

C3 - 2022 TRANSPORTATION MASTER PLAN: PROJECT DETAILS REPORT

1. Introduction

The 2022 Transportation Master Plan (TMP) is the long-term transportation vision for York Region considering infrastructure needs over the next 30 years to support growth and the changing needs of travellers while highlighting focus areas for future study.

This report provides details for transportation infrastructure projects recommended in the TMP. Project details include:

- Project number (for reference only, and does not represent any ranking or prioritization)
- Project description
- Environmental Assessment (EA) status (where York Region is not the lead for an ongoing or completed EA, “other” is noted; project leads for future EA’s will be determined at the time of the EA)
- Total project cost
- York Region cost
- York Region’s assumed share of the total project costs

As described in Chapter A3.1 of the TMP, the transportation network in York Region is an interconnected system of roads, transit and active transportation infrastructure which is owned, operated and maintained by the Province of Ontario, the Region, area conservation authorities and the nine local municipalities located in the Region.

Although the TMP generally provides recommendations for infrastructure either owned or planned for by York Region, it also makes recommendations for infrastructure that requires partnerships to implement or corridors owned and operated by others. As such, not all the recommendations in the TMP will be the responsibility of York Region to plan, construct and operate.



2. Development of the Project List

The following three sections further describe the infrastructure improvements recommended in the TMP and depicted on the TMP network maps (copies of the maps are available as Appendix 1):

- Active transportation - Cycling Network (Map 1) & Trail Network (Map 2)
- Conventional and Rapid Transit – Rapid Transit (Map 3)
- Roads and Public Works - Road Network (Map 4)

The projects under each section are grouped under two classifications:

- **Regional projects** – major capital improvements and programs to support growth to 2051. Roads Program also includes “Other regional projects” which are subject to further review, prioritization and/or additional funding before committing to implementation
- **Improvements by others** - projects that are anticipated to be delivered by local municipalities, the provincial government, and rail authorities including Metrolinx

To align with funding sources available to the Region (tax levy and development charges), capital costing estimates used in the TMP, DC Bylaw and the Regional Official Plan only include costs for regional projects. Costs for projects that are being implemented by external agencies (improvements by others) or other regional projects that are subject to further review, prioritization and/or additional funding before committing to implementation will be considered annually as part of the 10-year transportation capital program. The projects that have been identified by the Region as highest priority are those listed in the approved 10-year transportation capital program.

Expansion of the regional rapid transit network and projects identified as other regional projects require significant investment from all levels of government, including anticipated federal, provincial and municipal contributions.

The methodologies used to estimate the costs in the TMP are consistent with methodology applied for the 10-year transportation capital program and Development Charges Background Study.

Cost estimates are based on best available information at the time and subject to change as project scope becomes more defined through environmental assessment, preliminary detail design and construction tenders. Changes in project costing will be updated through the annual capital budget and subsequent updates to the TMP and / or Development Charges Background Study.

The project priorities will be reviewed through the 10-year transportation capital program and approved by York Regional Council through the annual budget process.

Unless the environmental assessment has already been approved, infrastructure projects recommended in the 2022 TMP will undergo project-specific environmental assessments (i.e., MCEA schedule 'B', 'C', Transit Project Assessment), completing phases 3 through 5. York Region is open to re-evaluating phase 1 (problem or opportunity) and phase 2 (alternative solutions) of the MCEA process, as required. York Region recognizes that the Minister of the Environment, Conservation and Parks has the authority and discretion to make an order to any project under Section 16 of the *Environmental Assessment Act*.

3 Project Lists

ACTIVE TRANSPORTATION (MAP 1 AND MAP 2)

The Regional Active Transportation network is expected to be delivered by or in partnership with local municipalities, conservation authorities, and other external partners. Not all corridors shown on Map 1 (2051 Regional Road Cycling Network) and Map 2 (Regional Trail Network) are regionally owned and/or operated. However, these active transportation networks work as an interconnected regional network that supports travel within each of the nine local municipalities.

The total project cost represents the investment over the 30-year planning horizon for the Transportation Master Plan for regionally initiated projects. The phasing of these improvements will be reviewed annually and approved through the Region's 10-year capital program. These costs do not include projects that are implemented by or are under local municipal jurisdiction or implemented by the conservation authorities or external partners.

Table 1: Active Transportation Programs and Initiatives Costs

Project Number	Project Description	Environmental Assessment Status	Total Cost ¹	York Region Cost	York Region Share ²
Active Transportation Programs and Initiatives					
1	Pedestrian Cycling Partnership Program	N/A	16,798,000	16,798,000	50%
2	Pedestrian Cycling Program inc. Urbanization	N/A	439,125,000	439,125,000	100%
3	HWY 407 / South York Greenway	N/A	27,500,000	27,500,000	100%
4	Keele Street - Highway 407 to Highway 7	N/A	12,147,000	12,147,000	100%
Subtotal Active Transportation Programs and Initiatives			495,570,000	495,570,000	

Note:

- 1) Where York Region is a funding partner and not the project proponent, Total Cost includes only York Region's share of the total project cost
- 2) York Region's share is net of legislated contributions to projects such as sidewalks and streetlighting which are paid for by local municipalities or project specific improvements being constructed on behalf of a 3rd party.

RAPID TRANSIT NETWORK (MAP 3)

Regional Conventional and Rapid Transit

The recommended costs for transit projects include all transit-related costs identified to support projected Regional population and employment growth to 2051, including:

- Yonge North Subway extension
- Bus Rapid Transit corridors
- Transit facility improvements
- Fleet expansion
- Electrification of the transit fleet and supporting charging infrastructure technology improvements to support transit

In addition to York Region projects, Map 3 of the TMP includes projects that are the responsibility of the provincial government, such as GO rail expansion and stations, future rapid transit on roads owned by others (Steeles Avenue) and transitways. Not all of these projects have been included in the cost assessments. Where project costs are provided, inclusion of these costs does not indicate a commitment by York Region to cost share the project.

The TMP further identifies the capital cost for the expansion of the conventional transit network and supporting infrastructure of vehicles, facilities and technology. The total project cost represents the investment over the 30-year planning horizon of the TMP for Regionally initiated projects. The phasing of these improvements will be reviewed annually and approved through the Region's 10-year capital program.

The rapid transit investment recommended in the TMP is subject to funding from the provincial and federal governments for implementation. In some cases, the implementation of these projects, such as the extension of subways from Highway 7 to Major Mackenzie Drive and beyond, may be constructed beyond the planning horizon of this plan.

Table 2: Regional Conventional and Rapid Transit Costs

Project Number	Project Description	Environmental Assessment Status	Total Cost ¹	York Region Cost	York Region Share ²
Bus Rapid Transit					
5	Highway 7 - Highway 50 to Bruce St	Complete	319,000,000	85,077,300	27%
6	Enterprise Blvd - Andre De Grasse to Unionville GO Station (Bus-only Roadway)	Complete	45,000,000	12,001,500	27%
7	Highway 7 - Unionville Station - Cornell Terminal to York Durham Line	Complete	616,000,000	164,287,200	27%
8	Yonge Street - Gamble Rd/19th Ave to Sawmill Valley Dr/Savage Rd	Complete	644,000,000	171,754,800	27%
9	Yonge Street - Davis Dr to East Gwillimbury GO	Complete	246,000,000	65,608,200	27%
10	Jane Street - Highway 7 to Major MacKenzie Dr	Not Started	353,000,000	94,145,100	27%

Project Number	Project Description	Environmental Assessment Status	Total Cost ¹	York Region Cost	York Region Share ²
11	Major Mackenzie Drive - Highway 50 to Jane St	Not Started	823,000,000	219,494,100	27%
12	Major Mackenzie Drive - Jane St to Donald Cousens Pkwy	Not Started	1,316,000,000	350,977,200	27%
13	Leslie Street - Steeles Ave to Major Mackenzie Dr	Not Started	470,000,000	125,349,000	27%
14	McCowan Road - Steeles Ave to Major MacKenzie Dr	Not Started	459,000,000	122,415,300	27%
15	Environmental Assessment and Preliminary Design for Future Rapid Transit	N/A	153,576,090	153,576,090	100%
Subtotal Bus Rapid Transit			5,444,576,090	1,564,685,790	
Subway Extensions					
16	Yonge North Subway Extension - Finch Station to north of Highway 7	Complete	5,600,000,000	1,120,000,000	27%
Subtotal Subway Extensions			5,600,000,000	1,120,000,000	
Vehicles					
17	Support Vehicles	N/A	1,500,000	1,500,000	100%
18	Mobility Plus Bus Expansion	N/A	16,710,000	16,710,000	100%
19	Conventional Bus Expansion	N/A	372,735,000	372,735,000	100%
20	Viva Bus Expansion	N/A	303,400,000	303,400,000	100%
Subtotal Vehicles			694,345,000	694,345,000	
Facilities					
21	Transit Vehicle Garage - North	N/A	61,330,621	61,330,621	100%
22	Transit Garage Southeast	N/A	146,228,802	146,228,802	100%
23	Transit Garage South	N/A	197,567,055	197,567,055	100%
24	55 Orlando Garage Expansion	N/A	32,585,103	32,585,103	100%
25	Bus Terminals, Loops & Stops - Expansion	N/A	22,378,500	22,378,500	100%
26	Mackenzie-Vaughan Hospital Terminal	N/A	2,050,000	2,050,000	100%
Subtotal Facilities			462,140,081	462,140,081	
Technology					
27	Intelligent TRN System Expansion	N/A	31,819,942	31,819,942	100%
28	Automated Fare Collection System Expansion	N/A	8,000,000	8,000,000	100%
29	Electric Bus Infrastructure	N/A	173,957,448	173,957,448	100%
30	Electric Bus Depot Charging Stations	N/A	14,400,000	14,400,000	100%
Subtotal Technology			228,177,390	228,177,390	
Total Regional Conventional and Rapid Transit			12,429,238,561	4,069,348,261	

Note:

- 1) Where York Region is a funding partner and not the project proponent, Total Cost includes only York Region's share of the total project cost.
- 2) York Region's share is net of legislated contributions to projects such as sidewalks and streetlighting which are paid for by local municipalities or project specific improvements being constructed on behalf of a 3rd party.

Rapid Transit By Others

The Metrolinx 2041 Regional Transportation Plan identifies future rapid transit along Steeles Avenue, which is currently under the jurisdiction of the City of Toronto. It is anticipated these improvements will be funded by the City of Toronto, Metrolinx and senior levels of government.

York Region is currently working with the City of Toronto to shift the municipal boundary for a section of Steeles Avenue from east of Ninth Line to Kennedy Road to support the cost sharing, operations and long-term maintenance to support a planned road widening from two to six lanes.

Future negotiations with the City of Toronto and Metrolinx would be required to support a Regional contribution to rapid transit along Steeles Avenue, including a review of the capital and debt impact and impact to the Regional Fiscal Strategy, long-term operating and maintenance requirements and prioritization of the Steeles Avenue rapid transit corridor against other planned Bus Rapid Transit in York Region. The timing of rapid transit projects is subject to funding by others.

Table 3: Rapid Transit by Others Costs

Project Number	Project Description	Environmental Assessment Status	Total Cost ¹	York Region Cost	York Region Share ²
Bus Rapid Transit					
31	Steeles Avenue - Highway 27 to Jane Street	Not Started	448,000,000	59,740,800	27%
32	Steeles Avenue - Jane Street to Kennedy Road	Not Started	1,008,000,000	134,416,800	27%
33	Steeles Avenue - Kennedy Road to York Durham Line	Not Started	644,000,000	85,877,400	27%
34	Environmental Assessment and Preliminary Design for Future Rapid Transit	Not Started	75,139,495	10,019,852	27%
Subtotal Bus Rapid Transit			2,175,139,495	290,054,852	

ROAD NETWORK (MAP 4)

Regional Road Improvements

York Region recognizes the importance of context sensitive transportation solutions and considers the social, environmental and capacity needs of a road project. While the 2022 Transportation Master Plan (TMP) assesses the transportation needs at a Regional level to identify corridors requiring improvement to support planned growth to 2051, the TMP does not pre-determine the required solution for each road corridor.

The projects identified as widen up to four lanes and widen up to six lanes are subject to further study and review to determine the preferred solution. These improvements could include, but are not limited to:

- Active transportation improvements
- Urbanization
- Intersection and turning improvements
- Capacity improvements such as road widenings

Due to the nature of the program, not all projects identified in this list such as intersection and miscellaneous capital projects, transportation demand management, works yards and fleet, are depicted on Map 4.

Table 4: Regional Road Improvements Costs

Project Number	Project Description	Environmental Assessment Status	Total Cost ¹	York Region Cost ²	York Region Share ³
New Rail-to-Road Grade Separations					
35	Barrie GO - Wellington Street East of Yonge Street (YR Share)	Ongoing (Other)	6,762,000	6,762,000	15%
36	Richmond Hill GO - Elgin Mills East of Yonge Street	Ongoing	57,399,000	51,955,000	85%
37	Barrie GO - Rutherford Road East of Keele Street	Complete	220,000	220,000	15%
38	Stouffville GO - Steeles Avenue - Kennedy Road to Midland Ave (YR Share)	Complete (Other)	12,045,000	12,045,000	15%
Subtotal New Rail-to-Road Grade Separations		.	76,426,000	70,982,000	
New Interchanges					
39	Highway 404 Interchange at Doane Road	Complete	6,282,000	6,282,000	100%
40	Highway 404 Interchange at St. John's Sideroad	Not Started	57,295,875	57,295,875	100%
41	Highway 400 Interchange at King-Vaughan Road or Kirby Road	Not Started	57,295,875	57,295,875	100%
Subtotal New Interchanges		.	120,873,750	120,873,750	
Midblock Crossings					
42	Cedar Avenue Extension - Langstaff Road to High Tech Road	Complete	6,902,000	5,042,000	33%
43	Highway 404 north of Doane Road	Not Started	32,780,358	10,926,786	33%

Project Number	Project Description	Environmental Assessment Status	Total Cost ¹	York Region Cost ²	York Region Share ³
44	Highway 404 north of Elgin Mills Road	Complete	62,077,293	20,692,431	33%
45	Highway 404 North of Major Mackenzie Drive	Complete	41,194,000	13,730,000	33%
46	Highway 404 North of 16th Avenue	Complete	68,584,000	13,859,000	33%
47	Highway 404 North of Highway 7 (Regional Share)	Complete	216,000	216,000	33%
48	Highway 400 South of Teston Road (Regional Share)	Complete (Other)	8,666,000	8,666,000	33%
49	Highway 400 north of Kirby Road	Not Started	66,521,568	22,173,856	33%
50	Highway 427 North of Langstaff Road (Regional Share)	Complete (Other)	2,287,000	2,287,000	33%
Subtotal Midblock Crossings		.	289,228,219	97,593,073	
Missing Arterial Road Links					
51	Highway 404 Northbound Off-Ramp Extension at Highway 7	Complete	216,000	216,000	50%
52	Langstaff Road - Jane Street to Keele Street (EA Study)	Complete	783,000	783,000	100%
53	Teston Road - Keele Street to Dufferin Street	Ongoing	156,056,000	156,056,000	100%
54	Donald Cousens Parkway - Major Mackenzie Drive to Highway 48 (Inc. Grade Separation)	Complete	22,590,000	22,590,000	100%
55	Arterial Road Road Ramp Extensions (Regional Share)	Not Started	10,000,000	10,000,000	50%
Subtotal Missing Arterial Road Links		.	189,645,000	189,645,000	
Widen up to 4 lanes (Scope of improvement to be determined through the Environmental Assessment)					
56	14th Avenue - Markham Road to Donald Cousens Parkway	Not Started	35,616,000	35,263,000	100%
57	19th Avenue - Bayview Avenue to Leslie Street	Complete	27,118,000	27,118,000	100%
58	2nd Concession - Green Lane to Doane Road	Complete	11,000	11,000	100%
59	Baseline Road - McCowan Road to Dalton Road	Not Started	26,998,381	26,998,381	100%
60	Bayview Avenue - Bloomington Road to Wellington Street	Not Started	37,414,000	35,528,000	100%
61	Bayview Avenue - Stouffville Road to Bloomington Road	Complete	19,198,000	17,198,000	100%
62	Bloomington Road - Yonge Street to Bathurst Street	Complete	350,000	350,000	100%
63	Carrville Road - Bathurst Street to Yonge Street	Complete	3,176,000	3,176,000	100%
64	Doane Road - Highway 404 to Yonge Street	Complete	64,910,000	58,310,000	100%
65	Donald Cousens Parkway - 16th Avenue to Major Mackenzie Drive	Complete	17,565,000	17,045,000	100%
66	Dufferin Street - Major Mackenzie Drive to Teston Road	Complete	17,410,000	16,160,000	100%
67	Elgin Mills Road - Woodbine Bypass to Woodbine Avenue	Complete	12,382,000	12,382,000	100%
68	Elgin Mills Road - Yonge Street to Bathurst Street	Complete (Other)	34,489,000	26,925,000	100%
69	Highway 27 - Major Mackenzie Drive to Nashville Road	Complete	19,886,000	18,686,000	100%
70	Highway 27 - Nashville Road to King Road	Not Started	35,501,000	34,101,000	100%
71	Jane Street - Kirby Road to King-Vaughan Road	Not Started	18,707,725	18,707,725	100%
72	Jane Street - Teston Road to Kirby Road	Not Started	18,080,000	17,097,000	100%
73	Kennedy Road - Major Mackenzie Drive to North of Elgin Mills Road	Ongoing	36,616,000	36,616,000	100%
74	King Road - Hwy 27 to 8th Concession	Not Started	28,227,871	28,227,871	100%
75	King Road - 8th Concession to 7th Concession	Not Started	12,805,457	11,323,562	100%
76	King Road - 7th Concession to Weston Road	Not Started	9,796,831	8,307,946	100%
77	King Road - Weston Road to Hwy 400	Not Started	7,359,767	6,660,760	100%
78	King-Vaughan Road - Dufferin Street to Bathurst Street	Not Started	14,505,044	13,093,050	100%

Project Number	Project Description	Environmental Assessment Status	Total Cost ¹	York Region Cost ²	York Region Share ³
79	King-Vaughan Road - Keele Street to Dufferin Street	Not Started	11,075,637	9,747,524	100%
80	King-Vaughan Road - Jane Street to Keele Street	Not Started	17,315,908	15,757,122	100%
81	King-Vaughan Road - Weston Road to Jane Street	Not Started	35,894,492	35,894,492	100%
82	Langstaff Road - Keele Street to Dufferin Street	Complete	26,620,000	25,800,000	100%
83	Leslie Street - Doane Road to Queensville Sideroad	Not Started	39,368,397	39,368,397	100%
84	Leslie Street - Green Lane to Colonel Wayling Boulevard	Not Started	10,054,000	9,593,000	100%
85	Leslie Street - Mount Albert Road to Doane Road	Not Started	21,168,908	21,168,908	100%
86	Leslie Street - Wellington Street to St. John's Sideroad	Complete	1,366,000	1,366,000	100%
87	Leslie Street - 19th Avenue to Stouffville Road	Complete	12,555,404	12,555,404	100%
88	Leslie Street - Elgin Mills Road to 19th Avenue	Complete	468,000	468,000	100%
89	McCowan Road - Major Mackenzie to Elgin Mills	Not Started	17,671,985	17,671,985	100%
90	Ninth Line - Steeles Avenue to Box Grove By-Pass	Complete	12,917,000	12,275,000	100%
91	Pine Valley Drive - Major Mackenzie Drive to Teston Road	Not Started	23,894,000	23,024,000	100%
92	Pine Valley Drive - Rutherford Road to Major Mackenzie Drive	Not Started	24,712,000	23,706,000	100%
93	Queensville Sideroad - Hwy 404 to Woodbine	Not Started	8,774,310	8,774,310	100%
94	Queensville Sideroad - Leslie to Hwy 404	Not Started	29,982,555	29,982,555	100%
95	St John's Sideroad - Bayview Avenue to Woodbine Avenue	Complete	21,000	21,000	100%
96	St John's Sideroad - Bathurst Street to Yonge Street	Not Started	29,859,394	29,859,394	100%
97	Stouffville Road - Bayview Avenue to Highway 404	Complete	40,650,000	40,650,000	100%
98	Stouffville Road - Yonge Street to Bayview Avenue	Complete	19,456,000	18,802,000	100%
99	Teston Road - Dufferin Street to Bathurst Street	Ongoing	20,861,000	20,861,000	100%
100	Teston Road - Pine Valley Drive to Weston Road	Complete	40,563,000	37,809,000	100%
101	Warden Avenue - Major Mackenzie Drive to Elgin Mills Road	Ongoing	20,517,000	18,657,000	100%
102	Warden Avenue - Elgin Mills to 19th Avenue	Not Started	18,057,755	18,057,755	100%
103	Weston Road - Kirby to King-Vaughan	Not Started	17,356,409	17,114,685	100%
104	Weston Road - Teston Road to Kirby Road	Not Started	23,121,000	22,113,000	100%
105	Woodbine Avenue - Pollock Road to Old Homestead Road	Not Started	22,728,373	22,396,344	100%
106	Woodbine Avenue - Victoria Square Boulevard to 19th Avenue	Not Started	13,828,000	13,711,000	100%
107	Improvements to Support Bradford Bypass (HWY 400-404 Link)	Not Started	50,000,000	50,000,000	100%
Subtotal Widen up to 4 lanes		.	1,108,980,600	1,066,490,170	
Widen up to 6 lanes (Scope of improvement to be determined through the Environmental Assessment)					
108	Carrville Road - Bathurst Street to Yonge Street	Complete	36,809,690	36,058,258	100%
109	16th Avenue - Yonge Street to Bayview Avenue	Complete	33,940,000	33,940,000	100%
110	16th Avenue - Bayview Avenue to Leslie Street	Complete	26,650,000	26,650,000	100%
111	16th Avenue - Leslie Street to Highway 404	Complete	17,436,000	17,421,000	100%
112	16th Avenue - Highway 404 to Woodbine Avenue	Complete	23,354,000	23,354,000	100%
113	16th Avenue - Woodbine Avenue to Warden Avenue	Complete	29,094,000	28,946,000	100%
114	16th Avenue - Warden Avenue to Kennedy Road	Complete	41,503,000	41,033,000	100%
115	16th Avenue - Kennedy to McCowan	Complete	35,303,659	35,303,659	100%
116	Bathurst Street - North of Highway 7 to Rutherford Road	Complete	31,413,000	29,726,000	100%
117	Bathurst Street - Rutherford Road to Major Mackenzie Drive	Complete	36,267,000	32,188,000	100%

Project Number	Project Description	Environmental Assessment Status	Total Cost ¹	York Region Cost ²	York Region Share ³
118	Bayview Avenue - North of Highway 7 to 16th Avenue	Complete	36,975,000	36,975,000	100%
119	Bayview Avenue - John Street to Highway 7	Complete	39,402,950	39,402,950	100%
120	Dufferin Street - Langstaff Road to Rutherford Road	Complete	40,594,000	39,633,000	100%
121	Dufferin Street and Rutherford Road	Complete	11,691,000	10,740,000	100%
122	Highway 27 Road Widening at the Canadian Pacific Railway Bridge	Complete	5,301,000	5,035,000	100%
123	Highway 50 - Steeles Avenue to Hwy 7	Not Started	36,207,510	36,207,510	100%
124	Highway 50 - Major Mackenzie Drive to Albion-Vaughan Road	Complete	17,856,000	17,856,000	100%
125	Highway 50 - Rutherford Road to Major Mackenzie Drive	Complete	10,144,000	10,144,000	100%
126	Highway 7 West of Kipling Avenue	Not Started	5,547,000	5,547,000	100%
127	Keele Street - Langstaff Road to Rutherford Road	Complete	26,893,657	26,856,347	100%
128	Keele Street - Highway 7 to Langstaff Road	Complete	37,445,343	37,391,653	100%
129	Keele Street - Steeles Avenue to Highway 407	Complete	25,558,000	20,945,000	100%
130	Kennedy Road - Steeles Avenue to 14th Avenue	Complete	33,937,212	33,136,849	100%
131	Kennedy Road - 14th Avenue to Highway 407	Complete	59,608,000	56,348,000	100%
132	Kennedy Road - Highway 407 to Highway 7	Complete	20,723,000	20,499,000	100%
133	Kennedy Road - Highway 7 to Major Mackenzie Drive (EA)	Complete	270,000	270,000	100%
134	Kennedy Road - Hwy 7 to 16th Avenue	Complete	44,429,402	43,653,505	100%
135	Langstaff Road - Weston Road to Jane Street	Complete	746,000	746,000	100%
136	Major Mackenzie Drive - Canadian Pacific Railway to Highway 27	Complete	1,613,000	1,111,000	100%
137	Major Mackenzie Drive - Highway 27 to Pine Valley Drive	Complete	2,486,000	433,000	100%
138	Major Mackenzie Drive - Highway 400 to Jane Street	Complete	22,418,000	22,418,000	100%
139	Major Mackenzie Drive - Keele Street to McNaughton Road	Complete	12,035,000	10,895,000	100%
140	Major Mackenzie Drive - Leslie Street to Woodbine Avenue	Not Started	26,517,005	26,517,005	100%
141	McCowan Road - Bullock Drive to 16th Avenue	Complete	15,565,000	14,858,000	100%
142	McCowan Road - 14th Avenue to Bullock Drive	Complete	37,071,000	36,843,000	100%
143	Rutherford Road - Jane Street to Westburne Drive	Complete	43,230,000	42,841,000	100%
144	Rutherford Road - Peter Rupert Avenue to Bathurst Street	Complete	37,514,000	36,864,000	100%
145	Steeles Avenue Donald Cousens Parkway to Morningside Avenue	Complete	329,000	329,000	100%
146	Steeles Avenue - Tapscott Road to Ninth Line	Complete	23,543,000	23,543,000	100%
147	Warden Avenue - Highway 7 to 16th Avenue	Not Started	25,836,000	25,836,000	100%
148	Weston Road - Highway 407 to North of Highway 7	Complete	8,847,000	8,847,000	100%
149	Weston Road - North and South of Rutherford Road	Complete	13,408,000	13,408,000	100%
150	Yonge Street - Davis Drive to Green Lane	Complete	48,175,000	47,634,000	100%
Subtotal Widen up to 6 lanes		.	1,083,686,428	1,058,383,736	
Environmental Assessment, Design, Survey and Property Acquisition for Future Capital		.			
151	Miscellaneous Design & Survey for Future Projects	N/A	22,500,000	22,500,000	100%
152	Property Acquisition for Future Capital Projects	N/A	15,000,000	15,000,000	100%
Subtotal Environmental Assessment, Design, Survey and Property Acquisition for Future		.	37,500,000	37,500,000	
Intersection and Miscellaneous Capital		.			
153	Intersection, Bottleneck and Miscellaneous Capital	N/A	600,000,000	600,000,000	100%
154	Various Road Improvements	N/A	149,815,001	148,815,001	100%

Project Number	Project Description	Environmental Assessment Status	Total Cost ¹	York Region Cost ²	York Region Share ³
155	Regional Streetscaping	N/A	39,096,000	39,096,000	100%
156	Intelligent Transportation System	N/A	50,587,000	50,587,000	100%
Subtotal Intersection and Miscellaneous Capital		.	839,498,001	838,498,001	
Transportation Demand Management		.			
157	Residential Transportation Demand Management	N/A	62,779,302	62,779,302	100%
158	Non-Residential Transportation Demand Management	N/A	7,850,616	7,850,616	100%
159	TDM Studies, Pilot Programs, and Initiatives	N/A	1,500,000	1,500,000	100%
Subtotal Transportation Demand Management		.	72,129,918	72,129,918	
Growth Planning		.			
160	Transportation Master Plan Update	N/A	5,256,000	5,256,000	100%
161	Arterial Corridor Transportation Studies	N/A	8,540,055	8,540,055	100%
162	Transportation Planning Studies	N/A	15,000,000	15,000,000	100%
Subtotal Growth Planning		.	28,796,055	28,796,055	
Miscellaneous Charges		.			
163	Forestry	N/A	37,183,500	37,183,500	100%
Subtotal Miscellaneous Charges		.	37,183,500	37,183,500	
Growth Fleet Roads		.			
164	Electric Fleet Infrastructure	N/A	1,603,000	1,603,000	100%
165	Central Snow Management Facility	N/A	300,000	300,000	100%
166	Fleet New Additions	N/A	14,016,000	14,016,000	100%
Subtotal Growth Fleet Roads		.	15,919,000	15,919,000	
Growth Facilities Roads		.			
167	Various Maintenance Facility Upgrades	N/A	11,757,000	11,757,000	100%
168	Central Main Yard	N/A	5,542,500	5,542,500	100%
169	Central Satellite Yard	N/A	49,685,000	49,685,000	100%
170	North Existing Yard	N/A	7,253,750	7,253,750	100%
171	North Satellite Yard	N/A	42,431,250	42,431,250	100%
172	Southeast Main Yard	N/A	75,275,000	75,275,000	100%
173	Southeast Main Yard - Phase 2 (10988/10990 Warden Avenue)	N/A	22,147,500	22,147,500	100%
174	Southeast Satellite Yard	N/A	75,282,500	75,282,500	100%
175	Southwest Main Yard	N/A	3,476,250	3,476,250	100%
176	Southwest Satellite Yard	N/A	44,307,500	44,307,500	100%
Subtotal Growth Facilities Roads		.	337,158,250	337,158,250	
Total Regional Road Improvements			4,237,024,722	3,971,152,453	

Note:

- 1) *Where York Region is a funding partner and not the project proponent, Total Cost includes only York Region's share of the total project cost. Total Cost also excludes \$582 million in capital cost that have occurred on projects listed through to 2022.*
- 2) *York Region's contribution to the project and excludes any known or anticipated third-party contributions.*
- 3) *York Region's share is net of legislated contributions to projects such as sidewalks and streetlighting which are paid for by local municipalities or project specific improvements being constructed on behalf of a third party.*

Other Regional Projects

The TMP has identified projects to support growth to 2051 and beyond but are subject to further review and prioritization before committing to implementation. These projects require significant partnership with local municipalities or senior levels of government and private landowners prior to implementation. However, to protect for the long-term interest of the Region, these projects continue to be identified for implementation and reviewed annually through the 10-year capital program and the corridors protected from development.

Table 5: Other Regional Projects Costs

Project Number	Project Description	Environmental Assessment Status	Total Cost ¹	York Region Cost ²	York Region Share ³
Interchanges					
177	Highway 400 Interchange Improvements at Langstaff	Not Started	43,000,000	43,000,000	100%
Subtotal Interchanges			43,000,000	43,000,000	
Midblock Crossings					
178	Midblock Crossing - Highway 400 north of Rutherford Road	Not Started	70,857,811	23,619,270	33%
179	Midblock Crossing - Highway 400 south of Highway 7 (Regional Share)	Not Started	56,067,000	56,067,000	33%
Subtotal Midblock Crossings			126,924,811	79,686,270	
Growth New Infrastructure					
180	Langstaff Road - Jane Street to Keele Street	Complete	836,448,600	278,816,200	33%
Subtotal Growth New Infrastructure			836,448,600	278,816,200	
Widen up to 6 lanes					
181	Langstaff Road - Weston Road to Jane Street inc. Interchange	Complete	37,063,731	36,263,460	100%
182	Langstaff Road - Keele Street to Dufferin Street	Complete	26,765,446	26,765,446	100%
Subtotal Widen up to 6 lanes			63,829,177	63,028,906	
Total Other Regional Projects			1,070,202,588	464,531,377	

Note:

- 1) Where York Region is a funding partner and not the project proponent, Total Cost includes only York Region's share of the total project cost.
- 2) York Region's contribution to the project and excludes any known or anticipated third-party contributions.
- 3) York Region's share is net of legislated contributions to projects such as sidewalks and streetlighting which are paid for by local municipalities or project specific improvements being constructed on behalf of a third party.

Road Improvements By Others

The TMP has identified projects to support growth to 2051 that are anticipated to be delivered by local municipalities, the provincial government and rail authorities including Metrolinx.

The timing and delivery of these projects are determined by the project proponent.

There are 24 at grade rail-to-road crossings over Regional arterial roads. To ensure development does not preclude the construction of future grade separated rail-to-road crossings, the TMP identifies grade separation locations and associated policies in the Regional Official Plan protects these locations. York Region recognizes that, consistent with Transport Canada regulations, there is a Regional obligation to partner with the Rail authority to implement these improvements and subject to endorsement through the annual capital improvement program. Guided by the principles of the Regional Fiscal Strategy, York Region anticipates that approximately four improvements to at grade rail-to-road crossings can be accommodated within each of the 10-year planning horizons at approximately 15% Regional contribution to each crossing.

Table 6: Road Improvements by Others Costs

Project Number	Project Description	Environmental Assessment Status	Total Cost ¹	York Region Cost ²	York Region Share ³
Interchanges					
183	Highway 404 Interchange at 19th Avenue	Not Started	57,295,875	-	0%
Subtotal Interchanges			57,295,875	-	
Grade Separations					
184	Barrie GO Grade Separation - Langstaff Road east of Keele Street	Complete (York Region)	27,948,482	4,192,272	15%
185	Barrie GO Grade Separation - Green Lane east of Second Concession	Not Started	52,758,326	7,913,749	15%
186	Barrie GO Grade Separation - King-Vaughan Road west of Keele Street	Not Started	33,571,946	5,035,792	15%
187	Barrie GO Grade Separation - St. John's Sideroad east of Yonge Street	Not Started	90,646,592	13,596,989	15%
188	Barrie GO Grade Separation - Dufferin Street north of King Road	Not Started	36,654,316	5,498,147	15%
189	Barrie GO Grade Separation - Teston Road east of Keele Street	Ongoing (York Region)	37,145,810	5,571,872	15%
190	Barrie GO Grade Separation - Kirby Road west of Keele Street	Not Started	32,037,102	4,805,565	15%
191	Barrie GO Grade Separation - Davis Drive east of Main Street	Not Started	70,382,292	10,557,344	15%
192	Barrie GO Grade Separation - 15th Sideroad west of Bathurst Street	Not Started	38,449,053	5,767,358	15%
193	Barrie GO Grade Separation - Mulock Drive west of Bayview Avenue	Not Started	76,817,619	11,522,643	15%
194	CN Bala Grade Separation - Aurora Road east of Woodbine Avenue	Not Started	29,397,011	4,409,552	15%
195	CP Havelock Grade Separation - 14th Avenue east of Donald Cousens Pkwy	Complete (York Region)	27,882,101	4,182,315	15%
196	CP Havelock Grade Separation - Steeles Avenue east of Tapscott	Not Started	30,870,265	4,630,540	15%
197	CP MacTier Grade Separation - Rutherford Road west of Highway 27	Ongoing (York Region)	38,531,439	5,779,716	15%
198	CP MacTier Grade Separation - Islington Avenue north of Steeles Avenue	Not Started	65,667,824	9,850,174	15%
199	Richmond Hill GO Grade Separation - Leslie Street south of Stouffville Road	Not Started	35,711,028	5,356,654	15%
200	Richmond Hill GO Grade Separation - 19th Avenue west of Bayview Avenue	Not Started	36,325,817	5,448,873	15%
201	Stouffville GO Grade Separation - Kennedy Road north of Steeles Avenue	Ongoing (York Region)	65,775,535	9,866,330	15%

Project Number	Project Description	Environmental Assessment Status	Total Cost ¹	York Region Cost ²	York Region Share ³
202	Stouffville GO Grade Separation - Highway 7 west of Kennedy Road	Not Started	72,558,901	10,883,835	15%
203	Stouffville GO Grade Separation - Kennedy Road north of Highway 7	Not Started	65,341,368	9,801,205	15%
204	Stouffville GO Grade Separation - McCowan Road north of Highway 7	Not Started	65,775,535	9,866,330	15%
205	Stouffville GO Grade Separation - 16th Avenue east of Highway 48	Not Started	68,744,545	10,311,682	15%
206	Stouffville GO line at 9th Line - 9th Line north of Elgin Mills	Not Started	26,817,438	4,022,616	15%
207	Stouffville GO line at Major Mackenzie - Major Mackenzie east of Hwy 48	Not Started	27,537,012	4,130,552	15%
Subtotal Grade Separations			1,153,347,358	173,002,104	
Widen up to 4 Lanes					
208	Elgin Mills Road - Woodbine Avenue to Warden Avenue	Ongoing (Other)	16,432,534	-	0%
209	Elgin Mills Road - Warden Avenue to Kennedy Road	Ongoing (Other)	16,362,615	-	0%
210	Elgin Mills Road - Kennedy Road to McCowan Road	Ongoing (Other)	29,996,554	-	0%
211	Elgin Mills Road - McCowan Road to Highway 48	Not Started	16,727,980	-	0%
212	Kirby Road - Weston Road to Jane Street	Not Started	61,626,345	-	0%
213	Kirby Road - Jane Street to Keele Street	Ongoing (Other)	16,918,015	-	0%
214	Kirby Road - Keele Street to Dufferin Street	Complete (Other)	15,246,008	-	0%
215	19th Avenue - Leslie Street to Woodbine Avenue	Not Started	26,910,171	-	0%
216	19th Avenue - Woodbine Avenue to Warden Avenue	Not Started	8,978,592	-	0%
Subtotal Widen up to 4 Lanes			209,198,815	-	
Total Road Improvements By Others			1,419,842,047	173,002,104	

Note:

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- 2) York Region's contribution to the project and excludes any known or anticipated third-party contributions.
- 3) York Region's share is net of legislated contributions to projects such as sidewalks and streetlighting which are paid for by local municipalities or project specific improvements being constructed on behalf of a third party.