



TRANSLINK BOARD-IN-BRIEF— SEPTEMBER 20, 2002

Here are the main points from the September 20th 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—September Transit Service Enhancements – First Week Report

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

At the centre of the September service enhancements was the full opening of the Millennium SkyTrain Line, with nine new stations providing service as of August 31. In addition, 30 bus routes throughout Burnaby, Coquitlam, New Westminster and Vancouver were changed to provide 41 connections with the Millennium Line.

The new #97 B-Line bus service between Coquitlam Town Centre and Lougheed Town Centre began service on September 2, as did the new White Rock / South Surrey Community Shuttle service.

Overall, the initial weeks of operation for these new services have gone smoothly given the magnitude of route and schedule changes. Passenger volumes on the Millennium Line will take time to ramp up to the projected ridership figures. SkyTrain ridership as reported at the busiest point on the line was up 18% over 2000 levels. As expected, University of British Columbia and Simon Fraser University bus services were heavily used and concerns have been expressed about overcrowding on #99 B-Line buses between Commercial Drive SkyTrain Station and UBC. Some adjustments have already been made and ridership will be monitored closely over the coming weeks to determine if more changes are required. Staff at TransLink and its operating subsidiaries are reviewing other customer comments about routings, schedules and signage. An updated report will be presented at the October 2002 Board meeting.

Item 4.2—Community Charter Response

The Board requested that the Province:

- A. Introduce a consequential amendment to the *Greater Vancouver Transportation Authority Act (GVTA Act)* clarifying that, despite s. 10(2) of the Community Charter, municipalities cannot make regulations in areas in which the GVTA (TransLink) has authority to regulate under the GVTA Act;
- B. To the extent that the Community Charter will empower municipalities to regulate core functions, operations, activities and services of TransLink and its subsidiaries, introduce a consequential amendment to the GVTA Act providing TransLink and its subsidiaries with an exemption from such regulations under the Community Charter; and
- C. If future amendments to the Charter include powers to raise revenue from transportation-related sources, ensure that within the GVRD such powers are granted exclusively to TransLink as the regional transportation authority.

The Community Charter is designed to apply to all municipalities within the Province that are currently governed by the *Local Government Act*. Within the Greater Vancouver Regional District, the operation of the proposed Community Charter must be examined in view of the existence of TransLink and within the regional transportation context.

The draft Community Charter legislation raises the possibility of overlapping powers and revenue sources within the Greater Vancouver region. Particularly, it would give municipalities the power:

- to grant a franchise for a public transportation system without TransLink’s consent;
- to regulate highways, including regulation or prohibition of uses, the ability to temporarily restrict or prohibit all or some types of traffic on a highway, and the ability to regulate carriers of goods and people; and
- to regulate “people, activities, matters or other things in, on or near a public place or another place open to the public” and “signs and other advertising devices.” This could expand a municipality’s existing authority to regulate activities within SkyTrain stations and bus stops and regulate advertising and signage on public transit and the major road network.

The GVTA Act confers certain levels of authority over the region’s public transit services and major road network to TransLink. Jurisdictional overlaps could lead to multi-layered and conflicting regulations that would have an adverse impact on the flow of people and goods through the GVRD.

Item 4.3—Langley Community Shuttle Transit Service

The Board:

- A. Approved the selection of D-W Services Ltd. for the Langley Community Shuttle transit service effective December 16, 2002;
- B. Authorized staff to enter into negotiations with D-W Services Ltd. for the purposes of finalizing an Operating Agreement covering the period from December 16, 2002 to December 31, 2005; and
- C. Authorized the Chief Executive Officer to execute the Operating Agreement for the period from December 16, 2002 to December 31, 2005 with D-W Services Ltd.

Community Shuttle services are designed to improve cost effectiveness as well as provide better service in lower density travel markets. Community Shuttle mini-buses are currently operating in White Rock / South Surrey, north Burnaby and Bowen Island.

Six proposals for operation of the Langley Community Shuttle were received by TransLink prior to the closing date (August 12, 2002). Of the four proposals that satisfied minimum standards, D-W Services' bid had the lowest hourly cost, and also scored the highest on evaluation criteria.

D-W Services has provided HandyDART service in the region for approximately 12 years and has always met contractual requirements.

Item 4.4—2002 Capital Program Projects – Specific Project Approvals

The Board provided specific project approval for the Haney Place Transit Exchange capital project, with a budget of \$763,000.

Construction of an off-street transit exchange is proposed as part of the Maple Ridge Town Centre redevelopment. The new exchange location on the south side of McIntosh Street between Edge Street and 226th Street will replace the current on-street exchange on McIntosh and 226th Street. The current situation is deficient with respect to routing efficiency and bus storage capacity.

The District of Maple Ridge, which owns the transit exchange site, has agreed to a nominal lease costs for the property for a minimum 20-year term. Conceptual design of the exchange has been completed through negotiations with the developer. TransLink would be responsible for all costs of improvements and structures as well as the ongoing maintenance of the site.

Item 4.5—Municipal Designation for Pacific Vehicle Testing Technologies (PVTT)

The Board passed a resolution confirming the creation of Pacific Vehicle Testing Technologies (PVTT) as a wholly owned operating subsidiary of TransLink, effective September 1, 1999.

PVTT administers the region's AirCare program to reduce vehicle emissions. KPMG had recommended that TransLink seek municipal designation for PVTT from Canada Customs and Revenue Agency in order to claim municipal rebates of GST incurred on expenditures and thus reduce the net operating costs of the program by \$800,000 annually. A resolution from the TransLink Board, confirming that PVTT was created as an operating subsidiary, was required by the federal agency before it can grant municipal designation.

Item 4.6—Second Quarter 2002 Revenue and Expenditure Forecast

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

An annual surplus of \$19.52 million is projected for 2002, which is \$15.33 million greater than originally anticipated. This is due primarily to lower-than-expected expenditures and higher-than-expected tax revenues.

A \$19.5 million surplus for this fiscal year would increase TransLink's reserve balance to \$47.6 million-- close to the original \$50 million reserve that existed when TransLink began operation on April 1, 1999.

Item 4.7—Second Quarter (Apr – Jun) – 2002 Capital Project Summary Report

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

The total current capital budget of \$844.1 million consists of 114 programs and projects. The total forecast of \$835.9 million represents capital savings of \$8.2 million against the budget.

Item 4.8—Trolley Fleet Replacement Project / Oakridge Transit Centre Retrofit Project Status Updates

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

Timing for this project is critical because the existing trolley fleet is 20 years old and showing signs of failure. Delivery of new trolleys will begin in 2005, as a lengthy lead time is required for vehicle design, manufacture and testing. In the interim, Coast

Mountain Bus Company has undertaken a minor trolley rebuild maintenance program to extend the life of the existing trolleys.

The rebuild of the Oakridge Transit Centre is an important component in supporting the new trolley fleet, as the existing facility is already insufficient in a number of regards. The timing of events for the two projects will continue to be developed in partnership.

Applications have been made requesting contributions of federal funding to the trolley fleet replacement project. To date, no positive commitments have been received; however, TransLink is continuing to pursue avenues for alternative funding sources for both the trolley fleet replacement project and the Oakridge Transit Centre retrofit project.

Item 4.9—Tender/Contract Award Information – May 31, 2002 to August 28, 2002

The Board received the report, titled as above, for information. The report provides information on the award of contracts valued at, or originally estimated at more than \$250,000 which were not previously approved directly by the Board.

The following contracts were awarded during the months of June 2002 through August 2002:

- Dynamic Specialty Vehicles Ltd. - \$2,109,832.44 for the supply and delivery of 28 Custom Transit microbuses (138-inch wheelbase)
- Commercial Body Builders Ltd. - \$1,413,909.00 for the supply and delivery of 16 Custom Transit microbuses (158-inch wheelbase)
- CGT Research International - \$259,900.00 for performing a system-wide customer satisfaction research survey

All contracts were awarded following open tendering processes.

The next TransLink Board meeting will be held:

Date: Friday, October 25
Time: 8:00 a.m.
Location: White Rock (exact site still to be confirmed)