



SRT Busway Update

Date: July 17, 2025

To: TTC Board

From: Chief Capital Officer

Summary

This report provides an update on the acceleration effort in response to a motion adopted by the Board at its meeting of May 14, 2025. “That the Board direct staff to work with the City Manager, the General Manager, Transportation Services, and the Executive Director, Transit Expansion Division to expedite all required land acquisitions and permits to accelerate construction of the SRT busway and report back in July on the acceleration plan.”

Recommendations

It is recommended that the TTC Board:

1. Forward a copy of this report to the City Clerk for submission to the next Scarborough Community Council meeting for information.

Financial Summary

Funds for the Line 3 Bus Replacement and Busway program are included in the TTC’s 2025-2034 Approved Capital Budget and Plan under the Scarborough Rapid Transit (SRT) capital program, as approved by the TTC Board on January 10, 2025, and by the Council on February 11, 2025.

The total project budget for the SRT Bus Replacement Infrastructure project is \$93.8 million, comprising of costs incurred to the end of 2024 of \$26.5 million and cash flow funding of \$67.3 million between 2025 and 2027 as summarized in Table 1 below:

Table 1: Line 3 Busway Program 2025-2034 Approved Capital Budget and Plan

2025 - 2034 Approved Capital Plan (000's)	LTD Actuals to 2024	2025 Budget	2026	2027	2028	2029	2030 - 2034	10-Year Total	Total Project Cost
Line 3 Busway Program	26,514	17,803	33,394	16,130	-	-	-	67,328	93,842

The Executive Director – Finance has reviewed this report and agrees with the financial impact information.

Equity/Accessibility Matters

The TTC is dedicated to promoting and supporting diversity, accessibility, and inclusion in all of its corporate policies, programs and services. A cornerstone of the TTC's current Corporate Plan is universal accessibility, and as a proud leader in providing accessible public transit to Toronto residents and beyond, we are committed to ensuring reliable, safe, and inclusive transit services for all our customers.

Previously, Line 3 Scarborough was only partially accessible with elevators and other accessibility features provided at Kennedy and Scarborough Centre stations and limited step-free access to southbound trains at Lawrence East Station. However, Ellesmere, Midland, and McCowan stations were not accessible, as well as northbound service at Lawrence East Station. Accessibility improvements for these stations were removed from the scope of the TTC's Easier Access (EA) program in 2014 due to the expectation at the time that Line 3 would be upgraded or replaced by the provincially legislated Accessibility for Ontarians with Disabilities Act (AODA) deadline of 2025.

The Line 3 Bus Replacement project replaces Line 3 train service with accessible bus service between Scarborough Centre Station and Kennedy Station until the opening of the Scarborough Subway Extension. This bus service maintains frequent transit for numerous Neighbourhood Improvement Areas and equity-seeking groups in Scarborough.

Decision History

At its meeting on January 25, 2024, the TTC Board considered the Scarborough Rapid Transit (SRT) Line 3 Bus Replacement and Busway Status Update report. With this report, the TTC Board approved the recommended temporary property rights and acquisitions and directed staff to prepare the Environmental Project Report for the SRT Busway Conversion and issue the Notice of Commencement for the Transit Project Assessment Process (TPAP) once ready to proceed.

In addition, the TTC Board directed TTC staff to report back to the TTC Board's February 22, 2024 meeting on a reallocation of \$15.2 million of funding within the TTC's 2024 Capital Budget for the property acquisition and enabling works of the Busway as well as the outcome of the City of Toronto's negotiations with the Province of Ontario to secure funding for the full cost of constructing the Busway.

[Financial and Major Projects Update for the Period Ended September 30, 2023](#)

In preparation for the Mayor's release of the 2024 Operating and Capital Budgets, TTC staff and the Office of the Chair were advised that the Mayor intended to recommend to City Council full funding for the SRT Busway project as efforts continue to recover the project's costs from the Province. TTC staff, in consultation with the City's Chief Financial Officer and staff from the Offices of the Mayor and TTC Chair, provided advice on a potential funding reallocation option within the 2024-2033 Capital Budget and Plan

that would minimize the impact on the TTC's other critical priorities in the immediate term.

The 2024-2033 Capital Budget and Plan that was approved by the TTC Board on December 20, 2023 was revised and subsequently approved by City Council on February 14, 2024, reflecting the reallocation of \$67.9 million necessary to accommodate full funding of the SRT Busway project based on a 60% design estimate. [SRT Line 3 Bus Replacement and Busway Status Update](#)

At its meeting on April 23-24, 2025, City Council considered a report entitled Scarborough Busway - On-Street Measures to Support Busway Operations and adopted a motion requesting the TTC to update City Council through the Scarborough Community Council on the SRT Busway project by July 2025.

[SC21.10 - Scarborough Busway - On-Street Measures to Support Busway Operations](#)

At its meeting on May 14, 2025, the TTC Board approved the delegated authority report to delegate authority to the TTC Chief Executive Officer to award contract J35-13 SRT Bus Replacement Conversion of SRT ROW to Busway.

[SRT Bus Replacement Conversion of SRT ROW to Busway - Report](#)

Issue Background

The SRT Bus Replacement project is being delivered in two phases. The first phase, which was completed in 2024, involved increasing the bus terminal capacities at Scarborough Centre Station and Kennedy Station to be able to accommodate the increase in bus service. This included modifying the bus platform at Scarborough Centre Bus Terminal and building a temporary bus terminal at Kennedy Station. The first phase also included various transit priority measures, such as bus priority lanes, traffic signal modifications, and changes at key intersections to allow for more efficient movement of buses in mixed traffic.

The second phase involves converting the SRT ROW into a Busway. The buses would operate in the converted busway between Kennedy and Ellesmere stations and then run on priority lanes on Ellesmere Road to Scarborough Centre Bus Terminal. Stops are planned at Tara Avenue, Lawrence Avenue East, and Ellesmere Road.

The first part of Phase 2, the Early Works to remove rails and wayside electrical equipment, was completed at the end of 2024.

Transit and Rail Project Assessment Process (TRPAP) for the SRT Busway was finalized and received the Notice to Proceed from the Ministry on December 11, 2024.

Comments

Following the approval of the delegated authority report to award the Contract J35-13 SRT Bus Replacement Conversion of SRT ROW to Busway by the TTC Board at its May 14, 2025 meeting, the contract was awarded to Clearway Construction Inc. on

June 5, 2025 in the amount of \$28,667,286.40 (including applicable taxes) on the basis of lowest total evaluated bid price.

The Board also adopted a motion directing staff to work with the City Manager, the General Manager, Transportation Services, and the Executive Director, Transit Expansion Division, to expedite all required land acquisitions and permits to accelerate construction of the SRT Busway and report back in July on the acceleration plan.

In response to the motion, and with support of the Mayor and City Council, the staff have taken measures to streamline internal processes to support the acceleration goal of achieving revenue service by the end of 2026 and have worked with various City departments to expedite the issuance of permits and property acquisition. The permit acceleration to date is summarized in the chart below. It should be noted that the goal of achieving revenue service by the end of 2026 hinges on planned discussions with the contractor on the acceleration plan. The following outlines the acceleration efforts:

Property Update

Tara Avenue Bus Stop – Licensing agreement for easement with HONI is in place as of July 1, 2025.

Lawrence Avenue and Ellesmere Road Bus Stops – Discussion continues between Corporate Real Estate Management and two condominium corporations for outdoor common area lands adjacent to the corridor that are required for planned bus stops at Lawrence Avenue and Ellesmere Road. In parallel, expropriation is proceeding. Stage 2 Expropriation Report was approved by City Council on May 21, 2025, commencing the 90-day period to register the expropriation plan followed by another 90-day period to obtain possession of properties. It is anticipated that the possession of the properties will be obtained by November 28, 2025.

Permit Update

City departments and external agencies have been engaged to expedite various permitting requirements for the project. The table below summarizes the permit status.

Permit Type	Issued By	Status
Building Permit – Lawrence East Station	City	Received
Building Permit – Ellesmere Station	City	Received
Permit to work	TRCA	Received
Temporary access from Service Road to SRT ROW	City	Received
Service Road widening at Kennedy Station	City	Pre-approved

Permit Type	Issued By	Status
Traffic light at Service Road and Busway	City	Pre-approved
New bus loop at Ellesmere Service Road	City	Pre-approved
New pedestrian walkway at Tara Avenue bus stop	City	Pre-approved
Tree cut permit	City	Expect in July
Construction Permit	Metrolinx	Expect in July
Contractor to Apply		
Road cut permit – as required	City	Expedite processing
Road occupancy permit – as required	City	Expedite processing

Internal Process

The TTC's Engineering Department has taken the lead in designing the SRT Busway and will continue to provide additional design support during construction to facilitate the acceleration effort, including:

- Provide dedicated design resources to shorten the turnaround time for responding to Contractor's request for information (RFI's) and review of submittals from the Contractor.
- Attend technical site meetings on a regular basis to resolve technical issues at the site, where possible, and expedite providing design directions to the Contractor.

In addition to increasing the design support as outlined above, the staff will also be adjusting how the TTC manages the construction contract to support the acceleration effort. Instead of having a contract administrator support several contracts, a dedicated contract administrator will be assigned to manage the SRT Busway contract to expedite the processing of contract payments and changes.

Staff are also working to revise the current delegated signing authority level to increase the signing authority level of construction management and project management staff. This will promote timely decision-making at the site and empower them to be as efficient as possible towards accelerating the construction.

As the contract was awarded on June 5, 2025, and the first kick-off meeting was held with the Contractor on June 13, 2025, staff are anticipating receiving the Contractor's baseline schedule in the first week of July. We, therefore, expect to start the discussion with the Contractor on the acceleration plan in July 2025. The Contractor will need time

to line up their sub-contractors and suppliers to develop a comprehensive acceleration plan that demonstrates ways and means of achieving the acceleration goal. We anticipate finalizing the acceleration plan by end of the summer and reporting back to the Board in September/October 2025.

Contact

Christopher Sawicki, Chief Project Manager
416-799-3502
christopher.sawicki@ttc.ca

Signature

Stephanie Davies
Chief Capital Officer