
SUBJECT: University of Victoria Transit Exchange Refurbishment

PURPOSE

This report is requesting **APPROVAL** from the Victoria Regional Transit Commission (the “Commission”) for the Commission’s share of funding for the refurbishment of the northwestern portion of the University of Victoria’s transit exchange.

BACKGROUND

The University of Victoria (UVic) is the second-largest transit destination of transit routes in the Greater Victoria region. Over 17,000 trips arrive or depart UVic each day by transit, amounting to more than a quarter of all trips between the university and other sites. Transit ridership at UVic has increased more than 60 per cent since 1999, driven primarily by the student U-Pass program. The Commission increased transit service to UVic more than 50 per cent during the same period.

To achieve the University Campus Transit Plan, bus ridership at UVic will need to grow with the university population. Historic trends point to future 20 year population growth from 23,600 to 42,000^[1] resulting in daily transit ridership increasing from 20,000 to near 60,000^[2] passenger trips per day.

In 2011, the Commission adopted the vision articulated in the Victoria Region Transit Future Plan (TFP). The TFP recommended new rapid transit lines and increased frequency to and from the University. Eight Local Area Transit Plans and a University of Victoria Campus Transit Plan have been developed to focus Victoria region transit service and infrastructure investment priorities over a five to seven year timeframe.

In response to these plans, BC Transit partnered with UVic to expand its transit exchange (Phase 1 – 2015), adding 10 bus bays, transit shelters and customer information elements adjacent to the existing transit exchange on the opposite side of Finnerty Road. Phase 2 of UVic based investment is the refurbishment of the original exchange constructed in 1995. After 25 years in service this infrastructure requires refurbishment to replace damaged / failed bus pads and asphalt paving, upgrade bus shelters and passenger information in alignment with the Phase 1 exchange. Minor redevelopments are essential to address safety concerns and improve the overall passenger experience.

BC Transit and UVic engaged an external engineering consulting team to provide redevelopment concepts, including Class D cost estimates. BC Transit and UVic confirmed a preferred option as shown in Figure 2 below. This concept will bring the remaining exchange up to a similar standard established by the Phase 1 work and addresses remaining pedestrian

^[1] This growth rate is based on historic campus population growth.

^[2] Based on the historical ridership lifts due to enrolment growth

safety concerns while adding designated layover bays to support transit operations. The project also enhances four bus stops located on Ring Road. This project will improve the overall customer experience and increase transit capacity to support increases to service levels.

Figure 2: Concept Layout



The project will address the following key Issues shown in Figure 1.

- Existing BC Transit infrastructure servicing UVic is past its life and showing significant wear and is anticipated to require significant on-going maintenance if not refurbished.
- The reorganization of transit services following the Phase 1 development consolidated crosstown routes in Phase 1 bays and downtown routes in Phase 2 to minimize passenger confusion at the exchange. With increased service between UVic and Downtown, the Phase 2 area with present bus layover practices is at capacity. The creation of designated layover bays is required to optimize the use of passenger serving bays and accommodate future expansion.
- Existing bus shelters are worn and are not consistent with the BC Transit design incorporated into the Phase 1 development.
- Overall lighting, signage, landscaping and walkways need to be refined to direct pedestrian traffic safely throughout the Phase 2 area.
- Passengers moving between the Phase 1 and Phase 2 exchange cross Finnerty Road in a haphazard and random manner, posing a risk to themselves and road users.
- Passengers alighting buses at Ring Road stops tend to cross in front of the bus about to depart, delaying them and increasing the risk of injury to these passengers.

DISCUSSION

The refurbishment and enhancement to the original UVic exchange is estimated to cost \$3.6 million dollars. This project is eligible under the Investing in Canada Infrastructure Program (ICIP) funding as a refurbishment project. ICIP funding for refurbishments contribute 50 per cent of eligible costs, and provincial funding contributes 40 per cent. UVic has agreed to share the local government's contribution to the project. It is estimated that the Commission share of project costs is 7 per cent of the total project costs, which is estimated to be \$230,000. BC Transit will apply to secure federal and provincial funding through ICIP once the project is approved by the Commission and the BC Transit Capital Program and Budgeting Committee (CPBC). Table.11 below illustrates the capital budget for the recommended option.

Table.1 - Capital Budget

CAPITAL EXPENDITURES		Base	PST (7%)	Contingency	Total
	Eligible Child				
1020 - 1810	Project Management - External Services	\$ 202,714		\$ 10,136	\$ 212,850
1020 - 1815	Project Management - Travel/Business Expenses	\$ 12,500		\$ 625	\$ 13,125
1030 - 1810	Design - External Services	\$ 334,212		\$ 16,711	\$ 350,923
3260 - 1810	Exchanges/P&R - External Services	\$ 2,000,151		\$ 100,008	\$ 2,100,158
3270 - 1830	Bus Shelters - Asset Purchase	\$ 638,855	\$ 44,720	\$ 34,179	\$ 717,754
	SUB-TOTAL	\$ 3,188,432	\$ 44,720	\$ 161,658	\$ 3,394,809
	Ineligible Child				
1020 - 1805	Project Management - Internal Labour	\$ 163,263		\$ 8,163	\$ 171,426
	SUB-TOTAL	\$ 163,263	\$ -	\$ 8,163	\$ 171,426
TOTAL BUDGET (incl. taxes, contingency)		\$ 3,351,695	\$ 44,720	\$ 169,821	\$ 3,566,236

Once ICIP funding is secured BC Transit and UVic will negotiate a project agreement for the delivery of the Project and amend the 2014 License Agreement between the Parties ("2014 License Agreement") to include the Phase 2 area, and such other amendments as the Parties agree. UVic will deliver construction of the improvements with planned completion ahead of the fall 2022 university semester. Once the project is completed and in service, a facility lease fee will be charged to the Transit Commission to fund their share of the cost of the project over the life of the asset.

RECOMMENDATION

It is recommended that the Commission **APPROVE** the Commission's share of funding for the refurbishment of the UVic Transit Exchange to allow for future budget development.

Respectfully,

James Wadsworth
Manager, Project Development