



# Roads

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2026–2029 Business Plan  
and 2026 Budget

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# Executive Summary

**Mission:** To provide safe, efficient, and accessible transportation services for the residents and businesses of Peel.

## Services We Provide

- Peel offers transportation services that provide safe travel and community access for residents and businesses.
- Services include infrastructure programming, policy, modelling, design, construction, operations, and maintenance of a multi-modal network of road assets and related structures. These assets include roadways, bridges, sidewalks and multi-use trails, stormwater infrastructure, streetlighting, traffic signals, noise and retaining walls, signs, safety barriers and street trees.

## Interesting Facts About this Service

- 52% of commercial truck trips in Ontario use Peel roads; a large proportion of which have their origin or destination in Peel.
- 56% of the dollar value of goods shipped by road in Ontario are carried by commercial vehicles in Peel.
- Transportation infrastructure replacement value is \$4.5 billion.
- Peel operates 26 Regional roads consisting of approximately 1,700 lane kilometres, 733 signalized and unsignalized intersections and over 9,700 streetlights.
- Peel owns and maintains 182 major structures (bridges and major culverts), 357 km of storm sewers, 60 km of noise and retaining walls, and approximately 14,800 trees along Regional roads.
- Peel has 390 km of active transportation facilities including multi-use trails, cross rides, and sidewalks.

## Highlights of the Business Plan

- Major components of Roads' \$105.4 million Operating Budget include summer and winter maintenance of our roads, the operation and maintenance of traffic signals and streetlighting, as well as the operation of red-light cameras to support community safety.
- Major components of Roads' \$434.5 million Capital Budget include road construction, intersection and active transportation improvements, and structure rehabilitations.
- To ensure services meet the needs of the future, the Business Plan provides for:

- Improvements to Peel roads, including: intersection and road widening projects throughout Peel; designing three additional roundabouts in Caledon to slow traffic and reduce the number of severe collisions; improvements on Airport Road; and corridor improvements along Highway 50. This work will be completed in conjunction with investments in maintaining a state of good repair and asset management.
- A focus on supporting the Ontario government in the delivery of rapid transit projects, such as the Hazel McCallion Line and various bus rapid transit line projects.

**Table 1. Budget Summary**

	2026	2027	2028	2029
Operating Net Investment (in \$ thousands)	105,430	105,923	106,344	106,780
Capital Net Investment (in \$ thousands)	434,527	554,569	300,995	286,570
Full Time Equivalents	220.5	220.5	220.5	220.5

Note: Both the operating and capital investment reflect the full year’s Budget, despite the proposed July 1, 2026, transition date, to ensure planning continuity.



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# Core Services

## Vision, Mission, Goals of Service and Service Delivery Model

### Vision

Plan, build, operate and maintain a multi-modal network of transportation services that meet the evolving needs of our resident and business community.

### Mission

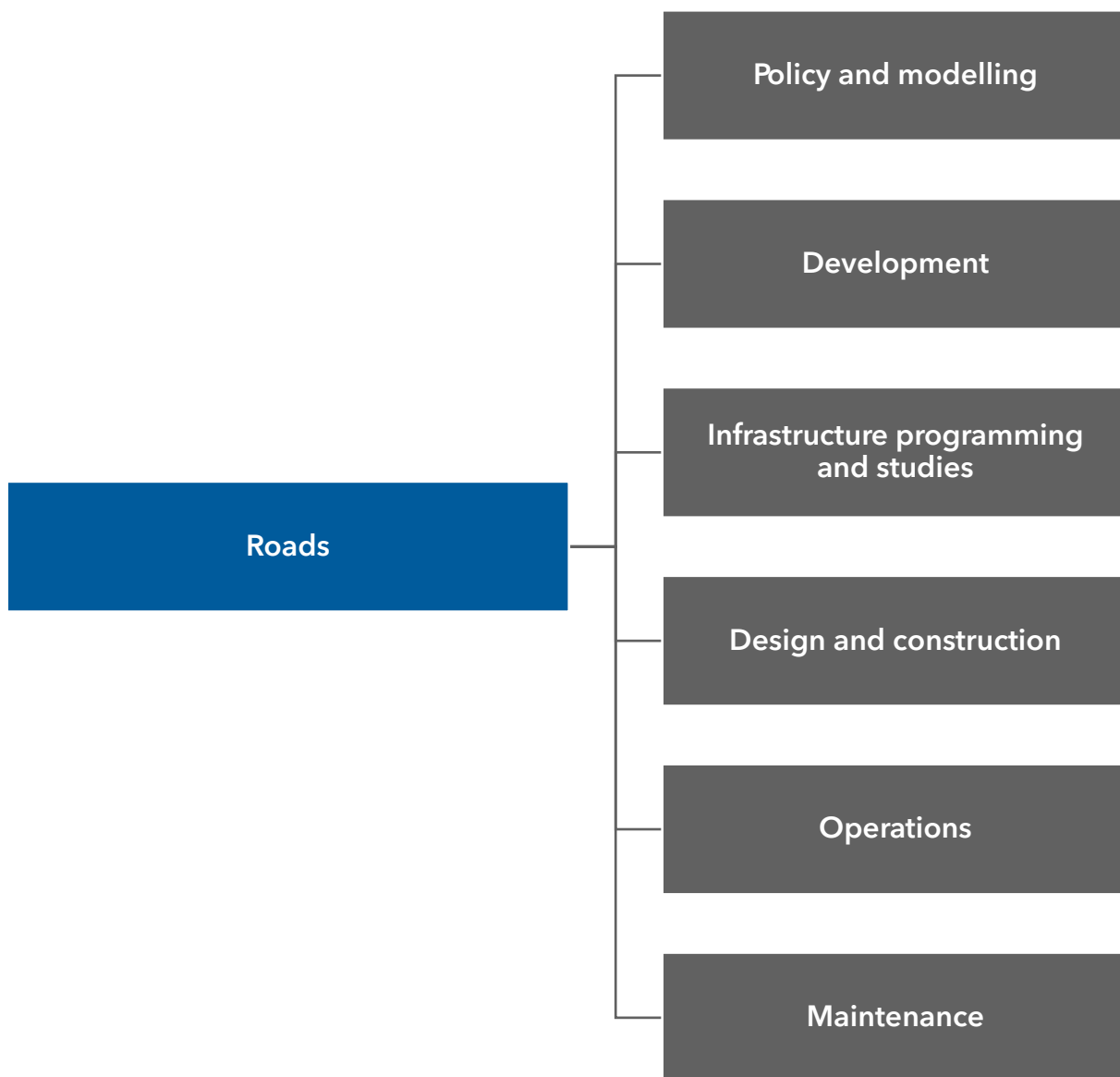
To provide safe, efficient, and accessible transportation services for the residents and businesses of Peel.

### Goals of Service

1. Meet current and future residential and commercial travel demands through a Region-wide connected and integrated network.
2. Design and build infrastructure efficiently, coordinating work on multiple assets in the same corridor, thereby minimizing disruption to residents and minimizing costs to taxpayers.
3. Maintain assets in a state of good repair, meeting Council-approved levels of service.
4. Operate a transportation network that is safe, efficient, and accessible.



## Service Delivery Model



# Service Levels and Trends

## Service Levels

### Road Network Capacity

Peel Region undertakes travel demand forecasting to determine the type and scale of infrastructure needed to support future population growth and to create a safe network that provides sustainable modes of travel, as well as the efficient movement of vehicles and goods.

As a basis for infrastructure planning, Council has endorsed a 'D' service level, which represents the minimum congestion threshold for maintaining network capacity on regional roads. This is a standard service level for arterial roads and means that traffic is flowing, though it is expected to slow during peak hours.

### Stormwater Network Capacity

The current network has sufficient capacity to drain runoff from our roadways. We continue to adapt our infrastructure for the increased flows we expect from climate change and growth. Peel is a leader in right-of-way stormwater management methods and design standards, and previously chaired the Municipal Stormwater Discussion Group, a group of more than 80 municipalities across Ontario committed to improving stormwater management practices and sharing their knowledge and experience.

### Road Condition

Peel Region's target service level for pavement condition is 72, which falls within the range of "satisfactory" pavement condition. This is based on the pavement condition index ("PCI"), which is a standard way of expressing the state of pavement on a scale of 1–100.

### Winter Maintenance

Peel Region patrols roadways 24/7 and uses proactive anti-icing strategies in response to winter conditions. The Region maintains a Class 1 level of service across all roads, which involves returning pavement to bare conditions within four hours once storm precipitation has stopped. Council has endorsed this level of service to provide a very safe and consistent driving experience for road users and goods movement. This is a higher service level than Provincial minimum maintenance standards, which range from Class 1 to Class 5 based on traffic volume and speed limits of various Regional roads.

### Spring/Summer Maintenance

Service levels for spring and summer maintenance activities include, but are not limited to, pavement line-painting on Peel Region's roads once per year; litter clean-up and grass cutting 12 times per year (urban); filling potholes

within 4 days of becoming aware; and spring road sweeping to pickup winter debris.

Emergency roadway situations such as road obstructions and traffic signal outages are responded to within one hour or as soon as staff become aware of the situation to maintain the safety of road users. A full list of service levels for road maintenance are publicly available on Peel's [website](#).

## Trends

### **Infrastructure Planning and Delivery is Increasingly Complex**

On May 12, 2025, the Province introduced Bill 17, Protect Ontario by Building Faster and Smarter Act, 2025, which is intended to speed up the construction of new homes and infrastructure by streamlining the development approvals process and reducing building costs.

While Peel Region is supportive of increasing the housing supply and some of the proposed changes, there are challenges resulting from some of the legislation that may impact Peel's ability to protect the public interest as a provider of infrastructure and services to support growth. Further, the absence of funding support from the provincial and/or federal governments, paired with key changes to the Development Charges Act, is likely to diminish Peel's ability to fund and provide the growth infrastructure needed to build more homes. Collectively, these changes add complexity to the delivery and funding of critical infrastructure to support future growth.

### **Goods Movement Industry in Peel is Growing**

Since the COVID-19 pandemic, passenger traffic has returned to normal levels, while average truck traffic on Peel's roads has increased compared to pre-pandemic numbers. This surge in truck traffic will affect future road capacity planning and require an update to the integrated goods movement network. It will also increase the need for more frequent road maintenance and rehabilitation.

### **Climate Change is Taking a Toll**

Changes in weather patterns and exposure to extreme weather events are causing physical damage to infrastructure. Intense heat, wind, intensified precipitation events, floods, ice storms and freeze-thaw cycles are accelerating wear and tear on our roads. As a result, maintenance programs and approaches will need to adapt to ensure Peel assets are kept in good repair to support residential and commercial travel.

### **Heightened Costs**

The cost of goods and services purchased by Peel Region has increased drastically as vendors adjust their pricing for labour shortages and material increases in response to inflation. The impacts of heightened inflation can be

seen in rising costs for capital construction and equipment, the acquisition of land, as well as operations and maintenance contracts. The shortage of skilled tradespeople, which has been increasing for years, is adding to the cost of projects as many sectors struggle to find qualified workers. As well, the United States tariffs directly impact the cost of services as vendors must procure parts and materials largely sourced from the U.S. and are expected to pass higher costs and risk premiums on to pricing.

Staff continue to monitor the situation and seek ways to reduce the impact through mitigation strategies and sourcing alternatives.

## **Performance Measures and Results**

Peel Region is committed to delivering high quality services efficiently. Performance measures are used to help assess how well we are achieving our goals and where we need to improve.

### **Use of Sustainable Transportation Modes**

In February 2018, Regional Council endorsed the Sustainable Transportation Strategy (“STS”), a component of the long-range transportation plan, which established a target of 50% transportation modal share by 2041. Both studies recognize that various modes of travel, in combination with widening of roads, will be necessary to adequately support future growth and long term community health and well-being. The STS identifies strategies aimed at both facilitating the use of sustainable transportation modes (transit, cycling and walking) and reducing the number of vehicle trips.

In addition, staff work closely with local municipal transit agencies and Metrolinx to implement higher order transit on Regional roads. Despite a moderate reduction in the use of transit during the COVID-19 pandemic, available data indicates that Peel is on track to achieve its 50% modal share goal by 2041. This is dependant on continued investment into and the delivery of multi-modal and transit infrastructure. The decrease in transit-use during the pandemic was offset by a dramatic increase in working from home; however recent preliminary data indicates that transit-use has recovered, particularly as some employers implement in-person work mandates.

### **Reduction in Total Reported Collisions**

In 2018, the Region adopted Vision Zero, a framework to coordinate efforts and resources among agencies and stakeholders, to reduce and ultimately eliminate fatal and injury motor vehicle collisions. Peel Region's Vision Zero Roads Safety Strategic Plan prioritizes safety over other factors such as cost, speed, delay, level of service, and convenience, as no loss of life is acceptable due to a motor vehicle collision.

In 2024, the combined fatal and injury collision rate increased by 21%, compared to 2023 data (the baseline year). However, the fatal collision rate in 2024 decreased by 27.8% when compared to the baseline year. This exceeds the Region’s goal of a 10% reduction in fatal and injury collisions between 2018 and 2022 as established in the Vision Zero Road Safety Strategic Plan.

## Asset Management

The majority of Peel Region’s transportation assets meet Council-approved service levels. Peel roadways have an average pavement condition index of 67, just under the Region’s service level of 72. It is anticipated that active construction coming to completion on a number of roads will bring the pavement level of service in line ahead of the next inspection cycle. All other asset classes in the transportation infrastructure portfolio are in a ‘good’ state on the condition rating system and most stormwater asset classes are in a ‘good’ or ‘very good’ state.

The condition assessment program is used to plan and prioritize infrastructure investments to ensure assets continue to meet service levels that support residential and commercial travel and safety standards.

## Awards and Achievements

### Awards

#### **Ontario Public Works Association – Belfountain Rehabilitation and Corridor Improvements Project**

Peel Region received the **Project of the Year Award** from the Ontario Public Works Association (“OPWA”) in the Historical Restoration/Preservation category for the Belfountain Rehabilitation and Corridor Improvements Project. The project successfully enhanced the infrastructure, safety, and streetscaping of Belfountain while preserving the rich heritage of the community. Key upgrades included parkette reconstruction, pavement rehabilitation, slope stabilization, culvert upsizing, and the replacement of aging assets. These improvements enhanced safety for both pedestrians and motorists, while maintaining the Village’s picturesque aesthetic.



A highlight of the streetscaping is a canoe containing a healing garden, created in partnership with a local artist, Peel Region, the Town of Caledon, and the Mississaugas of the Credit First Nation.

## **Achievements**

### **Taking the Lead and Sharing What We Know**

Peel staff continue to present their work, including innovations, current initiatives and lessons learned at various events, such as industry association conferences. This is illustrative of the Region's demonstrated expertise and leadership in the field.

### **Grant Funding**

On May 30, Peel Region announced that the Ontario Ministry of Infrastructure is investing \$16.1 million through the Housing-Enabling Core Servicing Fund in the Mayfield Road widening project, a key infrastructure initiative that supports both population growth, housing needs and connectivity in the community.

This project will expand Mayfield Road from two to six lanes between Hurontario Street and Chinguacousy Road, easing congestion and preparing the area for future residential development. In addition to road widening, the project includes important upgrades to stormwater systems, traffic signals, and multi-modal and active transportation features such as sidewalks, bike lanes, and transit facilities.

This achievement reflects the Region's diligent efforts in applying for funding opportunities that enhance value for tax dollars and the strong collaboration between Peel and the Province to deliver real, on-the-ground support. Securing this grant provides not only financial relief but support for the development of 4,500 housing units over the next five years, allowing Peel to support increasing demand and remain cornerstone of the province's economic success.

Construction is underway and is expected to be completed by the end of 2026.

Peel Region was also the recipient of a \$500,000 grant through the Green Municipal Fund, administered by the Federation of Canadian Municipalities ("FCM") and funded by the Government of Canada.

The grant matches an existing investment from Peel Region to fund the planting of trees in the right-of-way of Regional roads. A "Planting Plan" will be created examining all rights-of-way, but prioritizing locations where trees have been lost but not replaced (for example, as a result of storms or emerald ash borer). The goal is to plant approximately 1000 trees in targeted areas within Peel starting in fall 2025 and continuing into spring/ summer 2026.

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# The 2026–2029 Business Plan Outlook

## Planning for the Future

### Transportation Master Plan

Peel's Long Range Transportation Plan was last updated in 2019 and provided infrastructure recommendations to accommodate travel demand generated by future population growth to 2041.

As part of the 2051 Transportation Master Plan ("TMP") update, the Goods Movement Strategic Plan/Network, Vision Zero Road Safety Strategic Plan, and Sustainable Transportation Strategy will be updated and brought together under one integrated plan. This will provide a clear vision for the future of Peel's transportation system, ensuring a solid plan to address growth, road safety as well as opportunities to support community health and well-being. Staff are currently working to update the plan to account for recent changes in Provincial housing targets and to plan for growth to 2051 by using the approved growth scenarios in traffic modelling work to determine future road improvements.

### Road Characterization and Goods Movement Network

As part of the 2051 Transportation Master Plan work, Peel will be updating the past Road Characterization Study and Strategic Goods Movement Network Study, both originally developed in 2013.

The Road Characterization component will update road characters to reflect the current function of regional corridors, surrounding land uses, and municipal priorities. This component also incorporates Multi-Modal Level of Service targets for each of Peel's updated road characters based on the 2022 Ontario Traffic Council Guidelines.

The Goods Movement component will develop the next 5-year action plan and update the existing Strategic Goods Movement Network to promote important connections within Peel and to provincial highways taking into consideration truck restrictions and existing and future land uses.

Peel Region hosted three stakeholder workshops with the Cities of Mississauga and Brampton, and Town of Caledon to gather initial input on these components. Feedback was incorporated into the technical reports, which have progressed to a final draft state.

### Preparing for Future Growth

The Region will undertake future investments to help expedite the implementation of transit infrastructure needed to support growth within Peel. Specifically, studies on technical aspects of transit planning (such as lane

conversion to support rapid transit), participating in the Transit Project Assessment Process and facilitating design and delivery of provincial and local transit projects in Peel. Peel is also partnering with Metrolinx and the City of Mississauga on projects, such as the Hazel McCallion Line (“LRT”), Eglinton Crosstown West Extension to Pearson International Airport, Dundas Street Bus Rapid Transit (“BRT”), and the Lakeshore Road BRT. Furthermore, Peel is working with Metrolinx on the On-Corridor Works project to expand GO Transit infrastructure and service.

## Climate Change

The provision of sustainable transportation facilities such as transit, sidewalks and multi-use paths continues to be a priority. This helps to address travel demand and reduce carbon emissions.

In September 2025, the Roads division collaborated with the Office for Climate Change and Energy Management to establish a phased approach for the return of Smart Commute within Peel Region. Smart Commute is an award-winning program that helps reduce single-occupancy vehicle travel by offering services such as carpool matching, emergency ride home reimbursement, and support for sustainable commuting. It is a practical solution to help users save time, reduce costs, and lower emissions. Phase 1 will relaunch Smart Commute internally for Peel Region employees, supporting the return-to-office transition while contributing to organizational climate and sustainability goals. A potential Phase 2 expansion to the broader community could be possible in 2026, pending Phase 1 outcomes and Regional Council approval. This expansion is supported by strong interest from major employers and local municipalities across Peel.

Additionally, Peel Region is a leader in the design and construction of stormwater assets using Low Impact Development (“LID”) methods that help clean and infiltrate stormwater runoff to recharge groundwater and waterways. For example, as part of the Mayfield Road Widening Project (Hurontario to Chinguacousy) enhanced stormwater measures are being implemented to support long-term infrastructure and environmental goals. This includes LID features like underground infiltration chambers, which temporarily hold rainwater and allow it to slowly soak into the ground. This helps reduce peak runoff, improves water quality, and lowers the risk of road flooding during heavy rain events.

Staff continue to build on the work completed in the Peel Regional Roads and Crossings Flood Vulnerability Assessment, with the project moving into Phase 2. This project represents a proactive effort by Peel Region, in collaboration with the City of Toronto, Toronto and Region Conservation Authority and Credit Valley Conservation Authority to assess the vulnerability of crossings identified in Phase 1 and to explore strategic interventions that enhance resilience, service continuity, and long-term sustainability.

Staff also continue to examine methods of adapting to climate change. For example, snow storage facilities are an important tool in both climate adaptation and managing the impacts of urban growth. As winters become increasingly unpredictable and snowfall events grow in volume and intensity, dedicated snow storage sites provide essential capacity to respond effectively.

These facilities, currently in various stages of study and completion, represent a proactive adaptation to our changing climate. They are designed to collect snow that is contaminated with carbons, fuel, dirt, salt, and other pollutants, allowing it to melt slowly and filter naturally before being released. At the same time, as Peel continues to grow and urbanize, snow removal services maintain safety, accessibility, and livability. Expanding and improving existing snow storage infrastructure ensures Peel can meet the operational demands of a growing population while adapting to the realities of a shifting climate.

## Growth Infrastructure in Demand

Major investments will be made to support active growth areas and enabling housing infrastructure, such as:

- **Erin Mills Parkway.** This project involves the replacement of existing noise walls and relocating them into Peel Region property to ensure liability for future maintenance and repairs. This replacement work will take place along Erin Mills Parkway, Britannia Road to south of Banfield Road, and McFarren Boulevard beginning in November 2025, with an expected completion of mid-summer 2026.
- **Derry Road and Argentia Road.** Intersection widening project at Derry Road and Argentia Road that will support growth and operation. This project includes key improvements such as new turning lanes, upgraded signalization, enhanced traffic safety features, and the addition of pedestrian and cycling infrastructure. The project is currently in detailed design, with construction anticipated to begin in late 2026 and be complete by 2027.
- **Airport Road.** Widening and corridor improvements along Airport Road from Mayfield Road to just north of King Street. The existing two-lane rural road will be reconstructed and widened to 4 lanes with a centre left turn lane. The project also includes new active transportation infrastructure (sidewalks and on-road bike lanes in Sandhill), signed bike routes within rural sections, and the construction of two roundabouts. As part of the project, Noris Bridge, Deans Culvert, and Salt Creek Culvert will be replaced, and improvements will be made to the road drainage (including the construction of a low-impact development). The project is currently in detailed design and utility relocation.
- **Highway 50.** Widening a 5.5 kilometre stretch of Highway 50 from Castlemore Road to north of Mayfield Road from 4–6 lanes, as well as

a 1.5 kilometre stretch of Mayfield Road (from Highway 50 to Coleraine Drive) from 2–4 lanes. Alongside widening, the project also includes rehabilitation, sidewalks, multi-use trails, bus bays, intersection improvements, a roundabout at Mayfield Road and Pillsworth Road, corridor safety improvements, drainage upgrades, culvert extensions, streetlighting, and streetscaping, necessitating utility relocations and property acquisitions. The project is currently in property acquisition and detailed design phase.

- **Steeles Avenue.** Widening from 2–6 lanes between Chinguacousy Road and Mississauga Road. In addition to widening, the project will include storm sewer works, culvert replacement, active transportation infrastructure, drainage improvements, utility relocation, and sightline improvements. The project is currently in utility relocation, with construction expected to begin in 2026 and end in 2029.

In 2026, Peel Region has continued to increase funding to account for the rising costs of property, labour and materials impacting construction projects. Staff continue to manage the challenges between the need to build infrastructure to accommodate and support growth and the ability to fund that new infrastructure. With costs of projects increasing and development charges decreasing, the gap is getting wider between what needs to be built and what can be afforded.

## Service Delivery – Transportation

Looking beyond 2025 to the 3-year outlook, staff anticipate investment in these key service delivery areas:

### Traffic Signal and Streetlights

The number of service and emergency maintenance calls for traffic signal and streetlights has trended higher in recent years. This is due to the expansion of the road network, increase in traffic, and increased infrastructure to make the roadways safer. This, combined with an overall inflationary increase in the cost of materials, equipment, and labour, requires a budget review annually to meet expected service levels and safety on the Regional road network.

### Red Light Cameras

A study of 23 red light camera (“RLC”) locations in Peel conducted between 2017–2023 showed a 16.6% reduction in total angle collisions and a 9% drop in annual average angle collisions. These findings substantiate the effectiveness of RLC technology in reducing the frequency and severity of intersection-related collisions.

Peel’s RLC program relies on a vendor who operates and maintains the cameras themselves. The current contract with the vendor is expected to expire at the end of 2026, with a new request for proposal (“RFP”) to be tendered to market.

# Finding Efficiencies

## Continuous Improvement

The objective of Peel's Continuous Improvement Program is to optimize service delivery and maximize value for tax dollars spent. Continuous improvement initiatives result in better client experience, cost savings or cost avoidance, and/or improved employee engagement.

Highlights for Roads include:

- **Recycled material usage in road construction.** Working with the local municipalities, this initiative aims to promote the use of recycled materials in road construction and linear infrastructure. The primary objective is to expand the lifespan of existing pits and quarries, reducing the cost of hauling pure aggregate to projects sites, diverting aggregates from landfills, and decreasing greenhouse gas emissions associated with the extraction and hauling process. Staff have recently completed a study and design guide that promotes the use of recycled materials, highlighting best practices and life cycle assessments to ensure cost-effective, resilient, and environmentally sustainable construction. The guide supports Peel's climate action and long-term sustainability and environmental goals while also enhancing the resilience and sustainability of its infrastructure.
- **Computerized Maintenance Management System ("CMMS").** Peel continued to find new ways to improve usage of our CMMS. In 2025, invoicing was converted from activity-based to asset-based for improved accuracy of shared financial recoveries between municipal partners. Boundary invoicing was automated to reduce manual effort, improving process efficiency. Throughout 2025, Peel continued to increase usage of the CMMS for its Preventative Maintenance Program, inspection records, work orders and service requests, all of which provide a robust lifecycle history of assets and supports an effective state of good repair program. The aim is for the CMMS to be fully incorporated into winter activities by 2026. This initiative has improved customer service and will continue to improve the accuracy of information and data recovery.

## Transforming Our Business with Technology

Technology plays a critical role in the delivery of efficiencies. Through updating existing technology systems and bringing new systems online, Transportation will continue to focus on increasing efficiencies for internal business processes and improve service delivery for residents.

## **Activity-Based Budget Tool for Maintenance Budget**

Peel Region is working to procure and implement a new activity-based budgeting and forecasting software solution. This software solution will improve efficiency, replacing a manual budgeting tool with a digital, centralized one. Once the system has been successfully integrated into Peel's existing financial and enterprise asset management systems, this will provide a smoother interface, cost integration and detailed activity analysis.

## **Digital Content Migration**

A pilot project to migrate all files and content from shared drives and the enterprise information management ("EIM") system to SharePoint is nearing completion. This transition marks a key step in modernizing Peel's digital workplace, improving efficiency, and fostering better collaboration across teams as well as with external partners.

By consolidating documents into SharePoint, content will be centralized in a secure, accessible, and user-friendly platform. Staff will benefit from enhanced version control, improved search functionality, secure sharing, and seamless integration with other Microsoft 365 tools. The move also strengthens compliance with organizational records management and information governance policies and best practices.

## **Improvements in Information Collection and Management**

In 2025, Roads leveraged Survey123 to collect and centralize tree inspection data in the field. This helped streamline workflows, reduce manual entry, and improve how we track and manage forestry assets.

Staff also successfully incorporated traffic inventory and as-built drawings into Peel's geographic information system, making this information more accessible, accurate, and useful for planning and coordination.

Lastly, staff implemented a bridge management tool to centralize inspection data and condition ratings, which has improved consistency in reporting and strengthened our ability to prioritize renewal projects in support of long term state of repair efforts.

## **Maintaining Our Infrastructure**

Peel invests in infrastructure maintenance to provide various levels of service to the community, and in some cases, to meet regulated minimum maintenance standards and regulatory requirements. Highlights of the major state of good repair projects for the 2026 Capital Budget include:

### **The Gore Road – Healey Road to Mayfield Road**

The Gore Road project provides safety and corridor improvements while addressing any deficiencies in existing assets.

The work includes culverts rehabilitation, removal and replacement of curbs, removal and replacement of steel beam guide rails, retaining walls and advisory speed signs in support of our Vision Zero goals, improving and widening the shoulders on both sides of the road as per Peel's Sustainable Transportation Strategy, improving roadside slopes, road base and pavement, as well as overall drainage.

### **Highway 50 - Mayfield Road to Healey Road**

This project will deliver drainage improvements, stormwater upgrades such as bioswales and an infiltration device, and upgrade failing culverts along Highway 50 from Mayfield Road to Healey Road. Related road improvements, including the construction of a multi-use path will also be undertaken. The project is anticipated to begin construction in spring 2026, with completion scheduled for spring 2027.

### **Winston Churchill Boulevard - North of Credit River Bridge to Mayfield Road**

The Winston Churchill Boulevard reconstruction project will rectify deteriorating infrastructure and enhance overall corridor safety. The project includes reconstructing the pavement structure and modifying the grade to improve sightlines and motorist safety. Other improvements include intersection realignment, guiderail replacements, and shoulder widening for pedestrian and active transportation use. The project also includes significant drainage improvements throughout the corridor, such as upsizing major cross-culverts for better hydraulic capacity and enhancing roadside ditches. It is expected to begin construction in late 2025 and reach completion in fall 2027.

# Proposed Operating Budget

This section sets out the financial resources required to deliver the proposed 2026–2029 Business Plan. Information is provided by major expenditures and revenue. The costs to maintain existing service levels and operationalize prior decisions are identified in the Base Budget changes separately from proposed changes. The net cost for the service in 2025 was \$104.7 million and the Proposed Budget for 2026 is \$105.4 million.

**Net Expenditures:** \$105.4 million (**Total Expenditures:** \$109.3 million)

Description (in \$ thousands)	2024 Actuals	2025 Approved Budget	2026 Proposed Budget	\$ Change Over 2025	% Change Over 2025
Operating costs	23,740	28,236	29,544	1,308	4.6%
Labour costs	22,858	30,134	30,872	739	2.5%
Reserve contributions	56,146	57,559	57,559	—	0.0%
Debt charges	1,182	1,182	1,181	(1)	(0.1)%
Grant payments	—	—	—	—	—
Facility, IT, HR and other support costs	37,002	40,483	37,992	(2,491)	(6.2)%
Recoveries	(35,838)	(49,115)	(47,886)	1,228	(2.5)%
<b>Total Expenditures</b>	<b>105,090</b>	<b>108,479</b>	<b>109,261</b>	<b>783</b>	<b>0.7%</b>
Grants and subsidies	—	—	—	—	—
Supplementary taxes	—	—	—	—	—
Fees and services charges	(2,374)	(2,807)	(2,863)	(56)	2.0%
Transfer from development charges	(970)	(970)	(969)	1	0.1%
Contributions from reserves	—	—	—	—	—
<b>Total Revenues</b>	<b>(3,344)</b>	<b>(3,777)</b>	<b>(3,832)</b>	<b>(55)</b>	<b>1.5%</b>
<b>Total Net Expenditure</b>	<b>101,748</b>	<b>104,702</b>	<b>105,430</b>	<b>728</b>	<b>0.7%</b>

Note: May not add up due to rounding.

## 2026 Operating Budget Pressures

Service (in \$ thousands)	Total Expenditures	Total Revenue	Net Cost 2026 vs 2025	
<b>2025 Revised Cost of Service</b>	<b>\$108,479</b>	<b>\$3,777</b>	<b>\$104,702</b>	<b>%</b>
<b>Cost of Living/Inflation</b>				
Labour costs	739	–	739	
Goods and services	117	55	62	
<b>Cost Containment</b>				
Council-directed budget reduction <sup>1</sup>	(104)		(104)	
Reduction in vehicle licensing fee	(40)		(40)	
<b>Base Budget Changes Subtotal</b>	<b>712</b>	<b>55</b>	<b>657</b>	
<b>Growth</b>				
Roads' operations and maintenance asset, traffic signals, and streetlights infrastructure growth	71	–	71	
<b>2026 New/Discontinued Services</b>				
<b>Total 2026 Budget Change</b>	<b>783</b>	<b>55</b>	<b>728</b>	
<b>2026 Proposed Budget</b>	<b>\$109,261</b>	<b>\$3,832</b>	<b>\$105,430</b>	<b>0.7%</b>

Note: May not add up due to rounding.

### Operating Budget Pressure Notes

The Budget has been developed to account for anticipated inflationary pressures, including rising labour costs.

<sup>1</sup>Council-directed budget reduction

Resolution No RCB-2025-90: Council approved a budget reduction of \$4.75 million to the overall regional tax budget. The resulting impact on Roads is \$104 thousand.

## Staffing Resources

Table 2 provides a summary of the staffing resources by Sub-Service (as identified in the Core Services) for the budget year, forecast years and the prior year. The prior year reflects FTE changes approved by Council during the prior year.

**Table 2. Staffing Resources to Achieve Level of Service**

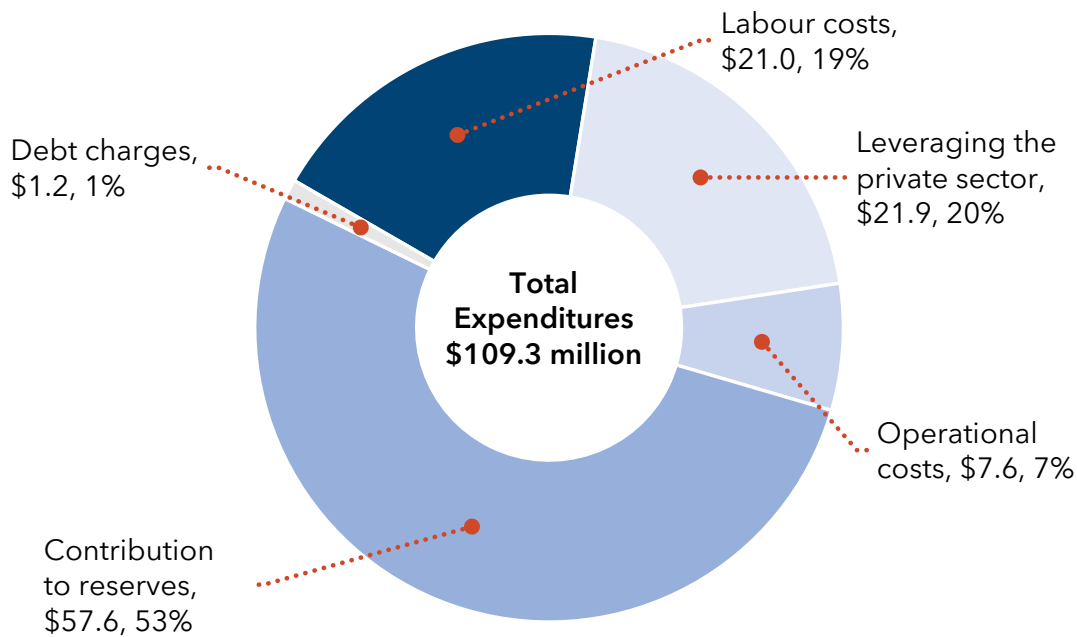
Sub-service	2025	2026	2027	2028	2029
Policy and modelling	15.0	15.0	15.0	15.0	15.0
Development	13.0	13.0	13.0	13.0	13.0
Infrastructure programming	17.0	17.0	17.0	17.0	17.0

Sub-service	2025	2026	2027	2028	2029
Design and construction	20.0	20.0	20.0	20.0	20.0
Operations	41.0	41.0	41.0	41.0	41.0
Maintenance	115.4	114.5	114.5	114.5	114.5
<b>Total</b>	<b>221.4</b>	<b>220.5</b>	<b>220.5</b>	<b>220.5</b>	<b>220.5</b>

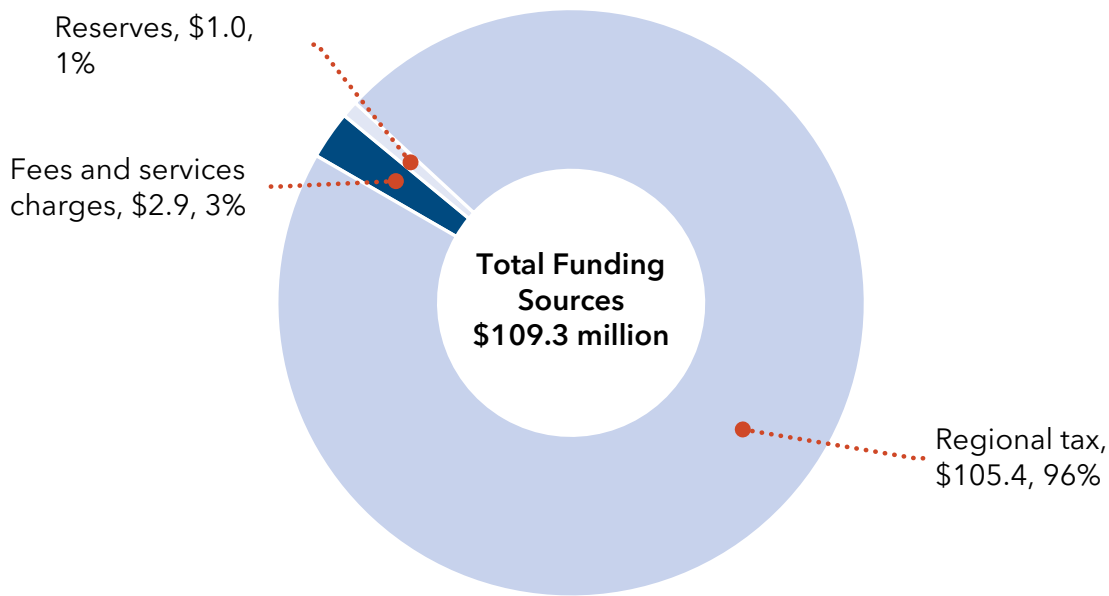
Note: Staffing resources are regular positions (Full-Time Equivalent, FTE). The outlook for the 2027-2029 period doesn't account for the Roads service downloads scheduled for July 1<sup>st</sup> 2026.

## 2026 Total Expenditures and Funding Sources

Figure 1. 2026 Total Expenditures (in \$ millions)



**Figure 2. 2026 Total Funding Sources (in \$ millions)**



## 2026 Budget Risks

- Budget for winter maintenance is based on a “typical” winter season. If the number of winter events is unusually high, the Budget could be exceeded.

## 2027–2029 Operating Forecast

**Table 3. Budget (in \$ thousands)**

	2025	2026	
Total Expenditure	108,479	109,261	0.7%
Total Revenue	(3,777)	(3,832)	1.5%
Net Expenditure	104,702	105,430	0.7%

**Table 4. Forecast (in \$ thousands)**

	2027		2028		2029	
Total Expenditure	109,812	0.5%	110,292	0.4%	110,787	0.4%
Total Revenue	(3,889)	1.5%	(3,947)	1.5%	(4,007)	1.5%
Net Expenditure	105,923	0.5%	106,344	0.4%	106,780	0.4%

Note: May not add up due to rounding.

The outlook for the 2027-2029 period doesn’t account for the Roads service downloads scheduled for July 1<sup>st</sup> 2026.

# Proposed Capital Budget

**Capital Budget:** \$434.5 million (**10-year Plan:** \$3,126.4 million)

## 2026 Capital Budget Overview

Table 5 provides a summary of Roads' planned capital project activity for 2026, including funding sources for both new capital project requests in 2026 and projects carried forward to 2026.

**Table 5. Capital Plan by Funding Source (in \$ thousands)**

	Carry Forward from Prior Years (WIP)	2026 Capital Budget	Total Capital in 2026
DC Growth	503,833	296,735	800,568
Externally Funded	337	5,789	6,126
Non-DC Internal	258,752	132,003	390,755
<b>Total Expenditures</b>	<b>\$762,923</b>	<b>\$434,527</b>	<b>\$1,197,450</b>
<b># of Projects</b>	<b>302</b>	<b>26</b>	<b>328</b>

### Existing Capital Projects – \$762.9 million

Key highlights:

- **\$503.8 million** for growth related projects including road widenings, intersection improvements and active transportation infrastructure.
- **\$220.3 million** for State of Good Repair projects including pavement management, structure repairs and replacements, noise and retaining walls and storm system improvements.
- **\$36.9 million** for other projects including traffic programs, transportation planning, road operations and maintenance, EAs and snow storage facilities.

### 2026 Capital Budget – \$434.5 million

Key highlights:

- **\$321.3 million** for road construction, intersection improvements, and active transportation.
  - **\$70.0 million** for widening Mayfield Road from The Gore Road to Coleraine Drive from two 2–4 lanes.
  - **\$63.0 million** for widening Airport Road from 1.0 km north of Mayfield Road to King Street from two 2–5 lanes.
  - **\$32.7 million** for Mayfield Road Extension (“A2”) from Mayfield Road to Highway 50/Major Mackenzie to 6 lanes.

- **\$30.2 million** for widening Steeles Avenue from Chinguacousy Road to Mississauga Road from 4–6 lanes.
- **\$26.9 million** for widening of Mayfield Road from Mississauga Road to Winston Churchill Boulevard from two 2–4 lanes.
- **\$77.1 million** for reconstruction projects, structures, storm and other asset management works.
- **\$7.8 million** for traffic-related programs.

See Appendix I for details.

## 2026 Budget Risks

- Material and labour contract cost increases due to inflation.
- Increasing property acquisition costs.

## Operating Impact of 2026 Capital Budget

- The capital program's impact on the Operating Budget is largely driven by growth – specifically, as new infrastructure assets are incorporated into long-term asset operations and maintenance programs.



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# Proposed Capital Plan

**2026–2035 10-year Capital Plan:** \$3,126.4 million

## By Project Classification

State of Good Repair  
\$1,268.4 million

DC Funded Growth  
\$1,388.9 million

Non-DC Funded  
Growth and Other  
\$469.1 million

### Key Highlights

- **\$1,789.1 million** for road construction, intersection improvements, and active transportation.
- **\$1,172.7 million** for road reconstruction and resurfacing, structures and other asset management works.
- **\$60.4 million** for traffic related programs.

See Appendix II for details.

# Appendix I

**Table 6. 2026 Financing Sources and Funding Status (in \$ thousands)**

Project	Name	Description	Total Expense	Development Charges	Reserve Funds	External Funding	Debt Funding
114020	Dixie Road – Countryside Drive to 2 km North of Mayfield Road	2–4 lane widening from Countryside Drive to Mayfield Road and two (2) to five (5) lane widening from Mayfield Road to 2 km northerly	9,122	7,754	1,368	–	–
114080	Highway 50 – Castlemore Road to Mayfield Road and Mayfield Road – Coleraine Drive to Highway 50	Five 5– 7 lane widening from Castlemore Road to Mayfield Road and 2–4 lane widening on Mayfield Road from Coleraine Drive to Highway 50	23,146	19,964	2,161	1,021	–
114295	Derry Road/ Argentia Road	Northbound Dual left turn lanes and Eastbound right turn lane	8,407	7,671	736	–	–
134065	Mayfield Road – The Gore Road to Coleraine Drive	Two 2–4 lane widening from The Gore Road to Coleraine Drive	69,948	59,664	10,284	–	–
144030	Airport Road – 1.0 km North of Mayfield Road to King Street	Two 2–5 lane widening from 1.0 km north of Mayfield Road to King Street	62,993	53,412	9,582	–	–
144035	Steeles Avenue – Chinguacousy Road to Mississauga Road	4–6 lane widening from Chinguacousy Road to Mississauga Road	30,200	25,955	4,245	–	–
144065	Bush Street and Mississauga Road – Winston Churchill Boulevard to Olde Base Line Road Reconstruction	2 lane reconstruction and pavement rehabilitation of Bush Street and Mississauga Road from Winston Churchill Boulevard to Olde Base Line Road	23,897	–	23,897	–	–
164014	Finch Stormwater Pumping Station	Upgrades to the Finch Avenue Stormwater Pumping Station	769	–	769	–	–
174020	Mayfield Road – Dixie Road to Bramalea Road	5–6 lane widening from Dixie Road to Bramalea Road	6,020	5,036	983	–	–

Project	Name	Description	Total Expense	Development Charges	Reserve Funds	External Funding	Debt Funding
174030	Mayfield Road – Mississauga Road to Winston Churchill Boulevard	2–4 lane widening from Mississauga Road to Winston Churchill Boulevard	26,858	19,540	3,805	3,512	–
184070	Mavis Road – 500m North and South of Highway 407	Four 4– 6 lane widening of Mavis Road, including the structure over Highway 407	5,798	4,951	847	–	–
184860	Highway 50 – Culvert Replacements	Replacement of 17 entrance culverts on Highway 50 from Mayfield Road to Healey Road	14,753	–	14,753	–	–
194060	Airport Road – King Street to Huntsmill Drive and Old Church Road – Airport Road to Marilyn Street East	Corridor Improvements at Airport Road from King Street to Huntsmill Drive and Old Church Road from Airport Road to Marilyn Street East	791	751	40	–	–
204040	Mayfield Road Extension (A2) – Mayfield Road to Highway 50/Major Mackenzie Drive	Future 6 lane urban road construction from Mayfield Road to Highway 50/Major Mackenzie Drive	32,700	32,700	–	–	–
204070	Winston Churchill Boulevard – 2.0 km South of Embleton Road to Embleton Road	2–4 lane widening from 2.0 km South of Embleton Road to Embleton Road	1,600	720	80	800	–
214030	Mayfield Road – Heart Lake Road to Hurontario Street	4–6 lane widening from Heart Lake Road to Hurontario Street	3,501	3,151	350	–	–
214040	Coleraine Drive – Highway 50 to Mayfield Road	2–4 lane widening from Highway 50 to Mayfield Road	20,050	18,045	2,005	–	–
224030	Airport Road – Braydon Boulevard to Countryside Drive	4–6 lane widening from Braydon Boulevard to Countryside Drive	7,104	6,749	355	–	–
244825	Coleraine Drive – Grade Separation over Canadian Pacific Railway	Grade Separation on Coleraine Drive over the Canadian Pacific Railway	2,727	2,454	273	–	–
263015	Storm Sewer Remediation	Allocation for future repair, replacement and relining of Region owned storm sewers	3,700	–	3,700	–	–

Project	Name	Description	Total Expense	Development Charges	Reserve Funds	External Funding	Debt Funding
264000	Unallocated Funding	Unforeseen and Emergency Works	500	—	500	—	—
264060	Dixie Road – Old School Road 3 km north of Mayfield Road	2–4 lane widening from 3 km north of Mayfield Road to Old School Road	24,000	20,400	3,600	—	—
264085	Erin Mills Parkway – Britannia Road to Highway 407	Corridor and Intersection Improvements from Britannia Road to Highway 407	6,450	5,483	968	—	—
264095	Dixie Road – Lakeshore Road to Rometown Drive	Corridor improvements – Dixie Road — Lakeshore Road to Rometown Drive	1,200	600	600	—	—
264200	Pre-Engineering and Design	Funding for Pre-Engineering and Design of required works scheduled for the following year	115	—	115	—	—
264300	Traffic Engineering Studies	Various traffic engineering studies related to evaluation of intersections and improvements	1,380	690	690	—	—
264310	Road Program Planning and Studies	Capital Programming and Studies	400	200	200	—	—
264330	Winston Churchill Boulevard – Embleton Road to 1 km south of Halton 10 Side Road	Environmental Assessment to determine road corridor improvements	912	—	456	456	—
264400	Annual Installation of Traffic Signals	Annual installations of traffic signals in Peel	3,100	—	3,100	—	—
264405	Various Signal Phasing Update	Installation of new advance green phases, traffic and pedestrian warning and control signals throughout Peel	250	125	125	—	—
264425	Street Lighting Improvements	Upgrade of existing lighting for roadways and/or intersections to current standards	300	—	300	—	—

Project	Name	Description	Total Expense	Development Charges	Reserve Funds	External Funding	Debt Funding
264435	Traffic Data Collection and Analysis	Collection and analysis of traffic data related to growth	290	145	145	—	—
264450	Safety Related Signal Updates	The implementation of protected phasing to assist motorists in safer turning movements	447	—	447	—	—
264525	Accessibility for Ontarians with Disabilities Act (AODA) Intersection Signal Modifications	Update signalized intersections as requested by Canadian National Institute for the Blind to comply with Ontario Regulation 413/12 under the Accessibility for the Ontarians with Disability Act, 205	3,000	—	3,000	—	—
264600	Pavement Management	Funding for the purpose of maintaining Regional road pavement in State of Good Repair	31,000	—	31,000	—	—
264700	Roadside Safety Barriers	Upgrades/replacement and new installation of roadside safety barriers	129	—	129	—	—
264710	New Pavement Markings, Signs and Pavement Delineation	Implementation of new pavement marking materials and signs throughout Peel	200	—	200	—	—
264730	Traffic Control Assets	Funding for the purpose of maintaining Traffic Control Assets in a state of good repair	4,000	—	4,000	—	—
264750	Traffic Safety Initiatives	Implementation of traffic safety initiatives and enhancements as identified by Traffic Safety Audits	250	—	250	—	—
264805	Bridge and Major Culvert Repair	Bridge and major culvert minor repairs as determined from Ontario Structure Inspections	500	—	500	—	—
264810	Detailed Structure Feasibility Study	Detailed feasibility studies related to structures identified for rehabilitation or replacement	320	—	320	—	—

Project	Name	Description	Total Expense	Development Charges	Reserve Funds	External Funding	Debt Funding
264815	Structure Condition Assessment Program	Ontario Structure Inspection Manual (OSIM) Inspection of structures and updates to bridge management system	350	—	350	—	—
264820	Retaining Wall Program	Replacements and major repairs	200	—	200	—	—
267712	Transportation Demand Management Initiatives	Funding for Transportation Demand Management (TDM)/ Smart Commute Program	700	350	350	—	—
267720	Goods Movement Program	The Goods Movement Program supports short, medium and long-term goods movement projects/studies that include the development of the Goods Movement Strategic Plan for safe, efficient and sustainable movement of goods	450	225	225	—	—
<b>Roads Total</b>			<b>\$434,527</b>	<b>\$296,735</b>	<b>\$132,003</b>	<b>\$5,789</b>	<b>—</b>

# Appendix II

**Table 7. 2026 10-year Combined Capital Program (in \$ thousands)**

Project	Name	Description	2026	2027	2028	2029	2030	Yrs 6-10	Gross
104020	Dixie Road – Queen Street to Bovaird Drive	Four (4) to six (6) lane widening from Queen Street East to Bovaird Drive	–	–	37,649	–	–	–	37,649
114020	Dixie Road – Countryside Drive to 2 km North of Mayfield Road	Two (2) to four (4) lane widening from Countryside Drive to Mayfield Road and two (2) to five (5) lane widening from Mayfield Road to 2 km northerly	9,122	–	–	–	–	–	9,122
114075	Mayfield Road-Airport Road to The Gore Road and The Gore Road – Squire Ellis Drive to Mayfield Road	Two (2) to five (5) lane widening on Mayfield Road from Airport Road to The Gore Road and two (2) to four (4) widening on The Gore Road from Squire Ellis Drive to Mayfield Road	0	41,726	–	–	–	–	41,726
114080	Highway 50 – Castlemore Road to Mayfield Road and Mayfield Road – Coleraine Drive to Highway 50	Five (5) to seven (7) lane widening from Castlemore Road to Mayfield Road and two (2) to four (4) lane widening on Mayfield Road from Coleraine Drive to Highway 50	23,146	172,137	–	–	–	–	195,283
114295	Derry Road/ Argentia Road	Northbound Dual left turn lanes and eastbound right turn lane	8,407	–	–	–	–	–	8,407
134007	Snow Storage Facility	Construction of facilities to store and treat snow removed from Regional Roads at various locations in Peel	–	3,505	1,845	1,045	–	–	6,395
134065	Mayfield Road – The Gore Road to Coleraine Drive	Two (2) to four (4) lane widening from The Gore Road to Coleraine Drive	69,948	–	–	–	–	–	69,948
144030	Airport Road – 1.0 km North of Mayfield Road to King street	Two (2) to five (5) lane widening from 1.0 km north of Mayfield Road to King Street	62,993	–	–	–	–	–	62,993
144035	Steeles Avenue – Chinguacousy Road to Mississauga Road	Four (4) to six (6) lane widening from Chinguacousy Road to Mississauga Road	30,200	–	–	–	–	–	30,200
144045	Winston Churchill Boulevard and Olde Base Line Road – Bush Street to Mississauga Road reconstruction	Two (2) lane reconstruction and pavement rehabilitation of Winston Churchill Boulevard and Olde Base Line Road from Bush Street to Mississauga Road	–	19,164	–	–	–	–	19,164

Project	Name	Description	2026	2027	2028	2029	2030	Yrs 6-10	Gross
144065	Bush Street and Mississauga Road – Winston Churchill Boulevard to Olde Base Line Road reconstruction	Two (2) lane reconstruction and pavement rehabilitation of Bush Street and Mississauga Road from Winston Churchill Boulevard to Olde Base Line Road	23,897	–	–	–	–	–	23,897
154070	Mayfield Road – Chinguacousy Road to Mississauga Road	Two (2) to five (5) lane widening from Chinguacousy Road to Mississauga Road	–	50,501	–	–	–	–	50,501
154080	The Gore Road – Queen Street East to Castlemore Road	Corridor improvements from Queen Street East to Castlemore Road	–	29,230	–	–	–	–	29,230
164014	Finch Stormwater Pumping Station	Upgrades to the Finch Avenue Stormwater Pumping Station	769	–	–	–	–	–	769
164020	Steeles Avenue – Mississauga Road to Winston Churchill Boulevard	Four (4) to six (6) lane widening from Mississauga Road to Winston Churchill Boulevard	–	46,870	–	–	–	–	46,870
164060	Mississauga Road – Financial Drive to 300 m south of Bovaird	Four (4) to six (6) lane widening from Financial Drive to 300 m south of Bovaird Drive	–	5,508	46,415	–	–	–	51,923
164070	Winston Churchill Boulevard – Highway 401 to Steeles Avenue	Four (4) to six (6) lane widening from Highway 401 to Steeles Avenue	–	1,344	9,545	–	–	–	10,889
174020	Mayfield Road – Dixie Road to Bramalea Road	Five (5) to six (6) lane widening from Dixie Road to Bramalea Road	6,020	–	–	–	–	–	6,020
174030	Mayfield Road – Mississauga Road to Winston Churchill Boulevard	Two (2) to four (4) lane widening from Mississauga Road to Winston Churchill Boulevard	26,858	–	–	–	–	–	26,858
184070	Mavis Road – 500 m north and south of Highway 407	Four (4) to six (6) lane widening of Mavis Road, including the structure over Highway 407	5,798	–	–	–	–	–	5,798
184860	Highway 50 – Culvert Replacements	Replacement of 17 entrance culverts on Highway 50 from Mayfield Road to Healey Road	14,753	–	–	–	–	–	14,753
194040	Bovaird Drive – Mississauga Road to 1.5 km west of Heritage Road	Two (2) to four (4) lane widening from Mississauga Road to 1.5 km west of Heritage Road	–	1,737	26,694	–	–	–	28,431

Project	Name	Description	2026	2027	2028	2029	2030	Yrs 6-10	Gross
194060	Airport Road – King Street to Huntmill Drive and Old Church Road – Airport Road to Marilyn Street East	Corridor improvements at Airport Road from King Street to Huntmill Drive and Old Church Road from Airport Road to Marilyn Street East	791	–	40,872	–	–	–	41,663
194345	Monitoring for permit requirements	Compliance with the Endangered Species Act, the Environmental Protection Act and the Ontario Water Resources Act	–	125	125	150	150	1,098	1,648
204040	Mayfield Road extension (A2) – Mayfield Road to Highway 50/ Major Mackenzie Drive	Future Six (6) lane urban road construction from Mayfield Road to Highway 50/Major Mackenzie Drive	32,700	32,700	484	62,952	–	–	128,836
204070	Winston Churchill Boulevard- 2.0 km south of Embleton Road to Embleton Road	Two (2) to four (4) lane widening from 2.0 km South of Embleton Road to Embleton Road	1,600	3,564	25,317	–	–	–	30,481
204222	Derry Road – Menkes Drive to Bramalea Road	Intersection improvements and road improvements from Menkes Drive to Bramalea Road	–	–	–	–	–	20,029	20,029
214030	Mayfield Road – Heart Lake Road to Hurontario Street	Four (4) to six (6) lane widening from Heart Lake Road to Hurontario Street	3,501	3,501	2,170	23,772	–	–	32,943
214040	Coleraine Drive – Highway 50 to Mayfield Road	Two (2) to four (4) lane widening from Highway 50 to Mayfield Road	20,050	20,050	6,754	34,674	–	–	81,528
224030	Airport Road – Braydon Boulevard to Countryside Drive	Four (4) to six (6) lane widening from Braydon Boulevard to Countryside Drive	7,104	41,571	–	–	–	–	48,675
194040	Bovaird Drive – Mississauga Road to 1.5 km west of Heritage Road	Two (2) to four (4) lane widening from Mississauga Road to 1.5 km west of Heritage Road	–	1,737	26,694	–	–	–	28,431
224060	Charleston Sideroad – Kennedy Road to Main Street/ Highway 136	Corridor improvements – Charleston Sideroad – Kennedy Road to McLaren Road	–	–	–	–	17,053	–	17,053
233050	Stormwater network modelling	Undertake annual model updates	–	–	100	–	160	150	410
244825	Coleraine Drive – grade separation over Canadian Pacific Railway	Grade separation on Coleraine Drive over the Canadian Pacific Railway	2,727	–	1,229	35,841	–	–	39,797
244835	Olde Base Line over Credit River	Rehabilitation of structure RR012-1000 – 0.5 km west of McLaughlin Road	–	–	3,994	–	–	–	3,994

Project	Name	Description	2026	2027	2028	2029	2030	Yrs 6-10	Gross
244850	Bovaird Drive over Etobicoke Creek	Rehabilitation of structure RR107-1252 – Bovaird Drive over Etobicoke Creek – 0.64 km east of Hurontario Street	–	–	4,249	–	–	–	4,249
244855	King Street over Credit River Tributary	Rehabilitation of structure RR009-2720 – King Street over the Credit River, 0.45 km east of Winston Churchill Boulevard west of Brick Lane	–	–	726	–	–	–	726
244865	King Street over Salt Creek	Rehabilitation of structure RR009-1183 – 1 km West of Airport Road	–	–	679	–	–	–	679
254035	Highway 50 – Queen Street to The Gore Road	Corridor and intersection improvements on Highway 50 – Queen Street to The Gore Road	–	–	–	1,419	–	–	1,419
254055	Highway 50 – Queensgate Drive to Columbia Way	Corridor and intersection improvements on Highway 50 – Queensgate Drive to Columbia Way	–	291	–	2,184	–	–	2,475
263015	Storm sewer remediation	Allocation for future repair, replacement and relining of Region owned storm sewers	3,700	3,700	3,200	5,600	8,100	43,500	67,800
264000	Unallocated funding	Unforeseen and emergency works	500	500	500	500	500	2,500	5,000
264060	Dixie Road – Old School Road to 3 km north of Mayfield Road	Two (2) to four (4) lane widening from 3 km north of Mayfield Road to Old School Road	24,000	–	–	–	–	–	24,000
264085	Erin Mills Parkway – Britannia Road to Highway 407	Corridor and Intersection Improvements from Britannia Road to Highway 407	6,450	–	687	0	2,000	11,709	20,846
264095	Dixie Road – Lakeshore Road to Rometown Drive	Corridor improvements – Dixie Road – Lakeshore Road to Rometown Drive	1,200	–	–	–	5,000	–	6,200
264200	Pre-engineering and design	Funding for pre-engineering and design of required works scheduled for the following year	115	115	115	115	115	460	1,035
264300	Traffic engineering studies	Various traffic engineering studies related to evaluation of intersections and improvements	1,380	1,380	1,380	1,380	1,380	6,900	13,800
264310	Road program planning and studies	Capital programming and studies	400	400	400	400	400	2,000	4,000

Project	Name	Description	2026	2027	2028	2029	2030	Yrs 6-10	Gross
264330	Winston Churchill Boulevard – Embleton Road to 1 km south of Halton 10 Side Road	Environmental assessment to determine road corridor improvements	912	—	—	—	—	—	912
264400	Annual installation of traffic signals	Annual installations of traffic signals in Peel	3,100	3,100	3,100	3,100	3,100	15,500	31,000
264405	Various signal phasing update	Installation of new advance green phases, traffic and pedestrian warning and control signals throughout Peel	250	250	250	250	250	1,250	2,500
264425	Street lighting improvements	Upgrade of existing lighting for roadways and/or intersections to current standards	300	300	300	300	300	1,500	3,000
264435	Traffic data collection and analysis	Collection and analysis of traffic data related to growth	290	400	400	400	400	2,000	3,890
264450	Safety-related signal updates	The implementation of protected phasing to assist motorists in safer turning movements	447	447	447	447	447	—	2,233
264525	Accessibility for Ontarians with Disabilities Act (AODA) intersection signal modifications	Update signalized intersections as requested by Canadian National Institute for the Blind to comply with Ontario Regulation 413/12 under the Accessibility for the Ontarians with Disability Act, 2005	3,000	3,000	863	863	863	4,315	12,904
264600	Pavement management	Funding for the purpose of maintaining regional road pavement in State of Good Repair	31,000	35,000	49,000	49,000	50,000	487,000	701,000
264700	Roadside safety barriers	Upgrades/ replacement and new installation of road side safety barriers	129	129	129	129	129	645	1,290
264710	New pavement markings, signs and pavement delineation	Implementation of new pavement marking materials and signs throughout Peel	200	100	200	200	200	1,000	1,900
264730	Traffic control assets	Funding for the purpose of maintaining Traffic Control Assets in a state of good repair	4,000	4,000	4,000	9,200	20,000	100,000	141,200
264750	Traffic safety initiatives	Implementation of traffic safety initiatives and enhancements as identified by Traffic Safety Audits	250	250	250	250	250	1,250	2,500

Project	Name	Description	2026	2027	2028	2029	2030	Yrs 6-10	Gross
264805	Bridge and major culvert repair	Bridge and major culvert minor repairs as determined from Ontario Structure Inspections	500	500	250	250	250	750	2,500
264810	Detailed structure feasibility study	Detailed feasibility studies related to structures identified for rehabilitation or replacement	320	—	320	—	320	640	1,600
264815	Structure condition assessment program	Ontario Structure Inspection Manual (OSIM) Inspection of structures and updates to bridge management system	350	100	350	100	350	1,000	2,250
264820	Retaining wall program	Replacements and major repairs	200	1,100	500	500	600	5,700	8,600
267712	Transportation demand management initiatives	Funding for Transportation Demand Management (TDM)/Smart Commute Program	700	700	700	700	700	3,500	7,000
267720	Goods movement program	The Goods Movement Program supports short, medium and long-term goods movement projects/studies that includes the development of the Goods Movement Strategic Plan for safe, efficient and sustainable movement of goods	450	450	700	—	—	—	1,600
274025	Mayfield Road – Airport Road to Clarkway Drive	Five (5) to six (6) lane widening from Airport Road to Clarkway Drive	—	5,101	—	4,184	—	34,358	43,643
274030	Bovaird Drive – James Potter Road to north/south freeway	Four (4) to Six (6) lane widening from James Potter Road to North/South Freeway	—	3,602	—	—	1,399	16,725	21,726
274035	Porterfield Road – County Road 109 to Dawson Road	Corridor and intersection improvements on Porterfield Road – County Road 109 to Dawson Road	—	1,500	—	—	—	—	1,500
274045	Airport Road – Derry Road to Intermodal Drive	Corridor and intersection improvements on Airport Road – Derry Road to Intermodal Drive	—	1,500	—	—	—	—	1,500
274055	King Street grade separated crossing	Bolton Residential Expansion Study (BRES) indicates the future need for a grade separated crossing on King Street	—	5,180	—	—	—	28,209	33,389

Project	Name	Description	2026	2027	2028	2029	2030	Yrs 6-10	Gross
274090	Derry Road – 250 m west of McLaughlin Road to Tomken Road	Corridor improvements – Derry Road – 250 m west of McLaughlin Road to Tomken Road	–	1,425	–	–	–	2,971	4,396
274103	Under maintenance envelope	Under maintenance envelope	–	1,000	–	–	1,000	3,000	5,000
274275	Highway 50/ Columbia Way	Contribution to the Town of Caledon's intersection improvements at Highway 50 and Columbia Way	–	1,282	–	–	–	–	1,282
274285	Britannia Road/ Ninth Line Road	Eastbound right turn lane, northbound right turn lane, eastbound right turn land extension and extension of westbound northbound left turn lanes	–	256	–	2,340	–	–	2,596
274295	Highway 50/ George Bolton Parkway	Contribution to the Town of Caledon's intersection improvements at Highway 50 and George Bolton	–	269	–	–	–	–	269
274335	Derry Road – Highway 407 to Millcreek Drive	A complete corridor study to determine improvements	–	989	–	–	–	–	989
274350	Steeles Avenue – Alcide Street to Mavis Road	A complete corridor study to determine improvements	–	1,722	–	–	–	–	1,722
274830	King Street over Credit River Tributary	Rehabilitation of structure RR009-2635 – 0.6 km east of Winston Churchill Boulevard	–	94	–	470	–	–	564
274840	Winston Churchill Boulevard over Clearview Creek	Replacement of Structure RR019-0110 – 1.1 km north of Lakeshore Road West	–	243	–	813	–	–	1,056
274900	Streetscaping	Retrofit and major maintenance	–	610	650	1,000	1,050	5,770	9,080
277711	Transportation planning studies	The Transportation Planning Program is for conducting short, medium, and long-range transportation planning studies and projects.	–	350	350	350	350	1,750	3,150
284005	Restoration works	Investigation and remediation works	–	–	100	–	100	200	400
284035	Dixie Road – Burnhamthorpe Road to Highway 401	Corridor and intersection improvements on Dixie Road – Burnhamthorpe Road to Highway 401	–	–	1,800	–	–	2,200	4,000

Project	Name	Description	2026	2027	2028	2029	2030	Yrs 6-10	Gross
284040	Britannia Road – Hurontario Street to Mississauga Road	Corridor improvements – Britannia Road – Hurontario Street to Mississauga Road	–	–	1,868	–	–	12,315	14,183
284055	Kennedy Road – Steeles Avenue to Centre Street	Corridor and intersection improvements on Kennedy Road – Steeles Avenue to Centre Street	–	–	1,605	–	1,245	5,066	7,916
284195	Sustainable transportation strategy implementation	Implementation of Sustainable Transportation Strategy through various projects in Peel	–	–	7,490	10,591	53,890	89,501	161,472
284235	Dixie Road/ Dundas Street	Northbound right turn lane, coordinate with Dundas Connects	–	–	120	642	–	–	762
284240	King Street/ Caledon Town Line	Westbound dual left turn lane	–	–	215	–	600	1,736	2,551
284255	The Gore Road/ King Street	Eastbound right turn lane, westbound right turn lane, northbound right turn lane, southbound right turn lane	–	–	280	1,120	872	–	2,272
284265	Queen Street/ McLaughlin Road	Northbound left turn lane extension, northbound left turn lane, eastbound right turn lane, westbound left turn lane	–	–	385	22	3,494	286	4,187
284320	Charleston Sideroad – Airport Rd to Kennedy Rd	A complete corridor study to determine improvements	–	–	1,215	–	–	–	1,215
284325	Development charges update	Peel transportation development charges update	–	–	600	–	–	300	900
284330	Coleraine Drive – Mayfield Road to Healey Road	A complete corridor study to determine improvements	–	–	961	–	–	–	961
284340	Airport Road – Entrance 70 Devon Road to Braydon Boulevard	A complete corridor study to determine improvements	–	–	1,165	–	–	–	1,165
284510	Regional noise attenuation walls	Replacements and major repairs	–	–	500	500	500	3,820	5,320
284830	The Gore Road over west Humber River Tributary	Replacement of structure RR008-0410-01 – 2.7 km north of Queen Street East and RR008-0440-01 – 3 km north of Queen Street East	–	–	2,117	–	6,349	–	8,466

Project	Name	Description	2026	2027	2028	2029	2030	Yrs 6-10	Gross
284850	Queen Street East over Gore Road Tributary	Replacement of structure RR107-0145-01 – Queen Street E over Gore Road tributary-0.91 km west of The Gore Road	—	—	271	—	—	1,932	2,203
284855	Queen Street East over CNR Bridge	Rehabilitation of Structure RR107-0415N & RR107-0415S 0.7 km east of Airport Road	—	—	581	—	3,291	—	3,871
284860	Queen Street East over Clarkway Drive Tributary	Replacement of structure RR107-0020 – Queen Street E over Clarkway Drive tributary-0.25 km east of The Gore Road	—	—	271	—	—	1,938	2,209
287702	Transportation data collection program	Collection and analysis of information and statistics on traffic and travel patterns in the Greater Toronto and Hamilton Area	—	—	335	240	160	1,350	2,085
294030	Winston Churchill Boulevard – North Sheridan Way to Dundas Street	Four (4) to Six (6) lane widening from North Sheridan Way to Dundas Street	—	—	—	2,985	—	22,394	25,379
294035	Derry Road – Highway 407 to Millcreek Drive	Corridor Improvements – Derry Road – Highway 407 to Millcreek Drive	—	—	—	1,533	3,800	8,469	13,802
294040	Winston Churchill Boulevard - Embleton Road to Halton 10 Side Road	Two (2) lane reconstruction from Embleton Road to Halton 10 Side Road	—	—	—	3,330	—	11,499	14,829
294220	Derry Road/ Meadowvale Boulevard	Northbound right turn lane, southbound left turn lane extension	—	—	—	1,256	—	—	1,256
294225	Derry Road/ Rexwood Road	Westbound left turn lane Extension	—	—	—	642	—	—	642
294230	Derry Road and Mavis Road	Northbound dual left turn lane; southbound dual left turn lane; eastbound dual left turn lane	—	—	—	898	—	—	898
294240	Derry Road/ Syntex Drive	Eastbound right turn lane	—	—	—	577	—	—	577
294250	Winston Churchill Boulevard/ Collector Road (new)	It is proposed to construct and signalize new T-intersection between Wanless and Future Sandalwood to service new development	—	—	—	806	—	—	806
294330	Queensway – Toronto Border to Mavis Road	A complete corridor study to determine improvements	—	—	—	1,229	—	—	1,229

Project	Name	Description	2026	2027	2028	2029	2030	Yrs 6-10	Gross
294340	Mississauga Road – 407 Ramp to Financial Drive	A complete corridor study to determine improvements	–	–	–	947	–	–	947
294350	Mississauga Road study – two (2) to four (4) lane widening from Mayfield Road to Old School Road	Mississauga Road two (2) to four (4) lane widening from Mayfield Road to Old School Road	–	–	–	1,054	–	–	1,054
294360	Mayfield Road study – four (4) to six (6) lane widening Clarkway Drive to Coleraine Drive	Mayfield Road – four (4) to six-(6) lane widening from Clarkway Drive to Coleraine Drive	–	–	–	978	–	–	978
294517	Private noise wWall Conversion	Design and construction of new regional noise walls to replace existing private noise walls.	–	–	–	5,000	7,000	32,000	44,000
294835	Airport Road CNR Overpass	Replacement of structure RR007-0610 – Airport Road – 2.5 km north of Derry Road	–	–	–	2,460	–	22,215	24,675
294840	Derry Road over Etobicoke Creek West Branch	Replacement of structure RR005-0630-03 – Mount Charles Bridge	–	–	–	3,083	–	12,331	15,414
304030	Winston Churchill Boulevard – Steeles Avenue to 2 km south of Embleton Road	Five (5) to six (7) lane widening from Steeles Avenue to 2 km south of Embleton Road	–	–	–	–	2,544	8,864	11,408
304040	Winston Churchill Boulevard – 2 km south of Embleton Road to Embleton Road	Five (4) to six (6) lane widening from 2 km south of Embleton Road to Embleton Road	–	–	–	–	1,926	14,664	16,590
304050	Mayfield Road – Chinguacousy Road to West of Mississauga Road	Five (5) to six (6) lane widening from Chinguacousy Road to west of Mississauga Road	–	–	–	–	2,539	23,998	26,537
304230	Airport Road/ Clark Boulevard	Northbound dual left turn lane	–	–	–	–	975	–	975
304240	Airport Road/ Queen Street	Eastbound left turn lane Extension	–	–	–	–	705	–	705
304245	King Street/ Highway 50	Northbound right turn lane, Northbound left turn lane Extension, Eastbound right turn land extension, westbound right turn land extension	–	–	443	1,800	2,591	–	4,834
304250	Airport Road/ Coventry Road	Northbound dual left turn lane	–	–	–	–	885	–	885
304255	King Street/ Innis Lake Road	Eastbound left turn lane, westbound left turn lane	–	–	266	–	–	1,425	1,691
304260	King Street/ Torbram Road	Westbound left turn lane	–	–	519	–	–	–	519

Project	Name	Description	2026	2027	2028	2029	2030	Yrs 6-10	Gross
304330	The Gore Road Study – Two (2) to Four (4) lane widening Mayfield Road to Healy Road	The Gore Road (2-4) lane widening Mayfield Road to Healy Road	—	—	—	—	961	—	961
304830	Olde Base Line Road over East Credit Tributary	Replacement of structure RR012-0170 Olde Base Line over East Credit Tributary – 1.85 km west of Airport Road	—	—	—	—	653	2,613	3,266
314010	Future Road Widening Projects	Allocation for future road widening projects as per Region's long-range transportation plan	—	—	—	—	—	132,384	132,384
314205	Future Intersections	Allocations for future intersection improvement projects	—	—	—	—	—	14,551	14,551
314305	Future Environmental Assessments	Allocations for future projects	—	—	—	—	—	1,900	1,900
314800	Future Structural Rehabilitation Projects	Allocations for future structure rehabilitation projects	—	—	—	—	—	100,755	100,755
<b>Roads Total</b>			<b>434,527</b>	<b>554,569</b>	<b>300,995</b>	<b>286,570</b>	<b>211,896</b>	<b>1,337,884</b>	<b>3,126,440</b>