

Here are the main points from the March 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—Port Moody Coquitlam SkyTrain Line – Preferred Option for Burquitlam Station, Alignment, and Portal and Preferred Alignment of Aberdeen Corridor

The Board took the following actions on this matter:

Approved an alignment and tunnel portal for the Coquitlam Section (from Cottonwood Avenue along Clarke Road to Morrison Avenue) of the Port Moody Coquitlam SkyTrain Extension that would be on an elevated guideway running along Clarke Road on the east side, with an elevated station at the Burquitlam Plaza, and then crossing to the west side of Clarke Road before entering the tunnel portal south of Kemsley Avenue;

Requested Rapid Transit Project 2000 Ltd. (RTP2000) to design the location of guideway columns so as to allow for future upgrading and road improvements near the Como Lake Avenue and Clarke Road intersection, as well as to consider mitigation measures between the guideway/portal and the properties to the west and north of Como Lake Avenue and locating the portal location as southerly as is feasible to reduce property impacts, noting RTP2000's con-

cern that non-project scope funds may be required to fund these items.

Approved an alignment for the Coquitlam Section (from Balmoral Drive along the Canadian Pacific Railway [CPR] to Lougheed Highway). This section will be on an elevated alignment north of the CPR right-of-way and 3 to 5 metres north of the Scott Creek top of bank along the Aberdeen Section, from Lansdowne Street to the Johnson Overpass, subject to satisfying environmental issues near Scott Creek.

Approved the addition of these conclusions to the agreement between TransLink and RTP2000 respecting decisions on alignments and station locations for preliminary design.

There is agreement on the alignments and station/portal locations between the City of Coquitlam, RTP2000 and TransLink, as well as general acceptance through the public consultation process.

Item 3.2—Port Moody Coquitlam SkyTrain Line – Port Moody Portal Options

The Board requested Rapid Transit Project 2000 Ltd. (RTP2000) to conduct further design work on two portal options as outlined below, leading to the selection of the "best" option. The further design work shall address the issues around community impacts, transport of material excavated for the tunnel; optimization of designs; evaluation of risks; comparison of the options; and cost estimating:

The tunnel alignment (Option B-Extended or B+) that travels under the Seaview Neighbourhood, Barnet Highway, and Schoolhouse Creek, with a portal location in the vicinity of Elgin Street;

The tunnel alignment (Option C) that would emerge from the side slope above View Street, leading to a short section of elevated guideway

over Barnet Highway and Schoolhouse Creek, and descending to an at-grade alignment adjacent the CP Rail right-of-way between Elgin and Queen Streets.

A technical report commissioned by RTP2000 had questioned the feasibility of Option B+. However, TransLink authorized an independent peer review of that report; the review found both Options B+ and C worthy of further design work.

The City of Port Moody has indicated that it prefers Option B+.

Item 3.3—Fourth Quarter (Oct – Dec) – 2000 Capital Project Summary Project

The Board took the following actions on this matter:

Received the report, titled as above, for information;

Directed staff to cancel two bus orders (Capital Projects 0013 and 0014) totalling \$32,552,800;
Received for information a budget change to Project 9150 *AirCare Equipment Upgrade*.

The cancelled bus orders—totalling 79 buses—were scheduled for delivery in 2002. Due to the proposed service reductions to meet the operating budget constraints, these buses are no longer required.

An additional \$600,000 has been added to Project 9150 – *AirCare Equipment Upgrade* to cover potential GST costs.

Item 3.4—2001 Final Budget

The Board approved the 2001 Final Budget, as presented in the report. The Board directed staff to prepare the necessary funding by-laws for

approval at the March 31 meeting. The budget is consistent with the direction established by the Board in February. Without a funding source in place to maintain services at their present level, TransLink will be reducing transit services by \$5 million and road maintenance funding provided to municipalities by \$2 million in 2001. As well, costs to start-up and operate the Millennium Line SkyTrain line—which is being constructed by the province—have been removed from the 2001 budget. (By law, TransLink cannot operate at a deficit.)

If a solution to meet the funding gap for 2002 and onwards is not found within the next four or five months, the service and operating impacts in 2002 will be dramatic.

KPMG Consulting has reviewed the figures contained in TransLink's 2001 Final Budget and in its forecasts for 2002 and 2003. The KPMG review concluded that:

"TransLink's budgeted revenues and expenditures are based on a realistic set of assumptions"
The 2001 deficit "could not be eliminated without a significant reduction... in the services delivered"
"The 2001 – 2003 budget/forecasts appear reasonable, with no apparent bias either optimistically or pessimistically"

Item 3.5—2001 Final Program Plan

The Board referred the report, titled as above, to the March 31 TransLink Committee of the Whole meeting.

Item 3.6—Proposed Bus Service Reductions

The Board referred the report, titled as above, to the March 31 TransLink Committee of the Whole meeting.

Item 3.7—Cancellation of #358 Seaside Bus Service in White Rock

The Board deferred its decision on this matter until the TransLink Committee of the Whole meeting on March 31.

Item 3.8—Response to CAW Proposal for Extended Hours on SeaBus

The Board retained the existing hours of operation on SeaBus and that a copy of this report with a letter acknowledging the suggestion be sent to the Canadian Auto Workers (CAW), Local 2200.

The CAW had proposed that SeaBus workers would agree to increase their hours of work at straight time pay rates to allow the hours of operation to be extended. Analysis by TransLink and Coast Mountain Bus Company determined that the cost per new passenger generated by the extended hours would be high (\$11.82). Also, the extension of operating hours would compromise the limited shutdown window that is available (and required) to conduct maintenance on the two SeaBus vessels.

Item 3.9—West Coast Express TrainBus – One-Year Review

The Board took the following actions on this matter:

Approved the discontinuation of the existing TrainBus pilot project effective August 2001; and Voted not to approve the expansion of the TrainBus service.

In September 1999, West Coast Express began the operation of an evening bus service called TrainBus that was intended to supplement the

five a.m. and p.m. train trips.

Research conducted in October 2000 revealed that the majority of the TrainBus customers were previously using transit—either the West Coast Express train or regular bus and SkyTrain service. Only a small number of TrainBus customers actually switched from other modes of transportation. As a consequence, costs have increased without a significant increase in revenue.

The TrainBus pilot service did demonstrate a demand for premium services complimenting the West Coast Express train service. To capitalize on this market opportunity in the future, the Northeast Sector Area Plan process, currently underway, will explore enhanced or premium service options for the Barnet corridor for possible implementation within the next five years.

Item 3.10—Transit Services Performance Report for Fourth Quarter 2000

The Board received the report, titled as above, for information. The report includes a regional overview, performance indicators and results of the Rider Satisfaction Survey of the conventional transit services by mode. It also includes the performance indicators for the custom transit services. Here are some of the performance highlights for the year 2000:

The conventional transit system carried over 129 million revenue passengers—a 2.1 % more customers than targeted in spite of a significant fare increase during the year. Service hour levels were increased by 4.4 % from the previous year. Higher fare revenues more than offset higher operating costs, leading to a better-than-expected operating cost recovery ratio of 51.4 % for the regional conventional transit system.

Item 3.11—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 (Surrey, Delta, White Rock, Langley City and Township) and the North Shore. Work is under-way for Area Transit Plans in the Northeast Sector and Burnaby/New Westminster. Given the current funding situation, it appears that the majority of the service improvements from the approved area transit plans will be deferred until future years.

Item 3.12—Burnaby Heights Community Shuttle – Six-Month Review

The Board received the report, titled as above, for information. The report provides an overview of the first six months of operation of the Burnaby Heights Community Shuttle service.

As part of the 2000 Program Plan, the Board approved the introduction of a Community Shuttle service to replace a poorly utilized conventional transit service in the Burnaby Heights neighbourhood in the City of Burnaby. The contract to operate the Community Shuttle service was awarded to Bonny's Taxi Ltd. The service commenced operation on September 4, 2000.

The vehicle is an eight-passenger minibus with space to accommodate two-wheelchair positions. The small vehicle was specifically chosen because of the low utilization of the previous conventional transit service and to accommodate the traffic calming measures proposed by the City of Burnaby, which would preclude big bus operation.

Shuttle ridership and revenues have been monitored closely since the start-up. Surveys were also conducted on board shuttle vehicles and a household survey was undertaken to solicit feedback on the new service. The results are positive:

Cost per passenger reduced by 46 %
Hourly cost down by 37 %
Higher-than-average customer satisfaction ratings
90 % of residents support the use of smaller vehicles

Item 3.13—TransLink Business Plan 2001 – 2003

The Board approved the report, titled as above.

Over the next three years, TransLink will focus on achieving the following goals:
Consensus on a long-term strategic plan and short-term implementation program;
A financially sustainable implementation program to the end of 2003;
Continuous improvement and innovation;
Improved relations and partnerships with senior governments;
Resolution of outstanding administrative and organizational issues;
Resolution of SkyTrain issues;
Effective communication to build community consensus on the future of our transportation systems.

This three-year plan will provide a transition to a longer-range plan for transportation in the region. That plan will necessarily have to reconcile the conflict between the need for transportation improvements and the collective willingness and ability to pay for them.



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

Date: Saturday, March 31
Time: 9:00 am
Location: Greater Vancouver Regional District
2nd Floor Boardroom
4330 Kingsway, Burnaby

The next regular TransLink Board meeting will be:

Date: Friday, April 20
Time: 8:00 am
Location: Greater Vancouver Regional District
2nd Floor Boardroom
4330 Kingsway, Burnaby