



100 John West Way
Aurora, Ontario
L4G 6J1
(905) 727-3123
aurora.ca

Town of Aurora
Committee of the Whole Report
No. PDS26-031

Subject: Request for Increased Capital Budget Authority for Capital Project GN0163 – Yonge Street Active Transportation Facilities

Prepared by: Glen McArthur, Municipal Engineer

Department: Planning and Development Services

Date: April 14, 2026

Recommendation

1. That Report No. PDS26-031 be received; and
2. That the total approved budget authority for Capital Project No. GN0163 be increased to \$7,861,100 representing an increase of \$2,531,900; and
3. That the proposed total budget authority of \$7,861,100 be funded by \$4,561,100 from roads and related development charges, \$500,000 from the Growth and New reserve and a \$2,800,000 contribution from York Region.

Executive Summary

The intent of this report is to seek Council approval of an increase to the total approved capital budget authority for Capital Project GN0163, Yonge Street Active Transportation Facilities.

- Active transportation facilities are currently not provided along Yonge Street between Bloomington Road and Industrial Parkway South.
- It was determined that a multi-use path on the west side of Yonge and a sidewalk on the east side of Yonge would be the preferred alignment for active transportation facilities.
- York Region has agreed to fund 50 per cent (up to \$2.8M) of the construction cost of the multi-use path.

- **The full contract value results in this project's capital budget authority being exceeded.**

Background

Active transportation facilities are currently not provided along Yonge Street between Bloomington Road and Industrial Parkway South.

Active transportation facilities are not currently provided along Yonge Street between Bloomington Road and Industrial Parkway South. Pedestrians and cyclists are sharing the road with motorists without dedicated and separated facilities to access services and amenities north of this area. The construction of these active transportation facilities will increase the safety for all road users and is consistent with the recommendations from the 2024 Active Transportation Master Plan.

Analysis

It was determined that a multi-use path on the west side of Yonge and a sidewalk on the east side of Yonge would be the preferred alignment for active transportation facilities.

Staff hired a consultant to undertake a detailed design of active transportation facilities along Yonge Street from Bloomington Road to Industrial Parkway South in consultation with Interested Parties including York Region. It was determined that a multi-use path (MUP) on the west side of Yonge and a sidewalk on the east side of Yonge would be the preferred alignment for active transportation facilities in this corridor.

York Region has agreed to fund 50 per cent (up to \$2.8M) of the construction cost of the multi-use path.

The Region has agreed to fund part of the eligible construction cost of the MUP under their Pedestrian and Cycling Program. This program funds certain eligible costs towards local municipality initiated MUP facilities. A written agreement has been put in place with the Region which includes funding of 50 per cent (up to \$2.8M) of the construction cost of the MUP.

The full contract value results in this project's capital budget authority being exceeded.

A Request for Tender was issued on February 23, 2026, for the construction of active transportation facilities. The first compliant bid as determined through the Town's procurement process has resulted in this project's total requirements exceeding its present capital budget authority (Table 1).

As per the Town's usual best practice, when it is responsible for the delivery of a capital project which includes a cost recovery from a third party, the project's capital budget authority should include the full contract cost. Any third-party cost recovery revenue forms part of the project's capital budget authority funding sources.

When the full contract value including unrecoverable HST is considered, this project's total requirements exceed its current capital budget authority by \$2,531,900.

Table 1. Updated Estimated Cost Requirements for Capital Project GN0163

Description	Amount
Approved Capital Budget Authority	\$5,329,200
Less Previous Commitments (incl. 1.76% HST) <ul style="list-style-type: none"> • Detailed Design • Subsurface Investigation 	\$ 457,400
Estimated Utility Relocation Allowance	\$1,100,000
Remaining Capital Budget Available	\$3,771,800
Proposed Construction Contract Award (incl. 1.76% HST)	\$6,303,700
Funding from York Region (50% of MUP) ¹	Up To \$2.8M
Additional Funding Required	\$2,531,900

¹ The Region will fund 50% of the MUP on the west side of Yonge, to an upset limit of \$2.8M.

Advisory Committee Review

N/A

Legal Considerations

The procurement process with respect to this project yielded bids that were all above the approved budget. Consequently, Council approval is required to increase the project budget for staff to be able to award the project to a compliant bidder.

Financial Implications

As part of the 2025 adopted budget the capital budget authority for Project No. GN0163 – Active Transportation Facilities – Yonge – Bloomington – Go Bridge was increased from \$200,000 to \$5,329,200 in support of the construction phase of this project. With the inclusion of its full construction contract costs, this project's total requirements are \$7,861,100, which are \$2,531,900 above this project's current budget authority. To enable this project to proceed, staff recommend that this project's total budget authority be increased to a total of \$7,861,100. Further, staff recommend that this total budget authority be funded with \$4,561,100 from roads and related development charges, \$500,000 from the Growth and New reserve and a \$2,800,000 contribution from York Region. Should the Town's cost recovery from York Region differ from what is anticipated, its other funding sources will be adjusted accordingly.

Communications Considerations

Consultation was undertaken with Interested Parties during the design of this project through Public Information Centres and workshops. Signage, notices, and a project website will be maintained on the Town's Engage Aurora platform for the duration of construction to keep the community informed.

Climate Change Considerations

The project supports the goals under the Town's Energy Conservation and Demand Management Plan and Community Energy Plan by promoting low-carbon transportation, reducing emissions, and using climate resilient infrastructure.

Link to Strategic Plan

Supporting an exceptional quality of life for all Objective 1: Improve transportation, mobility, and connectivity.

Alternative(s) to the Recommendation

1. That Council provide direction.

Conclusions

Active transportation facilities are not currently provided along Yonge Street between Bloomington Road and Industrial Parkway South. The construction of these active transportation facilities will increase the safety for all road users and is consistent with the recommendations from the 2024 Active Transportation Master Plan.

The Region has agreed to fund part of the eligible construction cost of the MUP under their Pedestrian and Cycling Program up to 50 per cent of the multi-use path. When the Town is responsible for the delivery of a capital project which includes a cost recovery from a third party, the project's capital budget authority should include the full contract cost. With the inclusion of its full construction contract costs, this project's total requirements are \$7,861,100, which are \$2,531,900 above this project's current budget authority.

Attachments

N/A

Previous Reports

N/A

Pre-submission Review

Agenda Management Team review on Select review date

Approvals

Approved by Marco Ramunno, Director, Planning and Development Services

Approved by Doug Nadorozny, Chief Administrative Officer