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YORK REGION TRANSIT DON MILLS SUBWAY STATION ACCESS AGREEMENT

The Transit Committee recommends the adoption of the recommendations contained in the following report, September 20, 2007, from the General Manager, Transit:

1. RECOMMENDATIONS

It is recommended that:

1. Regional Council authorize the renewal of the existing agreement for a five-year term, with administrative amendments as outlined in this report, between The Regional Municipality of York and the Toronto Transit Commission to continue to permit York Region Transit bus access to the Don Mills station bus terminal on the Sheppard subway line.
2. The Regional Chair and Regional Clerk be authorized to sign the necessary agreement, subject to review by Legal Services as to form and content.

2. PURPOSE

This report seeks authorization for the renewal of the current agreement between The Regional Municipality of York and the Toronto Transit Commission (TTC). This would continue to permit York Region Transit (YRT) buses to access the TTC bus terminal at the Don Mills station for the purpose of servicing passengers who use the Sheppard subway line. The term of the agreement renewal would be five years.

3. BACKGROUND

The York Region Transit Five-Year Service Plan identifies several key objectives, including the need to improve both intra- and inter-regional transit connections, as well as overall service quality in order to attract new users to transit and increase transit's modal share. In this regard, core services in south York Region are to focus on the northern-most TTC subway stations (i.e. Finch station on the Yonge line, Downsview station on the Spadina line and Don Mills station on the Sheppard line).

The Don Mills subway station includes a bus terminal with 15 platforms. Currently, YRT has the exclusive use of one platform, which is used by the YRT Route 90 – Leslie service and the non-exclusive use of a second platform, which is used by the Viva Green service. Non-exclusive use of a platform allows transit buses from other systems to use

this location. There have been some instances where Viva buses have been required to wait for a TTC bus to vacate this shared platform.

Route 90 - Leslie provides 30-minute frequency during peak periods and services the Seneca College King Campus in King City and Newnham Campus in Toronto, as well as the Don Mills subway station which provides convenient access to the TTC subway system and area TTC bus routes, as well as to Fairview Mall. The service operates via Dufferin Street, Bathurst Street, Elgin Mills Road, Leslie Street and Don Mills Road. The draft 2008 Business Plan and Budget contains funding to extend the service to the Don Mills subway station for midday weekday service at 30-minute frequency and all day service on Saturdays at 30-minute frequency.

Viva Green provides 15-minute frequency during weekday peak periods, services the Unionville GO station and provides connections with Viva Purple, Viva Pink and various YRT local routes. The service operates via Highway 7, Kennedy Road, Enterprise Drive, Warden Avenue, Denison Street, Finch Avenue and Don Mills Road. As this corridor develops and ridership increases, staff will be seeking to reinstate off-peak service on this route.

Transit customers from York Region disembark from YRT and Viva buses at the Sheppard Avenue entrance to the Don Mills subway station prior to entering the TTC fare paid zone. Passengers arriving by subway or TTC bus service have convenient access to the YRT Route 90 – Leslie and Viva Green bus services at the underground bus terminal. YRT ticket vending and variable messaging equipment are also located at the terminal. The terminal provides public washrooms, a convenience store, and climate protection for passengers. In addition, the platform area is easy to maintain and remains free from rain, snow and ice, thereby reducing the potential for passenger injury. Customers can also connect with 11 TTC bus routes at this location as opposed to waiting on-street. The TTC provides security in the bus terminal, creating a safer environment for waiting customers.

The current agreement was authorized by Council in September, 2003 and is a standard form that the TTC has used with both YRT and Mississauga Transit.

4. ANALYSIS AND OPTIONS

The current agreement between the Region and the TTC will expire on November 24, 2007. YRT staff have met with TTC staff and have negotiated the renewal of the access agreement with amendments.

4.1 Current Agreement

The current agreement format is a standard document used by the TTC and the Region and contains general clauses such as:

- Term of agreement and renewal option.

- Termination guidelines.
- Capital and maintenance costs.
- Terms of payment.
- Insurance requirements.
- Indemnification.
- Responsibilities.
- Operating guidelines.

The option to renew is for an additional five-year term to November 24, 2012. All other terms and conditions will remain the same, save and except the Licence Fee and Maintenance Costs which have been renegotiated, and the amendments noted in Section 4.2 below.

4.2 Amendments

An amending agreement will address changes to the current agreement and provide that all other terms will continue to apply. The following are proposed adjustments to be included in the amending agreement:

- YRT to have exclusive use of Platform No. 6, in addition to the existing exclusive use of Platform No. 7, to accommodate a future increase in services.
- YRT to have the right to access ticket vending and variable messaging equipment for the purpose of maintenance and the collection of cash deposits.
- YRT to have permission to enter the Don Mills bus terminal property, for YRT's Special Constables, By-law officers or designated employees to provide fare revenue protection, upon receiving the necessary authority, as it pertains to YRT operations.

4.3 Relationship to Vision 2026

The provision of access at the TTC Don Mills station on the Sheppard subway line supports Vision 2026 by utilizing the guiding principle of: "Partnerships: Co-ordinating, supporting and enhancing services through partnerships with area municipalities, other governments, community agencies and the private sector" as well as supports the Region's goal to "...have efficient and environmentally sensitive transportation, waste management and water systems".

5. FINANCIAL IMPLICATIONS

In order for YRT to use the platforms, the Region is required to pay licence fees and maintenance costs to the TTC.

5.1 Licence Fee

The licence fee is for third party use of the platform and, over a five-year period, represents the capital cost to construct each platform at the Don Mills station bus terminal. The current agreement includes a licencing fee for the exclusive use of Platform No. 7, which is approximately \$59,000 per year. As the capital cost of Platform No. 7 has

been recovered by the TTC, it will be eliminated as part of the renewal. However, the additional requirement of the exclusive use of Platform No. 6 will require a similar licensing fee of approximately \$59,000 per year and will be included as part of the proposed renewal.

Following the expiry of the renewal agreement in 2012, it is anticipated that the licensing fee will be reduced significantly as capital costs for Platform No. 6 will have been recovered by TTC.

5.2 Maintenance Costs

The maintenance costs include all aspects of the facility maintenance inside the terminal such as litter pickup, waste/recycling collection, and lighting. The current agreement includes a maintenance cost of approximately \$41,000 for the exclusive use of Platform No. 7. The maintenance costs for the exclusive use of both Platform No. 6 and Platform No. 7 will total approximately \$60,000 per year and will be an ongoing charge with a three percent annual increase. This is in line with YRT's average annual maintenance cost of approximately \$30,000 per platform.

5.3 Summary

The total current charges for the exclusive use of Platform No. 7 are approximately \$100,000 per year including a licence fee of approximately \$59,000 and maintenance costs of approximately \$41,000. The total proposed charges for the exclusive use of both Platform No. 6 and Platform No. 7 for the five-year renewal term will be approximately \$119,000 per year including a licence fee of approximately \$59,000 and maintenance costs of approximately \$60,000.

The proposed charges for the five-year renewal term of the access agreement represent pro-rated capital and operating costs of the terminal, and are considered fair and appropriate.

Sufficient funds are included in the 2007 Business Plan and Budget and the draft 2008 Business Plan and Budget to maintain and operate the Region's share of the bus terminal at the Don Mills subway station.

6. LOCAL MUNICIPAL IMPACT

Route 90-Leslie and Viva Green provide inter-regional transit service in the Leslie Street, Bathurst Street, Enterprise Drive, and Highway 7 corridors, with connections to GO Transit train and bus services, the TTC subway system and other bus services at the terminal facility. The routes also provide direct connections to Seneca College Newnham and King campuses. The routes provide high level service to the municipalities of Markham, Richmond Hill, Vaughan and King.

7. CONCLUSION

The proposed agreement renewal continues to allow direct YRT access to the bus terminal at the Don Mills subway station as well as convenient access for YRT customers to the TTC subway system and area TTC bus routes. The proposed renewal also secures exclusive use of one additional platform and other administrative enhancements.

It is recommended that the existing agreement with amendments be renewed for a five-year term with the TTC to enable efficient operation directly into the bus terminal at the Don Mills station on the Sheppard subway line.

For more information on this report contact Rick Takagi, Manager, Operations (Ext. 5624) or Joshua Scholten, Facilities Supervisor (Ext. 5696) of the Transit Branch in the Transportation and Works Department.

The Senior Management Group has reviewed this report.