



TRANSLINK BOARD-IN-BRIEF
July 18, 2007

Here are the highlights of the July 18, 2007 meeting of the TransLink Board of Directors, including specific actions taken on agenda items.

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.

Please 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.

REPORTS

4.1 Community Shuttle service delivery

The GVTA Board:

- A. Extended Coast Mountain Bus Company's right of first refusal for its existing Community Shuttle services and a majority of new service for the period commencing January 1, 2007 and ending December 31, 2010, so long as budget targets are met;
- B. Confirmed that the right of first refusal applies to the existing transportation service region only and does not include Community Shuttle service currently operated by third party contractors or those that will be operated in the District of West Vancouver, Village of Lions Bay or Village of Bowen Island;
- C. Adopted a policy that would target a minimum of 15% of Community Shuttle service, as defined by annual service hours, be delivered by private sector contractors and awarded through competitive procurement; and
- D. Increased the length of private sector contracts from three years to five years, with possible extensions for an additional two years, based on performance.

4.2 Environmental initiatives and 2008 Bus technology

The GVTA Board approved Project Change Authorizations to increase project budgets to incorporate environmental initiatives for the following capital projects:

- A. Project #0710 - 2008 Conventional Bus Fleet Expansion - An increase of \$5.56 million for a total revised project budget of \$35.91 million to purchase hybrid buses instead of clean diesel for the approved 21 articulated buses; and
- B. Project #0714 - 2008 Conventional Bus Fleet Replacements - An increase of \$29.17 million for a total revised project budget of \$77.97 million to purchase alternative technology buses instead of clean diesel for the approved 109 replacement buses.

4.3 2007 Capital Program Projects – Specific Project Approval: Fleet Projects

The GVTA Board provided Specific Project Approval for the following capital projects:

- Third SeaBus Vessel: Budget: \$14,500,000;
- 2008 Conventional Bus Fleet Expansion (Additional 45): Budget: \$25,130,000, subject to the GVRD Board ratifying the 2008 Transportation and Financial Plan; and
- 2008 HandyDART Fleet Replacement: Budget: \$5,115,000.

4.4 2007 Capital Program Projects – Specific Project Approval: Infrastructure Projects

The GVTA Board provided Specific Project Approval for the following capital projects:

- Lighting Upgrades in Expo Line SkyTrain Stations Phase 3: Budget: \$1,971,000; and
- Bus Security Cameras and Safety Program Enhancements Phase 1: Budget: \$3,995,000

Information Reports

4.5 September Transit Service Improvements

4.6 Review of Millennium Line Ridership Growth

4.7 Tender/Contract Award Information – Jan. 1, 2007 to Mar. 31, 2007

Notice of Motion

From Director Suzanne Anton

Whereas:

1. The bicycle and pedestrian facility on the Canada Line Fraser River crossing is currently proposed to land via a switchback off-ramp south of South Kent Ave in Vancouver;
2. Proceeding north, facility users will be required to cross South Kent Ave, the CPR railway line, North Kent Ave, and Southwest Marine Drive in order to reach the main Cambie St bicycle route;
3. A right of way across the CPR tracks at that location does not currently exist;
4. The optimal landing point is north of Southwest Marine Drive; an alternative is north of North Kent Ave.

Therefore it is resolved:

That staff are requested to report back with options, costs and possible sources of funding to extend the bicycle and pedestrian facilities on the Canada Line Fraser River Crossing to land:

- A) north of North Kent Avenue, and the railway tracks and, alternatively,
- B) north of Southwest Marine Drive.

The motion was CARRIED.