

TRANSLINK BOARD-IN-BRIEF – JUNE 21, 2000

Here are the main points from the June 21st TransLink Board of Directors meeting. The complete agenda and supporting reports for every Board meeting are posted on TransLink's website (www.translink.bc.ca). Click on "Board Meeting Agenda and Reports" and then on the meeting date. This document is also posted on TransLink's website—click on "Board-in-Brief" and then on the meeting date.

Note: Board-in-Brief is not the official minutes of the Board meeting, and should not be interpreted as such. The minutes of this meeting will be adopted by the TransLink Board at its next regular meeting.

Item 3.1—First Quarter 2000 Expenditure and Revenue Forecast

The Board received a report that provided projections of total expenditures, revenues and reserve balance for the 2000 fiscal year based on actual results to March 31.

It is anticipated that the 2000 annual deficit will be \$12.6 million-- \$17.7 million lower than the budgeted deficit. The reserve balance, originally projected to be \$29.2 million at year end, is now forecast to be \$47 million on December 31.

Item 3.2—Tender/Contract Award Information—April 1, 2000 to May 31, 2000

The Board received a report providing information on the award of contracts valued at, or originally estimated at more than \$250,000.

The following contracts were awarded during the months of March, April and May 2000:

1. Orion Bus Industries of Mississauga, Ontario-- \$29,257,872 for the supply and delivery of 76 forty-foot high-floor clean diesel express buses.
2. Imperial Paving Limited-- \$6,398,814 for the No. 98 B-Line Richmond civil works.
3. West Coast Engineering Ltd.-- \$592,588 for supply and delivery of traffic signal poles and street light and banner poles for the Richmond No. 98 B-Line civil work. (TransLink will recover approximately 47 per cent of the costs from the City of Richmond.)
4. Keith Plumbing & Heating Co. Ltd.-- \$500,000 for the supply and installation of the works required to upgrade the wastewater treatment system at Burnaby Transit Centre.
5. Cochrane Engineering Ltd.-- \$330, 527 for the development of a bus operations and maintenance facilities plan.
6. Corporate Express-- \$330,000 for the supply of stationery items for TransLink and Coast Mountain Bus Company Ltd. for a two-year period.

Item 3.3—Treasury Policies

The Board passed a motion to forward a report, titled Treasury Policies, to financial staff of the City of Vancouver for comment and input. The report recommends that the GVTA's policy for investments echoes that of the GVRD.

Item 3.4—Project 1875 – Electronic Farebox Request for Capital Budget Re-allocation

The Board approved the re-allocation of \$1,110,000 in capital funding from the Capital Contingency Reserve to the Electronic Farebox Project to accommodate an additional 77 fareboxes required to meet the current conventional bus fleet projection in the Strategic Transportation Plan. Funds were originally budgeted for 1184 units; on review of bus fleet projections, it was determined that 1261 units were required.

These new electronic fareboxes will process and verify both cash and prepaid fares, and offer the following benefits:

- Reduced fare evasion;
- Reduced fare disputes between operators and customers;
- Increased revenue and ridership data by route;
- Increased revenue control; and
- The infrastructure to permit the introduction of new forms of prepaid fare media (e.g. multi-ride, stored-value and 'smart' cards.

Item 3.5—2000 Capital Projects – Specific Project Approval

The Board gave specific project approval for the following 2000 capital projects:

- Bus fleet replacement – 50 forty-foot, low-floor, clean diesel buses. Budget: \$20,265,200.
- Bus fleet expansion—29 forty-foot, low-floor, clean diesel buses. Budget: \$12,287,600.
- Major Road Network rehabilitation. Budget: \$6,735,000.
- TransLink-Owned Bicycle Facility Program. Budget: \$698,000.
- Steveston Passenger Facilities and Relief Point. Budget: \$730,000.
- West Coast Express network controller unit / communication upgrade. Budget: \$418,300.
- Albion Ferry administration office expansion. Budget: \$231,400.
- SkyTrain Station platform-edge warning system. Budget: \$2,103,900.
- Coquitlam SkyTrain station extension consulting/contractor services. Budget: \$1,125,000.

Item 3.6—Trolley Bus Fleet Replacement

The Board approved the following recommendations:

- A) Replacement of the present trolley bus fleet with a current service requirement of
 - 205 low-floor, standard (12-metre) electric trolley buses, plus an option of either 60 low-floor standard trolleys or 40 low-floor articulated (18-metre) electric trolley buses, at a cost of \$251 million - \$255 million as per Table 4 of the report.
- B) Inclusion of a fleet expansion option in the procurement to meet service requirements to 2006 for a further
 - 60 low-floor standard electric trolley buses, or
 - 40 low-floor articulated electric trolley buses.
- C) The concept of banking carbon dioxide emission credits incurred due to the avoidance of emissions from the purchase of trolley buses instead of diesel buses.

The existing trolley fleet is nearly 18 years old and nearing the end of its operational life. Upgrading the trolley fleet was also one of the major issues put forward by the public during TransLink's consultations on the Strategic Transportation Plan.

Trolleys provide quiet, environmentally-friendly transportation.

Item 3.7—Richmond Area Transit Plan Year 1: #98 B-Line and City Bus Integration

The Board approved the Richmond Area Transit Plan Year 1 report and directed staff to proceed with implementation of the September, 2000 changes. The Board also referred the report to the City of Richmond for review and comment.

TransLink will implement a major restructuring of transit service in Richmond to reflect changes in travel patterns that have evolved over the past 20 years. Proposed transit service changes include:

- Improved service within Richmond including increased frequency on routes, extended hours of operation and more direct (cross-town) services linking residential areas with employment centres;
- Improved service within the City Centre including very frequent B-Line service as well as a new busway facility along No. 3 Road;
- Improved service to the Airport from Vancouver and Richmond including increased frequency, hours of operation and speed of travel;
- Improved service to UBC including introduction of a direct route between Richmond Centre and UBC;

- Improved service to Vancouver including a frequent B-Line route that reduces travel time from the City Centre as well as direct express routes for peak hour commuters from west and south Richmond bypassing the City Centre direct to Vancouver; and
- Improved service connecting major regional centres including a new Express Bus route between central Surrey, North Delta and Richmond.
- All buses will have bicycle racks for carrying two bicycles.

The above improvements are proposed for introduction in December 2000, with the exception of the B-Line and UBC service. The latter will be introduced in September although it is proposed to operate the B-Line service on a partial route and schedule between downtown Vancouver and the new Airport transit station at Russ Baker Way and Miller Road.

Item 3.8—2001 Program Plan Development

The Board received, for information, the report titled 2001 Program Plan Development.

TransLink is about to initiate the planning for developing the 2001 Program Plan. The 2001 Plan should reflect the following:

- First full year of implementation of the approved Strategic Transportation Plan;
- Introduction of Area Transit Plan recommendations from Richmond, South of Fraser, and North Shore;
- Opening of a portion of the new SkyTrain line, expansion of SkyTrain capacity and upgrading of Coquitlam, Port Coquitlam and New Westminster bus routes to connect with the new SkyTrain, and
- Optimization of the system as a result of improved transit monitoring.

Item 3.9—Transit Service Extension Request to Mission Border

The Board directed staff to advise Ms. Linda Meyer that her requested extension of bus service toward the District of Mission boundary cannot be accommodated at the present time due to the limitations of the existing roads. The Board also directed staff to investigate the feasibility of the extension as a specific task in the Area Planning Program for Maple Ridge scheduled for 2001.

Item 3.10— Performance Report of Transit Services for First Quarter 2000

The Board received the Performance Report of Transit Services for First Quarter 2000. Notable points included:

- Region-wide conventional transit service hours increased by 6.1 % compared to the same period last year
- Conventional transit ridership measured in linked trips (revenue passengers) increased by 7.3 %
- Operating cost per service hour for the Vancouver Region's Conventional Transit is 0.5 % lower than during the same period in 1999, and is favourable to target by 1.6 %
- Conventional transit fare revenue is 11.2 % higher than last year and 2.6 % higher than the target.

Item 3.11—Status Report on Area Transit Plans

The Board received the Status Report on Area Transit Plans for information. The report provides a brief update on the status of the three Area Transit Plans (Richmond, South of Fraser, North Shore) since the May 2000 meeting.

Preliminary draft reports of the final plans for each of the three areas have been prepared for comment by TransLink and municipal staff and for input from the Public Advisory Committee.

Item 3.12—First Quarter Status Report & Municipal Update

The Board received the June 21st report titled First Quarter Status Report & Municipal Update, and will be forwarding it to municipal Councils and other stakeholders for their information on TransLink's progress.

The report provides the TransLink Board and municipal Councils with an overview of key initiatives completed or initiated during the first quarter of 2000.

Item 3.13—Status Report on #98 B-Line Infrastructure

The Board received the Status Report on #98 B-Line Infrastructure for information.

Substantial completion of the new Richmond Transit Centre is expected in July. Transit operations are scheduled to begin in September.

Item 3.14—Progress Report – Rapid Transit

The Board received the Progress Report on Rapid Transit for information. The Board also approved a recommendation to appoint Director Kumagai to the Rapid Transit Sub-Committee and include planning for rapid transit to Richmond and the Airport within its mandate.

The Coquitlam extension is TransLink's priority; Chair Puil has advised the provincial government that a formal agreement on the extension is desired early in 2001.

TransLink has also advised the provincial government that it concurs with Vancouver's request to extend SkyTrain west to Granville Street. The provincial negotiator responded that more information is required before the Province can make a knowledgeable decision as to its position.

Item 3.15— Station Car Pilot Program

The Board received the Station Car Pilot Program report for information, and directed staff to release an Expression of Interest for operation of the proposed pilots.

Rather than attempting to service low-density areas with conventional bus routes, a user-pay fleet of two-person micro cars will be deployed to serve residential and low-density business areas within a 10-kilometre radius of designated transit stations.

TransLink will undertake three pilot programs in the region-- at Edmonds SkyTrain station, 98 B-Line Airport Exchange, and West Coast Express Coquitlam Central station. Goals of the pilot program are:

- To show the acceptability of the multiple-user cars
- To develop/demonstrate intelligent electronics to support multiple use
- To learn how to maximize multiple use without interfering with the instant mobility needs of the user
- To drive the cost out of providing the service (relative to traditional car rental) to make station cars cost-effective from the consumer's viewpoint

Item 3.16—Transportation and Climate Change: Options for Action

The Board requested that the federal government:

- consult directly with the appropriate municipal and regional agencies in Greater Vancouver, Montreal and Toronto regarding the development of a coherent national program to assist metropolitan areas to address greenhouse gas, growth management and transportation problems in these areas;
- recognize that it is in the national economic interest for there to be healthy, vibrant and efficient cities and implement a stable and ongoing program for funding urban transportation in the three large metropolitan areas.

The Board also directed TransLink staff to coordinate their efforts with the staff of the appropriate municipal and regional agencies in Greater Vancouver, Toronto and Montreal to make these actions more effective.

Item 3.17—Lower Mainland Truck Freight Study: Progress Report

The Board voted to defer discussion on the Lower Mainland Truck Freight Study Progress Report until the July 19th Board meeting.

Item 3.18—Terms of Reference for the Strategic Transportation Plan Technical Advisory Committee

The Board approved the revised Terms of Reference for the Strategic Transportation Plan Technical Advisory Committee, and formally received the correspondence from the Strategic Transportation Plan Technical Advisory Committee to the TransLink Board of Directors (dated March 22, 2000).

The Strategic Transportation Plan Technical Advisory Committee serves as an important conduit between TransLink and key private and public sector interests in the transportation system. Originally developed to advise and guide the development of TransLink's Strategic Transportation Plan, the committee will now continue to provide input into other important TransLink strategies.

The next Committee of the Whole meeting will be held Wednesday July 5th @ 11:30 am in the 2nd Floor Boardroom of the Greater Vancouver Regional District, 4330 Kingsway in Burnaby.

The next regular TransLink Board meeting will be Wednesday July 19th @ 8:00 am, also in the 2nd Floor Boardroom of the GVRD.