



TRANSLINK BOARD-IN-BRIEF—SEPTEMBER 14, 2001

Here are the main points from the September 14 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 3.1—Cancellation of 10 forty-foot Low-Floor Diesel Bus Order

The Board authorized the cancellation of an order with New Flyer Industries for ten (3 replacement, 7 expansion) diesel buses due to TransLink's reduced transit vehicle requirements. The cancellation of the bus order will result in capital savings of \$4.1 million.

Item 3.2—Second Quarter (April – June) – 2001 Capital Project Summary Report

The Board received the report, titled as above, for information. The total current capital budget of \$879.2 million consists of 118 projects. The total forecast of \$870.2 million represents capital savings of \$9.0 million against the budget.

Item 3.3—Analysis of Independent Consultant's Recommendations with respect to the AirCare program

The Board:

- A. Received the report, titled as above, for information;
- B. Approved proceeding with those items identified in the report as Group II by having staff forward this report to the GVRD and the Ministry of Water, Land and Air Protection for policy review, and directed the report to a joint TransLink / ICBC staff working group for consideration;
- C. Affirmed its intent that in 2004, prior to the conclusion of the AirCare contract, the Board will re-assess the AirCare program to ensure the objectives of improving the quality of air are being met; and, affirmed that the "sunset clause"

does not mean that the AirCare program will be cancelled automatically when the current contract expires in 2006.

Last year, de la Torre Klausmeier Consulting (dKC) Inc. completed a review of the AirCare program at the request of the former provincial government. Group II refers to recommendations in the dKC report that are considered feasible at this time but require the Board's direction to proceed with regulatory amendments. These include enhancements to the AirCare ON-ROAD Program (which is an operating program of ICBC) and an examination of the current exemption for newly registered used vehicles.

The dKC review, like previous independent reviews, found AirCare to be one of the most effective air quality initiatives of its kind in North America. The full report is available on the AirCare website (www.aircare.ca).

Item 3.4—Freedom of Information and Protection of Privacy Bylaw

The Board:

- Repealed Greater Vancouver Transportation Authority Bylaws Number 6, 1999 and Number 11, 1999;
- Passed and adopted “Greater Vancouver Transportation Authority Freedom of Information and Protection of Privacy Bylaw Number 20, 2001.”

The previous bylaw only authorized TransLink representatives to make decisions concerning release of records under the *Freedom of Information and Privacy Act*. The new bylaw also authorizes the President of Coast Mountain Bus Company Ltd. (CMBC) to make decisions in relation to records in the custody of CMBC.

Item 3.5—Employer Pass Transit Tariff Amendments

The Board:

- Received the report dated August 31, 2001, titled as above, for information;
- Passed and adopted “The Greater Vancouver Transportation Authority 2000 Tariff Amendment” Bylaw Number 19, 2001.

This change to the Transit Tariff allows West Coast Express to be integrated into the TransLink Employer Pass Photo ID Program, and changes the Employer Pass Program fare media from a monthly FareCard to photo ID. It is anticipated that on October 1, 2001 the Employer Pass Program will transfer to the new photo ID program.

Through this program, eligible employers can provide transit passes to their employees for a monthly fee that is 15% below the cost of a one-month FareCard.

Item 3.6—Ridership Recovery Program

The Board ratified the direction provided by the Board members to staff to proceed with the provision of three fare-free days, commencing August 7, 2001 and the extension of the valid period of use for September FareCards to include August 26 to 31, 2001.

The Board was polled to gain approval for these customer incentives prior to implementation. Although the incentive periods have already passed, an official vote at a Board meeting was required to formally obtain Board approval.

Item 3.7—Area Transit Plan Resumption

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

Area Transit Plans were initiated by TransLink in 1999 in order to develop a more community-oriented approach to transit service planning. Area Transit Plans involve a cooperative effort between TransLink, municipalities, transit operating companies, major stakeholders and the public, to develop three-year plans aimed at improving the quality and efficiency of transit services.

The transit strike significantly limited the development of the Area Transit Plans, due to a lack of TransLink and Coast Mountain Bus Company planning staff, the deferral of market research and public consultation activities, and the difficulty of obtaining data on travel patterns. Now that the strikes are over, work on the Northeast Sector and the Burnaby-New Westminster plans has been reactivated.

The proposed start for the Vancouver-UBC and Maple Ridge-Pitt Meadows plans is now February 2002. Area Transit Plans have already been completed for Richmond, the North Shore and the South of Fraser.

Item 3.8—Braid SkyTrain Operating Plan and Bus Route Changes

The Board approved the changes to SkyTrain services and bus services outlined in the report titled “Braid Extension Integration Plan” to accommodate the opening of the Braid SkyTrain extension, subject to a satisfactory cost-sharing agreement with the provincial government for the start-up and operation of the Millennium Line.

It is anticipated that the first section of the new Millennium Line from Columbia Station to Sapperton and Braid Stations in New Westminster will open in late December 2001. Coincident with the opening, SkyTrain service patterns and frequencies will be modified to accommodate the new extension. In addition, there are numerous changes to bus routes in the Northeast Sector and New Westminster to connect with the SkyTrain extension.

Notwithstanding the current lack of a cost-sharing agreement with the province, TransLink must continue to develop service plans for both SkyTrain and bus services on the assumption that an agreement will be reached and the line will open as originally planned. Both the Coast Mountain Bus Company and BC Rapid Transit Company require specifications defining the routes and levels of service to be ready for a late December start-up.

The Millennium Line, when combined with more direct and frequent feeder bus services, will offer reduced travel times between points in the Northeast Sector and key regional destinations. Many trips will be reduced by 5 to 20 minutes over existing bus times, providing an opportunity for transit travel times to become more competitive with the private automobile.

Item 3.9—Surrey HandyDART

The Board:

- A. Approved the selection of OPTIONS: Services to Communities Society as the preferred service provider for the Surrey HandyDART service for the period January 1, 2002 to December 31, 2004;
- B. Authorized staff to enter into discussions with the preferred service provider for negotiating an acceptable budget for the purposes of finalizing an operating agreement covering the period January 1, 2002 to December 31, 2004 and based on the annual services noted in Table 1 of the report to the Board; and
- C. Authorized the Chief Executive Officer to execute the Operating Agreement with the selected contractor for the period January 1, 2002 to December 31, 2004.

Only two proposals for the operation of the Surrey HandyDART were sent in response to TransLink's Request for Proposals (RFP). Of the two, only the proposal by OPTIONS satisfied the minimum standards for Company Profile criteria and Management Plan criteria.

The budget proposal submitted by OPTIONS is within the funding guidelines approved by the TransLink Board for year-over-year increases, but is slightly higher than the acceptable target range used for the evaluation of RFP proposals. The budget proposals submitted by OPTIONS for the three-year period is \$7,178,210 and the average operating cost per service hour is \$45.58. It should be possible to negotiate a budget cost that is within the target range.

HandyDART is a transit service that uses specially equipped vehicles designed to carry passengers with physical or cognitive disabilities who are unable to use public transit without assistance. DART stands for Dial-A-Ride Transportation, meaning that a passenger may telephone the local HandyDART operator to request a trip.

Item 3.10—Richmond HandyDART

The Board:

- A. Approved the selection of Greater Vancouver Community Services Society (GVCSS) as the preferred service provider for the Richmond HandyDART service effective January 1, 2002;
- B. Authorized staff to enter into discussions with GVCSS for the purpose of finalizing an operating agreement covering the period January 1, 2002 to December 31, 2004; and
- C. Authorized the CEO to execute the operating agreement for the period January 1, 2002 to December 31, 2004 with GVCSS.

Four proposals were received in response to TransLink's Request for Proposals. Of the four, only the proposal from GVCSS met the minimum standards for Company Profile criteria and Management Plan criteria. The average operating cost per service hour (\$40.66) in the GVCSS proposal is within the range of the current budget guidelines approved by the TransLink Board.

GVCSS has been the HandyDART service provider in the Richmond area since 1988. The current service contract ends on December 31, 2001. GVCSS has operated the Richmond HandyDART system in an efficient manner during previous years. Their operating cost per service hour in 2000 was \$36.81 compared with a system average of \$39.81.

Item 3.11—North Shore HandyDART

The Board:

- A. Approved the selection of 3120 Ventures Ltd. as the preferred service provider for the North Shore HandyDART service effective January 1, 2002;
- B. Authorized staff to enter into discussions with 3120 Ventures Ltd. for the purpose of finalizing an operating agreement covering the period January 1, 2002 to December 31, 2004; and
- C. Authorized the CEO to execute the operating agreement for the period January 1, 2002 to December 31, 2004 with 3120 Ventures Ltd.

Three proposals were received in response to TransLink's Request for Proposals. One was a conditional offer and, based on legal advice, was rejected from further consideration. Of the remaining two, only the proposal from 3120 Ventures Ltd. satisfied minimum standards for Company Profile criteria and Management Plan criteria. The average operating cost per service hour proposed by 3120 Ventures Ltd. (\$42.76) is within the range of the current budget guidelines approved by the TransLink Board.

3120 Ventures Ltd. has operated the North Shore HandyDART service since 1988, and has performed in an efficient manner.

Item 3.12—Delta HandyDART

The Board:

- A. Approved the selection of Deltassist Family and Community Services Society as the preferred service provider for the Delta HandyDART service for the period January 1, 2002 to December 31, 2004;
- B. Authorized staff to enter into discussions with the preferred service provider for negotiating an acceptable budget for the purpose of finalizing an operating agreement covering the period January 1, 2002 to December 31, 2004 and based on the annual service hours noted in Table 1 of the report to the Board; and
- C. Authorized the CEO to execute the operating agreement with the selected contractor for the period January 1, 2002 to December 31, 2004.

Three proposals were received in response to TransLink's Request for Proposals (RFP). Of the three, only the proposal submitted by Deltassist satisfied the minimum standard for Company Profile criteria and Management Plan criteria.

The budget proposal submitted by Deltassist is over the acceptable range used for the evaluation of RFP submissions. In addition, correspondence from Deltassist indicates that it expects reimbursement from TransLink if actual hourly cost exceeds their submitted budget. The average operating cost per hour in the Deltassist proposal is \$48.20.

Deltassist will be given an opportunity to submit a revised operating budget that falls within the acceptable range of the budget target for the RFP. If TransLink is unable to negotiate a reduced budget with Deltassist, it will then be in a position to negotiate with any third party which it deems qualified and capable of providing a cost-effective HandyDART service in the Municipality of Delta.

Item 3.13—Public Consultation Plan, Road and Transit Choices and Funding Options

The Board received the September 14 report, titled as above. The Board approved the Public Consultation Plan.

This consultation is intended to determine the public's preference for funding the region's road and transit system. The consultation plan has three objectives:

1. That the public understand the current and future transportation needs of the region;

2. That the public make an informed choice on funding options to sustain the regional transportation network or to reduce road and transit programs to meet expenditures; and
3. That all stakeholders are actively involved in the public dialogue.

This consultation program will be conducted in a relatively compressed period in September and October 2001 so that the Board will be aware of the general consensus in the region in time to set a budget direction at its November 16 meeting.

Consultation will focus on four important segments: municipal and provincial governments; stakeholders; public dialogue; quantitative public opinion research.

The immediate challenge is to address the funding shortfall beginning in 2002. Without new cuts to service levels or increased funding, the 2002 deficit is forecast to total \$50 million. In addition, there are the costs to start up and operate the Millennium SkyTrain line. Net operating costs alone for this line could increase the 2002 deficit by over \$10 million.

TransLink is committed to reducing these deficit figures by \$10 million through efficiency and productivity gains, but a substantial shortfall remains even if those efficiencies are achieved.

TransLink is also participating with the GVRD to develop a longer-term strategic plan to meet the transportation needs of the region over the next ten years.

The next TransLink Board meeting will be:

Date: Thursday, October 11 (changed from Fri. Oct. 19)
Time: 1:00 pm (changed from 9:00 am)
Location: 2nd Floor Boardroom
Greater Vancouver Regional District offices
4330 Kingsway, Burnaby