



TRANSLINK BOARD-IN-BRIEF— FEBRUARY 21, 2002

Here are the main points from the February 21st meeting of the TransLink Board of Directors. The complete agenda and supporting reports for every Board meeting are posted on TransLink's web site (www.translink.bc.ca). The Board-in-Brief is also available on the web site.

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—Establishment of the Finance and Audit Committee

The Board:

- Established a Finance and Audit Committee;
- Upon the recommendation of the Chair, appointed Director Don MacLean as Chair of the Committee and Directors Marvin Hunt, Jon Kingsbury and George Puil as committee members;
- Received the proposed Terms of Reference for the Finance and Audit Committee for information; and
- Directed the Committee to review the proposed Terms of Reference and bring them back to the Board for approval.

In July 2001, the Auditor General of BC completed and reported on his review of TransLink's governance structure. One of the recommendations in his report was that TransLink establish an Audit Committee to assist the Board in overseeing TransLink's finances. Also, members of the public and stakeholders have raised concerns regarding the stewardship of TransLink's finances. In response, TransLink has committed to enhance its accountability processes.

The key processes that the Finance and Audit Committee will oversee include: operating and capital budgets; interim financial reporting; annual financial statements; external audits; internal audits.

Any reports presented to the Board that have been reviewed by the committee will include the comments and recommendations of the committee.

Item 3.2—Major Capital Projects: Candidates for Federal Funding

The Board:

- A. Approved in principle that applications be made under Federal Infrastructure programs for the following projects from current approved long-range transportation plans:
 - (i) Fraser River Crossing/ South Fraser Perimeter Road
 - (ii) Port Moody – Coquitlam Rapid Transit
 - (iii) Broadway West Rapid Transit
 - (iv) Trolley bus replacement;
- B. Approved in principle that an application be made under any Federal 2010 Winter Olympic funding program for the Richmond/Airport – Vancouver Rapid Transit Project; and
- C. Seek the endorsement of the GVRD for the priorities outlined in A and B above.

During TransLink’s financial consultation last fall, all stakeholders agreed that the absence of the federal funding for transportation was a critical issue.

There have been many major road and transit capital project needs identified in recent years through various studies. After reviewing the status of the projects, those listed above in Section A have emerged as candidates for application for emerging federal funding.

Item 3.3—Commercial Revenues—Strategic Partnerships

The Board approved the development of a Request for Expressions of Interest to identify potential strategic partnerships.

Commercial revenues help to offset the need for other forms of revenue increases. For example, the current transit-advertising contract will generate a minimum of \$30 million over its seven-year term.

The development of strategic partnerships with private sector firms to offset the need for public subsidization of capital and operating program costs is a viable approach, with demonstrated success in the Lower Mainland. The evaluation of planned/proposed initiatives for potential partnerships and issue of a Request for Expressions of Interest involves little risk and will demand few resources to manage, relative to the potential returns.

Item 3.4—Delegations and Public Consultation

The Board:

- Endorsed the development of the guidelines recommended for TransLink’s public consultation;

- Adopted the Procedure for Delegations (Attachment 'A' of the Board report), provided the requirement that public delegations appearing before the Board must speak to specific agenda items be removed.

In place of the Committee of the Whole meetings that the Board has held to hear public delegations, members of the public will now have the opportunity to speak at the beginning of each TransLink Board meeting.

Also, a Customer Service and Transit Senior Management Committee will be established, comprised of senior staff from TransLink, Coast Mountain Bus Company and the BC Rapid Transit Company (SkyTrain). This committee will address complaints and concerns from transit users in the region.

Item 3.5—Richmond Transit Service Review

The Board:

- Approved the increased express bus service between Richmond and Vancouver and directed staff to include it in the 2002 Program Plan and Budget for implementation in April 2002;
- Directed staff to report back six months after the #98 B-Line technology has been fully implemented, and provided an evaluation of the performance of the system, comparing it to the original objectives of the project; and
- Directed staff to send a copy of the report to the City of Richmond.

The new express route will originate in south-central Richmond, operate through the City Centre, then via Garden City Way, Sexsmith Park-and-Ride lot and Oak Street to downtown Vancouver.

The new services will reduce transfers for commuters in south-central Richmond. # 98 B-Line crowding will be reduced as customers in these areas would not be required to transfer to the B-Line, thus freeing up capacity on the B-Line for City Centre residents, Airport and Vancouver customers.

Item 3.6—Millennium SkyTrain Line – Lake City Station

The Board authorized TransLink to assume responsibility for the project management and delivery commitments of the Lake City Station from Rapid Transit Project 2000 (RTP2000), including all contractual arrangements entered into by RTP2000 and approved by TransLink, at an appropriate time during construction, as it is anticipated that RTP will be closing its offices at some point during the construction.

The Province did not include the Lake City Station in the original scope of the Millennium Line project, but provided for a future station location at Lake City Way and Lougheed Highway. In February 2000, the TransLink Board approved the report entitled

“Cost Sharing and Municipal Integration Fund,” committing \$4.8 million from the Municipal Integration Fund and providing additional funding of \$11.7 million from TransLink to complete the Lake City Station by January 1, 2004.

Updated cost estimates have reduced the Lake City Station project budget to \$14.3 million, allowing TransLink to reduce its contribution by \$2.2 million.

Item 3.7—SkyTrain Running Rail Replacement

The Board approved a budget increase of \$399,000 for *Project 0114 SkyTrain Running Rail Replacement*.

Replacement of the running rails between New Westminster Station and 22nd Street Station is required due to extensive wear caused by rail grinding in the early years of SkyTrain operation and normal use of the system. Wearing of the rails results in reduced train speeds and a risk of track failure.

Only two contractors in the Lower Mainland are capable of carrying out this work and only one chose to bid on this project. The bid came in substantially higher than the original cost estimate. Various delivery and construction methods were discussed with the contractor in an effort to reduce costs but none of the methods offered savings from the tendered amount.

Item 3.8—Major Road Network Descriptions and Guidelines

The Board:

- Approved the *Major Road Network Operation, Maintenance and Rehabilitation Program Description and Guidelines* (Attachment A).
- Approved the *Major Road Network Minor Capital Program Description and Guidelines* (Attachment B).

TransLink staff have worked with the Major Roads Technical Advisory Committee (MRTAC) to develop these two documents which:

- Clarify the intent of the Major Road Network (MRN) programs;
- Confirm the specific costs that are eligible for funding under the MRN programs; and
- Outline the associated administrative procedures.

The effectiveness of the guidelines will be reviewed periodically and will be updated as necessary.

Item 3.9—2010 Olympic Bid Status – Transportation Implications

The Board heard a presentation from Doug Kelsey, transportation director for the local 2010 Winter Olympic Bid Committee (and President of West Coast Express).

Mr. Kelsey discussed the transportation requirements for the 2010 Olympics.

Item 3.10—Impact of Proposed Changes to the Government of British Columbia Bus Pass Program and Other Provincial Programs

The Board received information on the Government of British Columbia Bus Pass Program and the impact on both seniors and TransLink of the Provincial decision in January to cancel the low-income seniors' component of the program.

The provincial government has recently stated that it has reversed its position, and will continue to support the Bus Pass program.

Under this program, low-income seniors meeting income eligibility criteria (receipt of the Guaranteed Annual Income Supplement) are entitled to purchase an annual transit pass for a cost of \$45. The Province compensates TransLink approximately \$11.8 million annually for providing transit services to holders of these subsidized passes.

Item 3.11—CNG Demonstration Project – Cummins Westport Proposal

The Board received information of an opportunity for TransLink to initiate a pilot program with Cummins Westport to test its new C Gas Plus compressed natural gas engine, by repowering an existing compressed natural gas (CNG) bus. As it would not be practical to operate only one CNG bus, the pilot would not begin until at least some portion of the CNG fleet has been returned to service; in the meantime, the repowered bus would be utilized as a showcase bus by Cummins Westport.

Item 3.12—Status Report on Area Transit Plans

The Board received information on the status of the Area Transit Plans for the Northeast Sector (Coquitlam, Port Moody, Port Coquitlam, Belcarra, and Anmore) and Burnaby / New Westminster.

It is anticipated that draft versions of these two Area Transit Plans will be submitted to the Board in April or May 2002 for approval in principle and for referral to the municipalities for final comments. The Plans will return to the Board in June or July 2002 for final approval.

Area Transit Plans are a community-based form of transit planning that includes significant input from local residents and municipal staff.

Item 3.13—Millennium Line Start Up

The Board received information on the start-up of the Millennium SkyTrain Line between Columbia and Braid stations in New Westminster.

The first two stations (Braid and Sapperton) were opened on January 5. Counts indicate ridership on the extension is in the range of 9,000 to 10,000 on a typical weekday. While there were delays in introducing the new Mark II cars, this has not caused major problems on other sections of the system. The first two Mark II cars have now been introduced into service and have proven popular with users.

The Rapid Transit Project Office, TransLink and the City of New Westminster are dealing with minor changes to the pedestrian access routes at Braid Station.

Item 3.14—AirCare Eight Year Report (1992-2000)

The Board received information on observed trends in the emissions performance of the light-duty vehicle fleet since 1992, including a specific assessment of the effect of emission-related repairs arising from failed AirCare inspections.

A report titled “Results and Observations Relating to the First Eight Years of Operation (1992-2000)” shows that the AirCare program has resulted in significant reductions in harmful pollutants from light-duty motor vehicles. AirCare continues to be the leading model of an effective emissions inspection and maintenance program and the single most effective emission reduction measure in the GVRD’s Air Quality Management Plan.

Item 3.15—Pattullo Bridge Safety Review

The Board received for information an overview of the Pattullo Bridge Safety Review conducted by ICBC (Attachment A). The report also discusses actions staff have taken to-date to address safety concerns on the Bridge and the proposed follow-up.

The ICBC Safety Review of the Pattullo Bridge found that driving speed and/or alcohol consumption were the key factors in two fatal head-on vehicle collisions on the bridge in September 2001.

However, some potential safety concerns have been identified. TransLink has already implemented some safety improvements on the Pattullo, and will review other suggested safety measures.

Item 4.1—Highway 7 HOV Lane

The Board directed TransLink staff to contact the provincial government to request that the requirement for using the HOV lane on Highway 7 be reduced from three occupants to two occupants.

The next TransLink Board meeting will be held as follows:

Date: Monday, March 25

Time: 8:00 a.m.

Location: **District of Maple Ridge Town Centre**
22470 Dewdney Trunk Road - Fraser Room
Enter through the main door of the new town centre building.