

**Subject: The election of the next North Shore representative to Translink**

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#### A MESSAGE FROM ERNIE CRIST

West Vancouver Mayor Wood's term as the North Shore representative to Translink has expired. There are two persons who have expressed an interest in running for the position. They are, Mayor Sharp of the City of North Vancouver and Mayor Broughton from Lions Bay.

District Council dealt with the question of succession on Monday Feb. 4-2002. Contrary to what I think was appropriate, the item was dealt with in Camera.

In a secret ballot, Council voted in favor of Mayor Sharp as being the next representative. I refused to fill out the ballot not because I believe one or the other is necessarily better qualified, but because dealing with this issue in Camera was in my opinion the wrong way to deal with such an important matter.

As far as I can determine none of the two Mayors have in the past seriously applied themselves to improved public transportation, especially Rapid Transit, which must become the cornerstone of any meaningful transportation scenario on the North Shore.

At the District's In Camera meeting, I pointed out that, this is an opportunity to provide a more focused direction on transportation issues particularly in light of the current debate about a third crossing. I suggested that we call a meeting of all North Shore Councils with a provision for public input in which the 2 candidates should be invited to tell not only the representatives of the North Shore Councils but also the public, what they will do for the people on the North Shore if they are elected.


It is after that debate and public input that a vote should take place I thought. Indeed not only the two Mayors but anybody else from the elected Councils should be allowed to put their names forward. I made a motion to that effect, but the CCA endorsed District Councils would have nothing to do with it and my motion was defeated.

In my opinion, greater accountability is the key to any improvement in public transportation. Not to deal with this in public as far as I am concerned, was not just a blow against open government, but also against improved transportation itself. Unless the public has a greater say and has more control over who represents them, other than speaking a great deal, attending numerous meetings for which they get paid handsomely and otherwise make a great many statements signifying nothing they will accomplish little. They will become entrapped in the quagmire of a bureaucracy that is

neither elected nor directly accountable to the public and so far has proven to be fairly ineffective.

Ernie Crist

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