



Scarborough Rapid Transit (SRT) Line 3 Bus Replacement and Busway Status Update – Supplementary Report

Date: January 25, 2024
To: TTC Board
From: Chief Capital Officer

Summary

This report provides supplemental information about updated costs and completion schedules for the Scarborough Rapid Transit (SRT) Line 3 Bus Replacement and Busway.

The report before the Board provides a status update to a September 2023 TTC Board report. The report responds to a May 10, 2023 City Council request for the TTC Board to direct the TTC to complete the design for the dedicated busway and report back on the updated design, estimated cost, and any progress on funding discussions with the Province in Q4 2023.

Recommendations

It is recommended that the TTC Board:

1. Receive this report for information.

Comments

In [September 2023](#), the TTC Board received an update on the Scarborough RT busway replacement status – a project repurposing four kilometres of the RT right-of-way to convey only buses between Ellesmere Road and Eglinton Avenue. The [January 2024](#) report provides an update on the status of the project as it has progressed from 30% to 60% design.

The current estimate for construction has increased by \$12.2M and the completion schedule has been revised from Q4 2026 to Q2 2027. The reasons relate primarily to three influencing factors:

- (i) the need for a continuous barrier separating the busway from the adjacent GO rail corridor;
- (ii) an archaeological assessment; and
- (iii) the need to complete an Environmental Assessment for the change in use of this transit corridor.

Continuous Barrier Separating the Busway from the Adjacent GO Railway Corridor

As detailed design advanced, it took into account separation distances, adequacy of protective measures, and property. The barrier currently separating the TTC rail line from the GO rail line is a chain link fence. The operation of buses requires erecting a heavier barrier to ensure that if a bus loses control in inclement weather, it is protected from passing trains. Similarly, extended property requirements have been identified along some of the narrower reaches of the existing corridor.

Archaeological Assessment

As the project includes the construction of bus stop infrastructure on adjacent lands that may have potential presence of cultural heritage and archaeological resource, as documented in the Stage-1 Archeological Assessment of the Scarborough Subway Extension (SSE) Transit Project Assessment Process (TPAP) in 2017, further assessment is required.

Environmental Assessment

As the use of the corridor had been for transit vehicles since its construction in the 1980s, it was reasonably assumed that the Ministry of Environment, Conservation, and Parks might concede that an Environmental Assessment wasn't warranted. This was not the case, and instead, it was determined that the project would have to undergo a [Transit Project Assessment Process](#) or TPAP. This is a process that will require additional public consultation and response to inquiries and concerns and will be undertaken concurrently as design work is being completed.

The September 2023 report identified that the project was only partially funded as the City of Toronto was seeking assurances from the Government of Ontario that it would fund the busway as an interim measure pending construction and opening of the Scarborough Subway. The Scarborough Subway Extension is currently forecasted to be completed in 2030. In light of the revised schedule for the Busway, staff has considered measures to reduce the risk to the updated schedule presented in the January 2024 report. This involves advancing the property acquisition process and enabling works to prepare the right-of-way, while design progresses to 100% and procurement activities are completed.

To undertake these activities, \$5.2 million is required for the acquisition of properties and \$10 million for the enabling works, thereby requiring a total of \$15.2 million by March 2024 to ensure commitments can be made to advance these measures. Property interests are being pursued through two options – negotiation and expropriation. The two options are being pursued concurrently.

Signature

Gary Downie
Chief Capital Office