) when you can, alternatively within the same distance (and arguably cost), service an entire city (Port Coquitlam) and lay the foundation for a future line continuing east? Continuing 1 mile east to a station at Shaughnessy & Lougheed would bring Skytrain to within walking distance of servicing the entire Downtown core of Port Coquitlam where high density building is currently exploding.
3. What now are the future plans for the Evergreen line beyond 2014? With the Westcoast Express having such limited and sporadic service, I would have thought that the Evergreen Line would have eventually continued east along Lougheed to service Pitt Meadows and Maple Ridge. But now with the Douglas College Extension that just does not seem the case. Would it continue along Lougheed with just this tiny spur shooting just up and down 1 mile to Douglas College and back? That doesn't make sense. Looking ahead, the logical extension seems to be that the Skytrain will continue past Douglas College and then probably across David to service the new Burke Mountain area. If that is the case, this line will all but completely miss Port Coquitlam altogether - to service a community that is still in the planning stages - and then perhaps beyond across the Pitt.
4. We are in the process of building a new bridge across Pitt River. Are there any accommodations being built into the new structure for transit across the Pitt - or in typically shortsighted BC planning fashion, will we just cross that bridge when we come to it?

I look forward to hearing what plans are in action currently to accommodate the City and residents of Port Coquitlam who seemed so conspicuously bypassed and short-changed by your announcements last week.

Regards,  
s.22

Port Coquitlam

Underwood, Victor TRAN:EX

---

**From:** Transportation, Minister TRAN:EX  
**Sent:** Friday, March 13, 2009 3:55 PM  
**To:** s.22  
**Subject:** 174585 - Evergreen Line Route Terminus

s.22

174585 - Evergreen Line Route Terminus

Dear s.22

Thank you for your e-mail of November 16, 2008, regarding your ongoing concern about the Evergreen Line. Please accept my apology for the lateness of my reply.

*Our government is making unprecedented investments in new rapid transit lines. It's important to remember that we have a responsibility to British Columbians to invest their tax dollars in projects that have a strong business case and cost-benefit analysis. We are proceeding first on lines in corridors that have development densities to support the service.*

I understand you would like to see the Evergreen Line extended further right away, but, as I mentioned in my previous correspondence, the terminus for the Evergreen Line wasn't based on anticipated growth alone, but also the current demand and the immediate ridership potential once the line opens. The current route was chosen after extensive public consultation, with the unanimous support of Tri-Cities' mayors, so I am confident that it represents the best possible option at this time. I would also like to assure you that the line will be designed to ensure a future connection to Port Coquitlam is possible.

Should you have other questions about the project's scope, please feel free to contact David Chang, the Associate Project Director. He can be reached at David.Chang@gov.bc.ca or 604 775-1097 and would be pleased to assist you further.

Thank you again for taking the time to write.

Best regards,

Kevin Falcon  
Minister

-----Original Message-----

From: s.22  
Sent: Sunday, November 16, 2008 9:49 PM  
To: Transportation, Minister TRAN:EX  
Cc: Farnworth, MLA, Mike LASS:EX; mooreg@portcoquitlam.ca  
Subject: RE: 166718 - Evergreen Line

Hi Kevin:

Thank you taking the time to thoughtfully respond to my concerns regarding the Evergreen Line diverting to Douglas College instead continuing on to the City of Port Coquitlam. While it is one thing to work on a plan, look at numbers assembled by consultants and make decisions accordingly (I am a CA - believe me I have done that too), it is often quite another to go out into the community and get feedback from people whose daily lives are directly affected by those decisions (community based organizing). While the Evergreen Line expanding to Coquitlam Centre is great news, it must be argued that the area of Douglas College, which is only a couple of blocks from Coquitlam Centre, will ALREADY be serviced by the Line going to Coquitlam Centre - and accordingly, the line should be extended to Port Coquitlam instead of diverted to Douglas College. This will give the Line the best transit coverage possible, the greatest ridership possible and provide the greatest return on investment of public funds possible.

Perhaps I am being selfish in this request though my position is not unique. It represents the typically frustrating situation of many in this area. I am a small business operator (as are 98% of all business in BC according to the 2008 Small Business Profile). I have business appointments in the downtown core at least once a week. My first option is always public transportation where possible and practical. This is primarily to reduce my carbon footprint which of great concern to me and my entire family. However, doing so also reduces congestion on our highways which is becoming more fundamentally important every day in a Lower Mainland that is fundamentally challenged in its ground transportation infrastructure - or lack thereof. I have tried taking the bus Kevin but it is just painful - the last bus trip downtown was the better part of a 3 hour journey. I have tried the Westcoast Express which I love. It is a great alternative and puts me downtown in just 30 minutes - fantastic. However, since the trains only go one way each way, I must go first thing in the morning and wait downtown all day just to come back. I can do neither if I want to stay in business. As a result I DRIVE downtown all the time, sometimes twice a day. In speaking to other, my situation is not uncommon. It is just one contributing factor to our highways becoming more choked each day and our air quality slowly deteriorating - and not by choice. It is not sustainable, should not and, arguably, cannot continue.

I have lived in this area for 20+ years Kevin. I'm sorry but there is absolutely no way that the immediate population in the Douglas College area is greater than the population of Port Coquitlam. While there may be "anticipated growth" that you refer to for the Douglas College area, there is already a significant, existing population base in the Port Coquitlam area. "Anticipated growth" in the Douglas College area, which may or may not materialize, should NOT be addressed prior to existing population base in Port Coquitlam. Further, as well as several homes and businesses, there are several existing Seniors' Centres in the downtown Port Coquitlam area. These are people that are cut off and isolated. Driving is not an option and they may not be around long enough to enjoy future Line expansions if and when they may, or may not, ever come. Considering that the Evergreen Line will be completed by 2014 and that will put us 28 years behind Surrey which has had the Skytrain since 1986, none of us might be around for future expansions. We simply cannot wait. We should not have too. It is illogical and simply defies common sense - which usually means that there are political reasons behind the decision which is very unfortunate and disappointing. Port Coquitlam is a vital part of the Lower Mainland and desperately needs a transportation link with the rest of the core. Short of communities on the North Shore, Port Coquitlam will have the dubious distinction of being the only major community on this side of the river to be left un-serviced with "viable" public transportation options. To bring the Line to within less than a mile of Port Coquitlam and then stop short is just a devastating disappointment for this entire community. It is a decision that I ask you to reconsider in the interest of the residents and businesses of Port Coquitlam, in the best interest of public transportation, environmental sustainability and public fiscal prudence and return. We have a new Mayor and a new council that will no doubt be happy to work with you and your ministry in extending the Line to Shaughnessy and Lougheed. I have taken the liberty of including our new mayor, Greg Moore, in this correspondence in hopes that he will take up the banner and work with you in bringing about these desperately needed changes. Mr. Moore supports the concept of bringing the Evergreen Line to Port Coquitlam. I have also included Mike Farnworth, who is our local MLA, and also fully supports the concept of bring the Evergreen Line to Port Coquitlam. Everybody is on board. Let's get it right for 2014 and make the changes needed to bring inclusive public transportation to all Tri-Cities areas.

I will look also to James Moore, our MP, under separate cover to request that Federal funding contributions are duly scrutinized (and withheld if

necessary) until all areas of the Tri-Cities are adequately and rightfully represented. Let's get the federal funds Kevin and put them to best use that rightly services everybody.

I look forward to hearing back from you with some encouraging news.

Regards,  
s.22  
Port Coquitlam

-----Original Message-----

From: Transportation, Minister TRAN:EX  
[mailto:Minister.Transportation@gov.bc.ca]  
Sent: September 10, 2008 11:44 AM  
To: s.22  
Subject: 166718 - Evergreen Line

s.22

166718 - Evergreen Line

Dear s.22

Thank you for your e-mail of April 20, 2008, regarding the Evergreen Line. Please accept my apologies for the lateness of my reply.

When TransLink and my ministry developed the business case for the Evergreen Line, we looked at both current demand and anticipated growth to 2021 and 2031. The results of this ridership modelling supported the current route of the Evergreen Line and the terminus at Coquitlam City Hall/Douglas College. This terminus services both a regional town centre and a growing educational institution. The area is an origin for riders travelling out of the northeast sector and a destination for many riders travelling into the area, making it an ideal transit location, contributing to higher ridership now and into the future as the area's population density increases.

The plans for the Evergreen Line currently include a provision for a future extension to Port Coquitlam. In anticipation of future demand in the region, an extension connection will be provided in the vicinity of the Coquitlam Centre West Coast Express Station. The current concept is to extend service to Port Coquitlam and continue eastward over the Pitt River Bridge to communities including Pitt Meadows and Maple Ridge. The Pitt River Bridge, currently under construction, was designed with provisions for a SkyTrain-like rapid transit crossing.

These expansion plans will be further developed through consultation with municipalities, neighbourhood residents, businesses, and other stakeholders. You can be sure there will be opportunities during these consultations to have your ideas for the Evergreen Line heard and considered.

Again, thanks for taking the time to write.

Best regards,

Kevin Falcon  
Minister

From: s.22

Sent: Sunday, April 20, 2008 8:58 PM

To: Falcon.MLA, Kevin; Farnworth.MLA, Mike

Cc: youngs@portcoquitlam.ca; publisher@thenownews.com; bowenm@portcoquitlam.ca; crowea@portcoquitlam.ca; forrestm@portcoquitlam.ca; mooreg@portcoquitlam.ca; pennerd@portcoquitlam.ca; wrightm@portcoquitlam.ca

Subject: Evergreen Line

Dear Mr. Falcon and Farnsworth:

I am very encouraged to see the Evergreen Line finally servicing the long overdue Tri-Cities. Considering this will be completed by 2014 that will put us only 28 years behind Surrey which has had the Skytrain since 1986. However, unfortunately this new line will really NOT be truly servicing the Tri-Cities area as was announced. In fact, only Port Moody and Coquitlam will be serviced. I am disappointed to hear that Port Coquitlam will be completely left out in the cold when it could be so easily accommodated. I am completely dumfounded that, at Coquitlam Centre, Skytrain will then head north to Douglas College. Why? This raises several questions:

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I look forward to hearing what plans are in action currently to accommodate the City and residents of Port Coquitlam who seemed so conspicuously bypassed and short-changed by your announcements last week.

Regards,  
s.22

Port Coquitlam



Ann Carlsen, President  
North Road Business Association  
c/o Carlsen & Company  
9912 Lougheed Highway  
Burnaby BC V3J 1N3

Reference: 176192

Dear Ann Carlsen:

**Re: Evergreen Line**

I am writing in response to your letter, addressed to the Premier and forwarded to the Minister of Transportation and Infrastructure for a response, regarding the Evergreen Line project. As a provincial election has been called I am responding on behalf of the Minister.

Mitigating the impacts of construction is an essential component of this project and project staff plan to establish a business liaison committee to ensure organizations like yours are informed of activities and have the opportunity to offer advice. The project team will ensure that all effort is made to manage traffic, noise and construction activities in a manner that causes the least possible impact on North Road and surrounding businesses and residents.

With respect to North Road, potential roadway and other project enhancements have not yet been determined, as the final alignment of the line through the Burquitlam area has not yet been finalized. We anticipate that final alignment decisions will be made in the fall.

Thank you for taking the time to write.

Yours truly,

Peter Milburn  
Deputy Minister

Copy to: Office of the Premier

Honourable Iain Black  
MLA, Port Moody-Westwood

468097



December 10, 2008

Hon. Premier Gordon Campbell,  
Government of British Columbia  
P.O. Box 9041, Station Prov Gov't  
Victoria, BC V8W 9E1

CORRESPONDENCE

DEC 15 2008

OFFICE OF THE  
PREMIER

**Re: The Evergreen SkyTrain Line the Lower Mainland**

Dear Premier Campbell:

I am writing on behalf of the North Road Business Association, a business association located on North Road in the Cities of Burnaby and Coquitlam. Our business association has functioned for the last five years as a merchants' association. Now we are in the process of becoming an official B.I.A. in both Burnaby and Coquitlam. We have made presentations to both councils and they now have bylaws moving forward. *If successful, and we believe that we will be the first B.I.A. in the province on a street that is split between two cities.* Both cities are being very supportive and have staff representation at our monthly board meetings.

We are writing to congratulate you and your government for recently announcing the go ahead of the Evergreen Line to Coquitlam Centre. We hope that this project can move ahead sooner than 2014, as we recognize that this would be an excellent job creator for our area and would be very helpful during the projected difficult times ahead.

Although we are in favour of the extension of the SkyTrain Line, we are concerned regarding the impact of the construction and the placement of the Evergreen Line along North Road.

We are well aware of the impact that the construction of the Canada Line had for the businesses along Cambie. North Road businesses also experienced the problems of construction of the Millennium line along North Road in 2001. We also experienced the impact that well planned construction can have. During the construction of the Millennium Line, there were significant negative impact on businesses and traffic along the North Road corridor until Kiewit Construction took over. Kiewit Construction took a co-operative approach with businesses and residents, and most of the previous problems were alleviated.

Given our experience, we are requesting that our association be given the opportunity to participate in the planning of the Evergreen Line. Members of our board of directors were actively involved in discussions with Translink which led to the decision regarding the Evergreen Skytrain Line, and we wish to continue this involvement.

**North Road Business Association, c/o Carlsen & Company, 9912 Lougheed Hwy, Burnaby, V3J 1N3**  
phone: 604 422-8088; facsimile 604 422-8099; email [ann@carlsenlaw.ca](mailto:ann@carlsenlaw.ca)

Specifically, we particularly wish to have the opportunity to address the following issues:

- **Placement of the Evergreen Line along North Road:** Placing the line along the centre of North Road from just north of Lougheed Highway to Como Lake Road will cut the North Road business district in half. Placement of the line so that it avoids North Road until Cameron Street has been considered by Translink in the past and, in our opinion, would alleviate much of the impact to North Road businesses.
- **Construction considerations:** Unlike Cambie in Vancouver, North Road is a major transportation corridor which has no parallel roads that offer alternative entry and exit points from the western boundary of Coquitlam and the eastern boundary of Burnaby. It is, therefore, essential for all businesses and residents in this area that North Road be kept open during construction.
- **Traffic considerations after construction:** As mentioned above, North Road is a major transportation corridor, and any planned placement of the Evergreen Line should not reduce the ability of traffic to flow along North Road.
- **Enhancements after completion:** No matter how well planned the construction and placement of the Evergreen Line is, there will likely be major negative impacts on the businesses and residents along North Road. We, therefore, wish for the opportunity to discuss projects that could ameliorate these impacts, including the "beautifying" of North Road, and providing upgrades to North Road and traffic control along North Road. North Road has a long and important history. Built in 1859, it was the first road built in the greater Vancouver area; it was designed to provide the government quick egress from the then capital of BC (New Westminster) to Burrard Inlet in the case of a foreign invasion. On becoming an official B.I.A., we plan to develop a transportation theme along North Road, celebrating the history of North Road from 1859 to the present, including the SkyTrain. We are hoping that the Provincial Government and Translink will partner with us on this exciting opportunity as part of the construction of the Evergreen Line.

Representatives from our Board of Directors would be pleased to meet with whomever to discuss this situation further if considered necessary.

Yours truly,

**North Road Business Association**

Per:



Ann Carlsen  
President

cc. Kevin Falcon,  
Minister of Transportation and Infrastructure  
Thomas Prendergast,  
CEO, Translink

North Road Business Association, c/o Carlsen & Company, 9912 Lougheed Hwy, Burnaby, V3J 1N3  
phone: 604 422-8088; facsimile 604 422-8099; email ann@carlseniplaw.ca

Underwood, Victor TRAN:EX

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**From:** Falcon.MLA, Kevin <Kevin.Falcon.MLA@leg.bc.ca>  
**Sent:** Monday, April 21, 2008 10:05 AM  
**To:** WEBMASTER TRAN:EX  
**Subject:** 166716 FW: Web site feedback email

-----Original Message-----

From: [webmaster@kevinfalconmla.bc.ca](mailto:webmaster@kevinfalconmla.bc.ca) [mailto:[webmaster@kevinfalconmla.bc.ca](mailto:webmaster@kevinfalconmla.bc.ca)]  
Sent: None  
To: Falcon.MLA, Kevin  
Subject: Web site feedback email

Reply-To: [webmaster@kevinfalconmla.bc.ca](mailto:webmaster@kevinfalconmla.bc.ca)

Message-Id: <[20080418230023.72C8E2028A7D@mla.governmentcaucus.bc.ca](mailto:20080418230023.72C8E2028A7D@mla.governmentcaucus.bc.ca)>  
Date: Fri, 18 Apr 2008 16:00:23 -0700 (PDT)  
Return-Path: [nobody@mla.governmentcaucus.bc.ca](mailto:nobody@mla.governmentcaucus.bc.ca)  
X-OriginalArrivalTime: 18 Apr 2008 23:00:23.0982 (UTC) FILETIME=[FC0474E0:01C8A1A7]

requiredfirstname: s.22

requiredlastname:

requiredemail: s.22

requiredpostalcode: s.22

comments: I just wanted to ask if the evergreen line will share the tracks with the millennium line from lougheed to vcc clark? I just don't understand why you would make everone get off the train at lougheed and wait on an already overcrowd platform for an already overcrowded millennium line train.

You will have people panicing, pushing shoving to get on or off the trains if the evergreen line were to just stop at lougheed.

Oh another thing, why doesn't translink have a policy of 1 passenger one seat? If you really want people to get out of their cars and onto tansit everyone needs a seat plus it's safer and the trains will get to where their going faster.

s.22

Underwood, Victor TRAN:EX

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**From:** Transportation, Minister TRAN:EX  
**Sent:** Friday, February 29, 2008 2:22 PM  
**To:** s.22  
**Subject:** 163960 – Evergreen Line

s.22

163960 – Evergreen Line

Dear s.22

Thank you for your e-mail of January 15, 2008, regarding your comments about the Evergreen Line.

As you may have heard, there have been some announcements about the Evergreen Line since you wrote. I think you'll be pleased to know that the updated business plan for the Evergreen Line supports the use of Advanced Light Rapid Transit (ALRT), a SkyTrain-like technology, just as you suggested. The provincial government has now taken this plan to the federal government so we can work with them on their portion of funding.

I was glad to receive your comments about the possible routes for the line. TransLink and I have asked the local mayors to provide their thoughts about the routes, and we'll make a final decision in the spring. With the ALRT approach, the northwest route would be slightly different than previously described — it would travel adjacent to the Canadian Pacific rail line through Port Moody.

The Evergreen Line is an important part of this government's commitment to fighting congestion and reducing greenhouse gas emissions. I look forward to providing travellers in the Lower Mainland with new and better choices for transportation in the years to come.

If you'd like to find out more about our government's plans to improve transit in the Lower Mainland, and British Columbia in general, you may wish to visit the web site at [http://www.th.gov.bc.ca/Transit\\_Plan/index.html](http://www.th.gov.bc.ca/Transit_Plan/index.html).

Thank you again for taking the time to write.

Best regards,

Kevin Falcon  
Minister

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**From:** s.22  
**Sent:** Tuesday, January 15, 2008 12:13 PM  
**To:** Transportation, Minister TRAN:EX  
**Subject:** Evergreen What do you think?

Dear Public and all who care,

The announcement made by our Premier has some great news and some big questions. The good news the Evergreen line will be funded , the big question what route and technology? The famous Evergreen line will now be the topic of many a water cooler for the next few weeks in the Tri city area .

As it stands on paper right now the route is to go from loughheed station parking lot up a few blocks along North Road , but from here it disappears into an underground tunnel for over 2km under all the people in Burcoquitlam whom said they need a line. It then reappears at the bottom of Clarke rd and the Barnet hwy to run down the middle of St.John's st. , which will need to be completely redone (widened by two lanes, sidewalks narrowed and street parking removed). After exiting Port Moody at loco rd. it would continue down the Barnet hwy to Lansdowne at ground level but before Johnson rd it then goes underground again under the intersection to a below grade station at Coquitlam bus loop , staying under ground it would shoot up Pinetree blvd, becoming ground level again around Save on foods until terminating at Douglas Coll.

Now to me and many (almost all ) I have discussed this with are dumfounded at the fact this route was picked based on density and ridership . Study the route described above closely , underground for 2km (no stations), St.John's has little to offer in terms of people and riders, the Barnet hwy has no people living on it. So basically all ridership and density come from the Coquitlam bus loop. Translink has a newer mandate to develop around their stations for infused revenues, but along this route , unless a new underground building is suggested there is nowhere to build any type of condos or housing along this route.

Now imagine if you will the above is build and running almost all people getting on board would be at Coquitlam station, already a traffic nightmare, the cars would control most lights and intersections through St. John's , again already bad for traffic and no parking in Port Moody. Finally dropping all of these riders on the loughheed station platform hoping to squeeze into an already overflowing skytrain line (during rush hour right now you wait for at least 1-train) . Keep in mind along this route there would be no park and ride except and Coquitlam stn.

Now that the funding is almost in place it is time for Translink to take a really close look at the bad decisions mad over the years. The original idea was to take the skytrain line down loughheed hwy from Braid station to Coquitlam station and Douglass col. Port Moody council and mayor supported this idea so did many others , but because it was expensive and against the Liveable Region plan of the then GVRD (metro now) the mayors (directors of Translink at the time) thought it would be easier to get funding if they followed the now outdated LRP and changed to a less expensive technology. In doing so have sacrificed speed and efficiency just to get the funding with out rocking the boat. So we are not getting a rapid transit line at all we are getting a glorified rapid bus system at an astronomical cost. It makes so much more sense to use the skytrain technology for speed and efficiency and a route that does not involve boring twin tunnels in questionable ground with an undetermined cost factor.

We must stand up and shout Skytrain is what we deserve and along Loughheed hwy is the best solution for future growth. There are several areas along Loughheed for development and park and rides . Look at a map Cape horn , Pitt River rd, Westwood and Chilko, Dewdney Trunk, all of these are great park and ride locations and also areas for development.

Please contact your Mayor, Council, MLA and MP's , tell them what you think . Now is the time to your voice heard .

Thank you s.22

s.22 Coquitlam

s.22

Underwood, Victor TRAN:EX

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**From:** Transportation, Minister TRAN:EX  
**Sent:** Friday, March 13, 2009 3:56 PM  
**To:** s.22  
**Subject:** 175989 - Evergreen Line

s.22

175989 - Evergreen Line

Dear s.22

Thank you for your e-mail of December 9, 2008, regarding the Evergreen Line project. Please accept my apologies for the lateness of my reply. Please accept my apologies for the lateness of my reply.

I agree that investing in infrastructure is a valuable way of stimulating our economy, and I am as eager as anyone to see the line built and operational. The provincial government has committed \$410 million to the Evergreen Line project and TransLink has committed \$400 million. As you may have heard, the Premier and Prime Minister Stephen Harper recently had the pleasure of announcing a \$350 million contribution from the federal government, bringing the total federal support for this project to \$417 million.

The Evergreen Line project is on track for completion in 2014 and we anticipate construction will begin in 2010. Our project office in Coquitlam is now open, and project staff are pleased to meet with members of the public to discuss our progress further. The office is located at 2900 Barnet Highway and is open weekdays from 8:30 a.m. to 5:00 p.m. Alternately, you can contact the office at 604 927-4452 or [info@evergreenline.gov.bc.ca](mailto:info@evergreenline.gov.bc.ca). As we move through the development and construction phases of the project we will continue to hold public consultation sessions, in which I hope you will take part.

Thank you again for taking the time to write.

Best regards,

Kevin Falcon  
Minister

From: s.22  
Sent: Tuesday, December 09, 2008 11:21 PM  
To: Falcon.MLA, Kevin  
Subject: Evergreen Line...

Hi Minister Falcon,

Just wondering when the Evergreen Line project is going to start?

I have read that the government is thinking of ramping up infrastructure spending to help alleviate the hurt from the global downturn...I assume the Evergreen line would be a good fit for this spending. Construction costs must be falling (gas, labour, etc.).



CITY OF BURNABY  
OFFICE OF THE MAYOR  
DEREK R. CORRIGAN  
MAYOR

CORRESPONDENCE

440859  
FEB 13 2008

OFFICE OF THE  
PREMIER

2008 February 11

Premier Gordon Campbell  
Province of British Columbia  
West Annex  
Parliament Buildings  
Victoria, BC V8V 1X4

Dear Premier Campbell:

**Subject: Evergreen Line Announcement**

On behalf of Burnaby City Council, I am writing to request an inclusive, open consultation with all affected Lower Mainland municipalities regarding the proposed "Evergreen Line" the proposed extension of rapid transit from Burnaby through to the northeast sector of the Lower Mainland. As long-time supporters of the necessity to build this line, Burnaby City Council was dismayed at the recent announcement by the Province releasing the business case for the Line and confirming Advanced Light Rapid Transit (ALRT or SkyTrain) as the recommended technology.

As there had been no prior information provided to affected municipalities, other than the Tri-cities of Coquitlam, Port Coquitlam and Port Moody, regarding a decision on this matter, the announcement came as a great surprise. The local governments of Burnaby, New Westminster, Maple Ridge, Pitt Meadows and Belcarra have an obvious interest in the impact the "Evergreen Line" will have on future transportation plans for their communities and, therefore, should have been given the courtesy of inclusion in the decision process.

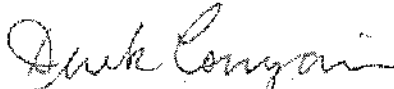


*Letter to Premier Campbell*  
*2008 February 11*  
*Page 2*

The City of Burnaby has asked its staff to provide us with a review of the case study that was announced by the Transportation Ministry last week and the one that had previously been considered by TransLink. The 45 day period for feedback gives very little time to have any meaningful consultation; however we ask the input provided by all lower mainland municipalities be given serious consideration in working towards an effective transportation system now and in the future through the northeast sector of Metro Vancouver.

Your consideration of our request is important and appreciated.

Yours truly,

  
Derek R. Corrigan  
MAYOR

September 8, 2008

Bill Siksay, MP  
Burnaby-Douglas  
4506 Dawson Street  
Burnaby BC V5C 4C1

Reference: 167537  
Your File: J08-6002438

Dear MP Siksay:

**Re: City of Burnaby and the Evergreen Line**

Thank you for your letter of May 9, 2008, and enclosures, sharing the City of Burnaby's concerns with respect to the Evergreen Line. Please accept my apologies for the lateness of my reply.

Mayor Corrigan has already contacted both myself and the Premier and supplied us with copies of the city council report you included with your letter. As I mentioned to him in my response, the technical work undertaken in support of the Evergreen Line business case was prepared by a number of independent expert consultants, experienced in ridership modelling, cost estimates and cost-benefit analysis. In many cases, these same experts provided input into the earlier LRT project definition. The outcome of their assessment showed that ALRT technology is the best option for a number of reasons. An ALRT service will be faster and more reliable than LRT. It will have greater capacity and safety. It will integrate better with existing SkyTrain lines and cause less traffic disruption. Together, these factors mean ALRT is going to provide a greater incentive to get people out of their cars and onto transit. Neither the provincial government nor TransLink intend to revisit the decision on project technology.

It's important to remember that in addition to rapid transit lines like the Evergreen Line, the transit expansion will include over 1000 new clean-technology buses in Metro Vancouver, doubling the size of the fleet in the region. The Provincial Transit Plan shares many of the goals mentioned in your letter and the enclosed report, including improving access to transit; encouraging urban growth and planning that works in concert with transit services; reducing greenhouse gas emissions; and decreasing the reliance on cars for personal use trips, while strengthening trade and improving the movement of goods through the province. These are all important objectives which will benefit the region, and the province as a whole.

.../2

- 2 -

With respect to your concerns about the Cameron Street transit station, I am pleased to see you have copied Dale Parker, the Chair of TransLink's Board of Directors, so that he is informed of your concerns regarding this particular station. The process of confirming the number and location of stations and the detailed project alignment will begin shortly. This process will include consultation with relevant stakeholders, including municipalities, residents, community groups, and the business community.

Thank you again for taking the time to write.

Sincerely,

***Original Signed By:***

Kevin Falcon  
Minister

Copy to:

Dale Parker, Board Chair  
TransLink

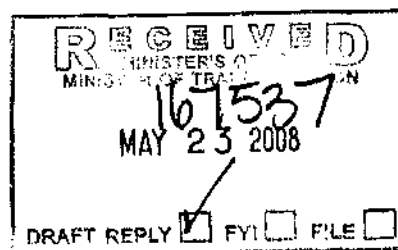


**BILL SIKSAY, MP**  
Burnaby-Douglas

BURNABY  
May 9, 2008

PLEASE REPLY TO BURNABY  
QUOTE FILE: J08-6002438

Honourable Kevin Falcon, MLA  
Minister of Transportation  
PO Box 9055, STN PROV GOVT  
Victoria, BC V8W 9E2



Dear Mr Falcon,

I am writing with regard to concerns raised by the City of Burnaby about the Evergreen Line Rapid Transit Project business case. I enclose a copy of a letter I have received from the Mayor and Council on this issue for your immediate attention.

I would ask that you provide me with a detailed response to the concerns raised by the City of Burnaby about this business case. I am extremely concerned about the potential loss of a transit station at Cameron Street on the proposed Evergreen Line. I understand that this station has been removed from TransLink's latest plans for the Evergreen Line, although it was included in earlier plans. In an attempt to move towards more sustainable and environmentally sound development choices, the City of Burnaby has already made several development decisions focused on building new housing near transit stations. The originally proposed Cameron station is one such area and is therefore a key station for the City and the Burnaby community.

I understand that TransLink will be undertaking public consultations about the stations. I would therefore ask that these consultations include the Cameron Street transit station in any proposals presented for discussion, with the appropriate costing, so that the public can make fully informed comments about all the potential stations. I would also ask that you indicate the process that will be used to consult fully with the municipalities on the issues raised by the City of Burnaby before any final decisions are made on this business case.

.../2

**Parliament Hill Office:**  
House of Commons  
Ottawa, ON K1A 0A6  
Tel: 613-996-5597  
Fax: 613-992-5501

E-mail: [Siksay.B@parl.gc.ca](mailto:Siksay.B@parl.gc.ca)

[www.billsiksay.ca](http://www.billsiksay.ca)

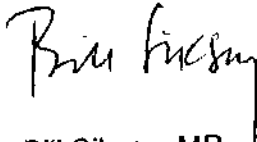


**Community Office:**  
4506 Dawson Street  
Burnaby, BC V5C 4C1  
Tel: 604-291-8863  
Fax: 604-666-0727

- 2 -

I look forward to your early reply on this important matter.

Sincerely yours,

A handwritten signature in black ink, appearing to read "Bill Siksay". The signature is written in a cursive, flowing style.

Bill Siksay, MP  
Burnaby-Douglas

cc Dale Parker, TransLink Board Chair  
Enclosure  
WLS:jei  
CEP/SCEP 232

**COPY / COPIE**

REC'D - REC"  
MAR 21 2008



CITY OF BURNABY  
OFFICE OF THE MAYOR  
DEREK R. CORRIGAN  
MAYOR

2008 March 20

File: 90300-20

Mr. Bill Siksay  
MP, Burnaby-Douglas  
4506 Dawson Street  
Burnaby, BC V5C 4C1

Dear Mr Siksay:

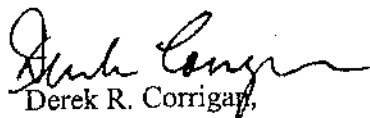
**Subject: Evergreen Line Rapid Transit Project Business Case**

Burnaby City Council, at its 2008 March 17<sup>th</sup> meeting, received a report from our Director Planning and Building providing information on the recently announced Evergreen Line Rapid Transit business case.

As you will see from the information in the staff report a number of concerns have been identified with the business case, including the figures used to determine the preference for ALRT over LRT technology, the potential loss of Cameron Station from an ALRT line, projected funding shortfalls, and the lack of local government participation in the anticipated P3 approach. In light of these concerns Burnaby Council adopted a number of recommendations from staff such as requesting the Province to undertake further evaluation of the business case, reconsider the advisability of P3 funding and pursue further consultation with local governments. A recommendation that Burnaby Council affirm its support for the Northwest corridor as the preferred route for the Evergreen Rapid Transit Line was supported by all members of Council.

We hope that you will join us in making the Provincial government aware of our concerns and provide your support on this matter. Enclosed is a copy of our staff report for your information.

Very truly yours,

  
Derek R. Corrigan,  
MAYOR

## COUNCIL REPORT

---

**TO:** CITY MANAGER **DATE:** 2008 March 12

**FROM:** DIRECTOR PLANNING & BUILDING **FILE:** PL 90300 – 20  
*Ref: ALRT - Evergreen Line*

**SUBJECT:** EVERGREEN LINE RAPID TRANSIT PROJECT BUSINESS CASE

**PURPOSE:** To advise Council on the “Evergreen Line Rapid Transit Project Business Case” recently announced by the Province and TransLink.

---

**RECOMMENDATIONS:**

1. **THAT** Council request the Province and TransLink to undertake an evaluation of the Business Case for LRT technology for the Northwest Corridor, taking into account the concerns and questions raised in this report with regard to Business Case 2008 ALRT assumptions on service speed, ridership, operating and capital costs, inter-operability and community service, while retaining proposed funding commitments for the Northeast Sector rapid transit service.
2. **THAT** Council affirm its support for the Northwest Corridor as the preferred route for the Evergreen Rapid Transit Line, and request a Provincial and TransLink commitment to adhere to the conditions for Lougheed Town Centre as outlined in Section 4.0 of this report.
3. **THAT** Council request the Province and TransLink to re-consider the advisability of the anticipated P3 funding approach given issues raised with regard to public accountability and transparency, transfer of revenue shortfalls to the public, and certainty of system integration with local communities.
4. **THAT** the Province and TransLink be requested to undertake further consultations with affected municipalities once the revised Business Plan has been prepared.
5. **THAT** a copy of this report be forwarded to Hon. K. Falcon, Minister of Transportation, Province of BC; L. Blain, Chief Executive Officer, Partnerships BC.; D. Parker, Chair, Board of Directors, TransLink, F. Cummings, Vice-President, Construction, TransLink and to Burnaby MP's and MLA's.
6. **THAT** a copy of this report be forwarded to the Mayors of the Northeast Sector Municipalities and to the Transportation Committee of Council.

To: City Manager  
From: Director Planning and Building  
Re: Evergreen Line Rapid Transit Project Business Case  
2008 March 12 .....Page 2

## REPORT

### 1.0 SUMMARY

On 2008 February 1, the Province and TransLink released the "Evergreen Line Rapid Transit Project - Business Case" (Business Case 2008). This document reflects discussions between TransLink and the Province over the past few months on the previous business case submitted by TransLink in 2007 October to the Province and the Federal government. Entitled "*The Case for the Evergreen Line*", this business case (Business Case 2007) was based on the preliminary design for LRT using the Northwest corridor which was developed in consultation with the affected municipalities of Burnaby, Port Moody, Coquitlam and Port Coquitlam.

The 2008 February 01 Provincial announcement is not a commitment to begin design or construction, for the Evergreen Line, but rather is an announcement that this Business Case has been completed. The document sets out the rationale for the choice of rapid transit technology and corridor options. The Province also announced that it will increase its financial commitment from \$170M to \$400M, and will use this business case to seek matching funding from the Federal government. The announcement also set a 45 day consultation period prior to a final decision on the routing of the Evergreen Line.

Business Case 2008 represents a significant departure from Business Case 2007 in adopting ALRT (Advanced Light Rapid Transit) as the preferred rapid transit technology - SkyTrain or a comparable technology. However, as the announcement states that the Province's decision has been made on ALRT for the Evergreen Line, the consultation period is intended by TransLink and the Ministry of Transportation to be used to make a final decision on routing only. Release of Business Case 2008 initiates a consultation period of 45 days (by 2008 March 17) for area mayors to provide feedback. On 2008 March 10, the Councils of the City of Coquitlam and the City of Port Coquitlam considered staff reports/presentations on Business Case 2008 and have supported the Northwest Corridor as the preferred corridor for the Evergreen Line.

Recognizing that the conclusions in Business Case 2008 regarding rapid transit technology and the route for the Evergreen Line are significantly different from those of the Business Case 2007 (approved by the former TransLink Board) and the previous technical studies of rapid transit to the NE Sector, Council, on 2008 February 04, requested staff to prepare a report on the new Business Case for the Evergreen Line as compared to proposals that had previously been put forward for the Evergreen Line.

This report provides a comparison of this business case (Business Case 2008) and the previous business case produced by TransLink (Business Case 2007) with respect to technology, corridor, funding and procurement. The report also presents the results of a staff review of the assumptions and resulting ridership figures presented in Business Case 2008 used to support the selection of ALRT technology, provides an assessment of the preferred route for rapid transit service to the Northeast sector and provides staff views on the assumptions and validity of the basic conclusions of Business Case 2008.



To: City Manager  
From: Director Planning and Building  
Re: Evergreen Line Rapid Transit Project Business Case  
'008 March 12 .....Page 3

Key findings in this staff report include:

- Business Case 2008 concludes that ALRT is the preferred technology primarily due to its higher ridership, better service to transit riders and the capability for system integration with the Millennium Line. However ridership estimates appear to exaggerate the case for ALRT by overestimating ALRT ridership and underestimating LRT ridership and also assume that a fully integrated system - interoperable with ALRT (and not LRT) - will increase ridership by eliminating the inconvenience and delay for riders transferring from one line to another. While interoperability is possible, the ridership estimates for ALRT assume increased ridership from system integration for ALRT alone (not for LRT) and don't adequately account for the potential difficulties associated with integrating the Evergreen and Millennium Lines.
- For Burnaby, the choice of ALRT as the preferred technology would also mean the loss of the Cameron Station and the noise and visual intrusion associated with an elevated guideway in the median of North Road. LRT with the inclusion of a Cameron Station would provide better service to the community in the Lougheed Town Centre area.
- The evaluation of the two corridors in the Business Case notes the Northwest Corridor as superior to the Southeast Corridor on almost every account including ridership, cost/benefit, development potential and ease of implementation. Although the Northwest Corridor is clearly the superior route for rapid transit the Business Case reports that the Northwest Corridor as having "slight technical advantages" over the Southwest Corridor.
- Burnaby Council has consistently supported the Northwest alignment for rapid transit to the Northeast Sector. However, recognizing the potential impacts of a rapid transit alignment along North Road, the City has set a number of conditions which continue to be appropriate requirements to guide the planning and construction of rapid transit through Lougheed Town Centre.
- The capital cost for LRT in the Northwest Corridor has increased from \$970M in the business case for LRT to \$1.25B in Business Case 2008 in the short period since the publication of Business Case 2007. This LRT cost estimate is important as it is used to make the case for LRT being almost as expensive as ALRT at \$1.4B. As Business Case 2008 does not provide an explanation for this increase it is difficult to support the contention that ALRT is superior from a benefit cost perspective.
- Based on current funding commitments of \$400M from TransLink and \$400M from the Province, the current funding shortfall for the Evergreen Line using ALRT has increased to \$533M which is greater today than the \$400M it was 16 months ago for LRT. Business Case 2008 suggests that the \$533M funding shortfall will be addressed through a \$343M contribution from the federal government. Making up the difference will also require a further commitment of \$180M from TransLink and \$10M from the Province. Business

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From: Director Planning and Building  
Re: Evergreen Line Rapid Transit Project Business Case  
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Case 2008 suggests that this increase could come from the additional fare revenue that would be generated by an ALRT Line.

- By suggesting fare revenue as a source of TransLink funding, Business Case 2008 implies that this funding could come to TransLink through a Public Private Partnership Concessionaire arrangement similar to that of the Canada Line. The other factors leading towards a P3 approach to procurement of the Evergreen Line are the involvement of Partnerships BC in developing Business Case 2008 and the likelihood of the federal contribution being largely derived from federal partnerships funding.
- The experience with the Canada Line has shown that this type of procurement raises a number of issues for municipalities and the public including transparency, the absence of municipal involvement in the procurement process and the lack of municipal and general public input into the final product.
- Should the proposed funding commitments of \$410M from the Province, \$410M from the Federal Government, and \$400M from TransLink be obtained, it would be sufficient to fund the Evergreen LRT line, without the additional funding or debt from TransLink.

In response to these concerns, issues, questions and observations, this report recommends that:

- the Province and TransLink undertake to re-evaluate the choice of technology and prepare a business case of LRT technology for the Evergreen Line based on the concerns and questions raised in this report with regard to service speed, ridership estimates, operating and capital costs, inter-operability, community service and other factors while retaining the proposed funding commitments for the northeast sector rapid transit service;
- Council support rapid transit in the Northwest Corridor, and request Provincial/TransLink commitment to adhere to these conditions, as outlined in this report;
- the Province to re-consider the advisability of the anticipated P3 funding approach given issues raised with regard to public accountability and transparency, transfer revenue shortfalls to the public, and certainty of system integration with local communities; and
- that the Province and TransLink be requested to undertake further consultations with affected municipalities once the revised business plan has been prepared.

## **2.0 RAPID TRANSIT TECHNOLOGY CHOICE**

### **2.1 Business Case 2008 Conclusions on Technology**

Business Case 2008 concludes that Advanced Light Rapid Transit (ALRT or SkyTrain-type technology) is the "clearly preferred technology". The change in rapid transit technology from LRT (Light Rail Transit) to ALRT (Advanced Light Rail Transit) is the most striking conclusion of Business Case 2008.

ALRT in this case refers to a particular class of rail transit which is automated (driverless) and therefore must be fully separated from traffic generally either on an elevated or underground

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guideway. As three vehicle manufacturers are currently able to supply "SkyTrain-like" vehicles, Business Case 2008 uses the term ALRT to refer to a generic class of vehicles of which SkyTrain is only one type. The term SkyTrain refers to vehicles currently manufactured by Bombardier.

In accordance with the materials presented in the Business Case 2008, ALRT is viewed as the preferred technology from the perspective of assumptions and estimates reported in terms of operating characteristics (particularly the faster travel time), ridership and system integration.

## 2.2 Staff Review and Assessment

The following provides a staff assessment of the information and resulting conclusions presented in Business Case 2008 in terms of the assumptions and base information presented in the Business Case 2008 in the areas of operating characteristics, ridership and system integration (interoperability).

### 2.2.1 Operating Characteristics

The following *Table 1* compares the assumptions for ALRT and LRT operating characteristics in Business Case 2008 with those for LRT in Business Case 2007 in relation to service frequency, operating speed, capacity, line distance, stations and total travel time.

**Table 1 Comparison of ALRT/LRT Operating Characteristics  
Business Cases 2007 and 2008**

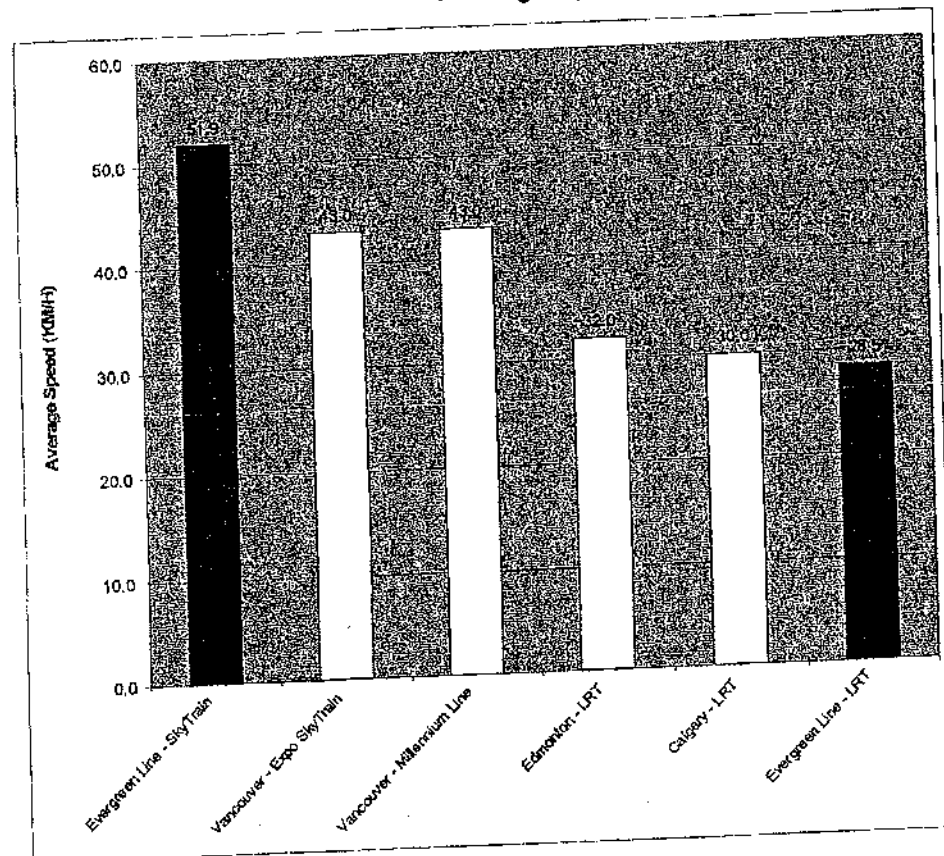
Operating Characteristic	Business Case 2007	Business Case 2008	
	LRT	ALRT	LRT
Peak Period Service frequency (minutes)	10	10	5
Maximum Speed (km/hr)	80	80	60
Peak Hour Capacity	4,800	10,400	4,080
Total Distance (km)	11.2	10.9	11.2
Stations	12	8	12
Total Travel Time (min)	24	12.6	23.6

While many of the assumptions are the same in both business cases, Business Case 2008 assumes a lower maximum speed for LRT of 60 kph than Business Case 2007 (80 kph). The total travel time from Coquitlam Town Centre to Lougheed Town Centre for LRT is 23.6 minutes which is almost the same as the travel time of 24 minutes in Business case 2007. However, the estimate put forward for travel time for ALRT in Business Case 2008 at 12.6 minutes is almost half that of LRT. The faster travel time is the major factor in generating predictions of higher ridership for ALRT.

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As speed is a major factor in developing the forecasted ridership for the two technologies, the Evergreen Line average speeds forecast in Business Case 2008 were compared by staff to average speeds on existing Canadian rapid transit systems as shown in *Figure 1*.

**Figure 1** Comparison of Forecast Evergreen Line Average Speeds (NW Corridor) Versus Existing Rapid Transit System Average Speeds



Source of existing rapid transit system ridership: Halcrow Group, "RAVP Richmond/Airport/Vancouver Rapid Transit Project Definition Phase Final Report on Ridership and Revenue", January 2003, Tables 2.2 and 2.4

The results of this comparison show that the forecast average speed for the ALRT Evergreen Line option is over 20% higher than that of the existing Expo and Millennium SkyTrain Lines while the forecast average speed for the LRT Evergreen Line option is lower than the two existing LRT systems (over 10% lower than Edmonton and about 5% lower than Calgary). This raises a concern about the accuracy of the differential between the two Evergreen Line average speed estimates (SkyTrain versus LRT) contained within Business Case 2008, as it likely skews the ridership results.

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 Re: Evergreen Line Rapid Transit Project Business Case  
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### 2.2.2 Ridership

The ridership estimates in Business Case 2008 are important because they are used to make the case that ALRT is a superior technology to LRT. Business Case 2008 attributes the higher ridership of ALRT to two factors: the operating characteristics of ALRT (primarily faster service), which makes it more attractive to new transit riders who previously drove their car or rode the West Coast Express, and to the interoperability of ALRT which would purport to allow trains on the Evergreen Line to be through routed along the Millennium Line

Business Case 2008 states that ALRT will produce two and a half times the ridership of Light Rail Transit (LRT) and that ridership of an ALRT line is more consistent with the ridership goals in the Provincial Transit Plan announced in 2008 January. *Table 2* compares the ridership estimates in Business Case 2007 for LRT and Business Case 2008 for ALRT and LRT in the Northwest Corridor.

**Table 2 Comparison of Evergreen Line  
 ALRT/LRT Ridership in 2021/2031  
 Business Cases 2007 and 2008**

Ridership	Business Case 2007	Business Case 2008	
	LRT	ALRT	LRT
AM Peak Hour Boardings (2021)		6,850	2,700
AM Peak Hour Boardings (2031)*		9,530	3,720
Annual Boardings 2021 (000's)*	10,700	22,900	9,000
Annual Boardings 2031 (000's)*		31,800	12,400
Maximum Load in the Peak Direction (2021 AM)	4,800	n/a	n/a

\* Boardings refers to the number of times a transit rider boards the Evergreen Line

In staff's review of the ridership estimates, it is noted that the 2021 LRT ridership of 9M boardings in Business Case 2008 is lower than the 10.7M annual boardings estimated in Business Case 2007. The ridership estimates in Business Case 2007 were developed through a forecasting process undertaken by an independent consultant and were based on established Metro Vancouver regional population and employment estimates. In response to questions on this issue, Partnership BC offers no explanation for this apparent underestimation of LRT ridership.

It is important to note, that while the Business Case 2008 estimates of LRT ridership in 2021 seem to be markedly lower than expected, the ridership estimates for ALRT in 2021 appear to be higher than would be expected in reference to established SkyTrain ridership

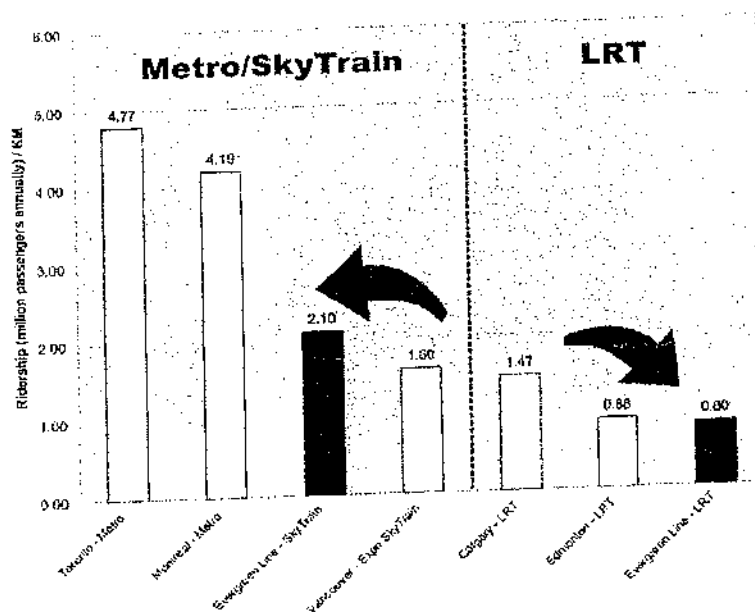
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benchmarks. Business Case 2008 projects that the annual ridership of the Evergreen Line for ALRT in 2021 will be 22.9M boardings and in 2031 will be 31.8M boardings.

As a point of comparison, the total annual number of boardings on the entire SkyTrain System in 2006 was 35.3M boardings. This means that the Business Case 2008 has assumed that in 23 years the number of riders on the 11 km. Evergreen Line with 8 stations serving the Northeast Sector cities of Coquitlam Port Moody Port Coquitlam and part of Burnaby will be almost as high as the current ridership on the entire 50km SkyTrain Line with 33 stations and directly serving Vancouver, Burnaby, New Westminster and Surrey. This clearly raises questions as to whether the Business Case 2008 estimates are realistic or achievable.

As shown in **Figure 2**, the Evergreen Line ridership forecasts contained in the Business Case 2008 were compared to ridership on existing Canadian rapid transit systems. To allow for this comparison between the different systems, the total annual ridership (in millions per annum) was divided by the total length of the rapid transit system to provide a ratio of annual ridership per kilometre. This same calculation was also performed for the forecast ridership for the Evergreen Line SkyTrain option and the Evergreen Line LRT option.

**Figure 2** Comparison of Forecast Evergreen Line 2021 Ridership (NW Corridor) Versus Actual Rapid Transit System Ridership



Source of existing rapid transit system ridership: Halerow Group, "RAVP Richmond/Airport/Vancouver Rapid Transit Project Definition Phase Final Report on Ridership and Revenue", January 2003, Table 2.3

The results of this analysis show that the forecast annual ridership per kilometer for the SkyTrain Evergreen Line option is over 30% higher than that of the existing Expo SkyTrain Line while the forecast annual ridership per kilometer for the LRT Evergreen

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Line option is lower than the two existing LRT systems (over 40% lower than Calgary and about 9% lower than Edmonton). This raises a concern about the accuracy of the differential between the two Evergreen Line ridership estimates (ALRT versus LRT) contained within Business Case 2008.

If the ridership estimates for ALRT reflected actual ridership on comparable systems like the Expo Line, the 2021 annual ridership for ALRT would be 17.5M boardings instead of the 22.9M boardings forecasted using the transportation model. Similarly, the 2021 LRT annual ridership if based on actual ridership from the Calgary system would be 13.2M instead of the 9M estimated in Business Case 2008. Based on ridership of existing rapid transit systems, the ridership of LRT would be more comparable to that of ALRT than is presented in Business Case 2008.

The higher than expected ridership for ALRT may be partly due to the overestimation of auto users and West Coast Express riders attracted to the Evergreen Line. As shown in *Table 3*, the Business Case 2008 purports that significantly more new riders are attracted to ALRT from the auto modes than are attracted to LRT.

**Table 3 Auto and West Coast Express (WCE) Trips Attracted to Evergreen Line in 2021**

Impact	LRT 2021	ALRT
	Northwest Corridor	Northwest Corridor
Change in Auto Trips ( '000's)	(2,836)	(2,316)
Change in WCE Boardings ( '000's)	(416)	(2,327)

The ridership model concludes that ALRT in the Northwest Corridor attracts 2,327,000 boardings from the West Coast Express while LRT attracts only 416,000 boardings. However, in determining the impact upon WCE ridership, the ridership model only takes into account travel time, and not the transfer time from one system to the other. It assumes that WCE riders from the Fraser Valley to Downtown Vancouver will transfer to the Evergreen and Millennium Lines and those WCE riders from the NE Sector will switch. Transit user surveys suggest, however, that most WCE users have a stated preference for the service and would continue to use WCE even if it was slower than the Evergreen Line. If a large number of the 2,327,000 WCE riders which are assumed to switch to ALRT due to its faster travel time stay on the West Coast Express, then ALRT ridership would be substantially lower than the stated 22.9M boardings in 2021.

The above considerations raise questions about the ALRT ridership estimates in Business Case 2008 which are based solely on the faster service offered by SkyTrain. Clearly, the WCE example proves there are other factors which determine an individual's choice of

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travel mode. In Business Case 2007, LRT was offered as a more user friendly service with superior customer features including the following:

- More stations within closer walking distance to where people live
- Safer and secure stations with low platforms and visible by neighbours and passing vehicles,
- Stations with easy access from well signed and lit pedestrian routes and with traffic signals to permit safe crossing of roads
- Stations integrated into their communities including public improvements including improved sidewalks, landscaping

All of these features are important service quality considerations favouring LRT that determine the attractiveness of a rapid transit service to the customer, but which are not fully considered in the Business Case 2008 where ridership estimates were based on travel time alone.

### 2.2.3 Interoperability

The other ridership factor which Business Case 2008 cites as favouring ALRT over LRT is that an ALRT Evergreen Line will be fully integrated or interoperable with the Millennium and Expo Lines. Thus, it was concluded that with similar technologies, Evergreen Line ALRT trains could be routed through to the Millennium Line without the necessity for a transfer. According to the Business Case, this through service could only be provided by an ALRT technology very similar to SkyTrain.

It is assumed that interoperability will be possible with ALRT, however, while through-routing of trains from one line to another is theoretically possible, Business Case 2008 is not explicit as to how full system integration would be accomplished. Staff would note that it would be difficult to construct the guideway and track work to permit interoperability while the Millennium Line is in operation. In addition, the SkyTrain guideway at Loughheed Station was designed and constructed with a separate platform as a transfer station and not with a through-routing configuration.

The ALRT ridership estimates in Business Case 2008 assume that a fully integrated system with ALRT will increase ridership by eliminating the inconvenience and delay for riders transferring from one line to another. While interoperability is possible, staff have concerns that the Business Case 2008 has not determined the feasibility of accommodating the through-routing of trains through the Loughheed Station, and as a result, the cost of this modification may not be accounted for, while the option is clearly used to support higher ridership estimates for ALRT over LRT.



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Re: Evergreen Line Rapid Transit Project Business Case  
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## 2.3 Summary of Staff Assessment

In summary, while staff have not been provided with the technical work supporting the conclusions of Business Case 2008, the document makes an argument for the selection of ALRT as the preferred technology for the Evergreen Line based primarily on generated higher ridership for ALRT and the potential for integrating service on the Evergreen Line and the Millennium Line. In accepting the Business Case 2008 argument for ALRT, the Province has made senior government funding (both Provincial and Federal) for the Evergreen Line conditional on ALRT.

To support the case for ALRT over LRT, Business Case 2008, using a forecasting process that relies on travel time as the primary determinant, appears to substantially overestimate ALRT ridership and underestimate LRT ridership. The analysis of existing systems in this report has shown that Evergreen Line ALRT ridership estimates in Business Case 2008 are substantially higher than actual ridership on existing ALRT systems like the Expo SkyTrain Line while the ridership estimates on an Evergreen LRT Line are substantially lower than actual ridership on existing Canadian LRT systems. Staff also have concerns that Business Case 2008 has not adequately assessed the technical and operating issues of interoperating trains between the Evergreen and Millennium Lines at Lougheed Station while the option is clearly used to support higher ridership estimates for ALRT over LRT.

In addition, the City of Burnaby and the Northeast Sector cities have supported LRT in the past. The TransLink Board, on 2004 October 15, in a document entitled *The Essential Elements for the Northeast Sector Rapid Transit Line* endorsed LRT (in the Northwest Corridor) as the preferred technology. Business Case 2007, *The Case for the Evergreen Line*, found LRT was not only more affordable but also fit better within the communities it served and possessed superior customer features.

The announcement by the Province that their financial support for the Evergreen Line is conditional on ALRT is based on possible questionable ridership estimates in Business Case 2008. It substitutes ALRT, with its higher capital costs and more negative impacts on the community, for LRT which was demonstrated as a workable, user friendly transit technology for NE Sector communities.

In response to this assessment, it is recommended that Council request the Province and TransLink to undertake an evaluation of the Business Case for LRT technology for the Northwest Corridor, taking into account the concerns and questions raised in this report with regard to Business Case 2008 ALRT assumptions on service speed, ridership, inter-operability operating and capital costs and community service.

## 3.0 CORRIDOR CHOICE

### 3.1 Business Case 2008 Route Options

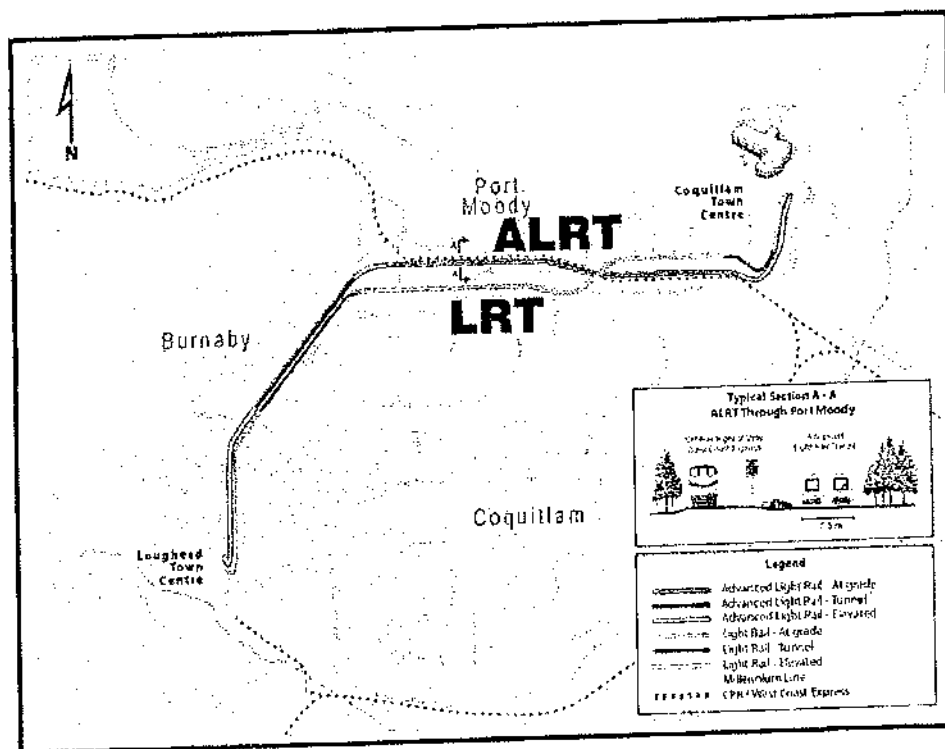
Business Case 2008 reassesses the route options originally identified in the 2004 Northeast Sector Rapid Transit Alternatives Project (NESRTAP) – the Northwest Corridor and the

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Southeast Corridor. As shown in **Figure 1**, the Northwest Corridor alignment for LRT is the same one as identified in the 90% Preliminary Design for the Evergreen LRT Line completed by TransLink and adopted by the former TransLink Board in Business Case 2007 as the recommended route.

With the change to ALRT technology, there is also a new alignment in the Northwest Corridor. As shown in **Figure 1**, the SkyTrain Line continues to be elevated from Lougheed Station up North Road and Clark Road to the tunnel starting north of Como Lake Road down the Clarke Road Hill to St. Johns Street in Port Moody. At this point however, rather than using St. Johns Street and the Barnet Highway as previously envisioned in 2002, the ALRT line in Business Case 2008 runs at-grade on the south side of the CPR tracks (**Figure 3 inset Section A-A**). This alignment is reported as being more acceptable to the City of Port Moody.

**Figure 3 Northwest Corridor Alignments**



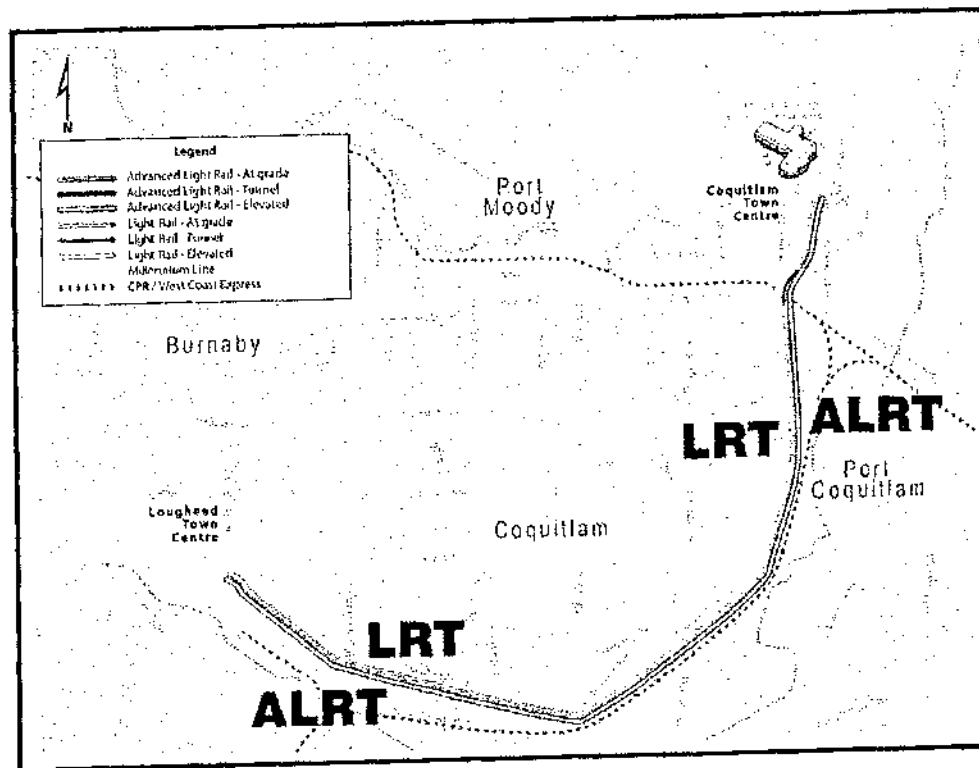
As shown in **Figure 4**, The Southeast Corridor for ALRT (or LRT) follows the Lougheed Highway to Pinetree Way in the Coquitlam Town Centre. However, LRT is at-grade in the median of the highway and ALRT is elevated along the south and west sides of the highway. From Lougheed Town Centre to Brunette the ALRT alignment runs parallel to the Millennium Line essentially duplicating this segment.

On the Southeast Corridor, stations were assumed to be at Lougheed Town Centre, Brunette, King Edward, United Boulevard, Pitt River Road, Coquitlam/West Coast Express, Lincoln, and

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Coquitlam City Hall / Douglas College. The station at Pitt River Road would be the closest to serve any potential development on the Riverview site.

**Figure 4 Southeast Corridor Alignments**



### 3.2 Staff Review of Route Options

Business Case 2008 evaluates both ALRT and LRT in each of the two corridors according to a number of criteria including ridership, development potential, system integration, environment and stakeholder consultation. The following provides a staff assessment and discussion of the route options and a general conclusion to support the Northwest Corridor for rapid transit service.

#### 3.2.1 Corridor Comparison

As ALRT is the only technology option being considered in the Business Case 2008 report, *Table 4* compares the two corridors with ALRT only, however, it is noted that the issues and considerations discussed are generally equally applicable to either ALRT or LRT technology.

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**Table 4 Business Case 2008 Corridor Comparison**

Criteria	Northwest ALRT	Southeast ALRT
<b>Ridership</b>	Highest	Second Highest
<b>Benefit/Cost</b>	Highest	Second Highest
<b>Development Potential</b>	More development has already taken place; more residential development potential	Current land use industrial; Suited to lower density residential.
<b>System Integration</b>	High	High
<b>Environment</b>	High reduction in car trips; Environmental Assessment completed for LRT	High reduction in car trips; Environmental Assessment not done
<b>Stakeholders</b>	Issues better understood; Consultation required for ALRT technology	No public consultation undertaken
<b>Schedule</b>	Shorter schedule due to work already done on corridor	Longer schedule due to EA Process and Public consultation

The evaluation in Business Case 2008 shows the Northwest Corridor to have a higher benefit/cost as it attracts higher ridership for the same capital cost as the Southeast Corridor. Business Case 2008 also recognizes that the Northwest Corridor also has superior high-density residential and mixed use development potential because development in the corridor is supported by Northeast Sector OCP's incorporating planned densification. The Southeast Corridor has been developed for industrial, large format retail ("big box") and lower-density residential uses. As this development pattern has not considered rapid transit, ALRT ridership for the foreseeable future would be more driven by employment growth than by population growth. Nevertheless, the report concludes that both routes offer significant development potential with the Northwest as redevelopment and the Southeast as new development.

In the case of the Southeast Corridor, Business Case 2008 assumes that new development of up to 20,000 people, not currently contemplated in the OCPs of the NE Sector municipalities, would occur at Riverview and elsewhere on the alignment including the Fraser Mills area of Coquitlam, south of Maillardville. However, Business Case 2008 does not acknowledge the existing and future high density town centre development in Port Moody which would be bypassed by ALRT in the Southeast Corridor.

The Business Case 2008 comparison of corridors shown in *Table 4* also assesses the two corridors on the basis of environment, stakeholder consultation and schedule. It notes that the Northwest Corridor is further ahead in these areas as both an Environmental Assessment (EA) and stakeholder consultation have already been done for LRT in the Northwest Corridor while neither has been done for ALRT in the Southeast Corridor. The necessity to undertake an EA process and public consultation is expected to extend the Southeast Corridor schedule by twelve months.

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### 3.2.2 Ridership by Corridor

**Table 5** shows the difference in ALRT ridership for the Northwest and Southeast Corridor. The estimates show that the 2021 and 2031 ridership of the Northwest Corridor is higher (22.9M and 31.8M riders) than the Southeast Corridor (21.1M and 29.5M riders). As previously mentioned, staff have reservations with regard to these projections.

<b>Table 5 ALRT Corridor Riders (Millions)</b>		
Corridor Ridership	NW Corridor ALRT	SE Corridor ALRT
2021 Annual Riders	22.9	21.1
2031 Annual Riders	31.8	29.5

### 3.2.3 Corridor Distance and Travel Time Comparison

As shown in **Table 6**, the higher ridership on the Northwest Corridor is largely due to the shorter distance and travel time. The Northwest Corridor is 1.7 km shorter and the ALRT travel time is 2.2 minutes faster than ALRT in the Southeast Corridor. The Southeast Corridor is markedly less attractive as an ALRT corridor in that it is longer, slower and attracts fewer riders.

<b>Table 6 ALRT Corridor Distance and Travel Time</b>		
Criteria	Northwest Corridor	Southeast Corridor
Total Distance ( km)	10.9	12.6
ALRT Travel time (min)	12.6	14.8

### 3.3 Summary of Staff Corridor Assessment

In summary, based on the Business Case 2008 Corridor Evaluation, the Northwest Corridor is superior to the Southeast Corridor in almost every respect including ridership, cost/ benefit and development potential and would be much easier and faster to implement as the EA and stakeholder consultation has already been done. It is therefore difficult to understand the following conclusions of Business Case 2008 that the:

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*"Northwest corridor may benefit slightly from technical considerations such as a shorter anticipated construction schedule and shorter travelling distance and travel time and from being consistent with community development plans"*

*"the evaluation shows that there is a strong business case for ALRT along both corridors."*

Business Case 2008 does not provide a strong argument for retaining the Southeast Corridor as a route option for ALRT. From a transportation service perspective it is longer, provides slower service, attracts fewer riders and is inconsistent with both the regional and municipal plans that have shaped development since the LRSP. Metro Vancouver is currently considering whether the selection of the Southeast alignment would require an amendment to the LRSP and, if it does, an amendment to the LRSP would require the unanimous approval of all Metro Vancouver municipalities.

ALRT in a Southeast Corridor would also have more significant environmental impacts on watercourses primarily in the Pitt River watershed and the Metro Vancouver Green Zone (including Riverview). The only advantage of the Southeast corridor cited by Business Case 2008 that it would have fewer noise and visual intrusion impacts on existing developed areas. It is acknowledged that ALRT in the Southeast Corridor will be less disruptive to existing developments but it will not be as good at directly serving those developments. As it skirts developed areas rather than being routed through the middle, its stations (except in the Coquitlam Town Centre) would be less accessible to the existing population of these areas.

From 2002 to 2004, the Northeast Sector Rapid Transit Alternatives Project undertook a comprehensive review of alternative corridors and technologies for rapid transit to Coquitlam Town Centre. Following a period of public consultation in the spring and summer of 2004, the TransLink Board, on 2004, October 15 adopted the draft "Essential Elements" for a Northeast Sector Rapid Transit Line. Within Burnaby, the Essential Elements alignment was elevated from Lougheed Town Centre Station descending to an at-grade alignment north of Austin in the centre median of North Road to an at-grade station at Cameron Street and continuing at-grade in the middle of North Road. In response to the Essential Elements report, Council, on 2004 October 25, considered a report from staff and approved a recommendation reaffirming "that the Northwest Corridor is the preferred corridor for the NE Sector Line."

The City has consistently taken the position that, since the LRSP was adopted in 1995, municipal and regional development plans and the development that has followed these plans has been predicated on rapid transit in the Northwest Corridor. Not to provide rapid transit to serve the high-density development that has grown up in this corridor (especially in Port Moody) would be making a choice in favour of serving existing low-density commercial and residential development in the Southeast Corridor, and speculating on future retail and high density development that may not materialize for decades. Switching to the Southeast Corridor would bypass existing high density town centre development in Port Moody Town Centre, which has grown strongly since Metro Vancouver and TransLink's endorsement of the Northwest Corridor.

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Both Coquitlam and Port Coquitlam Council's endorsed the Northwest Corridor at their meetings of 2008 March 10.

As such, based on these considerations, it is recommended that Council affirm its support for the Northwest Corridor as the preferred route for the Evergreen Rapid Transit Line.

#### 4.0 LOUGHEED TOWN CENTRE CONSIDERATIONS

The Province's choice of ALRT technology in the Northwest Corridor has significant implications for Burnaby. In particular, it would likely result in the absence of a Cameron Station that has been previously planned and accounted for by the City in recent development approvals at North Road and Cameron, and which was included by TransLink (as an LRT station) in Business Case 2007. Business Case 2008 is silent on the presence or absence of a Cameron Station but further information on station locations provided by Partnerships BC indicates that a Cameron Station is not included as one of the eight ALRT stations on the Northwest Corridor.

The likely loss of this station would not only limit the development stimulus of rapid transit in the north part of the Lougheed Town Centre but also mean inferior service for transit riders in the north part of the Lougheed Town Centre and in the Sullivan Heights area of Burnaby. The nearest station to serve this area would be at Burquitlam or Lougheed necessitating much longer walking distances.

Although the Province has announced its direction for the change from LRT to ALRT technology, the Burnaby "Essential Elements" position that Council approved on 2004 October 25 continues to be appropriate to guide the planning and construction of rapid transit in the Northwest Corridor. Council support for the Northwest Corridor for rapid transit should be based on a recommended request for a commitment from the Province to the following conditions:

- **Access Agreement:** that the agencies (public or private) responsible for implementing the Evergreen Line enter into an agreement with the City of Burnaby to provide a clear definition of the responsibilities of the parties to the agreement, the agreed preliminary design of the project and the regulatory process and cost sharing of the various aspects of the project.
- **Alignment:** a centre median alignment on North Road to mitigate noise and visual impacts.
- **Land Use System Integration:** that the project will be constructed to enhance the communities it serves and that the alignments and stations fit with community scale and planning objectives.
- **Protection for Future Redevelopment Proposals:** The design of the elevated guideway approaching Lougheed Town Centre station must leave buildable development parcels within this portion of the Lougheed Town Centre.

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- **Grade Separation of the Intersection of North Road/Austin Road:** An elevated crossing of the intersection is required to maintain traffic capacity at this major intersection.
- **North Road Capacity** - North Road has a capacity for six travel lanes from Loughheed Highway to Clarke Road. This capacity must be maintained to accommodate traffic demands in the growing Loughheed Town Centre.
- **Replacement of Infrastructure and Utilities** – the principle of like for like replacement of infrastructure and utilities will apply to the construction of the Evergreen Line. This will ensure that the agencies implementing the project replace what was there prior to construction with an equivalent item if relocation or replacement was required.
- **Guideway Columns on North Road:** design of the guideway columns must allow for the future upgrading of North Road travel lanes to minimum TransLink Major Road Network (MRN) standards.
- **Loughheed Mall Access** - the existing northbound left turn lane from North Road into Loughheed Mall must be maintained.
- **Include a Cameron Station** – A Cameron Street Station would access the northern half of the Loughheed Town Centre area. The north part of the town centre has considerable development potential, much of which will not be within walking distance of the Loughheed Town Centre Station. A Cameron Station would be similar to the Gilmore Station on the Millennium Line which provides access to the western part of the Brentwood Town Centre and has attracted considerable development.

As a comparatively high-level document, the *Business Case 2008* does not provide sufficient detail for staff to assess whether the above design parameters for ALRT in the Northwest corridor are recognized. If the Northwest Corridor is approved after the 45 day consultation period, then a Preliminary Design process would follow which would establish the alignment and stations. However, as Business Case 2008 favours some form of Public Private Partnership approach, it will be of greater urgency to ensure that these requirements are reflected in any future agreement with a private contractor.

## 5.0 COSTS AND FUNDING

### 5.1 Capital and Operating Costs

The capital cost estimate for LRT in the Northwest Corridor provided in Business Case 2008, as shown in *Table 8*, has increased from \$970M (Business Case 2007) to \$1.25B - a 44% increase in the 16 months since the publication of Business Case 2007. Both estimates are based on the 90% *Preliminary Design for LRT* done by TransLink which envisioned a line 11.2 kilometres long, with 12 stations.



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**Table 8 ALRT and LRT Cost Comparison  
 Evergreen Line**

Costs	Business Case 2007	Business Case 2008	
	LRT	ALRT	LRT
Costs			
Capital cost (\$M)	970	1,400	1,250
Annual Operating and Maintenance Cost (\$M)		10.2	15.3
Operating cost per passenger (2021)		0.45	1.7

\* Business Case 2007 costs in 2007 dollars

As the capital cost of ALRT is \$1.4B (\$150M more than LRT), this LRT cost estimate is important as it is used to make the case for LRT being almost as expensive as ALRT. Business Case 2008 offers no explanation for the increase in the LRT estimate, but response to staff inquiries has indicated that these capital costs estimates may reflect the cost escalation over the later construction start for the line of 2011 with completion in 2014 (in 2008 dollars). The LRT costs in Business Case 2007 were based on a 2008 start of construction.

The annual Operating and Maintenance cost of LRT is reported to be \$15.3M. This is over 50% higher than ALRT estimate of \$10.2M and even higher on a per passenger basis as LRT supposedly attracts fewer riders. An adequate explanation or accounting of this significant difference is not provided in the Business Case 2008.

## 5.2 Funding

As shown in *Table 9* the capital cost of the Evergreen Line is reported as having risen from \$970M using LRT technology to \$1.4B with ALRT. To address the cost difference, the Province has increased its financial commitment by \$230M (from the previous \$170M) to the new \$400 M while TransLink maintains its previous commitment of \$400M to the Evergreen Line.

Based on current funding commitments of \$400M from TransLink and \$400M from the Province (as noted in the announcement), the current funding shortfall for the Evergreen Line has increased to \$533M. (with the recent Federal Budget announcement of \$67M) but the funding short-fall is greater today for ALRT than the \$400M shortfall for LRT noted in Business Case 2007. As such, this increased Provincial funding commitment does not cover the reported increase in the LRT cost to \$1.25B nor the higher cost of ALRT at \$1.4B in the Northwest Corridor.

Business Case 2008 suggests that the \$533M funding shortfall will be addressed through a contribution from the Federal Government and an increased commitment from TransLink as follows:

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- **Federal Government** – a commitment of \$410M to match the Province's new commitment of \$410M. The Province would have to commit an additional \$10M to bring its commitment to \$410M.

As previously noted, the 2008 Federal Budget committed \$67M to the Evergreen Line from the \$500M allocated to support capital investments in public transit. However the government has not indicated any future commitment of funding. It has been speculated that the remaining \$343M could be derived from a federal partnerships fund which supports P3 projects.

- **TransLink** – As shown in *Table 9*, to make up the difference between the ALRT cost and senior government contributions, TransLink would have to increase its funding commitment from the current \$400M approved by the TransLink Board in 2004 to \$580M. Business Case 2008 suggests that this additional \$180M could come from the additional fare revenue that would be generated from the higher ridership of an ALRT Line. However, it should be noted that the continuing funding commitments of \$410M from the Province, \$410M from the Federal Government, and \$400 M from TransLink would be sufficient to fund the Evergreen LRT line, without the additional funding or debt from TransLink. Viewed from this perspective, TransLink, and not the Province, is being made responsible for the increased costs of a selection of ALRT technology.

**Table 9 Funding Commitments Evergreen Line**

Costs	Business Case 2007 LRT	Current Committed Funding ALRT	Business Case 2008 Proposed Funding ALRT	ALRT Funding Shortfall
TransLink Funding (\$M)	400	400	580	180
Provincial Funding (\$M)	120	400	410	10
Federal Funding (\$M)	0	67	410	343
Capital Cost (\$M)	970	1,400	1,400	1,400
Total Funding Shortfall (\$M)	400	523	0	533

By suggesting fare revenue as a source of TransLink funding, Business Case 2008 seems to suggest that this funding will come to TransLink through a Public Private Partnership Concessionaire arrangement similar to that of the Canada Line. Under the funding agreement for the Canada Line, the funding partners including the Federal government, the Province, GVTA, the Vancouver Airport Authority and the City of Vancouver contributed \$1.25B of the approximately \$1.9B total cost of the Line. Under a 35 year contract, InTransit, the concessionaire, is responsible to design, build, operate and maintain the system and made up the cost difference of \$657M. In return, the Concessionaire receives all revenues from the operation of the Line with GVTA guaranteeing any shortfall in ridership revenues below 100,000 riders per day. The

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concern with this arrangement is that the inflated ridership estimates in Business Case 2008 could be used to establish the base fare revenue requirement in a potential Concessionaire agreement, with a provision that the public, through TransLink or the Province, pick-up the shortfall should ridership targets not be met.

## 6.0 PROCUREMENT

As the Business Case 2008 was developed with the involvement of Partnerships BC, it includes statements regarding the procurement of the Evergreen Line. It is concluded in the report that "following the application of screening criteria, the Project demonstrates a range of characteristics that suggest there would be value for taxpayer dollars in procuring the Evergreen Line using a public private partnership approach." This approach reflects provincial policy that public private partnerships are the preferred procurement method for major capital projects with a capital cost exceeding \$20M, unless there is a compelling reason to do otherwise.

Procurement via a Public Private Partnership is favoured in the report, with the specific model yet to be determined. Presumably this determination would happen after the decision on the routing of the Evergreen Line following the 45 day consultation period. As previously noted, the assumed model for a public-private partnership for "SkyTrain-like" technology in the Lower Mainland is the Canada Line. It is not known whether the Province and TransLink will follow a similar procurement approach for the Evergreen Line, however, the experience with the Canada Line has shown that this type of procurement raises a number of issues for municipalities and the public.

The contract for the project may be between the Province (through Partnerships BC) or TransLink and a private contractor. As local government and the public are not direct parties to the agreement, they would have little or no control over the negotiations that lead to the contract. Moreover, the Province is not bound by municipal policies, bylaws and regulations and a contractor to the Province is even less likely to be responsible to the municipalities through which the Line runs. It is therefore important that municipalities have input early in the procurement process (preferably prior to the Request for Proposals stage) to ensure that their requirements are reflected in this document. With the selection of a contractor and commencement of contract negotiations, the process becomes less transparent, and there is a risk that changes can be made to project design and construction provisions without the knowledge and concurrence of third parties.

As such, it is recommended that Council request the Province and TransLink to re-consider the advisability of the anticipated P3 funding approach given issues raised with regard to public accountability and transparency, transfer revenue shortfalls to the public, and certainty of system integration with local communities. As well, as indicated in Recommendation #1, the Province and TransLink are requested to undertake a re-evaluation of operating and capital costs estimates for LRT.

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## 7.0 CONCLUSION

The announcement of the *Evergreen Line Rapid Transit Project – Business Case* by the Province sets the conditions for the senior government funding for the Evergreen Line to proceed to implementation. Business Case 2008 concludes that ALRT is the preferred technology primarily due to its higher ridership, better service to transit riders and the capability for system integration with the Millennium Line. However, ridership estimates appear to exaggerate the case for ALRT by overestimating ALRT ridership and underestimating LRT ridership. Comparing the model forecasted ridership against actual ridership of existing ALRT and LRT systems in Canada shows that ALRT to have only slightly higher ridership than LRT.

For Burnaby, the choice of ALRT would result in the likely loss of a station at Cameron. This would mean longer walking distances and reduced service for residents of the Lougheed town Centre and Sullivan Heights.

As the evaluation of the two corridors in the business case notes the Northwest Corridor as superior to the Southeast Corridor on almost every account except for its potential community impacts. As such, it is difficult to understand the conclusion in Business Case 2008 that the Northwest Corridor is considered to be only slightly better than the Southwest Corridor. Burnaby Council has consistently supported the Northwest alignment for rapid transit to the Northeast Sector. However, recognizing the potential impacts of rapid transit along North Road, the City has set a number of conditions (“Essential Elements”) which are appropriate requirements to guide the planning and construction of rapid transit through Lougheed Town Centre.

The Business Case announcement referred to current funding commitments of \$400M from TransLink and \$410M from the Province, however, the current funding shortfall for the Evergreen Line has increased to \$533M, taking into account the recent Federal announcement of \$67M contribution. This shortfall has been partially offset by the recent Budget 2008 announcement of \$67M for the Evergreen Line but the funding short-fall is greater today for ALRT than the \$400 M shortfall for LRT noted in Business Case 2007. As such, this increased Provincial funding commitment does not cover the reported increase in the LRT cost to \$1.25B nor the higher cost of ALRT at \$1.4B in the Northwest Corridor. In addition, as noted, continuing funding commitments from the Province, the Federal Government, and TransLink would be sufficient to fund the Evergreen LRT line, without the additional funding or debt from TransLink that arises from a selection of ALRT technology.

This report also raised concerns with the anticipated P3 approach for the project, as local government and the public are not direct parties to the agreement, they would have little or no control over the negotiations that lead to the contract. It is therefore important that municipalities have input early in the procurement process (preferably prior to the Request for Proposals stage) to ensure that their requirements are reflected in this document. As noted earlier, maintaining proposed funding commitments with lower cost LRT would also result in a reduced debt load for the project.

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In response to this primary issues and concerns, it is recommended that:

- **THAT** Council request the Province and TransLink to undertake an evaluation of the business case for LRT technology for the Northwest Corridor, taking into account the concerns and questions raised in this report with regard to Business Case 2008 ALRT assumptions on service speed, ridership, operating and capital costs, inter-operability and community service, while retaining proposed funding commitments for the Northeast Sector rapid transit service.
- **THAT** Council affirm its support for the Northwest Corridor as the preferred route for the Evergreen Rapid Transit Line, and request a Provincial and TransLink commitment to adhere to the conditions for Lougheed Town Centre as outlined in Section 4.0 of this report.
- **THAT** Council request the Province and TransLink to re-consider the advisability of the anticipated P3 funding approach given issues raised with regard to public accountability and transparency, transfer of revenue shortfalls to the public, and certainty of system integration with local communities.
- **THAT** the Province and TransLink be requested to undertake further consultations with affected municipalities once the revised business plan has been prepared.
- **THAT** a copy of this report be forwarded to Hon. K. Falcon, Minister of Transportation, Province of BC; L. Blain, Chief Executive Officer, Partnerships BC.; D. Parker, Chair, Board of Directors, TransLink, F. Cummings, Vice-President, Construction, TransLink and Burnaby MP's and MLA's.
- **THAT** a copy of this report be forwarded to the Mayors of the Northeast Sector Municipalities and to the Transportation Committee of Council.

B. Luksun, Director  
PLANNING & BUILDING

RG/DC:sajc:tn

cc: Deputy City Manager  
Director Engineering  
Director Finance  
City Solicitor  
Director Parks Recreation and Cultural Services  
Fire Chief  
O.I.C. RCMP

February 28, 2008

s.22

Reference: 164220

Dear s.22

**Re: Evergreen Line**

Thank you for your letter of January 27, 2008, regarding your suggestions for the Evergreen Line.

As you may have heard, there have been some announcements about the Evergreen Line since you wrote. The updated business plan for the Evergreen Line supports the use of Advanced Light Rapid Transit (ALRT), a SkyTrain-like technology, rather than light rail transit. The provincial government has now taken this plan to the federal government so we can work with them on their portion of funding.

I was glad to receive your comments about possible routes and stations for the line. TransLink and I have asked the local mayors to provide their thoughts about the route options, and we'll make a final decision in the spring. With the ALRT approach, the northwest route would be slightly different than previously described — it would travel adjacent to the Canadian Pacific rail line through Port Moody.

The Evergreen Line is an important part of this government's commitment to fighting congestion and reducing greenhouse gas emissions. I look forward to providing travellers in the Lower Mainland with new and better choices for transportation in the years to come.

Thank you again for taking the time to write.

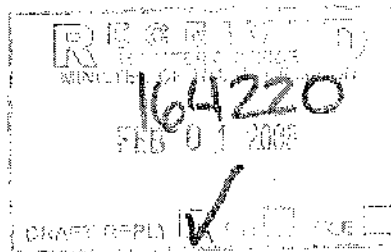
Sincerely,

***Original Signed By:***

Kevin Falcon  
Minister

January 27<sup>th</sup>, 2008

Honourable Kevin Falcon, M.L.A.  
Minister of Transportation  
P.O. Box 9055  
Stn. Prov. Gov't  
Victoria, BC. V8W 9E2



Sir:

### The "EVERGREEN TRANSPORTATION LINE"

#### OBJECT:

To reconsider the EVERGREEN TRANSPORTATION LINE designed plans advanced by the TransLink Board of Mayors.

#### PROBLEM:

Previous decisions made by the past Directors of TransLink to use Light Rapid Rail (LRR) route to the Lougheed Mall via North Road, tunnel thru hillside to major St. Johns Street, then thru to Coquitlam Central Station.

This major street and parallel streets are used by heavy traffic connecting West Barnett Hwy and East Barnett Hwy. This is a major connector thru to Burnaby and Vancouver.

The cost of this project is not warranted for the short distance it travels, plus the interruption at the Lougheed Mall (LRR) for passengers to transfer onto SkyTrain to proceed into Burnaby and Vancouver.

#### SOLUTION:

1. Design a connector rail line for the existing SkyTrain to branch off from the Braid Street station, thru Coquitlam, Industrial Land, United Boulevard, Coquitlam Casino Tourist area, past Riverview lands on the Lougheed Highway to Coquitlam, Central Station, circulating around area of the David Lam Douglas College Campus.
2. Alternatively, continue with Braid Street branch off with SkyTrain thru Industrial Lands, United Boulevard, Casino Tourist area onto Lougheed Highway, past Riverview Lands on Lougheed Highway, turning left off Lougheed Highway onto Dewdney Trunk Road West to intercept at the corner of St. Johns Street – Ioco Road and Barnett Highway East.

There are areas to expropriate for the stations, one inside Part Moody, which is on the north side of St. Johns Street at the foot of Thermal Drive. It was a Bingo Hall site and is adjacent to the West Coast Express parking lot. A plus for transfer of passengers off the train to the SkyTrain, in going to New Westminster and Burnaby.

The other site is land housing the Honda Car Dealership facing onto the St. Johns Street - Ioco Road and Barnett Highway tri-intercept corner connecting onto the Barnett Highway East. This property has also access to the West Coast Express rail line.

The SkyTrain stations proposed along the line should consider using the design, and marketing the ideas, outlined in a copy of the report I submitted to Mayor Malcolm Bodie, Chair of GVTA dated October 17, 2006 with a copy also sent to your office.

The stations placed in the Coquitlam Riverview Basin would be a great income producing benefit, collecting revenue from paid parking servicing cars exiting off Port Mann Bridge #1, Port Mann Bridge #2; cars from Maple Ridge, Pitt Meadows, Port Coquitlam, and Mary Hill Bypass; reducing greenhouse gas emissions.

Marketing skills could be used to publicize the advantage of using paid parking at these sites in Coquitlam as an alternative to very expensive parking in Vancouver.

The Honourable Gordon Campbell, our Premier, is absolutely right with the plans of making B.C. the "Greenest Province in Canada".

I wish you and your new board of Directors the very best in finally taking decisions, making a Transit Plan for the whole Region from Squamish to Chilliwack in the Fraser River South and to Mission City and Harrison on the North side of the Fraser River.

*I do thank you for your time in considering my ideas.*

Sincerely,

s.22

Coquitlam, B.C. s.22

Enclosure:

\* Bio s.22



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Withheld pursuant to/removed as

s.22

August 25, 2008

Tom Cox, Secretary  
Westwood Plateau Community Association (WPCA)  
Summit Community Centre  
1450 Parkway Blvd.  
Coquitlam BC V3E 3L2

Reference: 165670

Dear Tom Cox:

**Re: Evergreen Line**

Thank you for your letter of March 7, 2008, regarding the Evergreen Line. Please accept my apologies for the lateness of my reply.

As you may be aware, the northwest route through Port Moody has been chosen for the Evergreen Line. I was glad to have the unanimous support of the Tri-Cities' mayors on this decision, and I am pleased to hear of your association's support for the project as well. In addition to the \$410 million committed by our government for the project, the federal government has committed \$67 million. My ministry is currently working with the federal government to secure further funding, and to examine public-private partnership options for the project.

I agree that good access to the Evergreen Line is important, and as we proceed with project planning and engineering, we'll be working hard with TransLink to consider project scope and details, including those that will maximize ridership. As the project advances, there will be many opportunities for the public to review our ideas and make suggestions, and I hope you'll have the chance to take part in this process.

Thank you again for taking the time to write.

Sincerely,

***Original Signed By:***

Kevin Falcon  
Minister

Copy to: Iain Black  
MLA, Port Moody-Westwood

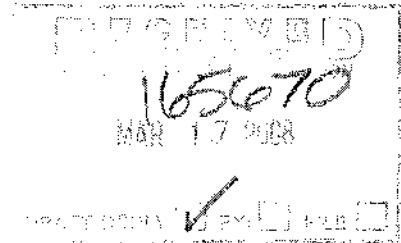
Peter Milburn, Chief Operating Officer

Information provided by: 164222, 164337, Evergreen Line Issue Note April 18, 2008

WESTWOOD PLATEAU COMMUNITY ASSOCIATION (WPCA)

o/o Summit Community Centre  
1450 Parkway Blvd  
Coquitlam, B.C. V3E 3L2  
March 7, 2008

Kevin Falcon  
Minister of Transportation  
PO Box 9055, Stn Prov Govt  
Victoria, B.C. V8W 9E2



Re: Evergreen Route

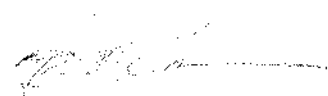
The Westwood Plateau Community Association (WPCA) feel either proposed route for the Evergreen Line is acceptable as we feel it is imperative to finally get started on rapid transit to Coquitlam and we thank you for making it happen.

What we do feel strongly is that Translink should either provide or through a Private/Government partnership arrange Park and Ride at some of the new stations. Translink in the past has abdicated responsibility for Park and Ride but without it, too many motorists will feel that as they are in their cars already as they do not have adequate bus transportation to the Skytrain station, they may as well continue driving to work. Park and Ride will encourage many of these people to use the Skytrain.

Also, we are suggesting that talks should begin with the Coquitlam Centre to encourage them to allow all day parking in some areas of their lot for people wanting to use the Skytrain. They have in the past indicated a willingness to provide an overhead link from the station to the mall and permitting all day parking would show they are good corporate citizens by encouraging the use of transit. The Lougheed Mall does not permit all day parking and this has caused many people to drive rather than utilize the Skytrain. We can only assume they were not approached with the right incentives from the beginning and it would be a shame to see the same happen at the Coquitlam Mall.

We look forward to a quick start on the long overdue Evergreen Line.

Sincerely yours,

  
Tom Cox  
Secretary, WPCA

.cc Ian Black, MLA

Underwood, Victor TRAN:EX

---

**From:** Transportation, Minister TRAN:EX  
**Sent:** Wednesday, October 15, 2008 9:17 AM  
**To:** s.22  
**Subject:** 167012 – Rapid Transit Service in the Lower Mainland  
**Attachments:** 167012.pdf

s.22

167012 – Rapid Transit Service in the Lower Mainland

Dear s.22

Thank you for your letter regarding existing rapid transit service and the Evergreen Line. Please accept my apologies for the lateness of my reply.

*As the population of the Lower Mainland grows, the need for improved public transportation, including rapid transit, becomes all the more clear. We need to promote a shift away from the single-occupant vehicle. This effort is vital not only to alleviate the congestion on our roads, but also to meet the ongoing challenges of climate change. Investing in the expansion of our existing rapid transit lines, in addition to the construction of the Canada Line and the Evergreen Line, is imperative to the future health of our province, regardless of the 2010 Olympics.*

TransLink currently has 34 SkyTrain cars on order, and funding from the provincial government will provide for an additional 14. TransLink will work with local governments to ensure these cars help integrate rapid transit with other forms of transportation, including the regular bus fleet, so that the transit network becomes an efficient and convenient form of transportation to many destinations throughout the Lower Mainland. It's important to note that while our government is helping to fund expansion, fares are determined by TransLink. As an independent regional authority that raises its own revenue and manages its own budget, TransLink sets fares in consultation with the Mayors' Council on Regional Transportation. You may wish to contact TransLink directly regarding this matter at [custrel@translink.bc.ca](mailto:custrel@translink.bc.ca) or by calling 604 953-3040.

The Evergreen Line is an important step in providing better public transit service for Greater Vancouver's northeast sector. With respect to your concern about rapid transit routes, you may be interested to know that the Tri-city mayors unanimously supported the chosen route, based on feedback from their citizens. If we are going to increase transit ridership, and reduce both emissions and congestion, we must provide quality alternatives to the travelling public. The Evergreen Line will bring significant economic and social benefits to the Tri-cities, and will contribute to a sustainable transportation network for us all to enjoy for decades to come.

Thank you again for taking the time to write.

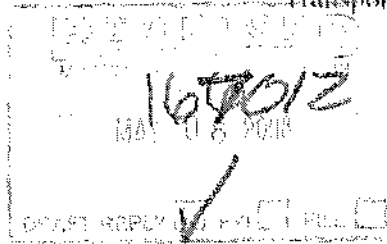
Best regards,

Kevin Falcon  
Minister

From: s.22

To: Kevin Falcon  
Transportation Minister

Subject: Evergreen Transit Line



Dear Mr. Falcon,

There are some issues I feel that strongly need to be brought to your attention, the first being the *Evergreen Line*.

The Evergreen line was first introduced as a form of public transportation a few years ago, which was originally supposed to be built for the 2010 Olympic games. I would argue against the project of the Evergreen Line, for various reasons; The Millennium Skytrain Line was built going down Lougheed Highway and connecting with the existing Expo Line was a BIG mistake. That line doesn't lead to anyplace and is always losing money. Whereas the Expo Line has always been making money from the first day it was opened and (one I've always enjoying riding). Now you're talking about putting another skytrain type train from Lougheed Mall to Coquitlam, which, I feel, is a waste of time and money.

Plus, you need to take into consideration the amount of space that Burnaby, Coquitlam and Port Coquitlam have to offer. Buses are already making trips along Hastings street from Downtown Vancouver to POCO, and with the West Coast Express, there is more than enough transportation to and from Port Coquitlam.

Finally, you have recently purchased new buses and increased the fares on all transit vehicles, including the West Coast Express, bus tickets and monthly passes, for what purpose?

Mr. Falcon, I have been riding the bus since I was a young boy, many times my father would take me for rides on the bus /skytrain / Seabus. But in the last few years, I haven't been very pleased with the kind of service Translink has been providing me. Before you increase the fares and build anymore skytrain lines, I strongly suggest you think about what you're doing, because the people (including myself) want lower fares and much better service.

I hope you receive this letter and that you take the suggestions I've listed above into careful consideration.

My name and address are listed outside of the envelope.

My e-mail is: s.22

Underwood, Victor TRAN:EX

---

**From:** Transportation, Minister TRAN:EX  
**Sent:** Thursday, March 29, 2012 2:07 PM  
**To:** s.22  
**Cc:** 'premier@gov.bc.ca'; 'board@translink.bc.ca'; Buckle, Jon I. TRAN:EX  
**Subject:** 201961 – Evergreen Line  
**Attachments:** FW: Support "Made in USA"; 201961 - 2nd incoming; FW: Evergreen Line

s.22

201961 – Evergreen Line

Dear s.22

Thank you for your e-mail of February 27, 2012, regarding the manufacturing of rail cars for the Evergreen Line. I am also responding on behalf of Premier Christy Clark to your recent correspondence to her on this same matter.

The Evergreen Line and other projects funded under the Provincial Transit Plan are bringing new jobs to B.C. and helping to strengthen our economy.

As the Evergreen Line will be part of TransLink's SkyTrain service once it is completed, TransLink will select who will manufacture the vehicles for the project. This process is currently underway. My understanding is that the procurement is designed to be an open, competitive process that will ensure the best value for B.C. taxpayers. I have shared your comments with Nancy Olewiler, Board Chair of TransLink, so she will be aware of your views on this matter.

Should you have any additional questions about the Evergreen Line, please do not hesitate to contact Jon Buckle, the Project Director for the Evergreen Line Rapid Transit Project. He can be reached at 604 927-4452 or by e-mail at [Jon.Buckle@gov.bc.ca](mailto:Jon.Buckle@gov.bc.ca).

Thank you again for taking the time to write.

Sincerely,

Blair Lekstrom  
Minister

Copy to: Premier Christy Clark  
  
Nancy Olewiler, Board Chair  
TransLink  
  
Jon Buckle, Project Director, Evergreen Line

From: Gary Mikesh s.22  
Sent: Monday, February 6, 2012 1:45 PM

To: OfficeofthePremier, Office PREM:EX  
Subject: 201961 - Incoming

Dear Christy,

In light of the current economic climate in British Columbia, I was wondering if the rail cars for the Evergreen Line were going to be manufactured here in British Columbia or abroad. I should think that the Provincial Government would have a say in this matter. I look forward to hearing from you on this important matter.

Kind regards,

s.22

Vancouver, BC s.22

Underwood, Victor TRAN:EX

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**From:** s.22  
**Sent:** Friday, February 10, 2012 10:01 AM  
**To:** OfficeofthePremier, Office PREM:EX  
**Cc:** Minister, JTI JTI:EX  
**Subject:** 201961 - 2nd incoming  
**Attachments:** SCAN6132\_000.pdf

Christy,

Please see my memo to the Mayors of Surrey, Coquitlam, Port Coquitlam and Port Moody. Hopefully you and they will have the resolve to make this happen.

Best regards,

s.22

-----Original Message-----

From: s.22  
Sent: February 10, 2012 9:34 AM  
To: 'mayor@surrey.ca'; 'rstewart@coquitlam.ca'; 'mooreg@portcoquitlam.ca'; 'mclay@portmoody.ca'; 'derek.corrigan@burnaby.ca'  
Cc: 'martin.crilly@translinkcommission.org'  
Subject: FW: Evergreen Line

Honourable Mayors,

I've recently learned that the rail cars for the new Evergreen Line will in all probability be manufactured outside of our Province.

Aren't we shipping enough jobs offshore as it is? Here is an opportunity for you to voice your opinion on where these rail cars *should be manufactured*. The Bombardier facility at 6700 Southridge Drive in Burnaby, which was previously used to manufacture the rail cars for the Millenium Line is vacant and readily available for use.

The economic benefits of having these rail cars manufactured in our Province are too important to ignore. We have the facility, people and resources to handle the job. Now all we need is the will power to put them to use!

Yours truly,

s.22  
Taxpayer



Page 077

Withheld pursuant to/removed as

Copyright

Underwood, Victor TRAN:EX

---

**Subject:** FW: Evergreen Line

-----Original Message-----

From: s.22

Sent: Monday, February 27, 2012 1:06 PM

To: Transportation, Minister TRAN:EX

Subject: FW: Evergreen Line

Honorable Blair Lekstrom,

Please see Christopher Clarke's memo below regarding the benefits of having the passenger vehicles for the new Evergreen Line manufactured here in British Columbia.

There must have been a requirement for Bombardier to build the plant on Southridge Drive in South Burnaby where the passenger vehicles for the Millenium Line were manufactured in 2000. Now that *this plant is readily available for the same use, why can't we ensure that the passenger vehicles for the new Evergreen Line be manufactured here as well?*

Just think of the economic benefits associated with having them built here in our *Province as opposed to Mexico or South Korea.*

Regards,

s.22

-----Original Message-----

From: Clarke, Christopher [<mailto:CLClarke@surrey.ca>]

Sent: February 21, 2012 9:23 AM

To: s.22

Subject: RE: Evergreen Line

Good morning s.22

Thank you for your follow-up email, which was received on February 18. Both of your messages have been forwarded to me for a response.

Please be assured that Mayor Watts is most certainly concerned with how the Evergreen Line project will affect the residents of our province and its impact on *local economies. The tangible benefits of this project are many and will certainly bring much needed improvements to the public transit system in the prescribed area.*

Of course, because this project is funded by the tax payers of B.C., *they should reap all of the benefits - especially the jobs created as a result of this undertaking and the services of the Evergreen Live when it is complete. On this front, your concerns are best to be brought forward to the Provincial Government, specifically your local MLA. I gather this is not new information to yourself, but the Provincial Government is providing the directive and administrative necessities for moving this project forward. While many jobs will be kept in British Columbia, it is an understandable desire to see all jobs kept in our province. Due to the realities of the decision making process, your concerns are best to be brought forward to those who make the decisions specifically on this matter. In the Mayor's capacity on the Mayors' Council for*

TransLink, she will continue to lobby for decisions that will reap the most benefits for the residents of Surrey, and for the residents of B.C. In general, the Mayor is in contact with the Provincial Government and the appropriate Ministers to ensure that the most beneficial decisions will be made.

As you move forward to have your concerns addressed, I wish you the very best.

Best regards,

Chris Clarke | Communications Assistant

Mayor's Office

14245 - 56 Ave, Surrey, BC, Canada V3X 3A2 T 604.591.4168 | F 604.591.5175 [www.surrey.ca](http://www.surrey.ca)

Please consider the environment before printing this email

-----Original Message-----

From: s.22

Sent: February-18-12 4:55 PM

To: [jti.minister@gov.bc.ca](mailto:jti.minister@gov.bc.ca); [martin.crilly@translinkcommission.org](mailto:martin.crilly@translinkcommission.org); Mayor Dianne Watts; [rstewart@coquitlam.ca](mailto:rstewart@coquitlam.ca); [mooreg@portcoquitlam.ca](mailto:mooreg@portcoquitlam.ca); [mclay@portmoody.ca](mailto:mclay@portmoody.ca); [derek.corrigan@burnaby.ca](mailto:derek.corrigan@burnaby.ca); [Judj.Fee@leg.bc.ca](mailto:Judj.Fee@leg.bc.ca)

Cc: [premier@gov.bc.ca](mailto:premier@gov.bc.ca); [K.Falcon@BCLiberals.com](mailto:K.Falcon@BCLiberals.com)

Subject: Evergreen Line

If you don't think job creation in this Province is important then all of you should attend the Vancouver Board of Trade luncheon on February 22nd and listen to what our Finance Minister has to say.

If nothing is done by our local politicians in the next couple of months the rail cars for the new Evergreen Line will in all probability end up being manufactured either in Mexico or South Korea. Aren't we shipping enough jobs off shore as it is? Here is an opportunity for all of you to voice your opinion on where these rail cars should be manufactured.

I have yet to receive any feedback from any of you on the proposed use of the unoccupied and available facility at 6700 Southridge Drive in Burnaby, which was designed and built for Bombardier and previously used to manufacture all of the rail cars for the Millenium Line.

The economic benefits of having these rail cars manufactured in our own Province are too important to ignore, especially with our unemployment rate being as high as it is. We have the facility, we have the people and we have the resources to handle the job. All we need is the political will power to put them to use!

I call upon all of you to take whatever appropriate action you can to deal with this important matter before it's too late.

Regards,

s.22

West Vancouver, BC

Underwood, Victor TRAN:EX

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**Subject:** FW: Support "Made in USA"

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**From:** s.22

**Sent:** Monday, February 27, 2012 1:00 PM

**To:** OfficeofthePremier, Office PREM:EX

**Cc:** Transportation, Minister TRAN:EX; Minister, JTI JTI:EX; [K.Falcon@BCLiberals.com](mailto:K.Falcon@BCLiberals.com)

**Subject:** FW: Support "Made in USA"

Premier Clark,

I thought this might be of interest to you, particularly the last paragraph. I see this very same thing happening more and more here in Canada and, contrary to popular belief, something can be done about it.

You have an opportunity to ensure that the passenger cars for the new Evergreen Line are assembled here in British Columbia. Please seize the opportunity and do what is best for our Province. Consider what our Federal Government recently did for our ship building industry. Consider what the U.S. Defense Department recently did for Boeing. The Bombardier facility at 6700 Southridge Drive in South Burnaby, which was previously designed, built and used for the assembly of the passenger vehicles for the Millenium Line is available to be used for the assembly of the passenger vehicles for the new Evergreen Line. Think of the jobs that will be created if these passenger vehicles are built here!

Sincerely,

s.22

---

**From:** s.22

**Sent:** February 27, 2012 11:38 AM

**To:** Undisclosed-Recipient;

**Subject:** Support "Made in USA"

s.22

Got this from a friend...makes sense to me.

## **Subject: Support "Made in USA"**

I DIDN'T KNOW HALLMARK CARDS WERE MADE IN CHINA! That is also why I don't buy cards at Hallmark anymore,

**They are made in China and are more expensive! I buy them at Dollar Tree - 50 cents each and made in USA.**

I have been looking at the blenders available on the Internet. **Kitchen Aid is MADE IN the U.S.** Top of my list already.

Yesterday I was in Wal Mart looking for a wastebasket. I found some made in China for \$6.99. I didn't want to pay that much so I asked the lady if they had any others. **She took me to another department and they had some at 2.50 made in USA.** They are just as good.

Same as a kitchen rug I needed. I had to look, but I found some made in the USA - what a concept! - and they were 3.00 cheaper.

**We are being brainwashed to believe that everything that comes from China and Mexico is cheaper. Not so.**

One Light Bulb at a Time. I was in Lowe's the other day and just out of curiosity, I looked at the hose attachments. They were all made in China. The next day I was in Ace Hardware and just for the heck of it I checked the hose attachments there. They were made in USA.

**Start looking, people.** In our current economic situation, every little thing we buy or do affects someone else - **most often, their job.**

**My grandson likes Hershey's candy.** I noticed, though, that it is now marked "made in Mexico." I don't buy it anymore.

My favorite toothpaste **Colgate is made in Mexico ... now I have switched to Crest.** You have to read the labels on everything.

This past weekend I was at Kroger . . . I needed 60W light bulbs and Bounce dryer sheets.

I was in the light bulb aisle, and right next to the GE brand I normally buy -- was an off-brand labeled, "Everyday Value." I

picked up both types of bulbs and compared them: they were the same except for the price ...the **GE bulbs cost more than the Everyday Value brand**, but the thing that surprised me the most was that that **GE was made in MEXICO** and the **Everyday Value brand was made in - you guessed it - the USA** at a company in **Cleveland, Ohio**.

It's Way past time to start finding and buying products you use every day that are made right here.

So, on to the next aisle: **Bounce Dryer Sheets**... yep, you guessed it, **Bounce cost more money and is made in Canada**. The **Everyday Value brand cost less, and was MADE IN THE USA!** I did laundry yesterday and the dryer sheets performed just like the **Bounce Free** I have been using for years, at almost half the price.

**My challenge to you is to start reading the labels when you shop for everyday things and see what you can find that is made in the USA - the job you save may be your own or your neighbors!**

If you accept the challenge, pass this on to others in your address book so we can all start buying American, one light bulb at a time! **Stop buying from overseas companies - you're sending the jobs there.** (We should have awakened a decade ago....) **Let's get with the program and help our fellow Americans keep their jobs and create more jobs here in the USA.**

**I passed this on...will you?**

Underwood, Victor TRAN:EX

---

**From:** s.22  
**Sent:** Thursday, March 29, 2012 3:18 PM  
**To:** Transportation, Minister TRAN:EX  
**Subject:** 201961 - Reply to 201961

Dear Blair,

Thank you for your response. It's a shame to see a facility like the one at 6700 Southridge Drive sit vacant and jobs shipped off shore, but I've done all that I can do.

All the best,

s.22

-----Original Message-----

From: Transportation, Minister TRAN:EX  
[mailto:Minister.Transportation@gov.bc.ca]  
Sent: March 29, 2012 2:06 PM  
To: s.22  
Cc: OfficeofthePremier, Office PREM:EX; 'board@translink.bc.ca'; Buckle, Jon L TRAN:EX  
Subject: 201961 - Evergreen Line

s.22

201961 - Evergreen Line

Dear S.22

Thank you for your e-mail of February 27, 2012, regarding the manufacturing of rail cars for the Evergreen Line. I am also responding on behalf of Premier Christy Clark to your recent correspondence to her on this same matter.

The Evergreen Line and other projects funded under the Provincial Transit Plan are bringing new jobs to B.C. and helping to strengthen our economy.

As the Evergreen Line will be part of TransLink's SkyTrain service once it is completed, TransLink will select who will manufacture the vehicles for the project. This process is currently underway. My understanding is that the procurement is designed to be an open, competitive process that will ensure the best value for B.C. taxpayers. I have shared your comments with Nancy Olewiler, Board Chair of TransLink, so she will be aware of your views on this matter.

Should you have any additional questions about the Evergreen Line, please do not hesitate to contact Jon Buckle, the Project Director for the Evergreen

Line Rapid Transit Project. He can be reached at 604 927-4452 or by e-mail at [Jon.Buckle@gov.bc.ca](mailto:Jon.Buckle@gov.bc.ca).

Thank you again for taking the time to write.

Sincerely,

Blair Lekstrom  
Minister

Copy to: Premier Christy Clark

Nancy Olewiler, Board Chair  
TransLink

Jon Buckle, Project Director, Evergreen Line

From: s.22

Sent: Monday, February 6, 2012 1:45 PM

To: OfficeofthePremier, Office PREM:EX

Subject: 201961 - Incoming

Dear Christy,

In light of the current economic climate in British Columbia, I was wondering if the rail cars for the Evergreen Line were going to be manufactured here in British Columbia or abroad. I should think that the Provincial Government would have a say in this matter. I look forward to hearing from you on this important matter.

Kind regards,

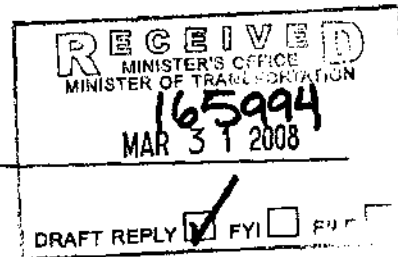
s.22

Vancouver, BC s.22





CITY OF BURNABY  
OFFICE OF THE MAYOR  
DEREK R. CORRIGAN  
MAYOR



2008 March 20

File: 90300-20

Honourable Kevin Falcon  
Minister of Transportation  
PO Box 9055 Stn. Govt.  
Victoria, BC V8V 9E2

Dear Mr Falcon:

**Subject: Evergreen Line Rapid Transit Project Business Case**

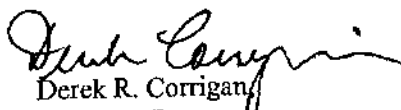
Burnaby City Council, at its 2008 March 17<sup>th</sup> meeting, received a report from our Director Planning and Building providing information on the recently announced Evergreen Line Rapid Transit business case.

As you will see from the information in the staff report a number of concerns have been identified with the business case, including the figures used to determine the preference for ALRT over LRT technology, the potential loss of Cameron Station from an ALRT line, projected funding shortfalls, and the lack of local government participation in the anticipated P3 approach. In light of these concerns Burnaby Council adopted a number of recommendations from staff such as requesting the Province to undertake further evaluation of the business case, reconsider the advisability of P3 funding and pursue further consultation with local governments. A recommendation that Burnaby Council affirm its support for the Northwest corridor as the preferred route for the Evergreen Rapid Transit Line was supported by all members of Council.

Council has asked that other parties involved in the process such as TransLink and Partnerships BC be sent copies of this report, as well as other Lower Mainland local governments, Burnaby's MPs and MLAs, the Mayors of the Northeast and the Land and Transportation Committee of Metro Vancouver to make them aware of our concerns.

We hope you will give serious consideration to the areas of concern identified in the report in working towards an effective transportation system through the northeast sector of Metro Vancouver. A copy of our staff report is enclosed for your information.

Very truly yours,

  
Derek R. Corrigan  
MAYOR

Underwood, Victor TRAN:EX

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**From:** Transportation, Minister TRAN:EX  
**Sent:** Tuesday, October 14, 2008 10:59 AM  
**To:** s.22  
**Subject:** 164382 — Evergreen Line

s.22

164382 — Evergreen Line

Dear s.22

Re: Evergreen Line

Thank you for your e-mail of February 1, 2008, regarding the technology proposed for the Evergreen Line. Please accept my apologies for the lateness of my reply.

It's great to hear you agree with the updated business plan for the Evergreen Line, which supports the use of Advanced Light Rapid Transit (ALRT), a SkyTrain-like technology, rather than light rail transit. ALRT has significantly lower annual operating costs, significantly shorter travel times for commuters and will have two and a half times more ridership by 2021. The provincial government has now taken this plan to the federal government so we can work with them on their portion of funding. We will proceed as soon as possible with project engineering and a competitive selection process to keep on track for planned 2014 completion.

As you have probably heard, we decided to proceed with the Northwest route for the Evergreen Line, based in large part on the feedback received from area mayors. Municipal councils in Port Moody, Port Coquitlam and Coquitlam have all voted to support the Northwestern route.

The Evergreen Line is an important part of this government's commitment to fighting congestion and reducing greenhouse gas emissions. I look forward to providing travellers in the Lower Mainland with new and better choices for transportation in the years to come.

Thank you again for your kind words.

Best regards,

Kevin Falcon  
Minister

-----Original Message-----

From: s.22  
Sent: Friday, February 1, 2008 11:11 PM  
To: Transportation, Minister TRAN:EX  
Subject: 164382 ALRT for Evergreen Line

AWESOME! EXCELLENT! GREAT DECISION!

Made my day, made my year!

Sky train (or similar) provides the rapid transit we need in the lower mainland

s.22 Burnaby.

Underwood, Victor TRAN:EX

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**From:** Transportation, Minister TRAN:EX  
**Sent:** Wednesday, June 18, 2008 1:25 PM  
**To:** s.22  
**Subject:** 164380 — Evergreen Line

s.22

164380 — Evergreen Line

Dear s.22

Re: Evergreen Line

Thank you for your e-mail of February 2, 2008, regarding the technology proposed for the Evergreen Line. Please accept my apologies for the lateness of my reply.

It's great to hear you agree with the updated business plan for the Evergreen Line, which supports the use of Advanced Light Rapid Transit (ALRT), a SkyTrain-like technology, rather than light rail transit. ALRT has significantly lower annual operating costs, significantly shorter travel times for commuters and will have two and a half times more ridership by 2021.

As I'm sure you've heard, we decided to proceed with the Northwest route for the Evergreen Line. This was based in large part on the feedback received from area mayors. Municipal councils in Port Moody, Port Coquitlam and Coquitlam have all voted to support the Northwestern route.

The provincial government has now taken this plan to the federal government so we can work with them on their portion of funding. We will proceed as soon as possible with project engineering and a competitive selection process to keep on track for planned 2014 completion.

The Evergreen Line is an important part of this government's commitment to fighting congestion and reducing greenhouse gas emissions. I look forward to providing travellers in the Lower Mainland with new and better choices for transportation in the years to come.

Thank you again for your kind words.

Best regards,

Kevin Falcon  
Minister

-----Original Message-----

From: s.22  
Sent: Saturday, February 2, 2008 8:31 AM  
To: Transportation, Minister TRAN:EX  
Subject: 164380 Evergreen Line

Congratulations and THANK YOU!!

I am so happy to hear that the new Evergreen Rapid Transit line will be a Skytrain technology!! I am opposed to the "at grade" option - it is slow, dangerous to pedestrians and vehicles - and does not really accomplish the desired results.

Thank you once again. You have the full support of the s.22 Family in this decision!!

Well done - keep up the great work.

s.22

New Westminster, BC  
s.22

Underwood, Victor TRAN:EX

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**From:** Transportation, Minister TRAN:EX  
**Sent:** Wednesday, April 30, 2008 11:42 AM  
**To:** s.22  
**Subject:** 163989 – Evergreen Line  
**Attachments:** 163989.pdf

s.22

163989 – Evergreen Line

Dear s.22

Thank you for your letter of January 17, 2008, regarding your suggestions for the Evergreen Line.

As you may have heard, there have been some announcements about the Evergreen Line since you wrote. I think you'll be pleased to know that the updated business case for the Evergreen Line supports the use of Advanced Light Rapid Transit (ALRT), a SkyTrain-like technology. The provincial government has now taken this plan to the federal government so we can work with them on their portion of funding.

I was glad to receive your comments about the possible routes for the line. TransLink and I have asked the local mayors to provide their thoughts about the routes, and we'll make a final decision in the spring.

The Evergreen Line is an important part of this government's commitment to fighting congestion and reducing greenhouse gas emissions. I look forward to providing travellers in the Lower Mainland with new and better choices for transportation in the years to come.

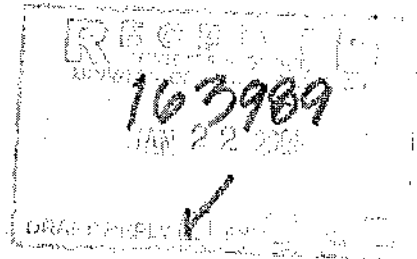
Thank you again for taking the time to write.

Best regards,

Kevin Falcon  
Minister

Evergreen Transit Proposal

January 17, 2008



The proposed Evergreen Line using 'Street Rail Cars' beginning in the existing Coquitlam 'Park and Ride' and traveling through Port Moody to the Lougheed Sky Train Station is NOT the answer to the regions transit problem.

Extending the existing Sky Train from the existing Braid Street(?) Station to the Coquitlam Park and Ride via the Lougheed Highway route is the only sensible approach to this complex challenge.

Items to consider:

The necessary grade tunnel from St Johns Street in downtown Port Moody to Clarke Road in Burnaby when completed will cost much more than the now exorbitant estimate. No project such as this has ever been completed within budget. The cost of maintaining this switchback tunnel and its safety aspects are not even mentioned in any discussions.

The present and future commuters from Belcarra, Anmore, Westwood Plateau, Coquitlam and Port Coquitlam plus those from East of the Pitt River wishing to use Skytrain will be able to reach the Coquitlam 'Park and Ride' and direct access to Sky Train with minimal change in their travel route.

It makes much more sense to transport non-driving passengers the short distance East from Port Moody using the existing bus service to a Sky Train Terminal in the Coquitlam 'Park and Ride' than the extravagant Evergreen proposal.

This 'Evergreen Street Rail Car' proposal from the Coquitlam Park and Ride will travel through Port Moody to the Lougheed Sky Train Station. It has a limited passenger capacity due to the restrictions as to the allowable length of the interim stations.

In Rush Hours, by the time these 'Street Rail Cars' traveling West to the Lougheed Sky Train Station depart from the high density area of Newport village they will be filled with Sky Train bound passengers. Potential passengers in downtown Port Moody will have very little chance to gain access to this Evergreen Line when they most require it.

Expanding the Sky Train to the Coquitlam 'Park and Ride' will not only ease our present commuting problems but also prepare for the future passenger growth East of the Pitt River. Extending the Sky Train to Coquitlam 'Park and Ride' is inevitable to enable a future Sky Train expansion to the East.

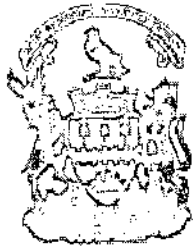
Any steps taken now, such as the 'Evergreen Street Rail Car' and its tunnel, will be deemed as a 'bad decision and wasted money' when the Sky Train is eventually routed East via Coquitlam 'Park and Ride'.

No mention has been made as to the increased congestion that would be caused by the introduction of a 'Street Rail Car' on the now congested traffic situation in the Lougheed/North Road area.

s.22

Port Moody BC s.22





# CITY OF PORT MOODY

OFFICE OF THE MAYOR  
Joe Travellini

February 20, 2008

Honourable Kevin Falcon  
Minister of Transportation  
Ministry of Transportation  
PO Box 9055  
STN PROV GOV  
Victoria, BC V8W 9E2

Dear Minister Falcon:

Re: Evergreen Line Town Hall Meeting - March 3, 2008 - 7:00 pm

At its February 12, 2008 meeting, Port Moody Council approved a consultation process to seek public input on the most recent Evergreen Line proposal.

The city will be hosting a Town Hall meeting at 7 pm on Monday, March 3rd, 2008 in the Inlet Theatre, Port Moody City Hall. You are kindly invited to participate as a panel member.

Decisions on this consultation process were debated and finalized by Council at a meeting that was open to the public and the media, so please accept my apologies if you read about being invited to join the panel in a newspaper before receiving this letter. To quote Ralph Nader, Political Activist: "town hall meetings held in small communities are the most pristine form of democracy in the world".

The plan for the evening is as follows:

- |                |  |
|----------------|--|
| 4:00 - 7:00 pm | Information display staffed by TransLink and City of Port Moody in City Hall's Galleria;                     |
| 7:00 pm        | each panel member will be invited to make a brief opening statement;   |
| 7:30 - 9:00 pm | the moderator will refer questions from the audience and received by e-mail to the appropriate panel member. |

.../2

Honourable Kevin Falcon, Minister of Transportation  
Evergreen Line Town Hall Meeting - March 3, 2008  
February 20, 2008

Page 2

Port Moody residents are being invited to the Town Hall meeting through a variety of means including local media. Public transit is a very important issue in the community, so we are confident that there will be a large audience. The Town Hall meeting will also be broadcast live on the web. The video will be made available to the public to view on demand after the meeting.

Please contact my Executive Assistant, Diane Simmons at 604-469-4501 or by e-mail at [diane.simmons@cityofportmoody.com](mailto:diane.simmons@cityofportmoody.com) to confirm your attendance.

Sincerely,



Joe Trasolini  
Mayor

January 19, 2009

His Worship  
Mayor Richard Stewart  
City of Coquitlam  
3000 Guildford Way  
Coquitlam BC V3B 7N2

Reference: 169467  
Your File: 16-8640-20/ALRT/1

Dear Mayor Stewart:

**Re: Evergreen Line**

I am writing in response to former mayor Maxine Wilson's letter of July 29, 2008, expressing her support for an expedited completion of the Evergreen Line. Please accept my apologies for the lateness of my reply.

On August 5, I announced with TransLink Chair Dale Parker that we have formed an agreement for the line's construction and will soon have the project office established. We expect to begin construction in 2010, and I am confident that, as committed, the line will be in operation by the end of 2014.

The Evergreen Line is a \$1.4 billion project. While we're eager to see the project completed, creating a lasting transit improvement of its caliber, and ensuring good value for tax dollars, means taking the time to consult with local government and community stakeholders, secure adequate funding and evaluate technological options and long-term operating strategies. I can appreciate that residents of the Tri-Cities would like to see the line built quickly, but the importance of these steps cannot be overstated.

Sincerely,

***Original Signed By:***

Kevin Falcon  
Minister

.../2

SECRET

- 2 -

Copy to: The Honourable Iain Black  
Minister of Labour and Citizens' Services  
MLA, Port Moody-Westwood

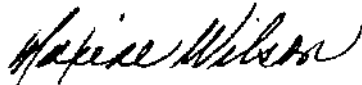
The Honourable Lawrence Cannon  
Minister of Transport, Infrastructure and Communities

Harry Bloy  
MLA, Burquitlam

Dale Parker, Board Chair  
TransLink

Should you have any questions or require any further information with respect to this matter please contact me directly at 604-927-3001.

Yours truly,



Maxine Wilson  
Mayor

- c - South Coast British Columbia Transportation Authority (TransLink) Board
- Mayors' Council on Regional Transportation
- Mr. James Moore, MP
- Ms. Dawn Black, MP
- Mr. Randy Kamp, MP
- Mr. Harry Bloy, MLA
- Ms. Diane Thorne, MLA
- Mr. Mike Farnworth, MLA
- Mr. Iain Black, MLA

February 28, 2008

s.22

Reference: 163996

Port Moody BC s.22

Dear s.22

**Re: Evergreen Line**

Thank you for your letter of January 17, 2008, regarding your questions about the Evergreen Line.

As you may have heard, there have been some announcements about the Evergreen Line since you wrote. I think you'll be pleased to know that the updated business plan for the Evergreen Line supports the use of Advanced Light Rapid Transit (ALRT), a SkyTrain-like technology, just as you suggested. The provincial government has now taken this plan to the federal government so we can work with them on their portion of funding.

I was glad to receive your comments about the possible routes for the line. TransLink and I have asked the local mayors to provide their thoughts about the routes, and we'll make a final decision in the spring. With the ALRT approach, the northwest route would be slightly different than previously described — it would travel adjacent to the Canadian Pacific rail line through Port Moody. I hope this will address many of the concerns you have about this route.

The Evergreen Line is an important part of this government's commitment to fighting congestion and reducing greenhouse gas emissions. I look forward to providing travellers in the Lower Mainland with new and better choices for transportation in the years to come.

Thank you again for taking the time to write.

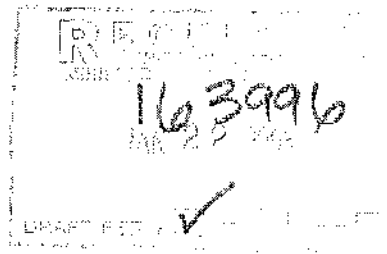
Sincerely,

***Original Signed By:***

Kevin Falcon  
Minister

Information provided by:

Tamara Little, Issue Note, January 31 2008



s.22

Port Moody, B.C.  
s.22

January 17, 2008

The Honourable Kevin Falcon, M.L.A.  
Minister of Transportation.

Room 306  
Parliament Buildings  
Victoria, BC  
V8V 1X4

Your Honour,

I am writing in regards to the proposed 'Evergreen' transit line alignment through Port Moody. I have a few questions I hope your office can shed some light on. They are as follows;

- 1) How can the Government justify taking a routing for this line that has, by all estimates and it seems agreed that they are all conservative in scope, been almost 80% more expensive?
- 2) Though I am not a tunnel contractor by trade I am familiar with general contracting costs and an underground route is in ALL cases the most expensive possible option. Why therefore are we not looking at the more proven technology of 'Skytrain' style suspended rail?
- 3) The alignment to me seems to be and has always seemed somewhat self serving for some members of the local government. I don't see the social benefits of a northern route over the southern route that serves much of the same residential districts and also the public health facility of Riverview Hospital. Further as there has been call for another hospital of a more mainstream style (Trauma care and ER) in the region, the lands of Riverview would seem the logical choice for this and therefore would offer yet another reason for the southern alignment. Could you please shed some light on this dogmatic avoidance of using the southern alignment?
- 4) As the Lower Mainland is a geographically challenged region, I find the suggestion of burdening an existing corridor totally and inexcusably short sighted. I have lived in GVRD my whole life (43 years) and in Port Moody for the last 8 years so I am very familiar with the issues arising from choke points in traffic. I am a total supporter of the 'Gateway' program and am not opposed to toll bridges if they relieve traffic congestion for key areas.

.../s/

That said, to consider destroying 2 lanes of existing traffic right of way through a tight corridor such as Port Moody seems unbearably ignorant. Previously Translink has removed from service one lane each way during peak periods from the Barnet Highway for HOV use. Though I do agree with the concept of HOV, I don't believe it is correct to facilitate it at the expense of existing corridors. Not all traffic is able to double up as a bus and carry more people. All Translink has really achieved in this case is given themselves a pat on the back for keeping bus routes open during rush hour, with a loss to the commuters who bear the greater burden of road tax through gas taxes. Unless the David Ave. connector and bridge to North Vancouver were to be included in this plan I don't see how it will make things better for the increasing load on the regions roads. Could you please explain how this will not be a negative overall impact on traffic in the corridor?

In closing I would like to point out that Port Moody and Port Coquitlam as well as the Ridge Meadows area have little choice but to use the corridor through Port Moody. The work undertaken with the upgrading of the Pitt River Bridge will only help move more traffic along into the corridor and a new choke point will be created. This is simple flow dynamics and not difficult to realize. I am very happy to see that the Murray St overpass has been finally approved as it will take some of the load off an already very overloaded Murray St route, though I must point out that in the last 2 years vast residential high density developments have been going into the Newport Village area and this is almost a case of 'too little, too late'. In closing I wish to say that I think better use of existing corridors such as the partnerships between CP and CN and Municipalities and the Province of BC with regards to shared use of rail corridors are the sort of answers we require in the future. If the northern routing through Port Moody is required for reasons I cannot grasp, I believe that an elevated rail option along the existing rail corridor would have far less impact on the area, both during construction and also in operation.

I thank you in advance for your attention in this matter.

Respectfully,

s.22



Underwood, Victor TRAN:EX

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**From:** Transportation, Minister TRAN:EX  
**Sent:** Wednesday, September 10, 2008 11:43 AM  
**To:** s.22  
**Subject:** 164467 — Evergreen Line

s.22

164467 — Evergreen Line

Dear s.22

Thank you for your e-mail of February 4, 2008, regarding the technology proposed for the Evergreen Line. Please accept my apologies for the lateness of my reply.

As you've heard, the updated business plan for the Evergreen Line supports the use of Advanced Light Rapid Transit (ALRT), a SkyTrain-like technology, rather than light rail transit. Although an ALRT system has higher construction costs, it has significantly lower annual operating costs, significantly shorter travel times for commuters and it will have two and a half times more ridership by 2021. *It will also be integrated into the existing Millennium Line to allow for seamless coordination.*

Based in large part on the feedback received from area mayors, we decided to proceed with the Northwest route for the Evergreen line. Municipal councils in Port Moody, Port Coquitlam and Coquitlam have all voted to support the Northwestern route.

The provincial government has now taken this plan to the federal government so we can work with them on their portion of funding. We will proceed as soon as possible with project engineering and a competitive selection process to keep on track for planned 2014 completion.

The Evergreen Line is an important part of this government's commitment to fighting congestion and reducing greenhouse gas emissions. I look forward to providing travellers in the Lower Mainland with new and better choices for transportation in the years to come.

Thank you again for taking the time to write.

Best regards,

Kevin Falcon  
Minister

-----Original Message-----

From: s.22  
Sent: Monday, February 4, 2008 10:54 AM  
To: Transportation, Minister TRAN:EX  
Subject: 164467 Evergreen line plans - why skytrain?

Dear Minister Falcon,

I am wondering why the Ministry of Transportation has decided to change the Evergreen Line plan from Light rail, at grade transit, to sky-train like transit. On what basis was this decision made? Given that the LRT mode was decided as the result of extensive consultation and planning that coordinated with *scheduled developments and environmental and aesthetic concerns*, it is alarming that the MoT would suddenly switch to a much more expensive method of construction.

Thank you for your concern and information.

s.22

Vancouver, BC

# TRANSACTIONS

s.22

164019 - Expo Line

Dear s.22

Premier Gordon Campbell has asked me to respond on his behalf to your e-mail of January 14, 2008, regarding the proposed expansion of the Expo Line. It's always good to hear from professionals involved in British Columbia's earlier public transit successes as we prepare to expand and improve our transit network. Please accept my apologies for the lateness of my reply.

I shared your thoughtful letter with our transit planning team and our colleagues at TransLink, and they've provided some additional information that you may be interested in.

As you probably know, our goal is to double the capacity of the SkyTrain Expo Line in order to reduce greenhouse gas emissions, improve access to public transit, and strengthen the region's economy. You're right that adding more trains would serve us well, and this is going to be an important part of TransLink's strategy. Optimizing the time between trains will also be a key feature, as you suggest.

Over the past two years, the effective capacity of the system has been optimized to take full advantage of the existing fleet, increasing the morning peak period capacity to nearly 12,000 passengers per hour between Broadway and Main Street stations, up from 10,500.

In order to expand capacity even further and extend SkyTrain service to new areas, upgrades will be needed. TransLink currently has 34 cars on order which will be in service before the Olympics in 2010. As well, the Province has recently provided funding to TransLink to purchase an additional 14 cars to meet the current and anticipated future demand. These new cars will allow TransLink to operate longer trains, providing more capacity at existing frequencies. As the fleet grows, they will also enable more frequent service.

Regarding the possibility of extending the station platform decks, it currently doesn't look like that will be necessary at all locations in order to double capacity. Some stations have reached capacity when it comes to access, egress and platform dispersion, and TransLink is actively working to upgrade them. TransLink will continue to look for ways to increase capacity within the existing platform lengths.

Like you, the provincial government is very concerned about getting good value for taxpayers. The \$3.1 billion of new investment will provide for a six-kilometre extension of the line to Surrey, as well as additional storage track and depots, control system upgrades, new maintenance facilities and transit exchanges, and other improvements. I'm confident that an expanded Expo Line will be a key piece of a world-class transit network.

Thank you again for taking the time to write.

SECRET

Best regards,

Kevin Falcon  
Minister

Copy to: Premier Gordon Campbell

Information provided by: Jim Hester, Director, Transit

Underwood, Victor TRAN:EX

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**From:** Transportation, Minister TRAN:EX  
**Sent:** Thursday, January 24, 2013 8:49 AM  
**To:** 'mclay@portmoody.ca'  
**Cc:** Minister, CSCD CSCD:EX; Richter, Kevin J TRAN:EX; Farrell, Amanda TRAN:EX  
**Subject:** 214303 - Evergreen Line Pedestrian Overpass

Dear Mayor Clay:

Please find attached correspondence from the Honourable Mary Polak, Minister of Transportation and Infrastructure.

Hard copy to follow by mail.

Thank you,

Office of the Minister  
Ministry of Transportation and Infrastructure





January 24, 2013

Reference: 214303

His Worship  
Mayor M.E. (Mike) Clay  
City of Port Moody  
100 Newport Drive  
Port Moody BC V3H 5C3

Dear Mayor Clay:

**Re: Evergreen Line Pedestrian Overpass**

I am following up on the letter of November 15, 2012, sent to you by the Honourable Bill Bennett, Minister of Community, Sport and Cultural Development, regarding your support for a pedestrian overpass near the Evergreen Line's Port Moody Central Station. Please accept my apologies for the lateness of this reply. I know this is an important matter to you.

I understand you were advised by former Minister Blair Lekstrom earlier this year that ridership from north of the station is anticipated to be relatively low based on the existing land use, and, therefore, a pedestrian connection to this location was not included in the scope of the Evergreen Line Project.

While I can confirm the ministry is not currently planning a pedestrian overpass at Port Moody Central Station or widening Moody Street Overpass, I understand it is a matter that the Evergreen Project team continues to discuss with your staff. We will continue to work closely with the City to determine whether there are opportunities in conjunction with the project that would assist you in meeting this objective.

I can assure you the ministry takes pedestrian safety very seriously, and we are committed to working with the City to ensure pedestrian access to stations remains as safe and reliable as possible for riders.

.../2

- 2 -

Assistant Deputy Minister, Infrastructure, Kevin Richter and Evergreen Line Executive Project Director Amanda Farrell would be happy to meet with you and your staff to provide an update on the project as we move towards major construction. Please contact Mr. Richter at 250 387-6742, should you wish to arrange a meeting.

Thank you for taking the time to write.

Sincerely,



Mary Polak  
Minister

Copy to: Honourable Bill Bennett  
Minister of Community, Sport and Cultural Development  
MLA, Kootenay East

Kevin Richter, Assistant Deputy Minister  
Infrastructure Department

Amanda Farrell, Executive Project Director  
Evergreen Line Rapid Transit Project

Underwood, Victor TRAN:EX

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**From:** Transportation, Minister TRAN:EX  
**Sent:** Thursday, January 22, 2009 12:18 PM  
**To:** s.22  
**Cc:** Chang, David TRAN:EX  
**Subject:** 166415 - Evergreen Line Route Choice

s.22

166415 - Evergreen Line Route Choice

Dear s.22

Thank you for your e-mail of April 11, 2008, expressing concern regarding the Evergreen Line route selection, and the timeline for the project's completion. Please accept my apologies for the lateness of my reply.

As you know, our government and TransLink asked the Tri-city mayors to solicit feedback from their constituencies to help determine what route should be chosen for the Evergreen Line. Hundreds of Port Moody residents shared their thoughts at the March 3 town hall meeting. It's important to note that in addition to public feedback sessions, the mayors received input through online submissions, and the Mayors' Council on Regional Transportation also received over 150 feedback forms from residents of the area.

The Northwest route has been chosen with the support of a strong business case that shows this route has a technical advantage over the Southeast route. I am confident that the mayors' support was based on an open process with ample opportunity for residents to share their views, and I am pleased that they recognized the value of a consensus on this important decision.

The Evergreen Line is a \$1.4 billion project, and creating a lasting transit improvement of its caliber means taking the time to consult with local government, secure adequate funding, and evaluate technological options and long-term operating strategies. I can appreciate that you would like to see the line built quickly, and in a financially responsible manner, and you may be interested to know that public-private partnerships (P3s) are actually a very successful way of meeting these two priorities.

P3 projects offer opportunities to realize innovation from, and efficiently transfer risk to private sector partners. Thus far, all of our P3 projects have been completed on schedule and on budget. Overall, P3s have offered innovation, creativity and excellent value for British Columbians' tax dollars. You may wish to view more details on P3 projects on the Partnerships BC web site at <http://www.partnershipsbcc.ca>.

Provincial policy has established P3s as the preferred framework for all projects where the Province is contributing more than \$20 million in capital funding. This policy has been put in place to ensure that there is a rigorous examination of options in the planning stage and to ensure that provincial capital investments provide tax payers with the best value for dollar. The Evergreen Line Rapid Transit Project business case provided a favourable preliminary assessment of the project's viability as a P3 project. While the project has characteristics that might favour a P3 procurement option, a decision on procurement will not be made until after a detailed analysis of relevant options has been completed. This assessment is currently underway.

Should you have further questions about this project, please feel free to contact David Chang, my ministry's Associate Project Director. He can be reached at [David.Chang@gov.bc.ca](mailto:David.Chang@gov.bc.ca) or at 604 775-1097. He would be pleased to assist you.



Thank you again for taking the time to write.

Best regards,

Kevin Falcon  
Minister

Copy to: David Chang  
Associate Project Director

----- Original Message -----

From: s.22

To: Grubestic, Lisa TRAN:EX

Sent: Fri Apr 11 15:54:15 2008

Subject: Fw: Stop talking and get Evergreen Line built

Transportation Minister; Mr. Kevin Falcon.

Fw: Stop talking and get Evergreen Line built

Attached is my letter to the editor of our local. From this you will understand that the general population believes that the extension to SkyTrain should be constructed along the ( S.E.Corridor) the Lougheed Hwy to the Coquitlam Center. However for some reason the TriCities 3 Councils have opted for the (N.E. Corridor). Our 2 MLA's do not want to get involved with the development of the Provincially owned Riverview Property, that no one wants to be decimated by development. However this seems to be the only reason for not choosing the S.E.Route. We had previously been involved with Citizens For Appropriate Evergreen Technology "CAET". We felt we won that for which we were advocating( the SkyTrain extension). But now can not help stressing some facts we had gathered along this advocacy path. (1) The Business plan for the Street car could never be substantiated( essentially the same basic route now proposed for the SkyTrain extension). So the changes to SkyTrain don't alter the facts that this route can not be of any financial benefit. As the accompanying letter explains, the total 11kms route with 6 kms of tunnel & at grade CPR right of way, & a superfluous stop @ WCE does not allow any passenger access that would not already have been provided by the S.E. Route. Combine this fact with Chairman Malcolm Brodie of Richmond, when Chairing the Translink Board, found Mayor Joe Transolini of Port Moody in conflict of interest, & would not permit him to debate on any matter pertinent to the Evergreen Line. Joe, like Scott Young, Mayor of Port Coquitlam, was able to STRONGLY tip their Council vote to endorse the N.E. Route. There are other points that I could mention but I feel that if you were prepared to use them they could be forthcoming. It is not financially prudent to use the N.E. Route, nor do I feel that it is wise to use a 3P arrangement. I would appreciate your views. s.22

Stop talking and get Evergreen Line built

March 23, 2008

The Editor,

Re. "Trustees back SE route" (The Tri-City News, March 14).

Thanks to the School District 43 board of education. It evaluated and made an educated decision on the Evergreen Line.

Tri-City mayors have not done their homework with the same dedication. Port Moody's Joe Trasolini chaired a meeting with his council March 3 and afterwards stated the crowd was 60% to 40% in favour of the southeast route.

The at-grade CP Rail right-of-way seemed to make such a difference to the mayor and council that they have forgotten they were always opposed to SkyTrain. So now, (hastily) with almost a week before they were asked to respond, the council told the provincial government it favours the northwest route.

On March 6, a community group held a similar meeting in the Sir Frederick Banting middle school gym. All but one member of Coquitlam council was present. Whether in answers to questions or not, the councillors were on their feet, not as much in favour of the northwest route but certainly concerned about the future use of the Riverview Hospital lands.

Councillors are now on record supporting the northwest route in spite of the fact that the chair of the meeting at Banting felt those attending favoured the southeast route by a margin of 70% to 30%.

Port Coquitlam's council apparently felt it had sufficient public input for it to also go on record in support of the northwest route. Although Mayor Scott Young cast the deciding vote, the three councillors who favoured the southeast route seemed to understand that this would greatly benefit PoCo ratepayers.

Even though SkyTrain is the correct technology, why do our elected representatives (who didn't even support the correct technology previously ) now put stumbling blocks into the progress of this project?

Our grandchildren will benefit from the Evergreen Line and our present concerns should be to see that future generations are not still paying the price for this otherwise almost perfect transportation system. These past 45 days have been only a small part of the five years that have been wasted on political manoeuvring. Let's quit the political dialogue and go to work on this much-needed line.

s.22

Port Moody

Underwood, Victor TRAN:EX

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**From:** Transportation, Minister TRAN:EX  
**Sent:** Thursday, September 11, 2008 11:20 AM  
**To:** s.22  
**Subject:** 168983 - RapidBus BC and Rapid Transit Service for Surrey

s.22

168983 - RapidBus BC and Rapid Transit Service for Surrey

Dear s.22

Thank you for your e-mail of July 3, 2008, regarding upcoming transit improvements for Surrey-Cloverdale residents. Please accept my apologies for the lateness of my reply.

Our transit planners are now working on possible concepts for the design of the King George Highway RapidBus BC route and are in discussions with their counterparts in TransLink. We're still in the early stages of the project, so it's too early to identify an opening date for the line. RapidBus BC lines will likely require new infrastructure, such as dedicated lanes or queue jumping provisions at intersections, so we want to make sure we examine all our options and find the best and lasting choice for travellers.

As for SkyTrain, our transit plan calls for a \$3.1 billion upgrade and expansion of the Expo SkyTrain Line, which will include a 6-kilometre extension into Surrey by 2020. My understanding is that the extension would serve more commuters if it heads east from King George rather than south down King George Highway, but the extension's exact route has yet to be determined, and you and other members of the community will have many chances to comment on the plans as they develop.

You can be sure I'm as eager as you are to see more transportation options for Surrey. Our planners are working hard every day to make that happen. If you would like more information about the Provincial Transit Plan, including maps, you may want to visit our web site at [http://www.th.gov.bc.ca/Transit\\_Plan](http://www.th.gov.bc.ca/Transit_Plan).

Thank you again for taking the time to write.

Best regards,

Kevin Falcon  
Minister

-----Original Message-----

From: Falcon.MLA, Kevin [<mailto:Kevin.Falcon.MLA@leg.bc.ca>]  
Sent: Monday, July 7, 2008 11:57 AM  
To: s.22  
Cc: WEBMASTER TRAN:EX; Hester, Jim TRAN:EX  
Subject: RE: Your Summer 2008 Report

s.22

Thank you for writing into Kevin's Constituency office. I have taken the liberty of forwarding your email to Kevin's Ministerial Office. You will receive a response to your questions as soon as possible.

Thank you  
Natasha

Natasha Westover  
Constituency Assistant to  
Kevin Falcon, MLA  
Ph. 604-576-3792  
Fax 604-576-3797  
[Natasha.Westover@leg.bc.ca](mailto:Natasha.Westover@leg.bc.ca)

-----Original Message-----

From: s.22  
Sent: Thursday, July 03, 2008 10:26 PM  
To: Falcon.MLA, Kevin  
Subject: Your Summer 2008 Report

Dear Mr. Falcon:

Thank you for sending me your Summer 2008 report

I am very interested in the transit component of *this report*. You have highlighted the New Rapid Bus line to White Rock along King George Highway and indicated that residents of your constituency will soon have this 15 by 15 by 7 service. Would you please define soon?

You also refer to new Surrey Line for Skytrain and show a photo of Skytrain in your report. Are you considering extending Skytrain into or even close to your constituency? Would you consider having an arm of Skytrain run down King George Highway to at least 72nd Ave? I have been told that any extension of Skytrain will go directly east to Langley or Guildford and not towards your constituency. I would be interested in your comments on this.

Thanks for your time and consideration of these questions.

s.22

July 7, 2008

The Honourable Lawrence Cannon  
Minister of Transport, Infrastructure and Communities  
House of Commons  
Ottawa ON K1A 0N5

Reference: 168260

Dear Minister Cannon:

**Re: Initial Evergreen Line Funding Plan**

Further to my letter of March 10, 2008, and our meeting in April at the Council of the Ministers Responsible for Transportation and Highway Safety, on behalf of the citizens and government of British Columbia, I want to express appreciation for the federal government's support of transit and transportation infrastructure projects. As you know, Greater Vancouver is experiencing a number of challenges concerning transit and transportation issues as the area's robust population growth generates continuing congestion, liveability and competitiveness pressures. I also wish to undertake that British Columbia's \$66.7 million share of the Public Transit Capital Trust 2008 funding will finance a portion of the costs of the planning, development and early construction phases of the Evergreen Line over the next three years as described in this letter.

As referenced in Minister Flaherty's budget speech, the Evergreen Line is a \$1.4 billion rapid transit project, expected to be completed by 2014, servicing metro Vancouver's fast growing northeast sector with connections to the Millennium and Expo lines. The Evergreen Line is an important and integral component of the transit network plan in the Lower Mainland area, designed to enhance ridership capacity to meet increasing service demand as well as help in the reduction of GHG emissions by providing improved transit options to Lower Mainland residents.

As you are aware from prior experiences, this type of infrastructure project requires planning and construction commitments spanning more than one year. B.C. intends to withdraw the entire \$66.7 million trust funding as soon as it is available, and the attached plan for your review shows how these funds are to be used over the next three years as well as preliminary plans of the entire Evergreen Line construction project. B.C. will be requesting further federal government support of the Evergreen Line through your government's Building Canada Plan to be partnered with funding commitments from the Province and the South Coast British Columbia Transportation Authority.

.../2

The Ministry of Transportation and the BC Transportation Financing Authority will produce regular reports for both the contributors and the public on specific accomplishments and expenditures, including progress reports on the application of this funding to the intended outcomes. Given the size and scope of the development and construction of the Evergreen Line, plan details may be updated and publicly reported as strategies are initiated or updated to achieve the objectives. Plans and accomplishments will be disclosed in annual service plans accompanying the government's Budget and Fiscal Plan and in year-end annual reports released with the Public Accounts.

The attached plan expands on the initiatives identified in our governments' joint statement released March 11. Over the next three years this plan is expected to spend \$40 million on construction and the remaining \$27 million in a variety of areas including engineering and design, technical studies and procurement and contract development. If you concur that it is consistent with the Operating Principles underlying the multi-year Public Transit Capital Trust 2008, including public reporting on the achieved outcomes, the plan, to be implemented through your government's funding, is expected to support the initial construction phase of this project to ultimately increase transit capacity and provide enhanced service.

I look forward to your comments concerning the plan and thank you again for your support as cooperative and collaborative initiatives between our two governments are essential in addressing this major issue.

Sincerely,

***Original Signed By:***

Kevin Falcon  
Minister

Attachment

### Initial Evergreen Line Funding Plan

The Government of Canada and the Province of British Columbia share the mutual goals of reducing traffic congestion in urban areas, reducing carbon dioxide and other emissions, and making our communities more liveable. To meet these goals, the Province recently introduced its \$14 billion Provincial Transit Plan. The Evergreen Line, servicing the rapidly growing communities in Metro Vancouver's Northeast sector, is a key component of this plan. The project's strategies to increase capacity and ridership will allow residents to choose transit, rather than automobiles, as their preferred method of transportation. This mode shift will reduce traffic congestion and associated emissions and improve the region's liveability.

Construction of the Evergreen Line is a major undertaking, and will require cooperation between a number of parties to ensure success. Table 1 shows the currently envisioned Evergreen Line funding profile. In addition to the \$66.7-million contribution from the Public Transit Capital Trust 2008, B.C. intends to request further federal government support of the Evergreen Line construction project of up to about \$350 million under the Building Canada Plan. These preliminary figures are based on a conceptual design for the project subject to change as engineering and further design work progresses. Additionally, as discussed in the Evergreen Line Rapid Transit Project Business Case, available at [http://www.th.gov.bc.ca/evergreen\\_line/docs/BusinessCase.pdf](http://www.th.gov.bc.ca/evergreen_line/docs/BusinessCase.pdf), a preliminary assessment of the Evergreen Line's suitability as a P3 project indicated that a detailed procurement analysis will be required. The funding profile presented in this plan is based on a traditional Design-Bid-Build procurement strategy. A decision to procure the Evergreen project through a P3 model may change this preliminary funding profile.

Table 1.) Preliminary Evergreen Line Funding Profile (\$ millions)

	08/08	09/10	10/11	11/12	12/13	13/14	14/15	Total
Funding Requirements	11	20	51	181	482	402	232	1,379

Table 2 presents details on how the \$66.7 million advanced under the Public Transit Capital Trust 2008 will be used, as well as the expected per cent completion of each general category of expenditures.

.../2

Table 2.) Preliminary Funding Profile for \$66.7 million Federal Contribution (\$ millions)

	2008/09	(% complete)	2009/10	(% complete)	2010/11	(% complete)	Total	(% complete)
Engineering and Design	\$5.60	28%	\$5.00	53%	\$2.70	67%	\$13.30	67%
Technical Studies	\$2.10	35%	\$3.00	85%	\$0.10	87%	\$5.20	87%
Consultation	\$1.10	11%	\$4.80	59%	\$4.10	100%	\$10.00	100%
Procurement and contract development	\$1.40	17%	\$3.00	52%	\$4.00	100%	\$8.40	100%
Construction	\$0.00	0%	\$3.00	1%	\$20.70	5%	\$23.70	5%
Project management	\$0.80	2%	\$1.20	5%	\$4.10	14%	\$6.10	14%
<b>TOTAL</b>	<b>\$11.00</b>		<b>\$20.00</b>		<b>\$35.70</b>		<b>\$66.70</b>	

Specific tasks performed under the general categories above include:

A) Engineering and Design (\$13.3 million)

- Preliminary design preparation
- Assessment of property impacts/requirements
- Utilities and roadwork surveys
- Municipal and agency liaison
- Guideway and station design elements

B) Technical Studies (\$5.2 million)

- Geotechnical baseline study
- Environmental assessment application
- Environmental field work (archaeology, air quality, fisheries, wildlife, vegetation, etc.)
- Traffic and ridership analysis

C) Consultation (\$10.0 million)

- Preparation and support for open houses
- Issues management
- Production and maintenance of communication materials
- Media relations
- Discussion with First Nations

D) Procurement (\$8.4 million)

- Financial analysis of procurement options
- Commercial analysis of procurement options
- Legal advisors
- Contract negotiations
- RFQ and RFP preparation and evaluation

.../3



E) Construction (\$23.7 million)

- Detailed design
- Site clearing and preparation
- Soil preloading
- Utilities relocation
- Initial tunnelling related works

F) Contracted Project Management Services (\$6.1 million)

- Contract management
- Procure project management services (external resources)
- Maintain project schedule
- Manage project budget

The three-year funding profile presented in Table 2 highlights the steps necessary to move the Evergreen Line project through to the first year of construction (2010/11). This plan includes the necessary planning and engineering work required to refine the project alignment and station locations to a point where detailed specifications can be included in an RFP. It is anticipated that a project proponent or proponents (depending on the final procurement model) will be identified by the end of 2009, and that contract(s) will be awarded in Spring 2010. This timeline will allow the successful proponent(s) to begin site preparation and other construction activities in 2010, in advance of a 2014 commissioning date.

Underwood, Victor TRAN:EX

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**From:** Transportation, Minister TRAN:EX  
**Sent:** Thursday, September 11, 2008 12:06 PM  
**To:** s.22  
**Cc:** OfficeofthePremier, Office PREM:EX  
**Subject:** 169050 - Transit in British Columbia

s.22

169050 - Transit in British Columbia

Dear s.22

Premier Gordon Campbell asked me to respond on his behalf to your e-mail of July 5, 2008, regarding the need for more rapid transit in British Columbia. Please accept my apologies for the lateness of my reply.

I'm glad to hear of your support for our investment in the Canada Line. You may be interested to know that our \$14 billion public transit plan calls for three other major new investments in rapid transit lines—including the Evergreen Line, the UBC Line and an expanded Expo Line. These investments will increase rapid transit capacity in Metro Vancouver by 70 per cent. We're also introducing nine new high-speed RapidBus BC routes—part of a frequent, reliable service that looks and feels like rapid transit and operates on dedicated lane-ways where needed to bypass congestion.

We intend to significantly expand the bus fleet across the province with 1,600 new buses. You mentioned you were concerned about the emissions from these buses. I am pleased to let you know that not only will the new buses help us get cars off the road, they will use modern clean-energy technology, helping to reduce greenhouse gas emissions and keep our air clean.

By 2020, we intend to double the number of transit riders across the province and eliminate 160 million car trips per year on provincial roads. For details about the Transit Plan, you may want to visit our web site at [http://www.th.gov.bc.ca/Transit\\_Plan](http://www.th.gov.bc.ca/Transit_Plan).

You can be sure that our government is committed to bold action in other areas to help fight climate change too. The Greenhouse Gas Reduction Act is a new piece of legislation that will further address the impact our vehicles, and their fuels, are having on the environment.

The act includes tailpipe emission standards for automakers' fleets, which we expect will save us 600,000 tonnes of greenhouse gas emissions annually by 2016, and will offer consumers more flexibility in making environmentally conscious car purchases. The Act also requires that by 2010, five per cent of all gasoline and diesel sold in B.C. must be renewable fuels. The Ministry of Environment's new BC Air Action Plan also includes a \$2,000 rebate for British Columbians who trade in their older, high emission vehicles for hybrids.

For more information on climate change initiatives across the provincial government, you may wish to view the Climate Action Secretariat web site at <http://www.climateactionsecretariat.gov.bc.ca/>.

Thank you again for taking the time to write.

Best regards,

Kevin Falcon  
Minister

Copy to: Premier Gordon Campbell

-----Original Message-----

From: OfficeofthePremier, Office PREM:EX  
Sent: Thursday, July 10, 2008 12:02 PM  
To: S.22  
Cc: Transportation, Minister TRAN:EX  
Subject: RE: tax

Thank you for your email regarding the Gateway Program.

Since your comments relate to issues under the responsibility of the Minister of Transportation and Infrastructure, your correspondence has been shared with the Honourable Kevin Falcon for his review. Minister Falcon will ensure that you receive a response specific to your comments.

Again, thank you for writing.

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From: S.22  
Sent: Saturday, July 5, 2008 2:21 PM  
To: OfficeofthePremier, Office PREM:EX  
Subject: tax

Dear Mr. Campbell,

I hope this doesn't fall on deaf ears, but I'm going to say it anyway. I know this plan is meant for down the road, ok. I can see your logic and understand we need to make a change now. Having said that, *i think throwing more busses on the road is a temporary fix. They are CO2 emitting how does that help our problem..* Canada line, smartest move ever. Now we need to move forward and create LRT to move at least 15 million people everyday. We only have around 4 million people, this can be achieved with the future generations in mind, room for expanding suburbs, and with all non emitting vehicles. **S.22**

I know what the NDP does to big business, please show me *being the future, a plan that works and ill vote you again.. All major cities move massive amounts of people with LRT. Multiple lines can be built at once with major infrastructure in mind. North to south, east to west, tell the people a platform like that before the NDP does and you cant go wrong.. That's the kind of BC i want to live in.. one with state of the art, top notch, zero emitting reliable transit which would give me a feasible alternative to driving.. I know your not out there to screw me, but right now it sure feels like that. Write me back, or just send me a sign in the paper or the news your not losing touch with the real people of BC.*

thank you s.22

Underwood, Victor TRAN:EX

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**From:** Transportation, Minister TRAN:EX  
**Sent:** Thursday, May 8, 2008 3:37 PM  
**To:** s.22  
**Subject:** 164404 - Concerns with TransLink  
**Attachments:** Complaint- Bus Driver refusing to follow designated route

s.22

164404 - Concerns with TransLink

Dear s.22

Thank you for your e-mails of February 7, 2008, regarding your safety and service concerns with TransLink. Please accept my apologies for the lateness of my reply.

I'm glad to see that you've shared your concerns with TransLink. TransLink is an independent transportation authority and not part of the provincial government, so they are in the best position to respond to the specific problems you've encountered.

You may be interested to know that, as part of the Provincial Transit Plan, we intend to work with TransLink to double the capacity of the SkyTrain Expo Line in order to improve access to public transit, strengthen the region's economy and reduce greenhouse gas emissions.

Our transit plan calls for \$3.1 billion of new investment to provide for a six-kilometre extension of the line to Surrey, as well as additional storage track and depots, control system upgrades, new maintenance facilities, transit exchanges and other improvements.

I understand that TransLink currently has 34 cars on order which will be in service before the Olympics in 2010. These new cars will allow TransLink to operate longer trains, providing more capacity. In addition, the Province has recently provided funding to TransLink to purchase an additional 14 cars to meet the current and anticipated future demand. As the fleet grows, they will also enable more frequent service.

I'm confident that an expanded Expo Line will be a key piece of a world-class transit network.

Thank you again for taking the time to write.

Best regards,

Kevin Falcon  
Minister

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From: s.22  
Sent: Thursday, February 7, 2008 2:24 PM  
To: Transportation, Minister TRAN:EX  
Subject: Millennium Line SkyTrain under serving it's riders

This is a copy of an email sent to TransLink. Please note that often there are SkyTrain attendants, with and without police presence, who frequently position themselves at the top of the up-moving escalator to check fares. This creates an extremely hazardous condition to the thousands of people who are entering this station during rush hour. People on the escalator are not able to stop their forward movement and eventually someone is going to fall and be seriously injured if not killed. It shows a complete lack of basic intelligence, problem-solving skill and forethought. Fare checks are fine, but they should be done at the BOTTOM of an UP-moving escalator or the TOP of a DOWN-moving escalator.

I am a 3-zone monthly pass holder and I'm getting pretty sick and tired of the extremely poor service I'm experiencing Monday thru Friday during both the morning and evening rush hour commute.

At 7:30 am I enter the SkyTrain station at Lougheed and travel to Commercial. Far too often the train pulling into Lougheed is already packed with people and somehow a couple hundred more people are expected to board the train. The trains are often running more than 5 minutes apart which means that by the time the next train comes there will again be a couple more hundred people on the platform waiting for it as several large fully loaded buses are pulling into Lougheed every few minutes, 2 and 3 at a time.

Meanwhile, on the other side of the platform 2 expo lines have arrived and a millennium is arriving and there are very few people even on that side of the platform!

Then, I enter the SkyTrain station at Commercial between 4:00 and 4:30 pm where I usually wait at least 5 minutes for a 2 car millennium train to pull up heading back to Lougheed. Meanwhile on the other side of the platform a 4 car millennium bound for VCC-Clark pulls in, leaves, then another, then another. Where are these 4 car trains going because they sure aren't coming back!! It is insane and dangerous to pack that many people onto a 2 car train! Yesterday, (Tuesday Feb 5) there were so many people on the platform waiting for an Eastbound train that if a 4th Westbound train pulled in the passengers would not have been able to get off the train. There were no SkyTrain attendants in sight and finally an Eastbound train approached and lo and behold, it only had 2 cars!

We need more 4-car trains on the millennium side now! We are ridiculously under serviced for the exorbitantly high fares we are paying. Not all of the university students get off at Production Way / University, a significant number of them are riding all the way to UBC and are making life extremely difficult for those of who are trying to get to work. The UBC extension can't come soon enough but in the meantime, please, PLEASE add more 4-car trains to the millennium line between Lougheed & Commercial in both directions.

Thanks,

s.22

Underwood, Victor TRAN:EX

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**From:** s.22  
**Sent:** Thursday, February 7, 2008 2:20 PM  
**To:** Transportation, Minister TRAN:EX  
**Subject:** Complaint- Bus Driver refusing to follow designated route

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

This is a copy of an email sent to TransLink - Please note that the last paragraph is of particular concern. *There were hundreds of passengers left stranded in dangerous weather conditions without any means or ability to seek shelter. With our region experiencing more and more of these winter storms something must be done to protect the thousands of people who rely on public transit. Loughheed station, as many other stations, is situated in a remote dead-end with no easily accessible and open businesses where stranded passengers can seek shelter. The TransLink employees all have their shelter to sit in and that is where they all went and hid. Not one dared to come outside and perhaps open the buses to let us at least sit on them out of the weather. Not one of them showed an ounce of human compassion.*

BUS number s.22  
s.22 from Loughheed Station - Route C-24  
Wednesday February 6, 2008

Despite the fact that the snow plow was driving DIRECTLY IN FRONT of the bus, the driver refused to drive through the Glenayre / College Park area. s.22

then proceeded to dump the majority of s. passengers on a Clark Road to leave us to cross the highway on foot. Clark Road had bumper to bumper traffic and was a far more hazardous route to s. paying passengers than the one s. was refusing to follow.

If the drivers are not competent and confident enough to drive on a plowed & treated route then what are they doing behind the wheel with the lives of your paying customers in their hands? Port Moody was right out there with the plow trucks treating the roads because it was rush hour and they knew people were trying to get home. Even the priority 3 roads were passable at this time of day and other C-24 buses were running through the Glenayre / College Park area. True they were moving more slowly than usual but that is to be expected from a competent and professional driver in challenging conditions requiring caution.

I can fully understand the idea behind staying off the road to give the plows a chance to catch up to the snow and keep the roads in good condition but that was already well underway, s. refusal to follow s. assigned route was s. own personal choice and as such s. put all of the passengers at risk by forcing them to walk on sidewalks that were untreated and uncleared, and very slippery.

Translink MUST pay more attention to their customers safety and comfort during winter weather conditions. You simply cannot in good conscience dump us and leave us stranded for hours at a time in such conditions. Last winter I was left stranded at Loughheed station for 5 1/2 hours. Your employees were all safely hiding inside the drivers hut. There were no SkyTrain attendants and we had no access to shelter or bathrooms. This is inhumane treatment. If you cannot provide a safe ride to our destination or to a shelter then you better do some major upgrades to the existing bus loops and stops with all the money you've reported in your earnings and that you've garnered from the fare increases, park & ride lot fees and taxes. We deserve MUCH better than you are currently providing.

s.22

Underwood, Victor TRAN:EX

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**From:** Transportation, Minister TRAN:EX  
**Sent:** Friday, February 29, 2008 3:55 PM  
**To:** OConnor, Jessica K LASS:EX  
**Subject:** 164230 - UBC Rapid Transit Line

[Jessica.OConnor@leg.bc.ca](mailto:Jessica.OConnor@leg.bc.ca)

164230 - UBC Rapid Transit Line

Dear Jessica:

Thank you for your e-mail of February 4, 2008, requesting information about the future route of the UBC rapid transit line to use in a response to a Vancouver - Point Grey constituent. I am pleased to provide the following suggested points.

- As you note in your e-mail, we are still in the early days of this proposal. The rapid transit line from Broadway Station to the University of British Columbia is expected to open in 2020.
- The planners of this line will have many different options for the design and route to explore.
- As the plans develop, we will definitely consult with local residents, seeking their suggestions and feedback about the available options.
- We want to choose a route that respects the needs of commuters and the local neighbourhood.

I hope you find this information useful.

Best regards,

Caroline Elliot  
Executive Assistant to  
The Honourable Kevin Falcon

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**From:** Elliott, Caroline TRAN:EX  
**Sent:** Monday, February 4, 2008 12:12 PM  
**To:** Writing Services, Transportation TRAN:EX  
**Cc:** OConnor, Jessica K LASS:EX  
**Subject:** 164230 FW: Millennium Line Extension

Hello,

Could bullets please be prepared for Premier Campbell's constituency assistant, so a response to the below email can be generated by their office?

Thank you

Caroline

Caroline Elliott  
Executive Assistant to  
the Honourable Kevin Falcon  
Minister of Transportation  
Phone: (250) 387-1978  
Fax: (250) 356-2290  
Email: [Caroline.Elliott@gov.bc.ca](mailto:Caroline.Elliott@gov.bc.ca)

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**From:** OConnor, Jessica [<mailto:Jessica.OConnor@leg.bc.ca>]  
**Sent:** Monday, February 4, 2008 9:52 AM  
**To:** Elliott, Caroline TRAN:EX  
**Subject:** Millennium Line Extension

Hi Caroline,

I know that plans have not been made for the proposed UBC skytrain, so is there anything you would suggest as a response to the email below other than saying that plans have yet to be designed?

Thanks,  
Jessica

Jessica O'Connor  
Constituency Assistant to  
Gordon Campbell, MLA  
Vancouver - Point Grey  
3615 West 4th Avenue  
Vancouver BC, V6R 1P2  
Office: 604.660.3202  
Fax: 604.660.5488

*If you would like to subscribe to The Capital Report, a weekly email update of government activity, please let us know.*

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**From:** s.22  
**Sent:** Sunday, February 03, 2008 6:32 PM  
**To:** Campbell, MLA, Gordon  
**Subject:** Millennium Line Extension

Dear Mr. Campbell,

I am writing in regards to the recent announcement of a possible extension to the Millennium Line towards UBC. If this goes ahead, I can appreciate that a lot of details need to be worked out but it appears that the link, in some form, would run along 10th Avenue through West Point Grey. I am very disappointed at the prospect of this! I fear that it will impact negatively on West Point Grey Village and the community near 10<sup>th</sup> Avenue, whether it is above grade, on grade or below grade. There are, of course, concerns during construction, but my greater concern is once it is operating. It is my understanding that it is not nice living near many existing Skytrain stations or Skytrain thoroughfares in the Vancouver area.



I am certain that there must other routing options if it is decided to run a line to UBC. Mr. Campbell, you are the MLA for the Point Grey Area.....what assurance can I have that the interests of our community, especially those that border 10 th Avenue, will be protected?

Regards,

s.22

Point Grey Homeowner s.22

Underwood, Victor TRAN:EX

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**From:** Transportation, Minister TRAN:EX  
**Sent:** Wednesday, October 15, 2008 2:01 PM  
**To:** s.22  
**Subject:** 168918 – Public Transit Improvements

s.22

168918 – Public Transit Improvements

Dear s.22

Thank you for your e-mail of June 30, 2008, offering suggestions to improve public transit in the Vancouver area. Please accept my apologies for the lateness of my reply.

To avoid transfers and travel time loss, new rapid transit lines would work best if compatible with existing line technology. Inter-operability provides the operators with the flexibility to maximize ridership and optimize operational efficiency. We're still in the early stages of the rapid transit expansion, and you can be sure that all technology options will be considered.

CP Rail is experiencing significant growth in rail traffic through Vancouver's commercial gateway area, and scheduling additional commuter rail services on already busy lines would be a substantial challenge. SkyTrain lines can handle a significantly higher volume of passengers on a daily basis and can provide longer hours of daily service when compared to conventional commuter rail services. As we continue to expand public transportation options, rail will be considered where appropriate along with other available options. There will also be many opportunities for members of the public to examine and comment on all our transit plans and proposals as we move forward.

Your questions about the WestCoast Express schedule and SkyTrain parking facilities are matters for TransLink's consideration. It's worth noting that in addition to the WestCoast Express, TransLink also offers the TrainBus service along the same route, which offers some flexibility to travel outside peak periods. Should you wish to address your concerns to TransLink's Customer Relations group, you can reach them at [custrel@translink.bc.ca](mailto:custrel@translink.bc.ca) or 604 953-3040.

Our goal is to be a world leader in transit ridership by 2030 with the same percentage of travellers using public transit as Paris, London and Melbourne. By 2020, we intend to double the number of transit riders across the province and eliminate 160 million car trips per year on provincial roads. I appreciate you sharing your ideas on how best to achieve these goals.

Thank you again for taking the time to write.

Best regards,

Kevin Falcon  
Minister

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From: s.22  
Sent: Monday, June 30, 2008 4:52 PM

To: Transportation, Minister TRAN:EX  
Subject: North East Corner

Dear Sir,

Here are my thoughts on transportation.

Why are you not using the CN rails? Would this not be a better idea than building expensive Skytrains?

We love the Westcoast Express but unfortunately it does not run enough. *Why don't you consider maximizing CP for commuter rail and have it run during the day and on weekends? Montreal has a wonderful train system and also has parking similar to the Skytrain in Surrey.*

As a former rider I can attest to the fact that riding a beautiful, air conditioned train beats buses any day. The tracks are everywhere, why not take advantage of them?

As a second query, why is there never any paid parking made available for Skytrain riders as there is for the Westcoast Express? I live in Albion and would love to be able to leave my car at a station and take the Skytrain downtown at a time other than 8:00 a.m.. Of course, if the Westcoast Express were running during the day...

*But I still believe that the rails are the way to go.* We have Bombardier in the east that could provide more trains like the Westcoast Express trains that are wonderful.

I realize that it is expensive to "rent" rail time from CP but think of the future of rail and how far you could go with this concept.

Respectfully yours,

s.22

Maple Ridge, BC

DRAFT

October 7, 2008

Reference: 165384

John Seinen, Chair  
Vancouver Area Cycling Commission, Tri-Cities  
Committee

John Fair, President  
Vancouver Area Cycling Commission  
667 Columbia Street, Suite 74  
New Westminster BC V3M 1A8

Dear John Seinen and John Fair:

**Re: Evergreen Line and Cycling**

Thank you for your letter of March 2, 2008, regarding the Evergreen Line rapid transit project and what it could mean for B.C. cyclists. Please accept my apologies for the lateness of my reply.

As I'm sure you know, I'm an avid cyclist myself, and my ministry is committed to making it easier for more people to cycle more often in this province.

I was glad to have the chance to read your ideas about how cycling could be incorporated into the planning of the Evergreen Line. As the project advances, there will be many opportunities for public input, consultation and feedback on the different design proposals and their support for cycling. We'll have the chance to discuss ways to develop a transportation corridor that gets people out of their cars and onto other cleaner forms of transportation, including transit and cycling.

As mentioned in the Provincial Transit Plan, the provincial government will be releasing a new, comprehensive cycling strategy in the next few months. The transit plan also calls for an additional 1,000 bike lockers by 2020.

.../2

CONFIDENTIAL

- 2 -

We're going to make cycling a safe and enjoyable choice for more British Columbians than ever before. I appreciate your contributions so far, and I look forward to the VACC's ongoing participation.

Thank you again for taking the time to write.

Sincerely,

***Original Signed by***

Kevin Falcon  
Minister

Information provided by:

John Coombs, Manager, Transit Program Monitoring, and Dave Duncan, Project Director, Climate Action Program,

Underwood, Victor TRAN:EX

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**From:** Falcon.MLA, Kevin <Kevin.Falcon.MLA@leg.bc.ca>  
**Sent:** Monday, March 3, 2008 11:30 AM  
**To:** WEBMASTER TRAN:EX  
**Subject:** 165384 FW: Evergreen Feedback - Vancouver Area Cycling Coalition  
**Attachments:** VACC TriCities Evergreen Line 2008 Falcon jf.pdf

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**From:** Alexi Zawadzki s.22  
**Sent:** Sunday, March 02, 2008 6:39 AM  
**To:** Falcon.MLA, Kevin  
**Subject:** Evergreen Feedback - Vancouver Area Cycling Coalition

Dear Hon. Kevin Falcon,

Attached is a letter from the Vancouver Area Cycling Coalition regarding the Evergreen Line route alignment.

Alexi Zawadzki  
VACC - Tri-Cities Committee  
s.22



VACC  
www.vacc.bc.ca

## VANCOUVER AREA CYCLING COALITION

#074 - 667 Columbia Street  
New Westminster, BC V3M 1A8  
Tel: 604 878-8222  
FAX: 604-648-8975

The Lower Mainland's Cycling Advocates

Hon. Kevin Falcon, Minister of Transportation  
Room 306  
Parliament Buildings  
Victoria, BC  
V8V 1X4

March 2, 2008

### RE: Opportunities to integrate multi-modal transportation facilities into the Evergreen Line

The announcement that the Evergreen Line will adopt ALRT (SkyTrain) technology presents numerous opportunities to integrate various forms of sustainable transportation, especially to overcome natural barriers such as Clarke Hill. We trust that our voice, representing thousands of cyclists in Metro Vancouver and, more importantly, generations of cyclists to come, will influence the planning and design process of this exciting transportation system.

#### Cycling Route

Regardless of the selected route, we strongly recommended that a dedicated off-road or traffic-calmed cycling route be engineered and developed in concert with and linked to the ALRT system. The planning and design of this route would be much more cost effective if conducted coincidentally with the ALRT system. It is our opinion that such a facility would be of most benefit immediate benefit to cyclists along the northwest Port Moody route alignment, but if the southeast corridor route is selected, then this also will be a great opportunity to create a world class off-road cycle route through the Louheed Highway and Riverview lands area.

The reduced at-grade right-of-way space needed for the elevated sections along North Road, Barnet and Pinetree will allow for plenty of space for bike lanes/routes. In addition, the at-grade sections along the CP tracks through Port Moody present an opportunity for a cycling route (greenway) along the tracks connecting the Barnet Highway on the west with Port Moody's Newport and Coquitlam's Town Centre developments. It is critical that the greenway and bike lanes be included in the project scope and definition so the land needed for the cycling route can be acquired in conjunction with the SkyTrain lands. This was not done for the Millennium Line and thus the Central Valley Greenway is still not complete seven years after that SkyTrain Line was constructed, and was not done on the Expo line and the cycling line there is still not complete more than 20 years later. It will take many millions of extra dollars to bring these routes up to standards and this problem can be solved on the Evergreen Line by properly planning now.

#### Connections to Stations

It is essential that each station allow for adequate access for cyclists into the station, and for connecting routes leading to the station.

#### Bikes at Stations

Adequate secure bike storage (lockers and racks) must be provided at all stations.  
Bicycle tunnels should be constructed on the stairs at all of the stations.

#### Bikes on Trains

Bikes must be allowed on trains at all times -- no exceptions. Trains should be designed to facilitate cyclists with their bikes and to encourage this multi-modal approach, not just to tolerate a limited number of cyclists.

*The Vancouver Area Cycling Coalition (VACC) is a volunteer-run non-profit society whose members work toward improving conditions for cycling in the Lower Mainland. The VACC believes that increased bicycle use has the potential to significantly reduce traffic congestion, improve health conditions that result from inactive living, and enhance our urban environment.*

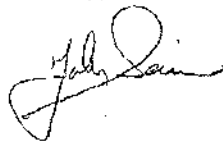
*The VACC campaigns to change the circumstances that currently discourage bicycle use: poor or non-existent cycling facilities and lack of appropriate education for both cyclists and motorists. We do this by providing informed input and consultation on cycling issues to municipal, provincial, and federal politicians and government staff, and by offering advocacy support and education to groups and individuals in the Lower Mainland. For more information on the VACC, visit [www.vacc.bc.ca](http://www.vacc.bc.ca).*

We recommend that free fares be allotted for cyclists from the station at the bottom of Clark Hill to the station at the top of the hill. Our research suggests this is a major barrier for cyclists travelling from Port Moody/Coquitlam to Burnaby and beyond.

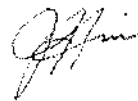
We are excited to see that this important transportation system is progressing, and trust our feedback will be included in the planning and design of this facility. We have been pleased to be able to contribute to the planning process in the past few years when the Evergreen was planned to be using LRT technology, and we also trust that we will continue our dialogue throughout the current planning and development process. This will ensure that we optimise every opportunity to integrate cycling and train travel.

Please contact John Seinen at S.22 if you have any questions.

Sincerely,



John Seinen, Chair  
VACC – Tri-Cities Committee



John Fair, President  
Vancouver Area Cycling Coalition

*The Vancouver Area Cycling Coalition (VACC) is a volunteer-run non-profit society whose members work toward improving conditions for cycling in the Lower Mainland. The VACC believes that increased bicycle use has the potential to significantly reduce traffic congestion, improve health conditions that result from inactive living, and enhance our urban environment.*

*The VACC campaigns to change the circumstances that currently discourage bicycle use: poor or non-existent cycling facilities and lack of appropriate education for both cyclists and motorists. We do this by providing informed input and consultation on cycling issues to municipal, provincial, and federal politicians and government staff, and by offering advocacy support and education to groups and individuals in the Lower Mainland. For more information on the VACC, visit [www.vacc.bc.ca](http://www.vacc.bc.ca).*



<b>Approvers:</b> Please initial and date to approve. Your changes to the draft will be made before others approve.			
WS Mgr	Sara Haskett 05/11	Evergreen Line	Jon Buckle, May 7
		ADM Infrastructure	Kevin Richter May 18/12
Check if COO or DM approval required:			
<input type="checkbox"/> COO		<input type="checkbox"/> DM	

**FILE COPY**

May 31, 2012

His Worship  
Mayor M.E. (Mike) Clay  
City of Port Moody  
100 Newport Drive  
Port Moody BC V3H 5C3

Reference: 203287  
Your File: 8350-04

Dear Mayor Clay:

**Re: Pedestrian and Bicycle Overpass at Evergreen Line Port Moody Station**

Thank you for your letter of April 12, 2012, expressing the City of Port Moody's desire to have a pedestrian and bicycle overpass built near the Port Moody Central Station of the Evergreen Line. I am also responding on behalf of Premier Christy Clark.

As I wrote to former mayor Joe Trasolini, while I recognize the City would like a new pedestrian overpass built as part of the Evergreen Line Rapid Transit Project, the relatively low pedestrian traffic does not justify the cost. The area to the north of the Port Moody Central Station is currently zoned as industrial-business in the 2011 Official Community Plan, and with no residential development, significant ridership for the Evergreen Line will not be generated.

Pedestrians can now cross the CPR tracks at two locations near the Port Moody Central Station: the CP Rail Pedestrian/Cyclist Overpass, located 600 metres to the east of the station, and the Moody Street Overpass, located approximately 300 metres west. These bridges offer pedestrian access to the existing West Coast Express station and will provide access to the Port Moody Central Station. As part of the Evergreen Line Project a pedestrian walkway connection will be built from the station entrance to the existing Moody Street Overpass.

In the long term, once the City establishes higher density on the north side of the CPR tracks, the ridership will increase. At that time, the need for a pedestrian crossing may be warranted and funding for a pedestrian bridge may be generated from the new land development in this area.

.../2

NOT A COPY

- 2 -

I recognize this is not the response you wanted, but it is important in these difficult financial times that we strive as best we can to live within our project budgets.

Thank you again for taking the time to write.

Sincerely,

***Original Signed By***

Blair Lekstrom  
Minister

Copy to: Premier Christy Clark

David Chang, Associate Project Director  
Evergreen Line Rapid Transit Project

Information provided by:	David Chang, Associate Project Director, Evergreen Line	
Drafted by:	jchill	Drafted on: 05-03-2012
Proofed by:	Tim Mitchell	Proofed on: May 3, 2012
Approver notes:		

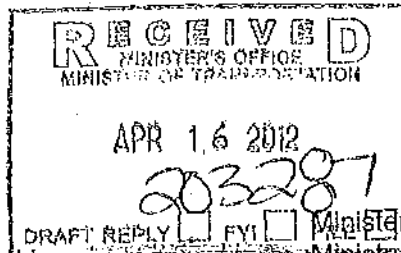


# CITY OF PORT MOODY

OFFICE OF THE MAYOR

April 12, 2012

Premier Christy Clark  
Province of British Columbia  
PO BOX 9041 STN PROV GOVT  
Victoria BC V8W 9E1



File: 8350-04

Minister Blair Lekstrom  
Ministry of Transportation  
PO Box 9055 STN PROV GOVT  
Victoria, BC V8W 9E2

Mr. David Chang,  
Project Director  
Evergreen Line Project Office  
2900 Barnet Highway  
Coquitlam, BC V3B 0G1

Dear Premier Clark, Minister Lekstrom and Mr. Chang,

## Re: Pedestrian and Bicycle Overpass at Evergreen Line Port Moody Centre Station

Port Moody City Council, at its meeting of March 27, 2012, discussed pedestrian and bicycle integration with Evergreen Line stations, and in particular, the lack of inclusion in the plan for a pedestrian overpass at the Moody Centre Station, providing a safe link over the SkyTrain and CPR tracks. Council passed the following motion at that time:

THAT Mayor and Council send a letter to the Evergreen Line Project Team, the Minister of Transportation, and the Premier of British Columbia requesting that funding be committed to the construction of a safe pedestrian/cycling overpass in the vicinity of the Moody Street bridge, to be completed before the opening of the Moody Centre Station.

As part of Port Moody's support for the Evergreen Line, Council developed a list of requirements upon which this support was based. One of those requirements, and one of the most important in Council's acceptance of the Port Moody alignment, was an expressed need for establishment of a safe pedestrian and cycling overpass for access to this station before the opening of the Port Moody Centre Station.

The current Moody Street overpass, which is the only route connecting to areas north of the tracks in the vicinity of the Port Moody Centre Station, provides only minimal pedestrian facilities and no cycling-specific facilities. This overpass is primarily for vehicles as the single sidewalk on the east side of the overpass is very narrow and will not safely accommodate increased pedestrian and cycling traffic that the Evergreen Line will bring.

.../2

While the existing narrow sidewalk is suitable for light pedestrian demand, congestion and higher risk pedestrian behaviour could occur under high pedestrian volumes. These issues will be exacerbated as bikes, strollers or wheelchairs cross the overpass during peak periods when people wish to access the Evergreen Line or have disembarked the train and are making their way through the community.

We believe now, as did the previous Council, that the only way for the Evergreen Line Project to ensure adequate and safe pedestrian and cycling connections from the proposed Port Moody Central Station to destinations on the north side of the Evergreen Line Guideway and CP Rail tracks is to build a new pedestrian overpass. Transit users will already use an elevated bridge that will connect the West Coast Express and Port Moody Central Stations. This elevated platform could be extended across the CP Rail tracks out to the north side of Murray Street, realizing cost efficiencies if this is done as part of the initial design and construction.

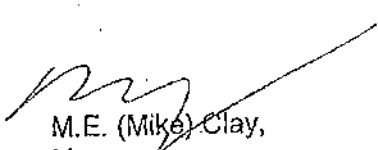
As you are aware, the north side of the railway right-of-way in Port Moody is home to Rocky Point Park, a popular tourist destination and the majority of our local industrial and light industrial businesses, where several hundreds of potential transit users are employed. Introduction of the Evergreen Line through Port Moody will add immeasurably to the existing volume of pedestrian movements. Regional visits to Rocky Point Park and the Trans-Canada Trail on the north side of the CP Rail tracks will increase. Business employment trips to the Murray Street industrial area will grow exponentially. While this increased movement is a sure sign of successful introduction of transit infrastructure, without the adequate pedestrian linkages, we fear it also creates a situation which jeopardizes individual safety.

*The safety of our residents will always be the top concern of our City Council. We trust you will agree and will ensure that the project recognizes the commitment, as part of the original alignment acceptance, to providing these important overpasses.*

You will find enclosed, as a reminder, a copy of our correspondence dated January 27, 2011 on this same matter.

On behalf of Port Moody City Council and the residents and businesses of Port Moody, I look forward to your favourable response. Please do not hesitate to contact me should you require any further information or clarification.

Yours truly,



M.E. (Mike) Clay,  
Mayor

Enclosure



# CITY OF PORT MOODY

OFFICE OF THE MAYOR  
Joe Trasolini

January 28, 2011

File No. 8640-03

COPY

Honourable Minister Shirley Bond  
Ministry of Transportation  
PO Box 9055  
STN PROV GOVT  
Victoria, BC V8W 9E2

Honourable Minister Murray Coell  
Ministry of Environment  
PO Box 9047  
STN PROV GOVT  
Victoria, BC V8W 9E2

Dear Ministers:

Re: Evergreen Rapid Transit Project Environmental Certificate

On behalf of Council and all Port Moody residents, I thank you for your efforts as you finalize the review of the application for an Environmental Certificate for the Evergreen Rapid Transit Project.

Our previous correspondence during the public comment period outlined a number of issues that were still outstanding at the end of our working group discussions.

Of these issues, none are more important to the City than the need to safely integrate the additional pedestrian traffic generated by the Evergreen Line into Port Moody's congested road network. An outdated two-lane overpass with a single sidewalk located 300 meters from the proposed Port Moody Central Station is currently proposed to serve as the only north-south pedestrian link.

It is totally unacceptable to expect that a sub-standard sidewalk on an overpass that the BC Ministry of Transportation identified for widening and replacement back in 1993 could ever adequately accommodate the needs of pedestrians, wheelchair users, cyclists and families with strollers.

We respectfully ask that you include the Murray-Clarke Connector (MCC) into the overall Evergreen Line project scope. It is imperative that high volume regional vehicle traffic connecting the Barnet Highway from Coquitlam to Burnaby be separated from local pedestrians who will use rapid transit. We realize that responsibility for the MCC has been passed to TransLink however we believe that it is well within your authority to impose that the Evergreen Line Project partner with the appropriate agencies to build the MCC.

.../2

We also believe that the only way for the Evergreen Line Project to ensure adequate and safe pedestrian and cycling connections from the proposed Port Moody Central Station to destinations on the north side of the Evergreen Line Guideway and CPR tracks is to build a new pedestrian overpass. Transit users will already use an elevated bridge that will connect the West Coast Express and Port Moody Central stations. It is of critical importance that this elevated platform be extended across the CPR tracks out to the north side of Murray Street.

To ensure that you have all relevant information available to make sound decisions, we have included a few photographs of the existing Moody Street overpass pedestrian connection. These images clearly show that the existing sidewalk cannot safely accommodate the density of mixed movements that will be attracted to the area by rapid transit.

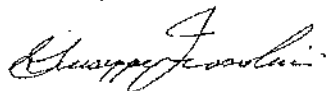
We had hoped to photograph young cyclists, joggers and moms pushing strollers however our staff had to resort to staging the enclosed photos because few dare to use this sidewalk. If the point of spending \$1.4 billion is to get students and parents out of SUVs and onto public transit, then you must help us demand safe pedestrian access to the Port Moody Central Station.

Our constituents are acutely aware that the introduction of mass transit will add immeasurably to the existing volume of pedestrian movements. Regional visits to Rocky Point Park and the Trans-Canada Trail will increase. Business employment trips to the Murray Street industrial area, one of our highest employment centres, will grow exponentially. Without the MCC and a new pedestrian overpass, future development opportunities will vanish.

We trust that the Ministers will appreciate that the Evergreen Line Project will cause a significant mode shift and will place unbearable demand on the existing pedestrian and cycling infrastructure. If the Project does not fully fund the improvements we propose in this letter, the requirement to address these deficiencies will ultimately be downloaded to the City and place a crushing fiscal burden on our small municipality to subsidize region-wide needs.

We therefore urge you to support the inclusion of the Murray-Clarke Connector and a new pedestrian overpass as part of the Evergreen Rapid Transit Project Environmental Certificate.

Sincerely,



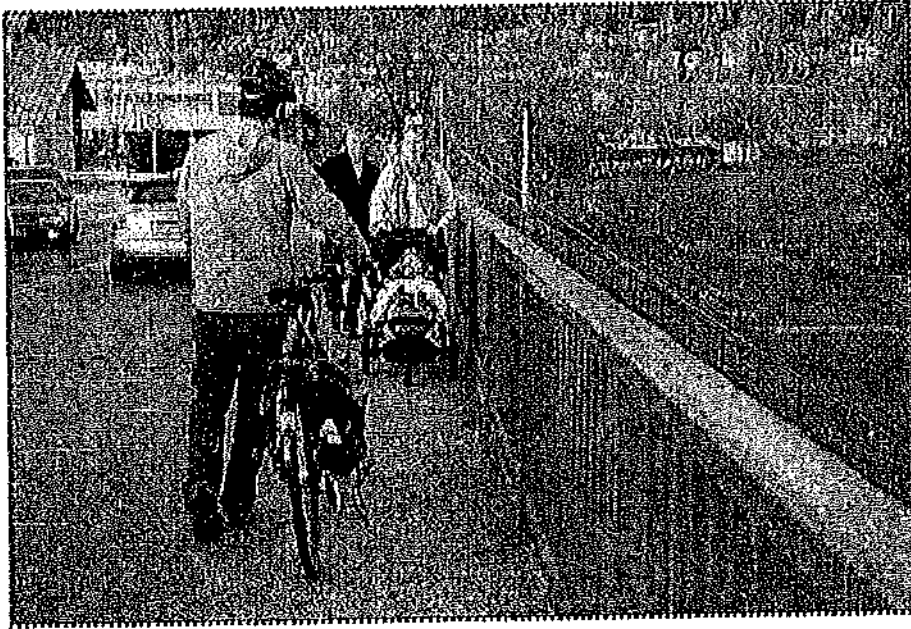
Giuseppe (Joe) Trasolini  
Mayor

Attachment

cc: Iain Black, MLA Port Moody-Coquitlam  
David Chang, Project Director, Evergreen Line Project  
Fin Donnelly, MP New Westminster-Coquitlam-Port Moody  
Mike Farnworth, MLA Port Coquitlam-Burke Mountain  
Doug Horne, MLA Coquitlam-Burke Mountain  
Ian Jarvis, CEO TransLink for Board of Directors  
James Moore, MP Port Moody-Westwood-Port Coquitlam  
Diane Thorne, MLA Coquitlam-Maillardville  
Mayors' Council, TransLink



Attachment - Letter to Ministers Bond and Coell  
Evergreen Rapid Transit Project Environmental Certificate  
January 28, 2011  
#123999





Underwood, Victor TRAN:EX

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**From:** Transportation, Minister TRAN:EX  
**Sent:** Wednesday, September 10, 2008 11:44 AM  
**To:** s.22  
**Subject:** 166736 - Evergreen Line

s.22

166736 - Evergreen Line

Dear s.22

Thank you for your e-mail of April 24, 2008, regarding the Evergreen Line. Please accept my apologies for the lateness of my reply.

When TransLink and my ministry developed the business case for the Evergreen Line, we looked at both current demand and anticipated growth to 2021 and 2031. The results of this ridership modelling supported the current route of the Evergreen Line and the terminus at Coquitlam City Hall/Douglas College. This terminus services both a regional town centre and a growing educational institution. The area is an origin for riders travelling out of the northeast sector and a destination for many riders travelling into the area, making it an ideal transit location, contributing to higher ridership now and into the future as the area's population density increases.

The plans for the Evergreen Line currently include a provision for a future extension to Port Coquitlam. In anticipation of future demand in the region, an extension connection will be provided in the vicinity of the Coquitlam Centre West Coast Express Station. The current concept is to extend service to Port Coquitlam and continue eastward over the Pitt River Bridge to communities including Pitt Meadows and Maple Ridge. The Pitt River Bridge, currently under construction, was designed with provisions for a SkyTrain-like rapid transit crossing.

These expansion plans will be further developed through consultation with municipalities, neighbourhood residents, businesses, and other stakeholders. You can be sure there will be opportunities during these consultations to have your ideas for the Evergreen Line heard and considered.

Again, thanks for taking the time to write.

Best regards,

Kevin Falcon  
Minister

-----Original Message-----

From: s.22  
Sent: Thursday, April 24, 2008 6:05 PM  
To: Now Editorial Editorial; Falcon.MLA, Kevin  
Subject: Po Co skytrain extension

I'm with Bruce Cutayne on this one. It makes no logical sense to extend the skytrain just to Douglas College bypassing the Coquitlam Centre and Po Co.

The logical route would be to have a station between the Coquitlam Centre and Douglas College so that it would serve both of them and then plan to have it run through Po Co towards the Pitt River bridge with later extensions into Pitt Meadows and Maple Ridge where so many commuters live. If you are going to increase the number of riders then this would be the direction to aim for.

I too am interested in what the plans for future expansion would be and it wouldn't be logical not to proceed in this direction.

s.22

Po Co s.22

D R A F T

April 23, 2009

Barry Seaton, Chair  
Tri-Cities Chamber of Commerce  
1209 Pinetree Way  
Coquitlam BC V3B 7Y3

Reference: 176190

Dear Barry Seaton:

**Re: Evergreen Line**

I am writing in response to your letter addressed to the Premier and forwarded to the Minister of Transportation and Infrastructure, regarding the timeline for completing the Evergreen Line. As a provincial election has been called I am responding on behalf of the Minister.

The Evergreen Line's design and engineering must be completed before construction can begin in 2010. In the coming months the project team will be providing updates on their progress and will be providing more details on the consultation process. I understand you attended the official opening of the project office at the end of February. The project team looks forward to working closely with the Tri-Cities' Chamber of Commerce.

Should you have further questions about its progress, you can also contact Dave Duncan, the Evergreen Line Project Director at 250 387-6742 or [Dave.Duncan@gov.bc.ca](mailto:Dave.Duncan@gov.bc.ca).

Thank you for taking the time to write.

Yours truly,

***Original Signed By:***

Peter Milburn  
Deputy Minister

Copy to: Office of the Premier

Iain Black  
M.L.A., Port Moody-Westwood

Information provided by: David Chang, Project Manager, ML175216

463018

December 8, 2008

Honourable Gordon Campbell  
Premier, Province of British Columbia  
PO Box 9041 Stn Prov Govt  
Victoria, BC V8W 9E1

CORRESPONDENCE

DEC 11 2008

OFFICE OF THE  
PREMIER

Dear Premier Campbell:

The Tri-Cities Chamber of Commerce is the only business organization which serves the three cities of Port Coquitlam, Coquitlam and Port Moody. As the 2009 Board Chair, I am writing to you about the proposed Evergreen Line to the North East Sector.

The Evergreen Line route and technology was announced and confirmed by Minister Falcon on April 18, 2008 (at a Chamber lunch) to the resounding support of our relieved communities. We have waited long for this announcement and are very pleased that you have committed to this critical component of the transportation infrastructure in the North East sector.

The Tri-Cities Chamber of Commerce is determined to forge a viable and sustainable economic regional development strategy which encompasses our three cities. The Evergreen Line is central to our success. With this top of mind, I am writing to urge you and your government to undertake the construction of the much-needed Evergreen Line now.

I know the Province had decided to build the Line after the 2010 Olympics in order to take advantage of lower construction costs after the peak demand of the Olympic construction projects. The current world economic crisis has changed that. Now is the time to invest in the most important transportation priority in Metro Vancouver.

Working together, the Chamber, our three cities and the province have the opportunity to address traffic congestion and reduce greenhouse gas emissions while supporting and fostering economic development in the Tri-Cities.

The Tri-Cities Chamber of Commerce, representing 850 businesses, looks forward to working with you on this critical initiative.

Sincerely,



Barrie Seaton,  
Chair, 2009

cc: James Moore, MP Port Moody Westwood Port Coquitlam  
Iain Black, MLA, Port Moody Westwood  
Mayor Joe Trasolini, City of Port Moody  
Mayor Richard Stewart, City of Coquitlam  
Mayor Greg Moore, City of Port Coquitlam  
Chair Dale Parker, TransLink

July 21, 2008

Reference: 165739

His Worship  
Mayor Scott Young  
City of Port Coquitlam  
2580 Shaughnessy Street  
Port Coquitlam BC V3C 2A8

Dear Mayor Young:

**Re: Evergreen Line Route**

Thank you for your letter of March 12, 2008, expressing support for the Evergreen Line and the Northwest route. Please accept my apologies for the lateness of my reply.

I'm sure you've heard the announcement about the Evergreen Line that has been made since you wrote. I appreciated receiving Port Coquitlam's support for the Northwest route. Having a consensus among the Tri-city municipalities means a lot and helped move this project forward. It was in large part due to the feedback from you and the other local mayors that TransLink and the provincial government chose this route.

We have now taken this plan to the federal government so we can work with them on their portion of funding. We are working in partnership with TransLink to establish a project office, and proceed with project engineering and a competitive selection process, which will include the development of a detailed project scope and extensive community consultation.

We look forward to working with Port Coquitlam and the other Tri-city municipalities on this next phase of the Evergreen Line project, with our planned completion for 2014.

Thank you again for taking the time to write.

Sincerely,

***Original Signed By:***

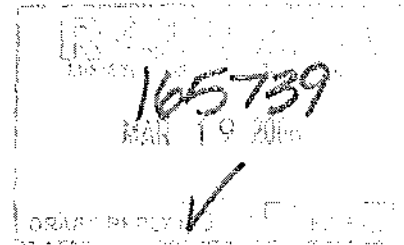
Kevin Falcon  
Minister

Information provided by:

164322



Office of Mayor Scott Young



March 12, 2008

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

Dear Minister Falcon:

**Re: Rapid Transit to the Northeast Sector – Preferred Route for the Evergreen Line**

Further to the February 1, 2008 meeting with you, Tri-City Mayors, TransLink and other officials on this important matter, the Province and TransLink have asked area mayors to provide feedback over the next 45 days regarding the preferred route for the Evergreen Line.

I am pleased to inform you that on March 10<sup>th</sup>, a public input session was convened by Port Coquitlam Council to obtain feedback from the community regarding the alignment of choice for the Evergreen Line. Upon the conclusion of the public input session, Port Coquitlam Council deliberated on the merits of the NW and SE routes. While there are obvious benefits to Port Coquitlam to have the Evergreen Line follow the SE route, we have taken your comments at the February 1<sup>st</sup> meeting to heart; that is, unless consensus can be achieved amongst the Tri-City municipalities on the preferred route, the likelihood of the Evergreen Line proceeding in the near future is less certain. During Port Coquitlam Council's discussions, we noted that the Councils for both Port Moody and Coquitlam have expressed support for the NW alignment. In view of this and your comments pertaining to the need for consensus, Port Coquitlam Council approved the following resolution at its regular Council meeting of March 10, 2008:

***"That Port Coquitlam Council support the NW Corridor of the proposed Evergreen line, provided that the NW Corridor is constructed with provisions to facilitate a future extension of the Evergreen Line through Port Coquitlam"***

We trust that this consensus decision supporting the NW route for the Evergreen line on the part of all Tri-City Municipal Councils is the outcome that you were looking for.

.../2

2580 Shaughnessy Street, Port Coquitlam, BC, Canada, V3C 2A8

Tel: 604-927-5410 Fax: 604-927-5331

[www.portcoquitlam.ca](http://www.portcoquitlam.ca)

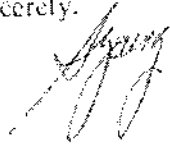
March 12, 2008  
The Honourable Kevin Falcon  
Page 2

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With your personal support and direct involvement on this very important project to the Tri-Cities, we are very hopeful that the Evergreen Project will finally proceed and be in operation by 2014 as you have indicated.

On behalf of Port Coquitlam City Council, thank you Minister Falcon for involving us in this historical decision for the Evergreen Line. We look forward to hearing your final decision on the Evergreen Line in the very near future.

Sincerely,



Scott Young  
Mayor

cc: Port Coquitlam City Councillors  
Mr. Tony Chong, P. Eng., Chief Administrative Officer  
Mr. Igor Zahynacz, P. Eng., Director of Engineering and Operations Department  
M.P. James Moore  
Mayor Wilson, Coquitlam  
Mayor Trasolini, Port Moody  
Ms. Pat Jacobsen, CEO, TransLink

Underwood, Victor TRAN:EX

---

**From:** Transportation, Minister TRAN:EX  
**Sent:** Tuesday, April 22, 2008 2:43 PM  
**To:** s.22  
**Cc:** OfficeofthePremier, Office PREM:EX  
**Subject:** 165194 - Rapid Transit to Langley

s.22

165194 - Rapid Transit to Langley

Dear s.22

Premier Gordon Campbell has asked me to respond on his behalf to your e-mail of February 11, 2008, suggesting that SkyTrain service be extended to Langley as soon as possible. Please accept my apologies for the lateness of my reply.

I'm glad to hear you're a supporter of the new Canada Line, which will help fight congestion, reduce greenhouse gas emissions and carry 100,000 travellers every day.

The Provincial Transit Plan calls for three major new investments in rapid transit lines and will increase rapid transit capacity in Metro Vancouver by 70 per cent. We will be working with TransLink to extend the Expo Line six kilometres into Surrey by 2020 and double the capacity of the line.

As the region's population grows, we would like to see SkyTrain service extend to Langley by 2030. As well, I'm pleased to let you know that Langley residents will have a rapid transit option sooner than that. Across British Columbia, we're introducing nine new high-speed RapidBus BC routes – part of a frequent, reliable service that looks and feels like rapid transit and operates on dedicated lane-ways where needed to bypass congestion. One of these routes is expected to be along the Fraser Highway near Willowbrook Mall, as you suggest.

We also intend to significantly expand the bus fleet across the province with up to 1,600 new clean-energy buses. For details about the plan, you may want to visit our web site at [http://www.th.gov.bc.ca/Transit\\_Plan](http://www.th.gov.bc.ca/Transit_Plan).

Thank you again for taking the time to write.

Best regards,

Kevin Falcon  
Minister

Copy to: Premier Gordon Campbell

-----Original Message-----

From: OfficeofthePremier, Office PREM:EX  
Sent: Monday, February 18, 2008 4:15 PM



To: s.22  
Cc: Transportation, Minister TRAN:EX  
Subject: 165194 RE: Skytrain Expansion

Thank you for your email regarding the Provincial Transit Plan.

I have shared your correspondence with the Honourable Kevin Falcon, Minister of Transportation, for his review. Minister Falcon will ensure that you receive a response specific to your comments on my behalf.

Again, thank you for writing.

---

From: s.22  
Sent: Monday, February 11, 2008 6:35 PM  
To: OfficeofthePremier, Office PREM:EX  
Subject: Skytrain Expansion

Good day Mr. Premier,  
When Skytrain opens to Richmond and YVR (a most welcome development), please will your government extend Skytrain to Langley as soon as possible? Skytrain should be extended southeast from King George Station in Surrey to the vicinity of Willowbrook Mall in Langley. This would be absolutely fabulous for those of us residing in Langley.

Sincerely,

s.22

Langley

---

Never miss a thing. Make Yahoo your homepage.

<[http://us.rd.yahoo.com/evt=51438/\\*http://www.yahoo.com/r/hs](http://us.rd.yahoo.com/evt=51438/*http://www.yahoo.com/r/hs)>

Underwood, Victor TRAN:EX

---

**From:** Transportation, Minister TRAN:EX  
**Sent:** Wednesday, October 29, 2008 9:17 AM  
**To:** s.22  
**Cc:** OfficeofthePremier, Office PREM:EX  
**Subject:** 170137 - Rapid Transit for Langley

s.22

170137 - Rapid Transit for Langley

Dear s.22

Premier Gordon Campbell has asked me to respond on his behalf to your e-mail of August 11, 2008, expressing your support for rapid transit service to Langley. Please accept my apologies for the lateness of my reply.

The first step in providing rapid transit service to Langley will be to construct a RapidBus BC line along the Fraser Highway. RapidBus BC is a frequent, reliable service that looks and feels like rapid transit and operates on dedicated lane-ways where needed to bypass congestion. The infrastructure used for RapidBus BC can be converted to SkyTrain-like rapid transit when the ridership levels are there to support it. My ministry is currently working with TransLink to determine when construction of the RapidBus BC line can be initiated.

We plan to extend SkyTrain to Langley by 2030. In the interim we will be working with TransLink on a 6-kilometre extension of the King George SkyTrain to 168th Street in Surrey. The RapidBus BC service planned for the Fraser Highway will connect with this extended SkyTrain line.

I understand that you would prefer to see the Langley extension completed sooner, but construction must proceed first on lines that already have the urban density and ridership to support the service. For example, the Canada Line will serve 100,000 riders daily when it opens.

I'm confident that as our Transit Plan moves forward, Langley residents will find many more transit options, that will help to fight congestion, reduce greenhouse gas emissions, and improve the region's quality of life.

Thank you for taking the time to write.

Best regards,

Kevin Falcon  
Minister

Copy to: Premier Gordon Campbell

-----Original Message-----

From: OfficeofthePremier, Office PREM:EX  
Sent: Thursday, August 14, 2008 1:25 PM  
To: s.22  
Cc: Transportation, Minister TRAN:EX

Subject: RE: SkyTrain Expansion

Thank you for your email calling on the provincial government to ensure the extension of the Expo Line to Langley Centre.

Your correspondence has been shared with the Honourable Kevin Falcon, Minister of Transportation and Infrastructure, for his review. Minister Falcon will ensure that you receive a response specific to your comment.

Again, thank you for writing.

---

From: s.22

Sent: Monday, August 11, 2008 1:24 PM

To: OfficeofthePremier, Office PREM:EX

Subject: SkyTrain Expansion

Dear Premier Campbell,

Please will you extend the Expo SkyTrain line to Langley Centre as quickly as possible.

s.22

October 20, 2008

s.22

Reference: 167453

Maple Ridge BC s.22

Dear s.22

**Re: Transit for the Fraser Valley, Maple Ridge and New Westminster**

Thank you for your letter of April 23, 2008, expressing support for a SkyTrain-like service from Vancouver to the Fraser Valley. I would also like to take this opportunity to respond to your letter of August 25, 2008 regarding bus service between Maple Ridge and New Westminster. Please accept my apologies for the lateness of my reply.

Traditional rapid transit lines have a significant cost, and as such require a high density of riders for them to be practical. For example, the 19-kilometre Canada Line's cost is \$2 billion to build, but we expect it will be used by over 100,000 riders per day. There is not yet enough density in the Fraser Valley to justify the many billions of dollars that a SkyTrain-like rapid transit line would cost.

Please be assured that as our population grows, we will continue to look at ways to expand our transit. The provincial and local governments are going to look at current and future travel demand in the Fraser Valley and options for how to address it. The potential use of the Southern Rail Corridor (the Interurban) as a transit corridor is one of the options that will be considered.

The effects of the transit plan will be felt across British Columbia. It calls for historic investments in the expansion of our public transit system including a RapidBus BC service along Highway 7 and Highway 1, the new Evergreen Line through Coquitlam, and up to 1,600 new cleaner-technology buses throughout the province.

.../2

- 2 -

While my ministry is committed to investing in transit and increasing ridership, it's important to note that decisions regarding routes and service levels are made by TransLink in collaboration with municipalities. Together they determine the best way to meet the unique needs of local transit users. As such, you may wish to write the District of Maple Ridge and TransLink regarding direct bus service to Maple Ridge, as they are in the best position to consider your suggestions. Maple Ridge City Council can be addressed at 11995 Haney Place, Maple Ridge, British Columbia, V2X 6A9. You can write to TransLink's Board of Directors at 4720 Kingsway, Suite 1600, Burnaby, British Columbia, V5H 4N2.

Thank you again for taking the time to write.

Sincerely,

***Original Signed By:***

Kevin Falcon  
Minister

Information provided by: 164925, 164337, Provincial Transit Plan, 168692

167453

April 23, 2008

Dear Mr. Falcon

We must have Skytrain all the way to mission. Light Rapid Transit would just be a bandaid solution.

We have to focus on the future and ignore the few who see dollar signs with LRT.

Yours truly

S.22

170382

August 25/08

Sir:

Maple Ridge must have a direct bus to New Westminster. Really, everything else becomes patchwork at most. If not direct to New Westminster, an direct bus to Coquitlam. It's just got to be.

Yours truly  
s.22

RECEIVED

SEP - 2 2008

Underwood, Victor TRAN:EX

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**From:** Transportation, Minister TRAN:EX  
**Sent:** Monday, April 21, 2008 2:51 PM  
**To:** s.22  
**Subject:** 164095 - Transit Plan

s.22

164095 - Transit Plan

Dear s.22

Thank you for your e-mail of January 17, 2008, regarding the Provincial Transit Plan, the twinning of the Port Mann Bridge, and the Expo Line. Please accept my apologies for the lateness of my reply.

I was glad to hear you support our effort to double transit ridership in British Columbia by 2020, and I can assure you we're committed to living up to our goals. We've already started funding some of the transit improvements described in the plan, and I expect you'll notice improvements such as the expanded bus fleet soon. Construction on the first RapidBus BC line in Metro Vancouver begins this year, and the new Canada Line will open in 2009. For details about the plan, you may want to visit our web site at [http://www.tb.gov.bc.ca/Transit\\_Plan](http://www.tb.gov.bc.ca/Transit_Plan).

As for the twinning of the Port Mann Bridge and the expansion of Highway 1, the design and planning of this project is well underway and construction should be complete by 2013, helping to fight congestion at the region's worst bottleneck.

The 34 Expo Line cars you mention will be delivered in 2009 and phased in as soon as possible to improve capacity during times of peak travel demand. We'd all like to see more cars on the Expo Line, but it does take time for an order like this to be filled. As well, the arrival of the new cars has to be coordinated with other needs, such as maintenance facilities for the cars and staffing. It's also important that all stations on the Expo Line be ready to handle the longer trains and higher number of passengers, and this includes park-and-ride facilities and bus connections. As you can see, there's a lot to get ready, but we're as eager as you are to see this line carry more passengers, and I'm confident the plans are advancing quickly.

Thank you again for taking the time to write.

Best regards,

Kevin Falcon  
Minister

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From: s.22  
Sent: Thursday, January 17, 2008 4:50 PM  
To: Falcon.MLA, Kevin  
Subject: Extra cars for Expo line



*Hi Kevin. It certainly is nice to see that there is finally a plan to upgrade transit in the lower mainland. My only concern is, we have heard of many plans over and over, for a couple of decades, but nothing ever really gets done. In the past it is mostly just talk with no action. I have heard of plans to twin the Port Mann from so many past Premiers, I have lost count, and I remember even Vander Zalm promised it.*

*I know that the Evergreen line is slated as the top priority, then more cars will be added to the Expo line. I know that you also have about 34 new cars already on order. Will some of these be used for more capacity on Expo? I see no reason why we must wait until the Evergreen is finished to upgrade capacity on Expo, as some new cars can be added a few at a time, until every train has 6 cars each. Right now, every second train only has 2 cars. How stupid is this? Why can't you start immediately to add cars, to at least get every train up to 4 cars each, then add the 6 car trains as the new ones are delivered? I certainly do hope we don't have to wait for another 5-7 years before we see new cars added to this line that has such poor existing service.*

*I park at Scott Road, and usually must wait for at least 2 trains to pass, before I can get on. This is ridiculous.*

*Please tell me that you will start adding new cars within the year.*

*Sincerely,*

s.22

Underwood, Victor TRAN:EX

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**From:** Transportation, Minister TRAN:EX  
**Sent:** Tuesday, April 15, 2008 12:29 PM  
**To:** s.22  
**Cc:** Hester, Jim TRAN:EX  
**Subject:** 164389 - Expo Line

s.22

164389 - Expo Line

Dear s.22

Thank you for your e-mail of February 2, 2008, regarding the proposed expansion of the Expo Line and your suggestion that Columbia and Lougheed stations will need to be redesigned. Please accept my apologies for the lateness of my reply.

Our transit plan calls for \$3.1 billion of new investment to expand the capacity of the Expo Line, and part of this plan includes some station retrofitting, as well as a 6-kilometre extension of the line to Surrey, additional storage track and depots, control system upgrades, new maintenance facilities and transit exchanges, and other improvements.

It's too early to know exactly what changes will be needed at Columbia and Lougheed stations, but I've shared your e-mail with our transit planners to make sure they're aware of your suggestions. As the project advances, there will be many other opportunities for public consultation and feedback.

We're committed to providing good value for taxpayers, and I'm confident that an expanded Expo Line will be a key piece of a world-class transit network.

Thank you again for taking the time to write.

Best regards,

Kevin Falcon  
Minister

Copy to: Jim Hester, Director, Transit

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From: s.22  
Sent: Saturday, February 02, 2008 12:09 AM  
To: Falcon.MLA, Kevin  
Subject: Contact MLA Form Submitted From Legislative Assembly Web Site

Name: s.22

Email: s.22

Message: It is with great relief that I read that the decision has been made to build the Evergreen Line with ALRT technology. This decision makes the most sense on a number of fronts as I'm sure you are aware. Overall the commitment to SkyTrain expansion in the Provincial Transit Plan is laudable, however there is one small area of concern I hope has not been overlooked. That small area would be the issue of the strategic and operational bottleneck of the Columbia SkyTrain station. Currently it is a major transfer point between the Expo and Millennium lines and it is wholly inadequate for the task. Any future plans for Expo line expansion need to address a total rebuild of Columbia Station. Your stated plans are to eventually branch off the Expo line in Surrey with one extension to Guildford (and on to Fleetwood and Langley) with another south to Newton. Headways on these branches will be limited unless the current arrangement of having the Expo and Millennium lines sharing the same tracks between Waterfront and Columbia are changed. Currently the closest headways can be on the Expo line is 90 seconds. Under the current arrangement, that means the most frequent a train to Surrey can be is 3 minutes with another train heading off to Braid and Lougheed on the M-line every 3 minutes. If the Expo line is further split in Surrey, that means the most frequent service could be on either a Fleetwood or Newton branch could be is six minutes...and that is during rush hour. Off peak headways would likely be 12 minutes or longer which is not an acceptable standard for SkyTrain. Headways on those branches can at most be a multiple of four on the main branch between Waterfront and Columbia with the current set up. A rebuilding of Columbia Station will remedy this, but it won't be cheap. The M-line will have to be physically separated from the Expo Line at Columbia. That means at the very least Columbia will need a third track and platform for passengers to transfer between Expo and M line trains. M line trains would then terminate and turn back at Columbia and would have space to do so without using any Expo line track. This would allow 90 second peak headways across the SkyBridge to King George Stn and maximum 3 minute headways out to Newton and Fleetwood which is closer to what the public would expect from SkyTrain. Part of how the whole system will work will also be dependent on how Lougheed Stn is designed. The predominant route of travel for the public will be the M-Line between UBC and Coquitlam Stn. Ideally in my view, Lougheed Stn would be designed to facilitate a shuttle SkyTrain between the new Columbia Stn and Lougheed Stn. Passengers on both the UBC-Coquitlam line and the Expo line to Surrey would be required to transfer to the shuttle train if they want to go to the Columbia, Sapperton, Braid or Lougheed Stations. Designing track arrangements to facilitate such a train will allow for much greater train frequencies on the corridors people will really want to travel, that being Vancouver to Surrey and Vancouver to Coquitlam. I hope your staff have already budgeted for extensive facility and track renovations to Columbia Stn so that Surrey can gain maximum benefit from your Expo line renovation plans and that plans for Lougheed Stn reflect similar concerns there too. If not, you may wish your staff to re-examine their plans as it is very important if we want our new and improved SkyTrain system to remain attractive for the long term.

Underwood, Victor TRAN:EX

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**From:** Transportation, Minister TRAN:EX  
**Sent:** Wednesday, September 10, 2008 11:43 AM  
**To:** s.22  
**Subject:** 164392 — Evergreen Line

s.22

164392 — Evergreen Line

Dear s.22

Re: Evergreen Line

Thank you for your e-mail of February 4, 2008, regarding the technology proposed for the Evergreen Line. Please accept my apologies for the lateness of my reply.

It's great to hear you agree with the updated business plan for the Evergreen Line, which supports the use of Advanced Light Rapid Transit (ALRT).

We do expect that an Evergreen Line with ALRT technology will be able to be integrated into the existing Millennium Line. ALRT also has significantly lower annual operating costs than LRT, significantly shorter travel times for commuters and will have two and a half times more ridership by 2021. The provincial government has now taken this plan to the federal government so we can work with them on their portion of funding. We will proceed as soon as possible with project engineering and a competitive selection process to keep on track for planned 2014 completion.

As you have probably heard, we decided to proceed with the Northwest route for the Evergreen line, based in large part on the feedback received from area mayors. Municipal councils in Port Moody, Port Coquitlam and Coquitlam have all voted to support the Northwestern route.

The Evergreen Line is an important part of this government's commitment to fighting congestion and reducing greenhouse gas emissions. I look forward to providing travellers in the Lower Mainland with new and better choices for transportation in the years to come.

Thank you again for your kind words.

Best regards,

Kevin Falcon  
Minister

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From: s.22  
Sent: Monday, February 4, 2008 11:22 AM  
To: Transportation, Minister TRAN:EX; [mwilson@coquitlam.ca](mailto:mwilson@coquitlam.ca)  
Subject: 164392 The right Sky Train technology

Dear Maxine Wilson and Kevin Falcon:

I am sure that Sky Train for the Evergreen line was definitely the right choice. I am a little concerned about the term of "Sky Train like technology" and that it might not be the Bombardier cars. I don't care who builds them but I am deeply concerned that they be compatible.

From time to time there are major events at Coquitlam Town Center such as Highland Days, disabled persons games, track meets and even things like Volkswagen meets. I am sure with the ALRT, Town Center will be more attractive for further events.

I am concerned that the current linear induction motor equipped Sky Train equipment will not be able to come to Town Center on the Evergreen line. This means that at event or other peak times there will no ability to pull in extra trains or run special trains from or to other parts of the Sky Train system.

I am worried that if the Evergreen line is not compatible with existing equipment it will be limited to how many people it can transport versus a compatible line when there is a surge. It would also need a separate new maintenance facility somewhere.

Perhaps this problem is already addressed and I just haven't heard about it yet. In any case ALRT will be much superior to LRT. I have seen and ridden both and anybody who used Sky Train to Expo 86 knows that nothing else except a subway could have handled the crush of people Sky Train did, day after day.

s.22

May 26, 2008

His Worship  
Mayor Joe Trasolini  
City of Port Moody  
100 Newport Drive  
Port Moody BC V3H 5C3

Reference: 164222

Dear Mayor Trasolini:

**Re: Evergreen Line**

Thank you for your letter of February 1, 2008, regarding the Evergreen Line and your city's commitment to high density development. Please accept my apologies for the lateness of my reply.

Increasing population density along transportation corridors is going to help keep the Lower Mainland healthy and liveable and open up new possibilities for the region. It's an important part of the province-wide effort to reduce greenhouse gas emissions, and I was very glad to read about how the City of Port Moody is leading the way.

I'm sure you've heard the many announcements about the Evergreen Line that have been made since you wrote. I appreciated receiving Port Moody's thoughts about the route options, and it was in large part due to the feedback from you and the other local mayors that TransLink and the provincial government chose the Northwest route through Port Moody.

The updated business plan for the Evergreen Line supports the use of Advanced Light Rapid Transit (ALRT), a SkyTrain-like technology, rather than light rail transit. Although an ALRT system has higher construction costs than a light rail transit system, it has significantly lower annual operating costs, significantly shorter travel times for commuters and it will have two and a half times more ridership by 2021.

The provincial government has now taken this plan to the federal government so we can work with them on their portion of funding. We will proceed as soon as possible with project engineering and a competitive selection process to keep on track for planned 2014 completion.

.../2

- 2 -

Thank you for your commitment to fighting congestion and supporting public transit in Port Moody.

Sincerely,

***Original Signed By:***

Kevin Falcon  
Minister

Information provided by:

Tim Mitchell, Senior Writer, Writing Services



# CITY OF PORT MOODY

OFFICE OF THE MAYOR

Joe Trasolini  
February 1, 2008

FAXED

Honourable Kevin Falcon  
Minister of Transportation  
Ministry of Transportation  
PO Box 9055  
STN PROV GOVT  
Victoria, BC V8W 9E2

Dear Minister Falcon:

**Re: City of Port Moody - Commitment to Density and Light Rail Transit**

This letter is provided in advance of our meeting in order to reaffirm Port Moody's continued support for the Evergreen Line Light Rail Transit. We also wish to highlight Port Moody's accomplishments in terms of planning for and achieving high density development. We are rapidly developing a complete, compact and walkable community.

More specifically, Port Moody is designated as a Municipal Town Centre in the Livable Region Strategic Plan (LRSP). In the spirit of the LRSP, Council in the past few years has approved the following projects:

- Newport Village (Bosa and Appia) - Mixed use comprehensive development with over 900 residential units in high-rise and mid-rise forms with 60,000 sq. ft. of office space and 70,000 sq. ft. of commercial retail space;
- Suterbrook (Orni) - Mixed use high density comprehensive development with 1,250 residential units in high-rise and mid-rise forms with 70,000 sq. ft. of office space and 60,000 sq. ft. of commercial retail space. Council will soon be considering an application for further increasing the residential density of this development;
- The Suterbrook plan also includes a hotel and convention centre designed to serve the entire region;
- Klahanie (Polygon) - Over 1,100 multi-family units in high-rise, mid-rise and low-rise forms plus 10,000 sq. ft of office;
- Ioco / Barnet tower (Appia) - 250 unit high-rise development;
- Brickyards (Holborn) - Mixed use development at 2700 block of St. Johns Street which included 170 units with a FSR of 3.0 and 30,000 sq. ft. of commercial space;

.../2



- Corbeau (Mosaic) - Ground-oriented 74 unit townhouse development along with a significant contribution toward affordable housing;
- The Square (Rempel) - Mixed Use Development 114 units and 3500 sq. ft. of commercial;
- Heritage Mountain/Heritage Woods (Parklane) - Master-planned neighbourhoods with over 1,400 units and comprised of a mixture of single family and multiple family housing forms;
- Various Moody Centre redevelopment projects which included the development of office space at (2606 St. Johns Street), a 227 unit mixed use multiple family development within the 3100 Block of St. Johns Street including live/work units.

Inspired by BC's leadership in P3, the city has also completed a number of innovative partnerships:

- The Inlet Centre Affordable Housing complex is a partnership with GVHC and a private developer to build on leased city land: 40 assisted living units for seniors, 20 units for women at risk, 20 ground-oriented townhouse units for low income families and an award-winning 10 bed hospice;
- The new Boathouse Restaurant in Rocky Point Park, an innovative partnership built on leased city land;
- Ground-breaking infill heritage revitalization projects that include the innovative use of carriage houses that achieve higher densities in traditional single-family neighbourhoods;
- Major investment in a new public safety building which includes tenant space for CP Rail Police, resulting in a more intense use of existing land;
- Major expansion of the city's recreational facility in response to approved and anticipated growth.

Statistically, Port Moody has remained one of the five fastest growing municipalities in BC for the last five years. The city was transformed from a community where the majority of the housing stock was comprised of single family houses to a vibrant community where 64% of our residents live in multiple family housing.

**Having two thirds of our community as multiple family housing stock is unprecedented for a suburban community!**

Our vision has been to create complete, compact and walkable neighbourhoods. One of these neighbourhoods, Inlet Centre, has become a model for bringing density to suburbs. It has attracted the attention of planning professionals from the Lower Mainland and abroad. The city takes sustainable planning seriously, capturing first place in the international Liveable Communities "Planning for the Future" award (over 70 competing cities included Honolulu, Seattle, Westminster, U.K., Camden, Australia as well as cities from Australia, U.S., Czech Republic, and Ireland).

.../3

We are currently updating our Official Community Plan and exploring increased densities and more sustainable development. Our community is poised to further reduce its reliance on the automobile. Port Moody Council sees the light rail transit technology and routing along St. Johns Street as a means of achieving our collective climate action efforts.

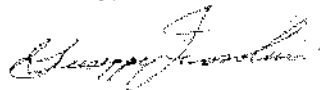
Council supports the Evergreen Line Light Rail Transit as developed by TransLink in 2006. The preliminary design/project definition phase included extensive public consultation. The design of the at-grade light rail technology through the northwest alignment achieved a number of technological, social, environmental and financial objectives that are widely recognized by the community. Council passed the following resolution on October 5, 2004: *"THAT City of Port Moody Council reaffirms its support for light rail rapid transit along the northwest alignment."*

Personally, I championed many discussions with our neighbouring municipalities to ascertain support for this project. In fact, at two Northeast Sector Mayors' meetings on May 17, 2006 and December 7, 2007, the mayors unanimously supported the Evergreen Line LRT system along the northwest route (see attached). Therefore this letter also serves as a reminder of the Northeast Sector's unflinching level of cooperation with respect to the alignment and technology.

In summary, we are building a new Port Moody with public transit as the backbone of our plan. The community accepts density and applauds the high quality developments we are implementing. But our community is also telling us, very loudly, that roads and transit infrastructure have to be part of the plan. The Evergreen Line Light Rail Transit is an essential component of Port Moody's plan and it is crucial for the sustainable development of the entire region.

Billions in public and private investments have been made to date to develop Port Moody into a model sustainable city. We urge the Province to support the Evergreen Line Light Rail Transit and the alignment as shown in the Provincial Transit Plan released in earlier this month.

Sincerely,



Giuseppe (Joe) Trasolini  
Mayor

Attachment

# Excerpt of Meeting Minutes

May 17, 2006

DRAFT

## Evergreen LRT Line Item 3.2

### MINUTES

#### NORTHEAST SECTOR MAYORS & CAO'S MEETING

Minutes of a meeting of the Northeast Sector Mayors & CAO'S, held May 17, 2006 in the Brovold Room, City Hall, City of Port Moody.

#### PRESENT:

Mayor Joe Trasolini, City of Port Moody, Chair  
CAO Gaetan Royer, City of Port Moody  
Eugene Wat, Director of Engineering, Parks & Operations, City of Port Moody  
Julie Hunter, Committee Clerk, City of Port Moody  
Mayor Hal Weinberg, Village of Anmore  
CAO Howard Carley, Village of Anmore  
Mayor Derek Corrigan, City of Burnaby  
Councillor Colleen Jordan, City of Burnaby  
Mayor Maxine Wilson, City of Coquitlam  
CAO Warren Jones, City of Coquitlam  
Mayor Gordon Robson, District of Maple Ridge  
CAO Jim Rule, District of Maple Ridge  
Mayor Wayne Wright, City of New Westminster  
CAO Paul Daminato, City of New Westminster  
Mayor Don MacLean, District of Pitt Meadows  
CAO Jake Rudolph, District of Pitt Meadows  
Mayor Scott Young, City of Port Coquitlam  
CAO Tony Chong, City of Port Coquitlam

#### (1) CALL TO ORDER

Mayor J. Trasolini called the meeting to order at 12:20 p.m.

#### (2) APPROVAL OF PREVIOUS MINUTES

Moved, seconded and CARRIED  
THAT the minutes of the Northeast Sector Mayors and CAO's meeting held March 22, 2006 be approved.

#### MOTION

#### (3) BUSINESS

**EVERGREEN  
LRT LINE 3.2**

The Committee discussed a resolution from Port Coquitlam Council on the funding shortfall for the Evergreen LRT project. Discussion points included concerns regarding financing, the concern that funding had been taken from the Northeast sector and put into the RAV line, the desire for the province to contribute 1/2 of funding for rapid transit, the need for transit for communities south of the Fraser River, the concern that the region needs to provide an alternative to cars, concern that the Evergreen project would not proceed unless the province contributed a 50% share of funding, the Livable Region Strategic Plan, concern that the province was not honouring commitments made in the LRSP to NE sector municipalities, and concern that the province was employing a "divide and conquer" approach to NE sector municipalities.

**MOTION**

Moved, seconded and CARRIED UNANIMOUSLY  
THAT Translink be requested to commence a planning exercise for the extension of light rapid transit through the northeast sector communities to Maple Ridge Regional Town Centre; and that

WHEREAS, the Evergreen Transit Project has long been a regional priority linking the Lougheed Town Centre with the rapidly growing Northeast sector,

WHEREAS, an Ipsos-Reid Survey conducted in 2004 involving Northeast Sector residents indicated that there is an extremely high level of support (over 90%) for the Evergreen Transit Project,

WHEREAS, the completion of the Evergreen Transit Project will enhance the effectiveness of the Provincial Gateway Program,

WHEREAS, when Translink was initially created, the understanding was that the Provincial Government will contribute substantial funding (50%+) towards transit rail projects in the region,

WHEREAS, an estimated \$200 million in gas taxes are taken by the Province out of the region for other purposes, and

WHEREAS, the current estimated funding shortfall of \$230 million for the Evergreen Transit Project is posing a serious threat to the implementation of this Project,

NOW THEREFORE, BE IT RESOLVED THAT, the Province be urged to contribute an additional minimum of \$230 million towards construction of the Evergreen Transit Project such that the Provincial share of the funding on this Project is increased to 50%;

### NorthEast Sector Mayors' Meeting

Minutes of the meeting held on Friday, December 7, 2007 commencing at 11:15 am at the City of Port Moody - Brovold Room, 100 Newport Drive, Port Moody, B.C.

#### PRESENT:

Chair, Mayor Joe Trasolini, Port Moody  
City Manager, Gaetan Royer, Port Moody  
Mayor Derek Corrigan, Burnaby  
Councillor Colleen Jordan, Burnaby  
Bob Moncur, Burnaby  
Mayor Maxine Wilson, Coquitlam  
Ken Wright, Coquitlam  
Wayne Wright, New Westminster  
Paul Dambrato, New Westminster  
Mayor Scott Young, Port Coquitlam  
Kathleen Vincent, Port Coquitlam  
Mayor Gordy Robson, Maple Ridge  
Jim Rule, Maple Ridge  
Mayor Don MacLean, Pitt Meadows  
Jake Rudolph, Pitt Meadows  
Mayor Ralph Drew, Belcarra  
Lynda Floyd, Belcarra

- 2.2 The Evergreen Line is still in limbo with no firm plan in place. Several different options and rumours were discussed: sky train versus light rail, route, privatization, and P3.

The NorthEast Sector Mayors reaffirmed that it was moved and seconded at the previous NorthEast Sector Mayors meeting of March 22, 2006:

That TransLink commence the planning for the extension of Light Rapid Transit to Port Coquitlam, Pitt Meadows and Maple Ridge in 2007

CARRIED

THAT the NorthEast Sector Mayors urge the Provincial Government to take the lead, in partnership with the Federal Government, to fund the shortfall for the Evergreen Line and that the funding be in place by April 2007 so that construction can start as scheduled in September 2007.

CARRIED

Underwood, Victor TRAN:EX

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**From:** Transportation, Minister TRAN:EX  
**Sent:** Wednesday, May 28, 2008 3:47 PM  
**To:** s.22  
**Subject:** 165925 - Provincial Transit Plan

s.22

165925 - Provincial Transit Plan

Dear s.22

Thank you for your e-mail of March 17, 2008, expressing support for the Provincial Transit Plan, and the proposed *Evergreen* and *UBC* lines specifically. Please accept my apologies for the lateness of my reply.

Our government wants to establish British Columbia as a global leader in innovative transit, while providing a foundation of transportation infrastructure to support the development of healthier communities in the future.

The new rapid transit lines are an important part of our government's commitment to fighting congestion and reducing greenhouse gas emissions. I look forward to providing travellers in the Lower Mainland with new and better choices for transportation in the years to come.

Thank you again for your kind words.

*Best regards,*

Kevin Falcon  
Minister

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From: s.22  
Sent: Monday, March 17, 2008 9:21 AM  
To: Transportation, Minister TRAN:EX  
Subject: 165925 Support for Provincial Transit Plan

Hello Mr Falcon,

I want to extend my thanks and support for the recently announced provincial transit plan, particularly the *Evergreen* Line and the segment that would run to *UBC*. This is a bold and necessary move that needs to be acted upon quickly.

I am among the many daily commuters that ride the *Skytrain* as well as the 99 *UBC* Express bus. Both are constantly exceeding capacity and a rapid transit line will make all the difference, and markedly reduce my commute time. Thus, I thank you for making public transit a priority.

I look forward to riding the new transit lines,

s.22

Burnaby, BC

Underwood, Victor TRAN:EX

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**From:** Falcon.MLA, Kevin <Kevin.Falcon.MLA@leg.bc.ca>  
**Sent:** Monday, February 11, 2008 11:07 AM  
**To:** WEBMASTER TRAN:EX  
**Subject:** FW: Turnstyles and Yield Laws

**From:** s.22  
**Sent:** Sunday, February 10, 2008 8:16 PM  
**To:** Falcon.MLA, Kevin  
**Subject:** Turnstyles and Yield Laws

s.22

New Westminster  
s.22

Dear Hon. Kevin Falcon,

If you're going catch all those cheaters on SkyTrain with your turnstyles, then you can catch all those cheaters in their private automobiles who break the law by not yeilding to buses attempting to pull back into the traffic from a stop. What are your plans for enforcing British Columbia's yield laws? I would only be the fair thing to do, eh? I mean, you're all for catching cheaters on transit, aren't you? So, why not catch *all* the cheaters in the tarnsit system?

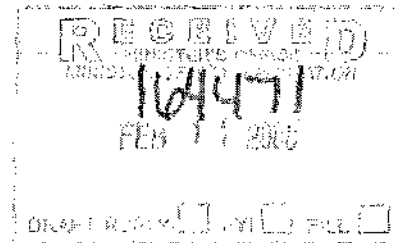
Sincerely,

s.22



**Westover, Natasha TRAN:EX**

**From:** Grubestic, Lisa TRAN:EX  
**Sent:** Monday, February 11, 2008 12:35 PM  
**To:** Westover, Natasha TRAN:EX  
**Subject:** town hall meeting re ALRT and route



Please log as invite.Thx.

**From:** Graham Hill s.22  
**Sent:** Monday, February 11, 2008 12:32 PM  
**To:** The NOW; Tri-City News; Oakdale Heritage Society; Diane Simmons Assistant; Shannon Watkins; Karen Rockwell; Meghan Lahti; Bob Elliott; Diana Dilworth; Mike Clay; Joe Trasolini - Mayor; Richard Stewart; Maxine Wilson; Mae Reid; Lou Sekora; Fin Donnelly; Doug Macdonell; Brent Asmundson; Barrie Lynch; Neal Nicholson; Debbie Comis; Garth Evans; Gary Begin; Sav Dhaliwal; Pietro Calending; XT; Burnaby, City ENV:IN; Derek Corrigan; Colleen Jordan; Dan Johnston; Lee Rankin; Bruce Bird; Lou Campeau; Jeanne Goodrick; Jacquie I; Innes, Jacquie; Hildegard Richter; Graham Hill; Graham Hill; Doreen Higham; Don Violette; John Lemay; Don Violette; Jim LeMaistre; Bloy,MLA, Harry LASS:EX; Grubestic, Lisa TRAN:EX; ann@carlseniplay.ca; Thorne,MLA, Diane LASS:EX; iain.blackmla@feg.bc.ca; vanservice@canwest.com; globalnews.bc@globaltv.com  
**Subject:** town hall meeting re ALRT and route

Greetings

The Burquitlam Community Association (BCA) is hosting a Town Hall style meeting to discuss the issues connected with the provincial government's recent announcements on ALRT/LRT and route locations pertaining to the proposed Evergreen Line. The meeting will be moderated with questions being written out and presented to the appropriate responder. Please advise sender of your intention to attend.

**Date:** - Thursday March 6-08  
**Time:** - 7 - 9PM  
**Location:** - Banting Middle School Gymnasium (Coquitlam)

Don Violette  
Vice President, BCA

s.22

Underwood, Victor TRAN:EX

---

**From:** Transportation, Minister TRAN:EX  
**Sent:** Wednesday, October 15, 2008 9:42 AM  
**To:** s.22  
**Cc:** OfficeofthePremier, Office PREM:EX  
**Subject:** 167459 - Transit Investments

s.22

167459 - Transit Investments

Dear s.22

Thank you for your e-mail of May 11, 2008, expressing your support for the improvement of transit in British Columbia. Premier Gordon Campbell has asked that I respond on his behalf as well. Please accept my apologies for the lateness of my reply.

Our government is committed to bold action in the reduction of our greenhouse gas emissions, and the transportation sector is a key area for change. You can be sure we are strong supporters of sustainable transportation including public transit and cycling.

In January the Premier and I announced the \$14 billion Provincial Transit Plan which calls for three major new investments in rapid transit lines and which will increase rapid transit capacity in Metro Vancouver by 70 per cent. In fact, \$2.8 billion of the plan is devoted to a new line from Broadway Station to the University of British Columbia campus. We're also introducing nine new high-speed RapidBus BC routes—part of a frequent, reliable service that looks and feels like rapid transit and operates on dedicated lane-ways where needed to bypass congestion. We also intend to significantly expand the bus fleet across the province with up to 1,600 new clean-energy buses that operate on such resources as hydrogen fuel cells or low-emission diesel.

Our goal is to be a world leader in transit ridership by 2030 with the same percentage of travellers using public transit as Paris, London and Melbourne. By 2020, we intend to double the number of transit riders across the province and eliminate 160 million car trips per year on provincial roads. We intend to make transit not just an alternative to the single occupant vehicle, but a superior alternative – easier, faster, less expensive and more reliable – the first choice for hundreds of thousands of British Columbians on the move.

There is \$11.1 billion of new capital funding in this plan, and the provincial government will be providing over 40 per cent of this. We're anticipating that the federal government, TransLink and local municipalities will do their part as well, as they're all strong proponents of a green transportation network.

For details about the plan, you may want to visit our web site at [http://www.th.gov.bc.ca/Transit\\_Plan](http://www.th.gov.bc.ca/Transit_Plan).

Please be assured, my ministry has examined our highway programs for opportunities to reduce congestion and encourage alternatives to the single-occupant car. We're looking at queue-jumper lanes for buses, park-and-ride sites, the use of high occupancy vehicle lanes and lanes dedicated for other kinds of traffic. Our Gateway Program has also committed \$50 million toward pedestrian and cycling improvements, the biggest such commitment ever made in the province. We are also planning a toll for the Port Mann Bridge both as a means to pay for the costs of construction and as a way to moderate vehicle traffic growth. Improvements to the Port Mann Bridge will also allow for transit service over the bridge for the first time in 20 years.

I am confident that the investments we're making in highways and public transit are part of a balanced approach to reducing greenhouse gas emissions and congestion, and supporting the health and of our province's citizens and its economy.

Thank you again for taking the time to write.

Best regards,

Kevin Falcon  
Minister

Copy to: Premier Gordon Campbell

-----Original Message-----

From: OfficeofthePremier, Office PREM:EX  
Sent: Thursday, May 15, 2008 11:44 AM  
To: s.22  
Cc: Transportation, Minister TRAN:EX  
Subject: 167459 RE: Public transport first, please!

Thank you for your email expressing a preference for transit versus the building of roads.

I note that you have shared your correspondence with the Honourable Kevin Falcon, Minister of Transportation. Minister Falcon will ensure that you receive a response specific to your comments on my behalf as well.

Again, thank you for taking the time to send me your views.

-----Original Message-----

From: s.22  
Sent: Sunday, May 11, 2008 8:41 AM  
To: OfficeofthePremier, Office PREM:EX; Falcon.MLA, Kevin LASS:EX  
Subject: Public transport first, please!

As a Canada Research Chair s.22 at UBC, I hope that you'll consider the fundamental issues for building roads vs. improved transit -- especially regarding their implications for pollution (including CO2 and ground-level ozone) and therefore for health.

B.C. can continue to be a beacon of healthiness and sustainability -- or our star can and will fade.

Sincerely,

s.22



Underwood, Victor TRAN:EX

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**From:** Falcon.MLA, Kevin <Kevin.Falcon.MLA@leg.bc.ca>  
**Sent:** Thursday, May 15, 2008 12:02 PM  
**To:** WEBMASTER TRAN:EX  
**Subject:** ADD TO 167459 FW: Public transport first, please!

Samantha Catto  
Constituency Assistant to  
Kevin Falcon, MLA  
604.576.3792  
[samantha.catto@leg.bc.ca](mailto:samantha.catto@leg.bc.ca)

-----Original Message-----

From: s.22  
Sent: Sunday, May 11, 2008 8:41 AM  
To: [premier@gov.bc.ca](mailto:premier@gov.bc.ca); Falcon.MLA, Kevin  
Subject: Public transport first, please!

As a Canada Research Chair s.22  
at UBC, I hope that you'll consider the *fundamental issues for building roads vs. improved transit -- especially regarding their implications for pollution (including CO2 and ground-level ozone) and therefore for health.*

*B.C. can continue to be a beacon of healthiness and sustainability -- or our star can and will fade.*

Sincerely,

s.22

s.22                      Canada Research Chair, University of British Columbia  
s.22

Underwood, Victor TRAN:EX

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**From:** Transportation, Minister TRAN:EX  
**Sent:** Friday, June 1, 2012 1:59 PM  
**To:** s.22  
**Cc:** 'premier@gov.bc.ca'; Minister, FIN FIN:EX  
**Subject:** 203215 – TransLink Funding  
**Attachments:** Transit

s.22

203215 – TransLink Funding

Dear s.22

Thank you for your e-mail regarding TransLink funding. Premier Christy Clark has asked me to respond on her behalf as well.

Metro Vancouver residents need to be confident that their hard-earned money is being wisely invested by TransLink. The organization has a duty to provide a network of roads, bridges, and public transit that keeps pace with the intense demands of the region's growing population. They have achieved many successes, but they also face rising costs that could burden families and taxpayers.

I appreciate you sharing your suggestions about allocating carbon tax revenue to TransLink and reducing duplication between transit services. By now, you have probably also heard many other ideas in response to TransLink's and the Mayors' Council on Regional Transportation's desire for additional tools to fund transportation in Metro Vancouver. Members of the public, the region's mayors, and TransLink itself have all suggested options.

Before any new funding sources are considered, the public deserves to know that TransLink is running as efficiently and effectively as possible. That is why the provincial government is auditing TransLink – to determine if efficiencies can be found that will save taxpayers money. This audit will build upon the recent efficiency review completed by TransLink Commissioner Martin Crilly and will be complete by the end of August. In addition, we have introduced legislative changes that include regular performance audits of TransLink.

I will continue to work alongside Metro Vancouver mayors and TransLink to identify long-term funding sources so the region can have the transit services it needs at a cost that taxpayers can afford. Furthermore, I have advised the Mayors' Council that any future revenue-generating ideas for TransLink must be informed by thoughtful and meaningful public dialogue.

The Evergreen Line Project is a high priority for the provincial government. We have shown our commitment by providing over \$583 million for the project and securing over \$400 million from the federal government. Work on the Evergreen Line began in January of this year and is expected to be complete in the summer of 2016.

It is important to note that transit services were not cut to pay for the Evergreen Line. Given recent decisions by the Mayors' Council and the Commissioner, several proposed expansion projects and transit service increases were put on hold, not cancelled, while TransLink determines how to fund them.

I share your concern about the revenue lost through fare evasion. TransLink is currently proceeding with the faregates/Compass Card project, with \$70 million in financial support from the provincial and federal governments. Faregates are being installed at all SkyTrain and SeaBus stations. Customers will be required to use a prepaid Compass card to activate the gates and enter the station. These measures will be rolled out in 2013 and should significantly reduce fare evasion in the transit system.

The changes in legislation will also allow TransLink to collect fines from people who evade TransLink fares. Drivers with unpaid fare evasion fines, both now and in the future, will be unable to renew their licence and registration. TransLink may make use of collection agencies and will be able to refuse transit service until fare evasion fines are paid. They can also file certificates in court to gain access to the assets of people who do not pay. TransLink will receive the revenue from fare evasion fines, and these changes are expected to take effect this summer.

As the Ministry of Finance is in the best position to address your comments about the carbon tax, I have taken the liberty of forwarding your e-mail to my colleague, the Honourable Kevin Falcon, Deputy Premier and Minister of Finance, for his review.

Thank you again for taking the time to write.

Sincerely,

Blair Lekstrom  
Minister

Copy to: Premier Christy Clark  
  
Honourable Kevin Falcon  
Minister of Finance and Deputy Premier  
MLA, Surrey-Cloverdale

-----Original Message-----

From: OfficeofthePremier, Office PREM:EX  
Sent: Thursday, April 12, 2012 11:19 AM  
To: s.22  
Cc: Transportation, Minister TRAN:EX  
Subject: 203215

Thank you for your email regarding transportation issues.

This is just a note to let you know that the Honourable Blair Lekstrom, Minister of Transportation and Infrastructure, will ensure that you are sent a response specific to your comments on these matters.

Again, thank you for taking the time to write.

-----Original Message-----

From: EnquiryBC [mailto:Enquirybc@gov.bc.ca]  
Sent: Wednesday, April 4, 2012 11:02 AM  
To: OfficeofthePremier, Office PREM:EX  
Subject: Re: Program or service related [#118753]

We are forwarding the following e-mail for your attention. Please respond to the original sender at:  
s.22 . Thank you.

---

SERVICE BC CALL CENTRE

Hours of Operation: 7:30am to 5pm, Monday through Friday, except on statutory holidays.

In Vancouver (604) 660-2421

In Victoria (250) 387-6121

Elsewhere in BC 1-(800) 663-7867 (toll free)

--Original Message--

From: s.22

Date: 4/3/2012 9:13:08 PM

To: EnquiryBC@gov.bc.ca

Cc: lcsocosystest@gov.bc.ca

Subject: Program or service related

Below is the result of your feedback form at (<https://extranet.gov.bc.ca/forms/gov/contact/index.html>).

It was submitted by s.22 ()  
on Tuesday, April 3, 2012 at 21:12:41

-----  
related: Transportation and Motor Vehicles

message: I would like this to go to the Minister of Transportation and the Premier. I would like to know why you don't put all transit under one authority? Skytrain, buses, Seabus and Westcoast Express. By doing this you would save a lot of money and eliminate unnessecary duplication of positions.

I would also like to know why you are not giving the Carbon Tax To Translink? This would give them funds in order to properly improve transit while at the same time taking steps to reduce the carbon footprint on our environment. If you didn't have the proper funding, why did you approve the constuction of the Evergreen Line? Other services have been cut to allow for this construction. Lastly, I would like you to ask Translink why they do not enforce fairs. They tell their employees to meet and greet. Would you run your business this way? I think not. No system in the world is run like this and it's only because they know that they can just raise taxes or ask for more money. As a government, it is your responsibility to provide better service for those hard-working British Columbians who rely on it. I hope that you consider what I've said and make the right decision.

reply: yes

email2: s.22

email\_address\_confirm: s.22

carbonCopy: Y



Underwood, Victor TRAN:EX

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**From:** s.22  
**Sent:** Sunday, April 15, 2012 8:12 PM  
**To:** Transportation, Minister TRAN:EX  
**Subject:** Transit

Dear Mr. Lekstrom,

I would like to know why you don't put all transit under *one* authority? Skytrain, buses, Seabus and Westcoast Express. By doing this you would save a lot of money and eliminate unnessecary duplication of positions. I would also like to know why you are not giving the Carbon Tax To Translink? This would give them funds in order to properly improve transit while at the same time taking steps to reduce the carbon footprint on our environment. If you didn't have the proper funding, why did you approve the constuction of the Evergreen Line? Other services have been cut to allow for this construction. Lastly, I would like you to ask Translink why they do not enforce fairs. They tell their employees to meet and greet. Would you run your business this way? I think not. No system in the world is run like this and it's only because they know that they can just raise taxes or ask for more money. As a government, it is your responsibility to provide better service for those hard-working British Columbians who rely on it. I hope that you consider what I've said and make the right decision.

Sincerely,

s.22

Underwood, Victor TRAN:EX

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**From:** Jordison, Kim D TRAN:EX  
**Sent:** Monday, July 23, 2012 1:43 PM  
**To:** Underwood, Victor TRAN:EX  
**Subject:** FW: 203894 - Evergreen Line Construction

As requested.

**From:** Richter, Kevin J TRAN:EX  
**Sent:** Friday, July 20, 2012 1:38 PM  
**To:** s.22  
**Cc:** OfficeofthePremier, Office PREM:EX; Transportation, Minister TRAN:EX; Mackenzie, Angela TRAN:EX  
**Subject:** 203894 - Evergreen Line Construction

s.22

203894 - Evergreen Line Construction

Dear s.22

I have been asked to respond to your e-mail expressing your concerns that construction of the Evergreen Line will affect access to your business. Please accept my apologies for the lateness of this reply.

The work you note that was being done s.22 was the installation of new underground BC Hydro power supply lines, which are required for major construction, and later, the operation of the Evergreen Line. This work is part of a series of early works construction activities along the Evergreen Line route to prepare for major construction.

The ministry recognizes that during the construction of a major infrastructure project like the Evergreen Line, there will be some disruption. However, a key goal of the Evergreen Line Project is to try to minimize this as much as possible and to maintain access to residences and businesses.

Community outreach and communications is also a key component of this project. Project staff have been working hard to ensure the community, the public and local traffic media get timely, clear, consistent and accessible construction and traffic information. They have been visiting businesses door-to-door, holding community and business liaison meetings and updating stakeholders on the progress of the project through an e-mail subscription list. There is also a traffic information line available 24 hours a day, seven days a week that residents and businesses can call to find out the most up-to-date information on construction activity.

For more information about the project, please contact Angela MacKenzie, Community Relations Manager, at the Evergreen Line Project Office. She can be reached by telephone at 604 927-4452 or by e-mail at [info@evergreenline.gov.bc.ca](mailto:info@evergreenline.gov.bc.ca).

I hope this information is helpful to you. Thank you for taking the time to write.

Sincerely,

Kevin Richter

Assistant Deputy Minister  
Infrastructure Department

Copy to: Premier Christy Clark

Honourable Blair Lekstrom  
Minister of Transportation and Infrastructure  
MLA, Peace River South

Angela MacKenzie, Community Relations Manager  
Evergreen Line Project

From: OfficeofthePremier, Office PREM:EX  
Sent: Tuesday, May 15, 2012 4:13 PM  
To: s.22  
Cc: Transportation, Minister TRAN:EX  
Subject: 203894

Thank you for your email related to construction disruption of your business.

This is just a note to let you know that your correspondence has been shared with the Honourable Blair Lekstrom, Minister of Transportation and Infrastructure, and he will ensure that you are sent a reply specific to your comments on this matter.

Again, thank you for writing.

From: s.22  
Sent: Tuesday, May 15, 2012 7:26 AM  
To: OfficeofthePremier, Office PREM:EX; s.22  
Subject: I need your help, please - RE: PORT MOODY, BC Business

Dear Premier Clark:

I am a s.22 businessperson.

I just purchased s.22

I have been the owner for two weeks and suddenly I am bombarded with heavy equipment, dirt, dust and no chance to speak to the owner of the building "Translink".

If I am treated as were the Cambie Street Merchants s.22

I need your help to open the lines of communication with someone at Translink with a heart and a mind to preserving small business in this area rather than a letting a conglomerate trample the life out of the little guy.

I would be grateful if we could speak on this issue.

Respectfully submitted,  
s.22

Underwood, Victor TRAN:EX

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**From:** Transportation, Minister TRAN:EX  
**Sent:** Friday, January 23, 2009 12:53 PM  
**To:** s.22  
**Subject:** 172719 - TransLink's Long-term Funding

s.22

172719 - TransLink's Long-term Funding

Dear s.22

Thank you for your e-mail of September 22, 2008, regarding TransLink's long-term funding. Please accept my apologies for the lateness of my reply.

TransLink is an independent regional transportation authority for the South Coast, and its governing legislation gives them the tools to raise additional funds, if needed, both for its current plans and to cover its share of the Provincial Transit Plan. It stands to reason that if we want to double transit ridership by 2020, we can't expect to do that without improving the efficiency, reliability and capacity of our transit systems. The provincial government is providing over 40 per cent of the new capital funding required for the plan, and we expect that in addition to TransLink, the federal government and local municipalities will do their part, as they're all strong proponents of a green transportation network.

When developing their 10-year plans, TransLink consults with the Mayors' Council on Regional Transportation. The plans outline how TransLink intends to deliver service and manage transportation priorities within their existing financial capacity. Supplemental proposals that require funding from beyond the organization's existing available revenue limits have to be approved by the council, but the provincial government doesn't take part in this process.

It's also worth mentioning that real estate development and transit corridors have an important relationship in shaping our urban form. The development density near transit corridors plays a role in the potential ridership and the available funding base for the service. TransLink's legislation permits the organization to generate extra revenue through land it owns or acquires for transit lines and stations.

Should you wish to learn more about TransLink's planning, you may be interested to know that their next 10-year plan, Transport 2040, was recently added to the organization's web site at [http://www.translink.bc.ca/Plans/Transport\\_2040.asp](http://www.translink.bc.ca/Plans/Transport_2040.asp). The plan is the product of consultation with not just the Mayors' Council on Regional Transportation, but also the board, other stakeholders and members of the 21 communities that fall within TransLink's service region.

As you mentioned, it's a priority of our government to reduce the number of personal vehicle trips on our roads. Making long-term, sustained changes in how British Columbians travel requires real alternatives. For example, when the new Port Mann crossing is completed, we don't plan to moderate vehicle traffic growth through tolls alone—we're also making it possible to have transit service over the crossing for the first time in twenty years. The new Pitt River Bridge is being designed with new cycling and pedestrian facilities, and the potential for dedicated lanes or rapid transit in the future.

In order to ensure a healthy, liveable region for future generations, we can't just reduce our use of the transportation network altogether; we have to re-think how we're using it. I am confident that TransLink has the expertise to innovatively plan for the future.

Thank you again for taking the time to write.

Best regards,

Kevin Falcon  
Minister

-----Original Message-----

From: webmaster@kevinfalconmla.bc.ca [mailto:webmaster@kevinfalconmla.bc.ca]

Sent: None

To: Falcon.MLA, Kevin

Subject: Web site feedback email

Reply-To: webmaster@kevinfalconmla.bc.ca

Message-Id: <20080922195741.A06A72028A75@mla.governmentcaucus.bc.ca>

Date: Mon, 22 Sep 2008 12:57:41 -0700 (PDT)

Return-Path: nobody@mla.governmentcaucus.bc.ca

X-OriginalArrivalTime: 22 Sep 2008 19:57:57.0221 (UTC) FILETIME=[82180950:01C91CED]

requiredfirstname: s.22

requiredlastname: s.22

requiredemail: s.22

requiredpostalcode: s.22

comments: Dear Mr. Falcon,

I am writing with regards to a comment that you allegedly made with regards to Translink's future finances and the provincial goal of increased transit ridership. According to CBC News, Translink cannot afford the infrastructure increases needed to double its ridership.

The article then says that you suggested "TransLink has to find ways to generate revenue, such as investing in real estate near future SkyTrain stations."

What the priorities of Translink? Is Translink supposed to provide public transportation or is it supposed to run a business? If you believe it is supposed to do both, then open up the market and allow anybody with a van to transport people. Let the market figure out whether or not public transit is financially viable.

By encouraging Translink to enter the Real Estate (Banking, retail, import/export, etc.) market you are fundamentally changing their priorities. Without clearly defined priorities and principles, your goal may be misplaced.

If the West Coast Express wanted to be cost-neutral it should stop running. If you want public ridership to be up and car journeys to decrease, close a bridge. If both of these sound ludicrous what principle, priority, or goal prevents these suggestions from being implemented?

s.22

Vancouver, BC

\*<http://www.cbc.ca/canada/british-columbia/story/2008/09/21/bc-transit-series-funding-shortfall.html>

ps - While this does not relate to your ministry directly, my experience with the bus service of Vancouver is that it is Poverty Transit as opposed to Public Transit. The busses are filled to capacity with people who unfortunately cannot afford cars or are unable to use a bicycle. (This is in stark contrast to the long-distance commuter services such as the West Coast Express and Delta busses are Public Transit.)

CONFIDENTIAL

«email»

164377 - Evergreen Line

Dear «First\_Name»:

**Re: Evergreen Line**

Thank you for your e-mail regarding the Evergreen Line. Please accept my apologies for the lateness of my reply.

I was glad to receive your comments about the possible routes for the line. TransLink and I asked the local mayors to provide their thoughts about the routes as well.

As I'm sure you've heard, we decided to proceed with the Northwest route. This was based in large part on the feedback received from area mayors. Municipal councils in Port Moody, Port Coquitlam and Coquitlam have all voted to support the Northwestern route.

The provincial government has now taken this plan to the federal government so we can work with them on their portion of funding. We will proceed as soon as possible with project engineering and a competitive selection process to keep on track for planned 2014 completion.

The Evergreen Line is an important part of this government's commitment to fighting congestion and reducing greenhouse gas emissions. I look forward to providing travellers in the Lower Mainland with new and better choices for transportation in the years to come.

Again, thanks for taking the time to write.

Best regards,

Kevin Falcon  
Minister

«Copy»

Information provided by:

Tamara Little, Issue Note, January 31 2008

# Batch 164377 – Evergreen Line – Email Data.doc

CLIFF	First Name	Last name	email	Copy
164361	s.22			
164433				
164437				
164486				Honourable Iain Black Minister of Labour and Citizens' Services M.I.A, Port Moody-Westwood
165697				
165712				
164383				
164391				
164387				
165881				
165927				
165997				
166025				
166574				
166575				
166576				
165558				Dale Parker, Chair TransLink
164381				



July 31, 2008

«First\_Name» «Last\_name»  
«Address»  
«city» BC «postal»

Reference: 164377

Dear «First\_Name»:

**Re: Evergreen Line**

Thank you for your letter regarding the Evergreen Line. Please accept my apologies for the lateness of my reply.

I was glad to receive your comments about the possible routes for the line. TransLink and I asked the local mayors to provide their thoughts about the routes as well.

As I'm sure you've heard, we decided to proceed with the Northwest route. This was based in large part on the feedback received from area mayors. Municipal councils in Port Moody, Port Coquitlam and Coquitlam have all voted to support the Northwestern route.

The provincial government has now taken this plan to the federal government so we can work with them on their portion of funding. We will proceed as soon as possible with project engineering and a competitive selection process to keep on track for planned 2014 completion.

The Evergreen Line is an important part of this government's commitment to fighting congestion and reducing greenhouse gas emissions. I look forward to providing travellers in the Lower Mainland with new and better choices for transportation in the years to come.

Thank you again for taking the time to write.

Sincerely,

***Original Signed By:***

Kevin Falcon  
Minister

Information provided by:

Tamara Little, Issue Note, January 31 2008

## Batch 164377 – Evergreen Line – Letter Data.doc

CLIFF	First Name	Last name	Address	city	postal
164591	s.22			Burnaby	s.22
165209				Coquitlam	
164421				Port Moody	
166120				Coquitlam	

Underwood, Victor TRAN:EX

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**From:** enquirybc@gov.bc.ca  
**Sent:** Friday, February 22, 2008 4:31 PM  
**To:** Transportation, Minister TRAN:EX  
**Subject:** evergreen line

Please include the following line in all replies.  
Tracking number: ST20080222\_0000000098

We are forwarding the following e-mail for your attention. Please respond to the original sender. Thank you.

---

SERVICE BC CALL CENTRE

Hours of Operation: 7:30am to 5pm, Monday through Friday, except on statutory holidays.

In Vancouver (604) 660-2421

In Victoria (250) 387-6121

Elsewhere in BC 1-(800) 663-7867 (toll free)

> -----Original Message-----

> From: s.22

> Sent: Feb 22, 2008 2:40:08 PM GMT-08:00

> To: <enquirybc@gov.bc.ca>

>

> Dear Minister Falcon

>

> Re: the Evergreen line.

>

> Would you please build it on the Southeast alignment. Every body that I talk to in the Tri Cities wishes the line to follow the Lougheed but it seems the Mayors or Mayor of the Tri Cities especially Mr Trasolini are trying to ramrod the line through Port Moody which does not make sense particularly when it is mostly a grade level service or more accurately a glorified bus. Rapid transit is supposed to move large amounts of people rapidly. Port Moody would be far better served by buses moving the people to Coquitlam Center and from there via elevated sky train down Lougheed highway to Lougheed mall and save the cost of building a tunnel and the royal screwup of traffic on North Road. If a sky train service is provided to the tri cities it should be extended as soon as possible to Maple Ridge and then close down West Coast express and use the subsidy money of the West Coast express to help pay for the extension. Also personally feel the bus system should charge what it costs to ride and there should be turnstiles at all sky train stations to stop free loading and to help control crime. I have been to the Port Moody web site where they invite feedback and there is no choice for a southeast line at all it is just North only, also I regularly work at Coquitlam center mall s.22

and I have yet to talk to one customer that wishes the line to go through Port Moody now I'am sure there is somebody out there but I have yet to find that person amongst the masses that I talk to. I am not in favor of rampant development of the Riverview lands but there are lots of other areas that can be developed.

>

> s.22

>

>

>

>

>

Underwood, Victor TRAN:EX

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**From:** s.22  
**Sent:** Sunday, March 2, 2008 12:05 AM  
**To:** Transportation, Minister TRAN:EX  
**Subject:** Evergreen line being delayed again?

To the Honorable Mr. Falcon,

I was just watching the BC news today and they stated that the Rapid Transit line on Broadway to UBC was going to be built within 6 years. Is the Evergreen Line again going to have to take a backseat to another major project in Vancouver?

I currently live in Maple Ridge and drive everyday to work in New Westminster. I occasionally take the bus however it is not reliable enough for me. I have been stranded on a number of occasions which delays me from picking up my child from daycare. (my husband works afternoons, I work days) Unfortunately for me and my family this is the closest location we could afford to live in the lower mainland.

I have been waiting very patiently for the Evergreen line to be built. I was disappointed to say the least when it was delayed due to the building of the Canada Line. Now I fear that the Northeast will again be snubbed by another project in Vancouver.

While I understand that we do have 2 major projects being built here (Golden Ears Bridge and Pitt River Bridge) that we are extremely happy about, we will be paying for the privilege to use them. However this still does not assist us in using transit to commute to work.

I am beginning to feel that the Northeast is becoming the poor second cousin to Vancouver. Please tell me that the news reports are not true and that the Evergreen line will be built ahead of the line to UBC.

I do want the line to UBC built (in case my daughter wants to go there in future-s 22 ) however not ahead of the Evergreen line. We have been waiting a long time for the Evergreen line, please don't disappoint us.

Sincerely

s.22

Maple Ridge BC  
s.22

Underwood, Victor TRAN:EX

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**From:** Rossano De Cotiis <rose@onni.com>  
**Sent:** Saturday, March 1, 2008 2:04 PM  
**To:** Transportation, Minister TRAN:EX  
**Subject:** Evergreen Line

**HONOURABLE KEVIN FALCON,**

s.22 I am writing to you in regards to the proposed alignment of the Evergreen ALRT line. I was surprised to hear that there is now some uncertainty regarding the route the line will take. In our case, we have undertaken a significant development in Port Moody that includes 1250 residential units, a 140 room hotel, an office building and 120000 square feet of retail space in anticipation of the Evergreen line coming through Port Moody. In addition, there are also other significant adjacent developments that are planned and completed in the vicinity; all said, there will be several thousand residential units that make this a logical choice for the routing.

I urge The Ministry of Transportation and Translink to give serious consideration to moving forward with the originally contemplated Northwest route. Choosing the Southeast Route would be a significant disappointment to all the future and existing residents, land owners and businesses in the Port Moody area.

Please feel free to contact me if you have any questions.

Yours truly

**ROSSANO DE COTIIS**

PRESIDENT

ONNI GROUP

Suite 550 - 858 Beatty Street

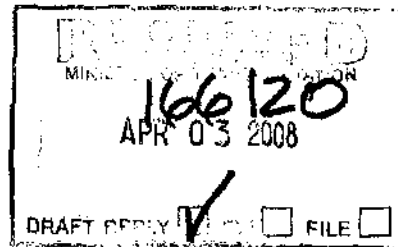
Vancouver, B.C. Canada V6B 1C1

Tel. 604 602-7711

Fax. 604 688-7907

Email: [rose@onni.com](mailto:rose@onni.com)

[www.onni.com](http://www.onni.com)



s.22

Coquitlam, BC  
s.22

March 24, 2008

Dear Hon. K. Falcon and Hon. James Moore, Ottawa;

I disagree with the Evergreen Line using the North East sector from Lougheed Mall to Coquitlam Centre.

I am suggesting they use the Southern Route from Lougheed Mall to Coquitlam Centre and Douglas College David Lam Campus. Better still from Braid Station to Coquitlam Centre. This would cost even less because it would be shorter. I am sure that your plans are to run the skytrain service through Mallardville and then on the Riverview Hospital and Coquitlam Centre. I hope your government will consider the Riverview Land as a hospital first and other uses later, but not to leave the people of the North East sector without LRT.

The people of the North East sector would want a guarantee from both governments, Provincial and Federal, that they would be assured of an upgrade of the West Coast Express to a daily service on the half hour or better still every twenty minutes. The Federal government would have to get CPR to lease one track from Vancouver to Mission. There would have to be a passing line in Port Coquitlam yard for trains going east and west. The track I see that they do not seem to use (CPR) is the track that is closest to the Lougheed Hwy. The West Coast Express and Skytrain would be a duplication of each other, anything past Coquitlam Centre.

This proposal would save millions of dollars, saving money for other projects. Skytrain would not be needed past Coquitlam Centre. This would be only be if all governments could get together on this project. To make this project work, the Clarke Road Hill from Port Moody to Burquitlam corridor would have to be widened to four lanes. This would be so a rapid bus service from Coquitlam Centre to Lougheed Station through Port Moody could be put in service. They would need a bus lane from Coquitlam Centre to Lougheed Station. If the CPR would not give the government the right away for a track from Mission to Vancouver for the West Coast Express it might be cheaper for the governments and translink to build there own track.

If translink decides to use the Southern route, they should use Braid Station as their Southern Terminal, they could use two different routes. Braid Station down United Boulevard turning on Mariner Way, north and meeting up with the other route coming from Braid Station and Mallardville at Mariner Way and Lougheed Hwy and then on to Riverview Hospital, and Coquitlam Centre.

And at a later time they could use the United Boulevard across the proposed Port Mann Bridge to Surrey. I think the skytrain track between Braid Station and Lougheed Station is now well serviced. Any further skytrain past Braid Station would be a duplication of transit line that is already there.

Thank you,

s.22

Underwood, Victor TRAN:EX

---

**From:** Falcon.MLA, Kevin <Kevin.Falcon.MLA@leg.bc.ca>  
**Sent:** Tuesday, March 25, 2008 3:40 PM  
**To:** WEBMASTER TRAN:EX  
**Subject:** 166025 FW: ALRT options for Tricities

Samantha Catto  
Constituency Assistant to  
Kevin Falcon, MLA  
604.576.3792  
[samantha.catto@leg.bc.ca](mailto:samantha.catto@leg.bc.ca)

-----Original Message-----

**From:** s.22  
**Sent:** Friday, March 21, 2008 1:20 PM  
**To:** Falcon.MLA, Kevin  
**Subject:** ALRT options for Tricities

Dear Minister Falcon:

I am writing to express my strong support for the northeast route for the proposed ALRT line to Coquitlam. The northeast route makes so much sense from so many points of view:

- The high density that has arisen in Coquitlam and Port Moody was built with the understanding that rapid transit would eventually be built. It is difficult to believe that all of that planning and consensus could be jeopardized at this late stage.
- The southeast route has far less potential for high ridership due to the fact that it skirts a low lying area of Coquitlam where development potential was never envisioned, and would never be practical to the extent possible along the northeast route. Even if all of Riverview was developed, it could never boast the ridership of the downtown Coquitlam/Port Moody corridor.
- The southeast route would completely deprive Port Moody of transit that it has been planning into its city infrastructure for years.

There has been much discussion of leveraging development of Riverview as a way to finance ALRT. First, Coquitlam has publicly expressed its opposition to the development of Riverview. Second, the envisioned population density at Riverview would never be large enough to justify ALRT. Third, even if Coquitlam decides to develop Riverview, which I hope will never happen, that development could proceed independently of the choice of the exact route.

For me there is only one logical choice: the Northeast route. I hope that



the years of planning for this project will not have been in vain.

Sincerely,  
s.22

Coquitlam

Underwood, Victor TRAN:EX

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**From:** Falcon.MLA, Kevin <Kevin.Falcon.MLA@leg.bc.ca>  
**Sent:** Thursday, March 20, 2008 12:51 PM  
**To:** WEBMASTER TRAN:EX  
**Subject:** 165997 FW: Evergreen Line Route Alternatives  
**Attachments:** letter to Minister Falcon re Evergreen 20.03.doc

Samantha Catto  
Constituency Assistant to  
Kevin Falcon, MLA  
604.576.3792  
[samantha.catto@leg.bc.ca](mailto:samantha.catto@leg.bc.ca)

-----Original Message-----

**From:** s.22  
**Sent:** Thursday, March 20, 2008 10:22 AM  
**To:** Falcon.MLA, Kevin  
**Subject:** Evergreen Line Route Alternatives

Minister Kevin Falcon, attached please find a letter providing some information which I believe will be of interest with respect to the alignment for the future Evergreen Line. Please feel to contact me if you have any comments or require further information.

s.22

March 17, 2008

The Honourable Kevin Falcon  
Minister of Transportation,  
Room 306, Parliament Buildings,  
Victoria, BC, V8V 1X4

Dear Minister Falcon,

**Re: Evergreen Line Route Alternatives**

I was pleased to learn about your government's announcement with regard to the proposed Evergreen Line serving the North East Sector of Metro Vancouver. I understand that the Provincial government is now seeking input on the preferred route for the new line. The options are a Northwest route that would travel through Port Moody, or a Southeast route through Coquitlam.

The purpose of this letter is to share some information regarding the former IOCO Refinery Lands and adjacent properties.

The IOCO refinery lands comprising approximately 650 acres and straddle the municipal boundaries of the City of Port Moody and the Village of Anmore. Refinery operations ceased in 1995 and since that time, decommissioning and site cleanup work have been underway.

Over the years, a number of studies have been undertaken to assess the redevelopment potential of these lands and the surrounding area. In 1997, a comprehensive study was prepared for the City of Port Moody, Village of Anmore, Village of Belcarra, BC Hydro, Imperial Oil Limited, Greater Vancouver Regional District, and the BC Transportation Financing Authority.

The study presented five different options, ranging from low density residential and park uses, to higher density housing and employment generation uses. They illustrated the potential to develop a significant residential community (1300 to 4600 new households) along with light industrial and commercial uses on the IOCO refinery lands and the adjacent properties.

It is important that the alignment of the Evergreen Line be located where it can serve the maximum number of passengers. A northwest alignment could serve those living and working in the new community on the redeveloped IOCO refinery lands and the adjacent properties. Residents and workers could directly access the line by bus or possibly a future commuter ferry service across Burrard Inlet.

We therefore hope that the redevelopment potential of this large property will be considered as part of your analysis.

Yours sincerely

**Michael Geller & Associates Limited**

Michael Geller B.Arch, MAIBC, FCIP

cc Mayor Hal Weinberg, Village of Anmore  
Mayor Joe Trasolini, City of Port Moody  
Mr. Dale Parker, Chair, Board of Directors, TransLink  
Ms. Pat Jacobsen, President & CEO, TransLink

Underwood, Victor TRAN:EX

**From:** Falcon.MLA, Kevin <Kevin.Falcon.MLA@leg.bc.ca>  
**Sent:** Monday, March 17, 2008 11:37 AM  
**To:** WEBMASTER TRAN:EX  
**Subject:** 165927 FW: skytrain through Coquitlam

*Samantha Catto*  
Constituency Assistant to  
Kevin Falcon, MLA  
604.576.3792  
[samantha.catto@leg.bc.ca](mailto:samantha.catto@leg.bc.ca)

**From:** s.22  
**Sent:** Friday, March 14, 2008 3:54 PM  
**To:** Falcon.MLA, Kevin  
**Subject:** skytrain through Coquitlam  
s.22

Dear Minister Falcon, I volunteer on the Maillardville Revitalization task force as I really care about my community. I tried very hard to convince our council and planners to really consider the South East route for the skytrain. They did not have all the facts to make their decision for the NW route as the SE route has not been studied very much, if at all, but the main thrust of the naysayers for the SE route was Riverview and your government's development plans there. The arguments were that if skytrain did not go near it, council would have a better chance of saving it! I really feel our council was not truthful in clearing the air about your role there. They mislead the citizens into thinking that there was a definite possibility unbridled development might happen there whether council wanted it or not.

It makes so much more sense for the ALRT to go from the Lougheed Mall to Coquitlam Centre along the Lougheed Highway. The other cities, Port Moody and Port Coquitlam have gone along with Coquitlam's vote so that your ministry won't get fed up with them not working together and they just want something built, even if it not exactly well thought out. The line on Lougheed would serve PoCo in part at least, as well as Maillardville, Fraser Mills future development, Cape Horn, Riverview, Citadel Heights in Poco, Ranch Park, the Dewdney area in Poco, etc. It would also give you a place to have a section built to go over the Port Mann bridge eventually, and continue on to the Valley. There is room at Schoolhouse or King Edward for a park and ride and/or a skytrain maintenance depot. It seems the right time to work with the Gateway project to change the mess at the Brunette/Lougheed Hwy/#1 intersection and include the skytrain rail in the plan. Please look at this SE route seriously, from the perspective of common sense and proper timing, planning, etc. If we are seriously looking at planning for the future, then this SE route is the only logical place where substantial growth can occur.

s.22 a senior's drop-in centre called Centre Bel Age at Place Maillardville, which has a membership of approximately 200 members of mostly French Canadian descent. These citizens (some were born here) have raised their families here, most worked at the now closed Fraser Mills. As a group, we wish to heartily show our support for the SE route and hope you have a better perspective of what is needed to meet the needs of the future. We are very disappointed in our mayor and council and will let them know it. In the meantime, we hope all is not lost. Thanks for listening and thank you for your service to all of our communities,

Sincerely,

s.22

Is your lingo strong enough to ace these new word puzzles from Live Search Games? [Click here to test your vocab!](#)

Underwood, Victor TRAN:EX

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**From:** Falcon.MLA, Kevin <Kevin.Falcon.MLA@leg.bc.ca>  
**Sent:** Wednesday, March 12, 2008 9:47 AM  
**To:** WEBMASTER TRAN:EX  
**Subject:** 165881 FW: Evergreen Line Public Input

*Samantha Catto*  
Constituency Assistant to  
Kevin Falcon, MLA  
604.576.3792  
[samantha.catto@leg.bc.ca](mailto:samantha.catto@leg.bc.ca)

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**From:** s.22  
**Sent:** Sunday, March 09, 2008 3:07 PM  
**To:** Falcon.MLA, Kevin; Farnworth.MLA, Mike  
**Subject:** Evergreen Line Public Input

As a resident of Port Coquitlam I am writing to offer my support to the South East corridor option for the proposed Evergreen Line.

This option would greatly facilitate reducing traffic congestion on the key arterial routes that surround our community. On the East side of Poco, traffic flow from Pitt Meadows and Maple Ridge often backs up along the Maryhill Bypass. Not having a direct access to the freeway at the end of the bypass further exacerbates this congestion. On the West side, the community is constrained by the severe traffic congestion on the Lougheed highway, heading towards the Cape Horn freeway entrance.

It is my belief that this option would significantly hold a higher ridership potential than the North West corridor option because:

- 1) it would pick up the largest percentage of Coquitlam residents (ie. Mallardville, Central Coquitlam, Cape Horn, and Ranch Park.
- 2) lesser reliance on personal vehicles due to greater potential for ridership than those from Port Moody many of whom would not necessarily abandon personal vehicle use.
- 3) Income levels of residents residing in the South and East Coquitlam and Port Coquitlam areas more likely would support ridership goals over the more affluent Port Moody/Belcara/Anmore who are unlikely opt to abandon personal vehicles.
- 4) Ridership from Port Coquitlam would increase substantially especially from the South and Central areas of Port Coquitlam.

Ultimately, the long term regional plan for the Tri-Cities area would be better served by the most centralized route and by one having the greatest ridership potential. Therefore, it is my belief that the South East corridor option should prevail. This option would serve the largest population base in the region now and serve future growth in the region in the foreseeable future.

s.22  
Port Coquitlam

Underwood, Victor TRAN:EX

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**From:** s.22  
**Sent:** Saturday, March 8, 2008 4:22 PM  
**To:** Transportation, Minister TRAN:EX  
**Subject:** Strongly oppose northwest route for Evergreen line

Dear Right Honourable Mr. Falcon,

I am writing to express my strong opposition to the Northwest route for the proposed Evergreen line. The proposed route along North Road is simply too narrow a space, and too close to residential housing to handle the elevated skytrain system.

I believe the Government and Translink must consider the highly negative affect the northwest route will have on this area. The earlier proposed surface grade light rail system took this issue into consideration and was acceptable to the area. If a switch to an elevated skytrain system is used then this route is no longer suitable. If a skytrain system is used it must be through an area with sufficient space to incorporate the elevated track system, namely the southwest route.

I trust the Government and Translink will put a high value on the community which the new rail transport system will go, and not sacrifice the livability of the Coquitlam Southwest and Burquitlam neighborhoods by putting an elevated skytrain along North Road.

Sincerely,

s.22

Coquitlam, BC

s.22

Underwood, Victor TRAN:EX

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**From:** s.22  
**Sent:** Thursday, March 6, 2008 4:15 PM  
**To:** Transportation, Minister TRAN:EX  
**Cc:** dale\_parker@translink.bc.ca; XT:Jacobsen, Pat FIN:IN;  
joe.trasolini@cityofportmoody.com; gaetan.royer@cityofportmoody.com  
**Subject:** 165697 The Evergreen Line - In Support of Northwest Corridor  
**Attachments:** Evergreen Alignment - letter to Minister Kevin Falcon.pdf

**VIA EMAIL**

March 6, 2008

Honourable Kevin Falcon  
Minister of Transportation  
B.C. Ministry of Transportation  
PO Box 9055  
STN PROV GOVT  
Victoria, B.C.  
V8W 9E2  
Ph: (250) 387-1978  
Email: [minister.transportation@gov.bc.ca](mailto:minister.transportation@gov.bc.ca)

Dear Minister Falcon:

**Re: The Evergreen Line - In Support of Northwest Corridor**

While I am unaware of the lobby work and presentations that have been made in support of the southeast alignment, I feel it is relevant to point out that a considerable number of unknown development projects remain in the "pipeline" throughout the City of Port Moody and along the proposed northwest alignment.

Providing additional population growth to an area which has already seen significant redevelopment and densification (primarily on the assumption of future rapid transit services), some of these developments may ultimately result in a doubling of local populations within specific neighbourhood areas (such as Moody Centre). In this context, not only do strong ridership numbers currently exist along the northwest alignment, but these figures are only expected to grow, with or without the support of rapid transit.

To me, the solution is clear; the northwest route is the most responsible Evergreen alignment *at this time* - based not only on stronger ridership numbers but on considerations of cost, future infilling and the support of municipalities such as Port Moody, who have actively lived up to the goals of the Livable Region Strategic Plan, without the associated promises of future rapid transit. Why base the alignment's decision on a *presumption* of population growth along Lougheed Highway, while significant and growing populations are *already* in need of transit support along the northwest route?

I strongly encourage you to take these considerations into account and join me in supporting the most equitable and effective option - the northwest alignment.



Yours very truly,  
s.22

CC: Mr. Dale Parker (via email)  
Ms. Pat Jacobsen (via email)  
Mayor Joe Trasolini (via email)  
Mr. Gaetan Royer (via email)

s.22

Vancouver, BC s.22

VIA EMAIL

March 6, 2008

Honourable Kevin Falcon  
Minister of Transportation  
B.C. Ministry of Transportation  
PO Box 9055  
STN PROV GOVT  
Victoria, B.C.  
V8W 9E2  
Ph: (250) 387-1978  
Email: [minister.transportation@gov.bc.ca](mailto:minister.transportation@gov.bc.ca)

Dear Minister Falcon:

**Re: The Evergreen Line - In Support of Northwest Corridor**

While I am unaware of the lobby work and presentations that have been made in support of the southeast alignment, I feel it is relevant to point out that a considerable number of unknown development projects remain in the "pipeline" throughout the City of Port Moody and along the proposed northwest alignment.

Providing additional population growth to an area which has already seen significant redevelopment and densification (primarily on the assumption of future rapid transit services), some of these developments may ultimately result in a doubling of local populations within specific neighbourhood areas (such as Moody Centre). In this context, not only do strong ridership numbers currently exist along the northwest alignment, but these figures are only expected to grow, with or without the support of rapid transit.

To me, the solution is clear; the northwest route is the most responsible Evergreen alignment *at this time* - based not only on stronger ridership numbers but on considerations of cost, future infilling and the support of municipalities such as Port Moody, who have actively lived up to the goals of the Livable Region Strategic Plan, without the associated promises of future rapid transit. Why base the alignment's decision on a *presumption* of population growth along

s.22

Lougheed Highway, while significant and growing populations are *already* in need of transit support along the northwest route?

I strongly encourage you to take these considerations into account and join me in supporting the most equitable and effective option – the northwest alignment.

Yours very truly,

s.22

CC: Mr. Dale Parker (via email)  
Ms. Pat Jacobsen (via email)  
Mayor Joe Trasolini (via email)  
Mr. Gaetan Royer (via email)

Underwood, Victor TRAN:EX

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**From:** Haskett, Sara TRAN:EX  
**Sent:** Wednesday, March 12, 2008 9:02 AM  
**To:** Writing Services, Transportation TRAN:EX  
**Subject:** s.22 - evergreen route debate

**Importance:** High

Log and to Tim and let me know what the CLIFF number is asap.

Sara

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**From:** s.22  
**Sent:** Thursday, March 6, 2008 6:14 PM  
**To:** Transportation, Minister TRAN:EX  
**Subject:** evergreen route debate

Dear Minister Falcon,

I have communicated with you before on the issue of route and technology of the Evergreen line. I was ecstatic to see the announcement for ALRT technology but then the fear mongers saw the route debate as another delay, I disagree what I see is the plan for long term transit not only for the NE sector but for the lower mainland as a whole. The Twinning of the Port Mann bridge is a great opportunity to expand rapid transit through out the Tri-cities and Surrey. The SE route makes the most sense tying into Surrey via the Port Mann bridge.

As I have attended both Coquitlam's town hall meeting on Feb-27-08 and Port Moody's town hall on Mar-03-08 it was very interesting to see the different presentations and to hear what the public had to say. First in Coq Translink put on a presentation to start and took direct questions from council on the two different routes and then the mic was open to the public. What was very well done by Coq was the fact questions from the public were answered by Translink and council on the spot with little political censorship or interference. In this meeting the public that came to the mic had a 50/50 split on route but what I noted was the fact 95% of the NE supporters did not so much stand for the NE route but were actually against the SE route because of the fears of the development that, in their minds, would happen at Riverview. To me some of this was put out there by Translink when they claimed 20,000 riders coming from a development that would be at Riverview yet no one was counted into the ridership from Port Coquitlam. So to me the support is there for the SE route if the Riverview lands could be protected or developed in a way that does not affect any of its heritage or value.

Now the next week in port Moody the first thing I noticed was the literature handed out was very light on information and more geared to get feed back after the presentation and meeting. The signage was negligible at best only two different aerial maps and some feed back printed on the wall ( when looked at from a distance it looked like all the feed back was mostly on the NE route and that for the SE route was limited. Then the meeting started with a city presentation on the history of the NE route and limited on the SE route. But what blew me away was when the ridership numbers were put up on the big screen and the lower half was blacked out ( what was blacked out was the fact the ridership numbers are much better on the Se route over time). As I sat back I thought Translink would then put on their presentation but no right after the city was done it was open mic again. What was different was the fact only Mayor Trasolini and Fred Cummings answered any questions and Fred tried to avoid some. Again the opponents of the Se route were 95% based on the Riverview site and note the best route.

So to me the decision on route is not being made on the merits of the route but more so on the possible destruction of the Riverview lands.

To me Riverview will be developed regardless of the Evergreen route so this should not be taken as a reason not to use the SE route.

With all the debating going on keep in mind we want Rapid transit but we want it done right along the route that can grow with our community.

Please keep in touch as this is a hot issue for me and my family s.22  
s.22

Thank you  
s.22

Underwood, Victor TRAN:EX

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**From:** OfficeofthePremier, Office PREM:EX  
**Sent:** Thursday, February 28, 2008 10:34 AM  
**To:** s.22  
**Subject:** 165209 / B164377

Thank you for your letter regarding the proposed redevelopment of the Riverview lands and the Provincial Transit Plan.

I appreciate that you have brought your concerns to my attention. I am sharing your input with the Honourable Rich Coleman, Minister Responsible for Housing, and the Honourable Kevin Falcon, Minister of Transportation. Please be assured that Minister Coleman and Minister Falcon will give your comments every consideration.

Again, thank you for writing.

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From: s.22  
Sent: Saturday, February 16, 2008 10:11 AM  
To: OfficeofthePremier, Office PREM:EX  
Cc: Thorne.MLA, Diane LASS:EX; Farnworth.MLA, Mike LASS:EX; James.MLA, Carole A LASS:EX; [mwilson@coquitlam.ca](mailto:mwilson@coquitlam.ca)  
Subject: Riverview Grounds development

Mr. Premier:

I stand opposed to any commercial or private development of the Riverview Grounds in Coquitlam and to the Evergreen Route for rapid transit through the Tri-Cities.

Please know that these issues are sufficiently important to my wife and I, that should there be efforts to initiate development such as that reported in the February 14 Vancouver Sun (p. B1), we will campaign actively against the Liberal Party in the next provincial election.

Our opposition to the proposed development is unequivocal.

Thank you.

s.22

Coquitlam, BC, s.22

E MAIL S.22

S.22

RECEIVED
164591
FEB 11 2008
DRAFT <input checked="" type="checkbox"/> REPLY <input type="checkbox"/> FYI <input type="checkbox"/> ALL <input type="checkbox"/>

BURNABY BC  
S.22

FEB 7/08

DEAR MR FALCON,

WITH THE EVERGREEN LINE BACK IN THE NEWS, I WOULD LIKE TO OFFER MY TWO CENTS WORTH OF OPINION.

A SKYTRAIN OR COMPATIBLE SYSTEM TO COQUITLAN CENTRE FROM LOUGHREED STATION WOULD GET MY VOTE OVER A TRAM SYSTEM VIA PORT MOODY TO THE SAME DESTINATION.

HOWEVER I SEE A GREAT OPPORTUNITY ~~FOR~~ <sup>FOR</sup> A SERVICE TO THOSE PARTS OF NEW WESTMINSTER AND COQUITLAN THAT WOULD NOT NORMALLY BE AFFECTED BY A STRAIGHT LOUGHREED HWY ROUTE.

STEP ONE, EXTEND FROM THE EXISTING LOUGHREED STATION EAST ALONG THE HIGHWAY, IT WOULD SERVE THE NEW RESIDENTIAL COMPLEX NEAR ANDERSON AVE AS WELL AS THE EXISTING COMMERCIAL ENTERPRISES AT KING EDWARD AND SCHOOLHOUSE - INCLUDING, IKER, CANADIAN TIRE, REAL CANADIAN SUPERSTORE AND THE CINEMAX (20 THEATERS) AND GO ONTO COLONY PARK ROAD. AT THAT POINT I ENVISION A JUNCTION WITH

STEP TWO, A SKYTRAIN DIVERGING EAST FROM SAPPINGTON STATION ALONG CANFOR AVE TO UNITED BLVD AND ALONG SAID BLVD TO COLONY PARK JUNCTION. THIS NEW CONNECTION WILL NOT ONLY SERVE NEW WESTMINSTER INDUSTRIES AROUND THE CLOSED CANFOR SITE BUT THE BIG BOX AND LIGHT INDUSTRIES ALONG UNITED BLVD INCLUDING THE CASINO AND THE OLD CP MAYFAIR INDUSTRIAL PARK. ALSO IF THE MASSIVE "BEEBLE" PROPOSAL FOR THE OLD FRASER MILL SITE GIDS THE GOO AHEAD TO 3000 RESIDENTIAL UNITS IN EASY WALKING DISTANCE TO A SKYTRAIN STATION AT KING EDWARD.

FROM COLONY PARK JUNCTION THERE WOULD BE LITTLE FURTHER PEOPLE TRAFFIC, ALTHOUGH A STATION STOP AT ESSENDALL WOULD

HELP PEOPLE VISITING THE HOSPITAL, PARTICULARLY IF IT IS EXPANDED  
OR RESULT IN THE FUTURE.

THIS STEP TWO PROPOSAL WOULD ENABLE PASSENGERS A CHOICE  
AT COQUITLAM CENTRE TO TRAVEL DIRECTLY TO NEW WESTMINSTER  
AND METROTOWN AS WELL AS A SHORTER ROUTE TO SURREY RATHER  
THAN HAVING TO CHANGE AT LOUGHEED, AND SORT OF BACK TRACK.

SURFACE SYSTEMS OR TRAMS ARE GENERALLY ONLY SUITED  
FOR LOCAL TRANSIT, THEY ARE SLOWER AND HAVE MORE FREQUENT  
STOP AND CANNOT CARRY LARGE AMOUNTS OF PASSENGERS. "HOP ON  
HOP OFF" SYSTEM. IT MY THOUGHTS THAT THE TRAM SYSTEM  
PROPOSED SHOULD BE SEPARATED. ONE SECTION WOULD SERVE  
COQUITLAM FROM LOUGHEED STATION UP NORTH ROAD TO COMO LAKE  
AVE AND ALONG COMO LAKE TO MARION WAY THEN SOUTH TO AUSTIN  
AVE AND BACK TO LOUGHEED STATION. THIS ROUTE WOULD SERVE  
THE BURQUILLAN SHOPPING CENTER AS WELL AS COMO LAKE SCHOOL  
AND MUNDY PARK. A MAJOR CONCERN WOULD BE AUSTIN AVE  
SHOPPING AREA AS THE STREET IS FAIRLY NARROW AT THAT  
SECTION.

I THINK THE PORT MOODY TRAM SHOULD BE COMPLETELY  
SEPARATE FROM THE COQUITLAM ONE AND SHOULD SERVE PORT  
MOODY, COQUITLAM AND PORT COQUITLAM ONLY. BASICALLY IT  
COULD FOLLOW THE ST JOHNS ST, BARNET & LOUGHEED CORRIDOR  
FROM WEST PORT MOODY EAST TO SAY OXFORD ST IN PORT COQUITLAM.

BOTH THESE TRAM SYSTEM WOULD QUICKLY BRING IN REVENUE  
AND THE VERY EXPENSIVE AND NON REVENUE TUNNEL WOULD NOT  
HAVE TO BE BUILT.

HERE IS ANOTHER THOUGHT MINISTER. WHY DON'T YOU HAVE  
A JOB AT VANCOUVER AND TELL THEM TO BUILD A TRAM SERVICE  
FROM WATER FRONT STATION ALONG THE HASTING ST CORRIDOR TO  
BOUNDARY ROAD AND CONJOINT WITH GILMORE STN. HAH!

BEST REGARDS  
S.22

PS MAP SHEET ENCLOSED



Page 213

Withheld pursuant to/removed as

Copyright

Underwood, Victor TRAN:EX

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**From:** s.22  
**Sent:** Saturday, February 2, 2008 10:30 AM  
**To:** Rob Grant; Don Bullock; Transportation, Minister TRAN:EX; Rick Leipert; Cliff VanAlstyne; hildegard richter  
**Cc:** Evans, Carol; Thorne.MLA, Diane LASS:EX; Mike Clay; s.22 I.  
Sekora; Black.MLA, Iain LASS:EX; Farnworth.MLA, Mike LASS:EX  
**Subject:** 164486 CAET ALRT Route Support  
**Importance:** Low

Now that we have heard the final firm decision on the technology the citizens of the Tri Cities must one more time stand and declare the route that will ultimately be the Evergreen Line. We need to both as a community and as a region recognize and accept that rapid transit is a long-term capital expenditure. An expenditure that has clearly demonstrated as one that will continue to serve as an economic engine for the areas surrounding transit stations but more importantly, is recognized as a commitment both to our environment and to the future growth of our region. Our grandchildren will in the future recognize we had the vision to plan for their needs with sensitivity to the environment

Ultimately it was recognized that we must always consider the costs of doing it, and in parallel the "defined lost worth and cost" of not doing it. CAET has for the past 3 ½ years opposed the LRT version of the Evergreen Line; we believed it to be the wrong application of a technology and a wrong choice route for the needs both present and future of the region. This position was supported by 80% of the electorate of this region. The latest Translink plan clearly confirms how badly the community was being manipulated and misled by all those involved with the streetcar decision, they clearly did not do their homework, or, did not understand the results of their diligence, were not competent to understand the inadequacies of Translink "fluff business plans" or there were motives clearly not in the best interest of rapid transit for this region.

From the outset we believed we need ALRT [elevated and automatic transit as elsewhere in the region] and still we believe that it should commence immediately and not be hindered waiting for a P3 and, should not end with the Evergreen Line. Why cannot we build a plant in Coquitlam off United Boulevard as we once had in Port Moody for the guide ways for the Evergreen Line? Once crews are finished with the Canada Line, take the guide way walkers and start down Lougheed, but don't stop at the college, make a turn at the New Gateway Bridge and head for Langley. Buses are only a temporary fix and should be used as feeders to rapid transit not as rapid transit.

All one has to do is drive the route Mayor Transolini has proposed for Port Moody, his insistence on at grade through his city and nonsensical insistence that it must be CPR rail line proximity. One must only ask this Mayor who has been consistently out of touch with the electorate, why would you run a major rapid transit system tight beside the Westcoast express? The only advantage besides paying more money to CP for rights away is the possibility of sharing park and ride. He is on record as saying the SE route is the best, so be it, Port Moody has the West Coast Express put the new ALRT down the SE corridor.

The South East corridor route from the outset was forecasted the highest ridership and the fastest return on investment, just build it. If needed for Port Moody, after holding the Tri Cities rapid transit hostage for 4 years is now free to lobby for an increase the trains on the WestCoast Express, and pay to add another park and ride. The position of Mayor Transolini is abundantly clear, he has been wrong from the outset. Crossing the Fraser we need to provide the other side of the river with a high-speed transit link to the Abbotsford Airport that ties both to Langley and to Hope, make it a WestCoast Express type of transit Link. The advantage of the SE corridor is that it can support park

and rides and unlike the NE corridor and is not tunneled, blocking people getting at it and unable to support park and rides.

We are now asked again for public input. The latest plan after almost 4 years of public advocacy recognizes what we all knew from the start, what government must do is think bigger; they must go further with their vision. It is now 4 years since the ephimery and flip flop decision to build street cars that all 3 current mayors supported and steadfastly refused to fight for what was promised and in the best interests of our region, they capitulated saying we will accept second best, they are on record, as Translink Directors, approving the interim monies or saying nothing on behalf of us the electorate, and what do we have to show for a wrong decision, \$70 million dollars wasted and rapid transit still another minimum 6 years away for the Evergreen Line. It was Mayor Transolini that twice personally refused CAET's application to speak to the Port Moody Council, the only mayor to do so, saying "it would be a waste of his councils time, the decision is already made". What a waste of 10 years time and tax payers dollars, now these Mayors say "we need your input." Here is the input of CAET - there was and still is a sense of urgency and accountability missing to this project, we must not wait 6 more years for rapid transit, they must start ALRT down the SE corridor today.

s.22

Underwood, Victor TRAN:EX

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**From:** Falcon.MLA, Kevin <Kevin.Falcon.MLA@leg.bc.ca>  
**Sent:** Monday, February 4, 2008 1:25 PM  
**To:** WEBMASTER TRAN:EX  
**Subject:** 164437 FW: RE: Sky Train to the Tri Cities

*Samantha Catto*  
Constituency Assistant to  
Kevin Falcon, MLA  
604.576.3792  
[samantha.catto@leg.bc.ca](mailto:samantha.catto@leg.bc.ca)

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**From:** s.22  
**Sent:** Monday, February 04, 2008 1:12 PM  
**To:** Falcon.MLA, Kevin  
**Subject:** Re: RE: Sky Train to the Tri Cities

Thanks, As I was driving to work today in New Westminster, I wondered why Como lake off North Road and then down through Mariner Way was not considered as a potential alternate route. I understand from CKNW news this morning that you are under fire for supporting the Sky Train proposal. Most of the people I talk with in Coquitlam are in agreement with Sky Train. I just don't know where these other people are coming from in their thoughts that a road level transit would be faster and carry more passengers.

Port Moody has the West Coast Express, which continually adds additional passenger cars due to the increased ridership. I have visited Calgary several times and have experienced the slowness of the train, holding up both foot pedestrians and traffic at each stop and roadway. Ridiculous for the Tri Cities. Especially in light of the huge developments coming and huge populations coming on the mountains (Burke Mt. alone will have over 25,000 people over the next 15 - 20 years). The on going development on the mountains north of Port Moody will also increase a population needing to get around.

On a last note, I would like to see the West Coast Express expanded on its daily runs. I know that co-ordination has to be made with the Railway, however, those of us wanting to go to DT Vancouver during the weekends, would use it.

s.22

----- Original Message -----

**From:** "Falcon.MLA, Kevin" <Kevin.Falcon.MLA@leg.bc.ca>  
**Date:** Monday, February 4, 2008 12:37 pm  
**Subject:** RE: Sky Train to the Tri Cities  
**To:** s.22

> s.22

>

> Thank you for taking the time to email and share your thoughts

> about the

> proposed Sky train extension to the Tri City area with Mr. Falcon.

>

>  
>  
> This is meant to confirm that your email has been received in his  
> Surrey/Cloverdale community office and forwarded to the Ministry of  
> Transportation for his attention.

>  
>  
>  
> Sincerely,

>  
>  
>  
> Sharon Crowson  
>  
> Constituency Assistant to  
>  
> Kevin Falcon, MLA  
>  
> Surrey - Cloverdale

>  
>  
>  
> 108-17700 No 10 Hwy  
>  
> Surrey, B.C. V3S 9V2  
>  
> Phone: 604.576-3792  
>  
> Fax: 604.576-3797

>  
> email: sharon.crowson@leg.bc.ca

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>  
> From: s.22  
> Sent: Saturday, February 02, 2008 12:28 PM  
> To: Falcon.MLA, Kevin  
> Subject: Sky Train to the Tri Cities

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>  
> I applaude your choice of Sky Train as the method of  
> travel. I was told  
> by a Coquitlam Council member that the Council could not push  
> for the  
> Sky Train option as the land version was a done  
> deal. Well, it  
> obviously was not. I have written to Coquitlam  
> Council asking them to

> support you in your efforts to bring Sky Train to Coquitlam.  
 > Hopefully, we will have a system where we will not have to  
 > change trains  
 > but be able to take one train from Coquitlam through to Vancouver.  
 >  
 > The route should also be looked at seriously. It does not  
 > have to go  
 > through Port Moody. Nor does it have to go by  
 > Riverview. I thought the  
 > idea was to move people to their destinations as well as move  
 > them out of  
 > their cars. Perhaps a new look at where the route  
 > can best serve the  
 > people of the Tri Cities over a period of years. There is  
 > concern, I  
 > believe by Coquitlam Council that a route on the Lougheed going by  
 > Riverview will mean the loss of the Riverview lands to mega housing.  
 > This, too would be a mistake. The Riverview lands  
 > hold many trees from  
 > around the world and should be recognized for the jewel that it  
 > is in  
 > the GVRD (sorry, I just like that term). The  
 > homeless in the Lower  
 > Mainland should be housed and cared for and that facility certainly  
 > could be improved to do just that. I thought it was  
 > a mistake years  
 > ago when those folk were put out and I agree (not often) with Sam  
 > Sullivan that we now have an open air asylum in the Lower  
 > Mainland, not  
 > just in Vancouver. The two present suggested routes can be  
 > altered and  
 > perhaps they should be adjusted to serve the maximum people not  
 > just for  
 > today but into the future of development. Is there really  
 > a need for a  
 > tunnel through Port Moody? I think not.  
 > Perhaps there is an adjusted  
 > less costly route that could be found, if someone would only LOOK.  
 >  
 > I am not a supporter of yours, but I do applaud your decision  
 > with Sky  
 > Train. That took guts.  
 >  
 > s.22  
 >  
 >  
 >  
 > Coquitlam, BC s.22  
 >  
 > s.22  
 >

> s.22

>

>

>

I do care about sustainable development.

>

>

Underwood, Victor TRAN:EX

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**From:** Falcon.MLA, Kevin <Kevin.Falcon.MLA@leg.bc.ca>  
**Sent:** Tuesday, February 5, 2008 1:37 PM  
**To:** WEBMASTER TRAN:EX  
**Subject:** I64433 FW: Preferred route

*Samantha Catto*  
Constituency Assistant to  
Kevin Falcon, MLA  
604.576.3792  
[samantha.catto@leg.bc.ca](mailto:samantha.catto@leg.bc.ca)

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**From:** s.22  
**Sent:** Tuesday, February 05, 2008 1:34 PM  
**To:** s.22  
**Subject:** Fw: Preferred route

----- Original Message -----

**From:** s.22  
**To:** [info@tricityschamber.com](mailto:info@tricityschamber.com)  
**Sent:** Tuesday, February 05, 2008 12:18 PM  
**Subject:** Preferred route

s.22  
Coquitlam British Columbia Canada  
s.22

The preferred route would be the SOUTH/EAST corridor for the new Skytrain Evergreen Line.

s.22

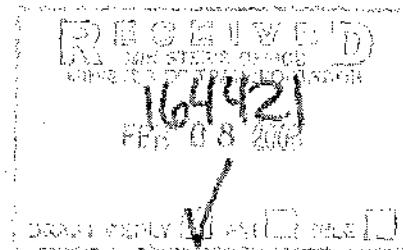


4 Feb 2009

s.22

Port Moody, BC s.22

Honourable Kevin Falcon  
Minister of Transportation  
PO Box 9055  
STN PROV GOVT  
Victoria, BC  
V8W 9E2



Dear Sir:

Re. Rapid Transit - Evergreen Line:

As a Tri-Cities resident, I want to thank you for your part in finally getting this project moving and in getting the plan at least partly correct - ie. Skytrain rather than at-grade light rail, and not running along St. Johns Street in Port Moody.

With the decision as to route not made yet, I want to express my preference for the alternate route along the Lougheed Highway.

My main concern with the route Translink was favouring is the requirement for a tunnel. As a resident of an area that the proposed tunnel could run under, I'm worried about what might happen to my property, as I don't believe the geology of the area is that well known. I'm also concerned as a taxpayer that a tunnel may present unexpected problems that will inflate costs.

It seems to me that the above ground route along the Lougheed would be much more likely to stay within budget. It would also provide access to the many industries, large retail outlets and casino located in that area - more useful to more residents than the relatively few residences and businesses along North Road. Port Moody could still be well served as the end point of the new route.

Thank you for your consideration.

Sincerely,  
s.22

Underwood, Victor TRAN:EX

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**From:** Falcon.MLA, Kevin <Kevin.Falcon.MLA@leg.bc.ca>  
**Sent:** Monday, February 4, 2008 1:26 PM  
**To:** WEBMASTER TRAN:EX  
**Subject:** 164391 FW: Evergreen Line

Samantha Catto  
Constituency Assistant to  
Kevin Falcon, MLA  
604.576.3792  
[samantha.catto@leg.bc.ca](mailto:samantha.catto@leg.bc.ca)

-----Original Message-----

From: s.22  
Sent: Saturday, February 02, 2008 10:11 AM  
To: Falcon.MLA, Kevin  
Subject: Evergreen Line

Hello Kevin

Firstly, my family and I would like to thank you for making the wise decision to go with Skytrain elevated technology. It makes the most sense for all of the reasons that you have given.

The question that now needs to be answer is which route makes the most sense.

Clark/Port Moody

St Johns has little to offer in terms of people and riders and very few people live on Barnet. Most of the draw would come from the Coquitlam bus loop area. Also consider that most of the land has been used and there is no room for densification. The only place that you could park and ride would be at the Coquitlam station.

Braid/Lougheed Highway

This was the original choice by the government and all three Mayors supported this route. The real reason that the other route was selected was that Translik thought that they would only get funding if the went with the less expensive technology and through the already developed St John street.

This route makes so much more sense because there are large areas of undeveloped land and many good park and ride locations/opportunities.

We live s.22 in Port Coquitlam so therefore it's not that big of a deal for us either way.

Best regards,

s.22

**From:** s.22  
**Sent:** Sunday, February 3, 2008 10:15 PM  
**To:** Transportation, Minister TRAN:EX  
**Cc:** s.22  
**Subject:** 164387 Evergreen Line

Hon. Kevin Falcon,

Dear Mr Minister,

I have been following the changes over the years with respect to the plans around the Evergreen Line. I have also attended some the open houses.  
I was not a strong supporter of the ground level system but made suggestions for improvements to the then plan.

However now that the technology has changed to Skytrain and time for suggestions is so short I am writing directly to you.

I would like to see the **southeast route** chosen inorder to provide a positive boost to the purposed developement along this corrodor. This route would have less impact and disruption than the northwest route.

However I strongly suggest that the line should not stop at the David Lam Campus but should turn west back along Guilford to Port Moody as far as the New Port Village / Town Centre.

I understand that Guilford was originally design to handle Skytrain along it's route. This extension would maximize the ridership from an already populated route. There are 2 schools along this route one being Gleneagle High School.

The New Port Village / Town Centre area has the Eagle Ridge Hospital along with a new hotel and shopping complex now under construction. City Hall is also located there along with our Community Centre and Library.

It would also draw riders from the Heritage Mountain area. Not to mention all the residential developement occuring along Murray Street.

I wish to thank you for your consideration of my purposal.

s.22

Port Moody BC

**From:** s.22  
**Sent:** Saturday, February 2, 2008 8:27 PM  
**To:** Transportation, Minister TRAN:EX  
**Subject:** 164383 1st Incoming - Evergreen rapid transit line.

1. I am so pleased you are going to take charge of the Evergreen Line. Congratulations. My request is to take it down the Lougheed Hwy. Tunneling through Port Moody is too expensive and not feasible due to traffic.

2. Sell off part of Riverview and put homes on it and use the money to build housing for the mentally ill and for the drug and alcohol addicted people that should be housed on that land. Be brave and do it. Our loved ones who are ill or addicted need to have a place to live. NOT in the downtown. GO FOR IT.

s.22

Coquitlam, BC s.22

**From:** s.22  
**Sent:** Sunday, February 3, 2008 12:02 AM  
**To:** Transportation, Minister TRAN:EX  
**Subject:** 164383 2nd Incoming - Evergreen Rapid Transit

My wife and I have lived in north east Coquitlam for 35 years and are pleased to hear we are finally going to get rapid transit to our area. There has been a lot of discussion as to what system would be the best for our area. Originally we were to get Sky Train through Port Moody. The Mayor of Port Moody at the time ( still is ) said they did not want ugly sky train going through their city. They were the ones who pushed for light rail up North Road then through a tunnel and along St Johns, the main street. Port Moody is already a choke point for east west auto traffic and running light rail down the main street would make things worse.

We believe, as do all of those we have talked to, that Sky Train is a far better choice. There seems to be very few problems with the existing Sky Train system and staying with this system would be more efficient for maintenance and spare parts. Riders would be able to travel from Coquitlam to Vancouver without transferring, which is a turn off for many people, particularly if they are carrying packages. I talk to people who use the West Coast Express and they love that they can board anywhere and travel all the way to the end of the line without transferring. Eventually transit will be extended eastward to Maple Ridge and beyond so I think a seamless system would be more likely to get people out of their cars.

Everyone we talk to is also of the opinion that the southern route via the Lougheed Highway would be a better choice than going through Port Moody. There will be development of the old Fraser Mills site as well as Riverview. This route would also be better positioned for future extension to Maple Ridge. We hope you will make the best decision for now and in the future. Regards,

s.22

Underwood, Victor TRAN:EX

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**From:** Falcon.MLA, Kevin <Kevin.Falcon.MLA@leg.bc.ca>  
**Sent:** Tuesday, February 5, 2008 12:40 PM  
**To:** WEBMASTER TRAN:EX  
**Subject:** 164381 FW: EverGreen Line Changes

*Samantha Catto*  
Constituency Assistant to  
Kevin Falcon, MLA  
604.576.3792  
[samantha.catto@leg.bc.ca](mailto:samantha.catto@leg.bc.ca)

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**From:** s.22  
**Sent:** Tuesday, February 05, 2008 12:29 PM  
**To:** Falcon.MLA, Kevin  
**Subject:** EverGreen Line Changes

Sir, let me shake your hand!

Haha, I came across the changes to the Evergreen Line, and all I could think was "Wow, a transit plan that actually makes sense!".

The old IRT plan, of the line running down the middle of a highway was idiotic. Me and my mates always wondered why anyone would do that, when there is a perfectly bad heavy rail corridor RIGHT BESIDE it. The fact that the old plan didn't integrate into the old system was also odd. Now it will one day be possible to go from Douglas Collage to UBC without a change! Amazing.

This new plan is a truly thought out idea. It isn't perfect, but it does make a whole lot of good sense. Sir, I applaud you.

Now if only we could do something about the name... ;)

Thanks,  
s.22

Underwood, Victor TRAN:EX

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**From:** s.22  
**Sent:** Friday, February 1, 2008 4:16 PM  
**To:** Transportation, Minister TRAN:EX  
**Subject:** Evergreen Line should go through Port Moody.

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Minister Kevin Falcon,

I would like to voice my opinion on the upcoming decision concerning the Evergreen Line.

I think it is important that this line follow the North West route through Port Moody.

- \* Port Moody has done a good job of building a dense town centre - the residents should be rewarded for this.
- \* Traffic is getting very bad on St John's in the afternoons (I can walk faster than cars move on most days)
- \* I moved to where I live in part so that I could be close to transit.

Thanks

s.22