

Here are the main points from the December 13th 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 Agendas 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 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—Appointment of Director—ITS Corporation

The TransLink Board ratified the Intelligent Transportation Systems Corporation (ITS) Board's acceptance of the resignation of Captain Norman Stark as a Director and the appointment of the Vancouver Port Authority as a Director.

The ITS Corporation is an operating subsidiary of TransLink currently developing a multi-agency Provincial ITS Vision and Strategic Plan to guide development and deployment of intelligent transportation systems in BC. The Vancouver Port Authority is an important stakeholder in provincial ITS issues and systems.

Item 4.2—Public-Private Partnerships for Road and Rapid Transit Infrastructure—Fraser River Crossing and Richmond/Airport to Vancouver Rapid Transit Projects from a PPP Perspective

The Board received the report, titled as above, for information. The Board approved a reservation of \$875,000 in the 2001 Budget for possible TransLink costs related to public-private partnerships (PPP) advice for the Rapid Transit Project and the Fraser Crossing, and for the TransLink share of potential Phase 3 costs for the Richmond/Airport to Vancouver Rapid Transit Project.

These reserved funds would only be expended following a further Board report on the Richmond/Airport to Vancouver Rapid Transit Project study results, the proposed budget for the next phase, and the cost-sharing arrangements.

Few large transportation PPP projects have occurred in Canada, with notable exceptions being the Confederation Bridge in the Maritimes and Highway 407 in Ontario. However, methods that utilize private sector expertise and financing in the development and operation of major facilities are widely used in Europe, Australia, and South America.

Item 4.3—Progress Report on Phase 2 of Richmond/Airport-Vancouver Rapid Transit Study

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

The work plan for Phase 2 of the Richmond/Airport-Vancouver Rapid Transit Project is well underway. This phase is devoted to a confirmation of the need to build rapid transit in this corridor in the next 10 years and a

determination of funding capacity.

The work will involve technical investigations and public consultation. Between now and February 2001, the Project Team will complete its technical work and engage in a communication and consultation program. Concurrently, the Team will be communicating with federal officials about the Project with a view to a significant federal investment, and will continue to work with TransLink in their efforts to secure federal funding for transportation in the region. The Project Team will also work with TransLink staff to explore the potential for involvement by the private sector.

Item 4.4—Fraser River Crossing Work Plan

The Board received the Fraser River Crossing Work Plan for information and approved the proposed budget of \$625,000 for the required technical studies.

At the September meeting the Board endorsed in principle the development of a tolled high-capacity crossing of the Fraser River in the 200th Street corridor, or a variant that would connect further west on the southside, with final approval subject to the results of technical and planning studies.

A technical advisory committee with representatives from the directly affected municipalities, Ministry of Transportation and Highways and the British Columbia Transportation Financing Authority will be formed to meet regularly to advise on the study program and review results as they are completed.

Item 4.5—2001 Annual Operating Agreement for Handy DART Services in the City of Vancouver and the University Endowment Lands

The Board approved the 2001 Annual Operating Agreement between TransLink and Pacific Transit Cooperative for the provision of 165,602 hours of Handy DART service in the City of Vancouver and the University Endowment Lands with an operating budget of \$6,583,680. The Board authorized the Chief Executive Officer to execute the 2001 Operating Agreement with Pacific Transit Cooperative.

All service contracts issued by BC Transit were for periods of five years and operating budgets are negotiated annually during this period. Pacific Transit Cooperative will be entering into the fourth year of their service contract in the fiscal year 2001. The operating cost per service hour will be decreased to \$39.76 in 2001 from \$40.28 in 2000.

Service hours will increase to 165,602 in 2001 from 164,522 in 2000.

The Handy DART service accounts for approximately 1% of ridership and revenue in TransLink's service region. It provides door-to-door service for persons with disabilities who cannot use the conventional transit.

Item 4.6—2001 Annual Operating Agreement for Handy DART Services in the City of Richmond

The Board approved the 2001 Annual Operating Agreement between TransLink and Greater Vancouver Community Services Society (GVSCC) for the provision of 31,220 hours of Handy DART service in the City of Richmond with an operating budget of \$1,111,216. The Board authorized the Chief Executive Officer to execute the 2001 Annual Operating Agreement with the Greater Vancouver Community Services Society.

GVCSS will be entering into the last year of their five-year service contract in the fiscal year 2001.

The operating cost per service hour will increase to \$35.59 in 2001 from \$34.48 in 2000. Service hours will increase to 31,220 in 2001 from 29,660 in 2000.

Item 4.7—Annual Operating Agreement for West Vancouver Transit Services

The Board approved the 2001 Annual Operating Agreement with The Corporation of the District of West Vancouver for the provision of 103,700 hours of revenue service for the West Vancouver transit service with an operating budget of \$7,306,035. The Board authorized the Chief Executive Officer to execute the 2001 Annual Operating Agreement with The Corporation of the District of West Vancouver.

The 2001 budget is essentially the same as 2000 with a minor increase in hours due to the annualization of service increases initiated in 2000. The level of service may be subject to review and reduction in the future if a new funding source is not in place.

Item 4.8—North Road—Alignment and Expropriation

The Board approved in-principle that unless Burnaby and Coquitlam agree to transfer any required interest in the land on the west side of North Road voluntarily, those lands will be expropriated subject to the Rapid Transit Project Office agreeing to pay all legal, property, and procedural costs; and, that TransLink staff report back with the required formal resolutions for action when the Coquitlam Sky Train agreement between TransLink and the Province is finalized.

(Please note: Burnaby's request for reconsideration of the North Road Sky Train alignment was tabled as Item 6.1—the last item in this agenda.)

Item 4.9—2001 World Skating Championships Sponsorship

The Board received the report, titled as above. The Board adopted an amendment to the Greater Vancouver Transportation Authority Tariff to allow complimentary transit service for accredited event participants and the marketing of a special event transit pass, in response to a request from Skate Canada.

An estimated 175,000 spectators and 1,500 event delegates are expected to participate in the competition at General Motors Place from March 16-25, 2001.

Item 4.10—Levy Bylaw and Order in Council

The Board took the following actions on this matter:

- Requested that the Province:
 1. approve an additional gas tax in the GVRD equivalent to the value of the proposed vehicle levy (5 cents/litre), or, as an alternate,
 2. collect the levy as part of the vehicle licence/registration fees.
- Endorsed the intent of the draft Order in Council attached to the report (titled as above), authorizing a vehicle levy and enforcement measures and directed staff to discuss the draft Order in Council with provincial staff to pursue its early approval, with such amendments as the Province may wish that do not alter the substance of the authority provided.
- Endorsed the draft bylaw, including the list of exemptions, special category rates, and commercial vehicle rates for passage when the Order in Council is approved.

The Order in Council would set out the basic authority for TransLink to implement and enforce a vehicle levy. The bylaw sets the levy itself and the mechanism through which it would be billed, collected, and enforced.

Given the concerns related to the vehicle levy and the related collection process, the Board at its November 22 meeting directed that a request be made to the Province for an additional gas tax in the GVRD to provide the required revenues. The GVRD Board also approved this direction.

If additional gas tax is not approved, and the vehicle levy is to be implemented, it would be far preferable to use the licensing/registration process now in place for its collection. In the original negotiators' agreement on cost sharing for the Sky Train extensions, the Province agreed to make best efforts to have ICBC withhold insurance if the levy was not paid. ICBC has advised the Chair it is unwilling to do this. The Province could, however, pass legislation to collect the levy through the registration/licensing procedure, providing TransLink with certainty and a cost-effective method of collection if additional gas tax is not approved.

In the absence of an additional gas tax or a process to collect the levy with registration/licensing, TransLink staff have developed a levy procedure that would provide for penalties and fines if the levy was not properly paid. Enforcement mechanisms would be similar to those now used for moving and parking violations, and would use the information collected in those processes.

Item 4.11—2001 Program Plan

The Board directed staff to proceed with the implementation of the #98B-Line and Express Buses in 2001, with reductions to low productivity services in other areas, that will be reported to the Board in February 2001, to ensure that no additional operating costs are incurred. The Board approved the schedule for finalizing the 2001 Program Plan and Budget including the implementation of service improvement or service reductions scenarios beginning in June 2001.

The report sets out two scenarios for the 2001 Program Plan: one being a plan and budget for service upgrade, the other a plan and budget for service downgrade. The final decision will be largely contingent upon whether or not a funding source (committed federal funding, gas tax, or vehicle levy) is confirmed by the end of February 2001.

Item 4.12—2001 Provisional Budget

The Board approved a 2001 Provisional Budget that supports current service levels and provides interim spending authority until a final 2001 Budget is approved in March 2001.

Under the Greater Vancouver Transportation Authority Act, budgeted expenditures cannot exceed revenues, including the reserve balance. TransLink's ability to comply with the "balanced budget" legislative criteria has been significantly impacted by uncertainty surrounding the vehicle levy and/or alternative funding sources. While both the TransLink and GVRD Boards have now approved the vehicle levy, it will take some time to finalize the required bylaw and the requested Order in Council, and, given the requirement for provincial assistance, this may not be possible.

Under the provisional budget, TransLink would be left with a reserve balance of \$10 million at the end of 2001.

Item 4.13—Sky Train Vehicle Expansion Project

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

The capital budget for the purchase of 20 new Mark II Sky Train cars, originally forecast at \$63.4 million, has been adjusted to \$69.8 million.

Item 4.14—Third Quarter 2000 Expenditure and Revenue Forecast

The Board received the report, titled as above, for information. The report provides the Board with an updated projection of total expenditures, revenues and reserve balance for the 2000 fiscal year based on actual results to September 30.

The 2000 annual deficit excluding the AirCare entity is now estimated at \$18.26 million, which is \$14.02 million lower than the budgeted deficit. Correspondingly, the reserve balance is currently projected to be \$41.37 million at December 31, 2000; the budgeted year-end reserve balance was \$27.35 million.

Item 4.15—Transit Services Performance Report for Third Quarter 2000

The Board received the report, titled as above, for information. It is a status report on the performance of the regional transit services for the period of January 1 to September 30.

Highlights include:

- A 4.9% increase in region-wide transit service hours compared to the same period last year
- A 2.8% increase in transit ridership compared to the same period last year
- Operating cost per service hour for the Vancouver region's conventional transit is favourable to target by 2.0% and operating cost recovery has reached and surpassed the targeted 50% level, standing at 51.7% year-to-date.
- Steady growth in ridership for the Handy DART service

Item 4.16—Request for Exemption from Transit Power Levy

The Board approved two separate applications for exemptions from payment of the power levy for a second BCHydro account.

Section 28(5) of the Greater Vancouver Transportation Authority Act authorizes the Board to exempt persons from the payment of the Hydro levy added to a second account on a residential property.

Item 4.17—Tariff Amendment Bylaw Number 16, 2000

The Board adopted an amendment to the Greater Vancouver Transportation Authority Tariff to formalize the Board's approval for the carriage of small pets on public transit vehicles, effective for a six-month trial period beginning January 1, 2001.

The Board had given approval for the pets-on-transit trial period at its November 22 meeting. Passengers may carry small pets aboard transit vehicles, provided that the pets are restrained in hand-held cages which prevent direct contact between the pets and any other passenger or transit employee, at all times.

TransLink reserves the right to refuse to carry any animal that it considers, in its sole discretion, may have a negative impact on other passengers or transit employees due to the animal's behaviour, odour, or size, or due to the concern of any other passenger or transit employee that the animal may cause an allergic reaction.

Item 6.1—Letter Dated November 21, 2000 from City of Burnaby to the TransLink Board Regarding SkyTrain Alignment Along North Road

Burnaby City Council had requested that the TransLink Board reconsider its November 9 decision on the conceptual planning alignment for the North Road section of the Port Moody–Coquitlam SkyTrain extension.

The Board took the following actions on this matter:

- Rescinded Part A of Item 3.1 resolution adopted at its November 9, 2000 meeting as follows:

"A. That the Board approve a conceptual planning alignment for the North Road section (between Lougheed Highway and Cottonwood Avenue) of the Port Moody–Coquitlam SkyTrain Extension that would be one elevated guideway running on:
2.) the west side of North Road"

- Approved a conceptual planning alignment for the North Road section (between Lougheed Highway and Cottonwood Avenue) of the Port Moody–Coquitlam SkyTrain Extension that would be one elevated guideway running on the centreline of North Road.

The next TransLink Board meeting is tentatively scheduled for:

Date: Friday, January 19
Time: 8:00am
Location: 2nd Floor Boardroom
Greater Vancouver Regional District
4330 Kingsway, Burnaby

The next TransLink Committee of the Whole meeting is tentatively scheduled for:

Date: Wednesday, January 31
Time: 11:30am
Location: 2nd Floor Boardroom
Greater Vancouver Regional District
4330 Kingsway, Burnaby

