

COMMITTEE OF THE WHOLE - APRIL 4, 2005

**PORTRAGE PARKWAY (FORMERLY APPLEWOOD CRES.) EXTENSION
HIGHWAY 400 FLYOVER
LONG TERM MAINTENANCE COSTS
AND REQUEST FOR ADDITIONAL FUNDING**

Recommendation

The Commissioner of Engineering and Public Works in consultation with the Director of Legal Services and the Director of Reserves and Investments recommends:

- 1) That the necessary By-law be enacted to authorize the Mayor and City Clerk to execute an amended Agreement with the Ministry of Transportation (MTO) to include the long term structural maintenance cost of that part of Portage Parkway (formerly Applewood Crescent) Extension – Highway No. 400 overpass which is currently under 407/ETR jurisdiction, at a present value one-time lump sum cost of \$498,860.98;
- 2) That an additional amount of \$102,000 funded from City Wide Development Charges – Engineering be approved to finance the cost of the long term maintenance;
- 3) That the inclusion of the matter on a public Committee or Council agenda for the additional funding request identified as Portage Parkway (Formerly Applewood Cres.) Extension – Highway 400 Flyover – Long Term Maintenance Costs and Request for Additional Funding is deemed sufficient notice pursuant to Section 2(1) (c) of By-law 394-2002; and
- 4) That the Regional Municipality of York, Highway 407/ETR and the Ontario Ministry of Transportation be so advised by copy of Council's direction.

Purpose

To seek authorization from Council for the Mayor and City Clerk to execute a revised agreement between the City of Vaughan and the MTO for the long term structural maintenance costs of the Portage Parkway (formerly Applewood Crescent) Extension – Highway 400 Flyover.

Background - Analysis and Options

The City of Vaughan will be constructing a link between Chrislea Road and Applewood Crescent with a bridge spanning Highway No. 400. The new road will connect sections of Applewood Crescent and Chrislea Road (now Portage Parkway) at a location just east of Northview Boulevard. This improvement is necessary to accommodate growth in the area and the anticipated traffic volumes. Council has previously approved this undertaking including the name change as above, and the works were the subject of a Class EA (Environmental Assessment) process which was completed in 2001. Refer to Attachment No. 1 for Location Map.

The project was recently out to tender and closed on March 15, 2005. Construction is expected to commence shortly, with completion planned by the end of 2006. In addition to spanning Highway 400, the new bridge will span two on-ramps and two off-ramps servicing Highway 407. The proportion of the bridge spanning these ramps constitutes 23.9% of the total length, and is under Highway 407/ETR jurisdiction until the year 2099. Under the Highway 407 Act, 1998, S.O. 1998, c. 28, the City is responsible for future maintenance of this portion of the bridge.

The present value of the estimated cost of future structural maintenance of the 407/ETR portion of the bridge to the year 2099, is \$818,136.51. This one time cost which includes approximately \$320,000 corporate tax is a statutory requirement and would be payable as a lump sum to the 407/ETR upon commissioning of the bridge.

At a meeting between Engineering and Finance staff and representatives of the MTO and 407/ETR it was agreed to in principle, that the MTO would be willing to assume the responsibility of the 407/ETR portion of the structural maintenance, concurrent with its own maintenance program, if the City pays the associated cost to the MTO. Under this concept the City would be required to pay a one-time lump sum maintenance cost as a "flow-through" to the MTO, via the 407/ETR Corporation. Because the funds would pass from one public agency to another, the corporate tax would not be applicable and the City's financial obligation would be reduced to \$498,860.98, a reduction of approximately \$320,000 from what would otherwise be payable. Under this plan, the City would have no further obligation toward any future structural maintenance or replacement costs associated with the bridge. Surface maintenance however (i.e. snow removal, etc.) would still remain the City's responsibility.

The 2005 Capital Budget as approved by Council includes an amount of \$412,000 funded from City Wide Development Charges – Engineering (Project No. 1421-3-04) inclusive of Treasury Administration for this purpose. This was an estimated cost that was determined earlier in 2004. This amount however, is approximately \$102,000 (inclusive of the City's 3% Treasury Administration costs) short of the City's future maintenance cost obligations. As the total lump sum payment of \$498,860.98 will become due on January 1st 2007, staff will ensure that payment will not be made prior to that date.

Upon Council approval the MTO will revise the earlier Agreement with the City to reflect the structural maintenance cost and will resubmit it for execution by the City.

Relationship to Vaughan Vision 2007

This project is consistent with Vaughan Vision 2007 in that the extension of Portage Parkway (formerly Applewood Crescent) over Highway 400 to Chrislea Road ensures that growth does not outpace the road network infrastructure (3.2.3) and that, the project incorporates road patterns in Block Plans to provide effective and efficient road and transit networks (3.3.2).

This report is consistent with the priorities previously set by Council and part of the necessary resources have been allocated and approved.

Conclusion

That the Mayor and City Clerk be authorized to execute a revised Agreement between the City of Vaughan and the MTO for the future structural maintenance of part of the Portage Parkway (formerly Applewood Crescent) Extension – Highway 400 Flyover at a one-time lump sum cost of \$498,860.98.

An additional amount of \$102,000, (inclusive of the City's 3% Treasury Administration costs) to be funded from the City Wide development Charges - Engineering, is also required to complete this project.

Should Council concur with the proposed additional funding request, this action would be considered as an amendment to the Capital Budget. Pursuant to the Municipal Act 2001, Section 291(1)(c) before amending a budget, a municipality shall give notice of its intention to amend the budget at a Council meeting. When a capital project has been subject to a meeting during the adoption of the approved capital budget and where additional funding is required to complete the approved works, inclusion of the matter in a staff report requesting additional funding on a public committee or Council agenda is deemed to be sufficient notice pursuant to Section 2(1)(c) of By-law 384-2002. Therefore, no additional notice period is required.

Attachments

1. Location Map

Report prepared by:

Tom Ungar, P. Eng., – Design Engineer (ext. 3110)

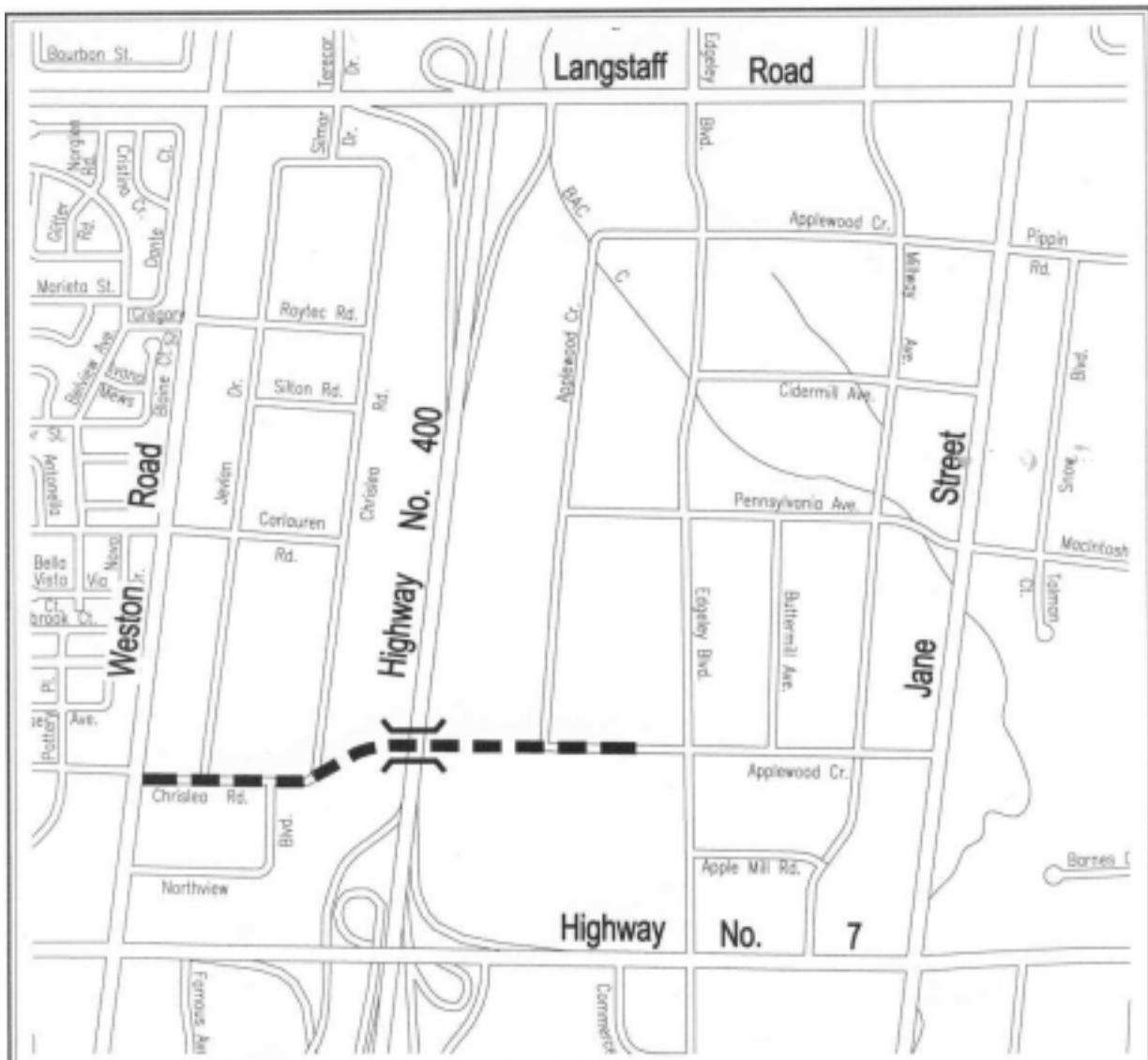
Respectfully submitted,

Bill Robinson, P. Eng.,
Commissioner of Engineering and Public Works

Gary P. Carroll, P. Eng.,
Director of Engineering Services

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ATTACHMENT No. 1



APPLEWOOD CRESCENT EXTENSION

LOCATION : Part of Lot 7, Conc. 5

LEGEND

- — — ROAD EXTENSION LOCATION
- [] PROPOSED BRIDGE LOCATION



NOT TO SCALE