



TRANSLINK BOARD-IN-BRIEF— JUNE 27, 2002

Here are the main points from the June 27th meeting of the TransLink Board of Directors. 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— Corporation of Delta's Commercial & Agricultural Transportation Plan – Proposed Truck Routes and Regulations

The Board:

- A. Approved Delta's request to introduce the following truck prohibitions on the following (non-Major Road Network routes):
 - i) Arthur Drive (Ladner Trunk Road to 34B Avenue);
 - ii) River Road West (from 41B Street to Arthur Drive);
 - iii) 116 Street (Nordel Way to 88 Avenue); and
 - iv) 88 Avenue (116 Street to Scott Road).
- B. Approved the extension of Delta's truck-related by-laws to rural areas of the municipality that would restrict local deliveries by truck to the following "spine" routes (non-Major Road Network routes):
 - i) 41B Street (Deltaport Way to 400 metres south of River Road West);
 - ii) Arthur Drive (Deltaport Way to 34B Avenue);
 - iii) Ladner Trunk Road (Arthur Drive to Highway 17); and
 - iv) 80 Avenue (Boundary Bay Airport to Ladner Trunk Road).
- C. Advised the Corporation of Delta that the remainder of the following truck prohibitions (which involve Major Road Network routes):
 - i) River Road (Highway 91 to the Surrey boundary) overnight ban only; and
 - ii) Two sections of Ladner Trunk Road (Highway 99 to Highway 91 and Highway 17 to Anderson Place) as outlined in Delta's draft *Commercial & Agricultural Transportation Plan*;

are not supported at this time, but that TransLink is prepared to reconsider each of the proposed prohibitions when other appropriate alternatives for truck movements become available.

- D. Advised Delta that based on information outlined in the package provided on the draft *Commercial & Agricultural Transportation Plan*, other proposed amendments do not require TransLink's approval, unless truck movements are prohibited.

Section 21(2) of the *Greater Vancouver Transportation Authority Act* states that "any action by a municipality to prohibit the movement of trucks on any highway must be approved by the authority [TransLink]." This is not limited to the Major Road Network but extends to all highways (i.e., streets, roads, lanes) as defined in the *Highway Act* that are not designated as provincial highways or private roads. Consequently, the Corporation of Delta must receive TransLink's approval prior to adopting or implementing any by-laws intended to prohibit or restrict truck movements on municipal roads.

Over the past year, the Corporation of Delta has been developing a draft *Commercial & Agricultural Transportation Plan* as part of an overall *Transportation Plan*. Delta has involved a number of stakeholders in their process through the formation of a Mayor's Task Force on Truck Traffic. TransLink staff participated on the Task Force.

TransLink must ensure that the integrity of the overall truck route network is maintained from a regional perspective, while balancing the needs of individual municipalities that may wish to introduce restrictive measures and the users who require the network to move goods as efficiently as possible. Several stakeholders had expressed concerns about the two truck prohibitions proposed by Delta that were not approved by the TransLink Board.

Item 4.2—Costs Associated with Municipal Structures on the Major Road Network

The Board:

- A. Approved that funding for the following costs, associated with municipal structures on the Major Road Network (MRN), be considered in the update of TransLink's Strategic Transportation Plan and supporting financial strategy:
 - i) Operations and Maintenance
 - ii) Replacement
 - iii) Structural Rehabilitation and Seismic Retrofitting.
- B. Approved that in the interim, funding from the Minor Capital Roads Program be used for structural rehabilitation and seismic retrofitting costs.

The Major Road Network is composed of municipal roads that serve a regional function. The majority of these roads have always been under the jurisdiction of the individual municipalities (uploaded roads). The remainder are roads that were transferred to the

municipalities by the Province (downloaded roads). Currently, TransLink provides funding to assist in the operation, maintenance and rehabilitation of these roads and shares in the costs of capital improvements as well.

However, this funding is only for the roads and does not include costs related to major structures on the MRN. This is a significant issue given the size of some of these structures (e.g., the Cambie Street Bridge in Vancouver). The Major Roads Technical Advisory Committee has expressed concern over this matter, although it accepts that TransLink must work within existing financial constraints.

TransLink's "Choice 2" three-year funding envelope, which was approved in November 2001, is not sufficient to fund the additional costs associated with these structures. The Board's decisions confirm that funding for these structures will be considered in the update of TransLink's Strategic Transportation Plan, and allow money from the MRN Minor Capital Roads Program to be used for important rehabilitative and seismic work.

Item 4.3—2002 Major Road Network (MRN) Minor Capital Program – Structural Rehabilitation Project Approval

Having approved Recommendation "B" in Item 4.2 above, the Board approved 50/50 cost sharing of a structural rehabilitation project on the Major Road Network in the Township of Langley from within the Township's block allocation for the 2002 MRN Minor Capital Program, up to a maximum TransLink contribution of \$115,000.

As discussed in Item 4.2, there had been no source of funds from TransLink for rehabilitation of major municipal structures on the MRN. The Board approved Recommendation "B" to allow funds from the MRN Minor Capital Program to be used for such projects.

TransLink staff reviewed the application for replacement of the 16th Avenue bridge superstructure at Bertrand Creek submitted by the Township and found it to be consistent with the intent of Recommendation "B." Furthermore, the project is under significant time constraints as it must meet a limited construction window based on fisheries conditions.

Item 4.4—Proposed 2002 Major Road Network (MRN) Minor Capital Program Supplementary Projects and Municipal MRN Structures Requiring Repairs

The Board:

- A. Approved the supplementary projects outlined in the report requiring \$1.8 million from the 2002 Major Road Network (MRN) Minor Capital Program; and

- B. Approved the maximum contribution of \$165,000 from the 2001 MRN Minor Capital Program funding residual for municipal MRN structures requiring repairs, as outlined in this report, within the next year.

Initial MRN Minor Capital Program projects were approved by the Board at its March 25, 2002 meeting. Municipalities that had not used all of their available funding were able to submit additional applications later. A total of 10 supplementary projects were approved with a total TransLink contribution of \$1.8 million (the municipal contributions total \$2.3 million).

An additional TransLink contribution of \$165,000 will assist urgent repairs to the Port Coquitlam - Coquitlam River Bridges as well as the Noons Creek Bridge in Port Moody. (The projects receive \$150,000 and \$15,000, respectively, from TransLink. In both cases, TransLink is contributing 75% of project funding, with the municipalities contributing 25%.)

Item 4.5—2002 Capital Program Projects – Specific Project Approvals

The Board provided specific project approval for replacement of a trolley overhead truck, with a budget of \$338,000.

There are five specialized trolley overhead wire maintenance trucks that are used to maintain the 306 kilometres of trolley overhead wires and infrastructure. The first truck is now 13 years old and has reached the end of its useful life.

Item 4.6—Tariff Revision – Add-fare Credit Between Central Fraser Valley and West Coast Express Services

The Board approved the changes as described in the report titled as above, and adopted the *Greater Vancouver Authority 2001 Tariff Amendment By-Law Number 25-2002*.

The amendment modifies the Transit Tariff to change the add-fare credit amount provided to Central Fraser Valley (CFV) transit passengers who board the West Coast Express in Mission, reflecting the current cash transit fare charged by the CFV. These changes will eliminate fare adjustments for passengers who transfer between West Coast Express and the CFV transit system.

Item 4.7—Shared-Ride Taxis

The Board:

- A. Welcomed the innovation of shared-ride taxi service in this region but requested the Motor Carrier Commission (MCC) and the municipalities to be

- cautious in granting new applications until the effects of the initial services on the regional transportation system can be established;
- B. Requested each municipality in the region to seek TransLink's review of shared-ride proposals prior to their approval; and
 - C. Directed staff to monitor and report back to the Board after the first year of such services being approved in the region.

Shared-ride taxi services allow a taxi to carry several passengers at different fares on the same trip. Rides are pre-booked, the service does not operate on a fixed route and the fares are lower than the normal cost of a taxi. The flexibility of shared-ride services can make them a good substitute for single-occupant vehicles for some trips.

In 1999, the provincial government commissioned a report on the taxi industry from Mr. Stan Lanyon QC. Among other recommendations, Mr. Lanyon's report proposed that shared-ride taxi services be permitted, as his work concluded that there was a demonstrated need for services that were more flexible and responsive than fixed route transit, but cheaper than conventional taxi services. To date, the MCC has been considering applications for shared-ride taxis, but so far with very limited effect. Lanyon also recommended that TransLink be involved in taxi licensing in the Greater Vancouver region. THE MCC has not accepted that TransLink should be involved in taxi licensing.

The City of Burnaby had chosen to defer approvals of shared-ride taxi applications pending a response on the subject from the TransLink Board. The City of Vancouver adopted a policy in March 2002 to support granting up to 60 shared-ride van licences, to be issued at a maximum of 30 to each individual company, subject to MCC approval.

Key to making such services successful are conditions on companies operating the shared-ride taxi to protect the regular taxi industry from predatory pricing, since shared-rides are cheaper than taxis with meters. Measures would also be required to prevent shared-ride vehicles from "scooping" transit customers waiting at bus stops.

Item 4.8—Tender/Contract Award Information – February 21, 2002 to May 30, 2002

The Board received the report, titled as above, for information regarding the award of contracts valued at, or originally estimated at more than \$250,000 which were not previously approved directly by the Board.

Two such contracts were awarded between February 21 and May 30:

1. To Commercial Body Builders Ltd., in the amount of \$1,063,285.53 for the supply and delivery of 12 lift-equipped minibuses; and
2. To CommPacific Northern Rail Contractors Inc., in the amount of \$958,179.50 for the supply and installation of approximately 3,600 lineal metres of SkyTrain running rail from 22nd Street Station to New Westminster Station.

The next TransLink Board meeting will be held:

Date: Friday, July 19

Time: 8:00 a.m.

Location: Coquitlam City Hall Council Chambers
3000 Guildford Way