



TRANSLINK BOARD-IN-BRIEF
October 10, 2007

Here are the highlights of the October 10, 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 the TransLink 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 Board authorized the Chief Executive Officer to negotiate and execute a Memorandum of Understanding (MOU) with the City of Port Moody on the Murray-Clarke Connector that generally meets the terms outlined in the report.

4.2 Proposed Independent Transit Service in New Westminster

The Board approved the operation of the proposed Uptown/Downtown New Westminster independent transit service by the New Westminster Community Development Society, with the following conditions:

- A. Any service changes or deviations from the current proposal must be reviewed and approved by TransLink staff;
- B. TransLink fare media will not be accepted on the service;
- C. TransLink bus stops will not be used by the service, and
- D. TransLink retains the right to review the impact of the service on the performance of the No. 106, No. 123 and any other routes, with any negative impacts that can be attributed to the service being cause for review of the GVTA's approval.

4.3 2007 Capital Program Projects – Specific Project Approval

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

- Canada Line Ticket Vending Machines and Ticket Validator Units Procurement: Budget: \$11,600,000; and
- 2008 HandyDART Vehicle Expansion: Budget: \$4,375,000.

4.4 Fee Increases at the West Coast Express and Surrey Park and Ride Lots

The Board ratified the decision by TransLink staff to increase the parking fees at the West Coast Express and Scott Road Park and Ride lots.

4.5 Public Transit Infrastructure Program Funding Agreement

The Board authorized the Chair and the Chief Executive Officer to execute an agreement with the Union of British Columbia Municipalities (UBCM) to receive \$34,035,424.00 through the Public Transit Infrastructure Program Funding Agreement.

MOTIONS

6.1 Motion from Director Peter Ladner – Bike Rental System

WHEREAS:

- A. Cities such as Paris and Lyons have installed a system of public rental bicycles that places thousands of bicycles around the city;
- B. In Lyons vehicle traffic is down 4% and bicycle use has tripled since its 3,000-bicycle program was started in May 2005, eliminating an estimated 3,000 tons of carbon dioxide;
- C. Access to these bicycles is free for the first 30 minutes, monitored electronically and available to any registered user with a smartcard;
- D. The contracting provider is responsible for supplying all the bicycles, racks, electronic systems, keeping the bicycles repaired and managing customer relations and billing;
- E. The costs of the system are typically paid for by revenues generated by the operator—e.g. from street advertising;
- F. The Paris system has been so successful that the Mayor of Paris wants to extend it into the Paris suburbs; and
- G. Portland and Chicago are currently requesting proposals for similar systems;

THEREFORE BE IT RESOLVED:

That the GVTA Board directs staff to begin immediately to investigate the feasibility of installing a similar system in suitable Metro Vancouver locations before 2010, including an assessment of the availability of supporting infrastructure such as bike racks and bike lockers in targeted areas, and report back to the Board at the earliest possible convenience.

Motion 6.1 was CARRIED.

6.2 Motion from Director Peter Ladner – Future Fare and Property Tax Increases

WHEREAS:

- A. The proposed funding formula for TransLink in Bill 36 includes an additional three cents per litre fuel tax in Metro Vancouver, regular fare increases and/or property tax increases;
- B. The Provincial Government's Climate Action Strategy will require the Metro Vancouver region to double its transit mode share by 2030 to assist the province in reaching this goal;
- C. The additional funding sources identified in Bill 36 were proposed prior to the Provincial Government's announcement on the province's climate change goals;
- D. These new sources will not be sufficient to support the region's public transportation operating costs beyond 2013;
- E. Fare increases impact mobility for low income citizens and affect ridership growth;
- F. Property tax increases impact economic performance of business and industry in the region;
- G. Changes in provincial legislation could enable revenue-generating transportation demand measures that could both raise alternative revenues and create incentives for more sustainable forms of transportation, in keeping with provincial greenhouse gas emission targets;

THEREFORE BE IT RESOLVED:

That the expansion and growth of TransLink's transportation system in the new 30-year strategy and the next 10-year plan rely on fees and taxes that provide measurable transportation demand management results to expand and grow rather than transit fare increases and property tax increases.

Motion 6.2 was CARRIED.