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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, August 21, 2003, from the Commissioner of Transportation and Works:

1. RECOMMENDATIONS

It is recommended that:

1. Regional Council authorize an agreement as outlined in this report between the Regional Municipality of York and the Toronto Transit Commission (TTC) to permit York Region Transit (YRT) bus access directly into the bus terminal at the Don Mills station on the Sheppard subway line.
2. The Regional Solicitor be authorized to prepare the necessary agreement.
3. The Regional Chair and Clerk be authorized to execute the agreement on behalf of the Region.

2. PURPOSE

The purpose of this report is to seek Transit Committee and Regional Council authorization to execute an agreement between the Regional Municipality of York and the Toronto Transit Commission (TTC). This agreement would permit YRT buses to access the TTC bus terminal at the new Don Mills station for the purpose of boarding passengers who use the new Sheppard subway line.

A report on this matter was originally submitted to Transit Committee on January 16, 2003. Several issues were raised at that time including:

- The Region would have to contribute to the full capital cost of the bus platform at the terminal yet receiving few if any property rights.
- The TTC reserves the right to terminate the agreement with one year's notice.
- Further licence fees are required after the initial five year lease period, even though the Region will have paid the full capital cost of the platform.

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).

On November 25, 2002, the TTC opened the new Sheppard subway line between Don Mills Road and Yonge Street. The Don Mills subway station includes a bus terminal with 15 platforms. At York Region's request, the TTC made provision for one platform to be used exclusively by York Region Transit. This platform is now being used by the YRT Route 90-Leslie service. There is a need to formalize an access agreement to enable continued YRT use of the bus terminal.

Route 90-Leslie was implemented in September, 2002 to serve the Seneca College King Campus in King City and Newnham Campus in Toronto. The service operates via Leslie Street, Elgin Mills Road and Bathurst Street. It has now been extended from the Newnham Campus to Don Mills subway station and provides convenient access to the TTC subway system and area TTC bus routes, as well as to Fairview Mall.

Transit customers from York Region disembark from the YRT bus at the Sheppard Avenue entrance to the Don Mills subway station. Passengers arriving by subway or TTC bus service have convenient access to the YRT Route 90 bus service at the underground bus terminal. The terminal provides passenger protection from the outdoors, and in addition, the platform area is easy to maintain and will remain free from rain, snow and ice thereby reducing the potential for passenger injury. Customers can also connect with TTC buses 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 proposed agreement is a standard one that the TTC has used with the City of Mississauga. Mississauga Transit accesses the Islington subway station and is likewise required to pay license and maintenance fees to the TTC.

4. ANALYSIS AND OPTIONS

Since the January 16, 2003 Transit Committee meeting when this matter was first considered, several meetings and discussions have been held with TTC officials. They have advised that the subject agreement is a standard one that is used elsewhere in the TTC network by other transit agencies. They are, therefore, unwilling to make changes to the agreement to accommodate the Region's concerns.

Direct YRT access to the Don Mills subway station is important to the Region if it is going to make in-roads in increasing transit modal share. It is therefore necessary that the subject agreement be executed.

It is important, however, that any renewal of the agreement after the initial five year period seek to reduce the licensing fee since the capital cost of the platform will have been paid for. TTC officials have agreed that the licensing fee will be reduced and have been asked to confirm this in writing.

4.1 Relationship to Vision 2026

The provision of inter-regional transit service into the City of Toronto supports the Region's goal to "... *have efficient and environmentally sensitive transportation, waste management and water systems*". It is also supportive of the related actions identified to make transit accessible throughout the Region.

5. FINANCIAL IMPLICATIONS

In order for YRT to use the platform, the Region will be required to pay a license fee and maintenance costs to the TTC. These charges total approximately \$95,000 per year for the initial five years of the agreement, and have been calculated strictly on a cost recovery basis.

The license fee, which equates to a capital charge, is approximately \$55,000 per year, or \$275,000 over five years, representing 5% of the total cost to construct the bus terminal (\$5.5 million). The charge takes into account the provincial subsidy received by the TTC to construct the terminal, thus the Region is paying for only the TTC's portion of the capital contribution. The license fee is to be negotiated after the first five years, and can be expected to be a significantly reduced amount since the capital cost of the terminal will have been paid for.

The total area of the bus terminal is 43,315 square feet and the portion which YRT will use is estimated at 5,775 square feet. The operating cost, which includes all aspects of facility maintenance inside the terminal, totals \$40,000 per year and will be an ongoing charge.

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

The above noted expenditure is included in the 2003 Business Plan and Budget, and will be paid retroactively to the beginning of the YRT service in November, 2002.

6. LOCAL MUNICIPAL IMPACT

Route 90-Leslie provides inter-regional transit service in the Leslie Street, Elgin Mills Road and Bathurst Street corridors, with connections with the TTC subway system and other bus services at the terminal facility. The route also provides direct connections to Seneca College Newnham and King campuses. The route provides high level service to the municipalities of Markham, Richmond Hill, Vaughan and King.

7. CONCLUSION

Direct York Region Transit service to the bus terminal at the Don Mills subway station will provide YRT transit customers convenient access to the TTC subway system and area TTC bus routes. It is necessary to enter into an agreement with the TTC to enable operation directly into the bus terminal.

The Senior Management Group has reviewed this report.