

The Board in Brief...

Actions taken by
the GVRD Board of
Directors at its meeting on
July 25, 2003

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

Bill Morrell
Communications and Education department
451-6107

Greater Vancouver Regional District

Announcements

- **Upcoming meetings**

NOTED

The board noted plans for a Council of Councils meeting on September 20, 2003 and an October 10 Special Meeting on Aboriginal issues and regional governance.

Finance

- **Sustainability Enterprise Fund – 2003 projects**

APPROVED

A list of projects from member municipalities to be funded by the region's \$125,000 Sustainability Enterprise Fund in 2003 was approved. The fund is intended to assist municipalities as they make investments in sustainability initiatives by sharing some of the associated risk and then capitalizing on the advantages that arise from innovation.

- **Board and Committee Remuneration Amending Bylaw**

APPROVED

The bylaw that authorizes changes to the remuneration paid to Directors of the Board and Committees was read three times and finally adopted.

- **Hedging of interest rates on borrowing for filtration plant**

APPROVED

Pre-borrowing of \$200 million for filtration plant construction was approved. The board approved an increase in the water rate of an

additional one per cent to take advantage of current low interest rates by borrowing some of the necessary funds now.

- **Cultural Grants for 2003**

APPROVED

Following review by the Finance Committee, the board approved grants totaling \$117,000 in support of 11 regional arts and cultural organizations. Grants are awarded to designated organizations that are regional in nature, and are supported by interest from a \$2.4 million endowment fund.

- **Security Issuing Bylaw**

APPROVED

Security Issuing bylaw 994 was read three times and finally adopted.

Corporate and Intergovernmental

- **Procedural bylaw amendment - delegations**

APPROVED

An amendment to the procedural bylaw to accommodate late delegations to committees. The provision allows for late delegations to appear right up until the time the delegate's subject is being discussed at the meeting. The committee then votes to determine if the delegation will be heard.

- **GVRD participation in Cities Plus**

APPROVED

The board agreed to participate as a partner in the Cities Plus 30 International Network. A GVRD and Cities Plus urban and regional planning submission was recently awarded a prestigious award by the International Gas Union.

- **Incorporation of Cities Plus results in SRI**

APPROVED

A range of materials and processes was developed in preparation of the joint GVRD/Cities Plus submission to the International Gas Union competition in Tokyo. Many of those materials and processes have application to the Sustainable Region Initiative, and will be incorporated as appropriate.

- **A profile of Aboriginal people, First Nations and Indian Reserves in Greater Vancouver**

REFERRED

This report provides the board with a profile of Aboriginal people, First Nations and Indian Reserves in the GVRD and was compiled using a variety of data sources. The report was referred to the Lower Mainland Treaty Advisory Committee as a resource for future treaty-related discussions.

- **BC Ferry Authority**

APPROVED

In that two major ferry terminals are located within the GVRD, the board has requested that it be granted a designated board director position on the BC Ferry Authority.

Regional Parks

- **Pacific Parklands Foundation funding**

APPROVED

Continuing support for the Pacific Parkland Foundation, in the amount of \$75,000 as well as in-kind contributions valued at \$15, 570 per year from 2003 through 2006 is approved. The foundation has been established to generate non-tax revenue for the regional park system.

Planning and Environment

- **2000 Emission Inventory for the Lower Fraser Valley Airshed**

APPROVED

This report provided the board with information on estimates of past, present and future air emissions and their sources in the Lower Fraser Valley Airshed, as well as pointing to promising emission reduction measures. For the first time, this and an accompanying report included information from Whatcom County in Washington State. The report will be forwarded to involved provincial and federal agencies.

- **Restart of the AirCare On-Road Program**

APPROVED

The board approved recommendations urging renewal and expansion of the AirCare On-Road program, including a provision for fines and the tightening of pass/fail criteria. GVRD staff will work with the GVTA in development of a jointly-operated program with the Province.

- **Non-essential pesticide use**

REFERRED

While pesticide use is governed by senior governments, some municipalities are considering restricting non-essential (cosmetic) pesticide use on private residential lands. This report outlines issues associated with pesticide use and governance, and will be referred to REAC, RAAC, and the Fraser River Estuary Management Program for review and comment.

Housing

- **Regional Strategy on Homelessness**

ENDORSED

Six guiding principles of the Regional Homelessness Plan for Greater Vancouver, and the overall plan itself, were supported by the board. The plan has been endorsed by eleven member municipalities to date. The board also expressed its appreciation to the Greater Vancouver Regional Steering Committee on Homelessness for its work in developing, and overseeing implementation of the plan.

- **Regional Strategy on Homelessness – Implementation actions for senior governments**

APPROVED

A series of actions identified in the homelessness plan require commitment from senior levels of government. Staff is instructed to convey to senior governments the board's desire to have these actions implemented, and to express support for extension of the federal initiative on homelessness.

Information Reports

- **Information reports received**

RECEIVED

A report on activities of the LMMA Flood Control and River Management Committee was received for information.

Other Business

- **Notice of Motion**

APPROVED

A motion concerning an exemption from property taxes for ports proposed by the provincial government was considered and adopted. The motion resolves that the GVRD strongly opposes this proposal, and calls on the province to fund, from its own revenue sources, its initiative to improve ports competitiveness. The board also requested a report from staff providing factual information related to the ports issue.

Greater Vancouver Sewerage and Drainage District

• FCM Solid Waste Working Group Priorities

APPROVED

The GVRD Federation of Canadian Municipalities liaison has been requested to advance a series of priorities for the management of solid waste as opportunities arise in FCM discussions. Priorities focus on product stewardship, with early priority on packaging and electronics, reducing greenhouse gas emissions from solid waste, and improving tools for solid waste management.

• Overview of Industry Product Stewardship

APPROVED

Comments prepared by staff on a provincial product stewardship regulation review, as well as on a proposed national electronics stewardship program are to be conveyed to the appropriate provincial and federal departments.

• Sales Tax update

APPROVED

The board approved a recommendation that calls on the UBCM to entertain an emergency resolution urging the provincial government to address the inequitable sales tax treatment for municipal versus private electrical generation facilities (an issue that resulted in additional costs to the region for construction of the turbo-generator at the Waste to Energy Facility in Burnaby). A legal opinion the legality of the government's decision in this regard will also be sought.

• Proposed notice regarding CEPA Toxic Substances

APPROVED

Municipal concerns related to a proposed Environment Canada requirement that calls for preparation of pollution prevention plans for ammonia, inorganic chloramines and chlorinated wastewater effluents will be submitted to the federal government as well as the FCM, UBCM, the Canadian Water and Wastewater Association and local MPs and MLAs.

• Sewerage Area boundary amendment

APPROVED

Inclusion of the Gursikh Temple property on Westminster Highway in Richmond in the Fraser Sewerage Area was approved.

• Information Reports

RECEIVED

Received for information were the 2002 Quality Control Annual report for GVS&DD, and a report commenting on the feasibility of accepting liquid waste from the City of Blaine, Washington.

Greater Vancouver Water District

- **Leasing of surplus space at GVRD Head Office**

APPROVED

The board approved a bylaw that authorizes the Commissioner of the Greater Vancouver Water District to negotiate and conclude agreements regarding leasing of surplus office space.

- **Seymour-Capilano Filtration project – LSCR public parking**

APPROVED

Public parking at the Lower Seymour Conservation Reserve during construction of the filtration plant will be accommodated in the existing parking lot. Areas for construction laydown use will be located east of the lot.

- **GVWD Borrowing bylaw**

This bylaw authorizes the issuing of a debenture in an amount not to exceed \$400 million.



TRANSLINK BOARD-IN-BRIEF— JULY 30, 2003

Here are the main points from the July 30th meeting of the TransLink Board of Directors, featuring the specific actions taken by the Board on the agenda items.

The complete agenda and supporting reports for every Board meeting are posted on TransLink's web site (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—2003 Capital Program Projects – Specific Project Approval Vancouver Transit Centre

The Board:

- Provided Specific Project Approval for the construction and relocation of the Oakridge Transit Centre to the Eburne site and approve funding of \$42,505,000 for the detailed design and construction phase of Project 0204 – Oakridge Transit Centre Retrofit;
- Directed staff to apply LEED (Leadership in Energy and Environmental Design) principles in the design and construction of the facility wherever possible at an additional project cost of \$500,000, thereby increasing the total Specific Project Approval budget to \$43,005,000;
- Approved expenditures of up to \$200,000 to initiate investigations into disposal and redevelopment options for the Oakridge Transit Centre property and to report back to the Board with a recommended option, with funding to come from the corporate operating contingency.

The Oakridge Transit Centre (OTC) is located at 949 West 41st Avenue in Vancouver between Oak and Willow Streets. Originally built in 1948 to support the trolley bus fleet, OTC is now TransLink's largest transit centre in terms of buses and employees. The high ratio of buses relative to the property size of 13.86 acres has resulted in overcrowding, causing major inefficiencies (particularly for bus maintenance).

In May 2003, TransLink entered into a Purchase Agreement for 17.3 acres of industrial land located in the Marpole area near the base of the Arthur Laing Bridge, on the former Eburne sawmill site. At its May 23 meeting, the Board directed staff to investigate the relocation of the OTC to the Eburne site. Staff evaluations determined that this relocation would be feasible and desirable.

Item 4.2—2003 Capital Program Projects – Specific Project Approval

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

- SeaBus Wheelhouse Instrumentation Upgrade—Budget: \$570,000;
- Westham Island Bridge—Live Load Improvements—Budget: \$800,000;
- Trolley Overhead Truck Replacement #2—Budget: \$340,000.

Item 4.3—Approval of Northeast Sector & Burnaby-New Westminster Area Transit Plans

The Board approved the Northeast Sector and Burnaby-New Westminster Area Transit Plans as summarized in the reports titled “Northeast Sector Area Transit Plan and Burnaby-New Westminster Area Transit Plan.”

These are the fourth and fifth area transit plans to be developed in the past four years by TransLink in partnership with the municipalities of the Greater Vancouver Regional District (GVRD). The Northeast Sector plan addresses transit service improvements in the Cities of Coquitlam, Port Coquitlam and Port Moody and in the Villages of Anmore and Belcarra.

Both plans are a culmination of extensive public consultation and technical activities. The plans identify medium-term improvements to both regional and local transit services that would attract increased ridership to support the objectives of the GVRD Liveable Region Strategic Plan and the municipalities’ land use and transportation plans.

Item 4.4—Update of the Northeast Sector Rapid Transit Alternatives Project

The Board:

- Directed staff to continue with the Phase 2 Evaluation of Rapid Transit Alternatives study of the project as described in Attachment 1 of the Board report;
- Approved the establishment of a Mayors’ Committee to oversee this project through to completion; and
- Authorized the allocation of \$100,000 from the 2003 reserves to fund the Phase 2 study.

In December 2002 the Northeast Sector Rapid Transit Alternatives Project was started, with the purpose of an initial examination of the service, demand, land use and cost implications of a range of rapid transit technologies to serve the Northeast Sector. The work to date included examining two main corridors:

- 'Northwest Corridor,' which is essentially the Port Moody – Coquitlam corridor that is currently incorporated in local plans, extending from Lougheed Station via North Road, Clarke Drive through Port Moody to Coquitlam Town Centre with a branch to Port Coquitlam; and
- 'Southeast Corridor,' extending from Braid Street or Sapperton Station via Lougheed Highway/CP Rail to Coquitlam Town Centre, with branches to Port Coquitlam and Port Moody.

A third corridor, the North Fraser Corridor, is a potential expansion of service from the Southeast Corridor to the planned Richmond-Airport-Vancouver line. This extension would make use of the existing CP Rail corridor and be applicable only for heavy-rail based technologies.

The Phase 1 Conceptual and Technical Feasibility Study of the Northeast Sector Rapid Transit Alternatives Study identified a number of options that are technically feasible and can be carried forward into Phase 2 for further development and evaluation. Based on municipal and regional feedback of the Phase 1 study results, it was decided that all options would be carried into the Phase 2 study and the timeline for this study would be extended to accommodate adequate consultation and to acknowledge the growing importance of the study.

Item 4.5—Web-based Consultation and Communication Tool

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

Building Your Transportation Future is a computer based information and planning model that has been developed specifically for TransLink. It is accessible through the TransLink web site (www.translink.bc.ca). The model will enable people to learn more about regional transportation issues and develop informed ideas that will contribute to TransLink's development of a new Long-Range Transportation Plan.

It is intended as a means to engage more people in the consultation process for the new transportation plan, in addition to those who will participate in more traditional forums such as public meetings and open houses.

Item 4.6—Production Way – University Station Fare Paid Zone

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

The report provides details of the new fare paid zone arrangements for Simon Fraser University customers at the Production Way-University SkyTrain Station.

Item 4.7—Launch & Monitoring of NightBus Pilot Project

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

Late-night weekend (Friday night and Saturday night) NightBus service was launched as a one-year pilot project on July 5, 2003. Four routes radiate outward from a downtown Vancouver hub (Granville Mall) in corridors where there are many late night entertainment locations and where surveys indicate there is the greatest market potential. The last NightBus trips leave downtown just after 4:00 a.m.

Ridership levels were good on the first weekend of operation and there were no reported problems with the service. TransLink will monitor the performance of the NightBus service and report back to the Board in March 2004 on its performance and recommend future directions for the service.

Item 4.8—UBC Campus Transit Plan

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

The UBC Campus Transit Plan is a partnership between UBC, TransLink and the GVRD and is jointly funded by UBC and TransLink. The Campus Transit Plan was initiated in July 2002 to determine how transit can best serve UBC in the future, given rapidly increasing ridership on UBC routes, proposed campus development plans, and the lack of additional capacity at the campus bus loop.

The preferred transit service concept maintains existing regional bus routings, incorporates Community Shuttle for local campus trips, and calls for a central transit station below-grade at the site of the existing bus loop. The concept addresses increasing ridership and transit service levels, traffic congestion, and capacity problems at the bus loop. The concept is consistent with the Official Community Plan and Strategic Transportation Plan for UBC.

Item 4.9—Summary Notes of May 20, 2003 Urban Transportation Forum

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

The Urban Transportation Forums are intended to facilitate stakeholder discussion with the goal of guiding the development of TransLink's Long-Range Transportation Plan through its various stages.

The initial Forum, which was held on February 19, focussed on identifying the main issues facing the region at the beginning of the new planning process. The second Forum looked at regional capital priorities, results of new research into public attitudes toward transportation, and also presented the basic structure of a new web-based model that will allow members of the public to learn more about the transportation system and create their own visions for the future of the system.

Attendees at Forum #2 included seventy-five representatives from key stakeholder organizations, plus all 12 TransLink Directors and several TransLink staff.

A third Urban Transportation Forum is scheduled for October 2003.

The next TransLink Board meeting is scheduled as follows:

Date: Friday, September 19
Time: 9:00 a.m.
Location: Pitt Meadows (exact site to be determined)