

**Subject:** [Fwd: For your TransLink binders: Forward: "Think Again"]

**Date:** Thu, 04 Dec 2003 16:13:17 -0800

**From:** Brian Platts <bplatts@shaw.ca>

**To:** Corrie Kost <kost@triumf.ca>

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**Subject:** For your TransLink binders: Forward: "Think Again"

**Date:** Thu, 04 Dec 2003 19:23:04 +0000 (GMT)

**From:** Elizabeth James <cagebc@yahoo.com>

**To:** Mayor and Council <council@dnv.org>, James Ridge <James\_Ridge@dnv.org>

**CC:** pwlegood@sfu.ca, dmjohnston@imag.net, fonvca@fonvca.org

**4 December 2003**

The following note from Phil LeGood will be useful to bear in mind. The difficulty always is, however, to push the discussion back far enough to enable everyone to move forward in the *right* direction.

I still maintain that it's premature to discuss *how* TransLink is to obtain additional money from us, until we can ascertain whether the money it already collects is being appropriately spent.

When one listens to CEO Pat Jacobsen and to GVRD Finance Chair Durman, it is obvious even the decision-makers don't have the information they need for their calculations, let alone that it hasn't been given to the people who will have to pay the bills.

When the public complains that the TransLink/GVRD Boards are 'unelected and unaccountable,' Board members get upset and tell us that, because they were elected to local councils, they *are*, in effect, elected.

If one were to concede the point, then consider this: At the Council level, the LGA requires councils to - at the very least - provide taxpayers with a *counter-petition* opportunity on projects going beyond a five-year agreement and/or a certain dollar value.

So, if a seat at the GVRD or TransLink table is conferred merely as an extension of the local election process, how come the same rules of democracy are not being applied? Municipal Council members cannot have it both ways - either they are elected and accountable at the regional level and should offer a (properly-worded) referendum on the RAV-line, or they are not.

If a referendum, based on full and accurate disclosure, were to approve the RAV-line, the 3-year Plan, the 10-year 'Outlook', or any other project, then the people must be prepared to pay the full costs. In such a case, TransLink's job would be simple - just impose the taxes on a per capita basis....everyone gets to pay.

**Liz James**

**PS:** When reviewing the 10-Year Outlook presented by Ms. Jacobsen, has anyone asked why it is that the cost of SkyTrain cars is being included? Surely, that cost should be on the books of (a) the Expo Line; (b) the Millennium Line; and (c) the RAV Line, if it gets built?

It is pretty obvious that what the people were told about the costs of the Expo Line and, more recently, about the cost of RTP-2000 - the Millennium Line - were incorrect. Why? Because debt-servicing costs for these two lines go decades beyond the life of the rolling stock.

So....why should taxpayers believe anything they're being told now - especially when Ms. Jacobsen tells them, "Oh, GVRD often engages in long-term planning without knowing where the money is to come from," but the GVRD Finance Chair refutes that by saying, "Ms. Jacobsen is being rather cavalier by that remark - as she often is when it comes to financial matters."

Is it any wonder the public is reluctant to hand over their hard-earned dollars? [LJ]

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Wed, 03 Dec 2003 21:50:09 -0800

From: pwlegood@sfu.ca

Subject: Think Again  
To: transp-grp@interchange.ubc.ca

Despite the defeat of the levy the GVTA still found money for 20 Mark II SkyTrain cars - \$70 million...Station upgrades to the Expo Line - \$125 million...New Ticket Vending Machines in the Expo Line stations - \$40 million Lack of ridership revenue to pay for annual Millenium Line O&M costs are in the tens of millions per year.

Money allocated to SkyTrain investments has caused the demise of the bus fleet and not the failure of the imposition of the vehicle levy. The vehicle levy would have made the RAV Line OR Coquitlam Line possible and not much more, however, money allocated after 1999 to the SkyTrain Lines would have provided \$500 million worth of capital for bus purchases.

To suggest that the failure of implementing the vehicle levy was responsible for the state of the bus fleet requires proof. The evidence so far p! roves otherwise.

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