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YORK REGION TRANSIT DOWNSVIEW SUBWAY STATION AND BUSWAY AGREEMENT

The Transportation and Works Committee recommends the adoption of the recommendations contained in the following report dated June 4, 2009, from the Commissioner of Transportation Services.

1. RECOMMENDATIONS

It is recommended that:

1. The existing agreement between The Regional Municipality of York and the Toronto Transit Commission to permit York Region Transit/Viva access to the Downsview subway station bus terminal be extended for an additional five-year term and also be amended to include use of the York University busway, as well as other administrative amendments as outlined in this report.
2. The Regional Chair and Regional Clerk be authorized to sign the necessary agreements, subject to terms and conditions acceptable to the Commissioner of Transportation Services, and the approval of 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) with respect to the use of the Downsview subway station bus terminal. The amended agreement would continue to permit York Region Transit (YRT)/Viva buses to access the TTC bus terminal at the Downsview subway station for the purpose of servicing passengers who use the Spadina subway line. The report also seeks authorization to amend the agreement with the TTC for use of the new York University busway, as well as to facilitate other administrative adjustments.

3. BACKGROUND

Viva Orange service was implemented in late 2005 with approximately 176 daily trips connecting with the TTC's Downsview subway bus terminal, via York University, from Vaughan.

In order to gain access into the TTC bus terminal, an access agreement was required between York Region and the TTC. This was authorized by Regional Council in April

2005 and is a standard form agreement that the TTC has used with both YRT and Mississauga Transit.

YRT ticket vending and variable messaging equipment are also located at the terminal. The terminal provides public washrooms and an indoor, climate-controlled waiting area for passengers. Customers can also connect with eight TTC bus routes at this location. The TTC provides security in the bus terminal, creating a safe environment for waiting customers.

York University busway is scheduled to open in August 2009

The City of Toronto, in partnership with the provincial and federal governments, is expanding the TTC network by constructing a busway between Downsview station and York University. The busway project involves designation of existing High Occupancy Vehicle (HOV) lanes on Dufferin Street and Allen Road as bus-only lanes. Additionally, new bus-only roadways are being constructed in the hydro corridor between Keele Street and Dufferin Street. The details of the project design are illustrated in *Attachment 1*.

A design-build contract for the busway was awarded in November 2007. Construction of the busway is expected to be completed by summer of 2009 and the facility opened in August 2009.

Two existing Viva stations will be relocated from Sheppard Avenue and Allen Road, and Keele Street and Finch Avenue, and a new Viva station will be constructed on the south end of the York University campus. In total, there will be three Viva stations on the busway located at:

- Murray Ross Parkway and James Gillies Street.
- Dufferin Street and Finch Avenue.
- Allen Road and Sheppard Avenue.

The York University busway will significantly improve the speed and reliability of bus service between Downsview station and York University.

4. ANALYSIS AND OPTIONS

The current agreement between the Region and the TTC will expire on September 30, 2010, and the York University busway is scheduled to open in August 2009. YRT and TTC staff have negotiated the renewal of the station access agreement, and have also reached an agreement on the use of the York University busway.

The current agreement 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.

Option to renew current agreement will enable Viva access to Downsview subway station until completion of the Spadina subway extension in 2015

The current agreement contains an option to renew for an additional five-year term to September 30, 2015. It is proposed that the terms and conditions of the agreement remain the same except the Licence Fee and Maintenance Costs which have been renegotiated. Viva Orange is expected to operate until the opening of the Spadina subway extension into York Region which is anticipated in 2015.

The proposed amended agreement will also include permission for YRT's Special Constables, by-law officers or designated employees to enter the Downsview subway station bus terminal property to enforce Regional By-law R1415-2005-028.

Agreement will permit use of the busway

In order for Viva service to access the York University busway, the existing agreement with the TTC will be amended to provide the Region with the necessary approvals. The agreement will also identify minimum maintenance responsibilities on the busway by the TTC.

Relationship to Vision 2026

The provision of access at the TTC Downsview subway station on the Spadina 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", and also 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 at the Downsview subway station bus terminal, the Region is required to pay licence fees and maintenance costs to the TTC.

The licence fee for use of the platform will be eliminated, saving \$30,100 per year starting in 2010

The licence fee is typically for third-party use of platforms and represents the original capital cost to construct the platform. The current agreement includes a licencing fee for the exclusive use of a platform for Viva Orange, which is approximately \$30,100 per year. As the capital cost of the platform will be fully recovered by the TTC in 2010, this fee will be eliminated as part of the agreement renewal. Capital costs for the Viva stations on the busway and the new Viva platform are included in the York Region Rapid Transit Corporation budget and were approved by Council in January 2007.

Maintenance and hydro costs are in line with YRT's average annual maintenance cost per platform

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 maintenance and hydro costs of approximately \$32,000 per year for the exclusive use of the platform for Viva Orange, with a three percent annual increase. This is in line with YRT's average annual maintenance cost of approximately \$30,000 per platform for its own terminal facilities.

Significant route travel time savings will result in a net annual savings of approximately \$210,000

With the dedicated bus lanes from the Downsview station to the York University portion of the Viva Orange route, significant route travel time savings are expected. These additional savings could be as much as \$250,000 in annualized operational time savings.

The Region will be responsible to pay for the proportionate share of maintenance based on percentage of ridership. This will be calculated using the per kilometre cost for road maintenance for Toronto as identified in the Municipal Performance Measurement Program. It is anticipated that the Region's proportionate share of maintenance for the busway would be approximately \$40,000 annually. Therefore, the net cost savings for use of the busway is anticipated to be \$210,000 per year, effective upon the opening of the busway in August 2009.

Sufficient funds are included in the 2009 Business Plan and Budget to maintain and operate the Region's share of the bus terminal at the Downsview station and the busway.

6. LOCAL MUNICIPAL IMPACT

Improved travel time on Viva Orange between York University and the Downsview subway station will encourage transit ridership in the City of Vaughan and other York Region municipalities.

7. CONCLUSION

The proposed agreement renewal will facilitate significant route travel time savings for Viva service to the Downsview subway station via the York University busway.

It is recommended that the existing agreement with the TTC, with amendments, be renewed for an additional five-year term to enable continued use of the bus terminal at the Downsview subway station on the Spadina subway line, and also use of the York University busway.

For more information on this report contact Joshua Scholten, Supervisor, Operations (Ext. 5696) or Rick Takagi, Manager, Capital Assets (Ext. 5624).

The Senior Management Group has reviewed this report.

(The attachment referred to in this clause is attached to this report.)

