



TRANSLINK BOARD-IN-BRIEF— APRIL 19, 2002

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

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—Capital Expenditure Approval – Delegation of Authority

The Board amended the Capital Project Approval policy by adding the following wording to section 3. Project Savings: "The Finance and Audit Committee can authorize the transfer of funds that exceed the CEO or delegate approval level."

The amendment allows the Finance and Audit Committee to approve increases to project budgets that exceed the CEO approval threshold (the lower of \$500,000 or 10% of the program budget) instead of requiring Board approval. This revision will streamline the process while retaining the Board's role in establishing the overall capital spending envelope.

Item 4.2—2002 Capital Program

The Board approved the 2002 Capital Program as outlined in the report by staff.

21 new projects totalling \$104.2 million comprise the 2002 Capital Program. Many of these projects are deferrals from 2001.

Item 4.3—2002 Capital Program Projects – Specific Project Approvals

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

- 2002 Community Shuttle – 12 Expansion Minibuses – Budget: \$1,685,000;
- SkyTrain Running Rail Replacement between Burrard and Waterfront Stations – Budget: \$692,000;
- SeaBus Terminals Flooring Restoration – Budget: \$330,000;
- SeaBus Terminals Sheet Pile Wall Corrosion Protection – Budget: \$385,000.

Item 4.4—Transportation Technology Vision – Intelligent Transportation Systems (ITS) Vision & Strategic Plan – Final Report

The Board approved the Provincial ITS Vision and Strategic Plan final report.

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 applications of ITS include automatic vehicle location, traffic signal priority for transit vehicles, traveller information, and cross-border tracking of goods movement.

The ITS Corporation is an operating subsidiary of TransLink mandated to define a regional ITS program. Representatives from major transportation organizations in the province form the ITS Corporation's Board of Directors. It should be noted that, while the ITS Vision and Strategic Plan began as a regional initiative, the scope was broadened to become a provincial plan that also includes involvement and funding assistance from the federal government.

Item 4.5—Community Shuttle Delivery Strategy

The Board:

- Endorsed the strategy presented in the report dated April 11, 2002 entitled "Community Shuttle Delivery Strategy;" and
- Directed staff to proceed with implementation of Community Shuttle services.

The strategy will address the need to introduce more cost-effective and community friendly minibus services in lower density communities, replacing large under-utilized buses. Community Shuttle services have already been introduced successfully in north Burnaby and on Bowen Island.

Community Shuttle services will be introduced in 2002 to White Rock, south Surrey and Langley; expansion across the region will take place in 2003 and 2004.

TransLink proposes to assign the White Rock / South Surrey Community Shuttle services to Coast Mountain Bus Company, provided CMBC produces an acceptable operating plan and budget. It is proposed that a request for proposals be issued to the private sector for the Langley Community Shuttle service and CMBC not be permitted to submit a proposal for that service, thereby allowing for a simple procurement process and providing a private sector benchmark for comparison purposes.

In 2003 and 2004, it is proposed that all Community Shuttle services go to request for proposals and, based on 2002 performance, that CMBC be allowed to submit proposals. This will ensure competition in the delivery of the Community Shuttle services, reducing cost and increasing innovation and customer service.

Item 4.6—2001 Audited Financial Statements

The Board:

- Approved the 2001 Audited Financial Statements; and
- Appointed two Directors to sign the approved Audited Financial Statements.

The Audited Financial Statements provide a summary review of TransLink's consolidated financial position and operations for the year ended December 31, 2001.

Item 4.7—Reciprocal Government of BC Bus Pass – Tariff Amendment

The Board passed and adopted "The Greater Vancouver Transportation Authority 2002 Tariff Amendment" By-Law Number 24-2002.

The Transit Tariff is the formal document that sets out the rules, terms and conditions related to the administration and enforcement of the fare system. This by-law corrects an oversight of the reciprocal pass privilege for Government of BC Bus Pass holders. Passes issued for BC Transit systems in the rest of the province are also valid on the TransLink bus system (including West Vancouver Blue Buses), SeaBus and SkyTrain.

Item 4.8—Request for Exemption from Power Levy

The Board, upon application being made, exempted Mr. Steven W. Veerman of Delta from payment of the power levy for his second Hydro account effective January 1994. Notice of such exemption will be provided to the collector.

Section 28(5) of the Greater Transportation Authority Act authorizes the Board to exempt persons from the payment of the power levies added to a second account for a property.

Item 4.9—Implementing and Financing Transportation Infrastructure Projects

The Board endorsed the proposed approach (as per the report) to developing a regional consensus on the implementation and funding of transportation infrastructure projects.

Stage 1 of this approach will involve regional dialogue with residents, stakeholders and other levels of government to affirm high priority projects. Stage 2 will involve supporting research and analysis.

Item 4.10—Richmond/Airport/Vancouver Rapid Transit Project Status Update

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

Work to date on the project indicates that a rapid transit system between Vancouver and Richmond, with a connection to Sea Island and the Airport, has significant positive benefits for the community and confirms existing TransLink policy that such a system should be constructed sooner rather than later. The public-private partnership analysis suggests that significant benefits may be achievable through utilization of private sector expertise in the design, development and approval of the project.

Work in the next phase, together with a region-wide funding review taking into account the Vancouver/Airport/Richmond line and other capital priorities, is intended to provide the TransLink Board with the information to make a decision as to whether to proceed. In light of Olympic timing, this work and the decision must take place in the next 10 months.

Item 4.11—2001 Revenue and Expenditure Report

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

In 2001, expenditures exceeded revenues by \$13.88 million. The deficit has drawn down the reserve to \$28.11 million at December 31.

Item 4.12—Transit Services Performance Report for 2001

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

The overall performance in terms of revenue passengers, operating cost per service hour and cost recovery declined in 2001-- mainly due to the impact of the four-month transit strike.

Item 4.13—First Quarter 2000 Financial Results

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

Revenues in total are 0.1% under budget for the first quarter. It appears that transit fare revenues are recovering slightly faster than anticipated after last year's strike.

Expenditures are 5.4% under budget in the first quarter. However, it is too early to assume that these savings will continue to the end of the year. Timing differences are the likely reason for the majority of the savings.

The next TransLink Board meeting will be held:

Date: Monday, May 13 (changed from the original date of Friday, May 17)
Time: 8:00 a.m.
Location: Surrey City Hall—Council Chambers
14245 – 56 Avenue