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2008 ROADS CAPITAL BUDGET ADDITIONAL FUNDING

The Transportation and Works Committee recommends the adoption of the recommendation contained in the following report, April 25, 2008, from the Commissioner of Transportation Services:

1. RECOMMENDATION

It is recommended that Regional Council endorse the allocation of the \$3.3M roads capital tax levy funding approved by Regional Council in December 2007 and the \$4.6M provincial budget funding included for York Region roads and bridges, as outlined in this report.

2. PURPOSE

The purpose of this report is to outline staff recommendations for allocation of the additional \$3.3M tax levy funding approved by Regional Council in December 2007 for the delivery of additional road infrastructure projects and for the \$4.6M provincial budget funding included for York Region roads and bridges as outlined in the April 17, 2008 Finance and Administration Report “Provincial Budget Funding Announcements”.

3. BACKGROUND

3.1 ADDITIONAL REGIONAL FUNDING

In December 2007, the Finance and Administration Committee and Regional Council approved an additional \$3.3M in tax levy funding over and above the submitted 2008 Roads Capital Budget submission, for the delivery of additional Road infrastructure projects.

3.2 ADDITIONAL PROVINCIAL FUNDING

The provincial budget that was released on March 25, 2008 contained several funding announcements for Ontario municipalities. On March 31, 2008 York Region received a letter from the Minister of Transportation which confirmed that \$4,606,235 was included specifically for York Region roads and bridges (*see Attachment 1*).

4. ANALYSIS AND OPTIONS

Current transportation priorities for York Region are focussed in two main areas:

- i) Accommodating growth/managing congestion
- ii) Asset management

The Region's Transportation strategy and 10-Year Roads Construction Program take an aggressive, multi-pronged approach to addressing growth related pressures and managing congestion including VIVA Rapid and YRT conventional transit programs, Intelligent Transportation System projects, transit supportive roads, other road expansions and intersection improvements.

A focus on asset management continues to be increasingly important as the Region's transportation network expands and matures. Key mandates of asset management include implementing programs to maximize service life and minimize life cycle costs for road and bridge infrastructure while maintaining safe operations of the Regional road network. Roadway resurfacing/rehabilitation, bridge and culvert maintenance and intersection improvements are the main areas of infrastructure asset management in the Roads Construction Program.

Growth related projects are generally large and complex, making the timeframes challenging. The program geared towards addressing growth is aggressive as evidenced by the large number of projects as well as the large amount of funding sourced from development charges. These major projects are complex and generally require about five years to implement from planning/Environmental Assessment (EA) to construction. These road projects continue to be integrated with the Region's transit plans.

The infrastructure Asset Management Program is less complex. In contrast, the road resurfacing/rehabilitation projects are in many cases, less complex and can often be delivered in a one to two year timeframe. Given that the majority of the Region's land is rural in nature and not identified for future growth, a key challenge is continuing to adequately fund this program to enable proactive maintenance of the existing road network in non-growth areas.

Intersection improvements are carried out in both growth related and asset management projects. Common to both addressing growth and maintaining assets is the planning and implementation of intersection improvement projects. The scope of these projects ranges from simple to complex (i.e. from installing turning lanes, illumination and signals to eliminating jogged alignments and other geometric improvements) but in general, intersection improvements have the greatest potential to improve safety and reduce congestion at the least cost. Accordingly, intersection improvements have been given higher priority and profile in recent updates of the 10-Year Roads construction Program.

4.1 RECOMMENDED PROGRAM FOR ADDITIONAL \$3.3M REGIONAL FUNDING (Subject to continuing eligibility once Provincial Guidelines become available)

The recommended program for allocating the additional \$3.3M in tax levy funding is generally focussed on delivering additional resurfacing and intersection improvement projects that were not included in the 2008 10-Year Roads Construction Program due to funding constraints.

Details of the recommended additional projects are provided below:

Resurfacing

Five additional road sections can be implemented for 2008 construction at an estimated cost of \$2.455M.

1. Warden Avenue – Vivian Road to Davis Drive.
2. Wellington Street – Yonge Street to Bercy Street.
3. King Road – Bathurst Street to Bond Crescent.
4. York-Durham Line – 16th Avenue to Major Mackenzie Drive.
5. Kennedy Road – Pollock Road to Old Homestead Road.

Intersection Improvements

Two additional minor intersection improvements to add or extend right turn lanes can be designed and constructed in 2008 at a cost of approximately \$300K. In addition, Environmental Assessments (EA's) can be initiated for major intersection improvement projects at four locations where improvement warrants have recently been met at an approximate cost of one million dollars.

1. Woodbine at Hooper Road
 - Extend storage at southbound right turn lane.
2. Ninth Line at Millard
 - Design and build northbound right turn lane.
3. Keele Street and 17th Sideroad
 - Commence EA for intersection improvements.
4. Dufferin Street, Keele Street, and Jane Street, all at King/Vaughan Line
 - Commence three EA's for intersection improvements.

Delivery of the above noted resurfacing and intersection improvement projects, in addition to the projects already included in the approved 2008 10-Year Roads Construction Program will be enhanced with the additional staffing as identified in Table 1 of this Report and approved by Regional Council at its meeting of April 24, 2008.

4.2 RECOMMENDED PROGRAM FOR ADDITIONAL \$4.6M PROVINCIAL FUNDING

The recommended program for allocating the additional \$4.6M in tax levy funding also has an asset management focus and includes additional resurfacing, road reconstruction, bridge maintenance and intersection improvement projects.

Details of the recommended additional projects are provided below:

Resurfacing

Extreme winter conditions in 2008 contributed to more severe and accelerated deterioration of several roadways which now require additional maintenance. Advancing the timing for resurfacing of the most severely impacted roads will maximize service life and minimize lifecycle costs. Accordingly, the following three additional road sections have been identified for resurfacing at a total cost of \$2.37M:

- Highway 7 from Jane Street to Keele Street
- Yonge Street from north of Oak Ridges to Bloomington Road
- Kennedy Road from Ravenshoe Road to Pollock Road

Bridge Maintenance

The Little Rouge Creek Bailey bridge on 16th Avenue east of Reesor Road in the Town of Markham experienced significantly higher traffic volumes throughout much of 2007 while Reesor Road was temporarily closed just north of 16th Avenue for replacement of another bridge by the Town of Markham. During the closure, Reesor Road traffic was detoured along 16th Avenue which resulted in significant deterioration of the timber deck and of localized structural steel members. Although the bridge is part of an ongoing environmental assessment for 16th Avenue, Roads staff has carried out local maintenance repairs and continues monitoring the bridge. Recent inspections confirm that more significant repairs will be required in 2008 to reinforce deteriorated steel members and replace the deck to maintain safety of the roadway and keep the bridge open to traffic. The repair work is estimated to cost \$0.25M.

This interim list of structures requiring maintenance is pending bridge inspections currently underway. If we deviate from this plan, a report will be presented after construction season.

Intersection Improvement

The intersection of Keele Street and McNaughton Road in the City of Vaughan is identified for improvements to accommodate turning lanes and provide better access to the adjacent GO Transit facility at an estimated cost of \$1.15M

Road Reconstruction

In December 2007 Regional Council authorized the award of a contract to reconstruct Ravenshoe Road from Prout Road to Weirs Sideroad in the Town of Georgina. The condition of the roadway was severely deteriorated and the timing of the contract was advanced to avoid major interim maintenance work that would have been required to safely keep the road open to traffic. The lowest price bid to complete the work was \$12.1M and the project budget was \$8.9M, leaving a shortfall of \$3.2M. It was recommended that \$1.4M of the \$3.2M shortfall could be reallocated from surplus funds from 2007 resurfacing contracts which came in under budget. The remaining \$1.8M of the shortfall remains unfunded with the recommendation to re-budget this funding in the next budget cycle. Since construction began the estimated completion cost has increased by approximately \$0.3M to address highly variable soil conditions encountered, resulting in a revised unfunded shortfall of approximately \$2.1M. It is proposed to allocate the remaining provincial funding to cover the approximate \$1.85M tax levy component of the current unfunded shortfall; again, subject to it meeting Provincial stipulations for eligibility.

5. FINANCIAL IMPLICATIONS

Additional Regional Funding

In December 2007, the Finance and Administration Committee and Regional Council approved an additional \$3.3M in tax levy funding over and above the submitted 2008 Roads Capital Budget submission for the delivery of additional roads infrastructure projects. As the funding is already approved, it has been allocated in the 2008 Roads Capital Program.

To deliver the additional recommended projects requires approximately \$2.7M of the available \$3.3M, as noted in the summary provided in the following table. The remaining funding could be carried forward for use in additional resurfacing in 2009 or could be used to leverage an additional \$5.1M in development charge funding to expedite additional growth related projects valued at approximately \$5.7M.

Additional Provincial Funding

In March 2008, the provincial government confirmed that \$4,606,235 was included in the 2008 provincial budget announcements specifically to be used for York Region roads and bridges capital investment needs. The recommended program for this funding includes projects which allocate the entire amount and will be added to the approved 2008 Capital Program.

Table 1
Additional Regional Funding
Funding Summary (in thousands)

Project Name	Estimated Total Cost	Tax Levy	Development Charges
<u>Resurfacing</u>			
Warden Avenue	\$475		
– Vivian Road to Davis Drive			
Wellington Street	263		
– Yonge Street to Bercy Street			
King Road	950		
– Bathurst Street to Bond Crescent			
Kennedy Road	341		
– Pollock Road to Old Homestead Road			
York-Durham Line	427		
– 16 th Avenue to Major Mackenzie Drive			
Subtotal	\$2,455	\$2,455	0
<u>Intersection Improvements</u>			
Woodbine at Hooper Road	150		
– Extend storage at southbound right turn lane			
Ninth Line at Millard	150		
– Design and build northbound right turn lane			
Keele Street and 17 th Sideroad	325		
– Commence EA for intersection improvements			
Dufferin Street, Keele Street, and Jane Street, all at King/Vaughan Line	675		
– Commence three EA's for intersection improvements at			
Subtotal	\$1,300	\$177	\$1,123
<u>Staff</u>			
3 FTE Construction Administrators			
2 FTE Design Technologists			
Subtotal	\$487	\$58	\$429
Subtotal	\$4,242	\$2,690	\$1,552
Carry Over to 2009		\$610	
Total	\$4,242	\$3,300	\$1,552

Table 2
Additional Provincial Funding
Funding Summary (in thousands)

Project Name	Estimated Total Cost	Tax Levy	Development Charges
<u>Resurfacing</u>			
Highway 7	\$1,230		
– Jane Street to Keele Street			
Yonge Street	460		
– north of Oak Ridges to Bloomington Road			
Kennedy Road	680		
– Ravenshoe Road to Pollock Road			
Subtotal	\$2,370	\$2,370	0
<u>Bridge Maintenance</u>			
Little Rouge Creek Bridge Repairs	\$250	\$250	0
– 16 th Avenue East of Reesor Road			
<u>Intersection Improvement</u>			
Keele Street at McNaughton Road	\$1,150	\$138	\$1,012
– Addition of turning lanes			
<u>Road Reconstruction</u>			
Ravenshoe Road – Prout Road to Weir's Sideroad			
- Funding Shortfall	\$2,053	\$1,848	\$205
Total	\$5,823	\$4,606	\$1,217

The figures provided in the above tables are estimated costs based on information available at this time. As implementation of the work progresses, more accurate information will enable staff to refine the scope of work and associated costs. Any variances from the original cost estimates or program will be tracked to ensure the total tax levy amounts remain within the limits of the available funding.

6. LOCAL MUNICIPAL IMPACT

Implementation of the additional projects identified in this report will improve safety, reduce congestion and provide a higher level of service to York Region residents and communities.

7. CONCLUSION

The additional projects identified in this report will have a positive impact in improving safety and reducing congestion of the Regional road network by improving several additional Regional roads over and above the projects already identified in the 2008 10-Year Roads Construction Program.

Staff recommends that Regional Council authorize the plans outlined in this Report on how to allocate the additional \$3.3M tax levy funding approved by Regional Council in December 2007 and the additional \$4.6M Provincial funding announced in March 2008.

For more information on this report, please contact Paul Jankowski, General Manager Roads Branch at Ext. 5901.

The Senior Management Group has reviewed this report.

(The attachments referred to in this clause are attached to this report.)