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COUNCIL DATE: July 9, 2018

REGULAR COUNCIL

TO: **Mayor & Council**

DATE: **July 5, 2018**

FROM: **General Manager, Engineering**

FILE: **8740-01**

SUBJECT: **Surrey-Newton-Guildford LRT Project Update – Consultation and Outreach**

RECOMMENDATION

The Engineering Department recommends that Council receive this report for information.

INTENT

The purpose of this report is to update Council on the status of the Surrey-Newton-Guildford (“SNG”) LRT project with a focus on the public engagement and outreach efforts undertaken by both the Project team and the City regarding the planning and provision of rapid transit in Surrey. The general timeline on project activities and critical steps leading to the procurement of the project are also covered in this report.

BACKGROUND

In June 2014, the Mayors’ Council adopted the construction of 27 kilometres of Light Rail Transit (“LRT”) for the City of Surrey and surrounding “South of Fraser” communities. The objective of the Mayors’ Vision states:

To build and bring into service the first two lines – 104 Avenue and King George Boulevard – in the first 7 years of the Vision. Design and construction of the Fraser Highway line will commence within the first 8 years and go into service within the first 12 years.

The adoption of LRT by the Mayors’ Council was based on the analysis conducted in the Surrey Rapid Transit Study launched in 2010 from which a shortlist of feasible rapid transit alternatives was identified in 2013 for consideration by the decision makers. From the end of 2013 to Spring of 2014, the Mayors’ Council received technical input from TransLink and the City for its deliberation on a rapid transit choice for Surrey and the South of Fraser.

During this period, the City of Surrey made a strong case against the implementation of Bus Rapid Transit (“BRT”) on King George Boulevard (“KGB”) and Fraser Highway on grounds that BRT is incapable of meeting future demand. Further, the challenges of converting BRT to a higher form of rapid transit ruled out the feasibility of BRT for Surrey, including along 104 Avenue. Based on the foregoing and from the multiple account evaluation with emphasis on cost efficiencies and community building objectives, the City favoured LRT as its rapid transit technology of choice for future development.

The following summarizes the historical commitment and approval of LRT in Surrey from the early-1990s to the June 28, 2018 Mayors’ Council ratification of Phase 2 of TransLink 10-Year Investment Plan that committed full funding for SNG LRT project and further planning of LRT on Fraser Highway:

1993	<ul style="list-style-type: none"> • <i>TRANSPORT 2021 Long Range Plan for Greater Vancouver</i> adopted intermediate capacity rapid transit on 104 Avenue and KGB.
2007	<ul style="list-style-type: none"> • South of Fraser Transit Plan identified ultimate LRT service on 104 Avenue and King George Boulevard.
2010-2013	<ul style="list-style-type: none"> • Surrey Rapid Transit Study developed a short-list of alternatives using various combinations of rapid transit technologies of BRT, LRT and SkyTrain; and • City presented case against BRT on KGB and Fraser Highway and challenges of convertibility to LRT on 104 Avenue.
2013	<ul style="list-style-type: none"> • Surrey City Council by resolution adopted 27 km of LRT as a top priority capital project in application for federal funding.
2014	<ul style="list-style-type: none"> • Mayors’ Council adopted 27 km of LRT on 104 Avenue, KGB and Fraser Highway as a part of its 10-Year Vision; and • City applied to P3 Canada for project funding of 27 km of LRT in Surrey and South of Fraser.
2015	<ul style="list-style-type: none"> • LRT for Surrey and the South of Fraser was highlighted in the public campaign for Regional Transportation plebiscite; • City and TransLink jointly applied to P3 Canada in follow-up round of funding for 27 km of LRT in Surrey and South of Fraser; and • Reference Concept Design initiated by TransLink with City participation.
2016	<ul style="list-style-type: none"> • New Liberal government in Ottawa committed 40% contribution for regional projects including 27 km of Surrey LRT; and • Federal government announced Phase 1 Public Transit Infrastructural Fund (“PTIF”) for regional projects including design and early works for SNG LRT.
2017	<ul style="list-style-type: none"> • Memorandums of Understanding (“MOU”) signed for SNG partnership agreement between TransLink and the City; and • Substantial completion of Reference Concept Design and cost estimate to enable business case preparation.
2018	<ul style="list-style-type: none"> • In March, Province and Mayors’ Council agreed on tools to fund 10-Year Plan; • In April, Ottawa and Province reached bi-lateral funding agreement; • In May, TransLink announced Phase 2 of 10-Year Investment Plan including SNG LRT; • Business Case of SNG LRT submitted for approval by provincial and federal treasury boards; and • In June, the City entered into Supportive Policy (“SPA”) and Cost Contribution agreements with TransLink for SNG LRT.
June 28, 2018	<ul style="list-style-type: none"> • Mayors’ Council ratified Phase 2 of TransLink 10-Year Investment Plan with full funding for SNG LRT, thereby enabling Request for Quotation (“RFQ”)/Request for Proposal (“RFP”) for procurement; and • Phase 2 of TransLink 10-Year Investment Plan included budget to continue LRT planning and design on Fraser Highway.

In 2016, after the Federal government committed funding from Phase 1 of PTIF for the SNG project, early works were initiated in Surrey along 104 Avenue and KGB. The PTIF sponsored early works program undertaken by the City is on budget and on time to be completed before the start of LRT construction anticipated for end of 2019 or early 2020.

In September 2017, the City and TransLink signed the MOU that outlined the assignment of commitment, project vision, objectives and scope, and the respective parties’ roles and responsibilities for the SNG project. In June 2018, the City entered into the SPA and Contribution Agreement on the SNG project necessary for the Mayors’ Council ratification of the 10-Year Investment Plan. The final step in the partnership agreement process is the execution of the Master Municipal Agreement (“MMA”) currently being prepared for Council review and approval in the Fall of 2018. The MMA is required prior to the issuance of the Request for Proposal (“RFP”) for the SNG project.

DISCUSSION

The following summarizes the significant and extensive public consultation and engagement effort on LRT beginning with the joint TransLink-Province Surrey Rapid Transit Study (“SRTS”) community consultation in 2010 and continued to the recent LRT Showcase that concluded on Canada Day at the Cloverdale fairgrounds. The various consultation and engagement efforts are discussed in more details following the summary.

2010	<ul style="list-style-type: none"> Phase 1 – Surrey Rapid Transit Study (SRTS) Community Consultation workshops and personal questionnaires.
2011	<ul style="list-style-type: none"> Phase 2 SRTS Community Consultation workshops including online webinar and online survey and personal questionnaires.
2013 2014	<ul style="list-style-type: none"> Summary of SRTS and key findings and Infographics posted on TransLink website and document Library.
2014	<ul style="list-style-type: none"> Communication with Mayors’ Council on SRTS and technology choices for City of Surrey and South of Fraser sub-region.
2015	<ul style="list-style-type: none"> City conducted “Yes” Campaign for LRT leading up to Plebiscite.
2016	<ul style="list-style-type: none"> In December: Stage 1 SNG Project public engagement stakeholder workshops.
2017	<ul style="list-style-type: none"> In February: Stage 1 SNG Project public engagement open houses on SNG planning and design. In June-July: Stage 2 public engagement including stakeholder workshops and open houses on the project design and scoping of the environmental review. In October: Stage 3A SNG Project public engagement including one stakeholder workshop. City-led advocacy effort with “pop up” kiosks and presentations to a wide range of public and stakeholders.
2018	<ul style="list-style-type: none"> In June: Stage 3B SNG Project public engagement including open houses and online feedback forms. City continues with advocacy effort including outreach to a wide range of public, businesses, and stakeholders. In May-June: City conducted LRT showcase of demo light rail vehicle throughout SNG corridor and at key public events.

Community Consultation on Surrey Rapid Transit Study

The process leading to the approval of LRT as outlined above for Surrey was informed by an extensive series of community consultations conducted by TransLink as a part of SRTS.

The SRTS jointly sponsored by TransLink and the Province was launched in 2010. The study examined a large number of alternatives with different rapid transit technologies applied over a range of corridors in Surrey and Langley.

Community consultation was conducted at the end of Phase 1 and 2 of SRTS study, in October 2010 and June 2011, respectively. Over 20 public events and community workshops in Surrey and Langley were held for both consultation efforts. In addition, online webinar and nearly 1,000 online and personal questionnaires were received with comments on the alternatives. The project website also received over 3,600 visits. Public input on the alternatives was used to refine and complete the multiple account evaluation of the rapid transit alternatives in SRTS.

In March 2013, at the completion of Phase 2 of SRTS, a shortlist of rapid transit alternatives, including the 27-kilometres of LRT in Surrey, was tabled for further consideration by TransLink and the Mayors' Council as it prepared the 10-Year Vision on regional transportation investment. A subcommittee of the Mayors' Council was struck to receive technical input from TransLink and City staff on the SRTS alternatives and evaluation. In 2014, the SRTS Phase 2 Final Evaluation Report and key study findings and infographics were posted on TransLink website and document library.

Mayors' Council Vision and Plebiscite on Transit Funding

In the 2013 provincial election campaign, Premier Clark announced that any new transit financing in the region must be put to a local vote. In early 2014, the Mayors' Council, in coordination with TransLink, was engaged in preparing a 10-Year Vision that would outline details and costs of a regional transportation investment program that could be presented to the public for the mandated plebiscite. The Mayors' Council's 10-Year Vision was adopted in June 2014 with the inclusion of 27 kilometres of LRT for Surrey and Langley.

In December 2014, the Province approved the format and the questions of the plebiscite that was to be held between March and May in 2015. During the public engagement leading up to the plebiscite, Surrey was a key member of the Yes campaign from which the City advocated consistently and vigorously the LRT project to the media and to local residents and stakeholders.

SNG LRT Project Four-Stage Public Engagement

Responding to the positive Federal announcement of PTIF commitment to Surrey LRT, the SNG project initiated public engagement on the planning of the SNG Line in December 2016. This engagement included two stakeholder workshops participated by 29 organizations, and followed by a series of three public open houses in February 2017, attended by 467 people and resulted in 3,176 feedback forms and 905 online panel responses. The Surrey LRT vision and the context of the transportation network and community plans were presented in the first stage. .

The second stage of public engagement was carried out between June and early July 2017 in which the draft project design and the scoping environmental review were presented to the public. Two Stakeholder Workshops were held, and participated by 28 organizations. The following were

attended by 398 people, resulting in 1,137 completed feedback forms and an additional 692 TransLink Listens Feedback Forms.

A stage 3A Engagement was conducted in October/November 2017 where one workshop was held, attended by representatives from 15 organizations with 1,341 online comments received.

A Stage 3B Engagement was recently completed in early June 2018 with the presentation of the findings by the environmental and socio-economic review. Over 350 people attended three Open Houses where 1,683 completed feedback forms were received.

Stage 4 of the engagement detailing procurement and construction management will be scheduled in 2019 once a project Contractor has been selected.

Efforts to date have resulted in direct contact with more than 7,000 individuals, with thousands more impressions made through earned media and paid media advertising (print, digital and social) attributed to an extensive media relations approach directed at in both mainstream and cultural media.

Surveys of Community Support

Consultation and independent polls conducted over the past few years confirm support for Surrey LRT. A 2014 CitySpeaks survey of a panel of local residents and businesses showed 76% support for constructing LRT on the SNG corridor and Fraser Highway. An Ipsos telephone survey in 2016 conducted on behalf of the City showed 80% support by residents for building the planned 27-km of LRT network in Surrey.

In a March 2016 poll conducted for TransLink, it found support for the Project lies at:

- 72% of Surrey residents; and
- 82% of residents in surrounding areas.

And of those likely to use LRT:

- 82% of transit users in Surrey; and
- 58% of Surrey residents (overall).

More recently, the online and personal feedback form used in TransLink's consultation on the Phase 2 Investment Plan found that the SNG Project was identified as important by 64% of residents living south of the Fraser and 61% among Surrey residents. Support rises to 67% among Surrey residents who used transit in the last 30 days. The Investment Plan's independent survey also demonstrated strong regional support for the SNG Project, 71% rated it extremely, very, or moderately important.

City-led Advocacy and Efforts

Complementing the public engagement effort by the SNG Project, the City has undertaken an extensive advocacy effort in reaching out to residents and stakeholders to raise awareness of the LRT project. From early 2017, staff have carried out "pop-up" presentations at shopping malls, municipal facilities, and public events such as YouthFest, Party for the Planet, Vaisakhi parade, etc. Outreach and consultation have also taken place on a few occasions with the Surrey Board of Trade, the South Asian Business Association, BIAs at Newton, Downtown Surrey and Fleetwood,

the Cloverdale Chamber of Commerce, the Fraser Valley Real Estate Board, the Greater Langley Chamber of Commerce, and Abbotsford International Airport.

Other outreach also included presentations to SUCCESS, DiverseCity, various representations of School District 36, the student associations of Kwantlen Polytechnic University and SFU, Invest Surrey LaunchPad, the Surrey Urban Indigenous Leadership Committee, and other seniors and ethnic organizations.

In early May 2018, staff secured a light rail demo vehicle from Alstom to host a series of showcases throughout the City. The demo LRT vehicle was showcased in City Centre, Newton and Guildford Town Centre. As well, the showcase was present at the Surrey International Children's Festival, Doors Open at the Public Works event, and at Newton Athletic Park. To date, over 9,000 people have visited the demo LRT and in terms of exposure to pass-by traffic over the duration of the showcase, nearly a million vehicles in daily traffic have driven by the showcase on KGB (next to Surrey Central Mall and Newton Superstore) and 104 Avenue (next to Guildford Mall). The final showcase was presented, with a positive public response, at the Canada Day celebration at Cloverdale.

Future Advocacy and Communication Efforts

The City will continue with its advocacy effort that will include billboard displays at selected LRT stops along the SNG Line and an inclusive engagement approach with multiple language communication media to reach a broad range of residents and stakeholders. The City will also explore opportunities with TransLink and the SNG Project to continue LRT advocacy into the procurement and construction phases of the Project.

From the perspective of future project communication, the City and TransLink are well aligned as the Project Team is currently developing a six-year long-term Communications and Engagement Plan focused on the successful delivery of the project. Communications and community relations will continue to be a key component of the SNG Project through procurement, construction and beyond. Future engagement work will include a broad range of activities focusing on construction management and mitigation measures, outreach to businesses, residents and institutions located in close proximity to the light rail corridor, formal engagement, community outreach and partnerships, an education campaign on LRT operation and safety, and a full slate of communications initiatives to ensure project success.

Timeline of Project Activities and Critical Steps

With the ratification of TransLink's investment plan on June 28, 2018, the SNG project will proceed to the procurement stage whereby RFQ and RFP will be issued for bidding. It is understood that Surrey LRT has garnered significant market interests and bid teams have formed anticipating the start of the procurement process. Based on the current schedule, it is anticipated that a RFQ will be issued by the end of Summer of 2018 and the shortlisting of bidders and a RFP issued towards the end of 2018 or early 2019. Revenue service of the SNG Line is anticipated to begin sometime in early 2024.

Concurrently, the City is working with TransLink in preparing the MMA to be executed prior to the issuance of RFP towards the end of 2018 or early 2019. The MMA is an important document that outlines the following:

- Detailed project objectives;
- Third party interests;
- Project decision matrix;
- Design and construction approval processes;
- Regulatory approvals;
- Traffic management plan;
- Emergency services plan;
- Dispute resolution protocol; and
- Communications plan and protocols.

Other significant City efforts include the administration and implementation of early works on 104 Avenue and KGB to ensure timely completion before 2019 in accordance to PTIF stipulations.

In addition, the City has initiated land use planning and urban design guidelines that will integrate LRT on 104 Avenue and within the Guildford Town Centre. The Newton Town Centre Plan is also being updated to accommodate the LRT terminus near 71 Avenue. The Guildford and Newton Town Centre planning processes are anticipated to be substantially completed sometime in 2019. Further, land use planning efforts in response to the committed SNG Line will start next year along KGB for neighbourhoods between Surrey City Centre and Newton Town Centre.

SUSTAINABILITY CONSIDERATION

The planning and implementation of the SNG LRT project are consistent with the objectives of the City's Sustainability Charter 2.0. The provision of LRT relates in particular to the Sustainability Charter 2.0 themes of Built Environment and Neighbourhoods, and Infrastructure. Specifically, the SNG LRT project supports the following Desired Outcomes ("DO"):

- Neighbourhoods and Urban Design DO₂: Surrey is well-connected within the City and to the rest of the Region by fast and efficient public transit and active all-ages-and-abilities transportation infrastructures; and
- Transportation DO₁₁: An integrated and multi-modal transportation network offers affordable, convenient, accessible and safe transportation choices within the community and to regional destinations.

CONCLUSION

The review has indicated significant public engagement and outreach carried out by both the Project and the City. A program of future communications concurrent to procurement would include construction management and engagement with businesses and communities, and a public campaign on LRT safety.

With the Mayors' Council ratification of TransLink's investment plan, the SNG project will proceed to the procurement stage spanning the next 12 to 18 months. The City is now working with TransLink to prepare the Master Municipal Agreement to be executed prior to the issuance of RFP. Other significant City efforts include the undertaking of land use plans and the administration and implementation of early works to ensure timely completion before 2019.

Based on the discussion outlined in this report, the Engineering Department recommends that Council receives this report for information.

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