

City of Mississauga
Corporate Report



<p>Date: May 25, 2020</p> <p>To: Mayor and Members of Council</p>	<p>Originator's files:</p>
<p>From: Geoff Wright, P.Eng, MBA, Commissioner of Transportation and Works</p>	<p>Meeting date: June 17, 2020</p>

Subject

Kipling Bus Terminal – Bus Access, Operations and Maintenance Agreement

Recommendation

That a By-law be enacted to authorize the Commissioner of Transportation and Works and the City Clerk to execute on behalf of The Corporation of the City of Mississauga, the Bus Access, Operations and Maintenance Agreement with Metrolinx and any amendments and/or ancillary documents thereto, for the access, operations and maintenance of the Kipling Bus Terminal, all in a form satisfactory to the City Solicitor.

Report Highlights

- In alignment with direction from *The Big Move* (2008), Metrolinx initiated the detailed design and construction of the Kipling Bus Terminal in 2018.
- Substantial completion is planned for fall 2020 with the intent for MiWay to shift services from Islington Station to the Kipling Bus Terminal at the end of 2020 or early 2021.
- As Metrolinx is the owner and operator of the Kipling Bus Terminal and as MiWay will have the right to utilize the terminal and its facilities for its transit related purposes, the City of Mississauga (the "City") and Metrolinx are required to enter into an agreement setting out the terms of use, operations and maintenance responsibilities and cost sharing obligations.
- The Bus Access, Operations and Maintenance Agreement has been prepared by City staff and Metrolinx, and this new Agreement will replace the existing *Kipling Station Redevelopment Memorandum of Understanding* signed on March 7, 2017 and as amended on March 21, 2018.
- City staff, in cooperation with Metrolinx, is recommending endorsement and execution of this Bus Access, Operations and Maintenance Agreement upon finalization of Agreement schedules and details.

Background

Since the inauguration of MiWay, formerly Mississauga Transit, Islington Station has played an important role in connecting the City of Mississauga to the City of Toronto via public transit. With the Toronto Transit Commission's (TTC) east-west subway line terminating at Islington Station until 1980, Islington Station was the obvious east end terminus point for many MiWay routes. However, once the TTC extended its east-west subway line one station further west to Kipling Station in November 1980, numerous discussions were initiated to determine the feasibility of moving MiWay's routes from Islington Station to Kipling Station. It was quickly realized that in order for this to be achieved, a new bus terminal would be required to accommodate all of MiWay's routes at Kipling Station.

In 2008, Metrolinx adopted its first Regional Transportation Plan, *The Big Move*. It provided a vision, goals and objectives for the future of transportation within the Greater Toronto and Hamilton Area (GTHA) and included strategic direction/actions for the implementation of key elements. The creation of a system of connected mobility hubs was one of ten priority actions identified to ensure connectivity between different modes and systems, to support varying and multiple land forms/uses and to enhance the customer experience. In addition to identifying 49 mobility hubs within the GTHA, *The Big Move* also included policies and specific actions to support the development of these mobility hubs. Kipling Station, also referred to as Etobicoke Centre, was identified as one of the 49 mobility hubs in *The Big Move*.

Following recommendations from *The Big Move*, Metrolinx undertook the Kipling Mobility Hub Design Concept Development Study in 2009-2010 and developed a design concept for the bus terminal. However, changing restrictions from Hydro One, a key landowner at the Kipling Mobility Hub, required that a new design be created to address requirements related to safety, maintenance and accessibility. In 2015, Metrolinx completed the Kipling Bus Terminal Feasibility Study which developed a new plan that incorporated key features such as: the bus terminal, bus access, pedestrian access, cyclist access, place-making, passenger pick-up/drop-off (PPUDO) and taxis, commuter parking, development potential, and subway extension as shown in **Figure 1**.

Figure 1. Preferred Station Area Plan (Preliminary Design)



Source: Kipling Bus Terminal Feasibility Study (2015)

The timing for this design was most appropriate as MiWay was experiencing numerous challenges at Islington Station. Some of these challenges included:

- Insufficient platforms and layover spaces;
- Constrained spaces for operational movements;
- Lack of accessible features at the station;
- Inadequate customer and staff amenities; and
- Ongoing infrastructure issues (e.g., structural, pavement, etc.) resulting in operational disruptions related to closures of bays, platforms or the terminal itself.

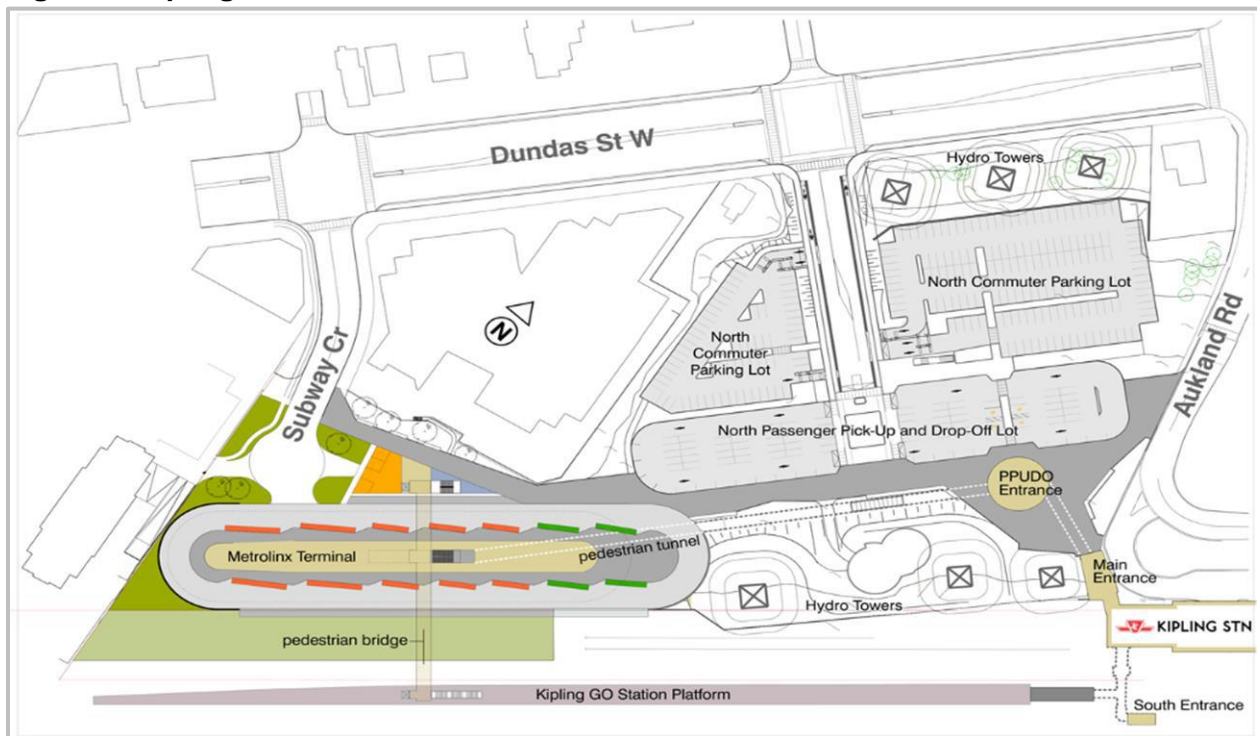
The development of a new bus terminal at Kipling Station would allow for MiWay services to relocate to a terminal closer to the City of Mississauga/City of Toronto border, provide better connections with TTC and GO Transit, and allow for the redevelopment of Islington Station.

Subsequent to the completion of the feasibility study, a partnership was formed between Metrolinx, the TTC, the City of Toronto, and the City to continue with the detailed design and construction of the new Kipling Bus Terminal. The parties entered into a binding Memorandum of Understanding (MOU) for the Kipling Station Redevelopment dated March 2, 2017, and as amended on March 21, 2018, which identified funding obligations, land conveyances to Metrolinx, allocation of responsibilities for the design and construction processes, and noted

conditions precedent in favour of Metrolinx. Metrolinx was responsible for overseeing the design and construction of the Kipling Bus Terminal with the City committing \$5.5M in funds for the project. The MOU also noted that MiWay could continue to operate out of Islington Station until the completion of the Kipling Bus Terminal through an amended licence agreement, unless the conditions of the platforms became unsuitable or unsafe.

The RFP for the work was issued in 2017 and the successful proponent, EllisDon, initiated the detailed design in 2018 based on a revised site plan, as shown in **Figure 2**.

Figure 2. Kipling Bus Terminal Site Plan



Source: Regional Express Rail: Kipling Station Project Update (2017)

Key elements to the Kipling Bus Terminal include the following:

- Bus access to the terminal via Subway Crescent for MiWay and GO Transit buses;
- A 14-bay/platform terminal with a covered terminal building, of which 10 are dedicated for MiWay's exclusive use;
- A main entry building for walk-in customers;
- Surface features including pedestrian and cycle routes and a redesigned PPUDO and commuter parking lot;
- A pedestrian bridge connecting the main entry building and the terminal building with the GO rail platforms;
- A tunnel from the main entry building to the terminal building and a tunnel from the terminal building to TTC's Kipling subway station;

- Washrooms, transit control room and lounge area assigned for exclusive use by MiWay; and
- Customer amenities including washrooms, waiting area with seating, charging stations and digital schedules within the terminal building and also at each of the bus platforms.

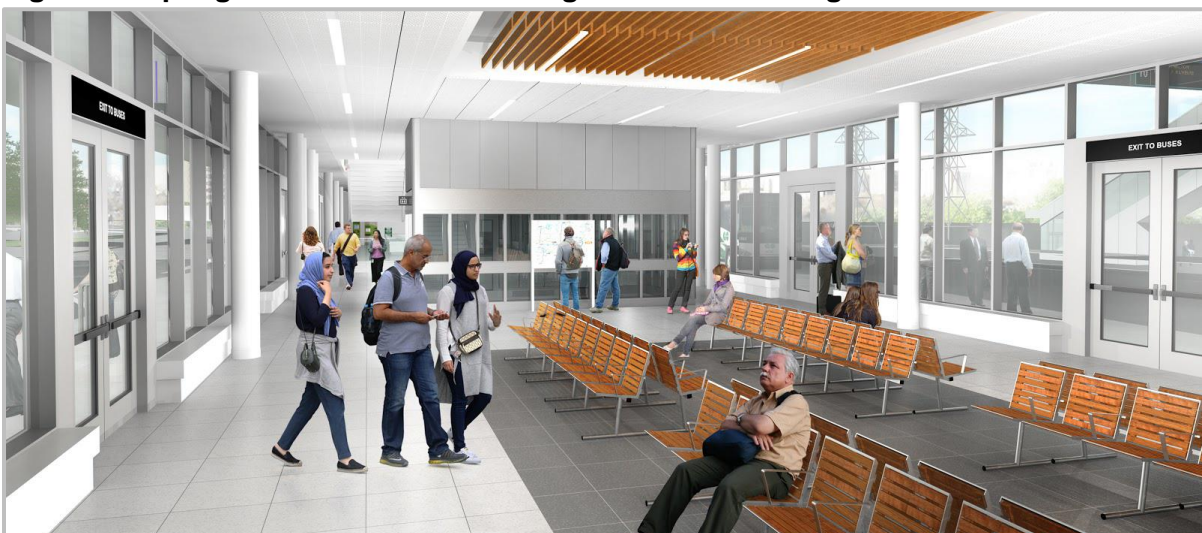
Artist's renderings of the Kipling Bus Terminal are shown in **Figures 3 and 4** for reference purposes only.

Figure 3. Kipling Bus Terminal Rendering: South east view of the terminal



Source: Kipling Design Brief (2018)

Figure 4. Kipling Bus Terminal Rendering: Customer waiting area



Source: Kipling Design Brief (2018)

Present Status

The Kipling Bus Terminal is currently under construction. Metrolinx is targeting a hand over of the terminal late summer 2020, at which time City staff will be able to enter to fit out the terminal for operational readiness. Photos of the construction site have been included for reference purposes in **Figure 5**.

Figure 5. Kipling Bus Terminal Construction Status (May 2020)



Main entry building and pedestrian bridge
(west view)



Terminal building (east view)

Pending delays in the construction schedule, MiWay will shift bus operations from TTC's Islington Station to the new Kipling Bus Terminal at the end of 2020 or early 2021. It is also of note that the City's existing licence agreement with TTC for the use of Islington Station has been extended to December 31, 2020. Any further extension of the agreement beyond this date will result in operational impacts as TTC will need to undertake major rehabilitation work at the station to maintain safe operations.

Comments

As set out in the MOU, Metrolinx is the owner and operator of the Kipling Bus Terminal with MiWay having the right to utilize the terminal and facilities for its transit related purposes. Prior to the commencement of operations at the Kipling Bus Terminal, the City and Metrolinx are required to enter into an agreement setting out the terms of use, operations and maintenance responsibilities and cost sharing obligations. The City and Metrolinx have been cooperating in the preparation of a Bus Access, Operations and Maintenance Agreement and the highlights of the agreement are noted below.

Term of Agreement:

MiWay shall be provided with the exclusive use of 10 platforms, 6 layover spaces, and MiWay-designated areas for the duration of the agreement, as shown in **Appendix 1**, that is, until the Kipling Bus Terminal is fully abandoned. The agreement will be reviewed every 5 years and any termination of the agreement will need to be agreed upon by both parties.

Operating and Maintenance Responsibilities:

Metrolinx agrees to perform Operating and Maintenance activities at the Kipling Bus Terminal and its related infrastructure regardless of user designation. These activities include maintenance and minor repairs associated with day-to-day use and will include elements such as garbage pick-up, snow removal, cleaning of buildings, pavement repairs (e.g. cracking, pot holes etc.).

Metrolinx also agrees to perform Capital Maintenance and Rehabilitation Work in order to ensure that the Kipling Bus Terminal is maintained in a good and proper condition. These include elements not considered as Operating and Maintenance work such as replacement and reconstruction activities (e.g. major repairs or replacing of the building and structures).

Financial Impact

Under the Bus Access, Operations and Maintenance Agreement, as of the date that MiWay commences operations at the Kipling Bus Terminal, the City will be responsible for 75% of all Operating and Maintenance costs at the Kipling Bus Terminal or as further defined in the Agreement based on specific uses, with Metrolinx covering the remaining 25%. Metrolinx is responsible for 100% of all capital maintenance and rehabilitation work costs.

While firm costs are not available, based on preliminary high-level estimates, staff believes there should be no material impact to the City's annual operating budget as the operating budget that currently pays for the use of Islington Station should be sufficient to cover costs associated with the use of the Kipling Bus Terminal. The City currently has a budget of \$439,000 (715405-23509) in 2020 of which \$421,712 is for the Islington Station licence fee. This budget will be transferred to the Kipling Bus Terminal lease once the Islington Station lease is terminated. Should there be a significant variation in actual billing from the assigned budget, a budget adjustment will be required in subsequent years.

As the Kipling Bus Terminal is closer in distance to the City's eastern boundary with the City of Toronto, there may also be the opportunity to use resources more efficiently and provide better service through enhanced productivity and improved service reliability.

Conclusion

The construction of the Kipling Bus Terminal will be completed in the second half of 2020 and MiWay will be shifting bus operations from TTC's Islington Station to the Kipling Bus Terminal. To commence operations at the Kipling Bus Terminal, the City and Metrolinx wish to enter into a Bus Access, Operations and Maintenance Agreement. This Agreement has been prepared by City staff and Metrolinx to set out the specific terms and conditions related to the use and responsibilities by both parties and the cost-sharing arrangements. This new Agreement will replace the existing *Kipling Station Redevelopment Memorandum of Understanding* signed on March 7, 2017 and as amended on March 21, 2018. City staff, in cooperation with Metrolinx, is

recommending endorsement and execution of this Bus Access, Operations and Maintenance Agreement upon finalization of Agreement schedules and details.

Attachments

Appendix 1: Kipling Bus Terminal – MiWay Designated Areas



Geoff Wright, P.Eng, MBA, Commissioner of Transportation and Works

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