



BOARD-IN-BRIEF – JUNE 22, 2001

Here are the main points from the June 22 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 4.1—Transit Services Performance Report

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

The report summarizes the performance of the conventional and custom transit services for January to March 2001. Performance highlights include:

- Service hour levels are 0.8% higher than in the previous year. Delivered hours during the first three months are over one million hours of service.
- Operating costs show a 0.3% favourable variance, and debt servicing costs are 1.8% lower than budgeted. (This may be more of a timing difference; no forecasts have yet been made.)
- Higher fare revenues more than offset the increased operating costs, leading to an operating cost recovery ratio of 54.0% for the regional conventional transit.
- Custom transit programs are within their budgets, but approximately 4% fewer hours than planned have so far been delivered. Productivity measured in customer trips per service hour has stayed the same as in the previous years.

Item 4.2—Expansion of Albion Ferry Capacity

The Board deferred decisions on this matter until its July 20 meeting.

Item 4.3—Appointment of Director – ITS Corporation

The Board ratified the acceptance of the resignation of former TransLink CEO Ken Dobell, and the appointment of new TransLink CEO Pat Jacobsen to the Board of the ITS Corporation as Director and Chair.

The Regional ITS Corporation is an operating subsidiary of TransLink, currently developing a multi-agency Provincial Intelligent Transportation Systems (ITS) Vision and Strategic Plan to guide development and deployment of ITS in BC.

Item 4.4—Appointment of Director – ITS Corporation

The Board ratified the acceptance of the resignation of James Ireland, Manager of Information Systems for the Vancouver Port Authority, and appointed Jim Crandles, Director of Port Development for the Vancouver Port Authority to the Board of the ITS Corporation as the Director representing the Vancouver Port Authority (VPA).

The VPA has reviewed the responsibilities of Board participation and considers Mr. Crandles' responsibilities to be a better fit.

Item 4.5—2001-2002 Expenditure and Revenue Estimate

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

The report shows that the financial impact of a three-month labour dispute could vary from a net cost of \$1 million to net savings of \$11 million dependent on the size and duration of ridership loss. These estimates contain no provision for additional costs arising from the eventual labour contract settlements of TransLink or its subsidiaries.

The deficit for 2001 could range from \$13 million to \$22 million, which compares to the budgeted deficit of \$28 million. Reserves remaining at the end of 2001 for any scenario will be inadequate to cover the 2002 forecast loss, which could vary from \$51 million to \$55 million.

Item 4.6—2001 Capital Program

The Board approved the proposed 2001 Capital Program as outlined in the accompanying report.

In March 2001, the Board approved the 2001 Final Budget, which authorized capital spending for 2001-2003 consistent with the requirement to balance the 2001 operating budget and to reduce expenditures in 2002-2003. Capital spending over the 2001-2003

period has been reduced by estimated \$295 million, compared to the original expansion scenario, to achieve necessary savings in debt service costs.

The capital spending reduction of \$295 million was achieved by foregoing planned expansion of the vehicle fleets and transit depots, and by cutting back on other planned capital works which would have been required to support an expanding transportation system.

Item 4.7—2001 Capital Projects – Specific Project Approval

The Board provided specific project approval for the following 2001 capital project:

- SkyTrain Running Rail Replacement—22nd St. to New Westminster—Budget: \$718,000.

Beyond the regular wear on the rail, curved track is subject to higher stress levels and additional maintenance rail grinding than tangent track. Replacement of the worn running rails between 22nd Street Station and New Westminster Station is required to prevent rail fractures and to avoid having to reduce train speeds on this section of track. This situation is similar to the curve near Main Street Station, where the rails were replaced in 1997.

Item 4.8—2000 Capital Projects – Specific Project Approval

The Board provided specific project approval for the following 2000 capital project:

- Metrotown Bus Loop Surface Repairs – Budget: \$890,000.

A durable, long-lasting repair of the Metrotown Bus Loop concrete driving surface will resolve the significant deterioration problems exhibited in recent years, and will reduce the safety concerns and maintenance requirements at the site. The loop will be temporarily relocated for two months this summer to facilitate this work.

Item 4.9—Special Major Road Network Structures

The Board approved the maximum contribution of \$1,115,000 from the 2000 and 2001 Major Road Network (MRN) Minor Capital Program residuals towards the five structures identified in the report titled “Special Major Road Network Structures” dated June 8, 2001 on a one-time only cost-shared basis, without prejudice. The Board instructed the Major Roads Technical Advisory Committee (MRTAC) and TransLink staff to jointly develop a policy respecting MRN structures and bring forward a report for the Board’s consideration within a year.

At its May 2001 meeting, the Board received an information report on MRN structural issues from MRTAC. The report advised the Board of some emerging structural issues

identified by municipalities that were being addressed with TransLink staff. Particularly, five structures were identified as requiring immediate work: Mount Seymour Parkway Bridge (District of North Vancouver), Big Slough Bridge (Delta), Nicomekl River Bridge (City of Langley), Columbia Street Retaining Wall (New Westminster), and Moody Street Overpass (Port Moody).

The first three are “downloaded” structures—i.e., structures that were devolved to local municipalities from the province and are currently part of the Major Road Network. The other two are “uploaded” structures—i.e., those along municipal arterial roads that have been defined as part of the Major Road Network. TransLink will fund up to 75% of the costs for the three downloaded structures, and up to 50% of the costs for the two uploaded structures.

Item 4.10—Pets on Transit – Extension of Temporary Policy Change

The Board approved an extension of the temporary policy change allowing the carriage of small pets on public transit vehicles until the bus service has been restored and TransLink has consulted with the operating stakeholders and their employees on the results of the trial period to determine if the change should be made permanent.

At its November 22, 2000 meeting, the Board approved an amendment to the TransLink Transit Tariff to allow the carriage of small pets including dogs, cats, rabbits and small fur bearing or feathered pets in handheld cages on all public transit vehicles effective January 1, 2001 for a period of six months.

A review of the experience to-date indicates that the trial project for carriage of pets on transit has generally been successful. However, due to the work stoppage at Coast Mountain Bus Company, the test period has been limited and results have not yet been reviewed with the operating stakeholders.

Item 4.11—Station Car Pilot Request for Proposals – Review and Recommendations

The Board received the report, titled as above, for information. The Board directed staff to proceed with the negotiation and award of a contract for an 18-month Station Car Pilot program with the Co-operative Auto Network, with TransLink’s financial exposure limited to a maximum of \$85,000 for start-up costs and marketing support.

Station Car mobility systems are an extension of mass transit designed to link commuters who live or work in low-density areas with high-quality transit corridors. They are intended to be complementary to transit and designated for areas not well served by transit. Each station car serves a minimum of four trips per day—two inbound to a designated transit station, and two outbound.

The only proposal received in response to TransLink's Request for Proposals came from the Co-operative Auto Network (CAN). CAN is a non-profit organization that has been operating in Vancouver since January 1997. It is the first successful (self-sustaining and debt-free) car sharing organization in North America, and it now has 748 members sharing 42 vehicles. CAN has existing administrative procedures and vehicle booking/management systems to operate the station car pilot program.

Three locations are proposed for the pilot program: Edmonds SkyTrain Station, #98 B-Line Airport Exchange, and Coquitlam Central Station.

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

Date: Wednesday, July 11 (originally scheduled for July 4)
Time: 11:30 am
Location: Greater Vancouver Regional District
2nd Floor Boardroom
4330 Kingsway, Burnaby

The next regular TransLink Board meeting will be:

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