

Here are the main points from the January 19 meeting of the TransLink Board of Directors. The complete agenda and supporting reports for every Board meeting are posted on TransLink's website (www.translink.bc.ca). The Board-in-Brief is also available on the website.

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—Public-Private Partnerships for Road and Rapid Transit Infrastructure - Fraser River Crossing and Richmond/Airport to Vancouver Rapid Transit Projects

An oral/visual presentation was made to the Board by representatives of Macquarie Bank-- a global investment bank that specializes in infrastructure development and financing. Macquarie Bank has been retained by TransLink to examine the potential for public-private partnerships (PPP) in transportation infrastructure projects, with the Fraser River Crossing (in the Maple Ridge / Langley area) and the Richmond/Airport to Vancouver rapid transit link receiving primary consideration at this time.

The Macquarie Bank presentation noted that these projects may hold considerable PPP potential, thanks in part to the significant demand for the Fraser Crossing and the relatively high recovery of operating costs on the region's rapid transit rail system. Macquarie Bank expects to complete its reports on these projects in March.

Item 4.2—2001 Appointments to Subsidiary Boards

The Board established and confirmed the boards of directors for the TransLink subsidiary companies for 2001.

The lists of directors will be available when the minutes for this meeting are published in the February Board agenda package.

Item 4.3—Intelligent Transportation Systems (ITS) Provincial ITS Vision & Strategic Plan - Project Update

The Board received the update on the ITS Corporation and the currently ongoing Provincial ITS Vision and Strategic Plan.

Intelligent Transportation Systems refers to the application of computer, communications, traffic control and information processing technologies to improve the operation, safety, and air quality of the multi-modal transportation network. Some ITS applications involve quite common activities whereas others are less known. Some examples of ITS applications include automatic vehicle location, traffic signal priority for transit vehicles, traveller information, and cross-border tracking of goods movement.

The ITS Corporation was established in December 1999 as an operating TransLink subsidiary to define a regional ITS program. However, because many of the member agencies are involved in province-wide ITS programs and deployments, it was recognized that the ITS Corporation must develop a strategic plan that is part of a broader, provincial effort that is integrated with the

federal ITS programs that are being developed by Transport Canada.

A multi-agency project to establish a vision and implementation strategy is underway, with a final report expected this summer.

Item 4.4—Capital Funding for Bicycle Program

The Board took the following actions on this matter:

- * Received the report, titled as above, for information;
- * Approved the list of municipal bicycle infrastructure projects listed in Attachment 1 for capital funding from the Regional Bicycle Capital Program;
- * Provided specific project approval for the Bicycle Program based upon the block funding formula currently used for the Minor Capital projects on the Major Road Network as an interim measure for one year;
- * Directed staff to consult with MRTAC to develop a capital cost-sharing formula for the Bicycle Program by September 2001.

In March 2000, the Board approved a \$1 million capital budget for the Regional Bicycle Capital Program, to be spent in 2001 for cost sharing the construction of regionally significant bicycle facilities. Municipalities fully support the concept of cost sharing the construction of cycling facilities.

The municipalities will construct \$3.2 million worth of bicycle facilities, with TransLink contributing \$981,500 for those projects.

Item 4.5—2000 Capital Projects – Specific Project Approval

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

2

- * Armoured rock slope – 10th Avenue Connector (Budget: \$414,100);
- * Automatic passenger counters (Budget: \$3,975,000).

TransLink is under obligation (via a BC Transit agreement from 1984) to construct a retaining wall structure on the northeast side of the SkyTrain Operations and Maintenance Centre to support the new Marine Way / 10th Avenue Connector Road that will be built by the City of Burnaby.

The automatic passenger counter system will perform the following functions:

- * Record transit route and direction;
- * Register the number of passenger boardings and alightings;
- * Determine the time and location of vehicles when each boarding or alighting occurs;
- * Store the information and transmit it to a computer for analysis and reporting.

Installation of automatic passenger counters will permit TransLink to collect accurate and detailed ridership data of a large enough sample size to allow effective monitoring and performance analysis. This, in turn, will enable more efficient transit service planning and resource allocation.

Significant annual cost savings will be realized by TransLink and Coast Mountain Bus Company, as the automatic passenger counting system will replace much of the manual traffic checking work that is currently done. The cost of the system will be recovered within five years.

Item 4.6—Expansion of Albion Ferry Capacity

The Board took the following actions on this matter:

1. Authorized the capital expenditures of up to \$7.9 million in order to:
 - * Expand both Albion ferries—the MV Kulleet in the fall of 2001, or earlier if possible, and the MV

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Klatawa in the fall of 2002 or 2003 depending on demand, but with the MV Klatawa only being started after the MV Kulleet has been successfully expanded within budget and successfully operated as planned, and the need for the second expansion is confirmed based on traffic volumes and waiting times after the first expansion;

- * Provide for the signals, signage, and paving recommended at this time, as discussed in section 4.2 of an accompanying report;
- * Construct ticket booths and undertake other improvements as required for fare collection.

2. Approved the introduction of a crossing charge of \$1 per vehicle (automobile equivalent) starting when the expanded MV Kulleet is brought into service, and requested the GVRD to ratify the introduction of this charge.

3. Directed the CEO to bring forward proposals for the planned provision of cross-river shuttle bus service, with priority loading and unloading, and ensure that terminal plans for the expanded ferries are fully coordinated with the improvements and operations required for the bus service, should it be approved.

4. Directed the CEO to work with Maple Ridge, Langley Township and Ministry of Transportation and Highways staff as required to:

- * Implement the signal, signage and other road improvements recommended at this time;
- * Assess the costs, benefits and potential cost-sharing arrangements for a new intersection on the Lougheed Highway east of Tamarack; and
- * Monitor traffic and terminal area congestion and bring forward proposals for additional road and terminal area improvements if warranted by traffic volumes or pedestrian traffic and safety concerns.

5. Directed the CEO to continue to work with the Kwantlen Band on the possible development of a park-and-ride facility near the Fort Langley terminal to alleviate the congestion and safety issues associated with the current parking practices.

6. Reconfirmed the commitment to the development of a fixed crossing as soon as

possible, recognizing that the ferry expansion project is intended to provide interim congestion relief.

The Albion ferry provides the only crossing of the Fraser River between the Port Mann and Mission bridges. The ferry service operates at capacity most hours of the day. Typically and particularly during peak periods there are overloads, with vehicles having to wait over four sailings (over one hour) because of the line-ups at the terminal.

The Board has endorsed, in principle, the development of a fixed crossing to provide adequate cross-river transportation capacity between Maple Ridge / Pitt Meadows and Langley / Surrey, but the fixed crossing will take at least five years to develop. In the meantime there is an opportunity to provide congestion relief by expanding the ferry capacity.

Vehicle carrying capacity on the existing vessels can be increased from 24 automobile equivalents to over 50 through the 'slice and dice' technique that BC Ferries has used on its older vessels. The alternative of adding another ferry is not practical because of the short crossing time and the added staffing it would require. Buying or leasing larger ferries is not possible because suitable vessels are not available on the market.

Item 4.7—Sexsmith (Richmond) Park and Ride Shuttle Bus

The Board approved the introduction of a shuttle service from the Sexsmith Park and Ride lot to the #98 B-Line station at Capstan Way and No. 3 Road in Richmond, effective April 9.

This shuttle service can be introduced within the constraint of there being no increase in cost that the Board has established for the April service changes in Richmond. However, if it becomes necessary to reduce costs later in the year the shuttle service will be reviewed and may be discontinued.

Item 4.8—Development of a Strategic Plan for Accessible Transit

The Board received the report, titled as above, for information. The Board directed staff to consult with the disabled community, health and social service agencies on the issues identified in the report and establish an Accessible Transit Strategic Plan Advisory Committee to guide the development of the plan.

Greater Vancouver has had an enviable record as a pioneer in developing a transit system that can be used by as many members of the community as possible. This was one of the first regions to develop a custom transit system specifically designed to meet the special needs of those with mobility problems and to commit to accessibility of the 'conventional' transit system.

Because of factors such as changing demographic trends, institutional, service and financial considerations, it is now appropriate to undertake a comprehensive review of the policy framework for transportation programs for people with disabilities.

Item 4.9—Final North Shore Area Transit Plan Approval

The Board approved the report, titled as above, noting that implementation of the North Shore Area Transit Plan will be subject to funding availability.

The North Shore Area Transit Plan is the third of seven Area Transit Plans to be developed over three years by TransLink in partnership with the municipalities of the GVRD, in support of the Strategic Transportation Plan. The North Shore plan is the product of extensive community consultation.

Over the period 2001 – 2003, the plan recommends:

- * Expanded SeaBus capacity (23 % increase);
- * 15 more peak-time buses (13 % increase);

- * 73,000 more annual bus service hours (20 % increase).

Based on computer modelling of travel behaviour, the service enhancements proposed for the North Shore should achieve:

- * 1.2 million more transit trips annually (12 % increase); and
- * A 12 % increase in transit ridership during the peak hour.

Item 4.10—Port Moody Coquitlam Line - Preliminary Design Agreement

The Board took the following actions on this matter:

- * Authorized the CEO or designate to enter into a Preliminary Design Agreement with Rapid Transit Project 2000 Ltd. (RTPO), relating to the key design decisions required to allow the RTPO to proceed with the preliminary design work for the Port Moody Coquitlam (PMC) Line;
- * Acknowledged its past decisions with respect to the PMC Line, and agreed that these decisions, following any changes to the North Road alignment that it may consider at this Board meeting (see Items 5.1 and 5.1.1), and all subsequent decisions, shall be appended into the Preliminary Design Agreement, and the agreement shall be binding on TransLink;
- * Based approval of the Preliminary Design Agreement on the understanding that further agreements for all segments of the line will be dealt with on an individual basis by the Board.

The Preliminary Design Agreement will set out the process for addressing key design elements in the PMC Line, and will provide RTPO with a certain level of assurance with respect to TransLink decisions affecting the preliminary design work. However, this agreement does not bind TransLink or RTPO to a final alignment or a final design. Through the results of the preliminary design process, the key design issues will be proved out, and the final alignment and

design may be modified to reflect technical, financial, operational or other related issues which may come to light in preliminary design.

The completion of the preliminary design work and its conclusions will eventually lead to the negotiation of the Coquitlam Agreement between TransLink and the Province, which will outline the elements and process for delivery of the PMC Line.

Item 4.11—Status Report on Area Transit Plans

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

Area Transit Plans have been completed for Richmond, the South of Fraser area (Surrey, Delta, White Rock, Langley City and Township) and the North Shore. Service improvement projects from these plans have been included in the 2001 Program Plan. However, the implementation of these projects is subject to the implementation of the vehicle levy or an alternate source of funding in 2001.

TransLink's 2000 Program Plan included the initiation of Area Transit Plans for the Northeast Sector (Coquitlam, Port Moody, Port Coquitlam, Belcarra, and Anmore) and Burnaby/New Westminster. Work on these two plans was initiated in September 2000 with the completion of Terms of Reference and the hiring of transit consultants to assist.

Item 4.12—Municipal and Stakeholder Update

The Board received the January 10 report, titled as above, and forwarded it to municipal Councils and other stakeholders for their information on TransLink's progress.

Item 4.13—Operator Shift Trades – Coast Mountain Bus Company

The Board received a January 5 briefing note from Coast Mountain Bus Company (CMBC) regarding bus operators trading shifts through brokers who arrange cash transactions.

CMBC has announced a new policy regarding operator shift trades, to ensure that hours of work are regulated and that adequate rest periods between driving assignments are being adhered to.

Item 4.14—Obie Media Transit Advertising Contract Update

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

Amendments to the transit advertising contract with Obie Media have resulted in an increase of \$800,000 in guaranteed minimum revenue to TransLink over the remaining term of the contract (which runs until July 31, 2005).

Item 4.15—RTP 2000 Fare Technology Procurement

The Board took the following actions on this matter:

- * Advised Rapid Transit Project 2000 Ltd. (RTP2000) that TransLink wishes to proceed with the joint procurement of ticket vending machines for both the Millennium Line and the existing SkyTrain system;
- * Authorized proceeding with the procurement of ticket vending machines and removed the previous direction of October 18, 2000, whereby, the Board authorized proceeding, subject to RTP2000 agreeing that it will not proceed with the acquisition of gates or smartcard technology without TransLink's agreement;
- * Directed TransLink staff to seek Board approval prior to authorizing the contract with a request for specific capital project approval summarizing the cost to replace the existing ticket vending machines.

These actions will permit RTP2000 and TransLink to finalize a contract for the procurement of ticket vending machines for the Millennium Line and the replacement of the machines for the existing SkyTrain system-- and, the option for future procurement of fare gates if TransLink decides to do so.

Item 5.1—Request for Review of North Road SkyTrain Segment

The Board received a letter from Coquitlam Mayor Jon Kingsbury, requesting that the Board review its December 13 decision regarding the preferred alignment of the proposed Port Moody Coquitlam SkyTrain extension along North Road.

Item 5.1.1—North Road Preferred Alignment for the Port Moody Coquitlam SkyTrain Extension

Subsequent to the action described in item 5.1, the Board defeated a motion that called for a rescission of its December 13 decision on the North Road alignment for the Port Moody Coquitlam SkyTrain extension.

As a result, the Board's position remains that the preferred alignment for the SkyTrain guideway is along the centre of North Road.



The next TransLink Board meeting is the Committee of the Whole:

Date: Wednesday, January 31
Time: 11:30 am
Location: Greater Vancouver Regional District
2nd Floor Boardroom
4330 Kingsway, Burnaby

The next regular TransLink Board meeting will be:

Date: Friday, February 16
Time: 8:00 am
Location: Greater Vancouver Regional District
2nd Floor Boardroom
4330 Kingsway, Burnaby