

Here are the main points from the February 16 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 3.1—TransLink Submission to Canada Transportation Agency

The Board received an oral report from TransLink CEO Ken Dobell on a September 29, 2000 presentation made to the review panel of the Canada Transportation Agency (CTA).

The presentation noted the lack of federal funding in Canada for local transportation, and the unregulated monopoly position of railways in negotiations with commuter rail operations such as West Coast Express. TransLink is calling for amendments to the CTA Act that would support commuter rail, and the incorporation of urban transportation as an integral part of national transportation planning.

Item 3.2—Appointment of Director - ITS Corporation

The Board ratified the acceptance of the resignation of Terry Condon and appointed Chris Boxall to the Board of the ITS Corporation as the Director representing the Insurance Corporation of BC.

The regional ITS corporation is an operating subsidiary of TransLink, currently developing a multi-agency Provincial ITS (Intelligent Transportation Systems) Vision and Strategic Plan to guide development and deployment of ITS in BC.

Item 3.3—Contracted Services for the Downloaded Major Road Network

The Board received the report, titled as above, for information. The Board authorized the Chief Executive Officer to enter into an amending agreement with the Ministry of Transportation and Highways (MoTH) to extend the road and bridge maintenance agreement for a portion of the devolved Major Road Network (MRN), subject to municipal council approvals and an approved source of funding.

As part of the negotiations to create the Greater Vancouver Transportation Authority (TransLink) an agreement was made with the MoTH for the maintenance of the portion of the Major Road Network which was devolved from the Province. Under this agreement Mainroad Contracting Ltd. would continue to provide maintenance services on the downloaded portion of the MRN until the expiry of their existing contract with the MoTH on March 14, 2001. At the same time it was agreed to contract the services of Ministry staff for Inspection, Technical Advice and Electrical Maintenance for structures.

The following five municipalities expressed an interest in having Mainroad Contracting continue the maintenance of downloaded roads in their cities: Burnaby, Coquitlam, Township of Langley, Richmond, and Surrey. Although this is a minority of the municipalities in the GVRD, these five contain the majority of the downloaded MRN.

The amending agreement will be in effect from March 15, 2001 to March 14, 2004. Cost per lane-kilometre for the road maintenance services will be reduced from \$8,082 to \$7,595. The agreement also provides the municipalities and TransLink the opportunity to have input into the development and updating of Mainroad Contracting's maintenance plan, and establishes regular operational meetings with the contractor and MoTH to address any current concerns about service levels or delivery.

Item 3.4—RTP2000/TransLink Joint Procurement of Ticket Vending Machines and Related Automated Fare Collection Equipment

The Board authorized entering into an agreement with Rapid Transit Project 2000 Ltd. (RTP2000) for the joint procurement of ticket vending machines and related automated fare collection (AFC) equipment, subject to RTP2000 proceeding with their portion of the Ticket Vending Machine procurement. The Board authorized a capital budget of \$32,738,288 to equip the SkyTrain Expo line and SeaBus stations with new ticket vending machines and systems.

The Board authorized the Chair and the Chief Executive Officer to execute the subject agreement when RTP2000 has received approval for its expenditure.

The existing Expo line ticket vending machines are over 15 years old, obsolete, and at the end of their service life. Additionally, there are insufficient quantities of these units available to support implementation in the new Millennium Line stations beyond Sapperton and Braid.

RTP2000, in consultation with TransLink, has been negotiating with Cubic Transportation Systems for the procurement of new ticket vending machines and other Automatic Fare Counter equipment for the Millennium Line. This equipment will issue magnetic stripe tickets that are compatible with and can be read by the new electronic fareboxes that are being installed on Coast Mountain Bus

Company vehicles. Provisions are also included for the future addition of smart card technology. TransLink staff has participated in negotiation sessions primarily related to technical specifications, but has also received updates on the negotiated terms and conditions of the proposed contract.

Item 3.5—Canada-British Columbia Infrastructure Program

The Board received the report, titled as above, for information. The Board authorized staff to apply for funding under the Canada-British Columbia Infrastructure Program for the following projects:

- * North Fraser Perimeter Road
- * Fraser Highway Widening
- * Trolley Bus Replacement
- * Hybrid Bus Pilot Project
- * Albion Ferry Expansion
- * Oakridge Transit Centre Wastewater Treatment Plan
- * Stanley Park Trolley Infrastructure

In October 2000, an agreement for the implementation of the Infrastructure Canada program in British Columbia was signed between the governments of Canada and British Columbia. This agreement allocates \$268 million of the Infrastructure Canada funds to British Columbia over the next five years. With contributions from provincial and local governments, the total infrastructure investment in British Columbia could be as high as \$800 million during this period.

Infrastructure Canada's first priority for this program is "green infrastructure" which includes water and wastewater systems, water management, and capital expenditures to retrofit or improve the energy efficiency of local government buildings and facilities. 75 per cent of the total value of all approved projects must be invested in green infrastructure. Of the TransLink projects listed above, only the Oakridge Transit Centre Wastewater Treatment Plan could

qualify presently in this area.

Local transportation is among the secondary priorities for the infrastructure program. Approximately \$25 million will be available for "non-green" projects within the GVRD over the next five years. It is expected that there will be more projects that qualify for funding than there are program funds available. A first round of approvals will be completed on the basis of applications that are received by March 15, 2001.

Item 3.6—Diesel Fuel Recommendation

The Board deferred action on this matter, pending receipt of further information.

TransLink is considering the possibility of switching from No. 1 grade diesel fuel to No. 2 grade. Annual cost savings are estimated at \$760,000. The Board has requested additional data regarding any potential environmental impacts.

No. 2 grade is the fuel used by almost all commercial and public sector vehicles in the region.

Item 3.7—Lease of Three West Coast Express Passengers Cars to GO Transit

The Board approved the lease of three West Coast Express passenger cars to GO Transit of Toronto.

The lease is for a period of 18 months with an option to renew for an additional 18 months, based on mutual agreement. The lease will provide additional revenues to West Coast Express of \$630,000 annually with no impact on projected system capacity requirements.

Ridership forecasts indicate that in the short term—approximately 18-24 months—West Coast

Express could maintain service levels with three less cars. After that, demand would have to be re-evaluated based on ridership growth.

GO Transit will pay West Coast Express \$17,500 per car per month and will be responsible for all shipping costs, insurance, modifications (subject to West Coast Express' approval) and taxes. Other terms of the contract will ensure that GO Transit meets West Coast Express' high standards for maintenance and will allow for the premature return of the cars in an emergency situation where some of the remaining cars are rendered inoperable due to a major incident.

Item 3.8—City of Vancouver Property Leased for Commercial Purposes

The Board asked the City of Vancouver to request an amendment to the City of Vancouver Charter to reflect the Local Government Act provisions for the payment of property taxes on City-owned properties leased for commercial purposes. The Board referred the report, titled as above, to TransLink's Committee of the Whole on February 28.

Under Section 25 of the GVTA Act, TransLink assesses a tax on the net taxable value of land and improvements in the transportation service region. The Act also requires a municipality to pay to TransLink any Grants in Lieu of taxes received on properties not taxed under Section 25 of the Act (Government properties, Crown Corporations, etc.).

The net taxable value of land and improvements in the region exclude all municipally owned property except for land and improvements that are leased by a municipality for commercial purposes. Section 357 of the Local Government Act requires that if land is held or occupied other than by or on behalf of the municipality, the rules of taxation on Crown land used by others make them liable for taxation. This provision applies to all municipalities except for the City of Vancouver, which does not have the same provision in the

Vancouver Charter.

The Ministry of Municipal Affairs is aware of the issue but to-date has chosen not to amend the City of Vancouver Charter.

Item 3.9—Remuneration

The Board amended Schedule A to the Greater Vancouver Transportation Authority Resolution adopted October 19, 1998.

The amendment brings TransLink in line with the GVRD and municipalities with respect to treatment of expenses for Board members, and simplifies the rules around payment for attendance at meetings (depending upon meeting length).

Item 3.10—April 2001 Transit Service Changes

The Board directed staff to proceed with the implementation of the April 9 changes, subject to further public consultation in the City of White Rock on the proposed discontinuation of the #358 route.

At its December 2000 meeting, the Board had directed staff to proceed with the implementation of the #98 B-Line service and Express Bus services in April 2001, with reductions to low-productivity services in other areas to ensure that no additional operating costs would be incurred. Phasing in frequency improvements on these new services will also be required to maintain operating costs at current levels.

The #98 B-Line will provide limited-stop, high-frequency service between Richmond, the Airport and downtown Vancouver.

The Express Bus project will see the introduction of new, comfortable highway-style coaches on eight bus routes operating from Delta, White

Rock and South Surrey to downtown Vancouver via Highway #99.

Item 3.11—Use of Median Busway Facility along No. 3 Road in Richmond

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

The new #98 B-Line service between Richmond Centre and downtown Vancouver is intended to provide rapid transit quality service using advanced bus technology and portions of dedicated right-of-way. A key component of the B-Line project has been the development of dedicated median bus lanes (referred to as the busway) in the centre of No. 3 Road through the heart of Richmond City Centre.

The construction of these lanes is virtually complete and the City of Richmond has requested that TransLink begin using the busway prior to the April start-up of the #98 B-Line. TransLink is now working to relocate one existing bus route (#404) into the busway by the end of February. This will allow transit operators, motorists, transit customers and pedestrians to get experience with using the new facility prior to the commencement of the full #98 B-Line service. The City of Richmond and TransLink propose to jointly prepare an information campaign for the upcoming opening.

Item 3.12—Status Report on Area Transit Plans

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

Area Transit Plans have been completed and approved for Richmond, the South of Fraser area, and the North Shore. However, the implementation of these plans is subject to the availability of funding. Given the current funding situation, it appears that the majority of the

improvements will likely be deferred until future years.

The community-based processes for developing Area Transit Plans in the Northeast Sector and in Burnaby/New Westminster are underway. Although implementation of new or expanded service proposals identified in these area plans may be deferred for a time due to funding constraints, there is significant value to completing them as scheduled so that service adjustments can be well-planned. The analysis of community travel demands and the evaluation of existing services provides the necessary information base to ensure that existing services are cost-effective and that they meet community travel needs.

Item 3.13—Bicycles on SkyTrain Policy

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

Bicycle advocacy groups and individual cyclists have requested access to SkyTrain since it opened for operation in 1986. Bicycles have been prohibited on SkyTrain due to the high passenger volumes, the inability to store bicycles on exterior racks, the space constraint inside of the Mark I SkyTrain cars, and concerns for access to and crowding on station platforms.

With the upcoming introduction of the larger Mark II car, there will be increased passenger capacity and space on the SkyTrain. The seating configuration of the Mark II car can accommodate a bicycle on board. Thus, there is reason to review the policy regarding bicycle access to SkyTrain.

Analysis will consider access to all cars, stations and times and determine the most convenient and safe access for cyclists without compromising the quality of service to other passengers and without creating untenable policy enforcement issues for staff. Options and recommendations regarding the bikes-on-SkyTrain policy will be

brought to the Board in May or June.

Item 3.14—Tender/Contract Award Information – August 29, 2000 to January 25, 2001

The Board received the report, titled as above, for information. The report provides the Board with information on the award of contracts valued at or originally estimated at more than \$250,000 that were not previously approved directly by the Board.

The list of contracts is available in the Board report.

Item 3.15—Albion Ferry User Fees

The Board deferred actions on this item until its March 16th meeting.

Item 3.16—2001 Budget Framework

The Board took the following actions on this item:

1. Directed staff to finalize the 2001 budget and program plan by including the following adjustments:
 - * Reduce funding for transit services by \$5 million in 2001 and \$10 million in 2002 with service reductions to come from routes with poor performance;
 - * Reduce funding for the Major Road Network by \$2 million in 2001 and \$4 million in 2002, with the reduction to come from the funding for roads which were formerly the responsibility of municipalities (uploaded roads);
 - * Remove funding for start-up, operating and maintenance costs of the Millennium SkyTrain line.
2. Directed staff to present the 2001 program

plan and final budget for approval at the March Board meeting, based on the direction set out in the preceding recommendation.

In January and early February, the Board conducted a series of three workshops on the funding issue as well as a joint workshop with the GVRD Board. The consensus that resulted from this process was that, in order to balance the 2001 budget and reduce 2002-2003 costs, the actions described above are required. The Greater Vancouver Transportation Authority Act does not permit TransLink to run a deficit.

Route performance (ridership, cost per rider) will be the primary criteria used in determining which transit services should be reduced.

Without a source of additional funding, much deeper cuts will be required for 2002.



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

Date: Wednesday, February 28
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, March 16
Time: 8:00 am
Location: Greater Vancouver Regional District
2nd Floor Boardroom
4330 Kingsway, Burnaby