

NO: R210

COUNCIL DATE: October 3, 2016

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## REGULAR COUNCIL

TO: **Mayor & Council**

DATE: **September 29, 2016**

FROM: **General Manager, Engineering**

FILE: **0250-07 (UBCM)**

SUBJECT: **Community Works Fund**

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## RECOMMENDATIONS

The Engineering Department recommends that Council:

1. Receive this report as information;
2. Endorse the revised recommended project selection process and programs that staff will use for project selection as documented in this report; and
3. Direct staff to provide Annual Reporting to Mayor and Council subsequent to the Union of British Columbia Municipalities (UBCM) reporting required as part of the Agreement.

## INTENT

The purpose of this report is to update Council regarding the status of the projects approved for the 2014 and 2015 Community Works funding as part of Corporate Report No. R052; 2015, and to revise the selection criteria for choosing projects to receive future years' Community Works funding.

## BACKGROUND

On May 22, 2014, an Administrative Agreement on the Federal Gas Tax Fund in British Columbia (the "Gas Tax Agreement") was signed between the Federal government, the Province and the UBCM, and came into effect as of April 1, 2014.

The Gas Tax Agreement provides the administrative framework for the delivery of portions of the Federal Gas Tax funding to British Columbia local governments and other recipients over the next ten years. The Gas Tax Agreement in British Columbia is delivered through three program streams: the Community Works Fund (CWF), the Strategic Priorities Fund, and the Greater Vancouver Regional Fund. The Strategic Priorities Fund is available to all local governments outside the Greater Vancouver Regional District, and the Greater Vancouver Regional Fund is for regional transportation projects proposed by TransLink.

The CWF provides funding twice annually to all local governments in British Columbia for expenditures of eligible projects as set out in the Gas Tax Agreement. In order to receive CWF funding, local governments had to sign a new CWF Agreement with UBCM which was executed by the Mayor on April 13, 2015.

The City's funding from this program over the first five years of the Agreement is as follows:

<b>Year</b>	<b>CWF Funding Amount</b>
2014	\$1,386,737.98
2015	\$1,386,737.98
2016	\$1,456,075.68
2017	\$1,456,075.68
2018	\$1,525,510.54

## **DISCUSSION**

Funding from the CWF can be applied to a wide variety of eligible projects and can include construction, renewal, or material enhancement in a broad range of categories. Given this broad range of eligible projects, staff developed non-weighted project selection criteria in order to guide how the CWF should be allocated for City projects. Council approved the selection criteria below:

- Associated with transportation and/or greenhouse gas reduction, given that the funding is a result of the Gas Tax;
- Supportive of the City's Official Community Plan to establish a healthy, sustainable community;
- Supportive of a City initiative and/or other strategic plan;
- Supportive of projects that currently have limited funding availability;
- Opportunities for further funding matching from community partners or other levels of government; and
- Having a project value of not less than \$250,000, given that the City must install signage at projects identifying that they are funded (or partially funded) through the CWF.

### **2014 and 2015 Projects and Status Update**

Based on the project selection criteria above, staff recommended projects to be funded with the 2014 and 2015 CWF. The project locations are identified on the map attached to this report as Appendix "I", and the table attached to this report as Appendix "II" lists the projects including the estimated costs, CWF allocation, costs incurred to December 31, 2015, and status of the projects listed.

Expenditures to date are lower than anticipated for many of these projects as some projects have not commenced the planning stage due to external factors beyond the City's control. Other projects have commenced construction but the City had not been invoiced for the reporting period ending December 31, 2015. All of the 2014 and 2015 CWF projects are anticipated to be fully complete by 2018.

## **Revised Projects Recommendation Process**

As part of the 2015 Report to Council on the CWF, staff recommended that CWF project recommendations be brought forward annually for Council's consideration. The CWF Agreement does not require Council approval of the projects prior to reporting, only that the projects meet the CWF eligible projects criteria.

After the first year of experience, staff are now recommending to revise the approach to instead obtain Council endorsement of the program's focus and selection parameter for the next 5 years, from which staff will select projects identified in the 10-Year Plan. Staff would report to Council annually a summary of the projects that are under construction and have been selected to receive the current year's CWF.

The new approach would also:

- Avoid committing external funding to projects that have not yet received Council approval to construct;
- Improve opportunities for communicating the use of the CWF on successful infrastructure implementation; and
- Maintain annual reporting to Council on the allocation of the CWF.

Staff will inform Council of projects that are intended to receive the CWF allotment in advance of the annual reporting through the recommendations to Council for tender award. For 2016, the projects are listed below and locations are included in Appendix "III".

## **Parameters for Project Selection**

To be consistent with the CWF Project Selection Criteria, staff are recommending that projects be selected from the City's current 10-Year Servicing Plan with a focus on multi-modal transportation improvements and LRT related infrastructure improvement programs. The use of CWF will help to provide supplemental funding to programs that are still heavily oversubscribed, even with Council approved extension of the Roads and Traffic Safety Levy early this year.

Staff recommend that the Cycling Infrastructure, Walking Infrastructure and LRT Station Enhancement programs, as detailed below, be used for project selection by staff for the next 5 years. These programs meet Council's previously approved selection criteria.

### *Cycling Infrastructure*

The Bicycle Network Improvements program provides for the network of on-street cycling lanes and off-street cycling paths to complete the Bicycle and Greenway networks. The program relies heavily on opportunities for matching funding from community partners or other levels of government.

The City has been successful with the Province's Bike BC program and TransLink's Bicycle Infrastructure Capital Cost Sharing Regional Needs (BICCS RN) program; however, both are competition based and cannot always provide 50% cost sharing.

The City will continue to apply for Bike BC and BICCS RN programs and, if unsuccessful or only partial funding is provided, will use CWF allocation to supplement the external funding.

### *Walking Infrastructure*

The Walking Infrastructure program has had a focus on eliminating missing links near schools, and has been successful in prioritizing these locations. The City will continue to prioritize these locations as well as respond to increasing demand for connections to parks, transit and services through funding increases from the Roads and Traffic Safety Levy.

Staff recognize that there is also a need for walking infrastructure that will support the City's LRT initiative, but is outside the scope of the LRT project. While these improvements could potentially be addressed through the existing prioritization process, due to the significant weighting afforded to schools, many of the projects would not be completed prior to the implementation of LRT.

With CWF allocation, walking infrastructure improvements that are supportive of LRT would be advanced. Typical projects would be to provide new pedestrian connectivity and improving or creating new facilities that will increase access to and around LRT stations within 500 – 800 metres (5 – 10 minute walk distance). In addition, local accessibility improvements, such as pedestrian letdowns and crossing treatments, would be advanced.

There are also locations throughout the City where neighbourhoods are within reasonable proximity to future LRT, transit, parks and other services but are separated through natural barriers such as ravines and watercourses, or man-made barriers such as freeways. Providing these neighbourhoods with improved connectivity is important and has been proven to be successful with other projects such as North Creek Bridge, Tynehead Overpass, Pioneer Overpass, and the most recent Bon Accord Bridge.

These projects are typically in excess of \$1 Million and are challenging for the City to fund without funding partners. As a result, the City typically seeks matching funding from senior levels of government. Unfortunately, the typical programs available from senior levels of government cannot achieve a 50% funding level unless it is a specialized program such as the Gateway or Build Canada Fund. If no specialized programs are available, the City will use CWF as a supplemental funding.

### *LRT Station Enhancement*

There are 19 street level stations planned as part of the LRT network in Surrey. LRT stations are typically to be located in the centre of the road with platforms and connections that make it easily accessible for people of all ages and abilities. The stations are anticipated to consist of platforms, shelters, seating, Compass vending machines, closed-circuit TVs for security, real time schedule information, wayfinding information and other associated infrastructure.

The stations provide an opportunity for the City to continue to support cultural arts activity that is inclusive of Surrey's diverse community. Similar art installations programs were applied to the recently completed Edmonton LRT line and the under construction Ottawa LRT line. The use of CWF could supplement the standard LRT station design and project art component.

**2016 Community Works Fund Project List**

<b>Project</b>	<b>Estimated Project Cost</b>	<b>Community Works Fund</b>	<b>Comments</b>
Cindrich Elementary School Sidewalks	\$947,000	\$467,075	400 metres of sidewalk on 89A Avenue, 300 metres of sidewalk on 134A Street, and 140 metres of sidewalk on 134B Street connecting to existing sidewalk infrastructure at Cindrich Elementary School.
Prince Charles Elementary School Sidewalks & Curb Bulges	\$933,600	\$460,000	Over 700 metres of sidewalks and curb bulges on 100 Avenue between 124 Street and 128 Street at Prince Charles Elementary School.
Bon Accord Greenway Multi-Use-Pathway	\$1,467,000	\$250,000	Over 800 metres of multi-use pathway construction on 144 Street from 105A Avenue to 109 Avenue. Will connect Bon Accord Greenway with the recently completed Bon Accord Bridge. Bike BC is providing \$420,000, and the CWF will supplement to provide a total of 50% external costs sharing funding.
Kalmar Road Sidewalk	\$559,400	\$279,000	Over 250 metres of sidewalk on Kalmar Road from Hansen Road to 140 Street. Will provide connections to existing transit service on Hansen Road and to sidewalk infrastructure for James Ardiel Elementary School.
	<b>\$3,907,000</b>	<b>\$1,456,075</b>	<b>TOTALS</b>

These projects are all currently tendered under Contract M.S. 1716-007-11 which was awarded to Lafarge Canada Inc. by Council on April 11, 2016. Construction completion is anticipated by the end of the 2016 construction season. All of these projects are in the project selection programs and meet the project selection criteria. Additionally, the sidewalk infrastructure for Cindrich Elementary School will also improve sidewalk infrastructure in close proximity to the existing 88 Avenue and King George 96 B-Line stop and future LRT planned for this intersection.

**Finance & Technology Review**

The Finance & Technology Department has reviewed this report and has no concerns.

**SUSTAINABILITY CONSIDERATIONS**

The use of CWF to supplement the existing Bridges & Overpasses, Bicycle Network Improvements, and Walking Improvements Programs as well as for future LRT Station Enhancement relate to the Sustainability Charter Themes of Built Environment and Neighbourhoods, Public Safety, and Infrastructure. Specifically, the CWF supports the following Desired Outcomes:

- Neighbourhoods and Urban Design DO 2: 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 infrastructure;
- Transportation Safety DO9: Transportation network supports and provides safe mobility for all ages and abilities;
- All Infrastructure DO5: Public art and heritage are integrated into Surrey's infrastructure;
- Transportation DO11: An integrated and multi-modal transportation network offers affordable, convenient, accessible and safe transportation choices within the community and to regional destinations;
- Transportation DO12: Surrey residents of all ages and abilities have access to active transportation options, enabling them to participate fully in society without the use of a private automobile;
- Transportation SD9: Continue to work with relevant authorities to plan and implement light rail transit in Surrey, and improve transit service throughout the City; and
- Transportation SD11: Ensure the delivery of safe and accessible infrastructure, programs and education to support walking, cycling and transit for all residents.

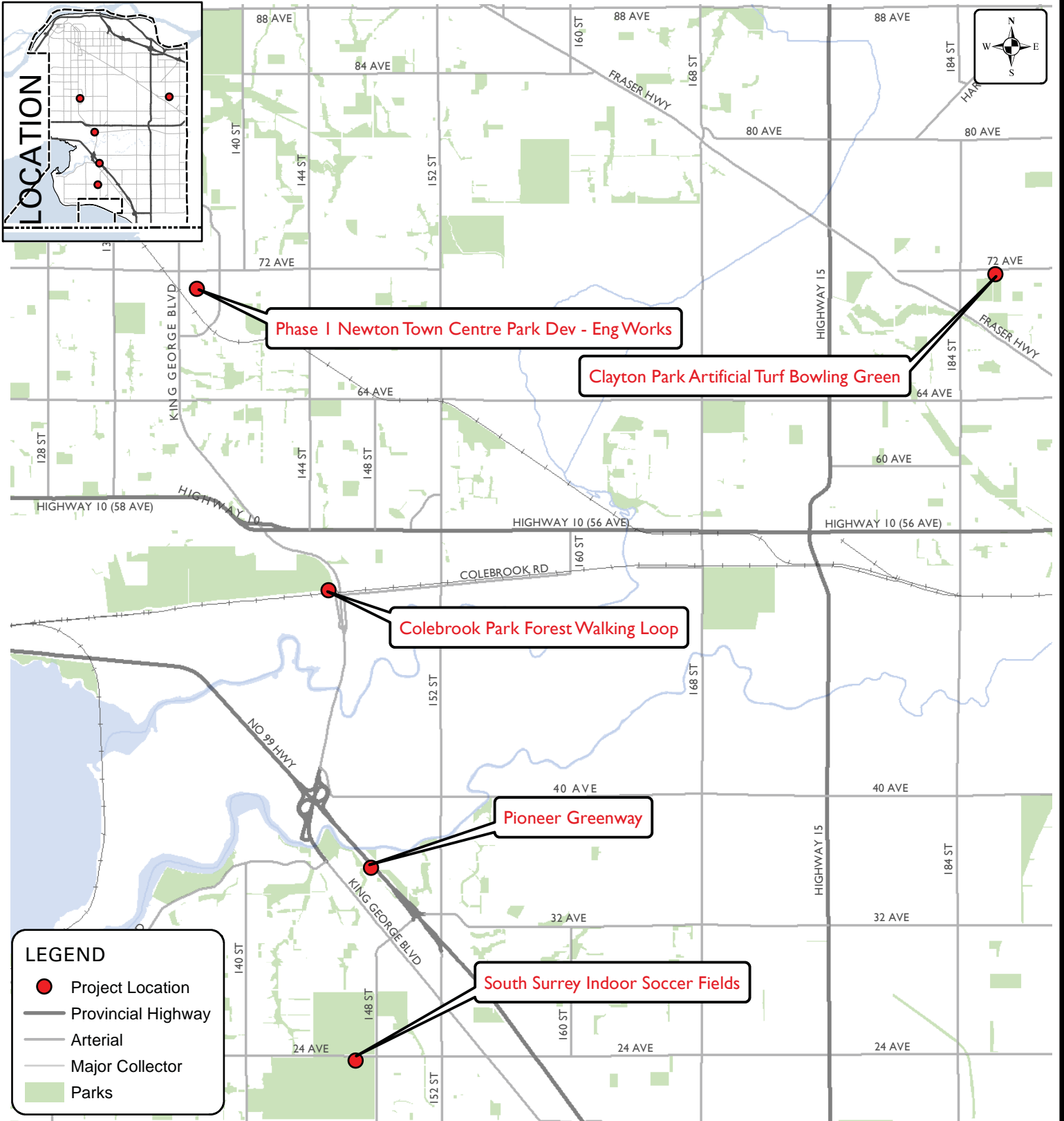
## CONCLUSION

It is recommended that Council support the revised project recommendation process and approve the recommended programs for staff to select projects from for the next 5 years. Staff will continue to report to Council annually on Community Works Fund expenditures, progress, and which projects within the programs were selected.

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

JB/DM/clr/ras

Appendix "I" – 2014 and 2015 Community Works Fund Project Locations  
Appendix "II" – 2014 and 2015 Community Works Fund Project List  
Appendix "III" - 2016 Community Works Fund Project Locations



Produced by GIS Section: 18-Aug-2016, JJR

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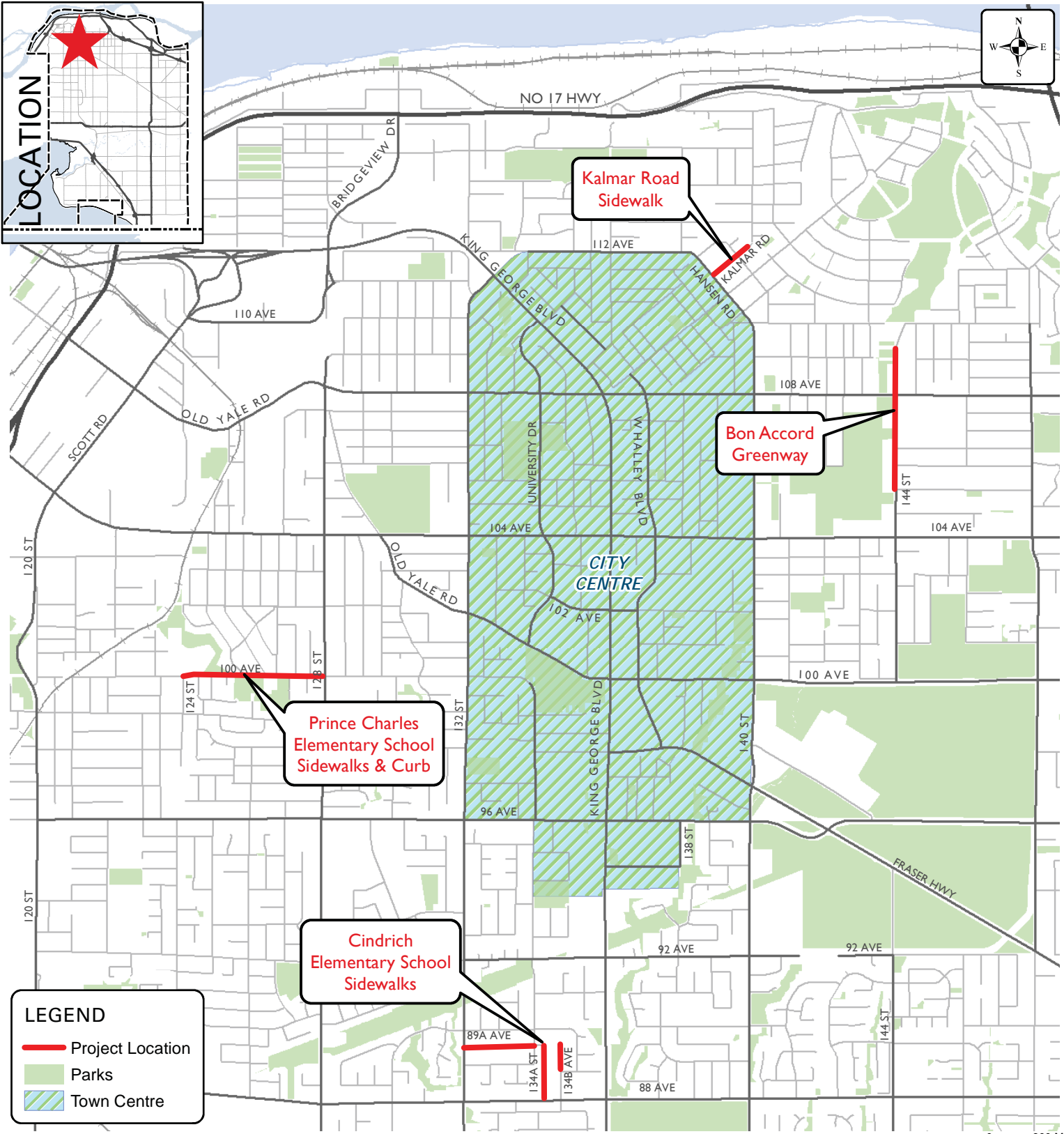
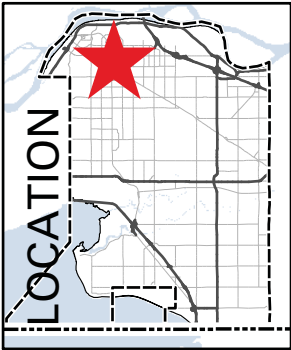
## 2014/2015 Community Works Fund Projects

ENGINEERING DEPARTMENT




## 2014/2015 Community Works Fund Project List

Project	Estimated Project Cost	Community Works Fund	Costs Incurred to Dec. 31, 2015	Status
Newton Town Centre Park Development & Frontage Improvements	\$700,000	\$600,000	\$0	The project has not progressed beyond conceptual lay-out. Planning and design will commence once Council has approved the Newton Town Centre Plan.
South Surrey Soccer Association Indoor Soccer Fields Partnership	\$2,000,000	\$250,000	\$0	The project is still in the planning stage. Work is anticipated to begin in January 2017. The City's contribution will help provide additional parking for general park usage.
Pioneer Greenway - 14700 Block Winter Crescent	\$500,00	\$250,000	\$3,758	Project design has been awarded to AMEC Foster Wheeler and is in the design phase.
Colebrook Park Forest Walking Loop	\$250,000	\$250,000	\$14,208	Survey work and ecological assessment are complete. Parking lot pre-loading has been installed and trail construction has commenced. When complete, the park will have 1.5kms of walking trails and a parking lot for community access.
Clayton Park Artificial Turf Bowling Green	\$600,000	\$600,000	\$0	The project is under construction and will be completed in Fall of 2016. The project will allow for year-round play and will greatly reduce operating costs for the facility.
Newton Town Centre Initial Road Network Improvements	\$425,000	\$425,000	\$0	The project has not progressed beyond the conceptual design. A Terms of Reference has now been issued for the design phase.

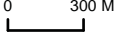




**LEGEND**

-  Project Location
-  Parks
-  Town Centre

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Scale: 1:30,000 



# 2016 Community Works Fund Projects

## 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.