



Corporate Report

NO: R050

COUNCIL DATE: March 24, 2003

REGULAR COUNCIL

TO: **Mayor &
Council** DATE: **March 19,
2003**

FROM: **General Manager,
Engineering
General Manager, Planning
& Development** FILE: **0430-01**

SUBJECT: **Transport Canada Urban Transportation
Showcase Program**

RECOMMENDATION

It is recommended that Council:

1. Receive this report as information;
2. Authorize staff to advise the GVRD/GVTA that the City of Surrey is prepared to participate in the projects described in this report as the basis of the GVRD/GVTA submission to the Transport Canada Urban Transportation Showcase Program; and
3. Authorize staff to advise the GVRD/GVTA that the City will provide financial contributions of up to \$2 million over the years 2004 to 2006, representing approximately one-third of the cost of projects referenced in 2 above, subject to suitable cost sharing arrangements being available through the Transport Canada Urban Transportation Showcase Program and with the GVRD/GVTA.

INTENT

The purpose of this report is to advise Council of the opportunity available to the City of Surrey and other municipalities in the Greater Vancouver Regional District under the Transport Canada Urban Transportation Showcase Program (the "Showcase Program") for funding from senior governments toward providing and enhancing infrastructure that will increase the use of public transportation. Council endorsement of the City's participation in the Showcase Program is needed to allow the GVRD/GVTA to submit an application on behalf of municipalities in the region.

BACKGROUND

In 2001, the Greater Vancouver Regional District (the "GVRD") and the Greater Vancouver Transportation Authority (the "GVTA") prepared a joint submission to a Transport Canada grant program known as the Urban Transportation Showcase Program. The overall goal of the Showcase Program is to encourage Canadian municipalities to adopt more energy-efficient transportation and land use patterns and practices. The Showcase Program is designed to demonstrate, evaluate and promote air quality improvement and reduction in greenhouse gas emissions ("GHG"s). As transportation sources create approximately 40 per cent of total GHG emissions in the Vancouver region, encouraging sustainable transportation choices will make an important contribution to emission reductions.

In December 2002, the GVRD/GVTA submission to the Showcase Program was selected as one of 15 finalists from among 48 submissions that were received (see Appendix "A"). The next stage in the final selection process requires that finalists submit their detailed proposals to the Showcase Program by May 16, 2003. The Federal Minister of Transportation is expected to announce the proposals that will receive funding from the group of finalists, during July or August 2003.

The Showcase Program has a budget of \$40 million. At least four of the 15 finalists are expected to receive grants through the Showcase Program. The preliminary submission by GVRD/GVTA showed a total program budget of \$35 million over four years, with \$10 million being requested from the Showcase Program. The Federal funding from the Showcase Program and from Environment Canada will cover one third of eligible costs and the remaining two-thirds of funds will come from the GVRD/GVTA, municipalities and other partners.

Implementation of the proposals selected under the Showcase Program is scheduled to begin in late 2003/early 2004 and be completed by March 31, 2006. Funding arrangements need to be identified in the final submission to the Showcase Program and commitments will need to be secured from each municipality that will be involved in the implementation of the Showcase Program and the GVRD/GVTA. For capital projects, municipalities will be expected to contribute approximately one third of the total costs. Transport Canada requires the submission of municipal and regional commitments to cost sharing in the form of Council or Board resolution as part of the final submission. Given the deadline for the final submission to the Showcase Program, the GVTA, the GVRD and partner municipalities will need to make a commitment to their share of the total costs in March and April of 2003, with municipal approvals preceding regional ones.

DISCUSSION

1. The GVRD/GVTA Proposal

The preliminary submission by GVRD/GVTA proposed the following eight "modules" for transportation improvements:

(a) TravelSmart – Individual Travel Marketing Program

This project will test a unique and innovative method of bringing about significant travel behaviour change at a low cost. Unlike conventional employer-based programs, TravelSmart focuses on residences with targeted "individualized marketing" to encourage residents to shift modes of transportation from the private automobile to public transit, cycling and walking.

TravelSmart is proposed to be implemented in:

- Coquitlam Regional Town Centre
- South Surrey and White Rock
- a neighbourhood in Burnaby
- a neighbourhood in Vancouver
- Richmond City Centre

(b) Transit-Oriented Development

This project is targeted at reducing private vehicle usage and increasing transit usage in three SkyTrain station precincts. This will be accomplished through participative planning processes that lead to immediate infrastructure investments (which enhance precinct accessibility and design) as well as the development of

integrated plans for longer-term land use change. The project will include:

- **Short term measures:** those measures such as sidewalks, traffic calming, signage, lighting, signals and signal priority, crossings, bus shelters, street furniture, bicycle lockers, etc, which will produce immediate results;
- **Medium term measures:** those which require greater consultation, policy coordination and integrated planning such as bicycle routes, new local transit services, bylaw changes, etc; and
- **Long term measures:** those that require policy changes, amendments to OCPs or Area Plans and planning and constructing major capital items.

Besides Surrey, Burnaby and Vancouver have indicated an interest in this element.

(c) Hybrid Bus Demonstration

This project seeks to examine how new technology, in the form of "hybrid" buses, can improve both the performance and the public perception of the transit bus.

(d) Main Street Transit and Pedestrian Priority Corridor

This project seeks to improve transit speed and reliability through road design changes and the deployment of Intelligent Transportation Systems ("ITS") technologies that give buses priority at traffic signals. This project will be undertaken by a partnership between the GVTA and the City of Vancouver. Ways of improving the pedestrian environment will also be studied.

(e) Central Valley Bicycle and Pedestrian Commuter Path

The Central Valley Greenway is a key link in the regional bike network. It is 19 km in length and connects three municipalities (Vancouver, Burnaby, and New Westminster), key residential and employment areas, schools and post-secondary institutions, shopping malls, several business parks and the Vancouver downtown. It cuts through the Growth Concentration Area, connects several town centres, and provides a focus for pedestrian and bicycle-oriented development. It connects with 12 other bike routes and trails and intersects with the new Millennium SkyTrain Line in several places.

It is expected that this facility will encourage a modal shift from private automobile to bike or bike/transit with related positive impacts on emissions. The GVRD and GVTA are proposing to work in partnership with the Cities of Vancouver, Burnaby, New Westminster and Better Environmentally Sound Transportation ("BEST") to provide infrastructure funding, technical expertise and planning guidance.

(f) Goods Movement

This will be directed towards economic sustainability objectives in terms of facilitating the movement of goods, improving local efficiency and competitiveness, while at the same time addressing local environmental concerns, particularly with regard to noise and diesel exhaust. It is also proposed that strategic planning for goods movement be carried out in the context of location of industrial parks, the port, airport and other major truck traffic generators.

(g) Strategic Planning Studies

The GVRD/GVTA proposal also included a component to help fund strategic planning studies related to the Sustainable Region Initiative, the review of the Strategic Transportation Plan and the Liveable Region Strategic Plan Review.

Due to Transport Canada funding criteria, it is expected that this component will not remain as part of the Showcase Program final proposal since the project has already advanced towards implementation since the original Showcase Proposal was submitted in September 2001.

(h) Universal Transportation Pass for Institutions

The GVRD/GVTA submission to Transport Canada included a Universal Transportation Pass ("U-Pass") module. U-Pass has proven to be one of the most successful transportation demand management programs in operation. By packaging low-cost transit passes and improved transit service for large institutions with dedicated funding mechanisms, the U-Pass delivers new transportation services and significant mode shifts at no additional net cost to the transportation provider.

GVTA and Simon Fraser University have recently committed to initiating a U Pass program in September 2003 and an agreement with UBC is expected in the coming months.

Due to Transport Canada funding criteria, it is expected that this component will not remain as part of the Showcase Program final proposal since the project has already advanced towards implementation since the original Showcase Proposal was submitted in September 2001.

2. Surrey's Participation

As a result of discussions at the staff level between Surrey and the GVRD/GVTA and based on the overall contents of the original GVRD/GVTA proposal for the Showcase Program and the City's local needs, it is considered desirable and appropriate for the City of Surrey to participate in the following two "modules":

(a) **TravelSmart**

The TravelSmart program will be an individualized marketing program that uses personal contact with households to identify those interested in reducing their car usage and provides them with personalized information on alternative modes and provides incentives to try them out.

The contacted individuals are divided into three groups:

- (i) not interested – no further contact is made;
- (ii) interested – direct contact is made to motivate people to make less trips by car, up-to-date information specific to their needs is provided and home visits are made as necessary; and
- (iii) regular users – small reward given and information/advice provided if requested.

A follow up survey will be undertaken to measure the lasting behaviour change.

South Surrey/White Rock, along the community shuttle bus routes, has been targeted for the Surrey pilot area. This area was chosen for the following reasons:

- fairly good and potentially flexible transit service;
- more challenging due to typically higher income levels;
- typically older population who may benefit more from the direct contact and personal assistance; and
- lower density than the pilot sites in other municipalities.

Based on the success of this program, it may be possible to target other areas, such as East Clayton, in conjunction with increased transit service.

(b) **Transit-Oriented Development (Transit Village)**

Transit-Oriented Development ("TOD"), or Transit Village, could be described as a compact mixed-use community centered at a transit station to encourage people to live near transit services and to decrease their dependence on private automobiles. Key characteristics of a TOD are:

- compact communities;

- centred at a mass transit station and well served by transit within a walking distance of 500 to 800 metres;
- contains developments and facilities that encourage the use of public transit;
- are a pedestrian and cycle friendly environment;
- include a mix of residential, commercial and employment opportunities designed primarily for pedestrians and the use of bicycles and public transportation, without entirely excluding automobile use.

The four SkyTrain stations in Surrey, namely Scott Road, Gateway, Surrey Central and King George, are prime candidates for TOD. In fact, the Scott Road Station has been proposed as a TOD as part of the South Westminster Neighbourhood Concept Plan that was recently considered by Council. However, in consideration of the need for the implementation of measures by no later than 2006 to satisfy the requirements of the Showcase Program, the Surrey Central Station appears to offer the best opportunity as the hub for the TOD initiative.

The selection of the Surrey Central Station for the planning and implementation of one of the "transit villages" in the Greater Vancouver Regional District also recognizes the future role of Surrey City Centre as the second Central Business District in the Region. Due to unfavourable economic conditions, coupled with other factors including the unsightly physical condition of some of the existing developments in the area and various social issues which have caused a negative image to the area, development in the Surrey City Centre has not proceeded at the pace that was originally anticipated when the Surrey City Centre plan was first adopted in the 1991. City Council has recognized these concerns and has been taking action to address them through initiatives such as the "Clean and Safe City Initiative" and giving a high priority to capital programs to promote development and re-development in Surrey City Centre. The proposed TOD at the Surrey Central Station will build on the momentum being generated by Council's other initiatives, the new Central City high-rise tower development and the presence of the new SFU campus at the Central City Mall.

The Showcase Program provides an opportunity for Surrey, with funding support from the Region and the Federal government, to reconsider the proposed land use plan and development context for Surrey City Centre with a view to developing specific strategies for enhancing the physical environment in order to increase walking, cycling and transit use around Surrey Central Station. Broader planning and economic strategies will also be studied in relation to encouraging development and redevelopment within a 500 m to 800 m radius of the Surrey Central SkyTrain station.

More specifically, a three-phase program is proposed for the implementation of a TOD at the Surrey Central Station as follows:

- (i) Planning Phase (Years 1 and 2):
 - Overall program design and formulation;
 - Participative planning processes with the engagement of an urban design consultant to develop a detailed urban design plans based on TOD concepts and objectives;
 - Identification of short, medium, and long term infrastructure improvements aimed at enhancing precinct accessibility and pedestrian and cycle friendliness to achieve TOD objectives;
 - Formulation of long term planning policies and development of integrated plans (transportation, land use, parks, infrastructure) for longer-term land use changes in the area;
 - Public consultation processes to assist in amending land use plans and design guidelines and formulating detailed improvement plans for the short, medium and longer term;
 - Formulation of an administrative framework for the subsequent implementation phases; and
 - Approval process by City Council and other levels of government and agencies as necessary.
- (ii) Short-term Implementation Phase (Years 1, 2 and 3)
 - Financial planning and budgeting for the construction of improvements identified in the Planning Phase, including budget approvals;
 - Identification of partnership opportunities and partners, sponsors, etc.; and
 - Construction of improvements.
- (iii) Medium-term and Long-term Implementation Phase (Years 3 and beyond)
 - By-law amendments, policy changes, if necessary, for facilitating long-term and major capital projects identified in the Planning Phase;

- Financial planning and budgeting, including budget approvals;
- Identification of partnership opportunities and partners, sponsors, etc.; and
- Construction of improvements.

Several short term infrastructure improvements, such as up-grading of the City Parkway, widening of 103A Avenue and extension and completion of West Whalley Ring Road are already identified as necessary in support of new development or redevelopment of properties in the City Centre. The inclusion of these projects in the Showcase Proposal will advance the timetable for their completion with financial contributions toward their construction from senior governments. Additional infrastructure improvements to be constructed in the TOD will be identified through the urban design and development study that will be undertaken as part of the Surrey Central Station TOD project. Total cost of the Surrey City Centre TOD project would be between \$3 million and \$6 million, subject to available Federal funding (a detailed project proposal is presented in Appendix "B").

3. Financial Implications

Surrey's participation in the Showcase Program will include financial contributions toward sharing the costs of capital projects, as well as for undertaking planning studies and public consultation. At this time it is estimated that the total of all City contributions would amount to between \$1 million and \$2 million. This will represent approximately a third of the total value of projects that will be implemented or constructed in Surrey under the Showcase Program. The other two thirds of the costs would be borne by senior governments or other partners. As such, it is a good investment for the City, in relation to value received for the money that is spent. The funds in support of the City's share of the costs are available within the capital and operating budget envelope for the 2003 to 2006 timeframe.

CONCLUSION

The GVRD/GVTA proposal to the Showcase Program offers the City an opportunity to advance its objectives to encourage transit usage in the City and to promote transit-oriented redevelopment in the Surrey Central Station area of the City Centre. Therefore, it is recommended that Council authorize staff to advise the GVRD/GVTA that the City of Surrey is prepared to participate in the projects described in this report, as the basis of the GVRD/GVTA submission to the Transport Canada Urban Transportation Showcase Program and that the City will provide financial contributions of up to \$2 million over the years 2004 to 2006, representing approximately one-third of the total costs of projects referenced in this report, subject to suitable cost sharing arrangements being available through the Showcase Program and with the GVRD/GVTA.

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Attachments:

Appendix "A" - GVRD Report Dated February 7, 2003

Appendix "B" - Transit-Oriented Development: Surrey Central Station















APPENDIX "B"

Proposed Transit-Oriented Development at the Surrey City Centre A Component Project in the Submission for the Urban Transportation Showcase Program

Summary

In 2001, the Greater Vancouver Regional District (GVRD) and the Greater Vancouver Transit Authority (GVTA) prepared a joint submission for a Transport Canada grant program known as the Urban Transportation Showcase Program (the "Showcase Program"). The overall goal of the Showcase Program is to encourage Canadian municipalities to adopt more energy-efficient transportation and land use patterns and practices. This project, Transit-Oriented Development (TOD) at three SkyTrain station precincts in Vancouver, Burnaby and Surrey, is one of the several components included in the GVRD/GVTA submission. It aims to reduce private vehicle use and increase transit usage within and around these TOD precincts. This will be done through participative planning processes that lead to immediate infrastructure investments (which enhance precinct accessibility and design) as well as through the development of integrated plans for longer-term land use change.

Research shows that successful rapid transit systems generate a large proportion of their ridership from people walking and cycling to the station. The typical walking "catchment" for a rapid transit station extends approximately 500 m to 800 m from the station. For cycling, this extends to 2 km or more. Transit-supportive land uses and a pleasant and safe pedestrian and cycling environment, are key elements in transit-oriented developments. The project will include:

- **Short term measures:** those measures such as sidewalks, pathways, street improvements, traffic calming, signage, lighting, signals and signal priority, crossings, bus shelters, street furniture, bicycle lockers, etc., which would produce immediate results;
- **Medium term measures:** those which require greater consultation, policy coordination and integrated planning such as bicycle routes, new local transit services, bylaw changes, identification of strategic parcels for redevelopment, etc.; and
- **Long term measures:** those that require policy changes, amendments to the OCP and planning and constructing major capital items.

Benefits of this project will include: lower transportation emissions, lower transit operating costs due to higher ridership, increased transportation choice and a more pleasant and safer pedestrian environment.

In Surrey, it is proposed that the Surrey Central Station in Surrey City Centre be used as the demonstration station area. Metrotown in Burnaby and Main Street Station in Vancouver are also proposed as demonstration projects.

Proposed Transit-Oriented Development in Surrey City Centre

Introduction

Envisioned as the second Central Business District in the Region, the land use policy for Surrey City Centre provides a clear direction for concentrating residential and employment density around three SkyTrain stations with the goal of reducing car use and creating complete, economically healthy communities. However, since the adoption of the Surrey City Centre Plan (1991), attracting significant amounts of higher-density development to the area has been difficult, despite the presence of high-capacity transit infrastructure. Surrounding auto-oriented land uses have inhibited the creation of the kind of high quality pedestrian environment that supports transit use. An estimated 60% of land in the 400-metre radius of the Surrey Central Station is devoted to surface parking lots.

According to the 1996 census, only about 10% of the workers in Surrey City Centre used transit to get to work. By way of comparison, about 20% of the workers in Metrotown took transit to work. Among the residents of Surrey City Centre, 24% took transit to work and 5% were able to walk to work. For residents living in Metrotown, 31% took transit to work and 12% of the residents walked to work.

The selection of the Surrey Central Station for the planning and implementation of one of the "transit villages" in the Greater Vancouver Regional District recognizes the future role of Surrey City Centre as the second Central Business District in the Region. Due to unfavourable economic conditions, coupled with other factors, including the unsightly physical condition of some of the existing developments in the area and various social issues which have caused a negative image to the area, development in the Surrey City Centre has not proceeded at the pace that was originally anticipated when the Surrey City Centre plan was first adopted in the 1991. City Council has recognized these concerns and has been taking action to address them through initiatives such as the "Clean and Safe City Initiative" and giving a high priority to capital programs to promote development and re-development in Surrey City Centre. The proposed TOD at the Surrey Central Station will build on the momentum being generated by Council's other initiatives, the new Central City high-rise tower development and the presence of the new SFU campus at the Central City Mall.

This Showcase Program provides an important opportunity to reconsider how the existing land use and development context for Surrey City Centre can help increase transit, walking and cycling for workers, residents, students and shoppers. The Surrey TOD project will facilitate the formulation of detailed urban design concepts for the core of Surrey City Centre, which is not contained within the present City Centre Land Use Plan. It will explore specific strategies for enhancing the physical environment in order to increase walking, cycling and transit use around Surrey Central Station. It will also examine broader planning and economic strategies to encourage development in the Centre.

Project Objectives

The Surrey City Centre TOD project will be focused on achieving the following objectives:

- To develop a comprehensive planning framework and detailed urban design blueprints for the TOD centred at the Surrey Central SkyTrain Station, ensuring that future development and urban design decisions result in the conditions necessary for inducing greater use of transit and encouraging walking and cycling;
- To use the planning process to identify short, medium and long term design strategies, policy actions and other mechanisms for achieving the goal of the Showcase Program;
- To use a collaborative and inclusive planning and design process to maximize interaction and communication between local government, the GVRD, the GVTA, the business community, citizens and other interested groups and stakeholders;
- To investigate creative options for land development and public realm investment (i.e., leveraging municipal resources for land acquisition, financial incentives, multi sector partnerships, etc.);
- To explore ways to encourage residential and business investments within and around the TOD in Surrey City Centre and enhance the synergy between residential and commercial land/building uses;
- To establish a list of infrastructure projects to be constructed in support of the TOD;
- To construct strategic infrastructure projects in support of the Surrey Central station TOD; and
- To provide a positive economic development and urban design model for transit oriented development for other cities and regions in Canada.

Work Programs and Timelines

Under this Showcase Program, the City of Surrey is proposing a three-phase program for the implementation of a TOD at the Surrey Central Station as follows:

1. Planning Phase (Years 1 and 2)
 - Overall program design and formulation;
 - Participative planning processes with the engagement of an urban design consultant to develop a detail urban design plan based on TOD concepts and objectives;
 - Identification of short, medium and long term infrastructure investments aimed at enhancing precinct accessibility and design to achieve TOD objectives;
 - Formulation of long term planning policies and development of integrated plans (transportation, land use, parks, infrastructures) for longer-term land use change;
 - Formulation of an administrative framework for the subsequent implementation phases; and
 - Approval processes by City Council and other levels of government and agencies as necessary.

2. Short-term Implementation Phase (Years 1 to 3)
 - Financial planning and budgeting for the construction of improvements identified in the Planning Phase, including budget approvals;
 - Identification of P3 opportunities and partners, sponsors, etc.; and
 - Construction of improvements;

3. Medium-term and Long-term Implementation Phase (Years 3 and beyond)
 - By-law amendments, policy changes, if necessary, for facilitating long-term and major capital projects identified in the Planning Phase;
 - Financial planning and budgeting including budget approvals;
 - Identification of P3 opportunities and partners, sponsors, etc.; and
 - Construction of improvements.

Proposed Infrastructure Improvements

To create the physical environment to encourage walking, cycling, and transit use within and around the TOD, substantial investment in infrastructure improvements will be required. For the Surrey TOD project, a complete infrastructure improvement program cannot be established until the detailed urban design blueprints are prepared and adopted. However, to satisfy the requirements of the Showcase Program to demonstrate short-term successes and additional achievements that can be expected over a longer term, the following works and potential construction projects have been identified.

Short-Term Projects (1 – 3 years)

The following is a preliminary list of construction projects, or ideas, which are considered important for short-term implementation of the TOD in Surrey under the Showcase Program. However, the list of the projects will be subject to review through the planning process and it will be modified, fine-tuned and augmented, based on the Urban Design Blueprints to be adopted in the first phase of the TOD project:

1. West Whalley Ring Road ("WWRR"): Completing the link between Old Yale Road and 100 Avenue (connects a residential area to City Centre) and, possibly, pedestrian pathways through Holland Park linking with the new section of WWRR near the Mall access/Old Yale Road signalized intersection;
2. City Parkway: Up-grading and beautification of street/pedestrian route north of 104 Avenue to 105A Avenue, subject

to funding/opportunity; this may also include realignment of the intersection at 104 Avenue;

3. 103A Avenue: Widening to full standard with wide sidewalks/landscaping to open up the City Centre area to King George Highway and create an inviting pedestrian linkage extending from King George Highway to WWRR;
4. Enhance the pedestrian and cycling realm around the station through the installation of street furnishings and safety measures (i.e., shelters, benches, lighting, etc.);
5. Enhance mobility through improved intermodal facilities. This might include design improvements to bus transfer areas, bicycle racks, improved crosswalks and sidewalks for pedestrian, bicycle and wheelchair access;
6. Improve connections for bikes and pedestrians into surrounding neighbourhoods and open space networks. This might include pedestrian controlled signals at intersections, crosswalks dedicated bike lanes, bike paths, improvements to pathways, etc.
7. Implement security elements (lighting, etc);
8. Increase the pedestrian-orientation of the City Parkway through encouragement of pedestrian generating uses and activities and more intensive traffic calming and street redesign (i.e., corner bulges, realignment);
9. Identify strategic private lots for redevelopment; and
10. Look for opportunity to expand civic functions and civic public space in the Centre.

Projects for Medium -Term and Beyond (3 – 10 years and beyond)

The following is a preliminary list of construction projects, or ideas, which are considered important for longer-term implementation of the TOD under the Showcase Program. The list will be modified, fine-tuned, and augmented based on the Urban Design Blueprints to be adopted in the first phase of the TOD project:

1. Establish City Parkway as a mixed-use commercial "high-street". This could involve providing financial incentives to develop mixed-use, street-oriented buildings;
2. Increase the interconnectivity of the street system in the TOD through street realignments or new street connections, constructed as stand-alone projects or in conjunction with the redevelopment of large development parcels; and
3. Infill strategies, parking lot redevelopment, strategies for intense mixed use developments, implementation of underground parking and implementation of low rise residential (4 storey) development over ground floor commercial are all possible elements of projects in this phase.

Expenditures

Planning Costs

In accordance with the work programs described in the Work Program and Timelines Section, the Planning Phase will occur in Years 1 and 2 of this TOD project. A consultant or a consortium of consultants with expertise in consultative planning process, development strategy and urban design will be commissioned to prepare the detailed urban design blueprints, formulate development strategies and actions plans and identify specific short, medium and long term infrastructure improvements and works important for the implementation of the TOD. Working physical or digital models and large-scale physical or digital presentation models will be prepared. It is anticipated that total cost of the Planning Phase, over two years, would be approximately \$250,000 as follows:

- | | | |
|----|-------------|-----------|
| 1. | Consultants | \$100,000 |
|----|-------------|-----------|

2.	Models	75,000
3.	Staff time and miscellaneous expenses	<u>75,000</u>
	Total	\$250,000

Infrastructure Improvement Costs

Infrastructure improvements identified as the short term projects to be constructed in years 1 through year 3 are eligible for funding from the Showcase Program. Order of magnitude estimated costs for these projects are as follows:

1.	Completion of West Whalley Ring Road Link	\$ 750,000
2.	Pathway System through Holland Park	150,000
3.	103A Avenue Widening	2,400,000
4.	City Parkway Upgrading	<u>1,100,000</u>
	Total	\$4,400,000

Detailed requirements of Short Term Projects, numbered 4 to 8, will be established from the Planning Study. It is anticipated that recommended improvements could be in the order of \$1 million.

Total Cost and Surrey's Financial Contribution

The total order of magnitude estimated cost for the Surrey City Centre TOD project, including planning costs and infrastructure costs, as estimated above, would be approximately \$5,650,000. Under the various funding arrangements among the Federal and Provincial Governments, GVRD and GVTA, Surrey is expected to contribute approximately one-third of the costs that could amount to \$2 million over the three-year (2004-2006) duration of the Showcase Program. The Federal money needs to be spent in the 2004, 2005, 2006 fiscal years for planning and construction.