



Transit Network Expansion Update

Date: July 14, 2022
To: TTC Board
From: Deputy Chief Executive Officer
Chief Capital Officer

Summary

As a leading transit operator carrying 530 million trips annually (pre-pandemic) and backed by more than 100 years of institutional knowledge, the TTC is contributing its considerable expertise to boldly expand the TTC network while centering TTC customers in all of our services.

Working across operations, maintenance, engineering, communications, and strategy disciplines, the TTC and Metrolinx teams are collaboratively developing the expanded service for the transit system of our city: an integrated, accessible, safe transit network seamlessly interfacing with the existing network, and connecting TTC customers with all of the mobility options within the city of Toronto, and to neighbouring municipalities.

The TTC's commitment for transparency and accountability is through timely, accurate, and complete reporting. This report is the fourth in a series of Transit Network Expansion reports since February 2021 through which staff provide bi-annual updates on the progress of projects expanding the TTC Network, and that are of key interest to the TTC and its riders.

Recommendations

It is recommended that the Board:

1. Request City Council approval to amend the TTC's 2022 Operating Budget to increase gross expenditures by \$6.0 million in 2022, and an incremental \$9.0 million in 2023 and \$0 net, and an increase to the approved workforce complement by 56 temporary positions for a total of 92 positions fully dedicated to the TTC's project assurance function for Metrolinx Transit Expansion projects, with these roles and associated costs to be fully funded by Metrolinx, subject to the approval of the 2022 Annual Work Plan by Metrolinx.
2. Request City Council approval to increase the TTC's 2022 Capital Budget by \$3.152 million gross and \$0 debt to undertake the Kennedy Station Infrastructure

Relocation capital project for the Scarborough Subway Extension, with the total project cost to be fully funded by Metrolinx.

3. Delegate authority to the TTC CEO to authorize hiring of a total of up to 86 Line 6 Finch West Operator, Transit/Power Control, Instructor, divisional clerical and supervisory positions, as of January 1, 2023 and in advance of 2023 budget approval, if required, to meet the Line 6 mobilization timeline.
4. Authorize a one-time capital contribution of \$1.5 million to Metrolinx to support the installation of Fare Vending Machines for Line 5 Eglinton and Line 6 Finch West.
5. Forward this report to the City Manager, City of Toronto, Deputy Minister, Ministry of Transportation and Chief Executive Officer, Metrolinx, and President, YRTTC, for information.

Financial Summary

There are various financial implications for the TTC arising from the implementation of the Transit Expansion Program, including direct operating and capital cost pressures for 2023 and beyond. The key financial impacts are summarized in this section.

Provincial LRT Program: Line 5 Eglinton – Operating and Maintenance Costs

The 2022 TTC Conventional and Wheel-Trans Operating Budgets approved by the TTC Board on December 20, 2021 and by City Council on February 17, 2022, includes funding of \$30.4 million gross and \$29.6 million net, to support the mobilization and commencement of revenue service on Line 5 Eglinton based on a revenue commencement date of October, 2022. The 2023 Budget Outlook, included in the 2022 Operating Budget Report, projected annualized costs of \$79.2 million and \$62.7 million net, inclusive of expected incremental revenue and bus service savings. These estimates, as summarized in Table 1 below, were based on revenue service commencing at Service Level 1 and moving to Service Level 2 in 2023.

Table 1: Line 5 Eglinton Operating Costs: Based on Service Level 1/2

Preliminary Line 5 Eglinton Operating Costs (\$M)	Incremental Changes			Cumulative Annual Total
	2021	2022	2023	
Gross Expenditures	4.6	25.8	48.9	79.2
Bus Service Savings			(8.6)	(8.6)
Incremental Revenue		(0.8)	(7.2)	(8.0)
Net Cost	4.6	25.0	33.1	62.7

Metrolinx and the TTC are collaboratively reviewing the planned service level to best meet the needs of customers, and Service Level 6 is being considered for revenue service. Those discussions are ongoing. To support an increased service level, an estimated incremental complement of 59 positions and incremental annual expenditures of \$12.5 million would be required. In addition, other incremental costs may be incurred related to the impact of the escalation clause within the maintenance agreement, and in addition the City/TTC may be responsible for additional operating and maintenance costs subject to the final outcome of the terms of Train Operating and Funding Agreement (TOFA). Discussions are ongoing between the parties.

Provincial LRT Program: Line 6 Finch West – Operating and Maintenance Costs

The 2023 and 2024 Outlooks outlined in the 2022 Operating Budget Report projected annualized costs of \$51.2 million gross and \$38.7 million net to meet the City’s/TTC’s operating and maintenance funding requirements for Line 6 Finch West based on a revenue commencement date of September 2023, as summarized in Table 2 below.

Table 2: Line 6 Finch West Operating Cost 2023 and 2024 Outlooks

Preliminary Line 6 Finch West Operating Costs (\$M)	Incremental Changes		Cumulative Annual Total
	2023	2024	
Gross Expenditures	23.0	28.2	51.2
Bus Service Savings		(10.1)	(10.1)
Incremental Revenue	(0.7)	(1.6)	(2.3)
Net Cost	22.3	16.4	38.7

These amounts were based on preliminary estimates and are in the process of being refined as preparations are made to operationalize Line 6 Finch West.

Combined, and including operation of Service Level 6 and before additional operating and maintenance costs subject to the final outcome of the terms of TOFA, annualized costs to operate the LRT lines are anticipated to reach \$143 million gross and \$111.6 million net. This is inclusive of an anticipated 2023 incremental budget requirement of \$66.4 million in 2023 as summarized in Table 3.

Table 3: Preliminary LRT Line Operating Cost Summary*

Preliminary LRT Lines Operating Costs (\$M)	Operating Budget	Incremental Changes		Cumulative Annual Total
	2022	2023	2024	
Gross Expenditures				
Line 5 Eglinton (Service Level 1/2)	30.4	48.9		79.3
Line 5 Eglinton (Service Level 6)		11.0	1.5	12.5
Line 6 Finch West	0.0	23.0	28.2	51.2
Gross Expenditures	30.4	82.9	29.7	143.0
Bus Service Savings				
Line 5 Eglinton		(8.6)	(2.4)	(11.0)
Line 6 Finch West			(10.1)	(10.1)
Bus Service Savings		(8.6)	(12.5)	(21.1)
Incremental Revenue				
Line 5 Eglinton	(0.8)	(7.2)		(8.0)
Line 6 Finch West		(0.7)	(1.6)	(2.3)
Incremental Revenue	(0.8)	(7.9)	(1.6)	(10.3)
Net Cost	29.6	66.4	15.6	111.6

* Other than the addition of the estimated incremental cost of operating service level 6 on Line 5, all amounts in the above table are based on the 2023 and 2024 Budget Outlooks, provided in the 2022 Operating Budget report submitted to the TTC Board on December 20, 2021.

Line 5 Eglinton and Line 6 Finch West Fare Vending Machines One-Time \$1.5 million Capital Contribution

At its November 29, 2021 meeting, the TTC Board received the Fare Collection: Lines 5 and 6 Readiness report, which identified the need for a one-time capital contribution to fund Fare Vending Machines for Line 5 Eglinton and Line 6 Finch West stops, as these machines were not part of original scope for Line 5 Eglinton and Line 6 Finch West. Negotiations have concluded and this report requests authority for a one-time \$1.5 million capital contribution to be made to Metrolinx for the fare vending machines. It is anticipated that this unbudgeted cost can be accommodated within the 2022 Operating Budget based on under-expenditures experienced on a year-to-date basis, and is therefore recommended as the funding source.

Provincial Priority Subways Program

Planning and Development Phase Cost Recovery

As previously reported on July 23, 2019, the Province enacted a regulation (O. Reg 248/19) that designates 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 for these transit expansion projects were reassigned to Metrolinx from the TTC based on the Province’s legislated authority to transfer assets, rights and obligations related to the projects from the TTC to Metrolinx. TTC costs of \$239 million incurred up to August 31, 2019 were funded by the City. Negotiations are ongoing for reimbursement from the Province to the City, as anticipated per the Toronto-Ontario Partnership Agreement entered into in 2019.

TTC’s Project Assurance Responsibilities

The TTC is actively working with Metrolinx to identify necessary resources to support the Provincial Priority Subway Program based on the program schedule updates provided by Metrolinx. Based on the latest known project plans, this report recommends that City Council authority be requested to amend the 2022 Operating Budget to increase the 2022 approved workforce complement by 56 positions to provide a total of 92 positions dedicated to the TTC’s project assurance function for the Metrolinx Subway Expansion program. As a result, the 2022 gross expenditures will need to increase by \$6.0 million and \$9.0 million incrementally in 2023, and \$0 net, as these roles and associated costs are fully funded by Metrolinx, subject to final agreement and approval of the 2022 Annual Work Plan by Metrolinx under the TTC-MX Resource Agreement for the Provincial Priority Subway Program. This amendment is based on the review against Metrolinx’s planned program of work for 2022.

Line 3 Bus Replacement Program

As previously reported on April 14, 2022 in the [Line 3 Bus Replacement Study Final Recommendations](#) report, it is recommended to convert parts of the existing Line 3 right-of-way (ROW) for bus operation in order to provide customers with the fastest and most reliable bus replacement service. The total estimated capital cost for this is \$49.5 million (Class 4 estimate). It includes the construction costs to remove existing track infrastructure and systems for the trains, and to install new pavement to allow buses to operate. It also includes costs to construct new, on-grade bus stops and amenities for customers. In addition to the capital costs noted above, the cost to demolish surplus Line 3 infrastructure following the conversion of a portion of the Line 3 ROW for buses is estimated to be in the range of \$150 million to \$175 million.

Table 4 summarizes the required construction and estimated capital costs.

Table 4: Summary of Capital Costs

Capital costs (\$M)	Incremental Changes				Cumulative Annual Total
	2022	2023	2024	2025	
Maintain SRT to end of 2023	11.1	10.8			21.9

Capital costs (\$M)	Incremental Changes				Cumulative Annual Total
	2022	2023	2024	2025	
Platform modification at Kennedy and Scarborough Centre stations	2.2	12			14.2
Transit Priority Measures	2	5.4			7.4
Temporary bus terminal at Kennedy Station	5	10			15
SRT conversion to busway	2	5.5	25	17	49.5
Total capital cost	22.3	43.7	25	17	108
Available funding in approved Capital Budget and Plan	(23.9)	(13)	(8.4)		(45.3)
Unfunded capital requirement	(1.6)	30.7	16.6	17	62.7

An increase in operating costs is anticipated due to the lower capacity of buses as compared to SRT trains resulting in higher costs on a net basis. This net operating budget pressure is highest in 2024 and 2025 when the bus replacement service will operate on local roads, and the impact is mitigated by reduced operator and vehicle requirements once the busway is in operation. Converting the Line 3 corridor for bus operation will provide customers with higher-quality service, and requires less operating costs compared to just using regular city streets.

The additional gross operating cost for the bus replacement service using the converted ROW requires \$67.8 million beyond the \$148.8 million in existing SRT operating costs that are expected to be eliminated in order to deliver the bus service from 2023 to 2030.

Table 5 below summarizes the required operating costs.

Table 5: Summary of Operating Costs

Operating costs (\$ M)	Incremental Changes									Cumulative Annual Total
	2022	2023	2024	2025	2026	2027	2028	2029	2030	
Lost parking revenue at Kennedy		0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	3.2
Operating cost to deliver bus replacement service		3.7	30.9	31.4	28.1	28.7	29.5	30.2	30.9	213.4
Bus replacement operating cost		4.1	31.3	31.8	28.5	29.1	29.9	30.6	31.3	216.6
SRT costs estimated		(1.8)	(21.0)	(21.0)	(21.0)	(21.0)	(21.0)	(21.0)	(21.0)	(148.8)
Unfunded operating requirement		2.3	10.3	10.8	7.5	8.1	8.9	9.6	10.3	67.8

Ontario Line Project Queen Street Closure – TTC Infrastructure Work

On November 12, 2021, Metrolinx issued a letter of intent to the City and the TTC for the “Infrastructure Works Required for Queen Street Road Closures to Enable Metrolinx Delivery of the Ontario Line Project”. The letter confirmed:

- The scope of the work to be undertaken, which included the ‘reinstatement of streetcar infrastructure to support the 501 streetcar detour’;
- Metrolinx intention to fund the full cost of the work as it is a requirement for the Ontario Line project;
- The City to seek Council authority for a temporary Queen Street road closure from Bay Street to Victoria Street; and
- Respective roles and responsibilities of the parties.

At its meeting of December 15 and 16, 2021, City Council adopted, with amendments, agenda item [EX28.14: Ontario Line Downtown Stations – Temporary Road Closures and Community Impacts](#), authorizing City staff to negotiate and enter into an agreement with Metrolinx and the TTC for the delivery of Work in accordance with terms outlined within the report.

With respect to the establishment of a Queen Streetcar Detour, the TTC's estimate of the specific cost component for the work required for the 'reinstatement of streetcar infrastructure to support the 501 streetcar detour' is \$19.3 million (Class 5 estimate), which was approved by the TTC Board on February 10, 2022. This estimate will be refined as the design matures. In accordance with Metrolinx's correspondence, and subject to the final agreement being entered into, Metrolinx will be responsible for the final actual costs associated with the design, procurement and delivery of the streetcar infrastructure. Metrolinx has issued the TTC Purchase Order (PO) of \$5.569 million to cover the full costs to be incurred by the TTC up to the date of the executed agreement between the parties in order to advance procurement of the long-lead time materials, and to commence planning and design work to meet schedule requirements. All long-lead procurement orders have been placed and forecasted deliveries will meet schedule requirements as intended. Planning and design work is ongoing and construction is expected to start in Q4 of this year.

The [February 10, 2022 Transit Network Expansion Update](#) report approved the addition of 12 additional temporary positions, in addition to the four previously approved temporary capital positions included in the TTC's 2022-2031 Capital Budget and Plan for this project, for a total of 16 temporary capital positions.

Scarborough Subway Extension – Kennedy Station Infrastructure Relocation Work

Metrolinx issued a Work Order Request to the TTC on July 9, 2021 for the 'Relocation of Equipment and Cables' from the Kennedy Tail Track to facilitate the upcoming construction of Kennedy Enabling Works (KEW) Public Tender Contract. The assets identified to be relocated include cables and equipment managed by TTC Signals, Communications and Electrical groups. The total cost is estimated at \$3.152 million, including labour, material and closure costs. Metrolinx has approved the cost estimate and is in the process of issuing the purchase order.

City Priority Expansion Projects – Eglinton East LRT and Waterfront East LRT

Eglinton East LRT (EELRT)

The Eglinton East LRT project is led by the City of Toronto and the TTC, and has no funds committed to this project.

Waterfront East LRT (WELRT)

Funds for the Preliminary Design and Engineering (PDE) phase (only) are included in the TTC's 2022-2031 Capital Budget and Plan for the WELRT project, as approved by the TTC Board on December 21, 2021 and by City Council on February 17, 2022. The total approved budget for the WELRT project is \$27 million, of which approximately \$16.7 million has been spent to date.

The Chief Financial Officer has reviewed this report and agrees with the Financial Summary information.

Equity/Accessibility Matters

As a proud leader in providing accessible and reliable public transit, the TTC believes that all customers should enjoy the freedom, independence and flexibility to travel anywhere on its transit system. Expanding the TTC's transit network through this program will reduce travel times and create greater transit equity, contributing to wider access to jobs, education, healthcare, community services and other opportunities. 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. All rapid transit stations will be also designed to provide connectivity with TTC Wheel-Trans, broadening the Family of Services.

As requested by the Board, Metrolinx has committed to conduct meaningful consultation 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. Metrolinx and ACAT met again to review requirements and reference concept designs for the Line 2 East Extension (Scarborough Subway Extension project) and the Line 5 Eglinton West Extension (Eglinton Crosstown West Extension project) in November 2021 and February 2022 respectively. ACAT consultation is expected later in 2022 for the Line 1 Yonge Extension (Yonge North Subway Extension project).

The TTC will continue to ensure ACAT receives briefings on issues of concept of operations and accessibility as the projects progress. The TTC is committed to ensuring ACAT is fully aware and consulted on issues of accessibility, and that the consultation is provided to Metrolinx to help inform planning and delivery.

Decision History

A detailed transit expansion decision history is described in the February 10, 2021 report, September 15, 2021 report, and February 10, 2022 report to the Board linked below:

[February 10, 2021 Transit Network Expansion Update](#)

[September 15, 2021 Transit Network Expansion Update](#)

[February 10, 2022 Transit Network Expansion Update](#)

In April 2022, the TTC Board received a report on the Train Operating and Funding Agreement (TOFA) and “authorized the Chief Executive Officer of the TTC to enter into and execute the Train Operating and Funding Agreement, and any other necessary agreements, which shall be consistent with the Terms contained in Attachment 1, whereby the final agreement will be subject to terms and conditions acceptable to the TTC General Counsel.”

[April 14, 2022 Line 5 Eglinton – Train Operating and Funding Agreement](#)
[April 14, 2022 Decision](#)

In December 2020, Toronto City Council directed City staff to advance the Eglinton East LRT (EELRT) project concept as a Line 5 Eglinton easterly extension from Kennedy Station to Malvern.

[EX 19.5 Update on the City’s Transit Expansion Projects – Fourth Quarter 2020](#)

In February 2021, the TTC Board received an update report and “authorized the Chief Executive Officer, in consultation with the City Manager, City of Toronto where applicable to negotiate a Master Agreement and/or other applicable Agreements with the Province and/or any other relevant provincial agency for the purposes of the planning, procurement, construction, operations and maintenance of the Subway Program, in accordance with Board and City Council direction and to report back to the Board on the results of such negotiations.

Toronto City Council recently adopted a report at its June 15 and 16, 2022 meeting, with amendments, which is being transmitted to this meeting of the TTC Board for information and is being referred to in this report.

[EX33.2 Advancing City Priority Transit Expansion Projects - Eglinton East Light Rail Transit and Waterfront East Light Rail Transit](#)

As it relates to the TTC, City Council directed the following:

1. Eglinton East Light Rail Transit: the Executive Director, Transit Expansion Office to, in consultation with the Chief Vehicles Officer, TTC, to complete an assessment of light rail vehicle options for the Eglinton East Light Rapid Transit distinct-service concept.
2. Waterfront Transit Network: The Executive Director, Transit Expansion Office to undertake a constructability review of the Union Station to Queens Quay Link and the East Bayfront Light Rapid Transit (the Waterfront East Light Rapid Transit), in consultation with the Chief Planner and Executive Director, City Planning, the TTC and Waterfront Toronto, to assess constructability and co-ordination risks with major infrastructure projects in the vicinity of the Waterfront East Light Rapid Transit alignment.

3. Waterfront Transit Network: The Executive Director, Transit Expansion Office, in consultation with the Chief Planner and Executive Director, City Planning, the TTC, and Waterfront Toronto, to report back to City Council in concert with reports on the Next Phase of Waterfront Revitalization anticipated in second quarter of 2023 with:
 - a. the recommended alignment and scope of the project based on ongoing work and the review outlined above;
 - b. an updated cost estimate; and
 - c. a funding, financing and implementation strategy, including a phasing plan.

In addition, Toronto City Council recently adopted two reports at its December 15, 2021 meeting, which were transmitted to the February 10, 2022 meeting of the TTC Board for information and are referred to in this report.

[EX28.12 Metrolinx Subways Program – Real Estate Protocol and Land Valuation Principles for Subways and GO Expansion Programs](#)

[EX28.14: Ontario Line Downtown Stations – Temporary Road Closures and Community Impacts](#)

City Council adopted the following recommendations:

1. Requested the Toronto Transit Commission to include, in future reports, information on what is being done to maintain and advance time availability of its surface fleet in the construction area, in particular, streetcars.
2. Directed the Toronto Transit Commission, to increase the availability and efficiency of nearby surface fleets, including streetcars and bus routes, and investigate the feasibility of priority routes, bus-only lanes, and other methods to support and improve public transit.

Issue Background

All TTC network expansion projects make transit service better in Toronto and improve connections to, and integration with, the broader regional transit networks. The TTC provides regular updates on key TTC interests in transit expansion projects in this report and in historic transit network expansion reports.

[February 10, 2021 Transit Network Expansion Update](#)

[September 15, 2021 Transit Network Expansion Update](#)

[February 10, 2022 Transit Network Expansion Update](#)

Comments

Toronto Rapid Transit Network Expansion

Major expansion and capacity improvements to the TTC network are underway. Key programs and projects are highlighted in Table 6 below.

Table 6: Rapid Transit Network Expansion Programs and Projects

Program	Project	TTC Line	Current Phase	Anticipated In-Service
Provincial LRT Program	Eglinton Crosstown	Line 5 Eglinton	Construction	2022*
	Finch West LRT	Line 6 Finch West	Construction	2023*
Provincial Priority Subway Program	Ontario Line	Future Line 3	Planning/Procurement /Construction	2030*
	Scarborough Subway Extension	Line 2 Bloor-Danforth	Advance Tunnel Contract: Awarded; Stations/Rail/Systems, Procurement	2029-2030*
	Yonge North Subway Extension	Line 1 Yonge-University	Advanced Tunnels Contract: Planning Stations/Rail/Systems: Planning Finch Early Works: Procurement	2029-2030*
	Eglinton Crosstown West Extension	Line 5 Eglinton	1st Advance Tunnel Contract: Awarded; 2nd Advance Tunnel Contract: Procurement Elevated Guideway Contract: Procurement Stations/Rail/Systems, Planning	2030-2031*

Program	Project	TTC Line	Current Phase	Anticipated In-Service
Provincial Subway Program	Line 4 Sheppard East Extension	Line 4	Concept Definition (assumed)	TBD
Eglinton East LRT Extension		Line 5 Eglinton	Planning	TBD
Waterfront Transit	Waterfront Transit – Waterfront East	Various streetcar routes	Preliminary Design and Engineering	2030-2031
	Waterfront Transit – Exhibition Loop-Dufferin Gate Loop	Various streetcar routes	Preliminary Design Project on hold pending evaluation of Ontario Line impact	TBD
Bus Rapid Transit (BRT)	Durham-Scarborough BRT	Various TTC and regional bus routes	Preliminary Design	TBD
	Dundas BRT	Various TTC and regional bus routes	Concept Definition	TBD

*Based on schedule provided by Metrolinx

Provincial LRT Program – Line 5 Eglinton

The TTC continues its operational readiness planning for revenue service, and is in active conversations with Metrolinx to refine the actual opening date. The TTC's operational readiness continues to be on track with hiring and training of the various positions that are required to support the operations of Line 5 Eglinton. From an operational perspective, the TTC has conducted various site visits with key staff to validate operational plans that are being developed. In addition, these operational plans are undergoing executive review, which is expected to be completed by end of Q3 2022. The TTC also on-boarded a third-party consultant to assess the TTC's operational readiness and feedback is expected by end of Q3 2022.

Through the current negotiation of the Train Operating and Funding Agreement (TOFA), Metrolinx and the TTC are collaboratively discussing what would be an optimal service level for customers, while aligning with TTC network standards and protecting subway interchange capacities for a successful opening of Line 5 Eglinton. Through these discussions, Service Level 6 is being considered for revenue service. This means planned service levels will be every three-to-four minutes in the peak periods and every five-to-six minutes in the off-peak periods, while late-evening service from 10 p.m. to close will be every ten minutes. As a comparison, Service Level 1 had planned service

at every five minutes in the peak periods and every seven-to-eight minutes in the off-peak period, while late-evening service from 10 p.m. to close was every ten minutes. To support an increased service level, an estimated incremental headcount of 59 positions and costs of \$12.5 million would be required. Discussions are on-going between both parties to arrive at the best solution to ensure the Line 5 Eglinton customer experience is consistent with the rest of the TTC network.

Provincial LRT Program – Line 6 Finch West

The TTC has initiated mobilization efforts to integrate Line 6 Finch West into the TTC network, with Line 6 Finch West expected to be in revenue service by September 2023. The TTC has been extensively involved in activities, such as design reviews and operational planning.

The TTC, City of Toronto and Metrolinx are still negotiating the TOFA for Line 5 Eglinton, which is expected to be finalized in 2022. Once this agreement is final, it will form the basis of the Line 6 Finch West TOFA, which should be finalized in early 2023, with very few modifications since operating and maintenance responsibilities and requirements are similar for both lines in order to ensure consistent service delivery for TTC customers, despite having a different maintainer company.

To ensure full operational readiness, the TTC has developed an operationalization plan with a planned revenue service date of September 2023 based on information from Metrolinx. The following activities are critical to operational readiness:

1. Development of TOFA

The TTC, City of Toronto and Metrolinx aim to have TOFA completed in Q1 2023. This Agreement underpins the fundamental roles and responsibilities for the TTC and Metrolinx for the life of the Agreement, which are consistent with terms approved by TTC board for Line 5 Eglinton. Similar to Line 5 Eglinton, the TTC is required to create several plans to accommodate the contractual requirements of this Agreement.

In order for the TTC to fulfill its contractual obligations, and also to uphold the service standard TTC customers expect, the TTC is currently developing plans for Line 5 Eglinton to ensure an efficient integration of the LRT mode into the rest of TTC network. Line 5 Eglinton plans will form the basis of all Line 6 Finch West plans to ensure consistent service delivery for TTC customers, despite having a different maintainer company.

2. Recruitment of TTC Workforce

The TTC is planning for the recruitment of positions required to operate Line 6 Finch West, including LRT Operators, Instructors, Customer Service, Special Constables, Revenue Protection staff, and Transit Control and Power Control staff.

The recruitment process will span between January 2023 to July 2023 to allow sufficient time to onboard various frontline staff prior to the dry-runs and revenue service Demonstration (RSD) period expected to start in April 2023 and August 2023,

respectively. The System Seniority Transfer of LRT operators is expected to be complete by December 2022, while the recruitment for other relevant positions, such as Instructors, Transit Control Operators and Power Control staff will occur January 2023. Recruitment for Stations, Special Constables and Revenue Protection staff will start in April 2023, with the objective of recruiting all Line 6 Finch West operating positions by July 2023.

Line 6 Finch West differs from Line 5 Eglinton as there were no planned “dry-runs” and only a 30-day revenue service demonstration period. While Line 6 Finch West also has a 30-day revenue service demonstration period, the current project schedule has built in approximately four months of “dry-runs” between April-August 2023. The purpose of the “dry-runs” is to provide the TTC sufficient testing time with the new vehicles, signalling system and infrastructure.

Due to the need of having operators and other operational staff ready to support the dry-runs, it is required to have staff hired by early January 2023. The timeline takes into consideration starting the hiring process in late 2022 to allow to finalize hiring in January 2023 and ensure staff are properly trained to support dry-runs starting in April 2023.

3. Training of TTC Workforce

Metrolinx’s contractor is required by the Project Agreement to develop a Rule Book and accompanying Standard Operating Procedures (SOPs) based on the TTC’s existing Subway/SRT and Streetcar Rule Books and SOPs. The TTC is working with Metrolinx to ensure training materials are completed and any training materials or lessons learned from Line 5 Eglinton are leveraged, where applicable. The TTC is expecting the training materials to be completed by November 2022, which will form the foundation of the training for TTC employees.

4. Modifications to Transit Control Centre

Critical to an integrated TTC network that provides a seamless customer journey is a fully, physically and procedurally integrated Transit Control Centre. With the addition of the Line 5 Eglinton and Line 6 Finch West, the TTC’s Transit Control Centre is being modified to include the systems required to control and monitor train movement, fire alarms, traction power and other important activities that Transit Control currently performs for the TTC network. These modifications will include placement of servers, installing new desks and computers, and installing new mimic screens, all while ensuring the power consumption and heating, cooling and ventilation requirements are met. This work is part of the project scope and budget, which is being completed concurrently with modifications required for Line 5 Eglinton.

5. Installation of Fare Gates

As with Line 5 Eglinton, the TTC, in its role as the Operator of Line 6 Finch West, is responsible for revenue collection, security and the safety of TTC customers. As stewards of public funds, the TTC has engaged Metrolinx to ensure that fare gates are installed at all Line 5 Eglinton and Line 6 Finch West stations. For Line 6 Finch West, five fare gates will be installed at each of the two stations. The TTC will be responsible

for the operations and maintenance of all fare gates, and installation for those on Line 6 Finch West are expected by mid 2023.

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 Eglinton West Extension).

As the network operator, the TTC must provide a seamless and reliable customer journey. This include consistent fare payment experience as well as wayfinding and an overall seamless customer experience that is consistent across the TTC network.

Additional program update information since the previous Transit Network Expansion Board report is provided below.

Wayfinding and Branding

The TTC Signage and Wayfinding Standards have been designed to provide the best possible customer experience for TTC customers and meet Accessibility for Ontarians with Disabilities Act, 2005 (AODA) and Ontario Building Code (OBC) requirements. They draw guidance from Canadian Standards Association (CSA) and International Organization for Standardization (ISO) guidelines, and incorporate existing TTC operational requirements while anticipating the requirements for future expansion projects. Since 2012, the TTC has been implementing one consistent standard across the entire TTC network.

These Standards have been made available to expansion project design teams under the guidance of Metrolinx. Their delivery of future transit expansion to the TTC system must provide an optimum customer experience that is consistent throughout the network. The Standards have been designed with this objective in mind and TTC staff will continue to support Metrolinx, as required, to reach this goal, and to ensure that the provincially funded extensions and expansions to the TTC transit network have wayfinding and branding that is consistent with the rest of the TTC system.

In particular, TTC staff are working to get a commitment from Metrolinx staff to ensure that TTC logos will be featured appropriately on provincially owned stations in the TTC network. The intent is that this will be agreed to for Line 5 Eglinton in time for the opening of this line, and will also be applied to Line 6 Finch West and to the four provincial subway projects listed above.

Line 3 Bus Replacement Program

A TTC priority project is the Line 3 Bus Replacement for Line 3 Scarborough (SRT). On February 10, 2021, the TTC Board approved ending train service on Line 3 in 2023 and directed staff to develop a plan to replace the line with interim bus service until the Line 2 East Extension (Scarborough Subway Extension), being delivered by the Province, is opened in 2030.

The TTC Board in April 2022 through the report, [Line 3 Bus Replacement Study Update](#), approved the recommendation for an interim bus service that commences in 2023, with parts of the existing Line 3 right-of-way be converted for dedicated bus operation in order to provide customers with the quickest and most reliable service. Customers would ride buses that would operate in the exclusive right-of-way between Kennedy Station and Ellesmere Station, and then travel on Ellesmere Road and Brimley Road to connect to Scarborough Centre Station. The associated capital projects needed to support the closure of Line 3 Scarborough (SRT) and the replacement bus service will require approximately \$62.7 million in additional funding between 2023 and 2025. A further \$67.8 million will be required to fund operating costs between 2023 and 2030 to provide bus service on this corridor until the Line 2 East Extension is planned to be operational.

In addition to the operating and capital budget above, it has been identified that additional temporary properties will be required to support the SRT bus conversion and furthermore additional funding may be required for the property acquisition of these additional properties. These properties are required for temporary construction access, bus platforms, and lighting amongst other requirements. The property acquisition process will need to be started with City Real Estate Management in consultation with the local community and area councillors' offices. Staff will report back to the Board if additional funding is required for these property acquisitions.

In April 2022, the TTC Board directed TTC staff report back to the Board in July 2022 with an update on the progress of negotiations between the City of Toronto and the Province of Ontario to fund the service replacement costs of the Line 3 project. As reported, the City of Toronto's Transit Expansion Office is currently negotiating a new Toronto-Ontario Subway Agreement in Principle (AIP), which addresses a range of outstanding matters from the 2019 Toronto-Ontario Preliminary Agreement. The scope of the AIP includes the recovery of costs associated with the SRT and reconciliation of sunk costs associated with the upload of expansion projects. Through this process, the Province has been requested to assume responsibility for incremental costs of the SRT replacement service.

Discussions on the AIP had been on hold due to the recent provincial election, but recently resumed between the parties, with the City's Transit Expansion Office to report to City Council in the new term of Council. TTC staff have identified the funding need for the SRT as a financial pressure for 2023, and will continue to work with the City to secure the required funding for the project.

Provincial Priority Subway Program Status and Milestone Updates

Resource Requirements

As a major stakeholder, the TTC is committed to providing the necessary resources to participate in delivering the Provincial Priority Subway Program. TTC support to review the various design submittals, support development of technical requirements, co-ordinate field services and engage in project delivery on a priority basis requires that additional resources be on boarded.

Based on the latest known project plans, an additional 56 full-time positions, in addition to the 36 previously approved full-time positions are required to support the Provincial Priority Subway Program, and are to be fully funded by Metrolinx, subject to final agreement and approval of the 2022 Annual Work Plan Budget by Metrolinx. Authority for this additional complement requirement and resultant amendment to the TTC's 2022 Operating Budget and approved complement is being requested through this report.

Ontario Line (OL) Updates

Queen Streetcar Diversions

The construction at Queen Station for the Ontario Line will require the long term closure of Queen Street, between Bay Street and Yonge Street, and between Yonge Street and Victoria Street. In order to minimize the inconvenience to customers, TTC, City and Metrolinx staff are working collaboratively to restore streetcar tracks southbound on York Street (between Queen Street and Adelaide Street) and eastbound on Adelaide Street (between Charlotte Street and Victoria Street). This will allow the TTC to operate a diversion for customers that is as close to Queen Street as possible and will not require the need for long-term shuttle buses. The diversion for the streetcar service on Queen will be westbound via Church, Richmond, York to Queen; and eastbound via York, Adelaide, Church to Queen on the new restored streetcar tracks.

The restoration of all the required infrastructure will be funded by Metrolinx, as reported to the Board in the [February 10, 2022 Transit Network Expansion Update Report](#).

The TTC is now refining the detailed design of the infrastructure with the City and Metrolinx, including elements related to utility relocation, stop locations, and streetscape and traffic signal design. Construction was to start in Q2 2022, however, the amount and complexity of utility conflicts and relocations that have been identified through site surveys has surpassed previous expectations and will potentially delay the start of the construction of the streetcar tracks for the diversion. Currently, the TTC, Metrolinx, City of Toronto and various utility owners are working very closely to resolve all of the utility conflicts and relocations as expediently as possible. Any delay in the completion of the streetcar diversion tracks beyond the May 2023 Queen Street closure date will potentially elongate the requirement to run temporary replacement bus service. Status updates will be reported back to the Board as soon as more information becomes available.

Lakeshore East Joint Corridor

Metrolinx will be awarding an early works contract in Q1 2023. The early works project involves the expansion of the existing Metrolinx (MX) Lakeshore East rail corridor. The project includes the detailed design of three additional tracks, one additional GO track and two Ontario Line tracks, bridge reconstruction at Queen Street East and Gerrard Street East as well as other bridges along the corridor. Prior to award of this early works contract, the TTC is working closely with Metrolinx to undertake the permanent relocation of existing aerial Traction Power Cable (TPC) to underground, including construction of a new duct bank and two chambers at Queen Street Bridge, connection points, post connections and other work derived from the TPC relocation as well as permanent pole relocations at Queen Street Bridge.

After award of the early works contract, the TTC will be required to assist Metrolinx and their early works contractor with removal, reinstatement and temporary and permanent support of the Overhead Catenary System (OCS) cables to facilitate bridge works at Queen Street Bridge. This work will include the installation of new bridge mount for OCS cables to new bridge on Queen Street. Two temporary TTC pole relocations and removal of existing poles at Gerrard Street Bridge will also be required.

The Lakeshore East Joint Corridor related work described above will require periodic short-term and extended shut downs of the Queen East streetcar tracks. Bus replacement services will be required during the periods when streetcar tracks are non-operational. Co-ordination of the replacement bus service is currently ongoing between Metrolinx and the TTC.

Scarborough Subway Extension (SSE) Updates

Kennedy Station Works

The infrastructure relocation work to support the Kennedy Enabling Works is progressing. This work will be performed by the TTC. TTC Signals crews have already completed the cable relocation work during the April 16 single-day subway closure. Communications cable relocation work is in progress and is approximately 35% complete. Once Communications crews have completed their work, Electrical crews will follow soon after. All the infrastructure relocation work is expected to be completed by the end of October 2022.

The TTC also worked with Metrolinx and their contractor on June 5, 2022 to survey the TTC tunnel west of the Kennedy Station westbound platform. The purpose of this survey is to support the upcoming work for the new West Ventilation Fan Plant. As a result of this survey, it was identified that additional electrical and signal cables are required to be relocated to facilitate the construction of the opening of the fan plant.

Yonge North Subway Extension (YNSE) Updates

Station Planning

In April 2021, the Province announced that the Line 1 Yonge Extension would have three confirmed stations (Steeles, Bridge and High Tech) with one 'Neighbourhood Station' at Cummer-Drewry, Clark or Royal Orchard. In July 2021, the Province

confirmed Clark as the fourth station and indicated they would work with municipalities to include additional potential stations at Cummer-Drewry and Royal Orchard. In April 2022, the Province announced the addition of Royal Orchard Station to the project. The province is currently exploring opportunities to include Cummer-Drewry Station in the Line 1 Yonge Extension project scope. At the time, the five confirmed stations were: Steeles, Clark, Royal Orchard, Bridge and High Tech.

The City and the TTC continue to explore alternatives with the Province and Metrolinx to understand the costs of a potential station at Cummer-Drewry. Metrolinx is continuing with the planning and design work for Cummer-Drewry Station in the event it is added to the Yonge North Subway Extension now or in future. The TTC and the City continue to believe that 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.

The TTC, City of Toronto, York Region and the cities of Markham and Vaughan are working with Metrolinx to secure an appropriately sized bus terminal and on-street bus connections at Steeles Station and protect for future rapid transit services on Steeles Avenue. The TTC forecasts this will be a busy bus terminal with high volumes of customers transferring between the surface bus network and the new subway. It is critical to design this terminal, and on-street facilities, to meet future demand to ensure customers have a seamless, safe and convenient experience. In particular, this means designing on-street bus facilities to support current and protect for future operations along the Steeles corridor, which will likely include a future BRT service. For the Steeles Avenue bus routes, the City of Toronto, York Region, the cities of Markham and Vaughan, and TTC staff have informed Metrolinx of their preference to include centre median bus platforms into the project scope to better connect with the high volume of Steeles Avenue buses. Having appropriate on-street facilities will also reduce the number of bays needed at the off-street bus terminal since bus routes could serve on-street instead of needing to loop into a bus terminal. It is the position of TTC staff that the centre median bus platform is a proven design to best meet customer demand and be compatible with the high volume of buses servicing Steeles.

Provincial Subway Program: 12 Months Major Milestones

Milestone Description	Completed	Upcoming
Ontario Line		
OL Early Work Contracts (Exhibition) Award	November 2021	
OL Delivery Partner Contract Award	November 2021	
OL South Civil and RSSOM RFP close	April 2022	

Milestone Description	Completed	Upcoming
OL Queen Street Closure Construction Start		TBD
OL Joint Corridor Early Work Contract Award		October 2022
OL North Civil and Stations RFP Close		February 2024
OL Lower Don Enabling Works Packages	1 Work Package Awarded	2 Work Packages Q3 2022-Q1 2023
Scarborough Subway Extension		
SSE- Advance Tunnel Contract		
SSE Advance Tunnel Contract Award	May 2021	
SSE TBM Launch Shaft Ground Break	June 2021	
TBM delivery on-site	January 2022	
LS1 Construction Complete		August 2022
TBM and LS1 Ready to Launch		August 2022
LS2 Site Handover and Start of Mobilization		August 2022
SSE – Station, Rail, and Systems (SRSCo) Contract		
Issue SSE Station, Rail, Systems RFQ	September 2021	
SSE Station, Rail, Systems RFQ Close	November 2021	
Issue SSE Station, Rail, Systems RFP	February 2022	
SSE Station, Rail, Systems RFP Close		July 2022
SRS-Development Phase Start (Tentative)		October 2022

Milestone Description	Completed	Upcoming
Yonge North Subway Extension		
YNSE – Finch Early Works (*FEW)		
Close FEW RFQ	April 2022	
Issue FEW RFP	April 2022	
Close FEW RFP	June 2022	
Sign FEW PTAC Agreement	May 2022	
YNSE – Advanced Tunnel Contract (ATYNSE)		
Issue Advance Tunnel RFQ		TBD
Close ATYNSE RFQ		TBD
Issue ATYNSE RFP		TBD
YNSE – Station, Rail and Systems (SRSCo) Contract		
Issue YNSE Station, Rail, Systems RFQ		TBD
YNSE Station, Rail, Systems RFQ Close		TBD
Issue YNSE Station, Rail, Systems, RFP		TBD
YNSE Station, Rail, Systems RFP Close		TBD
Eglinton Crosstown West Extension		
Advance Tunnel 1 (ECWEATC1)		
ECWE 1st Advance Tunnel Contract Award	May 2021	
Construction started	May 2022	
Advance Tunnel 2 (ECWEATC2)		
RFP Issued	April 2022	
Contract Award		February 2023
Elevated Guideway (ECWEEGW)		

Milestone Description	Completed	Upcoming
RFP Issued	April 2022	
Contract Award		Winter 2022/2023
Stations, Rail & Systems (ECWESRS)		
RCD Package (Rev 2)	April 2022	
RFQ Issue		TBD

City Priority Transit Projects

Waterfront Transit – Waterfront East LRT

The Waterfront East LRT project is one of the City’s priority transit projects. The project will expand the streetcar network in a dedicated right-of-way from Union Station, along Queens Quay East to Cherry Street, to serve the growing East Bayfront and Port Lands neighbourhoods. The TTC, City and Waterfront Toronto have advanced the design for the project to a draft 30% preliminary design and, in parallel, continue to undertake a value engineering exercise to inform design refinements and an updated cost estimate.

In order to mitigate and manage co-ordination risks with future construction for the Waterfront East LRT project, and other major infrastructure projects in the same vicinity, the City will undertake a constructability review. This will look at the schedule and scope for projects, such as the Ontario Line, GO Expansion On-Corridor works, and the Gardiner Expressway Rehabilitation, to assess construction co-ordination risks and develop mitigation strategies. The City will also develop a phasing plan for the project and recommendations to refine the project scope as required.

This constructability review will enable the City, the TTC, and Waterfront Toronto to report back to City Council in Q2 2023 in concert with further reporting on the Next Phase of Waterfront Revitalization. The report back will include any recommended scope changes as required, an updated cost estimate and funding strategy, and an implementation plan that considers options to phase the delivery of the project to mitigate construction coordination risks.

Eglinton East LRT

In December 2020 (<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2020.EX19.5>), City Council directed City staff to advance the Eglinton East LRT (EELRT) project concept as a Line 5 Eglinton easterly extension from Kennedy Station to Malvern Town Centre.

In February 2022 (<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2022.MM39.8>), City Council further directed City staff to undertake a constructability exercise to resolve alignment issues at Kennedy Station, evaluate the suitability of a Maintenance and

Storage Facility (MSF) at the Metrolinx-owned Conlins site, and work with Metrolinx to protect for higher-order transit connections at the future station at Sheppard-McCowan on Line 2 East Extension (L2EE). This resulting analysis, undertaken by City staff and consultants, revealed significant issues with the interface at Kennedy Station between the EELRT and L2EE.

Through this work, City staff have concluded that there is no feasible solution at Kennedy Station to continue with a through-service alignment. The key challenge is that the EELRT tunnel box would rest directly on top of the L2EE bored tunnel with less than two metres of separation estimated between the two tunnels. Since the L2EE bored tunnel has not been designed to support the load of an LRT tunnel above it, the structural integrity concerns are significant. Since a redesign of the L2EE tunnel is not feasible, a through-service alignment cannot be implemented. As an alternative, City staff have identified a distinct-service concept where the EELRT would operate as a standalone line.

A standalone line for EELRT (a new “Line 7 Eglinton East”) creates new opportunities and potential benefits, including cost savings, a shorter construction duration, reduced property impacts, and design flexibility by avoiding dependency on Line 5 Eglinton vehicle, operations and maintenance requirements.

Further analysis is required to confirm potential benefits and refine the distinct-service concept. The TTC will work with the City to advance the Transit Project Assessment Process (TPAP) and 10% design for the distinct-service concept from Kennedy Station to Malvern Town Centre, with an at-grade connection at Kennedy Station, and the Sheppard Avenue segment from Neilson Road to McCowan Road. An updated Initial Business Case and Class 4 cost estimate will be provided to City Council in Q3 2023.

RapidTO

Over the years, 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 and speed on some of the busiest surface transit routes in the TTC network, and to better connect regional transit systems to the TTC system.

The TTC’s 5-Year Service Plan & 10-Year Outlook (2020-2024) identified the need to explore enhanced bus lanes on five roadways in the city of Toronto. The TTC is also working with the City of Toronto to develop a wider program to identify a series of priority roadways and study the application of different options of transit priority solutions over the next 10 years. That wider program, called RapidTO: Bus & Streetcar Priority, has completed Phase 2 of public and stakeholder consultations and a report on the findings of Phase 2 will be presented to City Council in early 2023.

Meanwhile, the TTC and City have jointly been working to advance the roadways identified in the 5-Year Service Plan & 10-Year Outlook. The first RapidTO roadway, Eglinton Avenue East/Kingston Road/Morningside Avenue, introduced transit priority lanes in 2020. The traffic and transit data monitoring on the corridor has shown improvements to transit travel times (up to five minutes in the p.m. peak compared to the week prior) and ridership (boardings are outperforming system-wide bus boardings)

with minimal impact to traffic. TTC and City staff continue to monitor and make adjustments along the corridor to improve the flow of both modes. Additionally, work is underway on the preliminary designs and traffic models for various types of transit priority treatments for Jane Street, between Steeles Avenue and Eglinton Avenue, the second RapidTO roadway. Two phases of public and stakeholder consultations will collect information about Jane Street roadway user needs, challenges, and priorities. Consultation, along with technical analysis, will be used to help advance transit priority solutions that will improve service reliability for customers on buses travelling on Jane Street.

Durham-Scarborough BRT

The Durham-Scarborough Bus Rapid Transit (DSBRT) is a Metrolinx-led project that will provide approximately 36 kilometres of dedicated transit infrastructure that will connect Oshawa, Whitby, Ajax, Pickering and Toronto. This rapid transit corridor would be used by TTC buses as well as buses from Durham Regional Transit (DRT) and GO Transit. There are 49 DSBRT stops planned along the corridor, with 14 stops located within the city of Toronto. These stops will provide connections to Toronto destinations like Line 2 East Extension at Scarborough Centre Station, ALDGate Centre, Scarborough Centenary and University of Toronto Scarborough Campus. Bus services will generally operate in the centre of the road with centre-median bus platforms at stops – where this cannot be accommodated, bus services will operate on the side of the road and serve curbside stops. During the peak periods, the combined bus service on the DSBRT in Toronto, between the TTC, DRT and GO Transit, will have service every two minutes in each direction. TTC customers and TTC buses will make up the majority of customers using the BRT facility in Toronto.

The project completed a Transit Project Assessment Process (TPAP) in January 20, 2022, and is now advancing to detailed design. Through the detailed design, a number of outstanding challenges that require additional analysis and mitigation measures will be addressed, such as impacts on goods movement operations along the corridor, particularly around Markham Road, and impacts to multi-modal traffic operations in the residential neighbourhood areas on Ellesmere Road between Military Trail and Kingston Road.

Dundas BRT

The Dundas Bus Rapid Transit (BRT) project is a Metrolinx-led project that will provide approximately 48 kilometres of dedicated transit infrastructure that will connect Hamilton, Burlington, Oakville, Mississauga and Toronto. The infrastructure will connect McMaster University in Hamilton and Kipling Transit Hub in Toronto. This rapid transit corridor would be used by TTC buses, while in Toronto, as well as buses from other regional services.

Metrolinx is currently advancing the project through the Preliminary Design Business Case, which will confirm the service concepts, define the required infrastructure to support the service concept at the preliminary design stage, and lead to a preferred option to advance for detailed design and evaluation through a Full Business Case. This work will progress throughout 2022 and is targeted for completion by Q2 2023.

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 2023.

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