



TRANSLINK BOARD-IN-BRIEF— APRIL 17, 2003

Here are the main points from the April 17th 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 Audited Financial Statements

The Board:

- Approved the 2002 Audited Financial Statements; and
- Appointed two Directors to sign the approved Audited Financial Statements.

The consolidated financial statements combine the accounts of TransLink and its subsidiary companies. The financial statements are audited by the firm KPMG.

Item 4.2—2003 Capital Program Projects – Specific Project Approval

The Board provided specific project approval for the following capital projects:

- Albion Ferry – Klatawa Prime and Auxiliary Engine Replacement – Budget: \$286,000
- Burnaby Transit Centre North – Articulated Bus Hoist – Budget: \$462,000
- Heavy Fleet Maintenance – Window and Roof Replacement – Budget: \$720,000

Item 4.3—Platform Edge Tactile Warning System – Additional Funding Request

The Board approved additional funding of \$400,000 for the completion of Project #0022, the Platform Edge Tactile Warning System.

The installation of the new platform edge tiles is an important step in improving the safety at Expo Line SkyTrain stations for the visually impaired community. The

additional funding is required to complete the remaining 16 stations by November 2003. (Joyce, 29th Avenue, Nanaimo, and Waterfront stations are already completed.)

Item 4.4—Greater Vancouver Grant Submission for Transport Canada’s Urban Transportation Showcase Program Competition

The Board:

- Endorsed the grant submission for Transport Canada’s Urban Transportation Showcase Program Competition to be submitted jointly by TransLink and the GVRD in partnership with the municipalities of Burnaby, Coquitlam, Delta, New Westminister, Richmond, Surrey and Vancouver, as outlined in this report dated March 26, 2003.
- Subject to the Greater Vancouver submission winning the Transport Canada competition:
 - i) supported the implementation of the Greater Vancouver Showcase, including a TransLink share of funding averaging \$3.9 million annually in the 2004, 2005, and 2006 budget years within funding envelopes based upon existing revenues, in support of a transportation infrastructure and program package totalling approximately \$35 million; and
 - ii) directed staff to report back to the Board with a detailed implementation and funding program for the Showcase.
- Formally requested the British Columbia Minister of Transportation for provincial participation in funding the Greater Vancouver Region’s Showcase proposal, in support of the regional and municipal efforts to achieve provincial greenhouse gas reductions.

In October 2001, TransLink and the GVRD prepared a joint submission for a Transport Canada grant program known as the Urban Transportation Showcase Program. The overall goal of the Showcase Program is to encourage urban regions to adopt more energy-efficient transportation and land-use patterns/practices.

In December 2002, the Federal Transport Minister David Collenette announced that the Greater Vancouver region was one of 15 municipalities to be selected as a finalist in the Showcase Program. The program has a budget of \$40 million, and at least four of the 15 finalists are expected to receive grants. It is anticipated that a successful Greater Vancouver Showcase proposal could lever approximately \$35 million in combined senior government, regional, local and private funding (of which up to \$10 million could be federal funding).

The projects in the Greater Vancouver proposal include:

- *Travel Smart* – Residence-based travel marketing program targeting households expressing a desire to try alternative modes;
- *SkyTrain Station Precinct Improvement* – Increasing transit-oriented development in SkyTrain station areas and improving accessibility by foot, bike & bus;

- *Central Valley Greenway* – A completely traffic-separated 22-kilometre bicycle and pedestrian pathway through New Westminster, Burnaby and Vancouver;
- *Hybrid Bus Demonstration* – Testing the viability of low-emission, low-noise diesel/electric buses;
- *Main Street Corridor Transit Priority* – Comprehensive transit priority measures and transit passenger amenity improvements to this high-volume bus corridor; and
- *Goods Movement* – Undertaking detailed studies and analysis to examine opportunities for improving efficiency of goods movement while reducing greenhouse gas emissions.

Item 4.5—SkyTrain and West Coast Express Assets Owned by BC Transit

The Board authorized the Chief Executive Officer to enter into an agreement with the Province, concerning certain SkyTrain and West Coast Express assets owned by BC Transit (referred to in s.3 of Order in Council #399 dated March 30, 1999), as described in the report.

In 1999, most of the BC Transit transportation assets in the Greater Vancouver region were transferred to TransLink. However, BC Transit retained ownership of the SkyTrain Expo Line guideway and bridge, plus certain chattel assets (including certain West Coast Express train locomotives and infrastructure) that were then leased to TransLink for a nominal rental. No formal agreement had been executed between TransLink and the Province.

Item 4.6—Update on September, 2003 Transit Service Improvements

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

The report highlights the significant transit service improvements across the region, scheduled for September 2003. These improvements will include:

- The introduction of expanded bus service to support the introduction of the Universal Pass Program (U-Pass) at UBC and SFU;
- A large expansion of Community Shuttle service to the Northeast Sector (Coquitlam, Port Coquitlam, Port Moody, Belcarra and Anmore), New Westminster, Langley, Richmond and the Airport; and
- Frequency improvements on a number of routes across the region in Surrey, White Rock, North Vancouver, Maple Ridge, Pitt Meadows, Langley and Coquitlam.

The scale of the September 2003 service improvements plan is extensive and now rivals the scale of the improvements launched in September 2002. Thus, the introductions of two cross-regional services approved as part of the 2003 Transportation Plan and Budget—Surrey-North Delta-Richmond City Centre, and Metrotown-Richmond City Centre—are now scheduled for December 2003 and April 2004, respectively.

Item 4.7—Richmond-Airport Vancouver Rapid Transit – Public Opinion Findings

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

The Richmond-Airport-Vancouver Rapid Transit Project Consultation Summary Report gathers the findings of public consultation processes regarding the potential of a rapid transit link between downtown Vancouver, Richmond and the Airport. The consultation processes were structured to ensure that people impacted by the project would have an opportunity to comment directly to the project team, as would stakeholder groups with an interest in the project, and that the views of people in the region would be captured through public opinion research.

Item 4.8—Implementation of Corporate Vision, Mission and Values Statements

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

Over the past year, a working group of TransLink employees was appointed by TransLink’s executive to update the organization’s Vision, Mission and Values. TransLink’s first Vision statement, produced in 1999, was “To improve livability through managed mobility.”

The updated Vision, Mission and Values are as follows:

- Vision: “We see a transportation future where people and goods move in a way that promotes a healthy economy, environment and quality of life for generations to come.”
- Mission: “We plan, finance, implement and champion an integrated transportation system that moves people and goods safely and efficiently, supporting Greater Vancouver’s regional growth strategy, air quality objectives and economic development.”
- Values: “We believe that the only way we can achieve our transportation vision is by applying these core values to everything we do.”
 - *Safety*: “We will plan and deliver a transportation system that promotes the health, safety and security of employees and the public.
 - *Fiscal Responsibility*: “We will invest the public’s transportation dollars wisely to ensure that the system is sustainable in the long-term and we will make every effort to attract financial partners.”
 - *Accountability*: “We will account for our achievements, shortcomings and challenges, to our employees, partners, stakeholders and the public.”
 - *Communication and Consultation*: “We will listen to and actively seek the ideas of employees, partners, stakeholders and the public. We will provide clear and concise information in a timely manner.”

- *Customer Service*: “We will understand our customers and increase their satisfaction with the services they receive.”
- *Integrity*: “We will conduct ourselves ethically, respectfully and honestly as stewards of the region’s transportation system.”
- *Teamwork and Partnerships*: “We will work together as partners to achieve a sustainable transportation network that meets the current and future needs of the region.”

Item 4.9—Transit Services Performance Report for Fourth Quarter 2002

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

The report summarizes the 2002 performance of the conventional transit services provided by Coast Mountain Bus Company, SkyTrain, West Coast Express, West Vancouver Municipal Transit System and Community Shuttle operators for the 2002 calendar year. A summary of HandyDART and TaxiSaver performance is also provided.

Overall performance in terms of ridership was good. The year 2002 also ended with lower than planned delivered hours, favourable operating costs, well within the total cost budget and with favourable cost recovery performance.

Item 4.10—2002 Revenue and Expenditure Report

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

The 2002 fiscal year ended with an annual surplus of \$28.8 million, based on revenues of more than \$602 million and expenditures of \$574 million. The surplus resulted from a combination of higher-than-expected revenue, lower debt service costs and aggressive cost cutting, particularly at the Coast Mountain Bus Company. The surplus has been added to TransLink’s reserves, which stood at \$56.9 million as of December 31, 2002.

The next TransLink Board meeting will be held as follows:

Date: Friday, May 23
Time: 9:00 a.m.
Location: Not yet finalized