

# The Board in Brief...

Actions taken by  
the GVRD Board of  
Directors at its meeting on  
July 26, 2002

MATERIAL RELATING TO ANY OF THE FOLLOWING  
ITEMS IS AVAILABLE ON REQUEST.

Bill Morrell  
Communications and Education department  
451-6107

## Greater Vancouver Regional District

### Acknowledgments

- IPAC, BC Aviation Council Awards

NOTED

GVRD Parks Manager Rick Hankin was acknowledged by the chair as recipient of the 2002 Bill Mitchell Service Award from the Institute of Public Administration of Canada. Mr. Hankin, who has managed GVRD Parks for 23 years, was recognized for his leadership and outstanding service. The GVRD was also recognized with an award from the BC Aviation Council for its partnership with the Delta Air Park.

### Finance

- GVRD Security Issuing By-Laws

APPROVED

Board approval was granted to a borrowing bylaw 980-2002 in the amount of \$3 million from the Municipal Finance Authority on behalf of North Vancouver District. Also approved was borrowing bylaw 982-2002, in the amount of \$1,252,000 for local improvement projects in the City of Coquitlam.

## Administration and Intergovernment

- **Triennial exempt staff compensation review**

APPROVED

The board reviewed the triennial review and agreed it will authorize no general increase in exempt remuneration. Authorization was granted to the CAO to make adjustments for specific positions as warranted, with the exception that adjustments for marketplace or retention purposes must be referred to the AIG Committee.

- **Review of the Prime Minister's Task Force on Urban Issues**

APPROVED

Endorsement of the scope and direction of the Prime Minister's Caucus Task force on Urban Issues interim report was approved by the board. The board also took the opportunity to suggest to the federal government that future consultations in Greater Vancouver include political representation from all local government jurisdictions in the region. In preparing its final report, the Task Force has been requested by the GVRD to recommend (among other issues): federal government assistance, in partnership with BC, with the leaky condominium crisis, and; recognition for local government's urgent need to have access to additional financial resources.

## Regional Parks

- **Pacific Spirit – partnership with Pacific Spirit Park Society**

APPROVED

The board approved a Partnership Letter of Intent between GVRD and the park society. Letters of Intent lay out purposes, policies and procedures that govern mutual working arrangements between the GVRD and parks partner groups. Pacific Spirit Park Society, which has some 300 members, is the third partnership agreement and letter of intent signed to date.

- **Boundary Bay – Delta Heritage Airpark proposed Wright Flyers Centennial Event**

APPROVED

Co sponsorship of the Wright Flyer Centennial Event by the GVRD in conjunction with the Delta Heritage Airpark was approved by the board. The event celebrates the centennial of flight through competitions and educational activities, and will include displays of heritage aircraft as well as an Open House. GVRD involvement – in the form of staff support and the provision of tents – will be funded from within existing budgets.

## Planning and Environment

- **Sumas Energy 2 Generation Facility – adequacy of recommended offsets and disposition of funds**

APPROVED

Costs associated with offsetting emissions from the proposed Sumas Energy 2 Generation facility are considerably greater than the amounts outlined in the facility's Draft Site Certification Agreement. The board will convey to the Governor of Washington State its opinion that the mitigation proposed is insufficient, given the volumes of fine particulate emissions expected and the project's proximity to major residential areas.

- **Air Quality Management – New Appointments**

APPROVED

Appointment of Patrice Rother as Assistant District Director and Officer under the region's Air Quality Management Bylaw, along with the appointment of 18 officers, was approved. This consolidates the ability of officers to exercise regulatory duties related to air quality, solid waste, and liquid waste and reflects the merger of these three functions in the region's Demand Side management program.

- **Review of AirCare On-Road Program**

APPROVED

The GVRD Board, and at its invitation, the board of the GVTA, will urge the provincial government to continue interim operation of the AirCare On-Road Program. The On-Road program is an emissions inspection and maintenance program for heavy duty diesel vehicles (buses and trucks), and complements the AirCare Program. ICBC is seeking to withdraw its support, and the GVRD proposes to meet with provincial authorities to discuss sustainable funding and administration for the program.

- **Burrard Inlet Environmental Action Plan – Consolidated Environmental Management Plan for Burrard Inlet**

APPROVED

Board endorsement was granted to the consolidated environmental plan for Burrard Inlet. The plan integrates GVRD policies and initiatives pertaining to Burrard Inlet, as well as those of other partner agencies, and was prepared after extensive public and stakeholder input.

- **UBC Centre for Interactive Research on Sustainability**

APPROVED

Support for the proposed Centre for Interactive Research on Sustainability at UBC, and well as the appointment of Director Lisa Baird as Board Liaison to the project, was approved. The CIRS will help to provide concrete applications of new sustainability approaches, and complements the GVRD's Sustainable Region Initiative.

- **Dubai International Award for Best Practices**

APPROVED

The GVRD Livable Region Strategic Plan has received a Dubai International Award for Best Practices from the United Nations Human Settlements Program, and the Board approved attendance by the Board Chair at an award ceremony in Brussels, October 7, 2002. The award includes a cash prize of \$30,000 US, and disposition of the funds will be recommended by staff to the Finance Committee and the Board.

### **Aboriginal Affairs and Electoral Area**

- **Amendments to the GVRD Principles for Treaty Negotiations**

APPROVED

An update to GVRD Principles for Treaty Negotiations originally adopted by the board in 1999 was approved. Revisions include the addition of three new principles as well as updates to three original principles. None of the original 18 principles has been eliminated.

- **LMTAC Discussion Paper on Regional Governance**

RECEIVED

This paper, which provides background information, examples and action initiatives on regional governance for consideration, was received by the board and referred to staff for review and comment.

- **Election Officials – Electoral Area A**

APPROVED

Appointment of Paulette Vetleson as Chief Election Officer, and Chris Plagnol as Deputy Chief Election Officer for the 2002 election of Electoral Area A Regional Director was approved by bylaw.

- **West Vancouver Emergency Response for Howe Sound Area**

REFERRED

A proposal to establish aid agreements that would enable the District of West Vancouver to provide emergency response to incidents in the area of Highway 99/Rail Corridor between the District and Lions Bay has been referred back to staff and the Aboriginal Affairs and Electoral Area Committee. While the proposed agreements are supported, clarification around expectations concerning legal liabilities is required.

### Information Reports

- **Information reports received**

RECEIVED

A report outlining the status of capital expenditures as at April 30, 2002, as well as reports on LMTAC activities and Mid-year Programs Progress, was received.

### Notice of Motion

- **Direct Election of GVRD Directors**

FAILED

A motion calling for implementation of direct elections of Directors by the citizens of the region to serve at the GVRD failed.

### Other Business

- **Sustainable Region Initiative – Phase 2**

APPROVED

A report outlining activities undertaken in Phase 1 of the Sustainable Region Initiative and laying-out a series of actions for Phase 2 of the SRI was received and a number of recommendations approved.

- **Approval of travel expenses**

APPROVED

Travel expenses associated with attendance by Director Sharp at a United Nations conference in Johannesburg and by Director Puil at a Public Private Partnership conference were approved.

- **Location of Upcoming Board meetings**

NOTED

GVRD Board meetings in September, October, November and December will be held at the Social Hall, Ismaili Jamat Khana and Centre, 4010 Canada Way, Burnaby. Relocation of the meetings allows for construction work at GVRD headquarters.

## Greater Vancouver Sewerage and Drainage District

- **Options for managing end-of-life electronic equipment** APPROVED

This report provides an overview of electronic equipment in the GVRD waste stream and notes that small appliances are one of the fastest growing wastes in the GVRD. The report recommends that provincial authorities be requested to develop an industry product stewardship program and articulates GVRD support for the FCM position that calls for the electronics industry to fund collection and management costs.

- **Surrey Transfer Station Update** APPROVED

Preparatory work continues towards construction of an \$8 million waste transfer station in Surrey. Consultation with the Port Kells community is ongoing, and Terms of Reference for the Surrey Transfer Station Monitoring Committee have been approved by the board.

- **Facility Plans – Iona Island and Lions Gate Wastewater Plants** APPROVED

Development of facility plans for the Iona and Lions Gate Wastewater Treatment Plants, which will identify options available and the associated costs to meet all required objectives over the next 20 years before upgrading to secondary treatment becomes a requirement, was approved.

- **Canada-BC infrastructure support for Liquid Waste Management Plan objectives** NOTED

The board acknowledged the support afforded to LWMP implementation objectives through infrastructure grants provided by the Canada-BC Infrastructure Program. Funding includes three projects in Vancouver to reduce combined sewer overflows, a combined sewer detention facility in New Westminister, joint funding with the GVRD for a pilot project in innovative storm water drainage in the East Clayton neighbourhood, and support for a City of North Vancouver initiative to reduce infiltration and inflow, thereby reducing combined sewer overflows from the Lions Gate plant.

- **Lynn Pump Station Upgrade – Detailed design** APPROVED

Approval was granted for an expenditure of \$250,000 of budgeted funds to prepare the detailed design of the Lynn Pump Station upgrade. Upgrade works to the 37 year old station is anticipated to cost \$3.1 million.

- **Mid-year progress reports**

RECEIVED

Mid-year program progress reports for the Solid Waste and Sewerage and Drainage functions were received by the board for information.

## **Greater Vancouver Water District**

- **Seymour-Capilano Filtration Project – selection process for engineering consultants**

APPROVED

A one-time change to the selection process for engineering consultants that will avoid delays in the project schedule for construction of the Seymour-Capilano Filtration Plant is approved. The change allows for a short-list to be prepared concurrent with the Request for Proposal process, rather than the short-list being presented to Water Committee prior to issuance of the RFP.

- **Capilano Hypochlorite chlorination facility construction**

APPROVED

An expenditure of up to \$1.7 million for construction of a portable hypochlorite chlorination system for interim use at the Capilano source is approved. The portable system will be in use until the filtration plant to serve the Capilano and Seymour sources is operational.

- **Termination of Waterlot Lease**

APPROVED

A waterlot lease held by the GVRD that was used in the past to store and sort is no longer required and will be terminated.

- **Lease Extension – Pacific Shooters – LSCR**

DEFERRED

A proposal for a five-year extension to the lease that allows the Pacific Shooters Association to use 1.6 hectares of land in the Lower Seymour Conservation Reserve as a shooting range was deferred.

- **Information Reports**

RECEIVED

A mid-year program progress report for the water function was received, as were reports on final status of the Cleveland Dam East Abutment Seepage Control Project, and on the Capilano Mainline Road Sound Barrier.



## TRANSLINK BOARD-IN-BRIEF— JULY 19, 2002

*Here are the main points from the July 19<sup>th</sup> meeting of the TransLink Board of Directors. The complete agenda and supporting reports for every Board meeting are posted on TransLink's web site ([www.translink.bc.ca](http://www.translink.bc.ca)). The Board-in-Brief is also available on the web site.*

*Note: Board-in-Brief is not the official minutes of the TransLink Board meeting and should not be interpreted as such. The minutes for this meeting will be adopted at the next TransLink Board meeting.*

### **Item 4.1—Three-Year Transportation & Financial Plan**

The Board approved the Three Year Transportation and Financial Plan.

The Three Year Plan outlines proposals to improve regional transportation services and facilities between 2002 and 2004. The plan is based on the funding package approved by the TransLink and GVRD Boards in November 2001.

The development of a Three Year Transportation and Financial Plan fulfils a commitment made by TransLink to the public and other stakeholders as part of the fall 2001 consultation. Specifically, the plan provides:

- Stable funding where expenditures match revenue sources for the next three years;
- Significant investments in road and cycling infrastructure, modest investments in public transit and maintenance of funding for other programs such as Commuting Options, AirCare and Intelligent Transportation Systems.

The Three Year Plan was developed in consultation with municipal staff through the Major Road and Transportation Advisory Committee (MRN) and its Major Road Network, Transit and Cycling working groups as well as subsidiary companies. Stakeholder consultation included a meeting in June with representatives from a number of key organizations to solicit discussion and feedback on the plan. In addition, the plan was reviewed with the Joint Union Council representing unionised workers at TransLink, its operating subsidiaries and major contract operators.



The plan is guided by the four principles established during the fall consultation including:

- A balance of interests;
- Operational efficiency;
- Clear accountability; and
- Fiscal and environmental sustainability.

The Board approved the first year of the Three Year Plan in March 2002.

Copies of the Three Year Transportation and Financial Plan are available from TransLink. The plan is also posted on TransLink's web site ([www.translink.bc.ca](http://www.translink.bc.ca)).

#### **Item 4.2—Support Plans for the September Service Enhancements**

The Board received the report, titled as above, for information.

The report summarizes the plans for communication support for the major service enhancements being introduced in September 2002. These new services are:

- Opening of the Millennium SkyTrain line and related integration of bus routes;
- The new #97 B-Line service linking Coquitlam Centre to Lougheed Town Centre;
- Intensified bus services in high-demand Vancouver corridors; and
- Community Shuttle minibus service in White Rock / South Surrey.

TransLink will be using various communication modes (advertising, news releases, direct mail, meetings with community groups and employers) to ensure a strong base of public information regarding these significant improvements to transit services.

TransLink will also provide easy access to detailed trip-planning information through the generous supply of free printed timetables, plus added Customer Information resources for the call centre and the web site.

#### **Item 4.3—Managing Fare Evasion**

The Board received the report, titled as above, for information.

Public transit organizations everywhere experience a loss of revenue due to fare evasion. In Greater Vancouver, revenue loss through fare evasion has been a specific concern of the public in recent years. During the public consultation process on financing in the fall of 2001, this issue was raised by many people who wanted to see TransLink reduce revenue loss from fare evasion before providing new revenue in the form of taxes or increased fares.

Specific measures already taken by TransLink to reduce fare evasion include:

- Increased fare enforcement on the SkyTrain system and SeaBus;

- Installation of electronic fareboxes on buses;
- Initiation of a public awareness campaign on the costs that fare evaders impose upon paying customers and taxpayers.

TransLink contracted KPMG, an international accounting firm, to complete an audit of fare evasion. The KPMG estimate of system-wide fare evasion revenue losses to TransLink is 3.2%, which is slightly higher than TransLink's own estimates. The revenue loss rate is not substantially higher than reported by other transit organizations, and is substantially lower than commonly believed by the general public.

The KPMG audit also offered several suggestions on further ways to reduce fare evasion and improve fare audit procedures; TransLink has reviewed these suggestions and agrees with many of them.

Staff have established an initial target of a 2% revenue loss from fare evasion which appears to be the industry benchmark. Based on the KPMG audit this would equate to reducing the current estimated annual loss of \$6.7 million by \$2.5 million. Staff will update the Board on a regular basis on the progress being made to increase revenues through the reduction of fare losses.

#### **Item 4.4—Recommended Changes to the Greater Vancouver Transit Conduct and Safety Regulation and Prescribed Fine Levels**

The Board:

- A. Requested that the Province:
  1. increase the prescribed fines for fare evasion and other offences; and
  2. amend the Greater Vancouver Transit Conduct and Safety Regulation, as described in the report titled "Greater Vancouver Transit Conduct and Safety Regulation" (attached to the main report as Schedule "A");
- B. Directed staff to negotiate with the Province to recover all or a portion of ticket fine revenues generated by Greater Vancouver Transit Conduct and Safety Regulation offences; and
- C. Directed staff to report back to the Board on the status of the above initiatives within six months.

Current fine levels, originally set out in the Greater Vancouver Transit Conduct and Safety Regulation in the mid-1980's, are out of step with those at other transit properties and need to be increased to correlate with current transit fares and to discourage fare evasion.

As an example, the current fine for fare evasion is \$40 (excluding the \$6 victim surcharge levy). TransLink is requesting that the Province increase this fine to \$150.

The provincial Liberal government has committed, within its first term, to sharing 75% of traffic fine revenues with municipalities, which share in policing costs. In 2001, the

Province distributed \$10 million (out of \$44 million) in traffic fine revenues to municipalities. Consistent with this direction, and because tickets are issued by TransLink special provincial constables, TransLink will be asking Province to share fine revenue for transit-related offences.

#### **Item 4.5—Fraser Highway Widening – Revised Application Under Canada/BC Infrastructure Program**

The Board received the report, titled as above, for information.

At its February 2001 meeting, the Board authorized staff to submit applications to the Canada/BC Infrastructure Program for a number of projects, including the Fraser Highway Widening. The project application included proposed improvements to four sections of the Fraser Highway within the City of Surrey, with a total project cost of \$20 million. However, TransLink was later informed of a cap of \$2 million for combined provincial and federal contributions to all projects under the Canada/BC Infrastructure Program (except those in the “green” category).

The revised application covers just one of the four original sections of the Fraser Highway Widening—from 160 Street to 164 Street. Another section of the project—from 150 Street to Fleetwood Way—has been initiated under TransLink’s 2002 Major Road Network Minor Capital Program, as requested by the City of Surrey. The remaining two portions—the widening from 174 Street to 178 Street, and intersection improvements at 184 Street—could either be resubmitted as separate projects under the Canada/BC Infrastructure Program, or undertaken within the MRN Minor Capital Program in future years.

#### **Item 4.6—2002 Capital Program Projects – Specific Project Approvals**

The Board provided specific project approval for the following capital projects:

- 2002 Transit Related Road Infrastructure Program (TRRIP) – Budget: \$2,600,000
- 2002 Intelligent Transportation Systems (ITS) Program – Budget: \$660,000

TRRIP provides an annual funding allocation for the infrastructure required to support and improve the delivery of transit service. Transit priority and traffic management measures (\$1.6 million) are funded up to 100% by TransLink. Minor geometric improvements (\$0.1 million) and passenger facilities (\$0.7 million) are funded on a 50/50 basis between TransLink and the municipalities. There is also a \$200,000 unallocated contingency fund.

ITS involves the application of computer, communications, control and information technologies to improve the operation, safety and air quality of the transportation network.

#### **Item 4.7—2010 Winter Olympic Bid – Conceptual Greater Vancouver Public Transport Strategy**

The Board:

- Received the report, titled as above, for information;
- Subject to the successful awarding of the 2010 Winter Olympics to Vancouver, approved the use of the TransLink vehicle fleet to be part of the supplemental service required to accommodate the Olympic Event spectator demand;
- Permitted the test run of the West Coast Express equipment (up to 10 cars and two locomotives) on the Vancouver-Whistler corridor for the fall of 2002.

The proposed transportation strategy for Greater Vancouver focuses heavily on a public transit model. Most Olympic venue sites, with the exception of Cypress Mountain, are well located and are already served by high levels of transit services. To accommodate the surge loading for Olympic events, it is proposed to augment existing transit services including increased frequency and extended hours of operations on the SkyTrain, West Coast Express, SeaBus and bus services. In addition, it is proposed that special shuttle bus routes be introduced to serve venues at UBC, SFU, the Pacific Coliseum and Cypress Mountain. The Mountain shuttle will require up to 220 highway coaches to move an estimated 12,000 people over a one-hour time period.

The cost of providing the supplemented service in Greater Vancouver is projected at \$5.7 million, which will be fully recoverable from the Olympic Games.

#### **Item 4.8—Jack Bell Foundation Loan Guarantee Request**

The Board:

- Approved the request to guarantee the term loan of the Jack Bell Foundation from the Vancouver City Savings Credit Union, provided the guarantee is limited to the immediate amount of \$500,000;
- Directed staff to continue to pursue changes to the Motor Carrier Act regulations to allow for, among other things, the recovery of program administrative costs through passenger fares;
- Directed staff to work with BC Transit and neighbouring regional districts in supporting and participating in the Jack Bell Rideshare program.

The Jack Bell Foundation has operated a regional ridesharing (carpooling and vanpooling) program since 1992. Due to legislative requirements of the Motor Carrier Act, the program's administrative costs cannot be recovered through fares charged to the participants. As a result, the Foundation receives support from various public sector agencies to cover their administrative costs.

TransLink has previously signed as guarantor on two other loans for the Foundation. The new loan guarantee is intended to cover loans for replacement vehicles. Assuming the role of guarantor carries minimal risk, creates no budgetary impact and ensures that customers interested in ridesharing can be accommodated expeditiously.

**The next TransLink Board meeting will be held:**

**Date:** Friday, September 20

**Time:** 8:00 a.m.

**Location:** To be determined