Clause 5 in Report No. 17 of Committee of the Whole was adopted, without amendment, by the Council of The Regional Municipality of York at its meeting held on November 19, 2015.

5

Corridor Control Permit Fees

Committee of the Whole recommends:

1. Receipt of the presentation by Brian Titherington, Director, Roads and Traffic Operations.
2. Adoption of the following recommendations contained in the report dated October 26, 2015 from the Commissioner of Transportation Services:

1. Recommendations

It is recommended that:

1. Council approve the Corridor Control Permit Fees outlined in Attachment 1 and the Fee Bylaw be updated to reflect the new fees, to take effect January 1, 2016.

2. The Regional Clerk circulate this report to the Clerks of the local municipalities.

2. Purpose

This report recommends amending the Corridor Control Permit Fees to reflect current administration costs of the permitting process and to incorporate new fees for loss of road network capacity and damages to Regional infrastructure that may be caused by the permitted activities.

3. Background

Activities that occur within the Region's right-of-way are managed through the Corridor Control Permit process

The primary purpose of the Regional road network is to move people and goods. As a public asset, the Regional road network must also accommodate other activities such as construction on adjacent properties, construction of new entrances, installation or maintenance of utilities, and special events like parades and charity bicycle rides.

As per the Municipal Act, Council is authorized to manage activities occurring within the Regional right-of-way. Activities are managed through the Corridor Control Permit process which requires documentation from applicants to ensure safety, manage liability and minimize impacts to road network capacity. Permit applications require a traffic management plan, proof of required insurance, contact information and submission of relevant fees based on the activity.

There are numerous types of Corridor Control Permits which correspond to different types of corridor activities. The level of documentation required for each Corridor Control Permit varies depending on the specifics of the activity. The current types of Corridor Control Permits are:

Entrance Permit – Allows for construction of a new entrance, moving or improving an existing residential or agricultural entrance on either a permanent or temporary basis on a Regional road.

Excess Load Permit – Allows commercial vehicles to carry a load heavier and/or larger than the maximum limit as specified in the Highway Traffic Act for any Regional road.

Load Exemption Permit – Allows commercial vehicles to carry a load heavier than the maximum posted weight for Regionally implemented load restricted roads.

Geotechnical/Survey Permit – Allows qualified contractors to investigate conditions below the road surface. Investigations may involve removing boreholes, installing monitoring wells, or completing surveys and other investigations.

Utility Permit – Allows for installation of new utilities, moving existing utilities or for repairing existing utilities within the Regional right-of-way. For the purpose of Corridor Permits, sidewalks along Regional roads are considered to be a utility.

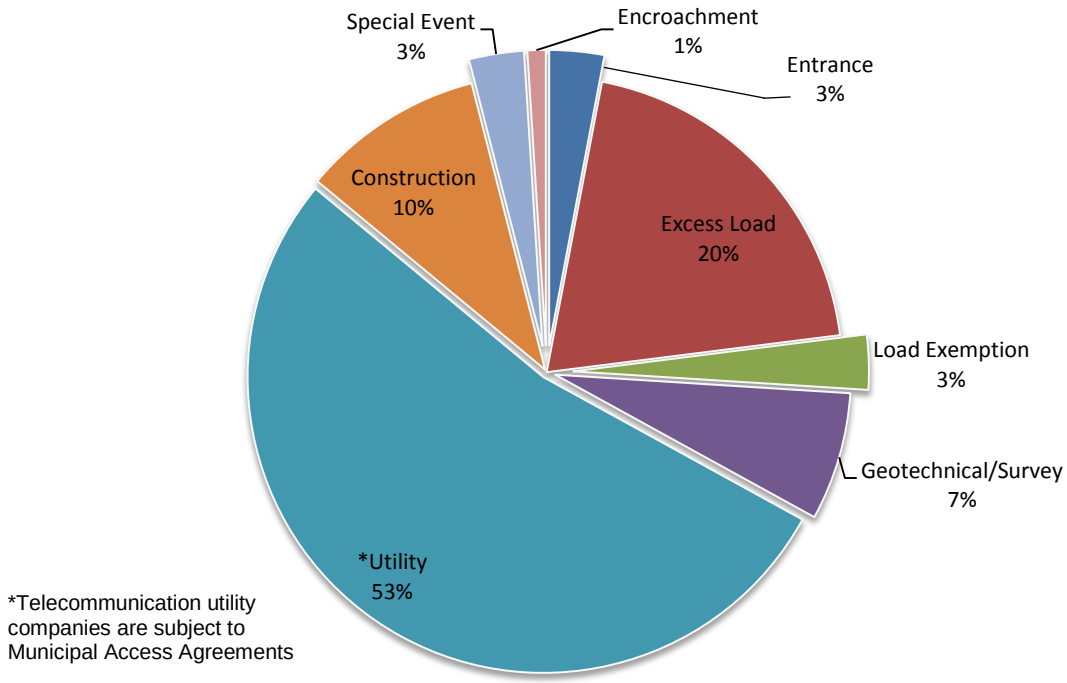
Construction Permit – Allows for various types of construction work to be completed by qualified contractors on properties along Regional roads.

Special Event Permit – Allows for various types of community events that are sponsored by a charity or non-profit organization.

Encroachment Permit – Allows for placement of a permanent fixture that isn't owned by the York Region on the Region's road allowance.

There were approximately 1,700 Corridor Control Permits issued in 2014. The percentage breakdown by permit type is shown in Figure 1.

Figure 1
Percentage breakdown of Corridor Control Permits by Type



The Corridor Control Permit process is intended to operate on a cost recovery user-pay funding model

Corridor Control Permit fees need to be periodically reviewed to ensure they address the full costs to the Region for administering the permitting process. Additionally, the temporary loss of road network capacity and the resulting impacts to Regional infrastructure are progressive elements of a fee. Any permit activity not covered by user fees must be funded through the Regional tax levy.

4. Analysis and Options

Corridor Control Permit Fees need to be increased to reflect the intended cost recovery user-pay funding model

Based on a review of Corridor Control Permit fees, an increase is required to reflect actual costs to administer the process. The review included a comparison of municipalities across the Greater Toronto and Hamilton Area (GTHA) as well as an internal review of actual costs, shown in Attachment 2. Based on the findings, fees for Corridor Control Permits should be increased from $110 to $450 per permit to achieve cost recovery.

The increasing complexity of the more urbanized road network often necessitates multiple permit submissions before approval

With continued urbanization of Regional corridors and increasing congestion on Regional roads, the complexity of the permitting process is increasing. Applications often require multiple submissions and inspections before permits are issued.

Based on the findings of the internal review, an increasing amount of administrative effort is spent addressing resubmissions and re-inspections. As a result, new fees are being introduced to address the costs associated with reviewing multiple submissions and for re-inspections. Permit Revision Fees are recommended to be $230 per revision, and Permit Re-inspection Fees are recommended to be $170 per inspection.

New fees will offset costs associated with managing the loss of road network capacity and damages caused to roads

Traffic congestion is a top concern in the Region and maintaining road network capacity has been identified as a priority by Council. To support our growing communities, there is an increase in development and construction activity to build the necessary Regional transportation infrastructure. Transportation Services is challenged with balancing the needs of construction activities to support new communities and the needs of existing road users to move within the Region. Figure 2 provides some context as to the extent of the concern.

Figure 2
Traffic congestion due to road construction

Recognizing this, the proposed Corridor Control Permit Fees identified in Attachment 1 include two new fees that reflect the impacts of reduced road network capacity resulting from closed lanes and the cost to repair localized road damage as a result of activities undertaken with the Regional right-of-way. The following is a description of each type of new fee:

Road and Peak Hour Lane Closures – Temporarily closing lanes is never preferred. However, it is understood some road and lane closures are necessary and can be beneficial when the closure allows for new capacity to be added to the road network. Lane closures during non-peak hours are preferred to minimize inconvenience and delay to motorists. A Road and Peak Hour Lane Closure fee will support real time monitoring to advise motorists of delays and help offset the cost of operating and maintaining the regional road network. Peak period lane closures will only be granted and subject to the associated fees in cases where there are no feasible options in keeping the road or all lanes open during peak hours. Duration of permitted lane closures will aim to minimize traffic congestion impacts as much as feasibly possible.

The proposed Road and Peak Hour Lane Closures Fee has been established based on the Region's Road Classification. For purposes of road maintenance, Regional roads are assigned a road class from one to six depending on the traffic volume and posted speed limit. The lower the Road Classification number, the higher the speed limit and traffic volume on that road. The classification of the Region's road network is shown in Attachment 3.

Road and lane closures on Regional roads that fall into Class 1 or 2 will have a greater impact on road network operations as these roads experience daily vehicle traffic of at least 15,000 vehicles per day. An example of how the fees are

applied for a one-year closure of two lanes on a Class 1 or 2 road versus a Class 3, 4 or 5 road is detailed below:

Class 1 or 2 road: $100/lane/day: 365 days x 2 lanes x $100/lane/day = $73,000

Class 3, 4 or 5 road: $30/lane/day: 365 days x 2 lanes x $30/lane/day = $21,900

Pavement Degradation – The life cycle of a road is shortened by construction activities that impact the pavement structure. A pavement degradation fee recovers costs for rehabilitation of premature road deterioration.

The proposed Pavement Degradation Fees are based on pavement age, shown in Attachment 1. Fees for older pavements are lower due to the stage of its life cycle. The example below shows the fee difference for a new 10 sq.m section of pavement compared to an older version of the same sized pavement.

Pavement less than 2 years: $30/sq.m: $30 x 10 sq.m. = $300

Pavement greater than 10 years: $5/sq.m: $5 x 10 sq.m. = $50

Proposed Corridor Control Permit fees are consistent with fees applied to utility companies under the Municipal Access Agreements

The Region currently applies fees to telecommunication utility companies as per the Municipal Access Agreements (MAA). The proposed fees for Corridor Control Permits are consistent with the fee schedule included in the MAA for the permit, re-inspection, revision and pavement degradation fees.

Charitable events will continue to be exempt from Corridor Control Permit Fees

Charitable organizations and government agencies will continue to be exempt from Corridor Control Permit Fees when applying for a special event permit, as per the Region's Special Event Policy. However, there are other costs incurred by event organizers in order to obtain a permit. These costs include hiring York Regional Police paid duty officers to control traffic, hiring a qualified contractor to secure the road or lane closures in accordance with an approved traffic protection plan, and advertising the road or lane closure in newspaper ads or other media channels.

Link to key Council-approved plans

This report supports Vision 2051 in responding to the needs of our residents, promoting safety on York Region roads through effective policing, education and sensitive design.

5. Financial Implications

To ensure the Corridor Control Permit process operates with the intended cost-recovery user-pay funding model, new charges are required to be added to the Region's current Schedule of Fees and Charges. It is also recommended that the Schedule of Fees and Charges be adjusted on an annual basis to reflect growth consistent with the Consumer Price Index.

In 2014 there were 1,700 Corridor Control Permits issued. The cost to process these permits was $850,000. The proposed Corridor Control Permit Fee of $450 is expected to fully recover administrative costs and reflect the intended cost recovery user-pay funding model. The proposed increased fees are within the range of fees charged by other municipalities in the GTHA.

When a road or peak hour lane closure is required, it is proposed applicants will be responsible for a $100/lane/day fee for Regional roads that are identified as either Class 1 or Class 2 roads and a $30/lane/day fee for Regional roads classified as Class 3, 4 or 5 roads. This fee will help offset real time traffic monitoring and advanced notification costs in the Traffic Management Centre which is approximately $500,000 annually.

The Region currently applies Pavement Degradation, Permit Revision and Re-inspection fees to utility companies as per the Municipal Access Agreements. This report proposes applying the same fees to all applicable Corridor Control Permits. This provides for a consistent approach to fees and helps to offset $1.8 million spent annually on pavement repair and rehabilitation.

6. Local Municipal Impact

Local municipal agencies, utility companies, contractors and property owners are proposed to be subject to the Corridor Control Permit Fees listed in Attachment 1 as of January 1, 2016. Only a small portion of Corridor Control Permit are associated with activities for local municipalities. In 2014, 3.5 per cent of the Corridor Control Permits were associated with activities for local municipalities.

Advance communication of the proposed fees has been initiated to agencies, municipalities and industries requesting Corridor Control Permits and will continue through implementation. The proposed fees will not apply to charitable organizations and government agencies for special events, as per the Special Events Policy.

7. Conclusion

This report recommends amending the Corridor Control Permit Fees to better reflect actual costs of the permitting process. Revision and re-inspection fees should be applied to all permits to reflect actual costs and to encourage applicants to make more thorough and complete submissions. New fees including road and peak hour lane closure and pavement degradation fees will be incorporated to offset loss of road capacity and rehabilation costs. The amended fees take effect as of January 1, 2016 to allow time to communicate the proposed changes to all stakeholders.

For more information on this report, please contact Brian Titherington, Director, Roads and Traffic Operations at ext. 75901.

October 26, 2015

Attachments (3)

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Accessible formats or communication supports are available upon request

Corridor Control Permit Fees

*Type of Fees	York Region (Current)	Proposed 2016 Fee
**Corridor Control Permit	$110/application	$450/application
Road and Peak Hours Lane Closure	No Fee	Road Class 1 & 2 - $100/lane/day Road Class 3, 4 & 5 - $30/lane/day
**Permit Revision	No Fee	$230/revision
**Permit Re-inspection	No Fee	$170/inspection
**Pavement Degradation:		
Pavement less than 2 years	No Fee	$30/sq.m.
Pavement 2 to 4 years	No Fee	$25/sq.m.
Pavement 4 to 7 years	No Fee	$20/sq.m.
Pavement 7 to 10 years	No Fee	$15/sq.m.
Pavement greater than 10 years	No Fee	$5/sq.m.

*Types of Fees are subject to annual increases based on the Consumer Price Index.
** York Region currently applies these fees to utility companies only, as per the Municipal Access Agreement

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Municipal Fee Comparison

Municipality	Permit Fee	Exemptions	Road and Lane Closure Fee		Revision Fee	Re-Inspection Fee	Pavement Degradation Fee
Durham	No Fee						
Peel	$450.00	Region and Local Municipalities	• Lane Closure: $450.00 • Full Day Road Closure: $550.00 • Half a Day Road Closure: $275.00				
Halton	$348.19					$114.00	
Niagara	$100.00	Region and Local Municipalities	Road Closure: $500.00			$75.00	
Toronto **New fees implemented summer 2015**	Historical: $512.47 New: $47.53/day	City only	$5.77/sq.m./month **Area** AA A B C D All Other	**Fee** (sq.m./month) $105.41 $79.06 $59.29 $52.71 $39.53 $26.35			
Ottawa	$417.00				$144.00	$44.00 to $133.00	• 2 sq.m or less: $33.40/sq.m. • 2 to 4 sq.m: $27.70/sq.m. • 4 to 7 sq.m: $22.30/sq.m. • 7 to 10 sq.m: $13.90/sq.m. • More than 10 sq.m: $5.60/sq.m.
Hamilton	$50.00		• Construction related road closure: $1,336.50 • Special events/ filming road closure: $621.75 • Partial road closure: $233.90				

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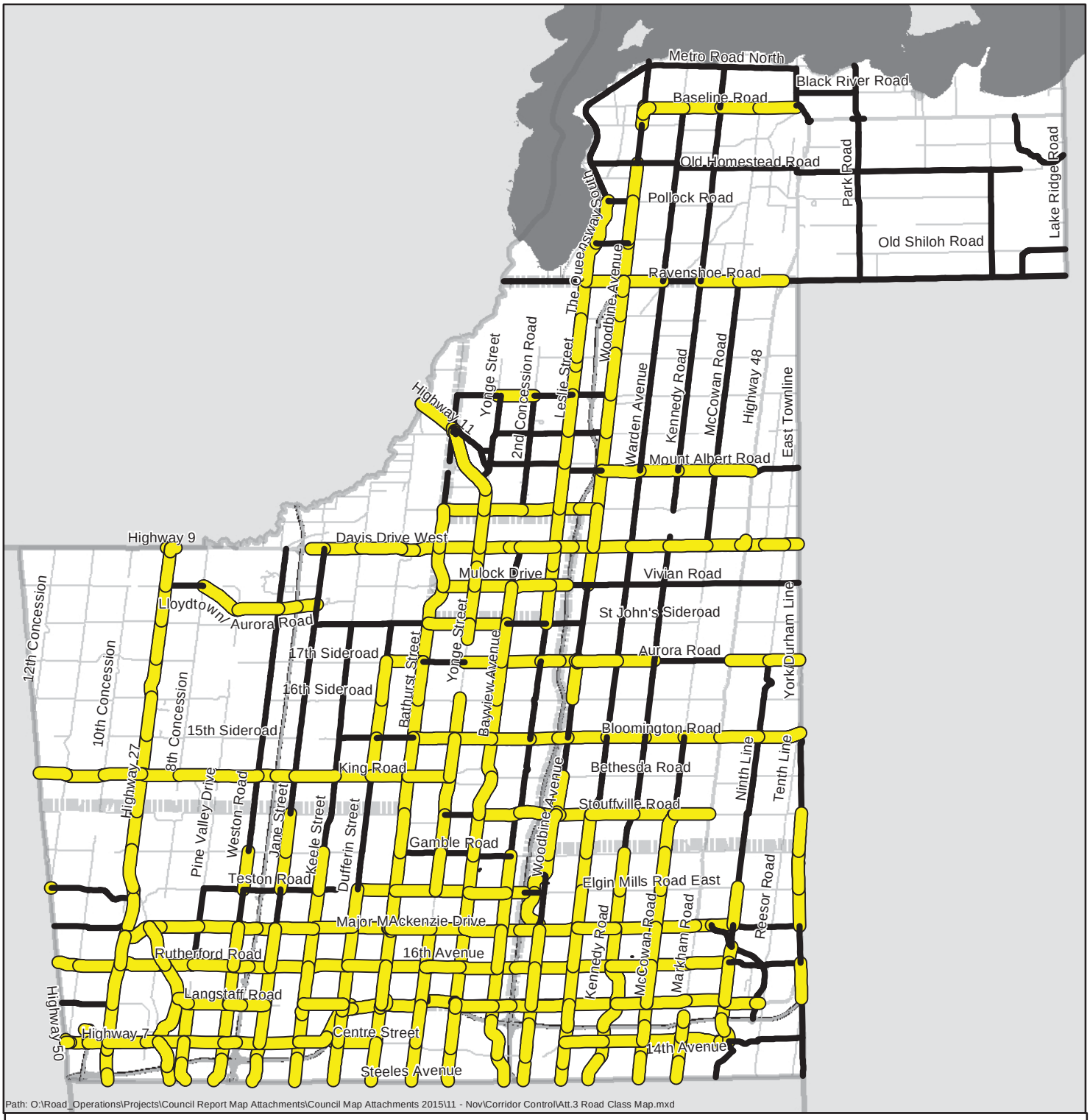
Corridor Control Permit Fees
Committee of the Whole
November 5, 2015

Attachment 2



York Region 2015 Road Classification

Corridor Control Permit Fees
November 5, 2015

Road Class

- 1, 2
- 3, 4, 5

York Region yorkmaps

Produced by:
Roads and Traffic Operations
Transportation Services

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Traffic Congestion Management Strategy Update

Presentation to

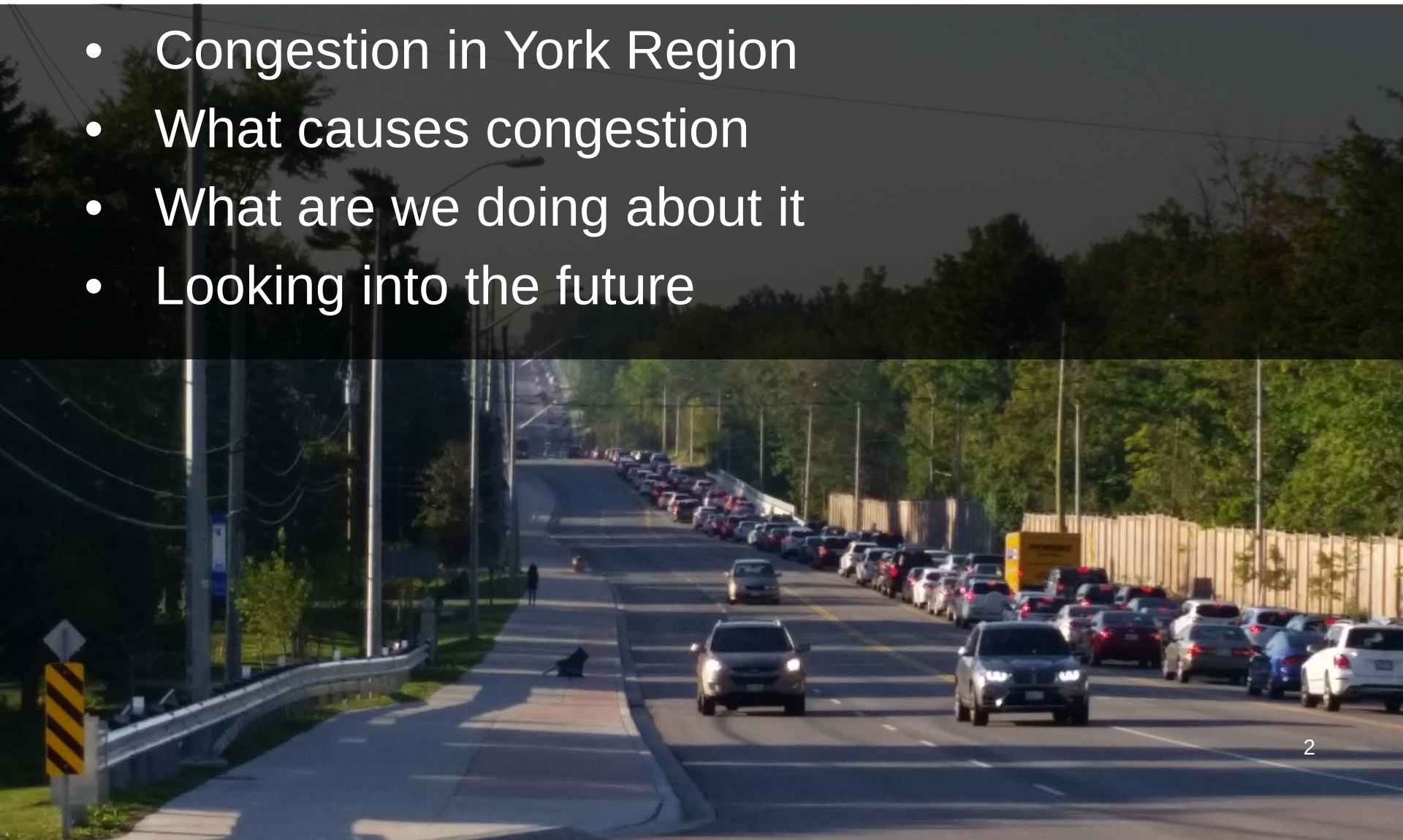
Committee of the Whole

Brian Titherington
Roads and Traffic Operations, Transportation Services
November 5, 2015

York Region

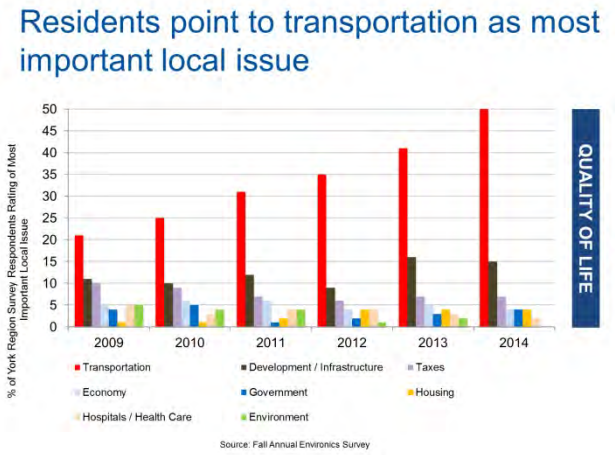
Outline

- Congestion in York Region
- What causes congestion
- What are we doing about it
- Looking into the future



Traffic Congestion is a Top Priority for York Region Residents

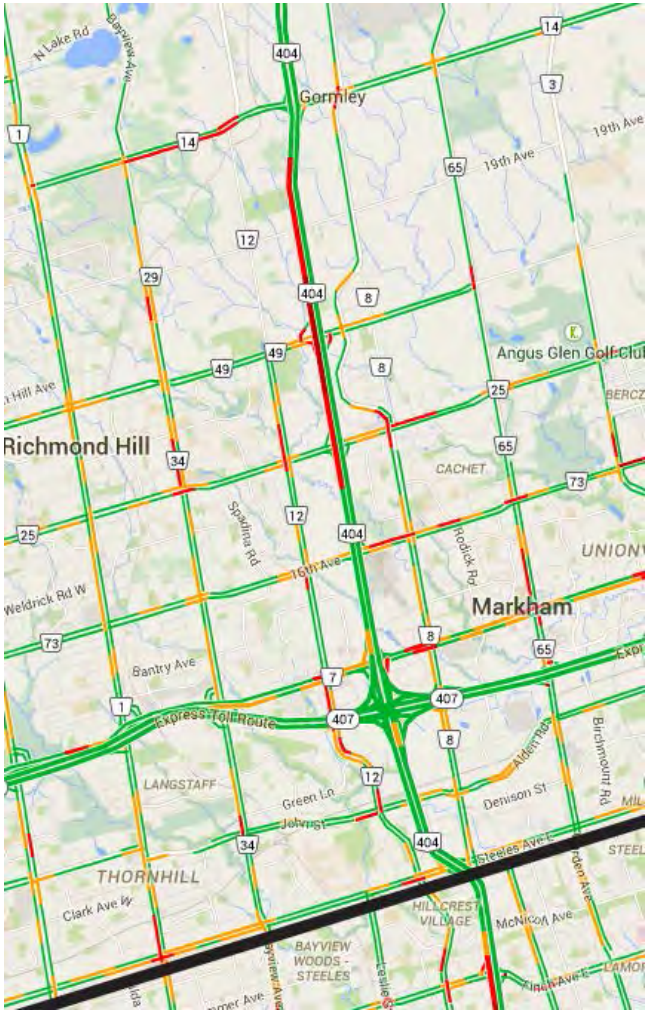
- In 1971, York Region's Regional Chair identified congestion as a growing issue for York Region residents



Traffic congestion is not a new problem

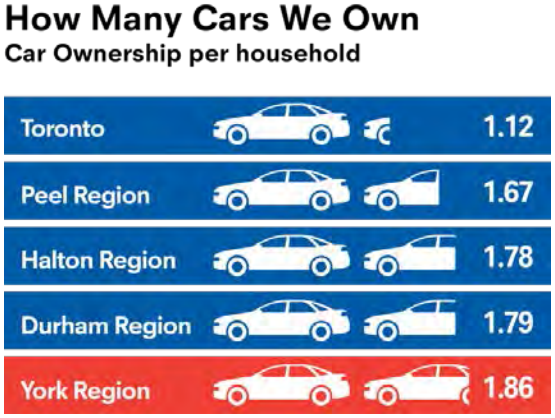
What Congestion Looks Like in York Region

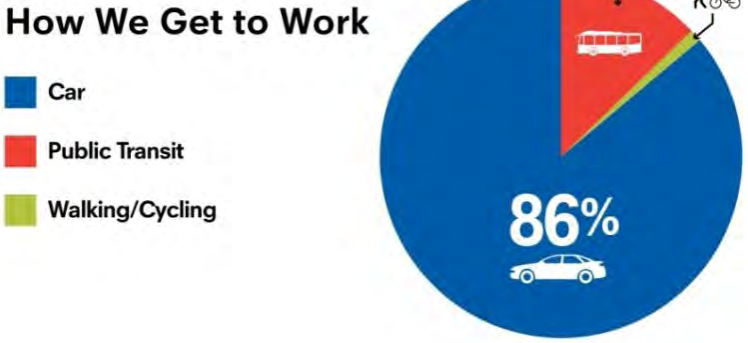
- Congestion occurs in specific areas during certain times of the day
- Peak periods continue to spread as traffic volumes grow



Congestion mostly occurs in the built-up urban areas during peak hours

Causes of Congestion



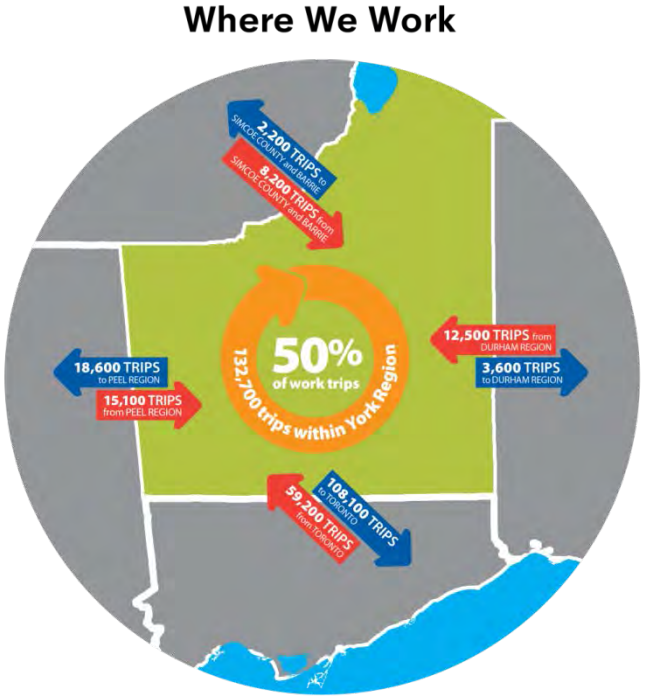


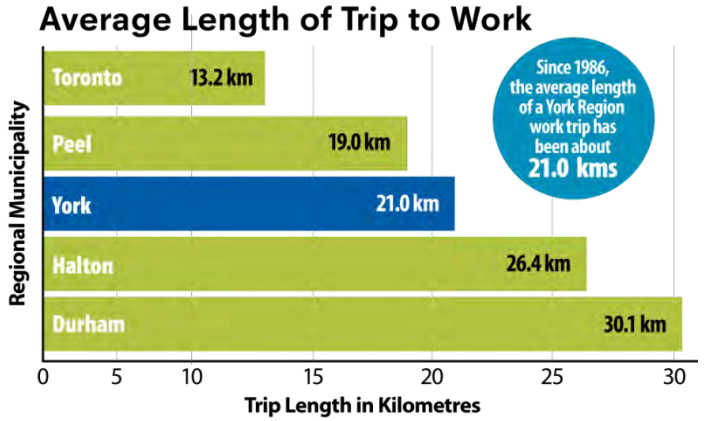
Traffic volumes increase 2-3% each year

Transportation demand in the Region is growing and is still car based

Source: 2011 Transportation Tomorrow Survey

Causes of Congestion

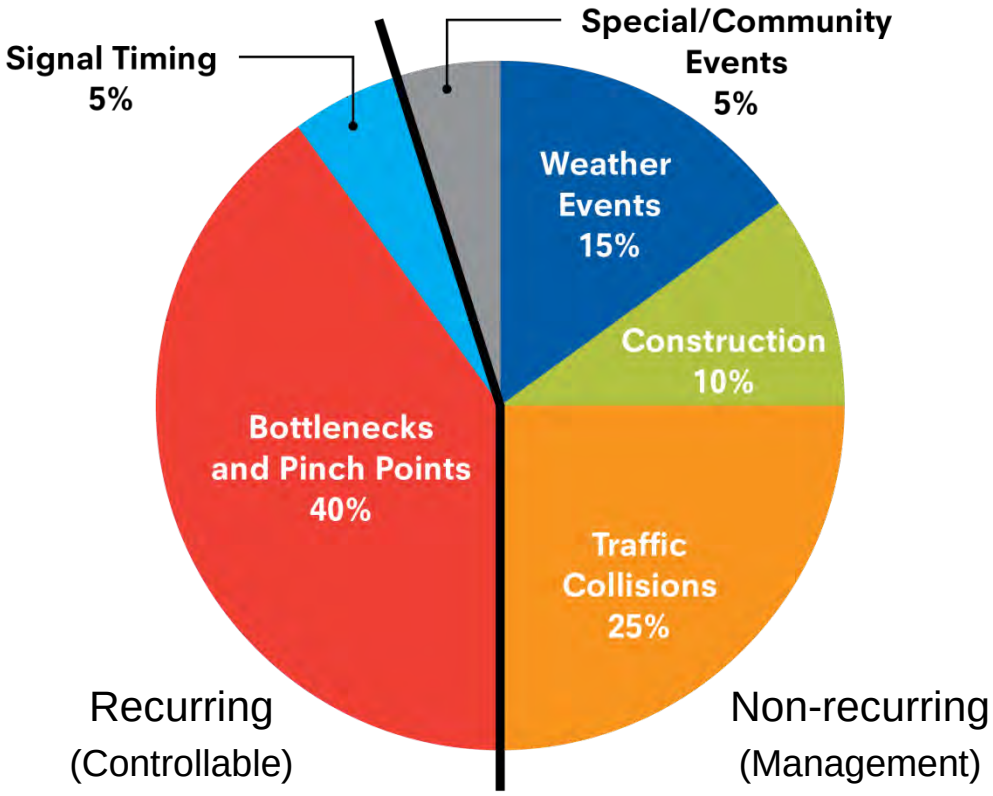


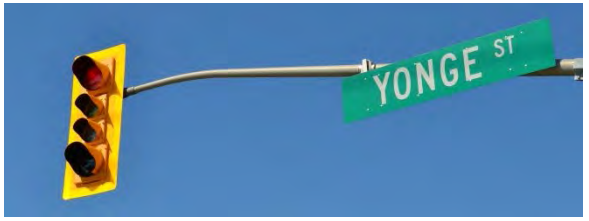


Long trip distances and varied destinations add to the challenge

Source: 2011 Transportation Tomorrow Survey

Types of Congestion





The congestion management strategy focuses primarily on non-recurring congestion

What are We Doing About it

The strategy includes components that are not obviously associated with congestion management

Replacing Traffic Signal Controllers

- Region owns more than 700 traffic signals
- Replacing 100 controllers per year over this term of Council
- Enhanced controller functionalities
  - Real-time communication
  - Transit priority
  - Unusual traffic conditions
  - Data collection

New controllers allow signal timings to better reflect changing travel patterns for non-recurring congestion

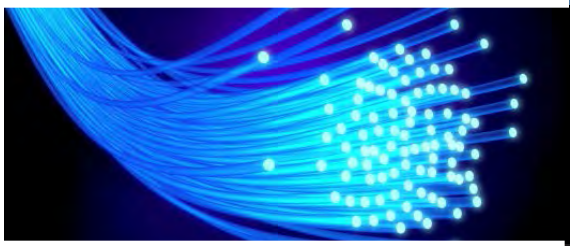
Undertaking Arterial Reviews

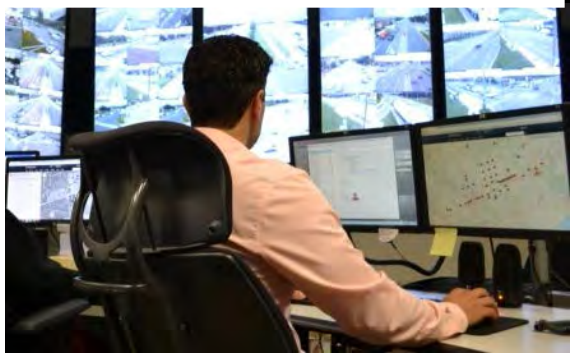
- Assess how a series of intersections work together to meet travel needs
- Travel needs for different users compete
  for limited signal time
- Arterials are reviewed every 5 years
- In 2014
  - 20 arterial reviews were undertaken
  - Included more than 130 traffic signals

Arterial reviews ensure individual signal timing plans are coordinated to reflect the travel needs for recurring congestion

Operating a Traffic Management Centre

- TMC opened in 2013
- Operates from Mondays to Fridays, 5:30 a.m. to 7:30 p.m.
- Monitors real-time traffic information from multiple sources
- Coordinates response depending on the nature of the delay
- Relays relevant information to road users through multiple channels

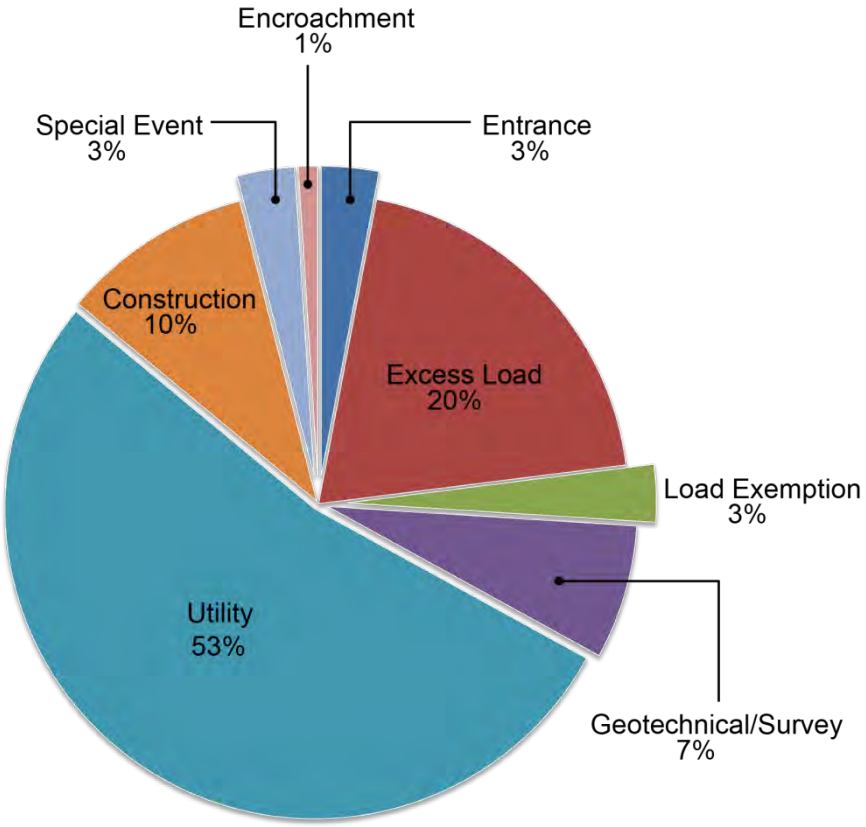




The TMC monitors real-time traffic operations, coordinates responses to issues and relays relevant information to road users

Managing Activities in our Regional Road Corridors

- Balances competing needs
- Corridor Control fees being increased to maintain a user-pay model
- New fee to address impacts of peak period lane closures



Corridor Control balances the need to build with the need to move traffic

Maintaining the Road Network

- Maintain more than 4,100 ln-kms of road
- New infrastructure and changing weather requires different maintenance strategies
- Region is investing to ensure the road network remains reliable

Effective road maintenance ensures that the road network is usable 24/7 during all seasons

Looking into the Future

- Ability to manage increasing amounts of data
- Increasing need for real-time communication and data sharing
- Changing expectations from commuters

Systems and strategies need to be flexible to adapt to changing technology and expectations