



South Coast  
British Columbia  
REGIONAL  
TRANSPORTATION  
COMMISSION  
ORDER NUMBER: 09-02

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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 the **Authority's Application of October 29 2009 for a Canada Line YVR Add Fare**

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**BEFORE:** Martin Crilly, Regional Transportation Commissioner on December 23, 2009.

**DECISION**

**WHEREAS:**

- A. On December 1 2004 the Board of Directors of the Authority (TransLink) approved a funding formula for the capital and operating costs for the Canada Line, including an Airport Special Zone Fare to be levied as an Add Fare aimed at air passengers;
- B. In Commission Order 09-01 dated April 30 2009 following TransLink's request for a determination, the Commissioner stated he considered that the Add Fare not to require his further approval;
- C. Notwithstanding the determination in Order 09-01, on October 29 2009 TransLink applied under section 223 of the Act for approval of a Canada Line YVR Add Fare of \$2.50, as a first time short term fare. Proposed to become effective January 1, 2010 the Add Fare would require a passenger, travelling between Bridgeport and Templeton Canada Line stations in either direction, to pay \$2.50 in addition to the applicable zone fare for travel to Richmond, with exemption for passengers resident and/or employed on Sea Island;
- D. On November 1 2009 the Commissioner published the application on the Commission's website and subsequently advertized it in print media across TransLink's service region;
- E. The Commissioner deferred deciding on the application for more than 30 days after publication to allow an opportunity to persons who wish to comment on it;
- F. The Commissioner has written a report, which is attached to this Order, with his decision and the reasons for it;

**NOW THEREFORE** the Commissioner finds as follows:

1. The application is **approved** in relation only to the following transit services:
  - on the Canada Line, for travel between a YVR station<sup>1</sup> and Bridgeport Station, a short term fare premium over the applicable zone fare or concession fare in the amount of \$2.50 each way, for cash fares only, which may only be collected as a return fare premium of \$5.00 payable at a YVR station, effective January 1 2010.
2. The application is **rejected** in relation to all transit services on the Canada Line, except for the above. For clarity, this means that the following is rejected:
  - a Canada Line YVR Add Fare payable by non-cash fare customers in including holders of monthly FareCards, FareSaver tickets, U-Passes and other non-cash fare media at any station or other point of sale, including a YVR station.
3. As required by the Act, any proposed changes to the approved \$5.00 return fare premium, greater than 2% per year, must be included in Supplement(s) and thereby require approval by the Mayors' Council and the Commissioner.

**DATED** in Comox, in the Province of British Columbia, this 23rd day of December 2009.

BY ORDER



Martin Crilly  
Regional Transportation Commissioner

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<sup>1</sup> "a YVR station" means any one of YVR-Airport station, Sea Island Centre Station, Templeton Station.



South Coast  
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ORDER NUMBER: 10-01

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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 the **Authority's Application of October 30, 2009 for a Supplementary Fare Increase**

---

**BEFORE:** Martin Crilly, Regional Transportation Commissioner on January 27, 2010.

**DECISION**

**WHEREAS:**

- A. The Authority (TransLink) proposes to increase short term transit fares in four steps, i.e. in April 2010, 2013, 2016 and 2019, in its *Funding Stabilization 2010 10-Year Transportation and Financial Supplemental Plan*, dated July 31 2009.
- B. Since its proposed short term fare increases exceed 2% per annum, under section 223 of the Act, TransLink is obliged to obtain the approval of the Commissioner before they can be implemented; and on October 30, 2009, TransLink applied for approval;
- C. On August 31, 2009, in his Opinion on the Funding Stabilization Plan the Commissioner gave a preliminary indication, under the Act's section 203, that the proposed short-term fare increases at April 1, 2010 may be appropriate and reasonable, but not necessarily in 2013, 2016 and 2019, stating that he:
  - was reluctant to allow short-term fares to rise so quickly, without TransLink needing to return for approval for ten years since, once given, approval cannot be retracted;
  - noted that since 2004 TransLink's average cost per vehicle-kilometer has increased 15% over and above the general rate of inflation, an increase that can only partly be explained by increases in fuel, security costs and maintenance costs as a result of more technology on buses;
  - considered that TransLink should demonstrate diligence in cost containment as a condition of further approvals;
  - expected changes before 2019 in government policy, technology, and other innovations to drive transit ridership, improve the utilization of TransLink's services and enhance its revenue picture; and

- wished to be positioned to pass part of future productivity gains to fare-payers through lower-than-otherwise-required fare increases;
- D. On October 23 2009, the Mayors' Council on Regional Transportation approved the Funding Stabilization Supplementary Plan which provides additional financial resources to TransLink over and above a Base Plan;
- E. On November 1, 2009, the Commissioner published the application on the Commission's website, then advertised it in print media across TransLink's service region, and deferred a decision on the application for more than 30 days after publication to allow an opportunity for those who wished to comment on it to do so;
- F. On January 7 2010, the Commissioner published a summary of comments received from the public as an Appendix to Commission Order 09-02;
- G. TransLink's Funding Stabilization Plan demonstrates, and the Commission accepts, that, together with increases in parking tax and fuel sales tax, the proposed increases in fares should generate additional revenues, over the Base Plan, in the order of \$130 million in 2010, sufficient to halt the significant drawdown on TransLink's cash reserves which has occurred over recent years;

**NOW THEREFORE** the Commissioner finds as follows:

1. The application is **approved** in relation only to the supplementary fare increase in short term fares for 2010 as set out in Appendix 9 of the *Funding Stabilization 2010 10-Year Transportation and Financial Supplemental Plan*:
2. The application is **rejected** in relation to the supplementary fare increase in short term fares for 2013, 2016 and 2019.

**DATED** in Comox, in the Province of British Columbia, this 27th day of January 2010.

BY ORDER



Martin Crilly  
Regional Transportation Commissioner