

10
BOUNDARY ROAD AGREEMENT
PEEL REGION
HIGHWAY 50 - STEELES AVENUE TO MAYFIELD ROAD

The Transportation and Works Committee recommends the adoption of the recommendations contained in the following report, November 19, 2008, from the Commissioner of Transportation Services:

1. RECOMMENDATIONS

It is recommended that:

1. Regional Council authorize entering into a new boundary road agreement with The Regional Municipality of Peel (“Peel Region”) for the operation and maintenance of Highway 50, from Steeles Avenue to Mayfield Road, as outlined in this report.
2. The Regional Chair and Regional Clerk be authorized to execute the agreement, subject to the approval of Legal Services as to form and content.

2. PURPOSE

This report is to obtain Regional Council approval to enter into a new agreement with Peel Region for the operation and maintenance of part of Highway 50, which forms the boundary between the Regions of York and Peel.

3. BACKGROUND

Highway 50 was transferred to Peel Region and York Region and a Boundary Road Agreement was entered into by both Regions approximately 10 years ago

The section of Highway 50, from Steeles Avenue to Highway 7, was transferred to Peel Region and York Region jointly on April 1, 1997. The remaining boundary section of Highway 50, from Highway 7 to Mayfield Road, was transferred to both Regions on January 1, 1998. Peel Region has operated and maintained Highway 50, from Steeles Avenue to Mayfield Road since the road was transferred.

In 1999, the Region entered into an agreement with Peel Region for the operation and maintenance of the boundary road. The agreement provides for Peel Region to maintain and repair the road and for the Regions to share all costs on an equal basis. This agreement expires on December 31, 2008.

Over the past 10 years, York Region has paid the amounts shown in Table 1.

Table 1
Cost Sharing Incurred Over the Past Ten Years

Year(s)	Cost
1998-2003	\$ 93,000.00*
2004	\$ 132,882.34
2005	\$ 150,528.01
2006	\$ 90,739.79
2007	\$ 153,244.06
2008	\$ 155,000.00**

* Approximate average

** Estimate to end of 2008

4. ANALYSIS AND OPTIONS

The proposed cost-sharing agreement continues to address the financial responsibility for a number of joint areas of interest. It is proposed that the current arrangement for maintenance of Highway 50 be continued in the new agreement. Under the proposed terms, Peel Region would continue to be primarily responsible for repair and maintenance and would invoice York Region for its share of the costs. It is estimated these annual operating costs will continue to be approximately \$150,000/year.

With respect to capital improvement, either Region could propose capital improvements and negotiate a cost-sharing arrangement for reconstruction. This has been the basis on which York Region has already programmed its portion of the anticipated costs for four upcoming capital projects as identified in the approved York Region 2008 10-Year Roads Construction Program over the next 6 – 7 years. These projects are:

1. 2008 - Currently under construction: \$3,000,000 Phase I reconstruction from Highway 7 to Rutherford Road (\$14,000,000 Phase II reconstruction to follow in 2010)
2. July 2009 - \$2,000,000 intersection improvement at Highway 50 and Mayfield Road.
3. 2010 tender date - \$3,500,000 reconstruction from Rutherford Road to Major Mackenzie Drive (based on preliminary estimate received from Peel Region)
4. 2012 tender date - \$5,700,000 reconstruction from Major Mackenzie Drive to Mayfield Road (based on preliminary estimate received from Peel Region)

Peel Region will also co-ordinate approvals for all utility installations with York Region staff. It is further purposed that each Region would retain the responsibility for development approvals on their respective sides of the highway. The new agreement would, however, give each Region the opportunity to review and comment on development within the jurisdiction of the other Region. Staff are discussing development standards and protocols which will be adopted to achieve consistency in design on each side of the highway.

It is proposed that the agreement be for a ten year term with an option to renew for a further ten years.

5. FINANCIAL IMPLICATIONS

York Region's share of the operating costs is anticipated to be \$150,000 annually

York Region's share of Peel Region's operating and maintaining costs for the boundary section of Highway 50 is estimated at \$150,000 per year. These costs will be included in the proposed 2009 operating budget submission. Peel Region will invoice York Region for one-half of the actual operations and maintenance costs four times each year.

When capital works are required on Highway 50, Peel Region will take the lead in planning, design and construction of the works with York Region being responsible for 50% of the cost. York Region's portion of the currently planned capital works, as approved in the 2008 Roads Capital 10-Year Program is \$27.8M. The funding for these capital works includes \$22.4M from development charges and \$5.4M from tax levy.

6. LOCAL MUNICIPAL IMPACT

Highway 50 is an arterial boundary road that provides for the residents of the Township of King and the City of Vaughan, as well as the residents of Caledon and Brampton in Peel Region.

7. CONCLUSION

It is proposed that York Region enter into a new agreement with Peel Region for the operation and maintenance of the boundary section of Highway 50. The 11.4 kilometre section runs from Steeles Avenue northerly to Mayfield Road. Under the terms of the agreement, Peel Region will be responsible for the operation and maintenance of the roadway with the actual costs shared equally.

For more information on this report, contact Paul Jankowski, General Manager, Roads, Roads Branch at extension 5901 in the Transportation Services Department.

The Senior Management Group has reviewed this report.