



BOARD-IN-BRIEF – APRIL 20, 2001

Here are the main points from the April 20 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—2000 Audited Financial Statements

The Board approved the 2000 Audited Financial Statements, and approved two Directors to sign those documents.

The consolidated financial statements combine the accounts of TransLink and its subsidiaries, as well as TransLink's 90 % interest in Transportation Property and Casualty Company Inc. The financial statements have been audited by KPMG and were found to fairly present the financial position and operations of TransLink for 2000.

Details of actual revenues and expenditures compared to the 2000 budget are found in a separate report titled "2000 Expenditures and Revenues."

Item 3.2—Final Report on Richmond/Airport Rapid Transit Project; Progress Report on Macquarie North America's Public-Private Partnership (PPP) Review

The Board moved, seconded and carried the following actions on this item:

- That the Board receive the information contained in the Multiple Account Evaluation for information, and reaffirm the development of the Richmond/Airport to Vancouver rapid transit link as a medium-term policy objective.
- That the contracts of Macquarie North America and the Project Director be extended to conduct additional analysis on a continued multi-agency basis; this analysis would include private-public partnership approaches and further investigation of commercial issues, including market and technical issues related to a possible Airport service, with funding of \$75,000 to be provided by each of TransLink and the Vancouver International Airport.

- That based on the greater benefits associated with grade separation, Macquarie's comments on grade-separated and at-grade options from a private sector perspective, and community concerns, the CEO recommends that at-grade rail transit options in Vancouver be excluded from any further analysis for this project; for clarification, in Vancouver, analysis would be restricted to underground options.
- That Macquarie's conclusions on the potential for a public-private partnership approach for the Richmond/Airport to Vancouver rapid transit link and a crossing of the Fraser River be reported back to the Board by July.
- That project funding for the Richmond/Airport to Vancouver Rapid Transit Project be supported from new sources that are additional to existing assets and current revenue incomes, with no negative impact on the existing services and commitments.
- That the Board convey to the Federal Government that the Board's priority, as stated in the Strategic Transportation Plan, is funding for the core transit system and the Major Road Network.

The report presents the analysis of the Richmond/Airport Rapid Transit Project team for Phase 2 of the project, as well as preliminary conclusions from the Macquarie North America review of PPP approaches to the construction of the connection.

In Phase 2, the Richmond/Airport to Vancouver Rapid Transit Project undertook a cost/benefit analysis of the connection using a multiple account methodology. Given longstanding regional policy, and an extensive history of technical consulting reports, this analysis was directed to the question of timing: should the line be constructed earlier (consistent with regional policy) or later? The report concludes that while quantitative measures—costs and benefits—do not provide a clear answer within the limits of the analysis, qualitative benefits—such as more appropriate urban development, and the advantages for the environment, the economy, and liveability of the region—lead to a conclusion to build rail transit from Richmond and the Airport sooner rather than later. Therefore, the report recommends that existing regional policy be reaffirmed.

Macquarie North America conducted its work concurrently with the cost/benefit analysis. Macquarie suggests that appropriate participation by the private sector could provide a rapid transit line for a lower cost. However, the Macquarie preliminary conclusions would require that government adopt a different approach to project development, with a focus on commercial considerations. These include the development of a premium service to the Airport, possible revisions to fare structures, the incorporation of innovative revenue generating uses in stations, the application of transportation demand management measures, and the incorporation of existing elements of the transportation system into a private-public partnership, as well as developing an approval process to balance certainty for the private sector with participation by agencies and the community.

The Macquarie analysis noted significant concerns related to an at-grade construction in Vancouver. They noted the significantly greater benefits from a grade-separated system, and significant community concerns related to an at-grade system.

Item 3.3—Port Moody Coquitlam Line – Coquitlam Section Preferred Option for Station Locations and Alignment along the Pinetree Corridor

The Board deferred this item to the TransLink Committee of the Whole meeting on Wednesday, May 2.

Item 3.4—Diesel Fuel Recommendation (including Supplementary Memo)

The Board approved a switch from No. 1 to No. 2 grade diesel fuel to achieve substantial savings in the operation of transit buses. The Board will also direct TransLink staff in the development of a long-term, cost-effective operating policy regarding diesel fuel use for TransLink that supports GVRD Air Quality initiatives.

Fuel cost savings for TransLink are estimated at approximately \$760,000 annually. The savings will come from the lower cost per litre of No. 2 diesel (1 cent per litre) and improved fuel economy (2.3%) that results from using No. 2 diesel.

Item 3.5—2000 Capital Projects – Specific Project Approval

The Board provided specific project approval for expansion of the bus loop at the Walnut Grove Park-and-Ride in Langley. The budget for this project is \$360,000.

As part of the 200th Street Interchange Project, the British Columbia Transportation Financing Authority (BCTFA) plans to relocate the existing Walnut Grove Park-and-Ride lot from its current location on 88th Avenue to a location nearer the new interchange.

Item 3.6 was removed from the agenda

Item 3.7—Transit Conduct and Safety Rules

The Board rescinded the existing Article 12 of the Transit Conduct and Safety Rules, and approved the following revised Article 12 for inclusion in the Transit Conduct and Safety Rules:

“No person shall offer any service or sell or offer any newspapers, magazines, pamphlets, leaflets, printed matter or merchandise of any kind, or beg or solicit for any purpose whatsoever in or upon transit vehicles or transit properties, except:

- (a) distribution of printed material for non-commercial purposes will be permitted on transit properties, other than transit vehicles or fare-paid zones provided such activities:

- (i) do not impede the movement of persons to and from transit vehicles,
 - (ii) do not hinder access to automatic ticket vending machines,
 - (iii) do not result in littering on transit properties, and
 - (iv) are not otherwise incompatible with the provision of public transit services; or
- (b) as authorized by a transit employee.”

The rescinded version of Article 12 was found to be excessively restrictive, particularly in respect to political campaigning during federal, provincial and municipal elections. The new Article 12 offers a reasonable balance between TransLink’s responsibility to provide safe, comfortable and convenient service to customers and the rights to individual freedom of expression.

Item 3.8—Rules of Procedure – Rescinding and/or Reconsidering a Matter

The Board amended “Schedule A to Resolution Dated October 9, 1998 to Adopt Rules of Procedure” by adding section 6.7 as follows:

“Rescinding Votes

- 6.7 A previous resolution of the Board passed in the current term may be rescinded if the motion to rescind is made by a member who previously voted on the prevailing side and the resolution to rescind is adopted by at least two-thirds of the members of the Board.”

The Board has previously encountered procedural challenges that have resulted in a need to consider alternatives for dealing with a motion to rescind or reconsider a vote. This amendment provides the broadest degree of latitude for members to bring forward an item for reconsideration.

Item 3.9—Request for Exemption from Hydro Regional Transit Levy

The Board exempted a resident from payment of the power levy for a second Hydro account on a residential property.

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

Item 3.10—Status Report on Area Transit Plans

The Board received the April 2 report, titled as above, for information.

TransLink is currently engaged in two Area Transit Plan processes, for the Northeast Sector and Burnaby/New Westminster. The completion of these Area Transit Plans will respond to community transit issues and increase transit ridership to achieve Strategic Transportation Plan objectives, subject to the availability of funding.

Item 3.11—Request for Proposals – Fibre Optic Cables on SkyTrain Infrastructure

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

An opportunity assessment undertaken by Planetworks Consulting Corporation indicated a high interest by telecommunication carriers to construct a cable duct system on the SkyTrain guideway. It estimated there was potential revenue of \$500,000 to \$1,500,000 per year. The Board subsequently authorized TransLink staff to issue a request for proposals for a long-term lease arrangement with third parties.

However, the CRTC has recently ruled in the case of Ledcor Industries vs. City of Vancouver that the City could only recover causal costs and could not charge a per meter lease fee for the use of their rights of way. It is believed that the carriers may now consider it to be cost effective to construct in a city street rather than paying a premium to locate on the guideway. The project has thus been put on hold for the time being.

Item 3.12—Disposition of False Creek Property

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

At its meeting on September 20, 2000, the Board agreed to sell a three-acre parcel of land located at Quebec Street and East 1st Avenue in the City of Vancouver that is no longer suitable for a future transit operations site due to size. The City advised TransLink that it is not interested in acquiring the property at this time.

The property can be marketed to the private sector once a site remediation plan is completed.

Item 3.13—2000 Expenditure and Revenue Report

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

The 2000 annual deficit excluding AirCare was \$17.64 million. As a result, TransLink's year-end reserve balance decreased to \$41.99 million.

Item 3.14—Latest MFA Debenture Issue

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

TransLink accesses the long-term debt markets through the Municipal Finance Authority of BC, which has 'triple A' ratings from both of the world-class agencies, Moody's and Standard and Poor's.

Item 3.15—Video Surveillance—Privacy Impact Assessment

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

Coast Mountain Bus Company has indicated its interest in considering the use of onboard video surveillance technology as a method of deterring assaults on bus operators and reducing other forms of criminal behaviour. Since TransLink and its subsidiaries are subject to the requirements of the British Columbia *Freedom of Information and Protection of Privacy Act*, a Privacy Impact Assessment has been provided to the British Columbia Information and Privacy Commissioner for his information and comment.

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

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

The next regular TransLink Board meeting will be:

Date: Wednesday, May 30
Time: 8:00 am
Location: Greater Vancouver Regional District
2nd Floor Boardroom
4330 Kingsway, Burnaby

