



STATUS	Final
Council Approved	Y
CAO Approved:	N/A

<b>TITLE:</b> Collector Road Crossings of 400-Series Highways, Funding of	<b>Edocs No.:</b> 1804805 <b>Original Approval Date:</b> October 18, 2007 <b>Policy Last Updated:</b> October 18, 2007 <b>Posted on Intranet:</b> April 14, 2010
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**POLICY STATEMENT:**

This policy outlines the process and criteria for determining the Region's funding contribution towards new collector road crossings of 400-series highways.

**APPLICATION:**

This policy applies to requests from local municipalities to York Region for funding contributions towards projects that extend local roads across 400-series highways.

**PURPOSE:**

This policy establishes the protocol and procedure used to determine the extent that a local municipal road project crossing a 400-series highway is eligible for Regional funding contributions.

**DEFINITIONS:**

**400-series Highway** - A 400-series freeway under the jurisdiction of the Ontario Ministry of Transportation located within York Region (Currently Highways 400, 404, 407-ETR, and 427).  
**Mid-block crossing** - A grade separated crossing of a local municipal road over or under a 400-series highway between two arterial York Region roads.

**DESCRIPTION:**

**Activation of Region Funding Contribution**

In May 2003 Regional Council authorized the conditional inclusion of funding for a one third contribution towards the capital cost of nine potential collector road crossings of 400-series highways into York Region's 2003 Development Charge Bylaw (DC Bylaw). The conditions required to trigger activation of the funding into the Regional DC Bylaw requires that the local municipality:

1. Adopt an Official Plan Amendment which includes the crossing
2. Adds the infrastructure costs for the crossing to it's local DC Bylaw
3. Notifies York Region that the two above criteria have been met and supplies evidence to the Region in support of the claim

Upon satisfying the above conditions the Region will issue a notice to the local municipalities, the Urban Development Institute (UDI), and the Greater Toronto Homebuilders Association (GTHBA) that an increase in the DC rate has been triggered, and will take effect 30 days from the date that the Region has given notice. The Region will not fund retroactive works completed prior to adoption of the inclusion list in the 2003 Development Charges By-law.

### Eligible Project Limits

In order for a project to be eligible for Regional contribution the project must:

1. Achieve a connection between arterial (i.e. Regional) roads.
2. Once implemented, must contribute to anticipated deferral of expenditures on the adjacent Regional road network.

Once a project has met the above criteria, the portion of the project to be eligible for Regional contribution must reflect the existing traditional jurisdictional responsibilities relative to Regional and local cost apportionment. This includes:

1. The bridge required for the grade separated crossing.
2. The approach roadway segments to points at which local municipal roads either exist or are planned.

In reflection of the May 2003 Regional Council authorization, the Region's funding contribution will be generally defined as one-third of the capital cost of the eligible project costs.

It should be noted that the policy is premised on the core principle that jurisdiction of these structures are to be transferred to the Ministry of Transportation and as such all future structure maintenance/rehabilitation or long-term replacement are to be borne by the Ministry.

### Eligible Project Costs

Two key criteria used in determining the eligible versus non-eligible project cost items are:

1. Whether the specific item would normally be a local municipal cost item on a Regional road project.
2. If the Region would have to pay for similar items on adjacent Regional arterial roads if the crossing was not being constructed.

The following table provides a summary of the general categories and major project cost items. Specific items arising on individual projects that are not easily related to this list shall be subject to discussions and agreement between staff at the Municipal/Regional level. If staff is unable to resolve any differences, a Report will be brought forward to Regional Council for direction.

Eligible versus Non-Eligible Project Costs

Project Cost Items	Eligible	Non Eligible
<u>Engineering Fees</u>		
• Environmental Assessment	✓	
• Detail design/contract preparation	✓	
• Construction admin/inspection/testing	✓	
<u>Construction</u>		
Roadworks		
• Curb/granulars/asphalt	✓	
• Storm sewers	✓	
• Sidewalk		✓
• Local municipal watermain/sanitary sewer services		✓
• Signage		✓
Structural Work		
• Standard highway, railway, water crossing	✓	
Electrical		
• Illumination		✓
• Traffic signals		✓
Streetscaping		
		✓
<u>Other</u>		
• Maintenance/rehabilitation/replacement agreements - 407, MTO *		✓
• Legal agreements		✓
• Utilities relocations	✓	
• Property	✓	

NOTE: \* All structures maintenance/rehabilitation/replacement costs are the responsibility of the Ministry of Transportation and shall not be borne by either York Region or its local municipalities.

Prior to the release of regional funding contributions, local municipalities are required to provide the following:

- Local municipal council resolution for award of contract(s). —
- Copies of awarded contract(s). —
- Copies of payment certificates made to contractor(s). —

**RESPONSIBILITIES:**

Local municipalities requesting Regional funding contributions towards mid-block crossings of 400-series highways by local collector roads are responsible for compliance with the requirements of this policy.

**REFERENCE:**

Draft Approval (Transportation and Works Committee Report 2, Clause 8, February 16, 2006)

**CONTACT:**

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**APPROVAL INFORMATION**

<b>CAO Approval Date:</b>	September 19, 2007		
<b>Committee:</b> Transportation and Works	<b>Clause:</b> 2	<b>Report No:</b> 8	
		Edocs No. 477342	
<b>Council Approval:</b>	<b>Minute No.</b> 160	<b>Page:</b> 82	<b>Date:</b> October 18, 2007

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