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**SUBJECT: INFRASTRUCTURE UPDATE**

**PURPOSE**

This report, providing the Victoria Regional Transit Commission (the “Commission”) with an update on transit-related infrastructure projects in the region, is presented for **INFORMATION**.

**DISCUSSION**

**ACTIVE PROJECTS:**

**BC Transit Bus Shelter Program**

Federal funding approval for the shelter program was received in July 2018. Federal funding will provide up to 40 per cent of eligible shelter costs for three years of funding through the Investing in Canada Infrastructure Program (ICIP).

In November 2019, the 2019/20 program was expanded to accommodate a total of 47 shelters across the province and 21 of these shelters are within the Victoria region. As of the end of January 2020, a total of 15 shelters have been installed.

<b>Region</b>	<b>Number of Shelters</b>	<b>Number of Shelters Installed</b>
Saanich	7	4
Victoria	5	3
Oak Bay	1	1
Sidney	1	1
Central Saanich	2	1
View Royal	2	2
Langford	3	3
<b>TOTAL</b>	<b>21</b>	<b>15</b>

**CNG Fueling and Facility Modifications**

BC Transit announced its Low Carbon Fleet Program in July 2019. This sets targets for transitioning the fleet to electric power with interim application of Compressed Natural Gas (CNG) and makes an immediate commitment to no longer purchase diesel heavy duty buses. To achieve this commitment, CNG buses are being introduced in Victoria. BC Transit contracted Clean Energy to build and operated a CNG fueling station at the Langford Transit Centre (LTC) site.

In June 2019, BC Transit approved a business case to fund the required upgrades to LTC and the Victoria Transit Centre (VTC) facilities in order to achieve compliance for the maintenance of CNG buses. CNG fueling infrastructure being constructed includes natural gas compression and dispensing components. Facility upgrades to facilitate maintenance of CNG buses include gas detection, safety alarms, and air evacuation system upgrades. The station and the initial phase of facility upgrades remain on target to enter service within the first months of 2020 and will enable replacement of the aged fleet in Victoria. Remaining facility upgrades are forecasted to be complete in the summer.

## **handyDART Centre**

To support growth in ridership for both conventional and handyDART services in the region, significant investments are being made in new, purpose-built transit facilities that can support expanding a low-carbon fleet. The first phase is construction of a new handyDART centre at 2401 Burnside Road in View Royal. Moving handyDART operations to this new facility enables redevelopment of the present Glanford Road site in Royal Oak to enable conventional service expansion through construction of a new operation and maintenance facility. The handyDART centre, which allows expansion of the handyDART fleet to over 100 buses, is planned to open in 2023.

The handyDART centre will be the first BC Transit facility to meet Leadership in Energy and Environmental Design (LEED) requirements. At opening, the fleet will be gasoline fueled and will include the ability to deploy electric buses once available. The development will meet or exceed all Provincial and Federal environmental protection standards. The work will introduce improvements on both West Burnside Road and Watkiss Way and BC Transit will work in partnership with the Town of View Royal to meet all development requirements.

To engage the community on this development, BC Transit initiated a holistic communications plan. The plan establishes a neighbourhood working group to work closely with the project team and inform public engagement opportunities. In parallel, BC Transit is consulting indigenous groups.

## **Island Highway Transit Priority Plan**

BC Transit has procured engineering services to complete design work to advance designs for transit priority measures on the Island Hwy between Goldstream and Highway 1. It is anticipated that the next phase of work will commence in early February and be completed by the summer of 2020. Once these activities are complete, a request for project funding will be presented to the Commission and the Ministry for approval.

## **PROJECTS IN PLANNING OR DEVELOPMENT**

### **Westshore Transit Priority Action Plan**

Through the Westshore Transit Priority Action Plan, BC Transit is continuing to advance plans for transit priority in the Westshore that align with the development of the Westshore Rapid and Frequent Transit Network. A Technical Advisory Group (TAG) was held with the Ministry of Transportation, City of Colwood, City of Langford and the Capital Regional District staff. The purpose of the TAG meeting was to confirm transit corridors and priority options that are now being assessed through a multiple account evaluation to develop final recommendations. A final report will be provided to the Commission with recommended concepts and associated costs in June. If the Transit Commission and local governments endorse the recommendations, BC Transit will work with local governments to complete detailed design and costing, as well as conduct community engagement as needed.

### **Ministry of Transportation Transit Related Projects**

There are a number of transit infrastructure initiatives that BC Transit is moving forward with the Ministry of Transportation (MOTI) including:

- **Hwy 14 Connie Rd to Glinz Lake Rd Realignment and Park & Ride** – The highway 14 realignment includes a new park & ride near Connie Rd and new transit stops with bus pullouts to improve safety and passenger amenities
- **Southbound Bus Lane Tillicum to Cloverdale** – Construction of the southbound bus lane continues to progress on Hwy 1 and is expected to be open in early 2020. The project includes new bus stops and transit shelters at Tillicum, Boleskine and Cloverdale

- **Northbound Helmcken Weave Lane & Transit Improvement Study** – MOTI has initiated a study that will evaluate additional transit priority treatments on the north side of Hwy 1 between the Helmcken Interchange and the Colwood Interchange. Transit priority options will be linked to options that BC Transit have developed on the Island Hwy with View Royal and Colwood.
- **Uptown Transit Exchange** – Through the South Island Multi-Modal Transportation Study, transit exchange design options and transit priority concepts are being developed to support the advancement of a Transit Hub. This hub in the Uptown Area was identified in the Transit Future Plan and Saanich's Uptown-Douglas Corridor Plan. The existing Transit Hub features were established between 2016-2018 and include two bus stops and a transit only signal on Carey Road.

## **Operations and Maintenance Facilities Master Plan**

BC Transit is in the process of procuring a consultant to develop an update of the 2013 Victoria Regional Facilities 25-Year Master Plan (the Plan) to prioritize and advance strategic investments and align with planned transit system growth and the introduction of the Provincial Low Carbon Fleet Strategy. The plan will assess the manner in which BC Transit facilities presently serve the needs of its operations and how BC Transit will meet future facilities' needs; including administration, operations, maintenance and parts warehousing.

The objectives of the Plan are to:

- Increase short-term maintenance and bus storage capacity at the Langford & Victoria Transit Centres;
- Modernization of the Victoria and Langford Transit Centres facility operations;
- Support the low carbon fleet strategy by developing a facility investment strategy to support 10 battery electric buses and compressed natural gas buses;
- Plan for future facility needs with Victoria Regional Transit System fleet growth scenarios and a Provincial Parts Distribution Centre.

The Facilities Master Plan is to be delivered in a two stage process. The first stage will deliver short term actions that can be immediately implemented to increase maintenance and bus storage capacity, as well as functional planning and scenario development. The second stage deliverable will be a comprehensive report that will highlight existing issues, project future growth, and develop functional requirements, engineering concepts, order of magnitude costs, and a phased investment workplan. The study will provide inputs for future project business case(s) to support provincial and federal funding application(s) such as the Investing in Canada Infrastructure Program (ICIP). Phase 1 of the study is expected to be complete in July 2020.

## **RECOMMENDATION**

It is recommended that the Commission receives this report for **INFORMATION**.

Respectfully,

Levi Timmermans  
Director, Infrastructure Management