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## Report of the Commissioner of Public Works

### **Transportation Capital Infrastructure Status Update**

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#### **1. Recommendation**

The Regional Clerk circulate this report for information to Ontario Ministers of Transportation, Municipal Affairs and Housing and Infrastructure, Clerks of the local municipalities, Building Industry and Land Development Association, and the Ontario Home Builders' Association.

#### **2. Purpose**

This report updates Council on the status of key transportation infrastructure projects required to meet the needs of the Region's growing communities and ensure existing assets are maintained in a state of good repair.

#### **Key Points:**

- York Region's Transportation Master Plan guides the Transportation Capital Program, with the goal of ensuring the transportation network continues to meet the needs of our growing communities
- In 2023, with an investment of \$361.6 million, work advanced on several roads and transit infrastructure projects to improve the Regional Transportation network
- In 2024, \$368.4 million has been approved for investment in roads and transit infrastructure to advance growth and asset management projects
- 2024 Public Works 10-Year Capital Plan includes \$4.0 billion in transportation projects, comprised of \$2.1 billion for growth infrastructure to add capacity to the Regional road and transit networks and \$1.9 billion for roads and transit asset management

### 3. Background

#### Transportation Capital Plan focuses on expanding and maintaining the transportation network

Transportation infrastructure works comprise 35% of the Region’s total 2024 10-Year Capital Plan compared to 39% in 2023. The work is comprised of a Growth Program, to increase capacity of the Regional road and transit networks and an Asset Management Program, to optimize the lifecycle of the Region’s infrastructure investments and keep assets in a state of good repair. Except for a section of proposed bus rapid transit on Kennedy Road between Highway 7 and YMCA Boulevard in the City of Markham, the Transportation capital plan does not include the investment in the Region’s rapid transit network and related infrastructure, which is led by York Region Rapid Transit Corporation, or the Region’s investment in the Yonge North Subway Extension project.

Investment in transportation infrastructure aligns with the Transportation Master Plan and reflects Council’s support for improving the road and transit networks and maintaining assets. Work is focused on providing an efficient transportation network and enhancing the traveller experience for daily commuters and transit riders.

The Region supports more sustainable and efficient delivery by building roads that integrate active and eco-friendly ways of travel and a responsive transit network that helps to manage traffic congestion and reduce greenhouse gas emissions while giving travellers more options to seamlessly make connections and reach key destinations.

In 2024, the capital plan will have 39 active growth projects, focused on increasing capacity of the Regional road and transit networks, and 233 active asset management projects, to optimize the lifecycle of the Region’s infrastructure investments and keep assets in a state of good repair. Active projects by program and project delivery phase are summarized in Table 1. Projects planned for future delivery and under warranty are omitted to more accurately represent where resources are allocated.

**Table 1**  
**2024 Active Road and Transit Projects by Project Delivery Phase**

<b>Project Delivery Phase</b>	<b>Growth Program</b>	<b>Asset Management Program</b>
Environmental Assessment	4	-
Design	22	125
Construction	13	108
<b>Total</b>	<b>39</b>	<b>233</b>

## **Annual project prioritization is guided by Transportation Master Plan and priority setting process endorsed by Council**

The Region's Transportation Master Plan (TMP), updated in 2022, guides the long-term vision for the Region's transportation network. All growth-related road projects are reviewed and prioritized annually to ensure they meet objectives of the TMP. The prioritized list of growth projects is programmed based on available funding. Through this review, projects may be added, removed or adjustments made to project limits or timing. The 10-Year Capital Plan is then presented to Council for approval through the budget process.

Renewal projects are prioritized each year based on the Council-approved Asset Management Program budget. A prioritized list is developed using an asset management database and software to optimize life-cycle costs, such as increasing pavement life. This list is further refined considering adjacent Regional, local municipal and utility projects and community impacts.

## **Transportation Capital Program aims to build the transportation network through partnerships with all levels of government**

The Provincial, Regional and local transportation networks function as an interconnected system. Partnering with other levels of government to help fund and deliver road-related infrastructure such as missing links, highway interchanges and road-rail grade separations. Collaboration is essential for creating and expanding the transportation network and providing a seamless integrated road network.

York Region has formed important partnerships with the provincial government, local municipalities, neighbouring municipalities, conservation authorities, school boards, advocates and other interested parties. Partnerships support a network where travellers can travel in their cars and use transportation options transferring easily from one to another. A notable example is the coordination between the Region, the cities of Markham and Richmond Hill, and the provincial government, to construct mid-block crossings over Highway 404 to provide residents with better access to the key employment and commercial areas.

Commitments for Regional contributions to provincial, local municipal or third-party road projects, such as the Region's share of provincially led Bus Rapid Transit projects, mid-block crossings of freeways, and road-rail grade separations, are presented to Council for approval through the annual budget process.

## **Numerous infrastructure projects advanced in 2023 enhance Regional transportation network**

In 2023, many road and transit projects were advanced, to provide enhanced access to work, home, and schools and to support the efficient movement of goods across the Region. Projects include road widenings, intersection improvements, new cycling lanes and transit facilities. A detailed list of the 2023 accomplishments is included as Appendix A. The total estimated expenditure for this work was \$361.6 million, based on preliminary actuals (unaudited). Road-related projects account for \$268.2 million, and transit related projects account for \$93.4 million.

## 4. Analysis

Council approved a Regional investment of \$368.4 million in 2024 for transportation growth and asset management projects. Roads-related projects account for \$303.1 million of this investment, with \$65.4 million allocated to transit-related projects. The Growth Program is primarily funded from development charges and the Asset Management Program primarily through the tax levy-funded asset management reserve. A project list and a location map are included as Appendices B and C, respectively.

### **Growth Program focuses on expanding the capacity of the Regional road and transit network to offer travellers a range of services and options**

The Growth Program focuses on building system improvements to Regional road and transit networks moving people and goods safely and efficiently across the Region's growing communities. Work includes widening roads in the most congested urban areas and near new development. Other important components of the Growth Program include mid-block crossings over 400-series highways, improved intersections, new multi-use paths and streetscaping. While these projects take place in areas experiencing, or forecasted to have, the highest growth, they benefit all travellers in the Region by providing improved access to employment areas, shopping and recreational destinations, and major highways.

The Region must plan now for future transportation needs in these growing communities due to the time it requires to complete major projects like road widenings and implementing rapid transit corridors. Anticipating this growth helps reduce service lags and congestion. Similarly, the Province of Ontario must support this growth with new or improved 400-series and arterial highways and interchanges, GO Rail service expansion (extensions of two-way, all day and 15-minute or better service), Yonge North Subway Extension and investment in additional bus rapid transit.

The Growth Program supports improvements to increase traveller safety, enhance traveller experience and environmental sustainability. These improvements include streetscaping on key corridors and green infrastructure in road projects, and transit traveller amenities including shelters, waste/recycling receptacles, bike racks, electronic signs that provide real-time information and technology on buses to enhance traveller and pedestrian safety.

In 2024, Public Works will continue to build and maintain infrastructure to ensure the Regional transportation network is safe and responsive to traveller needs. Nearly \$203.9 million will be invested in the roads and transit Growth Program on major capital infrastructure construction and new projects.

### **Asset management focuses on the rehabilitation and replacement of the Region's existing transportation assets**

Guided by the Region's Corporate Asset Management Plan included on the same agenda as this report, the Asset Management Program focuses on renewal (rehabilitation or replacement) of the Region's transportation assets to keep core assets in a state of good repair. The Region maximizes

its investment by extending the life of assets and reducing life-cycle costs. Public Works - Transportation manages over \$7.8 billion in roads and transit infrastructure, including Regional roads, bridges, intersections, cycling lanes, transit terminals, buses, fleet vehicles and maintenance facilities.

The Region's asset management plan is based on optimal timing of asset rehabilitation and replacement. Asset renewal, accounts for 47% or \$1.9 billion of the 10-Year Capital Plan Including \$164.6 million invested in 2024 and is largely funded from asset management reserves.

Currently, over 80% of the Region's core transportation assets, including pavement, storm sewer systems and bridges, have a condition assessment rating of fair or better.

### **Pre-construction Activities are underway to prepare projects for future years**

On average, it takes eight to ten years to deliver a road infrastructure project in the Growth Program. Before construction can commence, a Municipal Class Environmental Assessment (MCEA) study must be completed which can take more than 24 months. While the Province is soliciting feedback on the proposal to revoke the MCEA process and replace it with a streamlined process, the proposal has yet to be implemented and the Region continues to advance current studies. Much of the work involved with the MCEA process, such as various studies and community engagement, will still be needed to ensure stakeholder support and facilitate permit applications. Proposed changes will benefit the Region by bringing certainty to project timelines.

After MCEA approval, detailed design advances. This includes identifying additional property requirements and any utility conflicts to be resolved through either design refinements or utility relocation. Permits are acquired during pre-construction and due to the increasingly complex regulatory environment, and depending on the project, type of permit and its requirements, it may take years before work can move forward.

Staff are currently working on pre-construction activities for 26 projects in preparation for construction in future years. 2024 pre-construction projects are in Appendix B and their locations shown on the map in Appendix D.

## **5. Financial Considerations**

### **\$4.0 billion of capital roads and transit infrastructure works are included in 2024 Public Works Budget and 10-Year Capital Plan**

The 2024 budget for Public Works Transportation projects includes a 10-Year Capital Plan totaling \$4.0 billion. Of this total, \$2.1 billion is for growth infrastructure in the roads and transit programs, and \$1.9 billion is for rehabilitation and replacement. The 2024 multi-year Capital Spending Authority for Public Works' transportation infrastructure projects is \$1.9 billion. Additional Capital Spending Authority will be requested annually through the budget process. A breakdown of estimated costs for program area is provided in Table 2.

**Table 2**  
**Public Works - Transportation 10-Year Capital Plan Expenditures**

Capital Program Area	Expenditures (2024 - 2033)
Roads Growth Capital Projects	\$1,547.1M
Transit Growth Capital Projects	\$584.3M
Roads Rehabilitation/Replacement	\$1,094.7M
Transit Rehabilitation/Replacement	\$782.8M
<b>Total</b>	<b>\$4,008.9M</b>

**Project timelines may be impacted by availability of funding**

Development charge collections are a major funding source of the Region’s growth-related capital plan. As a result of *Bill 23, More Homes Built Faster Act, 2022* changes to the *Development Charges Act, 1997*, development charge collections have been significantly reduced. With recent changes introduced by *Bill 185, Cutting Red Tape to Build More Homes Act*, the current preliminary estimate is development charge collections would be reduced by approximately \$330 million over the next ten years.

If the Region does not receive additional funding from other levels of government to address these reductions in development charge collections, the Region may need to revisit its capital plan commitments and timing to ensure financial sustainability. The Region continues to assess development charge collections and project timelines as part of the Regional Fiscal Strategy and each annual budget process.

**Program delivery timing and cost escalation risks are managed through the annual budget process**

The construction industry continues to experience economic pressures. High demand for construction materials and skilled labour, coupled with workforce shortages and inflation, drives up prices, impacting capital costs and project plan predictability. In delivering the 10-Year Capital Plan, capital cost escalation and project timing risks are closely monitored and managed through the annual budget process. Changes are communicated as projects advance through planning and design.

Despite some uncertainties, projects continue to be advanced through all pre-construction activities to ensure they are ready to proceed to construction if delivery timing is advanced or new funding opportunities become available.

## 6. Local Impact

### **Region continues to work closely with cities and towns to ensure community needs are addressed**

Staff continue to work with local municipal staff to ensure concerns are addressed and local municipal infrastructure requirements, such as streetlights, sidewalks, streetscaping and active transportation facilities are included in Regional projects where possible. Incorporated into Regional projects to coordinate infrastructure delivery and increase efficiency, local municipalities benefit from cost and time savings reducing overall impact to residents and travellers. This work is funded in full by local municipalities, or in partnership with the Region through one of its partnership programs, such as the Municipal Streetscape Partnership Program and the Pedestrian and Cycling Partnership Program.

Travellers in the Region's growing communities need safe and efficient services. This continues to be a priority for the Region and construction is managed to minimize disruptions to travellers while building and maintaining the transportation network. The Region has comprehensive communication plans to keep residents, businesses, local municipalities and other stakeholders informed.

## 7. Conclusion

### **\$4.0 billion 10-Year Capital Plan includes projects to add capacity to the Regional road and transit networks and maintain roads and transit assets**

The Region continues to make significant investments in expanding and maintaining the Regional road and transit system, with several large projects underway to better move people and goods safely and efficiently across the Region's growing communities.

Potential long-term trends resulting from current economic conditions and new legislation will be key considerations as the Region continues to enhance travel options and maximize road network capacity, while ensuring the Region's assets are properly maintained and financially sustainable.

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For more information on this report, please contact Salim Alibhai, Director, Capital Delivery, Transportation, Public Works at 1-877-464-9675 ext. 75229. Accessible formats or communication supports are available upon request.

Recommended by:



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April 23, 2024  
#16059777

Appendix A – Summary of 2023 Accomplishments  
Appendix B – Summary of Current 2024 Projects  
Appendix C – Map of 2024 Transportation Construction Projects  
Appendix D – Map of 2024 Transportation Pre-Construction Projects



## Transportation Capital Infrastructure Status Update Summary of 2023 Accomplishments

### GROWTH PROGRAM

#### Roads – Construction – 2 Projects Completed

Project Name	Municipality	Total Project Cost
Major Mackenzie Drive Operational Improvements, Jane Street to Keele Street	City of Vaughan	\$16.8M*
Dufferin Street Widening, Apple Blossom Drive to Marc Santi Boulevard	City of Vaughan	\$11.8M*

\* includes multi-year costs for projects that span more than one year

#### Transit – Construction – 3 Projects Completed

Project Name	Municipality	Total Project Cost
Major Mackenzie Drive West Terminal, opposite Cortellucci Vaughan Hospital	City of Vaughan	\$18.7M*
Electric Bus Infrastructure at bus garages	Various Locations	\$2.0M
Transit Shelter, Concrete Platform and Bus Stop Sign Expansion	Various Locations	\$0.7M

\*includes multi-year costs for projects that span more than one year

## ASSET MANAGEMENT PROGRAM

### Roads – Rehabilitation/Preservation – 20 Locations Completed

Project Location	Municipality	2023 Program Cost
Crack Sealing	Various Locations	\$5.6M
Grind and Pave	Various Locations	
Guide Rail Renewal and Replacement	Various Locations	\$1.3M
<b>Road Rehabilitation and Preservation</b>		
<b>Road Rehabilitation – 187 lane kilometres</b>		\$56.0M
Bloomington Road, Woodbine Avenue to Kennedy Road	Town of Whitchurch-Stouffville	
Dufferin Street, Steeles Avenue to Major Mackenzie Drive	City of Vaughan	
Glenwoods Avenue, The Queensway to Woodbine Avenue	Town of Georgina	
Jane Street, Steeles Avenue to Langstaff Road	City of Vaughan	
Kennedy Road, 16th Avenue to Major Mackenzie Drive	City of Markham	
Kennedy Road, Steeles Avenue to 14th Avenue	City of Markham	
King-Vaughan Road, Pine Valley Drive to Weston Road	City of Vaughan	
King-Vaughan Road, Jane Street to Stallions Court	City of Vaughan	
Leslie Street, Mulock Drive to Gorham Street	Town of Newmarket	
Lloydton-Aurora Rd, Jane Street to Dufferin Street	Township of King	
Major Mackenzie Drive, Bathurst Street to Yonge Street	City of Richmond Hill	
Major Mackenzie Drive, Vaughan City Hall to Peter Rupert Avenue	City of Vaughan	
Ravenshoe Road, The Queensway to Kennedy Road	Town of Georgina	
Woodbine Avenue and 16th Avenue (intersection only)	City of Markham	
Yonge Street, St John's Sideroad to Sawmill Valley Drive	Town of Aurora / Town of Newmarket	
<b>Road Preservation – 98 lane kilometres</b>		

Project Location	Municipality	2023 Program Cost
Aurora Road, Kennedy Road to Highway 48	Town of Whitchurch-Stouffville	
Dalton Road, Baseline Road to O'Connor Drive	Town of Georgina	
Highway 7, Bayview Avenue to Highway 404	City of Richmond Hill	
Highway 7, Highway 400 to Bowes Road	City of Vaughan	
King Road, Albion-Vaughan Rd to 10th Concession	Township of King	

### Roads – Structure Rehabilitation/Replacement – 8 Locations Completed

Project Location	Municipality	2023 Program Cost
Carville Road Retaining Wall Rehabilitation, East of Bathurst Street (continued from 2022)	City of Richmond Hill	\$24.0M
Elgin Mills Road Culvert Replacement, East of Bayview Ave	City of Richmond Hill	
Holland River Bridge (Yonge Street) Rehabilitation, North of Bathurst Street	Township of King	
Keele Street Culvert Replacement, North of Langstaff Road (continued from 2022)	City of Vaughan	
Kennedy Road Culvert Replacement, North of Vandorf Sideroad	Town of Whitchurch-Stouffville	
Leslie Street Culvert Replacement, North of Green Lane	Town of East Gwillimbury	
Lloydton-Aurora Road Culvert Replacement, East of Jane Street	Township of King	
York Durham Line Culvert Replacement, North of Main Street	Town of Whitchurch-Stouffville	

### Roads – Drainage System Renewal – 3 Locations Completed

Project Location	Municipality	2023 Program Cost
Weston Road Drainage Improvements, North of 16th Sideroad	Township of King	\$1.6M
St. John's Sideroad Culvert Replacement, East of Bathurst Street	Town of Aurora	
King Road Culvert Replacement, West of Highway 27	Township of King	

### Roads – Other/Miscellaneous – 1 Location Completed

Project Location	Municipality	Total Project Cost
Yonge Street Embankment Repair at Silverline Helicopters (continued from 2022)	Town of East Gwillimbury	\$4.0M

### Roads – Intersection Improvements and Modernization – 40 Locations Completed

Project Location	Municipality	2023 Program Cost
16th Avenue and Elm Avenue	City of Richmond Hill	\$5.0M
16th Avenue and Spadina Road/Valleymede Drive	City of Richmond Hill	
16th Avenue and York Durham Line	City of Markham	
Aurora Road and Ninth Line	Town of Whitchurch-Stouffville	
Baseline Road and John Link Avenue	Town of Georgina	
Illumination at Various Locations	Various Locations	
Kennedy Road and the Bridle Trail	City of Markham	
Langstaff Road and Pine Valley Drive	City of Vaughan	
Leslie Street and Minthorn Boulevard	City of Markham	
McCowan Road and Carlton Road/Raymerville Drive	City of Markham	
Wellington Street and Kaleia Ave /Elyse Court	Town of Aurora	
Yonge Street and Butternut Ridge Trail /Gilbert Drive	Town of Aurora	
<b>Traffic Signal Modernization in conjunction with Road Rehabilitation Projects:</b>		
Dufferin Street and Autumn Hill Boulevard	City of Vaughan	Included in Cost of Road Rehabilitation
Dufferin Street and Beverly Glen Boulevard	City of Vaughan	
Dufferin Street and Confederation Parkway	City of Vaughan	
Dufferin Street and Draper Boulevard	City of Vaughan	
Dufferin Street and Glen Shields Avenue	City of Vaughan	
Dufferin Street and Maurier Boulevard	City of Vaughan	
Dufferin Street and Racco Parkway	City of Vaughan	
Dufferin Street and Valley Vista Drive	City of Vaughan	
Dufferin Street and Viceroy Road	City of Vaughan	
Glenwoods Avenue and Lowndes Avenue	Town of Georgina	
Glenwoods Avenue and Our Lady of the Lake Catholic Academy	Town of Georgina	
Jane Street and Doughton Road	City of Vaughan	
Jane Street and Peelar Road	City of Vaughan	

Jane Street and Pippin Road	City of Vaughan	
Kennedy Road and 14th Avenue	City of Vaughan	
Kennedy Road and Bur Oak Avenue	City of Markham	
Kennedy Road and Clayton Drive	City of Markham	
Kennedy Road and Denison Street	City of Markham	
Kennedy Road and Duffield Drive	City of Markham	
Kennedy Road and Gorvette Road	City of Markham	
Kennedy Road and Highglen Avenue	City of Markham	
Kennedy Road and Lee Avenue	City of Markham	
Major Mackenzie Drive and Arnold Court	City of Richmond Hill	
Major Mackenzie Drive and Don Head Village Boulevard	City of Richmond Hill	
Major Mackenzie Drive and Hill Street	City of Vaughan	
Major Mackenzie Drive and Peter Rupert Avenue	City of Vaughan	
Major Mackenzie Drive and Trench Street	City of Richmond Hill	
Yonge Street and Joe Persechini Drive	Town of Newmarket	

### **Transit – Ongoing Rehabilitation and Replacement**

<b>Project Name</b>	<b>2023 Program Cost</b>
Transit Terminal Rehabilitation and Bus Shelter, Concrete Platform, and Bus Stop Sign Replacement	\$1.6M
Bus Operations, Maintenance and Storage Facility Rehabilitation – Various locations	\$2.2M
Transit Conventional Bus Major Structural Refurbishment & Mechanical Overhaul – Asset Life Extension (49 conventional buses and eight Bus Rapid Transit buses)	\$5.8M
Transit Fleet Retirement and Replacement – Purchase of 75 conventional electric buses and remaining milestone payment for 26 Viva buses	\$39.9M

## Transportation Capital Infrastructure Status Update Summary of Current 2024 Projects

### GROWTH PROGRAM – CONSTRUCTION

#### Roads – Construction – 10 Projects

Project Location	Municipality	Total Project Cost*	Construction Completion
<b>Continuing Construction – 9 Contracts</b>			
16th Avenue, Highway 404 Interchange (Delivered by MTO) **Total cost of 16th Avenue, Leslie Street to Woodbine Avenue project	City of Markham/City of Richmond Hill	\$62.6M**	2024
Keele Street Widening, Steeles Avenue to Highway 407	City of Vaughan	\$43.0M	2024
King Road Reconstruction, Bond Crescent to Yonge Street	City of Richmond Hill	\$22.7M	2025
Major Mackenzie Drive Widening, Highway 400 to Jane Street	City of Vaughan	\$40.1M	2024
Mid-Block Crossing, Highway 404 north of 16th Avenue	City of Richmond Hill/ City of Markham	\$117.3M	2027
Rutherford Road Widening, Jane Street to Westburne Drive	City of Vaughan	\$79.5M	2025
Rutherford Road Widening, Peter Rupert Avenue to Bathurst Street	City of Vaughan	\$50.5M	2025
Teston Road Widening, Pine Valley Drive to Weston Road	City of Vaughan	\$47.9M	2025
Yonge Street Widening, Davis Drive to Green Lane	Town of Newmarket/ Town of East Gwillimbury	\$106.7M	2028
<b>New Construction – 1 Contract</b>			
19th Avenue Widening, Bayview Avenue to Leslie Street	City of Richmond Hill	\$37.6M	2026

\*includes multi-year costs for projects which span more than one year

### Transit – Construction – 3 Projects

Project Name	Municipality	Total Project Cost	Construction Completion
<b>Continuing Construction – 3 Projects</b>			
55 Orlando Avenue – Bus Operations, Maintenance and Storage Facility Expansion	City of Richmond Hill	\$63.9M*	2024
Electric Bus Infrastructure	Various Locations	\$10.0M	Ongoing
Transit Shelter, Concrete Platform and Bus Stop Sign Expansion	Various Locations	\$1.0M	Ongoing

\*includes multi-year costs for projects which span more than one year

### ASSET MANAGEMENT PROGRAM – CONSTRUCTION

#### Roads – Rehabilitation/Preservation – 31 Locations

Project Location	Municipality	2024 Program Budget
Crack Sealing	Various Locations	\$3.5M
Grind and Pave	Various Locations	
Guide Rail Renewal and Replacement	Various Locations	\$1.0M
<b>Road Rehabilitation – 216 lane kilometres</b>		
Bathurst Street, Major Mackenzie Drive to Elgin Mills Road	City of Vaughan/ Township of King	\$59.5M
Bathurst Street, 19 <sup>th</sup> Avenue to King-Vaughan Road	City of Vaughan/ Township of King	
Bayview Avenue, Wellington Street to Mulock Drive	Town of Aurora/Town of Newmarket	
Bloomington Road, Ninth Line to York-Durham Line	Town of Whitchurch- Stouffville	
Green Lane, Highway 404 to Woodbine Avenue	Town of East Gwillimbury	
Highway 7, Keele Street to North Rivermede Road	City of Vaughan	
Highway 7, Ninth Line to Highway 7 MTO Jurisdiction	City of Markham	
Highway 11, North of Green Lane to Morning Sideroad	Town of East Gwillimbury	
Highway 11, Bathurst Street to Bradford Border	Township of King	

Project Location	Municipality	2024 Program Budget
Keele Street, Highway 407 to Langstaff Road	City of Vaughan	
Kennedy Road, Mount Albert Road to Pollock Road	Town of East Gwillimbury/ Town of Georgina	
Langstaff Road, Pine Valley Drive to Weston Road	City of Vaughan	
McCowan Road, Major Mackenzie Drive to Elgin Mills Road	City of Markham	
Mulock Drive, Bathurst Street to Yonge Street	Town of Newmarket	
Ravenshoe Road, Kennedy Road to Highway 48	Town of East Gwillimbury/ Town of Georgina	
Woodbine Avenue, Old Homestead Road to Boyers Sideroad	Town of Georgina	
Yonge Street, Stouffville Road to Bloomington Road	City of Richmond Hill	
<b>Road Preservation – 199 lane kilometres</b>		
14th Avenue, McCowan Road to Markham Road	City of Markham	
14th Avenue, Ninth Line to York Durham Line	City of Markham	
Bathurst Street, Centre Street to Highway 7	City of Vaughan	
Centre Street, Dufferin Street to Bathurst Street	City of Vaughan	
Donald Cousens Parkway, 14th Avenue to Highway 407	City of Markham	
Dufferin Street, Teston Road to King Road	City of Vaughan/Township of King	
Green Lane, Bathurst Street to 2nd Concession	Town of East Gwillimbury	
King-Vaughan Road, Keele Street to Bathurst Street	City of Vaughan	
Ninth Line, Donald Cousens Parkway to Main Street	City of Markham/Town of Whitchurch-Stouffville	
Pine Valley Drive, Major Mackenzie Drive to Teston Road	City of Vaughan	
Warden Avenue, Elgin Mills Road to Stouffville Road	City of Markham	
Warden Avenue, Bloomington Road to Vivian Road	Town of Whitchurch-Stouffville	
Woodbine Avenue, Major Mackenzie Drive to 19th Avenue	City of Markham	
York-Durham Line, Steeles Avenue East to 14th Avenue	City of Markham	



### Roads – Structure Rehabilitation/Replacement – 13 Locations

Project Location	Municipality	2024 Program Budget
Highway 7 Retaining Wall Rehabilitation, East of Markham Road	City of Markham	\$22.6M
Highway 27 Culvert Replacement, North of 18 <sup>th</sup> Sideroad	Township of King	
Kennedy Road Bridge Replacement, north of Mount Albert Road (continued from 2023)	Town of East Gwillimbury	
King Road Bridge Rehabilitation, West of Keele Street	Township of King	
King Road Culvert Rehabilitation, East of Highway 27	Township of King	
Major Mackenzie Drive Culvert Rehabilitation, East of Bayview Avenue (continued from 2023)	City of Richmond Hill	
Mulock Drive Culvert Replacement, East of Bayview Avenue (continued from 2023)	Town of Newmarket	
Pefferlaw Road Bridge Replacement, West of Lake Ridge Road	Town of Georgina	
Warden Avenue Culvert Rehabilitation, South of Major Mackenzie Drive	City of Markham	
Wellington Street Culvert Rehabilitation, East of Bathurst Street	Town of Aurora	
Wellington Street Retaining Wall Replacement, East of Bayview Avenue	Town of Aurora	
Woodbine Avenue Culvert Replacement, North of St John's Sideroad	Town of Whitchurch-Stouffville	
Yonge Street Culvert Rehabilitation, North of Bradford Street	Town of East Gwillimbury	

### Roads – Intersection Improvements – 57 Locations

Project Location	Municipality	2024 Program Budget
Enterprise Boulevard and Rouge Valley Drive	City of Markham	\$5.0M
Keele Street and King Road	Township of King	
Keele Street, 100 metres south of King Road	Township of King	

Project Location	Municipality	2024 Program Budget
Highway 7 and Silver Linden Drive	City of Richmond Hill	
Major Mackenzie Drive and Boake Trail/Shirley Drive	City of Richmond Hill	
Mount Albert Road near Cupples Farm Lane/ Royal Oak Road	Town of East Gwillimbury	
The Queensway South and Garrett Styles Drive	Town of Georgina	
Warden Avenue and Vivian Road	Town of Whitchurch-Stouffville	
Weston Road and Ashberry Boulevard/Davos Road	City of Vaughan	
Weston Road and Villa Royale Avenue	City of Vaughan	
Woodbine Avenue and Garrett Styles Drive	Town of Georgina	
Woodbine Avenue at Esna Park Drive / John Street	City of Markham	
Auxiliary Signal Heads at <b>16</b> Various Locations	Various Locations	
<b>Traffic Signal Modernization in conjunction with Road Rehabilitation Projects – 29 locations:</b>		
Bathurst Street and Queen Filomena Avenue/Mill Street	City of Vaughan/City of Richmond Hill	Included in Cost of Road Rehabilitation
Bathurst Street and Lady Nadia Drive/Regent Street	City of Vaughan/City of Richmond Hill	
Bathurst Street and Tower Hill Road	City of Vaughan/City of Richmond Hill	
Bathurst Street and Jefferson Sideroad	City of Vaughan/City of Richmond Hill	
Bathurst Street and King-Vaughan Road/Milos Road	City of Vaughan/Township of King/City of Richmond Hill	
Bayview Avenue and Wellington Street	Town of Aurora	
Bayview Avenue and Home Depot Plaza	Town of Aurora	
Bayview Avenue and River Ridge Boulevard	Town of Aurora	
Bayview Avenue and Hollidge Boulevard/Borealis Avenue	Town of Aurora	
Bayview Avenue and Hollandview Trail/Spring Farm Road	Town of Aurora	
Bayview Avenue and LCBO/Superstore Plaza	Town of Aurora	
Bayview Avenue and Pedersen Drive/Hartwell Way	Town of Aurora	
Bayview Avenue and Laurelwood Gate/Brooker Ridge	Town of Newmarket	

Project Location	Municipality	2024 Program Budget
Bayview Avenue and Silken Laumann Drive/Stonehaven Avenue	Town of Newmarket	
Bayview Avenue and McBean Avenue/Newpark Boulevard	Town of Newmarket	
Bayview Avenue and Carberry Street	Town of Newmarket	
Highway 7 and Donald Cousens Parkway	City of Markham	
Highway 11 at Commercial Plaza (Rona)/Church entrance	Town of East Gwillimbury	
Keele Street and Administration Road	City of Vaughan	
Langstaff Road and Ansley Grove Road	City of Vaughan	
Langstaff Road and Stan Gate/Valeria Boulevard	City of Vaughan	
Mulock Drive and Bathurst Street	Town of Newmarket	
Mulock Drive and Sawmill Valley Drive/Plantation Gate	Town of Newmarket	
Mulock Drive and Doubletree Lane/Columbus Way	Town of Newmarket	
Yonge Street and Stouffville Road	City of Richmond Hill	
Yonge Street and Silver Maple Road	City of Richmond Hill	
Yonge Street and Oak Ridges Trail Pathway	City of Richmond Hill	
Yonge Street and Old Colony Road/ Estate Garden Drive	City of Richmond Hill	
Yonge Street and Regatta Avenue/Oak Ridges Medical Plaza	City of Richmond Hill	

### Roads – Other/Miscellaneous – 7 Locations

Project Location	Municipality	Total Project Cost
Bathurst Street, south of Mill Street - Creek realignment and gabion basket wall repair	City of Richmond Hill	\$4.9M
Pine Valley Drive and Rutherford Road – Intersection Improvements (additional left turn lane)	City of Vaughan	\$0.7M
Donald Cousens Parkway and 14th Avenue – Intersection Improvements in support of South York Greenway	City of Markham	\$1.8M

Project Location	Municipality	Total Project Cost
Donald Cousens Parkway and Copper Creek Drive – Intersection Improvements in support of South York Greenway	City of Markham	
Bayview Avenue, Bayview Park Lane/Dariole Drive to Bloomington Road – New Active Transportation Facilities	City of Richmond Hill	\$5.1M
Woodbine Avenue, Glenwoods Avenue to Garrett Styles Drive – New Active Transportation Facilities	Town of Georgina	\$0.7M
Yonge Street, Sawmill Valley Drive to Joe Persechini Drive – New Active Transportation Facilities	Town of Newmarket	\$1.1M

### **Transit – Ongoing Rehabilitation and Replacement**

Project Name	2024 Program Budget
Transit Terminal Rehabilitation and Bus Shelter, Concrete Platform, and Bus Stop Sign Replacement	\$1.3M
Bus Operations, Maintenance and Storage Facility Rehabilitation – Various locations	\$1.4M
Transit Conventional Bus Major Structural Refurbishment & Mechanical Overhaul – Asset Life Extension (71 conventional and four Bus Rapid Transit diesel buses)	\$8.0M
Transit Fleet Retirement and Replacement (Purchase of 50 electric buses, with an additional 55 electric buses to be purchased subject to Zero Emission Transit Fund funding)	\$32.6M

### **GROWTH PROGRAM – PRE-CONSTRUCTION**

#### **Roads – Environmental Assessments – 4 Studies**

Project Location	Municipality
<b>Continuing Environmental Assessments – 2 Studies</b>	
Elgin Mills Road, from Yonge Street to Bayview Avenue (Railway Grade Separation)	City of Richmond Hill

Project Location	Municipality
Teston Road, Highway 400 to Bathurst Street (Individual Environmental Assessment)	City of Vaughan
<b>New Environmental Assessments – 2 Studies</b>	
Jane Street, Teston Road to Kirby Road	City of Vaughan
Leslie Street, Green Lane to Colonel Wayling Boulevard	Town of East Gwillimbury

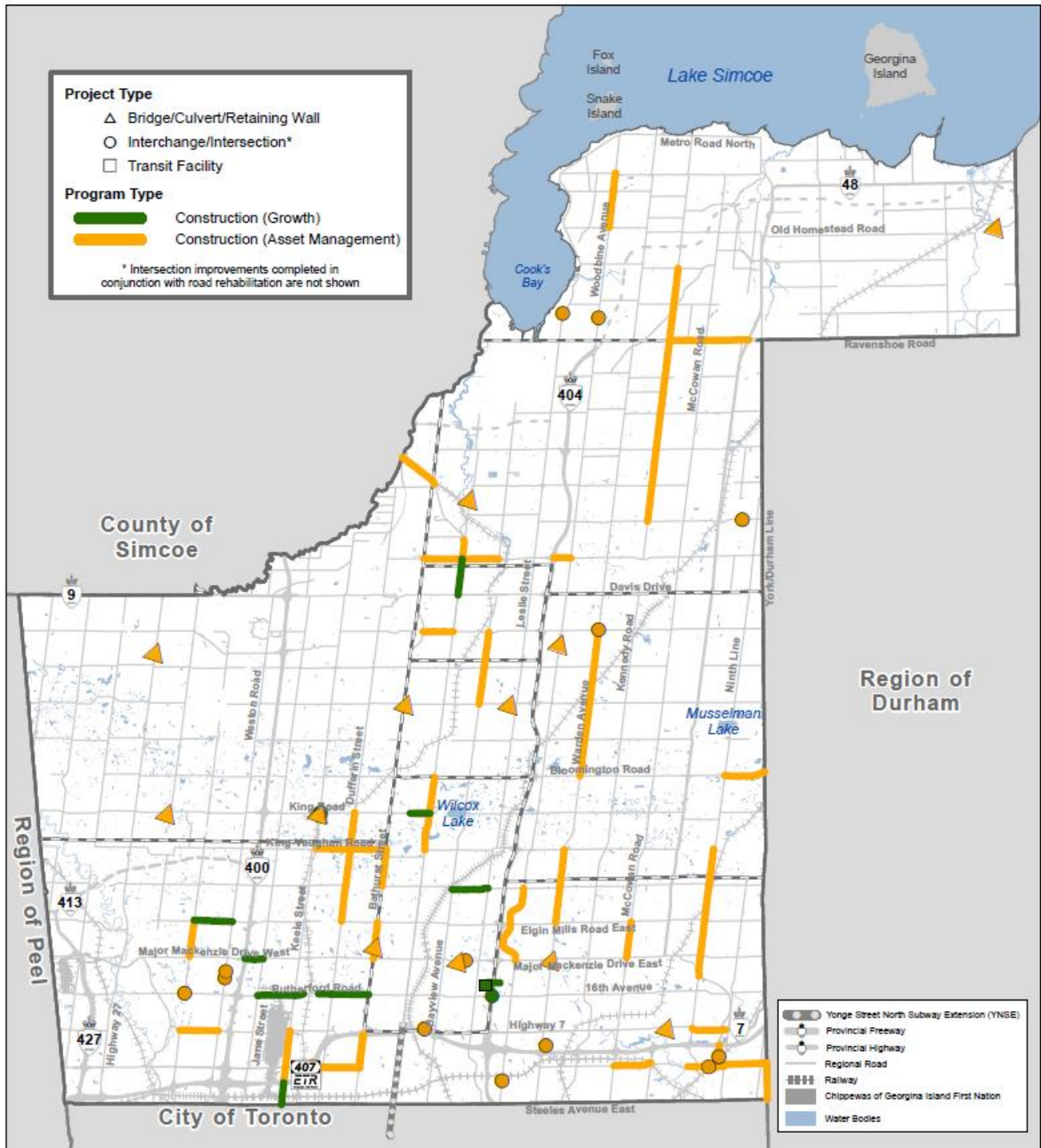
### **Roads – Detailed Design – 21 Projects**

Project Location	Municipality
<b>Continuing Detailed Design – 16 Projects</b>	
16th Avenue, Leslie Street to Woodbine Avenue	City of Richmond Hill/City of Markham
16th Avenue, Woodbine Avenue to Warden Avenue	City of Markham
16th Avenue, Warden Avenue to Kennedy Road	City of Markham
Bathurst Street, North of Highway 7 to Major Mackenzie Drive	City of Vaughan/City of Richmond Hill
Bayview Avenue, North of Highway 7 to 16th Avenue	City of Richmond Hill
Elgin Mills Road, Bathurst Street to Yonge Street	City of Richmond Hill
Highway 50, Rutherford Road to Albion-Vaughan Road	Peel Region/City of Vaughan
Kennedy Road, Major Mackenzie Drive to Elgin Mills Road	City of Markham
Kennedy Road, North of Highway 407 to Highway 7	City of Markham
Langstaff Road, Keele Street to Dufferin Street	City of Vaughan
McCowan Road, 14th Avenue to Highway 7	City of Markham
Ninth Line, Steeles Avenue to Box Grove By-Pass	City of Markham
Stouffville Road, Bayview Avenue to Highway 404	City of Richmond Hill

<b>Project Location</b>	<b>Municipality</b>
Warden Avenue, Major Mackenzie Drive to Elgin Mills Road	City of Markham
Weston Road, Highway 407 to north of Highway 7	City of Vaughan
Weston Road, North and South of Rutherford Road	City of Vaughan
<b>New Detailed Design – 5 Projects</b>	
Elgin Mills Road, East of Yonge Street (Grade Separation)	City of Richmond Hill
Highway 27, Major Mackenzie Drive to Nashville Road	City of Vaughan
King-Vaughan Road at Jane Street, Keele Street and Dufferin Street	City of Vaughan
Teston Road, Keele Street to Dufferin Street	City of Vaughan
York-Durham Line at Bloomington Road	Town of Whitchurch-Stouffville

### **Transit – Design – 1 Project**

<b>Project Location</b>	<b>Municipality</b>
8300 Keele Street - Bus Operations, Maintenance and Storage Facility Expansion (West North Service Division)	City of Vaughan



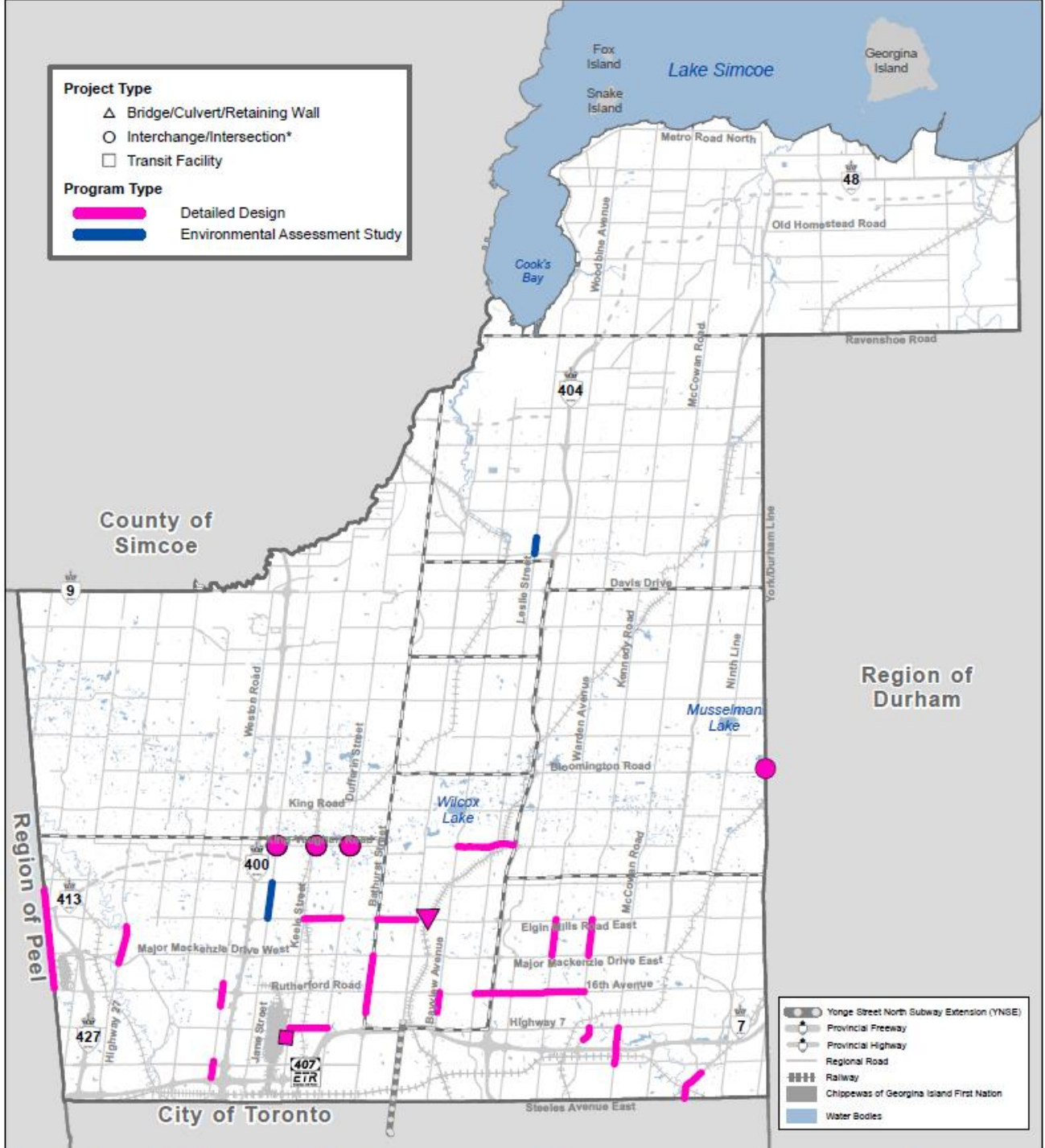
**2024 Growth and Asset Management Construction Map**  
 Transportation Capital Status  
 Infrastructure Report  
 May 9, 2024



Produced by:  
 The Regional Municipality of York  
 Infrastructure Asset Management  
 - Transportation, Public Works  
 February 2024

Data: King's Printer for Ontario 2003-2024

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**2024 Growth Program Pre-Construction Map**  
 Transportation Capital Status  
 Infrastructure Report  
 May 9, 2024



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