



TRANSLINK BOARD-IN-BRIEF— MAY 23, 2003

Here are the main points from the May 23rd meeting of the TransLink Board of Directors, featuring the specific actions taken by the Board on the agenda items.

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—Approval of Procurement Strategy and Funding Commitment for Richmond Airport Vancouver Rapid Transit

The Board:

- A. Approved in principle the preparation and issuance of a Request for Proposal (RFP) for a Richmond Airport Vancouver Rail Rapid Transit system (RAV Line) along a route that generally follows No. 3 Road, Grant McConachie Way, Cambie, Davie and Granville streets, as more particularly described in the report titled "Project Definition Report: Richmond Airport Vancouver Rapid Transit Project" dated February 2003, in accordance with Essential Project Elements (including physical and service project specifications) approved by TransLink;
- B. Directed staff to bring back a report on the key Essential Project Elements to the Board prior to issuance of the RFP;
- C. Directed staff to bring back on a report on the RFP process (including private sector comparison results), conducted by the Auditor General or other party approved by the TransLink Board, and a recommendation regarding the Best and Final Offer stage for the Board's approval prior to entering into the Best and Final Offers stage of the procurement process;
- D. Approved the creation of a TransLink-owned special purpose corporation to manage the procurement, construction and testing of the RAV Line, with a six-member Board of Directors consisting of two independent directors named by the Province, and one independent director and one representative director named by each of TransLink and the Vancouver International Airport Authority;

- E. Committed to contribute \$300 million (2003 dollars) in capital funds to the RAV Line, subject to:
 - i) The Vancouver International Airport Authority (“YVR”) committing to pay for the actual cost of the section of the line on YVR lands and the connection to the main line—currently estimated at \$250 million (2003 dollars) plus up to \$50 million (2003 dollars) in common system costs; the Province committing to contribute \$300 million (2003 dollars) to the RAV Line; and the Federal government committing to contribute \$450 million (nominal dollars) to the RAV Line;
 - ii) The Province entering into a legal agreement with the Federal government regarding its contribution to the RAV Line;
 - iii) TransLink entering into legal agreements with YVR and the Province regarding each party’s commitments to the RAV Line;
- F. Authorized the expenditure of up to \$2 million from TransLink’s operating budget (\$1 million in each of 2003 and 2004) to fund its share of the costs for the preparation and issuance of the RFP, the evaluation of proponents, and completion of contract negotiations with the successful proponents, such amount to be deducted from TransLink’s overall contribution of \$300 million (2003 dollars); and
- G. Endorsed the TransLink process to develop a new Strategic Transportation Plan and funding strategy, which will, among other things examine a phased implementation of the region’s priority projects with first priority given to the Northeast Sector rapid transit line, and that, subject to project technical and financial feasibility as well as community and civic consultation, that TransLink commit \$400 million towards the capital costs of a rapid transit line in the Northeast Sector and explore other funding partners as required, and the TransLink increase, and recommend that the GVRD ratify the increase, in the borrowing cap to cover the \$400 million capital cost of the Northeast Sector rapid transit line.

Item 4.1 (a)—Richmond-Airport-Vancouver Rapid Transit: Key Essential Elements – Vertical Alignment

The Board:

- A. Received for information the recommendations of the Cities of Richmond and Vancouver from their meetings of April 28 and May 15, respectively and forward them to the Project for further review;
- B. Approved in principle the following parameters for the vertical alignment for the RAV Line, consistent with the cities’ and the Airport’s conditions of approval as follows:
 - i) From the Southern terminus at Cook Road/Park Road at No. 3 Road to the Bridgeport Station, either at grade or elevated along No. 3 Road;
 - ii) To cross the railway tracks near Bridgeport Station, elevated;
 - iii) From Bridgeport Station to the Airport terminus, elevated;

- iv) From Bridgeport Station to 63rd Avenue on Cambie Street, elevated to cross the Fraser River, Marine Drive and other streets and railways;
 - v) For a fully grade-separated system, at grade or trench alignment between 63rd Avenue and south of 49th Avenue on Cambie Street;
 - vi) For a partially grade-separated system, at grade between 63rd and 46th Avenues;
 - vii) From 46th Avenue (or 49th Avenue if a fully separated system) to the Downtown Vancouver terminus, in tunnel; and
- C. Directed the CEO to report back in June on any other Essential Project Elements, including those dealing with green space in the cities and preservation of the heritage, landscape and urban design values of the Cambie Heritage Boulevard in Vancouver, design of any tunnel portals and any other recommendations of the cities not covered in recommendation B.

Item 4.2—Approval of GVTA Strategic Transportation Plan Amendment and Regional Funding Commitment for Richmond-Airport-Vancouver (RAV) Rapid Transit

The Board:

- A. In response to the current opportunity to receive \$1.05 billion (2003 dollars) of senior government and partner funding for a rapid transit project (RAV Line) to link downtown Vancouver to Richmond City Centre and the Vancouver International Airport, amended the existing TransLink Strategic Transportation Plan (STP) as set out in Attachment 1 to the Board report, to move the RAV Line from feasibility to implementation and enable TransLink to commit regional capital funding of \$300 million in 2003 dollars plus interest during construction;
- B. Requested the Province to validate the recommended amendment to TransLink's current Strategic Transportation Plan;
- C. Endorsed the TransLink process to develop a new Strategic Transportation Plan and funding strategy which will, among other things, examine a phased implementation of the region's priority projects with first priority given to the Northeast Sector rapid transit line with a target for the regional contribution on the project to be no more than \$400 million;
- D. Increased the existing debt cap to \$2.409 billion from \$1.639 billion to provide for a \$370 million (being \$300 million plus inflation and interest during construction) capital contribution to the RAV project, and, subject to project technical and financial feasibility as well as community and civic consultation, to provide for \$400 million to cover the \$400 million capital cost of the Northeast Sector rapid transit line, recognizing that a further increase in the debt cap may be brought before the Board in December along with the approval of the Strategic Transportation Plan and funding strategy;
- E. In relation to part D, directed staff to develop strategies to reduce the reliance on external borrowing and to continue to identify efficiencies to reduce new revenue requirements;

- F. Endorsed, in principle, the financial strategy of implementing new revenue sources available under the *Greater Vancouver Transportation Authority Act* (GVTA Act) or increasing revenue from existing sources in future years in order to fund the debt service costs and operating impacts of RAV; and
- G. Forwarded the report to the GVRD and requested that the GVRD Board of Directors endorse resolutions A to F and ratify the proposed amendment to the existing TransLink Strategic Transportation Plan, as set out in Attachment 1 of the Board report.

Item 4.3—Fraser River Crossing, Capital Project No. 0214 Additional Budget Request

The Board approved an increase of \$32.75 million to the Fraser River Crossing's (FRC) project development and property acquisition budget, with all such funds being transferred from the MRN Major Capital budget and incorporated into the project's capital costs with the intent of recovering all costs from the Authority or Concessionaire at close of transaction (contract signing).

Of the \$32.75 million in additional budget funds, \$30 million is required to advance property acquisition along the crossing alignment and \$2.75 million is for project development.

Item 4.4—2003 Capital Program Projects – Specific Project Approval

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

- Surrey Transit Centre Administration Building heating, ventilation and air conditioning (HVAC) upgrades – Budget: \$485,000
- Burnaby Transit Centre Administration Building HVAC upgrades - \$390,000
- 2003 Transit Related Road Infrastructure Program - \$3,100,000
- 2002/2003 TransLink Owned Bicycle Infrastructure Program - \$750,000

Item 4.5—Alternate Site for Oakridge Transit Centre

The Board directed staff to investigate the relocation of the Oakridge Transit Centre to the Eburne site in south Vancouver, utilizing the funding available within Project 0204 – OTC Retrofit Preliminary Design (project budget \$1 million), and to report back to the Board with a recommendation for specific project approval of the reconstruction of OTC on the existing site or the Eburne site.

The Oakridge Transit Centre at 949 West 41st Avenue in Vancouver is TransLink's largest transit centre in terms of buses and employees. OTC is now experiencing

operational deficiencies related primarily to insufficient space on the site—overcrowding, site congestions and major inefficiency issues, particularly for bus maintenance. The current site is 13.86 acres in size.

TransLink has recently purchased a 17.3-acre parcel of industrial land at the location of the former Eburne sawmill site (9149 Hudson Street). The land is well located and suitable for future transit use. The feasibility of relocating the OTC to the Eburne site will be investigated by TransLink staff.

Item 4.6—Appointment of External Auditor

The Board directed staff to tender for external audit services for TransLink and its subsidiaries for the five years 2003 to 2007.

Item 4.7—Policy Change – Bikes on SkyTrain

The Board approved an amendment to the Greater Vancouver Transportation Authority Transit Tariff to allow the carriage of bicycles on SkyTrain when there is room on the vehicle for a one-year pilot project effective June 1, 2003 in accordance with the following conditions:

- Monday to Friday, 9:30 am to 3:00 pm; and 6:30 pm until closing;
- Saturday and Sunday, and Statutory Holidays all day; and
- Persons under 13 years old with a bicycle must be accompanied by an adult.

The Board also directed staff to monitor the impact of this policy decision and provide a progress report in six months and at the end of the one-year period.

Item 4.8—First Quarter (Jan – Mar) 2003 Capital Project Summary Report

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

The total current capital budget of \$873.4 million consists of 118 projects and programs. The total forecast of \$861.9 million represents capital savings of \$11.9 million against the budget.

Item 4.9—Tariff Amendment Bylaw Number 28-2003

The Board adopted “The Greater Vancouver Transportation Authority 2003 Tariff Amendment Bylaw Number 28-2003” to formalize the Board’s approval for a change to the Transit Tariff to allow for the implementation of a policy allowing for the carriage of bicycles on SkyTrain, effective June 1, 2003.

Item 4.10—Bill 64 – 2003: Transportation Statutes Amendment Act, 2003

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

Bill 64 – 2003 was introduced in the British Columbia Legislative Assembly for first reading on May 14. Sections 3 and 4 of Bill 64 proposes to amend the *Greater Vancouver Transportation Authority Act* (GVTA Act) by adding the Richmond-Airport-Vancouver Project as a defined term under section 1(1) and adding a new section 16.1.

The next TransLink Board meeting will be held as follows:

Date: Friday, June 21
Time: 9:00 a.m.
Location: Not yet finalized