

Here are the main points from the July 19th 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—Making a World-Class Transit System a Reality

The Board received a report from Coast Mountain Bus Company President David Stumpo. It outlines the strategies and processes that Coast Mountain will use to achieve its goal of attaining world-class status by 2004. (World-class is 99.8% service delivery; Coast Mountain attained 99.54% in its first year of operations.)

Item 3.2—Year 2001 Budget Guidelines

The Board approved a budget target which limits the growth in expenditures required to maintain existing service levels to .5% below the projected 2001 inflation rate, adjusted for committed cost increases for current contracts and unique cost increases.

The Strategic Transportation Plan assumed a .5%

per year efficiency improvement as one of the mechanisms to fund expansion. Budget and business planning for 2001 is now underway and it is appropriate to formally establish a budget target that includes the requirement for operating efficiencies. 2001 will be the third consecutive year that the .5% productivity improvement has been required.

The 2001 budget will be presented to the Board in early December.

Item 3.3—AirCare II Inspection Fee

The Board established a \$48 test fee for biennial AirCare inspections, effective January 1, 2001. All annual inspection fees and re-inspection fees will remain at \$24. The Board will request that the Province, through ICBC, amend the Motor Vehicle Act Regulations in order to equalize the inspection fees in the Fraser Valley in accordance with the established inspection fee.

Essentially, the yearly cost remains at \$24 for everyone. There will be no further adjustments to the AirCare fees for the duration of the current testing contract that is in effect until August 2006. The biennial inspections, which are for 1992 and newer vehicles, are more comprehensive and take twice as long as the annual inspections for 1991 and older vehicles. TransLink's capital expenditure of almost \$20 million for testing equipment was largely driven by the requirements of the new test. Thus, it is deemed more equitable to keep the yearly cost the same for all vehicles. (The alternative was to establish a fee of \$36 for all tests—annual or biennial.)

Independent analyses of the program's effectiveness conducted since 1994 have consistently shown that AirCare is one of the

most effective programs of its type in North America. AirCare is credited with reducing harmful emissions by 30%-- and the GVRD's Air Quality Management Plan (AQMP) states that "the AirCare program is the single most effective emission reduction measure in the AQMP."

Item 3.4—2000 Capital Projects – Specific Project Approval

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

- * Burnaby Stores Improvement Project – Budget = \$256,200
- * Cash Processing Equipment Replacement – Budget = \$200,000
- * SkyTrain Track Level Drainage – Budget = \$410,600

The fourth project, Geometric Improvements and Passenger Facilities Off the Major Road Network, was approved with the exclusion of a passenger shelter at the terminus of the #43 route in Vancouver.

Item 3.5—Request for Proposal for Mechanical Services for West Coast Express

The Board guaranteed the contract with VIA Rail Canada as the rolling stock maintenance contractor as recently approved by the West Coast Express Board of Directors.

VIA Rail is the incumbent contractor. The new contract, which takes effect on November 1, is for a five-year period with a pair of two-year renewal options at the sole discretion of West Coast Express. The net impact of the new contract on the budget for 2001 is expected to be a saving of approximately \$316,000 (about 10%), even with a 20% increase in fleet size.

Item 3.6—Preferred Alignment of Northeast Sector SkyTrain Extension

The Board deferred a decision on the recommendations in the agenda package regarding alignments and station locations for the Northeast Sector SkyTrain Extension, pending hearing the public at a special Committee of the Whole meeting on Wednesday July 26th at 9:00 AM in the 2nd Floor Boardroom of the Greater Vancouver Regional District offices (4330 Kingsway, Burnaby).

Item 3.7—Canada Transportation Act Review Hearings

The Board approved TransLink making a submission to the upcoming comprehensive review of the Canada Transportation Act recommending:

- * That the Act be amended to provide jurisdiction for the Canadian Transportation Agency over access to railways and charges for commuter rail operations;
- * That the Act be amended to recognize the need for urban rail transit systems to have preferential access to discontinued railway rights of way at and affordable price; and
- * That the Act be amended to give the Canadian Transportation Agency jurisdiction over access to active rail rights of way for construction of urban transit systems.

Commuter rail operates in an environment dominated by monopoly service providers and has few, if any, avenues to obtain redress from railway decisions. Limits to track usage and access, punitive contractual requirements and rates, and lack of standing, and protection in legislation governing sale of discontinued lines are significant obstacles to the continued viability of urban rail systems. An effective submission by TransLink to the Review could lead to recognition and amendment of key sections of the Act and result in increased opportunities for urban rail systems and a better deal for taxpayers, West Coast Express and TransLink.

Item 3.8—Lower Mainland Truck Freight Study: Progress Report

The Board received the June 1 report, titled as above, for information.

The Strategic Transportation Plan recognizes the importance of goods movement in the regional transportation system and identifies actions towards facilitating efficient goods movement. The Lower Mainland Truck Freight Study is a TransLink initiative in partnership with other agencies.

The data collection for this study has been completed; a final report is expected at the end of July. The truck forecasting model has been developed and integrated with the regional transportation model, and is already being used for analysis of trucking for the South Fraser Perimeter Road Study. The truck flow information can also be used to support:

- * Corridor/route analysis
- * Truck route planning
- * Monitoring of truck traffic throughout the region
- * Examination of the transportation impact of industrial development

Item 3.9—September 2000 Transit Service Changes

The Board received the June 27 report, titled as above, for information.

Service improvements scheduled for introduction in September are outlined in the report. Among the improvements are:

- * Initial service of the #98 B-Line buses between the Airport Transit Station and downtown Vancouver including connecting service to the Airport. The full launch of the #98 B-Line to Richmond City Centre, with associated bus integration, is scheduled for December.
- * Limited stop peak-hour City Bus service from Joyce Station to UBC via 41st Avenue.
- * The new Burnaby Heights Community Shuttle--

replacing a poorly performing conventional transit route, reducing costs and improving service to customers.

- * Revision of the #606 Ladner Ring route to provide better service to the Delta Civic Centre.
- * Doubling of evening service frequency between Vancouver and North Vancouver—from 30 minutes to 15 minutes—to respond to customer concerns of overcrowded buses.
- * Extended hours of operation and improved frequency (every 30 minutes) between Coquitlam City Centre and Simon Fraser University.
- * A new direct service between Richmond and UBC, operating every 30 minutes throughout the day.

Item 3.10—White Rock/South Surrey Community Shuttle

The Board approved three recommendations on this matter:

- * Not to award contracts for the White Rock/South Surrey Day Time Community Shuttle or the Evening Dial-a-Ride service at this time;
- * Authorization for staff to reissue a Request for Proposals for these services;
- * Authorization for staff to negotiate an extension to the procurement process for the vehicles for this service in order to preserve the option of having prospective contractors to provide the vehicles as part of their proposal.

Proposals were received from two companies-- one of these being the TransLink bus operations subsidiary, Coast Mountain Bus Company-- for the operation of both services. Two proposals were received from other entities for the operation of the Evening Dial-A-Ride service only.

Coast Mountain Bus Company's proposal met the operations evaluation criteria, but was 40 percent over the budgeted cost amount for this service. The other proposal failed to meet the operations evaluation criteria. The Evening Dial-A-Ride proposals were not evaluated, since it is impractical to implement the evening service without awarding the daytime service.

For complete information see our website at: www.translink.bc.ca

Item 3.11—Burnaby Heights Community Shuttle

The Board approved the selection of Greater Vancouver Community Services Society for the Burnaby Heights Community Shuttle service, effective September 4. The Board authorized staff to work on finalizing an Operating Agreement covering the period from September 4, 2000 to December 31, 2001. The Board also authorized staff to proceed with the procurement of the vehicle required to operate this service.

Of the six bids received, only two met the operations evaluation criteria. Greater Vancouver Community Services Society's cost per service hour (\$36.29) was below the budgeted amount; Coast Mountain Bus Company's was not (\$52.64).

Community Shuttle services are being introduced to provide more cost-efficient, flexible transit on routes with low ridership volume. The Burnaby Heights route will be served by a taxi-bus operating on a fixed route and schedule during the daytime and a flexible route after 7:00 PM.

Greater Vancouver Community Services Society has a good record of providing reliable transit operations with smaller vehicles; it has been a contractor of HandyDART transit services, first with BC Transit and now with TransLink, for the past twenty years. Its drivers are represented by the Canadian Auto Workers' Union.

Item 3.12—South of Fraser Area Transit Plan

The Board received the July 4 report, titled as above, and referred it to the City of Surrey, City of Langley, City of White Rock, the Corporation of Delta, and the Township of Langley for comments prior to the Board considering final approval of the Plan.

The South of Fraser Area Transit Plan is the second of seven area transit plans to be developed over the next three years by TransLink in partnership with the municipalities of the Greater Vancouver Regional District, in support of

the Strategic Transportation Plan. Implementation of all the recommended transit service improvements would result in a 46% increase in annual bus service hours in the South of Fraser region by the end of 2003.

Item 3.13—Richmond Area Transit Plan

The Board received the July 4 report, titled as above, and referred it to the City of Richmond for comments prior to the Board considering final approval of the Plan.

The Richmond Area Transit Plan is the first of seven area transit plans to be developed over the next three years by TransLink in partnership with the municipalities of the Greater Vancouver Regional District, in support of the Strategic Transportation Plan.

The proposed service improvements in the Richmond Area Transit Plan would result in a 51% increase in annual transit service hours by the end of 2002.

Item 3.14—West Coast Express TrainBus – One-Year Review and Proposed Expansion

The Board approved the extension of the TrainBus pilot project until September 2001, and deferred expansion of the TrainBus service until a full financial evaluation of the existing pilot project has been completed.

West Coast Express began operating an evening TrainBus last September—on a one-year pilot basis—primarily to meet the needs of existing customers who do not always work traditional hours and who would be leaving downtown Vancouver after the last train had departed. TransLink's 2000 Program Plan includes the provision for a second TrainBus to operate in the morning, after the last A.M. train had run. However, the information to-date—which is not sufficient for a full financial analysis—suggests

that TrainBus has attracted relatively few new riders to West Coast Express. Thus, the pilot project has been extended for another year and the second TrainBus has been deferred pending completion of the financial analysis.

Item 3.15—Six-Month Review of North Shore Cross-town Transit Service

The Board received the June 27 report, titled as above, for information.

The report reviews the performance of the new #255 Dundarave/Lynn Valley Centre cross-town service that began on the North Shore last December. The route has already met its first-year ridership targets and is seen as a positive addition by North Shore residents. Transit users rate the new service very highly with only the frequency and limited hours of operations (currently there is no evening or night service) being the prime areas for improvements. These matters will likely be addressed in subsequent years as ridership grows.

Item 3.16—Clean Technology Vehicle Access to High Occupancy Vehicle (HOV) Facilities

The Board endorsed the proposal to allow single-occupancy Clean Technology Vehicles access to the High Occupancy Vehicle (HOV) Lanes within the Region in-principle, for a trial period of 3 years. The Board also directed staff to advise the Minister of Environment, Lands and Parks, the Minister of Transportation and Highways, and the affected municipalities of the Board's endorsement of the proposal.

TransLink staff received a May 30 letter from the Assistant Deputy Minister of the Ministry of Environment, Lands, and Parks requesting that TransLink support the concept of providing Clean Technology Vehicles with access to the High Occupancy Vehicle lanes on regional and local

roads within the Greater Vancouver Regional District. This trial is being conducted on the basis that it is a proactive approach to introducing cleaner vehicles to the region. At the end of the 3-year trial period, the practice will be reviewed.

Item 3.17—New Transit Advertising Products

The Board received the July 19 report, titled as above, for information. The Board authorized the TransLink Executive to approve the development of new advertising product trials, for periods of up to six months, in order to determine their viability. For each trial, a final report and recommendation shall be presented to the Board.

Advertising product trials will allow assessment of market demand, operational issues and customer response. The initial products under consideration are:

- * Stair advertising;
- * "Michelangelos" (ceiling advertising); and
- * Themed stations

Item 3.18—Transit Advertising Policy – Liquor Advertising

The Board received a July 19 report, titled as above, and subsequently approved the adoption of the BC Transit Advertising Policy, with an additional provision that states, "No advertisements will be accepted which promotes any liquor company, liquor product or liquor brand promotions."

Item 3.19—TransLink Public Advisory Committee – Terms of Reference

The Board received the April 19 report, titled as above, for information.

TransLink's Public Advisory Committee will assist in the development of an effective public consultation process in support of the Strategic Transportation Plan. The extension of the Public Advisory Committee's mandate and the Terms of Reference were discussed and agreed to at its June 2000 meeting. Previously, the Public Advisory Committee contributed to various stages of consultation in the development of the Strategic Transportation Plan.

Item 3.20—Strategic Transportation Plan Revenue Options and Related Communications Program

The Board endorsed the July 13 report, titled as above, and directed staff to take the revenue options outlined in the report to public consultation in September and October, and implement the related communication initiatives. The Chair will appoint a small subcommittee to guide staff in the preparation of communication materials during August when the Board does not meet.

The report discusses revenue options to fund the Strategic Transportation Plan, reviews a number of options identified in previous public consultation for how to structure a Transportation Improvement Fee (vehicle levy). The report sets out a communication program to present the revenue options to the public and seek public comment, in the context of Strategic Transportation Plan transportation improvements.

The following criteria have been established to evaluate the options:

- * Meeting revenue requirements
- * Availability (whether or not TransLink has the authority to implement a particular revenue option)
- * Implementation impacts (e.g. timely implementation; cost-effective administration)
- * Equity or user impact (costs and benefits to transportation system users)
- * Transportation impacts (how the fee impacts congestion, emissions, greenhouse gases)

Item 3.21—Transportation and Climate Change: Options for Action

The Board received the report dated July 11, titled as above, for information. 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 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 3.22—ICBC – TransLink Memorandum of Understanding

The Board approved a Memorandum of Understanding with the Insurance Corporation of British Columbia and authorized the Chief Executive Officer to execute the Memorandum.

Recognizing that there will be many continuing areas of joint interest between the Corporations, ICBC and TransLink staff have developed the Memorandum of Understanding as an enabling document that sets out principles for the ongoing relationship between the parties.



**The next TransLink Board meeting will be a
Special Committee of the Whole:**

Date: Wednesday July 26th, 2000
Time: 9:00 a.m.
Location: Greater Vancouver Regional District
2nd Floor Boardroom
4330 Kingsway in Burnaby.

This meeting will consider the recommendations of the report on the Northeast Sector SkyTrain extension.

The next regular TransLink Board meeting will be:

Date: Wednesday September 20th, 2000
Time: 8:00 a.m.
Location: Greater Vancouver Regional District
2nd Floor Boardroom
4330 Kingsway in Burnaby.