



## **TRANSLINK BOARD-IN-BRIEF— JUNE 25, 2003**

*Here are the main points from the June 25<sup>th</sup> 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](http://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—AirCare On-Road Program**

The Board:

- Authorized staff to proceed with the planning and analysis of a jointly operated AirCare On-Road Program with the Province;
- Directed staff to report the findings of the planning and analysis to the Board prior to implementing any proposed program;
- Referred this report to the GVRD for their information and to seek GVRD staff assistance in the planning and analysis of a jointly operated AirCare On-Road Program with the Province.

The provincial government has indicated its willingness to participate in a resumption of the AirCare On-Road (ACOR) Program, which was terminated by ICBC in August 2002.

ACOR was a smoke testing program within the GVRD and Fraser Valley Regional District that targetted excess-emitting heavy-duty diesel vehicles. An independent consultant's review of the program (Taylor Report, 2002) indicated that ACOR was an effective air quality initiative that reduced diesel emissions from the heavy-duty sector.

The TransLink Board has previously approved recommendations indicating a desire to administer the ACOR program through AirCare if the provincial government would provide a sustainable funding mechanism. While the Province has yet to provide or identify a stable funding source to fund AirCare On-Road, it is now prepared to jointly operate a modified program with an expanded scope. The Province is prepared to

support two heavy-duty vehicle smoke testing teams working out of the Ministry of Transportation's weigh scale operations, as long as TransLink's AirCare program complements these resources with a single mobile smoke testing team that would have primary responsibility for targeting smoking light-duty vehicles.

A re-activated ACOR program is projected to have a total cost of \$450,000 to \$500,000 annually. The proportional annual costs to be borne by AirCare are estimated at \$255,000.

#### **Item 4.2—Award of Community Shuttle Service Contracts**

The Board:

- Approved the selection of Coast Mountain Bus Company as the preferred service provider for the Northeast Sector Community Shuttle Service effective September 1, 2003;
- Approved the selection of Metro Shuttle Services Ltd. as the preferred service provider for the New Westminster Community Shuttle Service effective September 1, 2003;
- Approved the selection of Coast Mountain Bus Company as the preferred service provider for the Burnaby Heights Community Shuttle Service effective September 1, 2003;
- Directed staff to finalize the Operating Agreement with each of the preferred service providers for the delivery of Community Shuttle Services in the respective service areas covering the period September 1, 2003 to August 31, 2006.

Community Shuttle routes use smaller, community-oriented vehicles to provide cost-effective transit service in areas where demand exists but is not great enough to justify the use of a conventional 40-foot bus. Community Shuttle services have been well received in the communities where they have already been implemented (Bowen Island, Burnaby Heights, White Rock / South Surrey, Langley).

The Community Shuttle program is now being expanded to include the Northeast Sector (Coquitlam, Port Coquitlam, Port Moody, Anmore & Belcarra) and New Westminster beginning September 1. The Northeast Sector will receive 88,000 annual Community Shuttle service hours, and New Westminster will receive 14,000 annual service hours. The Burnaby Heights agreement, which also takes effect on September 1, is for an existing Community Shuttle route.

TransLink will re-deploy the larger vehicles being replaced by Community Shuttles to serve high-volume routes in the region.

All three contracts were awarded following an open Request for Proposals process.

#### **Item 4.3—Coquitlam Street & Traffic By-Law No. 3574, 2003 – Proposed Amendments Respecting Truck Routes**

The Board:

- Approved the proposed deletion of the following non-MRN (Major Road Network) routes as truck routes, subject to these routes continuing to be used for local deliveries:
  - i) Glen Drive (Johnson Street – Pinetree Way)
  - ii) Brunette Avenue (Lougheed Highway – Nelson Street)
  - iii) Nelson Street (Brunette Avenue – San Danielle Lane)
  - iv) Johnson Street (Barnet Highway – Panorama Drive)
  - v) Schoolhouse Street (Lougheed Highway – Booth Avenue)
- Approved the proposed deletion of several non-MRN roads (as outlined in Appendix A from the City of Coquitlam’s report) as designated truck routes;
- Endorsed the addition of Como Lake Avenue (North Road to Clarke Road and Lougheed Highway to Westwood Street) and United Boulevard (King Edward Street to Leeder Avenue) as municipal truck routes;
- Endorsed the addition of David Avenue (Port Moody boundary to Pinetree Way) as a truck route to accommodate temporary development activity, subject to appropriate review in future by Coquitlam, Port Moody, and TransLink staff when there is a decrease in development activity on the north shore area of Port Moody.

The City of Coquitlam had requested to amend its existing Truck Traffic By-law No. 424, 1974 and Street and Traffic By-law No. 699, 1977, with the objective of consolidating them into a single by-law for simplicity. Coquitlam also proposed a number of “housekeeping” amendments to clarify and simplify truck routes within the municipality.

The *Greater Vancouver Transportation Authority Act* stipulates in Section 21(2) “any action by a municipality to prohibit the movement of trucks on any highway must be approved by the authority {TransLink}.”

TransLink’s Major Roads Technical Advisory Committee endorsed the changes at its June 5 meeting.

#### **Item 4.4—First Quarter 2003 Revenue & Expenditure Forecast**

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

TransLink is anticipating a \$5.44 million surplus in this fiscal year of operation, which will increase the December 31, 2003 reserve balance to \$62.37 million. This is \$1.36 million lower than budgeted.

#### **Item 4.5—Transit Services Performance Report for First Quarter 2003**

The Board received the report, titled as above, for information. The report provides an update on the performance of the regional transit services from January 1, 2003 to March 31, 2003.

The following lists some of the key points for overall performance of the transit system during this period:

- Boarded passengers 3% below target; revenue passengers 1.5% below target. (Based on preliminary ridership estimates.)
- \$58.4 million in fare revenues—4.4% lower than budget as more customers than anticipated shifted to the discounted prepaid fare media (FareSavers, monthly FareCards).
- Operating costs for the system show a 3.4% favourable variance; overall operating cost per service hour is 4.9% favourable to target.
- Operating cost recovery ratio is 54.7% for the regional conventional transit system and total cost recovery (including debt servicing costs additional to the operating costs) is 44.4%-- both are slightly below their respective targets.
- 99.6% of scheduled services were delivered.

#### **Item 4.6—Tender/Contract Award Information – January 1, 2003 to March 31, 2003**

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

The report updates the Board on the awarding of contracts valued at, or originally estimated at more than \$250,000 which were not previously approved directly by the Board.

#### **Item 4.7—Richmond/Airport/Vancouver Rapid Transit Comparison of Design/Build and Design/Build/Finance/Operate**

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

The report is a comparison of procurement alternatives and the feasibility of advancing design/build and design/build/finance/operate procurements simultaneously.

**Item 4.8—Review of Millennium Line and September 2002 Transit Service Enhancements**

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

Transit service enhancements implemented in September 2002 included the full opening of the Millennium SkyTrain Line, the launch of the #97 B-Line between Coquitlam Centre and the new Lougheed Town Centre SkyTrain Station, new and revised local bus routes, and the launch of the White Rock / South Surrey Community Shuttle service.

These changes have encouraged higher transit use by providing a seamless network that reduces travel time and improves access, convenience and safety.

**Item 4.9—Vancouver Harbour Passenger Marine Study**

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

TransLink will undertake a study in the summer and fall of 2003 to examine the potential for new marine crossings in the Vancouver Harbour concentrating on smaller vessels and terminals. The result will be a report providing input to the new Long Range Transportation Plan, identifying routes, costs, market potential, vessels, terminals and other relevant recommendations.

**Item 4.10—Maple Ridge/Pitt Meadows Transit Plan**

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

In March 1999, the TransLink Board approved a Program Plan that called for development of Area Transit Plans for seven sub-regions of the GVRD between 1999 and 2004 with a renewal process for updating these plans every four to five years.

Three of these seven sub-regional plans are already approved and two others will be presented to the Board for approval in July. Maple Ridge / Pitt Meadows and the City of Vancouver are the final two regions slated for Area Transit Plan development. TransLink will initiate the preparation of a Maple Ridge / Pitt Meadows plan in July with a final report going to the Board in March 2004.

The Maple Ridge / Pitt Meadows Area Transit Plan will have a strong community and municipal focus, within an integrated regional transit system. The Plan will be prepared in consultation with the municipalities, major stakeholder groups, residents and transit customers.

**Item 4.11—GVRD SRI Process: Sustainability and Transportation**

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

Since 2001, the GVRD has been pursuing the Sustainable Region Initiative (SRI) as a means to develop a comprehensive approach to planning and building a healthy, prosperous and resilient future for the citizens of Greater Vancouver. The SRI is meant to provide a framework for regional plans to move the region towards economic, social and environmental sustainability. It is also meant to produce policies and actions that can demonstrate tangible near-term progress towards realizing those directions.

Transportation is such a key aspect of sustainability in the region that it must be considered as part of the SRI process. Conversely, the evolving SRI process and directions will need to be reflected in TransLink's own plans and programs as the initiative matures over the balance of 2003.

*The next TransLink Board meeting will be held:*

**Date:** Wednesday, July 30  
**Time:** 9:00 a.m.  
**Location:** North Vancouver City Hall (Conference Rooms A & B)  
141 West 14<sup>th</sup> Street

*Please note: Following the June 25<sup>th</sup> Board meeting, TransLink held its Annual General Meeting and released its 2002 Annual Report. The Annual Report can be found on-line at [www.translink.bc.ca](http://www.translink.bc.ca)*