
PURPOSE

To provide the Commission with a summary report of operations and maintenance facilities planning and associated land holdings in the Victoria region to support the future growth of the Victoria Regional Transit System. This report is presented to the Commission for **INFORMATION.**

BACKGROUND

In 2011, the Transit Future Plan for the Victoria region was approved by the Victoria Regional Transit Commission. The Transit Future Plan envisions the Victoria region's transit network 25 years from now, and describes what services, infrastructure and investments are needed to meet the plan's goals and objectives.

The plan prioritized transit investments and identified an implementation strategy to best meet the existing and future needs of the region. Significant operations and maintenance capacity expansion for both conventional and custom systems was one of the infrastructure recommendations made to ensure ongoing transit growth in the region could be sustained.

BC Transit has since completed a Victoria Regional Facilities Master Plan which was presented to the Commission in May 2013. The study included a comprehensive review of the existing and future operational and maintenance facility demands required to align with the directives in the Transit Future Plan. The Facilities Master Plan reconfirmed that service growth in the Victoria region will be constrained until such time as a new conventional operating facility can be constructed, and the custom facility is relocated to a larger site. In addition, modifications to existing infrastructure at the Victoria Transit Centre (VTC) and Langford Transit Centre (LTC) are required to meet life safety seismic requirements.

In anticipation of future development requirements, and in response to the findings in the above planning studies, BC Transit has worked with the Province and acquired strategic land holdings that will assist in meeting some of the operations and maintenance facility capacity requirements in the near future. Additional land acquisition will still be necessary to meet the requirements for a third conventional operations and maintenance facility.

DISCUSSION

Operations and Maintenance Facilities Requirements

The Facilities Master Plan recommended the following project phasing as related to operations and maintenance facilities. All phases are subject to business case development.

1. Phase 1 (2014-2016): VTC Garage & Paint Shop Replacement/Repair - \$TBD

- The east shop at VTC, which contains body bays, a paint booth, inventory stores, and office space, has met the end of its life and requires significant life safety seismic upgrades. It is expected the east shop will be demolished, given the high costs to retrofit the building. The removal of parts of the building will also reduce facility stores capacity, resulting in insufficient inventory space. Detailed evaluation of this project phase is underway, including whether the body shops and paint booth should be reconstructed at LTC to alleviate parking constraints at VTC, or if any of these functions should be outsourced to a third party provider. In addition, this project will address requirements for stores inventory and other space affected by the demolition of the east shop. A business case is expected in the spring or early summer of 2014.

2. Phase 2 (2014-2018): Land Acquisition & Construction of Third Conventional Facility - \$60.0M

- The Facilities Master Plan recommends the development of a third conventional operating and maintenance facility for the conventional fleet. In order to meet projected growth for the next 25 years, approximately 13 acres will be required. A land search is now underway that will investigate options presently on the market, partnership opportunities with other public agencies, and land assembly opportunities. All property options will be evaluated against a set of criteria including, but not limited to, location, deadhead costs, zoning, shape, topography, site servicing, and availability. The third conventional operating and maintenance facility is expected to require 20 maintenance bays, administration space, stores, bus washing and fuelling infrastructure for diesel and possibly CNG, and accommodate all vehicle types including future provisions for articulated buses. An update on available land will be provided in the spring or early summer of 2014. Construction is not scheduled to commence until 2016 earliest.

3. Phase 3 (2016 - 2017): Relocate Victoria handyDART – Glanford Site Upgrade - \$5.0M

- The Master Plan reconfirmed the need for an expanded custom transit facility and recommended land owned by BC Transit at 4196 Glanford Avenue and 4210 Commerce Circle as an optimal relocation option. Together, these two properties would provide over three acres and would accommodate the custom fleet for the next 25 years. A portion of the existing buildings and infrastructure at 4196 Glanford Avenue could be reutilized. This project would involve upgrades to site works, the existing maintenance garage, and the installation of bus washing and fuelling infrastructure. It is anticipated that the existing handyDART facility at 4206 Commerce Circle could be sold to offset a portion of the construction cost of this phase. Work has not yet commenced on this project. Figure 1.1 illustrates the location of the existing handyDART facility in relation to the two additional properties owned by BC Transit.

Chair & Members
Victoria Regional Transit Commission
February 18, 2014
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Respectfully,

A handwritten signature in black ink, appearing to read 'Manuel Achadinha', written in a cursive style.

Manuel Achadinha
President and Chief Executive Officer

