

NO: R032

COUNCIL DATE: February 25, 2019

REGULAR COUNCIL

TO: **Mayor & Council**

DATE: **February 21, 2019**

FROM: **General Manager, Engineering**

FILE: **0490-20 (MOTI)**

SUBJECT: **Surrey Transportation Priorities for Provincial Capital Investment**

RECOMMENDATION

The Engineering Department recommends that Council:

1. Receive this report for information;
2. Endorse the recommended projects and priorities for Provincial Transportation Investment contained within this report; and
3. Authorize staff to work with the Ministry of Transportation and Infrastructure on preparing the necessary Business Cases to the Provincial Treasury Board for the projects and priorities as required.

INTENT

The purpose of this report is to provide information on locations for Provincial capital investment not identified as part of existing funding programs. These locations are identified as priorities and will ensure Surrey has proper connections to the regional road network, critical for economic growth and prosperity. In many cases, these projects also leverage partnerships and cost-sharing with TransLink and/or the Federal government.

BACKGROUND

Enhancing Surrey's connections to key regional infrastructure is critical to the success of the City of Surrey and Metro Vancouver by enabling people and goods to move efficiently and effectively between Surrey and other parts of the region. Key projects and priorities include rapid transit expansion and the construction of new or upgraded highway interchanges, bridges and/or approaches within Surrey.

In March 2015, the Province of BC (the "Province"), through the Ministry of Transportation and Infrastructure ("MoTI"), released the BC on the Move 10-Year Transportation Plan (the "Transportation Plan"). The Transportation Plan contains 12 categories for investment, including investing in transit and cycling, improving highway capacity and reliability, and enabling efficient ports and rail. Limited details were included in the Transportation Plan. MoTI highlighted key major projects, such as funding 1/3 of the planned rapid transit expansion and key corridor improvements. In 2017, MoTI engaged South of Fraser municipalities about locations they had identified for investment to ensure alignment with municipal priorities.

The City clarified priorities for investment by the Province, as shown below:

1. Phase 3 Rapid Transit Expansion;
2. Pattullo Bridge Surrey Connections;
3. 32 Avenue and Highway 99 Interchange Improvements (Phase 1);
4. 152 Street and Highway 99 Interchange (Phase 2);
5. 16 Avenue Corridor Widening;
6. 168 Street Grade Separation Overpass;
7. 184 Street Grade Separation Overpass;
8. 192 Street and Highway 1 Interchange; and
9. Plywood Interchange with Highway 17.

The City has two other key projects in South Surrey not included in the above list, as staff have not been seeking Provincial funding for them.

- 24 Avenue at Highway 99 Interchange (north-facing ramps); and
- 20 Avenue Overpass of Highway 99.

Previously, MoTI had indicated that they would allow ramps at 24 Avenue, but they were not willing to contribute funding to them. However, there is the possibility that the Province may wish to contribute to the 24 Avenue interchange if it can be demonstrated that it would enable deferring the larger investment required for the 152 Street and Highway 99 interchange. The 20 Avenue overpass does not interact with Highway 99, and as such, MoTI will not provide any funding.

In addition, the Pattullo Bridge replacement is not included as it is already a Provincially committed project. The Nicomekl River Bridge replacement is also not included as staff are currently working with MoTI on a funding agreement for that project. Engineering staff will provide more detailed reports on the Pattullo Bridge and King George Nicomekl Bridge replacement at a future Regular Council Meeting.

With the exception of the Phase 3 Rapid Transit expansion funding, the priorities for investment by the Province were previously identified as part of Corporate Report No. R256; 2018 (attached as Appendix "I") Infrastructure Projects – Federal and Provincial Update presented to Council at the Regular Council meeting on December 13, 2018. The report outlined a list of priority projects for submission to the Province and Federal government for funding as opportunities arise (see Appendix "I").

The projects below are classified as "Unpublished Funding Opportunities" as they are not currently eligible for designated Federal or Provincial funding.

DISCUSSION

There are nine projects identified for Provincial investment, as identified in the map attached as Appendix "II", which are described and ranked as follows:

1. Phase 3 Funding for Rapid Transit Expansion

- Total estimated cost - \$1.9 billion
- Federal contribution - \$760 million
- Provincial contribution - \$760 million
- Regional contribution - \$380 million

The Mayors' Council 10-Year Vision identified three distinct phases for funding new rapid transit projects and increased bus service (including 12 new B-lines) throughout the region. With the securing of Phase 2 funding by the three senior levels of government for SkyTrain Expo Line extension, Surrey will see the first expansion of rapid transit since 1994.

Updates to the South of Fraser Rapid Transit Strategy and TransLink's Regional Transportation Strategy are underway. It is important to confirm commitment by the Province on funding for the Phase 3 rapid transit corridors including completion of the Fraser Highway SkyTrain and King George Boulevard and 104 Avenue rapid transit corridors. This will help achieve the region's vision to meet transportation needs in a way that simultaneously enhances the health of people, communities, the economy and environment. Engineering staff will provide a more detailed report on the Fraser Highway SkyTrain project and South of Fraser Rapid Transit Strategy at a future Regular Council Meeting.

2. Pattullo Bridge Surrey Connections

- Total estimated cost - \$300 million
- Provincial contribution - \$300 million
- Surrey contribution to project cost - \$0

The \$1.377 billion Pattullo Bridge Replacement Project currently only includes a direct connection to the southwest on Highway 17. The original project scope included additional connectivity expected to reduce congestion and queuing on Surrey roads. These connections are to be fully funded by the Province. To resolve this issue, a North Surrey Connections Study is being undertaken by TransLink, MoTI and the City of Surrey. This study, expected to conclude in Q1 2019, will identify preferred connections to the Pattullo Bridge to avoid unacceptable levels of congestion and queuing on opening day. The City is working with MoTI and TransLink to finalize the study and secure funding to implement these connections by opening day.

3. 32 Avenue and Highway 99 Interchange Improvements (Phase 1)

- Total estimated cost - \$7.5 million
- Requested Provincial contribution to project cost - \$4.5 million
- Budgeted Surrey contribution to project cost - \$3 million

South Surrey, in particular Rosemary Heights, Morgan Heights, Campbell Heights and the larger Grandview Heights area, have all seen significant population and employment growth in the last 10 years, with traffic volumes steadily increasing year-over-year. The 32 Avenue interchange provides important access to Highway 99 for people and goods movement for these areas. The interchange frequently has unacceptable levels of congestion, delays, and queues that impact operations, not just on the interchange, but on adjacent City streets.

When originally constructed in 1997, the 32 Avenue interchange was intended as a short-term solution for access to Highway 99. The Design Engineers projected the need to construct a second full movement interchange at 152 Street by 2006 (which the City also identifies as a priority and is described in the next section). Upgrades to the existing 32 Avenue interchange (Phase 1) will address current queuing/operational issues and provide capacity for future growth until the implementation of the 152 Street interchange (Phase 2).

Planned improvements of the 32 Avenue interchange include:

- Additional lane on the Highway 99 off-ramp to 32 Avenue to avoid back-ups onto the Highway;
- Dual right-turn lanes from westbound 32 Avenue onto Highway 99;
- Dual left-turn lanes from westbound 32 Avenue to southbound 152 Street;
- Dual left-turn lanes from eastbound 32 Avenue to northbound 152 Street;
- Improved access to adjacent development sites; and
- New pedestrian crossing and improved facilities for transit and cycling.

The design for these improvements is complete. Provincial investment is currently subject to the preparation of a Business Case and approval of the Treasury Board. There is an opportunity to package these improvements with Phase 2 (see below) pending the outcome of the Business Case. Widening of 32 Avenue to four lanes will be critical to facilitate the area's growth and efficiently move traffic to 152 Street, King George Boulevard and the 32 Avenue/152 Street interchanges. This work is included in the City's 10-Year Servicing Plan (to be delivered in the next 4-6 years).

4. 152 Street and Highway 99 Interchange (Phase 2)

- Total estimated cost - \$32 million (\$16 million for new interchange and \$16 million for new 152 Street overpass)
- Requested Provincial contribution to project cost - \$10.6 million
- Budgeted Surrey contribution to project cost - \$10.6 million
- Estimated TransLink contribution to project cost - \$10.6 million

This project has two key components: a new interchange at 152 Street and Highway 99; and expansion of the 152 Street overpass to six lanes. Currently, there is a single off-ramp from eastbound Highway 99 to southbound 152 Street. This project would add on- and off-ramps between 152 Street and Highway 99 to allow connections from 152 Street to Highway 99 in all directions. A design for the interchange was completed in 2013; a Business Case was developed in 2015.

5. 16 Avenue Corridor widening

- Total estimated cost - \$52 million
- Provincial contribution - To be determined
- Federal contribution - To be determined
- Surrey contribution - To be determined
- TransLink contribution - To be determined

16 Avenue is an important arterial corridor connecting White Rock, Surrey, Langley and Abbotsford with three Provincial highways and international border crossings at Highway 99 (Peace Arch), Highway 15 (Pacific) and Highway 13 (Aldergrove). 16 Avenue will also provide connections with Highway 1 once King Road is extended in Abbotsford. 16 Avenue is part of TransLink's Major Road Network ("MRN") and is eligible for cost-sharing funding from TransLink. However, other MRN roads in the City (such as 64 Avenue, Fraser Highway, 160 Street and 88 Avenue) have a higher priority for investment based on higher traffic volumes, support for transit, and denser, more urbanized, land use.

In recognition of the importance of the corridor and in acknowledging challenges for both the City of Surrey and Township of Langley to prioritize investment, a 16 Avenue Corridor study was prepared to identify issues and solutions. The study concluded that improving the entire corridor to four lanes with a centre access lane would be beneficial as trips are inter-regional due to connectivity with the highway network and border crossings. While the Province was part of the study and acknowledges the important role 16 Avenue has in the Fraser Valley, it has not identified funding for the project, as 16 Avenue is not a regional highway.

This project also meets Federal Pacific Gateway Transportation objectives. When funding opportunities arise, it is anticipated 16 Avenue will be eligible for joint funding from the Federal government as part of investment in Pacific Gateway corridors and the Roberts Bank Trade Area.

6. 168 Street Grade Separation Overpass Grade

- Total estimated cost \$46 million
- Provincial contribution – To be determined
- Federal contribution – To be determined
- Surrey contribution – To be determined
- Railway contribution – To be determined

This project is for the grade separation of 168 Street at the BC Harbours Railway (Roberts Bank) rail corridor crossing. Grade separation will improve safety and operations for both vehicles and the railways, reduce traffic delays and accommodate full whistle cessation. The project was previously short-listed for potential investment within the scope of the major Roberts Bank Rail Corridor project but was not included due to funding constraints. It is again short-listed as part of the Pacific Gateway Collaboration forum for potential funding from both the Province and the Federal government.

7. 184 Street Grade Separation Overpass Grade

- Total estimated cost \$44 million
- Provincial contribution – To be determined
- Federal contribution – To be determined
- Surrey contribution – To be determined
- Railway contribution – To be determined

This project is for the grade separation of 184 Street at the Canadian Pacific Railway crossing. Grade separation will improve safety and operations for both vehicles and the railways, reduce traffic delays and accommodate full whistle cessation. It was previously short-listed for the major Roberts Bank Rail Corridor projects but was not included due to funding constraints. It is again short-listed as part of the Pacific Gateway Collaboration forum for potential funding from both the Province and the Federal government.

8. 192 Street and Highway 1 Interchange

- Total estimated cost - \$32 million
- Provincial contribution to project cost - \$28 million
- Surrey contribution to project cost - \$4 million

A new interchange was identified on Highway 1 at 192 Street to improve access to the Port Kells industrial area and service the planned Anniedale-Tynehead Neighbourhood Concept Plan (“NCP”) and future North Clayton NCP areas. The new interchange would provide full movement access between 192 Street and Highway 1, replacing the existing Harvie Road interchange. The project is part of previous commitments made by the Province’s Transportation Investment Corporation as part of the Highway 1 widening project. Surrey’s contribution is expected to come from Anniedale-Tynehead area-specific Development Cost Charges. Timing for implementation is considered longer term, dependant on future development in the area and the City identifying improvements on 192 Street north of 74 Avenue to the interchange. These improvements would come as part of a future edition of the 10-Year Servicing Plan.

9. Plywood Interchange with Highway 17

- Total estimated cost - \$190 million
- Provincial contribution to project cost – To be determined
- Port Metro Vancouver – To be determined
- Surrey contribution to project cost – \$0

This new interchange would provide a connection between the Port Metro Vancouver lands, Highway 17, River Road and Grace Road to the north. The project would dramatically improve current operations for the Surrey Fraser Docks and support future expansion plans. Project benefits include reducing traffic through Surrey Fraser Docks to the Tannery interchange, eliminating the need to cross nine separate railway tracks, providing improved access for essential services access and eliminating the at-grade Elevator Road emergency crossing.

Securing Funding

It is important to identify the City’s priorities and work collaboratively with the Province to secure funding. The Province relies on Business Cases to demonstrate a positive benefit/cost ratio to the Treasury Board. Staff will continue to work closely with MoTI staff to develop Business Cases, identify new funding programs/streams, and prepare studies or analysis as required to advance these projects.

Should the City be successful in obtaining funding from the Province (or new funding programs become available from the Federal government) and be required to make a financial contribution, staff will bring forward a Corporate Report for Council’s consideration. The Corporate Report would include options to amend the 10-Year Servicing Plan as necessary to provide the required financial contribution.

SUSTAINABILITY CONSIDERATIONS

New and upgraded infrastructure linking Surrey to the region supports the objectives of the City’s Sustainability Charter 2.0. In particular, these projects relate to the Sustainability Charter 2.0 theme of Infrastructure. Specifically, these projects support the following Desired Outcomes (“DO”):

- Transportation DO11: An integrated and multi-modal transportation network offers affordable, convenient, accessible and safe transportation choices within the community and to regional destinations; and
- Transportation DO14: Goods movement throughout the city is efficient and minimizes environmental and community impacts.

CONCLUSION

Surrey is a vital part of the economic and social success of Metro Vancouver and BC as a whole. Enhancing Surrey's connections to key Provincial highway infrastructure is critical to the economic success of the City and the region. Staff have identified nine key projects for Provincial investment. These are focused on improving connectivity to rapid transit and the regional road network to ensure the efficient movement of people and goods in Surrey and through Metro Vancouver. The projects outlined in this report are consistent with Corporate Report No. R256; 2018 presented to Mayor & Council on December 13, 2018 and amended to include Phase 3 Funding for Rapid Transit Expansion.

The projects outlined in this report are not currently included in the City's Five-Year Financial Plan. Many require partnerships and cost-sharing with external agencies, including the Province, Federal government and TransLink. Should the City be successful in obtaining funding from the Federal or Provincial government, and should the City be required to make a financial contribution, staff will bring forward a Corporate Report for Council's consideration with options to amend the approved the City's 10-Year Servicing Plan as necessary in order to provide the required financial contribution.

Fraser Smith, P.Eng., MBA
General Manager, Engineering

JB/DM/PK/cc

Appendix "I" - Corporate Report No. R256; 2018 Infrastructure Projects – Federal and Provincial Update

Appendix "II" – Map of Priority Projects

NO: *R256*

COUNCIL DATE: *December 17, 2018*

REGULAR COUNCIL

TO: **Mayor & Council** DATE: **December 13, 2018**

FROM: **General Manager, Engineering** FILE: **0430-01**
General Manager, Planning & Development
General Manager, Parks, Recreation & Culture
General Manager, Finance

SUBJECT: **Infrastructure Projects – Federal and Provincial Funding Update**

RECOMMENDATION

The Engineering Department, the Planning & Development Department, the Parks, Recreation & Culture Department, and the Finance Department recommend that Council endorse the list of projects as documented in Appendix "I" attached to this report as priority projects for submission to the Government of Canada and the Government of British Columbia for funding as opportunities arise.

INTENT

The purpose of this report is to provide an update on both federal and provincial government infrastructure funding programs currently available, and a list of the City's "shovel ready" infrastructure projects which demonstrates the City's strong interest and commitment to infrastructure investment in our community.

BACKGROUND

In 2016, the Federal government, as part of its Investing in Canada Plan, committed \$14.4 billion for the rehabilitation, repair, and modernization of existing public transit, green and social infrastructure. In an effort to prepare for the resulting funding programs related to their Plan, at its Regular Meeting on March 7, 2016, Council endorsed Corporate Report No. R050; 2016, a copy of which is attached as Appendix "II", that provided background on expected funding opportunities and identified priority City projects for these opportunities.

The Federal government's 2017 Budget made an additional \$81.2 billion of funding available for the Investing in Canada Plan towards five infrastructure areas. A general description of the five infrastructure areas and applicable projects is as follows:

1. **Public Transit:**
Investment in public transit infrastructure in order to improve and expand rapid transit facilities and the state-of-good-repair of existing transit facilities through the Public Transit Infrastructure Fund (“PTIF”).
2. **Green Infrastructure:**
Investment in green infrastructure that will help support Canada’s communities to be healthy and productive places to live and that transition to a clean growth economy. It includes projects such as local water and wastewater facilities, clean energy, solid waste management, and climate resilient infrastructure. For example, improved storm water systems and building of additional dams and dykes to prevent flooding through programs funded under the Clean Water and Wastewater Fund (“CWWF”) and the Green Municipal Fund (“GMF”).
3. **Social Infrastructure**
Investment in social infrastructure is intended to provide everyone with a real and fair chance at success through projects that invest in Indigenous communities, affordable housing, social housing, seniors’ facilities, early learning and child care, and cultural or recreational infrastructure.
4. **Trade and Transportation**
Investment in transportation infrastructure to provide safe, sustainable and efficient transportation systems that will bring global markets closer to Canada under Transport Canada’s Trade and Transportation Corridors Initiative.
5. **Rural and Northern Communities Infrastructure**
Rural and Northern Communities infrastructure supports various types of infrastructure projects in rural communities across the province.

Smart Cities Challenge

The Investing in Canada Plan 2017 Budget also included funding for the Smart Cities Challenge. This nationwide competition is intended to encourage cities to share their best ideas to improve the lives of their residents through innovation, data and connected technology.

Following the federal plan, the Province created the Investing in Canada Infrastructure Program – British Columbia to facilitate the transfer and distribution of available Investing in Canada Plan funding available. In April 2018 a Canada-British Columbia Integrated Bilateral Agreement (“IBA”) was signed to manage the allocation of these funds. In addition to the 2016 IBA, it provides for \$4.1 billion of Federal funding to be invested in BC over the next decade. The IBA identifies the need for cost-shares between the federal government, the provincial government and local governments.

The Investing In Canada Infrastructure Program – British Columbia’s funding streams are as follows:

- ***Community, Culture, and Recreation Infrastructure Program***
A focus on projects that improve citizen’s access to and quality of cultural, recreational and community spaces;

- ***Rural and Northern Communities Infrastructure Program***
For projects in rural communities. The City does not qualify for any Rural and Northern Communities Infrastructure funding opportunities;
- ***Green Infrastructure***
A focus on projects for Environmental Quality, Climate Change Mitigation, and Adaptation, Resilience and Disaster Mitigation; and
- ***Public Transit***
For the IBA cost sharing of the Federal Governments PTIF program.

Disaster Mitigation and Adaptation Fund Competition:

In Summer 2018, Infrastructure Canada announced details of the Disaster Mitigation and Adaptation Fund (“DMAF”). This program earmarked \$2 billion over a ten year period. At its Regular Meeting on July 23, 2018 Council endorsed Corporate Report No. R168; 2018, a copy of which is attached as Appendix “III”, which identified the core projects included in an expression of interest to Infrastructure Canada.

CleanBC Communities Fund

On December 5, 2018 as part of CleanBC, the Province’s new climate action plan, the Province advised that, in partnership with the Federal government, they are planning to invest \$63 million to help local governments and Indigenous communities develop energy efficiency and clean energy projects.

The CleanBC Communities Fund (“CCF”) will encourage investments in small-scale, community-owned energy generation from sources such as biomass, biogas, geothermal heat, hydro, solar, ocean or wind power to offset community energy use. The fund will start accepting applications in 2018, with \$63 million of combined Federal and Provincial funding available for the first wave of capital funding. Projects will have to achieve at least one of the following outcomes:

- Increase the community’s capacity to manage renewable energy;
- Increase access to clean energy transportation;
- Increase the energy efficiency of buildings; or
- Increase generation of clean energy.

DISCUSSION

The City has identified the immediate need for \$3.1 billion in infrastructure improvements to service existing residents and businesses, in order to sustainably support the fastest-growing City in BC and one of the fastest-growing in Canada.

To enhance the potential for Surrey to obtain funding, staff have identified \$3.1 billion in high priority, shovel-ready projects for the City, as documented on the list attached as Appendix “I”, many of which may be eligible for funding from one of the four applicable funding program areas of the Investing In Canada Plan, as well as the DMAF.

A summary of some of the highlighted projects is provided below, under each funding area category, and a complete list of the City's identified projects is provided in Appendix "I", including a description of the project, department lead, and estimated capital cost.

Public Transit

With the approval, at the November 15, 2018 Mayor's Council Board meeting, to suspend work on the SNG-LRT line and commence developing a work plan for the implementation of the Surrey – Langley SkyTrain project, the approved remaining \$1.58 billion committed funds for the Phase 2 Investment Plan will be allocated towards the delivery of the SkyTrain. The City will work closely with TransLink, the Province and the Federal Government to ensure that the remaining \$1.9 billion identified under the Mayor' Council Phase 3 Investment Plan for the 27 km of Rapid Transit is secured in order to continue the expansion and investment in Surrey.

Green Infrastructure

Green infrastructure projects have been identified as those which promote improvements to water and wastewater facilities, solid waste and flood protection/mitigation measures.

The City has identified a number of capital projects which are aligned within this funding area, including new capital construction to service development within the community while supporting energy conservation, sustainability and climate change initiatives, as well as state-of-good-repair projects to provide wastewater facility improvements to aging infrastructure. A few of the identified green infrastructure projects are described below:

- Fraser River and Coastal Dyke Upgrades (\$350 million)
To improve coastal flood safety and address climate change and sea level rise, combined with the need for seismic modifications to withstand most earthquakes, approximately \$350 million of upgrades will be required for the initial phases of the improvements to the dyke systems around the City.
- Colebrook Drainage Pump Station Replacement (\$5.0 million)
The Colebrook Pump Station mitigates coastal flooding and has now approached the end of its service life and is in pressing need of replacement.

The federal and provincial governments have yet to announce specific green infrastructure funding application opportunities that the City would qualify for under the Investing in Canada Infrastructure Program - British Columbia - Green Infrastructure Program.

Community, Culture and Recreation Infrastructure

Community, Culture and Recreation Infrastructure projects are intended primarily for public use to improve access to and/or increase quality of cultural, recreational and/or community infrastructure for Canadians, including Indigenous peoples and vulnerable populations.

With Surrey's rapidly growing population, the City has identified a number of cultural and recreational facilities for the community.

- Tamanawis Park - Field Hockey Turf Field and Park Upgrades (\$8.5 million):
The existing turf fields need replacement, permanent, covered bleachers are required at the north field to improve the park amenities for approximately 700 spectators, and with growth of field hockey in Surrey, a third field, along with associated upgrades to change room and parking facilities is planned for the park.
- Bear Creek Park International Sports Facility (\$21.0 million)
This project is for the design and construction of a new stadium at Bear Creek Park to support national level track & field events (with International Association of Athletics Federation (“IAAF”) Certification) and other high-level sporting events and training facilities for local track and field clubs in Surrey. The project includes the construction of covered, concrete seating, with a capacity for 2,200 spectators.
- Grandview Heights Community Park (\$6.3 million)
This project will develop a Community Park for the growing population of Grandview Heights. This park will be located directly adjacent to the new Grandview Heights Secondary School.
- Unwin Community Park (\$6.0 million)
The City has acquired the last property to expand this community park. The community of Newton is rapidly growing and a range of new amenities will be required to meet the growth and changing demographics.
- Fleetwood Athletic Park (\$2.0 million)

This project is for the design and construction of initial amenities for the proposed athletic park in Fleetwood including parking and other supporting amenities
- Two Artificial Turf Fields (\$8.0 million)
This project is for the design and construction of two new artificial turf fields. The location for these two new fields is to be determined.
- Cricket Pitch & Fieldhouse (\$6.0 million)
This project is for the advanced planning, design and construction of a new cricket pitch, fieldhouse, and parking lot. The location of this new amenity is to be determined.

On September 12, 2018, the Investing in Canada Infrastructure Program - British Columbia opened the initial application intake for the Community, Culture, and Recreation (“CCR”) Program, committing up to \$134 million in joint federal and provincial funding. Staff are currently working on an application which is to be submitted by January 23, 2019. Projects for this intake must be completed by March 31, 2024.

Disaster Mitigation Adaptation Fund Competition

Following the City's Expression of Interest submission under the DMAF, the City was invited to proceed with the full application for the first intake of applications. Staff are currently working on the full application, which is to be submitted by January 11, 2019, which will be based on the following projects:

- Colebrook Dyke Upgrades (\$20 million);
- Colebrook Drainage Pump Station Replacement (\$5 million);
- Serpentine Sea Dam Replacement (\$18 million);
- King George Boulevard Nicomekl River Bridge and Sea Dam replacement (\$30 million);
- 152 Street Improvements from 36 Avenue to 5000 Block (\$22 million);
- Nicomekl Riverfront Park Phase 1(\$2.4 million);
- Nicomekl Riverfront Park Future Phasing (\$7.6 million);
- Nicomekl and Serpentine River Dyke Upgrades (\$5.5 million); and
- Crescent Beach Coastal Drainage Improvements (\$11 million).

The federal government has advised funding approvals will begin to be issued in Spring 2019. Not all of these projects are included in the City's Five Year Financial Plan.

Smart Cities Challenge

The City, along with the City of Vancouver, submitted a joint application to implement Canada's first collision-free multi-modal transportation corridors by leveraging autonomous vehicles and smart technologies to demonstrate the path to safer, healthier, and more socially connected communities. This will also help to reduce emissions, improve transportation efficiency and enhancing livability in the faces of rapid growth and traffic congestion. Under the Smarter Together application the Cities were short-listed as one of the finalists for the \$50 million prize grant for infrastructure. While no cost sharing is required, additional City investment is anticipated if the Surrey-Vancouver application is successful.

CleanBC Communities Fund

The Province has yet to announce speak funding applications opportunities that the City would qualify for under the CCF.

Unpublished Funding Opportunities

In addition to the funding opportunities currently published, staff will continue to lobby the federal and provincial governments for funding various priority projects identified in Appendix "I" that also align with federal and provincial priorities such as those that support the Gateway Transportation Collaboration Forum ("GTCF") study of the Roberts Bank Trade, in an effort to ensure that specific funding will be provided to the City for these initiatives outside of published funding programs. Some priority projects that are not currently eligible for designated federal or provincial funding opportunity include:

- Pattullo Bridge Surrey Connections (\$300 million)
The \$1.377 billion Pattullo Bridge replacement project currently does not include funding for improved connections between the crossing and Scott Road, King George Boulevard,

and most critically Highway 17. Previously a number of direct connections were identified to reduce congestion on Surrey roads.

- 32 Avenue and Highway 99 Interchange Improvements (Phase 1) (\$7.5 million)
Improvements to this interchange will address queuing and operational issues for the rapidly growing South Surrey area.
- 152 Street and Highway 99 Interchange (Phase 2) (\$32 million)
This new interchange would expand the existing two-lane 152 Street overpass and accommodate access to/from the south on Highway 99.
- 192 Street and Highway 1 Interchange (\$44 million)
This new interchange would provide full movement access to Highway 1 and replace the existing Harvie Road interchange. It is part of previous commitments made by the Province's Transportation Investment Corporation as part of the Highway 1 widening project.
- 168 Street Grade Separation Overpass Grade (\$4.6 million)
This would be for the grade separation of 168 Street at the BC Harbours Railway (Roberts Bank) rail corridor crossing. This would improve safety and operations, reduce traffic delays, and accommodate full whistle cessation.
- 184 Street Grade Separation Overpass Grade (\$44 million)
This would be for the grade separation of 184 Street at the Canadian Pacific Railway crossing. This would improve safety and operations, reduce traffic delays, and accommodate full whistle cessation.
- 16 Avenue Corridor widening. (\$52 million)
16 Avenue corridor connects White Rock, Surrey, Langley and Abbotsford with three provincial highways and the international border crossings of Highway 99 (Peace Arch), Highway 15 (Pacific) and Highway 13 (Aldergrove). With the future King Road extension it will also provide connections with Highway 1. As a result it meets the Pacific Gateway Transportation objectives and is anticipated to have joint funding from the Federal and provincial governments as well as TransLink.
- Plywood Interchange with Highway 17 (\$190 million)
This new interchange would provide a connection between the Port Metro Vancouver lands, Highway 17 and connect with River Road and Grace Road to the north. This would dramatically improve operations for the Surrey Fraser Docks and expansion plans, as well as provide improved essential services access and eliminate the at grade Elevator Road crossing.

Funding

At present, only a few of the priority projects identified in Appendix "I" are included in the City's Five Year Financial Plan. Should the City be successful in obtaining funding from the federal or provincial government program and should the City be required to make a financial contribution, staff will bring forward a Corporate Report for Council's consideration with options to amend the approved Five Year Financial Plan as necessary in order to provide the required financial contribution.

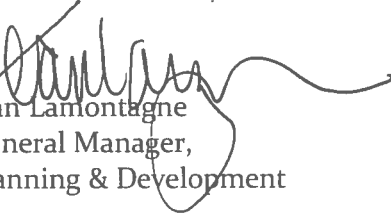
SUSTAINABILITY CONSIDERATIONS

Participation in the Investing in Canada Infrastructure Program - British Columbia and DMAF and other federal government and provincial government funding opportunities, and the priority projects identified, supports the objectives of the City's Sustainability Charter 2.0. In particular, they support the Sustainability Charter 2.0 themes of Inclusion, Infrastructure, Health and Wellness. Specifically they support the following Desired Outcomes ("DO"):


- DO24, Social Infrastructure and Innovation: Surrey has a strong social infrastructure that supports the needs of its diverse and growing population;
- DO6, Wellness and Recreation: Residents participate in a wide range of recreation and leisure opportunities; and
- DO2, All Infrastructures: Infrastructure systems provide safe, reliable and affordable services.

CONCLUSION

Based on the above discussion, and to ensure the City is prepared for and in position to secure federal and Provincial government funding contributions for Surrey capital projects, it is recommended that Council endorse the list of projects as documented in Appendix "I", attached to this report as priority projects to be assessed and prioritized further as the guidelines for additional funding programs from senior levels of government are released.




Jean Lamontagne
General Manager,
Planning & Development



Fraser Smith, P.Eng., MBA
General Manager,
Engineering



Laurie Cavan
General Manager,
Parks, Recreation & Culture

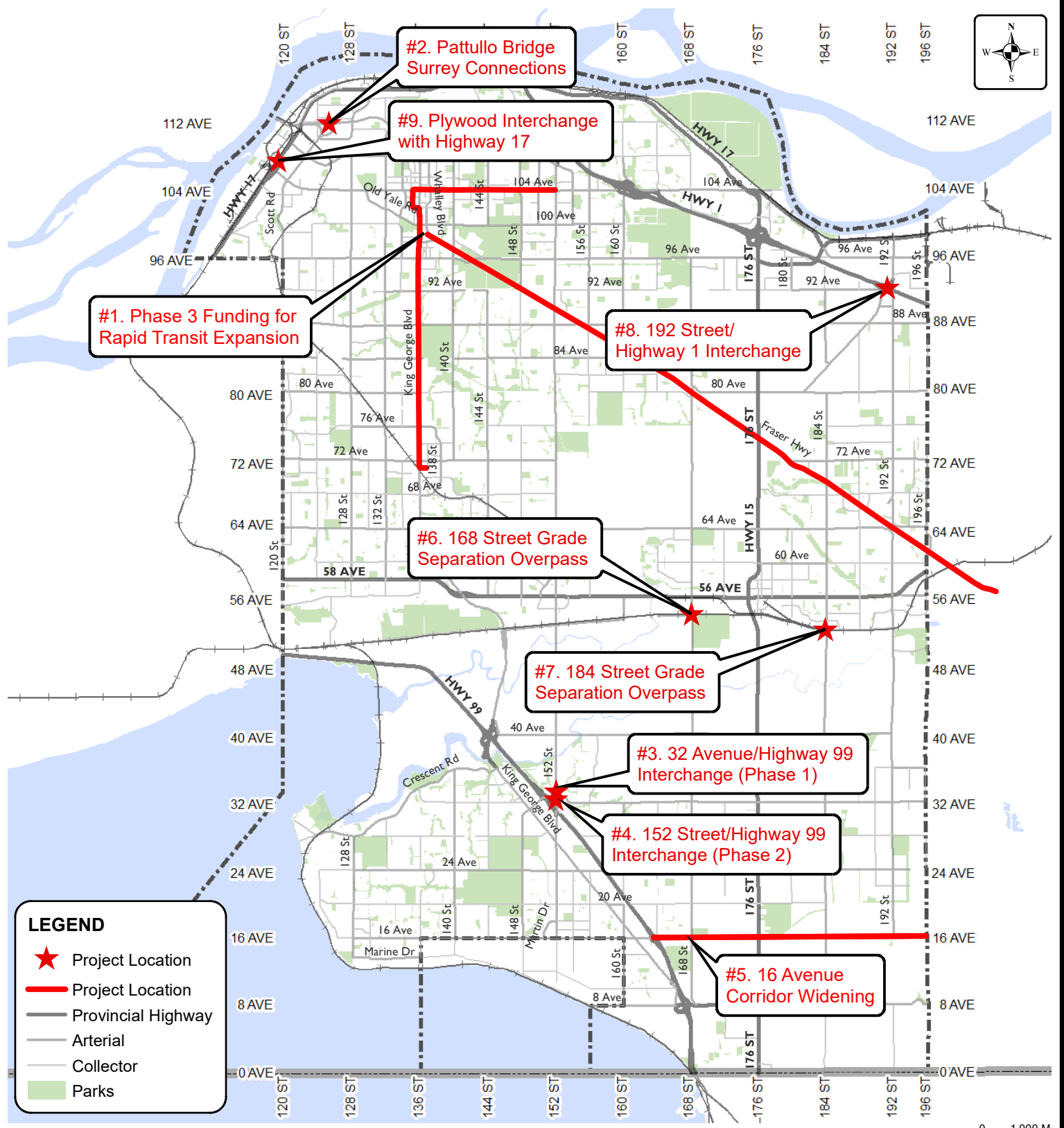


Kam Grewal, CPA, CMA
General Manager,
Finance

JA/bk/mo/jma

Appendix "I" – Priority Capital Projects
Appendix "II" – Corporate Report R050; 2016
Appendix "III" – Corporate Report R168; 2018

Note: Appendices available upon request



Produced by GIS Section: 15-Feb-2019, JJR

Scale: 1:125,000 0 1,000 M



Surrey Transportation Priorities for Provincial Capital Investment

ENGINEERING
DEPARTMENT

The data provided is compiled from various sources and IS NOT warranted as to its accuracy or sufficiency by the City of Surrey. This information is provided for information and convenience purposes only. Lot sizes, Legal descriptions and encumbrances must be confirmed at the Land Title Office.