



TRANSLINK BOARD-IN-BRIEF— MARCH 25, 2002

Here are the main points from the March 25th 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 4.1—2002 Program Plan and Budget

The Board:

- Approved the 2002 Program Plan and directed staff to proceed with implementation; and
- Approved the 2002 Budget.

The 2002 Program Plan describes the proposed initiatives for the road, transit, bicycle and other program areas during this year.

The road program includes \$3 million in additional Major Road Network funding, \$15 million for minor capital to fund 58 road projects (up from \$10 million), an allocation of \$50 for major capital projects and \$2.6 million for rehabilitation of TransLink-owned bridges.

Transit improvements include:

- Implementing the Millennium Line SkyTrain extension and integrating bus services in the northeast sector, New Westminster and east Vancouver to feed the line;
- Providing improved service to the post-secondary student market including the possible introduction of a Universal Pass (U-Pass) at SFU and increasing frequencies on the #99 Broadway-UBC B-Line and other heavily used services;
- Improving the #98 Richmond-Vancouver B-Line service and introducing new commuter express services;
- Introducing new minibus services in White Rock / South Surrey and in Langley;
- Achieving efficiencies in existing bus services by reducing duplication and simplifying service design.

The 2002 Budget forecasts revenues of \$600 million and expenditures of \$595 million, with a net surplus of \$5 million to be added to TransLink's reserve fund. The 2002 Budget is driven by the Program Plan and a variety of other factors. Estimates reflect the cautious and conservative approach demanded by the uncertain provincial environment and poor economy.

Item 4.2—Increase in Borrowing Limit

The Board:

- Approved a new borrowing limit of \$1,639,000,000 which is consistent with the 3-year financial plan;
- Requested that the GVRD Board ratify the borrowing limit of TransLink of \$1,639,000,000 which is consistent with the 3-year financial plan; and
- Approved the Borrowing Resolution, in the form attached as Appendix B to the report titled "Increase in Borrowing Limit" dated February 27, 2002.

The TransLink and GVRD Boards have approved the three-year financial plan for TransLink, which drives the capital commitment and borrowing requirements. It is appropriate that these Boards approve the borrowing limits required to implement the plan over the three-year period.

The previous borrowing limit was \$1,050,000,000.

Item 4.3—Proposed 2002 Major Road Network (MRN) Minor Capital Program (Initial Submissions)

The Board:

- Approved the initial submissions of the proposed 2002 MRN Minor Capital Program outlined in the report; and
- Confirmed that the 2002 MRN Minor Capital Program funding residual, as identified in this report, shall remain available for the Board to consider any further recommendations from the Major Roads & Transportation Advisory Committee (MRTAC) relative to MRN minor capital projects.

A full list of the approved projects can be found in the Board report.

Municipalities within the region are eligible to apply to TransLink for minor capital funding for cost-shared projects on the designated 2,200 lane-kilometres of the Major Road Network.

Item 4.4—Proposed Lougheed Highway and Mary Hill Bypass Interchange

The Board:

- In response to the request from the City of Port Coquitlam, expressed its support in principle for the construction of an interchange at Lougheed Highway and Mary Hill Bypass by the Ministry of Transportation; and
- Directed staff to communicate this support in principle to the City of Port Coquitlam and the Ministry of Transportation.

The proposed interchange project appears to have positive impacts for the provincial highway system and the Major Road Network. No TransLink funds are being sought for this project.

Item 4.5—2001 Capital Program Projects – Specific Project Approval

The Board provided specific project approval for the Oakridge Transit Centre (OTC) retrofit, facility planning and preliminary design component, with a budget of \$1,000,000.

The OTC Retrofit project was originally approved in-principle within the 2000 Capital Budget. The project was put on hold for over a year following the failure of the vehicle levy and the ensuing financial uncertainties, which delayed the implementation of the trolley fleet replacement. The project is now ready to be initiated.

OTC is the largest facility operated by Coast Mountain Bus Company. Maintenance capacity, fueling capacity and bus parking capacity have been exceeded at OTC due to a higher number of trolleys in the OTC fleet and the use of longer (40 ft.) buses than what OTC was originally designed for. There is currently insufficient space for maintenance, storage, employee parking and administration functions.

Item 4.6—Revisions to Transit Related Road Infrastructure Program Policy (TRRIP)

The Board:

- Approved the revisions to the Transit Related Road Infrastructure Program (TRRIP) to allow TransLink to fund up to 100% of the cost of transit priority projects where supported by a business case; to allow municipalities to direct TRRIP funding to category 3 and 4 projects on non-Major Road Network (MRN) roads and to expand the scope of category 4 projects to allow funding for bus shelters, street lighting and pedestrian improvements at bus stops as outlined in the report titled “Transit Related Road Infrastructure Program – Funding and Implementation Policy”; and
- Directed staff to introduce the new policy as part of the 2002 Program Plan and Budget.

TRRIP was introduced in 1999 with the purpose of cost-sharing with other levels of government in the provision of transit infrastructure that facilitates safe and efficient transit operations. There are four categories for the program, and revisions approved by the Board are noted in italics:

- Category 1 – Bus priority measures and HOV facilities under the Provincial HOV Program (lanes, signals, queue jumpers, etc.) – Province 50%, TransLink 25%, Municipality 25%;
- Category 2 – Bus priority and traffic management measures (bus lanes, signals, queue jumpers, etc.) on MRN or non-MRN roads – *TransLink up to 100%*;
- Category 3 – Roadway geometry and traffic changes to accommodate safe transit operation, available to MRN *and non-MRN* roads – TransLink 50%, Municipality 50%;
- Category 4 – Passenger facilities such as landing areas, curb cuts, *shelters, street lighting, etc.* Available to MRN *and non-MRN* roads – TransLink 50%, Municipality 50%.

Item 4.7—Burnaby Heights Community Shuttle – Contract Extension

The Board:

- Approved a 17-month extension of the Operating Agreement with Bonny's Taxi Ltd., for providing the Burnaby Heights Community Shuttle service and authorized staff to enter into discussions with Bonny's Taxi for the purpose of finalizing an Operating Agreement covering the period April 1, 2002 to August 31, 2003;
- Authorized the CEO to execute the Operating Agreement with Bonny's Taxi; and
- Approved reissuing a Request for Proposal for this service at the conclusion of the contract for September 1, 2003.

Bonny's Taxi has operated the Burnaby Heights Community Shuttle since September 1, 2000. The company has performed very well to date and surveys indicate that they have received high customer satisfaction ratings. While the 16-month pilot project ended on December 31, 2001, TransLink had extended the contract on a month-by-month basis pending a final decision on the project. Extension of the contract to August 31, 2003 brings the total length to three years, consistent with the term in awarding regional HandyDART contracts.

Item 4.8—Proposal for University and College Pass Program (U-Pass)

The Board supported the basic principles, as guidelines, with respect to price harmonization, revenue and cost protection that have been used to-date in discussions regarding the development and implementation of a U-Pass program.

The introduction of a U-Pass (Universal Pass) program for post-secondary students was frequently mentioned throughout last fall's consultation. Experience in other cities

indicates that the U-Pass has potential to significantly increase transit ridership at post-secondary schools. Universities and colleges represent significant markets for transit and encouraging young people to use transit can have long-term benefits.

The Simon Fraser University Student Society was planning to take a U-Pass proposal to a student referendum in the first week of April, but internal difficulties within the Student Society have postponed the referendum indefinitely. TransLink is continuing discussions with UBC and Vancouver Community College regarding possible U-Pass programs for those schools in 2003.

Item 4.9—Terms of Reference – GVTA Finance and Audit Committee

The Board:

- Approved the Terms of Reference attached to the report titled “Terms of Reference – GVTA Finance and Audit Committee” dated February 27, 2002;
- Notwithstanding Section 4.2 of the Rules of Procedure, established that quorum for the Finance and Audit Committee, when constituted as a committee of four, be two members.

The TransLink Board approved the establishment of the Finance and Audit Committee at the February 21 Board meeting.

Item 4.10—Status of Major Capital Projects

The Board received an oral report from TransLink CEO Pat Jacobsen on the status of several major capital projects, including:

- Rapid transit to Coquitlam
- Rapid transit between Richmond/Airport and Vancouver
- Fraser Corridor Project (Fraser Crossing and South Fraser Perimeter Road)
- Trolley bus replacement.

Item 4.11—Trolley Bus Replacement Project Update

The Board received the report, titled as above, regarding the ongoing procurement activities related to the replacement of the trolley bus fleet. The Board requested that local Members of Parliament be contacted concerning the Trolley Bus Replacement Project, and that the MP’s be advised of the merits of this project for federal funding, as a legacy of the Olympic Bid initiative.

This project was identified as one of TransLink’s key strategic projects for 2002. An Expression of Interest will be issued this spring. The Request for Proposals for the procurement of the trolley bus replacement fleet is planned for later this year.

Item 4.12—Fourth Quarter (Oct – Dec) – 2001 Capital Project Summary Report

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

The total current capital budget of \$875.2 million consists of 123 projects. The total forecast of \$863.5 million represents capital savings of \$11.7 million.

Item 4.13—Tariff Revision – Group Travel with Adult Monthly FareCards

The Board approved the changes as described in the report titled as above, and adopted the *Greater Vancouver Transportation Authority 2001 Tariff Amendment By-Law Number 23-2002* attached in Appendix ‘A’ of the report.

The actions were taken to:

- Correct an oversight in the previously approved November 2001 tariff amendment, to add West Coast Express 28-Day and Annual Employer passes to those eligible for use by up to two adults, seniors or students and four children on Sundays and holidays;
- Clarify the application of the tariff change, as previously approved by the Board, with respect to seniors and students; and
- Defer implementation of the tariff change to May 5, 2002.

Beginning May 5, an adult monthly FareCard or annual Employer Pass will allow two adults and up to four children to travel together on Sundays and public holidays at no extra charge.

The next TransLink Board meeting will be held as follows:

Date: Friday, April 19
Time: 8:00 a.m.
Location: West Vancouver Municipal Hall
750 17th Street, West Vancouver