



South Coast
British Columbia
REGIONAL
TRANSPORTATION
COMMISSION
ORDER NUMBER: 09-01

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IN THE MATTER OF
Statutes of British Columbia Chapter 30
South Coast British Columbia Regional Transportation Authority Act, Section 223
and an **Airport Special Zone Fare**

BEFORE: Martin Crilly, Regional Transportation Commissioner on April 30, 2009.

D E T E R M I N A T I O N

WHEREAS:

- A. Rapid transit serving Sea Island on the Canada Line is expected to commence by September 2009;
- B. On December 1 2004 TransLink's Board of Directors approved a funding formula for the capital and operating costs for the Canada Line, including an Airport Special Zone Fare which would:
- be levied for trips to and from Sea Island via an "add-fare";
 - target air passengers who would be receiving a significant benefit from the Canada Line – the alternatives being Taxi (then \$24), Airporter (then \$12) or Airport Parking;
 - yield an estimated incremental ridership revenue to TransLink of \$3.3M (in 2003 dollars) per annum, growing with ridership;
 - be adjusted from time to time within a range of \$2 to \$4 (in 2003 dollars).
- C. In July 2008, TransLink issued its 2009-2018 Base Plan Report to the Commissioner, in which the Airport Special Zone Fare was not included; in particular it was not mentioned in Base Plan appendices containing the:
- Current Fare Tariff Bylaw adopted June 27, 2007 by TransLink's Board; nor
 - Proposed Fare Tariff for the years 2011, 2014 and 2017;
- D. On April 21 2009 TransLink asked the Commissioner to determine whether the Airport Special Zone Fare should be considered under the SCBCTA Act as:
- a new short-term fare, requiring approval of the a Supplement by both the Mayors' Council and by the Commission under section 223 of the Act; or, alternatively
 - the implementation of a decision of a previous board that does not require additional approval,

NOW THEREFORE the Commissioner finds as follows:

1. Notwithstanding the omission of the Airport Special Zone Fare from the 2009-2018 Base Plan Report to the Commissioner, and its omission from the Current Tariff Bylaw, the Airport Special Zone Fare was approved in principle in 2004;
2. Provided that the add-fare for the Airport Special Zone Fare to be charged, starting by September 2009, lies in the range of \$2 to \$4 (in 2003 dollars), the Commissioner will consider, for his purposes, the add-fare to be part of the existing tariff and not requiring his approval in a Supplement under the SCBCTA Act;
3. Starting with the 2010-2019 10-year plan, TransLink must include the Airport Special Zone fare in its Base Plan;
4. Any proposed changes thereafter, as required by the SCBCTA Act, greater than 2% per year must be included in Supplement(s).

DATED in Comox, in the Province of British Columbia, this 30th day of April 2009.

BY ORDER

A handwritten signature in black ink, appearing to read 'M Crilly', written in a cursive style.

Martin Crilly
Regional Transportation Commissioner