



## **Transit Network Expansion Update**

**Date:** September 15, 2021  
**To:** TTC Board  
**From:** Deputy Chief Executive Officer  
Chief Capital Officer

### **Summary**

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Within the next 10 years, the TTC rapid transit network will expand by approximately 60 kilometres, the streetcar network will be extended along the Toronto waterfront, and the space dedicated to fast and reliable bus services will increase. TTC network capacity improvements are proceeding in parallel to meet future public transportation demands. The expanded network will support economic growth in the city and the region, increase the number and geographic coverage of accessible transit services and facilities, and will provide new rapid transit to serve communities and residents of Neighbourhood Improvement Areas (NIAs).

The TTC's objective during this period of transformation is to continue to deliver the best possible transit experience for our customers through safe, reliable, accessible and seamless end-to-end journeys. To achieve this, the TTC is closely involved in all aspects of transit expansion working with Metrolinx, Infrastructure Ontario, York Region, Waterfront Toronto and key divisions at the City to advance the projects outlined in this report.

This report is an update to the February 2021 Transit Network Expansion report.

### **Recommendations**

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It is recommended that the TTC Board:

1. Receive a general update on transit expansion projects.
2. Authorize the Chief Executive Officer to negotiate and execute any agreement with Metrolinx and/or the Province for the TTC to procure on behalf of Metrolinx the trains required for the Line 1 Yonge North Subway Extension and Line 2 Scarborough Subway Extension, subject to a full funding approval from Metrolinx and/or the Province of expansion trains.

## Financial Summary

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There are various financial implications associated with the Transit Expansion Program

### Provincial LRT Program: ECLRT (Line 5) Operating and Maintenance Costs

Notwithstanding that Line 5 is owned by the Province of Ontario, the Agreement in Principle entered into by the City and the Province established TTC as the operator of the new Line 5 and the City of Toronto the funder of operating and maintenance costs, with all fare and non-fare revenue to be received by the TTC/City. The costs detailed in the table below represent preliminary pro-rated operating costs for Line 5, which were developed through the 2022 operating budget process, excluding any revenues or savings from bus service changes. These estimates were based on the TTC's current mobilization timeline. Funding for 2022 will be requested and considered by the TTC Board and City Council during the 2022 Operating Budget process. Funding for 2023 and beyond will be requested and considered in future operating budgets.

| <b>Preliminary Line 5 Operating Costs (\$M)</b>                            | <b>2021</b> | <b>2022</b> | <b>2023</b> | <b>Total</b> |
|--|-------------|-------------|-------------|--------------|
| <b>Labour and Benefits</b>   | <b>3.8</b>  | <b>16.9</b> | <b>6.0</b>  | <b>26.7</b>  |
| <b><u>Non-Labour Costs</u></b>   |             |             |             |              |
| Maintenance Contract (as provided by MX)                                   | -           | 16.6        | 22.2        | <b>38.8</b>  |
| Utilities & Traction Power   | -           | 3.5         | 5.2         | <b>8.7</b>   |
| Other non-labour including faregate maintenance, uniforms & start up costs | 0.7         | 1.8         | 2.5         | <b>5.0</b>   |
| <b>Subtotal Non-Labour</b>   | <b>0.7</b>  | <b>21.9</b> | <b>30.0</b> | <b>52.5</b>  |
| <b>Total Cost</b>  | <b>4.5</b>  | <b>38.8</b> | <b>36.0</b> | <b>79.3</b>  |
| <b>Total Headcount</b>   | <b>241</b>  | <b>241</b>  | <b>236</b>  | <b>236</b>   |

### Provincial Priority Subways Program

#### *Planning and Development Phase Costs:*

As previously reported, on July 23, 2019 the Province enacted a regulation (O. Reg 248/19) that designated the Scarborough Subway Extension, Yonge North Subway Extension and Relief Line South and North as 'sole responsibility projects' of Metrolinx. Effective August 30, 2019, consultant contracts related to the three transit expansion projects were reassigned to Metrolinx from the TTC as a result of the Province's legislated authority to transfer assets, liabilities, rights and obligations related to the projects from the TTC to Metrolinx. TTC costs up to August 31, 2019 for these projects totalled \$239 million for which full funding was previously received by the TTC from the City. The Province has in turn committed to reimbursing the City for these incurred expenditures, pending a review, which has commenced but yet to be finalized.

### *TTC's Project Assurance Responsibilities*

As previously reported, the TTC incurs costs associated with its project assurance role, requiring technical reviews and project monitoring during the project delivery phase of transit expansion projects. This is to ensure projects meet TTC standards and requirements as well as system integration.

In February 2021, the Board authorized the Chief Executive Officer to enter into a resource agreement with Metrolinx for a 5-year term to fund TTC resources required to undertake Metrolinx work for the Provincial Subways Program. Metrolinx has committed to fully funding costs for 34 dedicated temporary staff positions over the period 2021 to 2025. The TTC and Metrolinx will review resource requirements annually and the TTC will report any complement changes to the Board as part of the annual budget process.

Based on identified and agreed-to resource requirements, the TTC's 2021 Operating Budget was amended to increase gross expenditures by \$7.78 million and \$0 net to reflect the addition of 34 temporary positions to be fully funded by Metrolinx.

In addition, the Board delegated authority to the Interim Chief Financial Officer to authorize a further increase in complement and gross costs. Any changes authorized under this delegated authority will be reported to the Board in future quarterly financial variance reports.

### *Subway Fleet:*

In addition to the TTC's need for 80 additional subway trains required for Line 1 growth and Line 2 train replacement by 2031, the Province requires new subway trains for the YNSE and SSE. To achieve economies of scale and reduce program complexity, the TTC will procure the 15 new subway trains required for the YNSE and SSE on opening day as part of the TTC's larger subway train procurement, subject to provincial funding being provided to cover their full costs. The full cost of the expansion trains is not known at this time and would be the subject of a future report to the Board, if and as required.

## **Equity/Accessibility Matters**

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The TTC believes that all customers should enjoy the freedom, independence and flexibility to travel anywhere on its transit system. The TTC is working to make the system barrier-free and TTC services and facilities accessible. The TTC's commitment to providing safe, reliable, accessible and inclusive service is also at the forefront of its 2018-2022 Corporate Plan.

The overall transit expansion program will create greater transit and ridership equity, contributing to equitable access to jobs, education and communities. Upon the completion of the projects described in this report, all of the city's Neighbourhood Improvement Areas (NIAs) will be within walking distance or a short bus/streetcar ride to connect to rapid transit.

All new stations, including interchange stations and connections to existing TTC facilities, will be designed to be accessible and in accordance with the Accessibility for Ontarians with Disabilities Act, 2005 (AODA) and the Ontario Building Code. Features will include redundancy for vertical circulation and application of the most recent best practices for accessible design. All rapid transit stations will be designed to provide connectivity with TTC Wheel-Trans, broadening the Family of Services.

As requested by the Board, Metrolinx has committed to conduct meaningful engagement with the TTC's Advisory Committee on Accessible Transit (ACAT) as part of the Project Specific Output Specification (PSOS) review and design review for all projects within the provincial programs. This process began in August 2021 when ACAT's Design Review Subcommittee was consulted on the subway program accessibility requirements to be included in each subway project PSOS, as well as specific requirements and early concept designs for the stations to be built as part of the Ontario Line project. It is expected that Metrolinx will return to ACAT by Q4 of 2021 to discuss PSOS requirements for the Scarborough Subway Extension (SSE), Yonge North Subway Extension (YNSE) and Eglinton Crosstown West Extension (ECWE), as well as in the future during the design review process for each station.

## **Decision History**

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A detailed transit expansion decision history is described on page five of the February 10, 2021 report to the Board linked below.

[http://www.ttc.ca/About the TTC/Commission reports and information/Commission meetings/2021/February 10/Reports/8 Transit Network Expansion.pdf](http://www.ttc.ca/About%20the%20TTC/Commission%20reports%20and%20information/Commission%20meetings/2021/February%2010/Reports/8%20Transit%20Network%20Expansion.pdf)

## **Issue Background**

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All of the TTC network expansion projects make transit service better in Toronto and improve connections to and integration with the broader regional transit network. Updates on the TTC's key interests in individual major transit expansion projects are in the body of this report. Greater detail about these projects is available in Appendix 2.0 of the [February 10, 2021 Transit Network Expansion](#) report.

## **Comments**

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### **Toronto Rapid Transit Network Expansion**

Major expansion to the TTC network is underway. Since the February 10, 2021 update to the Board, the Line 4 East Extension and the Exhibition Loop/Dufferin Gate Loop Streetcar Extension are newly included in Table 1.0 below.

Table 1.0 Rapid Transit Network Expansion Projects and Programs

| TTC Line  | Program                           | Project  | Current Phase   | Anticipated In-Service | Details    |
|---|-----------------------------------|--|---|------------------------|------------|
| Network Transit Control Integration – TTC Transit Control |                                   |  | Conceptual Design   | 2028                   | Page 6     |
| Line 1 Yonge-University and Line 2 Bloor-Danforth         | Priority TTC Capacity Enhancement | Bloor-Yonge Capacity Improvements Project        | Stage Gate 3  | 2029**                 | Page 6     |
| Line 5 Eglinton   | Provincial LRT Program            | Eglinton Crosstown                               | Construction  | 2022*                  | Page 7     |
| Line 6 Finch West   |                                   | Finch West LRT                                   | Construction  | 2023*                  | Page 7     |
| Line 1 Yonge-University                                   | Provincial Subway Program         | Yonge North Subway Extension                     | Planning  | 2029-2030*             | Pages 7-11 |
| Line 2 Bloor-Danforth                                     |                                   | Scarborough Subway Extension                     | Advance Tunnel Contract: Awarded; Stations/Systems, Planning<br>Kennedy Enabling Works, Detailed Design | 2029-2030*             | Pages 7-11 |
| Future Line 3   |                                   | Ontario Line                                     | Planning/Procurement  | 2030*                  | Pages 7-11 |
| Line 5 Eglinton   |                                   | Eglinton Crosstown West Extension                | Advanced Tunnel Contract: Awarded; Stations/Systems, Planning   | 2030-2031*             | Page 7     |
| Line 5 Eglinton   | Priority City Expansion           | Eglinton East LRT Extension                      | Planning  | TBD                    | Page 13    |
| Various streetcar routes                                  |                                   | Waterfront Transit Network - Waterfront East LRT | Preliminary Design and Engineering  | TBD                    | Page 11    |

| TTC Line                            | Program                   | Project   | Current Phase                | Anticipated In-Service | Details |
|-------------------------------------|---------------------------|---|------------------------------|------------------------|---------|
|                                     | Waterfront Transit        | Waterfront Transit – Exhibition Loop-Dufferin Gate Loop | Preliminary Design           | TBD                    | Page 12 |
| Various TTC and regional bus routes | Bus Rapid Transit (BRT)   | Durham – Scarborough BRT                                | Preliminary Design           | TBD                    | Page 12 |
|                                     |                           | Dundas BRT  | Concept Definition           | TBD                    | Page 12 |
| Line 4                              | Provincial Subway Program | Line 4 Sheppard East Extension                          | Concept Definition (assumed) | TBD                    | Page 13 |

\* Based on schedule provided by Metrolinx; \*\*Targeted in-service date of new Line 2 platform

## Network Transit Control Integration

An integrated Transit Control facility is critical for the safe and integrated operation of the existing transit network and the expanded transit network discussed in this report. The TTC plans to house all Transit Control functions up to 2045 in one facility.

This facility is expected to incorporate the Transit Control needs of the TTC’s current transit infrastructure and modes (subway, streetcar, LRT, and bus) with allowances for growth and the Transit Control needs of new lines and line extensions. As such, the project is partially dependent on the successful delivery and integration of the Metrolinx and City projects outlined in this report into the TTC network.

The project, which is fully funded in TTC’s 2021-2030 Capital Budget and Plan, is currently in the conceptual design phase and the facility is expected to be operational in 2028.

## Priority TTC Capacity Enhancement

Priority TTC capacity enhancements are TTC capital programs that address critical capacity issues on the existing network, primarily at the Bloor-Yonge Station interchange. The Bloor-Yonge Capacity Improvements project has progressed to Stage Gate 3 to establish the overall project preliminary design baseline definition for project scope, schedule, and cost, as well as the recommended project delivery strategy with the details to be included in a report to the TTC Board in late 2021.

Bloor-Yonge Station is a key pre-condition for further network expansion planned by the Province/Metrolinx, including the Yonge North Subway Extension. The opening of the

new platform on Line 2 eastbound at Bloor-Yonge Station is being co-ordinated to meet the timing of the Yonge North Subway Extension as well as the Ontario Line.

### **Provincial LRT Program**

The TTC continues its mobilization efforts targeting a 2022 opening date for Line 5 and a 2023 opening date for Line 6, while working closely with Metrolinx pending an updated project schedule with an official opening date. In the absence of an official opening date, the TTC’s mobilization effort is based on a planned opening date of July 31, 2022 for Line 5.

#### *Operational Readiness*

TTC staff continue to make progress in the negotiation of the Train Operator Services Agreement (TOSA), in addition to supporting the City of Toronto with the negotiation of the Municipal Operating and Maintenance Funding Agreement (MFA). Both are expected to be final later this year.

Activities to ensure Line 5 operational readiness by July 31, 2022 are underway and in the remainder of 2021 these will include the start of Line 5 operational staff recruitment consistent with the TTC’s commitment to embrace diversity and embed equity in every facet of the organization and the occupation of the TTC’s LRT Black Creek Operating Division. The TTC will be ready to adapt its readiness activities as required once the official Line 5 opening date is confirmed.

As the operator of Line 5 and the TTC network, it is critical that the TTC be engaged in testing, commissioning and safety certification of the ECLRT to ensure the successful operational acceptance of the project. Testing, commissioning and safety certification processes for the ECLRT are underway and discussions are ongoing between Metrolinx and the TTC regarding the TTC’s role and responsibilities in relation to this process.

#### *Provincial LRT Program 12 Months Major Milestones*

| <b>Milestone Description</b>   | <b>Completed</b> | <b>Upcoming</b> |
|--------------------------------|------------------|-----------------|
| Line 5 Staff Recruitment Start |                  | November, 2021  |

### **Provincial Priority Subway Program**

In April 2019, the Province of Ontario announced a new priority subway plan that includes four projects, collectively known as the Provincial Priority Subway Program:

- Yonge North Subway Extension (YNSE) project (Line 1 Yonge Extension);
- Scarborough Subway Extension (SSE) project (Line 2 East Extension);
- Ontario Line (OL) project (which will become the new Line 3); and
- Eglinton Crosstown West Extension (ECWE) project (Line 5 West Extension).

This bold program is the largest subway expansion plan in Canadian history and will significantly serve the city; contributing to equitable access to jobs, education, and communities. The TTC's expectation is that customers travelling on the expanded network will experience a seamless and consistent journey. A seamless journey includes but not limited to fares, wayfinding, and customer experience, that is consistent across the TTC network.

Additional program information is below and in the [February 10, 2021 Transit Network Expansion](#) Board report.

## **Provincial Subways Program Roles and Responsibilities**

Clarity of roles and responsibilities during project delivery and upon operation is critical to successfully integrating transit expansion projects in to the City of Toronto and surrounding municipalities.

The Provincial Subways Program '[Preliminary Agreement](#)' was entered into by the City Manager and the Deputy Minister, Ministry of Transportation on November 4, 2019. One of the terms of the agreement states:

(Term 19) The Province will define with the City, through 'Operating & Maintenance (O&M) Agreements' for the Provincial Projects, the specific roles and responsibilities of the parties, including (but not limited) to:

- (a) The performance of all maintenance functions; and,
- (b) The associated funding responsibilities of all maintenance functions.

The TTC has been working closely with Metrolinx to provide further definition and detail to the level of activities encompassed under transit operations and maintenance to inform the basis of future operating and maintenance agreements. This includes, but is not limited to activities related to communications, planning closures and diversions, network operations in one integrated control centre, and system safety management and maintenance responsibilities.

The TTC's guiding principles in these discussions is to ensure a safe, reliable and effective operation of an integrated multi-modal transit network. Transit network expansion is building on a network that carries customers making over 530 million trips annually (pre-pandemic). Leveraging the TTC's extensive operations experience, the TTC is developing advice and recommendations to inform government-to-government discussions lead by the City's Transit Expansion Office. The TTC will report back to the Board as discussions on operating and maintenance agreements develop between the parties.

## **Provincial Subway Program Dependencies**

### *Fleet, Maintenance and Storage Facility Planning*

The provincial projects have a bearing on TTC fleet expansion and the need for modifications to existing and new maintenance and storage facilities.

The TTC has identified requirements for new subway train procurement plans for existing lines out to 2040, which includes 80 additional subway trains required for Line 1 growth and Line 2 train replacement by 2031. In addition, the Province requires new subway trains for the YNSE and SSE. To achieve economies of scale, the TTC will procure the 15 new subway trains required for the YNSE and SSE on opening day, subject to provincial funding being provided to cover full costs. While full funding for new trains is pending, the TTC and Metrolinx have agreed that expansion trains are to be delivered as part of the scope of TTC's larger subway train procurement program in order to reduce overall program complexity and maximize potential economies of scale.

The Line 1 and Line 2 Capacity Enhancement Programs have identified the need for additional subway vehicle storage and maintenance capacity as a result of increased demand due to future growth in ridership, as well as the Line 1 Yonge North Subway Extension and Line 2 East Extension that cannot be accommodated by existing facilities.

TTC staff are working collaboratively with Metrolinx and other third party stakeholders to define the service planning criteria, as well as review of storage and maintenance concepts to address these shortfalls. This includes a proposed new train maintenance and storage facility on the northeast leg of Line 1 which will connect with Yonge North subway corridor, as well as upgrades to the TTC Greenwood Yard for Line 2.

### *Station Planning*

The Province recently announced that a station at Cummer/Drewry on the Line 1 Yonge extension would not be included as part of the initial construction of the project, which would have four stations, one at the Toronto-York Region boundary (Steeles), and three in York Region (Clarke, Bridge, and High Tech). The TTC's position is that a station at Cummer/Drewry would be an appropriate addition to the transit network in Toronto, and would provide important additional rapid transit connections for existing and future TTC customers. TTC, City, and Provincial project staff continue to discuss a Cummer/Drewry Station, including what provisions would be required to protect for the later construction of the station.

Discussions about bus and streetcar connections to stations in the Provincial priority projects continue between TTC, City, and Provincial project staff. Work is focussed on meeting TTC requirements for bus terminals at stations such as Steeles (Line 1), Scarborough Centre and Sheppard & McCowan (Line 2), and Thorncliffe Park (Ontario Line). Discussions about bus and streetcar connections at all other stations is also occurring, as the Provincial project teams share preliminary designs with TTC and City staff. Ensuring that the station designs permit excellent connections for TTC customers between buses, streetcars, and trains is a key outcome intended by TTC staff.

### *ATC coordination for SSE and YNSE projects*

To ensure the line wide signalling system safety and interoperability, there has been ongoing coordination between the TTC and Metrolinx to extend the Line 1 ATC signaling system across the YNSE project.

Discussions are also ongoing between the TTC and Metrolinx to establish alignment between the future Line 2 ATC project and the signalling system for the SSE project.

### *Kennedy Enabling Works (KEW)*

The Enabling Works at Kennedy Station have been identified as important early works to enable the station to have capacity to interface with the future SSE project.

The KEW scope of work includes:

- the addition of a new West Ventilation Fan Plant (WVFP) to provide Kennedy station with an upgraded subway ventilation system
- the addition of a new Traction Power Substation (TPSS) extension to provide additional power to support the new WVFP along with supplementary power to support the subway train operation for the extension
- the addition of Service Rooms at the east end of the Kennedy station tail-track that are needed to support the signal and systems modifications required when Kennedy station becomes a non-terminal station, and
- all site modifications needed to support the new additions including all utility relocations and grading modifications.

The TTC has been working closely with Metrolinx to ensure the safe design and implementation of the KEW, while minimizing the impact to TTC customers and operations. TTC staff are currently working to prepare the equipment and cabling relocations to support the KEW. The construction for the KEWs is anticipated once the TTC and Metrolinx have agreed to the terms of a KEW construction agreement.

### *Ontario Line Streetcar Diversions*

The construction of a subway inevitably requires some temporary restrictions on the road network, especially at the sites of future stations. The Province's Ontario Line project team have determined that the construction of the Ontario Line Station platforms at Queen Station is a location where a full road closure will be required. To minimize the effects of this proposed road restriction on our important east-west Queen streetcar services, TTC and Metrolinx staff have worked collaboratively to identify the most effective option as being the restoration of streetcar tracks southbound on York Street and eastbound on Adelaide Street to reduce the effects of the station construction on TTC streetcar customers, and provide future network resiliency. The restoration of these tracks and overhead would be funded by Metrolinx. Detailed discussions are underway between TTC, City, and Metrolinx staff on the design and delivery of this streetcar infrastructure project, along with the coordination of this work with many other City infrastructure projects in the area. The Transit Expansion Office and City Divisions are discussing next steps with Metrolinx for City Council approval of the road restrictions on Queen Street.

## Provincial Subway Program 12 Months Major Milestones

| Milestone Description  | Completed  | Upcoming                      |
|--|------------|-------------------------------|
| Scarborough Subway Extension                                     |            |                               |
| SSE Advance Tunnel Contract Award                                | May, 2021  |                               |
| SSE TBM Launch Shaft Ground Break                                | June, 2021 |                               |
| Issue SSE KEW Public Tender                                      |            | Fall/Winter 2021              |
| Issue SSE Station, Rail, Systems RFQ                             |            | Fall 2021                     |
| TBM delivery on site   |            | February 2022                 |
| Yong North Subway Extension                                      |            |                               |
| Finch Modification Early Works (FM EW)<br>100% Design Completion |            | December 2021                 |
| FW EW RFP  |            | Spring 2022                   |
| Eglinton Crosstown West Extension                                |            |                               |
| ECWE Advance Tunnel Contract Award                               | May, 2021  |                               |
| Issue ECWE Station, Rail, Systems RFQ                            |            | Spring 2022                   |
| TBM delivery on site   |            | February 2022                 |
| Ontario Line   |            |                               |
| OL Early Work Contracts Award                                    |            | September 2021<br>- Fall 2022 |
| OL South Civil and RSSOM RFP close                               |            | December 2021                 |

### Priority City Expansion

#### Waterfront Transit Network– Waterfront East Streetcar

The Waterfront East project is part of the Council-approved Waterfront Transit plan. It will expand the streetcar network along Queens Quay East to Cherry Street to serve the East Bayfront and Port Lands neighbourhoods, replacing and supplanting existing bus services, while providing sufficient additional capacity for the projected increase in ridership from the developing areas. The project requires the reconstruction of Union (streetcar loop) and Queens Quay Stations to support ridership growth and the addition of new service to the east. The project is a collaborative effort between TTC, City of Toronto and Waterfront Toronto. Under the overall coordination of the City staff, the

TTC is carrying out the planning and design work for the section including Union and Queens Quay stations, while Waterfront Toronto is doing the work for the surface section of the project, east of Bay Street. The project is currently preparing Stage Gate 3 deliverables.

| Milestone Description                 | Completed | Upcoming |
|---------------------------------------|-----------|----------|
| Summary of findings and business case |           | Q4 2021  |

### **Waterfront Transit Network – Exhibition Loop-Dufferin Gate Loop Streetcar Extension**

The Exhibition Loop-Dufferin Gate Loop Streetcar Extension project is part of the Council-approved Waterfront Transit network plan. The project would build a new streetcar connection between Exhibition Loop, on the north side of Exhibition Place, and Dufferin Gate Loop on Dufferin Street north of the Dufferin Gate of Exhibition Place. This would connect waterfront streetcar service to the west end of the network, providing new service options.

This new track segment would also be designed to connect to a future westward Humber Bay Link, which would provide a more-direct streetcar service to the western waterfront, the Park Lawn area, and Lake Shore Boulevard West. The project is coordinated with the City’s construction of a new Dufferin Street bridge over the railway and the Gardiner Expressway, and space is reserved on that new bridge for the future streetcar track. Design work on this project was completed to 30% design in early 2020, and was then put on hold pending a full understanding of the design, ridership, and pedestrian movement effects of the Province’s Ontario Line project and its station at Exhibition Place. With the advancement of Ontario Line plans, it is expected that design work can be resumed on this project in 2022, and a separate report to the Board would be prepared at that time.

### **Bus Rapid Transit**

The TTC has been involved with municipal and provincial partners in planning for bus rapid transit (BRT) schemes that would upgrade bus infrastructure to increase the reliability, speed and capacity on some of the busiest surface transit routes in the TTC network, and to better connect regional transit systems to the TTC system. This project is identified in the TTC’s 5-Year Service Plan & 10-Year Outlook.

The RapidTO program began in 2020 and has seen improvements successfully introduced on the Eglinton Avenue East/Kingston Road/Morningside Avenue corridor, one of the TTC’s busiest. Consultation and further evaluation is under way on expanding these improvements to other busy bus corridors in Toronto.

The Durham-Scarborough Bus Rapid Transit and the Dundas Bus Rapid Transit projects would be used by TTC buses as well as buses from the regional and GO transit systems, and would improve service for transit customers making both local and regional trips. Both regional projects are currently in the planning stages and would be

delivered by the Province, working with the local municipalities. The detailed design and stop locations have not been finalized.

| <b>Milestone Description</b>  | <b>Completed</b> | <b>Upcoming</b> |
|---|------------------|-----------------|
| <i>RapidTO – Jane Street Public Consultation</i>                        |                  | Q1/Q2 2022      |
| <i>RapidTO – Jane Street report to Board/Council</i>                    |                  | Q2 2022         |
| <i>RapidTO – future corridor designs</i>                                |                  | From 2023       |
| <i>Durham-Scarborough BRT Round 3 Public Consultation</i>               | Q2 2021          |                 |
| <i>Durham-Scarborough BRT Transit Project Assessment Process (TPAP)</i> |                  | Q4 2021         |
| <i>Durham-Scarborough BRT Preliminary Design Business Case (PDBC)</i>   |                  | 2022            |
| <i>Dundas BRT Round 1 Public Consultation</i>                           | Q2 2021          |                 |
| <i>Dundas BRT Transit Project Assessment Process (TPAP)</i>             |                  | 2021            |
| <i>Dundas BRT Preliminary Design Business Case (PDBC)</i>               |                  | 2022            |

Note: All the timelines are tentative and subject to change.

#### **Line 4 Sheppard East Extension**

As part of their 2019 announcement, the Province indicated that they would consider an eastward extension of Line 4 Sheppard, from Don Mills Station to connect with the proposed station on the Line 2 extension at Sheppard Avenue and McCowan Road. Metrolinx has indicated that planning work on this extension has commenced and will be reported back in due course.

#### **Line 5 Eglinton East LRT Extension**

The Eglinton East LRT extension would build an easterly extension of Line 5 Eglinton from Kennedy Station along Eglinton Avenue East, Kingston Road, Morningside Avenue, through the University of Toronto Scarborough campus, and then along Sheppard Avenue and Neilson Road to Malvern Town Centre. It is presently unfunded. Once complete, the line would replace the bus services currently operated by the TTC on the Eglinton RapidTO bus rapid transit corridor. The extension would bring new rapid transit to key parts of Scarborough, and would improve access to rapid transit and the reliability of transit service for many existing and future TTC customers.

City of Toronto staff, working with TTC staff, updated the design and cost estimate for the project and presented it to City Council in December 2020. City staff are currently updating the business case for the project and advancing design to 10% to be assessed under a Transit Project Assessment Process (TPAP) Environmental Assessment.

| Milestone Description            | Completed | Upcoming           |
|----------------------------------|-----------|--------------------|
| Confirm and update design to 10% |           | Q4 2021 – on-going |
| Complete TPAP                    |           | Q4 2022            |

**Next Steps**

The TTC continues to work collaboratively with partners to advance the transit expansion projects outlined in this report

Staff will continue to report to the Board on progress of the transit expansion activities with a program update in spring 2022.

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