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FUNDING FOR RODICK ROAD/HIGHWAY 407 OVERPASS

The Transportation and Works Committee recommends the adoption of the recommendations contained in the following report, June 3, 2004, from the Commissioner of Transportation and Works:

1. RECOMMENDATIONS

It is recommended that:

1. The Regional Solicitor, in consultation with the Commissioner of Transportation and Works, prepare an agreement with the Town of Markham to fund one third of the cost of the Rodick Road overpass at Highway 407 at an estimated cost of \$3.33 million.
2. The Chair and Regional Clerk be authorized to sign the agreement.
3. A copy of this report be sent by the Regional Clerk to the Clerk of the Town of Markham.

2. PURPOSE

The purpose of this report is to respond to the request from the Town of Markham that the Region of York contribute one third funding for the Rodick Road crossing of Highway 407.

3. BACKGROUND

The Regional Official Plan contains a number of policies (Sections 5.2.7d, 6.1.15, 6.6.19) supporting the planning and implementation of continuous collector mid-concession block roads.

The issue of continuous local municipal collector roads was presented to Regional Council in May 2003, as it particularly related to the cost of providing collector road crossings of the 400 series highways. It was noted in that report that there were a dozen such collector road crossings which, when built, would substantially improve the performance of the Regional road system and the provision of local transit services. Funding for one third of the capital cost of these over/under passes was included in the 2003 Regional Development Charge (D/C) Bylaw on the condition that the local municipality adopted an Official Plan Amendment which included the crossing(s) and added the infrastructure cost to its DC bylaw. One of the projects specifically identified was the Rodick Road crossing of Highway 407.

4. ANALYSIS AND OPTIONS

4.1 Status of the Project

The Town of Markham at its meeting of April 13, 2004, requested the Region to confirm its commitment to fund one third of the cost for the Rodick Road/Highway 407 crossing as presented in *Attachment 1*.

The Rodick Road environmental assessment was completed by the Town of Markham and approved in 1996, but has been delayed due to protracted property negotiations and the need to resolve a number of jurisdictional and procedural issues with the Ministry of Transportation and the 407 ETR Consortium. These, as well as concerns regarding protection of the YDSS crossing and some conservation area matters, have now been resolved and the Town has issued a call for tenders. Construction is scheduled to start in June 2004 and to be completed by May 2005. The tender call is anticipated to include a number of roadworks in addition to the crossing and consequently Regional staff will be required to meet with Town staff and determine a Regional cost sharing agreement.

The overall program for construction is for Rodick Road to be completed in several phases:

- Yorktech Drive to Miller Avenue 2004
- Highway 407 Bridge 2004
- Miller Avenue to 14th Avenue 2005
- 14th Avenue to Esna Park 2008

4.2 Relationship to Vision 2026

The previous report to Council on the role of mid-block highway crossings supported the concept of a diverse and fine grid street network of local and Regional roads. These additional links would support transit and relieve traffic bottlenecks in the vicinity of the 400 series highways and become an essential element of the vision for a mature community.

5. FINANCIAL IMPLICATIONS

Based on the approval by Regional Council for funding support for highway crossings, the Region's DC Bylaw includes a one third share of the cost of this project, at a total estimated limit of \$10 million for each crossing. Therefore, the approved 2004 Transportation and Works Capital Budget includes \$3.33 million for the Region's contribution to the Rodick Road crossing of Highway 407. However, noting that the bridge crossing is only one element in the total tender for the road, Regional staff must meet with Markham staff to determine the funding limits of their contract that is specifically related to the bridge crossing. At that point the Region will be able to finalize the agreement to cost share the Regional portion of the project. This will be done following the tender award by the Town of Markham.

6. LOCAL MUNICIPAL IMPACT

The Town of Markham has already included this project in their 2004 Capital Works construction program. Consequently, there is a compelling need from their standpoint to obtain the Region's funding commitment as soon as possible.

7. CONCLUSION

In view of the benefits to the Region for transit and traffic, it is recommended that the Region confirm its support for this crossing by approving a one third cost contribution by the Region at an estimated cost of \$3.33 million. These funds have been included in the approved 2004 Transportation and Works Capital Budget.

The Senior Management Group has reviewed this report.

(A copy of the attachments referred to in the foregoing is included with this report and is also on file in the Office of the Regional Clerk.)