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## The Regional Municipality of Durham Report

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To: Durham Region Transit Executive Committee  
From: General Manager, Durham Region Transit  
Report: #2025-DRT-11  
Date: June 4, 2025

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**Subject:**

DRT Infrastructure Updates – June 2025

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**Recommendation:**

That the Transit Executive Committee recommends

That this report be received for information.

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**Report:**

**1. Purpose**

- 1.1 This report highlights the current status of key Durham Region Transit (DRT) infrastructure projects.

**2. Background**

- 2.1 DRT continues to enhance transit services including key infrastructure to support planned service ridership growth across the Region, and transition to a zero green house gas emission transit fleet.
- 2.2 In 2023, DRT provided an update to Council regarding the strategy to support the expansion of Stations, Terminals and Hubs, highlighting key infrastructure required to support service enhancements, maximize operational efficiencies and meet customer expectations of a convenient and integrated transit network.
- 2.3 In 2023, DRT received approval to negotiate an agreement with PowerON for DRT's electrification infrastructure. In 2024, DRT executed the Principal Agreement (PA) with PowerON to support the delivery of electrification

infrastructure as DRT transitions its fleet from diesel to fully battery electric vehicles, in alignment with the E-Mission Zero DRT Fleet Electrification Plan. To date DRT has engaged with PowerON to deliver multiple projects, such as Phase One - Charging Infrastructure at DRT East Depot in Oshawa, and more recently seeking opportunities to leverage the PA such as generating revenue through the [Clean Fuel Regulation Program](#), and the potential rebuild of 710 Raleigh Bus Storage Area, with imbedded electrification infrastructure.

### **3. Previous Reports and Decisions**

- 3.1 DRT's The Route Ahead 2022-2025 Service Strategy ([Report #2021-DRT-20](#)) was approved by TEC at its meeting on September 8, 2021 to inform the planning and implementation of transit services during the pandemic recovery period to support mobility needs of Durham residents and businesses.
- 3.2 At the June 8, 2022, TEC meeting, the June 14, 2022 Finance and Administration Committee meeting, and the June 29, 2022 Region Council meeting, DRT's E-Mission Zero Fleet Electrification Plan ([Report #2022-DRT-10](#) and [Report #2022-F-16](#)) to transition all revenue and non-revenue fleet vehicles to zero greenhouse gas emission technologies by 2037 was endorsed and referred to DRT's long-term servicing and financing strategy to be presented to Committee and Council in advance of the 2023 Business Plans and Budget.
- 3.3 The Transit Service and Financing Strategy (2023-2032) ([Report #2023-DRT-05](#) and [Report #2023-F-5](#)) was approved at the February 8, 2023, TEC meeting and the February 14, 2023 Finance and Administration Committee meeting to approve the comprehensive multi-year plan for DRT's service and financing strategy, including consideration of key strategic priorities over ten years encompassing transit service enhancement and growth, fleet electrification, new infrastructure and passenger amenities, and fare modernization.
- 3.4 The Stations, Terminals, and Hub Strategy ([Report #2023-DRT-21](#)) informed TEC on the DRT strategy for stations, terminals and hubs as part of the transit network. The strategy identified customer amenities and requirements to support passenger journeys for DRT's services (scheduled and demand response).

### **4. Financial**

- 4.1 There are no financial impacts associated with this report.

## 5. Infrastructure Project Updates

### 5.1 Electrification Infrastructure

- a. Electric Bus Pilot
  - i. In 2024, DRT launched the six battery electric bus pilot program from the DRT East Depot site in Oshawa. DRT contracted Oshawa Power Utilities Corporation Energy Services to deliver the required charging infrastructure in 2024. The electric buses and charging infrastructure have been operating since Fall 2024, and the outcomes of the pilot are being evaluated to support operational and maintenance plans during the transition to a fully battery electric bus fleet.
- b. Fleet Transition Program, Phase One (1) Charging Infrastructure
  - i. DRT is currently working with PowerON, under the executed PA, to design and deliver the first phase of electrification at the DRT East Depot to support the incoming electric buses in 2026 and protect for future expansion of battery electric buses.

### 5.2 DRT Facilities

- a. Bus Operations, Maintenance and Storage Facilities:
  - i. 2400 Thornton

DRT purchased lands for the future 2400 Thornton Operations, Maintenance and Storage facility. The contract for the architectural and engineering services to design the future facility was awarded to Stantec in Fall 2023.

(a) The project is currently in the preliminary design phase; an initial conceptual plan was developed, with detailed site assessments and studies on-going to inform the advancement of the design of the future facility. DRT completed an Archeological Phase II Study in early 2025, which recommended a Phase III Archeological study be carried out. Phase III is anticipated to begin in early summer 2025.

(b) The initial conceptual design was completed by Stantec in 2024, with the preliminary cost of the building above budget allocation. DRT is working with the Works Department and Stantec to develop a refined conceptual design based on the assessment of basic requirements with an upset construction cost to align with budget.

- ii. Administrative Building, DRT East Depot

DRT awarded the contract for architectural and engineering services to design the 710 Raleigh Administrative building in 2022. The detailed design of the new facility is complete and is currently in the Tendering process, with the two year construction period expected to begin September 2025.

iii. Bus Barn Rebuild – DRT East Depot

DRT is finalizing the scope of the 710 Raleigh Bus Storage Area rebuild to replace the bus storage facility demolished following the 2023 fire. The future bus storage area will support battery electric buses and connect with the future 710 Raleigh Administrative building. The final bus storage area is expected to be completed in coordination with the administrative building noted above, by Fall 2027.

b. Transit Stations, Terminals and Hubs:

- i. Aligned with the [2023 Stations, Terminals, and Hubs Strategy](#), DRT is advancing the conceptual and detailed plans for future transit service infrastructure to support key customer service enhancements throughout the transit network.

(a) HDR Inc. was recently awarded the contract for professional services to complete the next phase of the Stations, Terminal and Hubs Strategy, including the development of a detailed infrastructure plan, and enhance regional transit connectivity, improve capital budgeting and establish industry-standard guidelines for future terminals and hubs. The consultant will deliver a Terminal and Hubs Design Guide and costing tools by the end of 2025.

- ii. Stations and Terminals are key locations where passengers move seamlessly through the transit system, connecting between services and destinations, and are critical to service efficiency, reliability and availability. DRT terminals are planned to be strategically located throughout the Region. Planned terminals include new growth terminals and replacement / enhancements of existing terminal infrastructure, to support planned customer service enhancements.

(a) Replacement / Enhancements of Existing Terminals

- (i) Lands were purchased in 2024 (1723 and 1829 Harmony Rd North, Oshawa) for the new Harmony Terminal, and conceptual planning of the future terminal is ongoing.

- (ii) Conversations are advancing with the City of Pickering regarding the expansion of the future Pickering Parkway terminal to support future service expansion.

(b) New Growth Terminals

- i) An Agreement of Purchase and Sale has been executed for the purchase of 1.7 acres of land for the new Windfields Terminal (51 Windfields Drive Farm East, Oshawa). DRT is working with Regional stakeholders and the seller to complete site due diligence activities and will complete the purchase transaction in 2025.
  - (ii) Preferred locations of the future Bowmanville Terminal are being evaluated as part of the next phase of the Stations, Terminals and Hubs Strategy awarded to HDR Inc.
  - (iii) Preferred locations of the future Brooklin Terminal are being evaluated as part of the next phase of the Stations, Terminals and Hubs Strategy awarded to HDR Inc.
- iii. Transfer Hubs will provide connections between On Demand, scheduled bus routes, and active transportation modes of travel. Hubs are planned to be located at major intersections where scheduled bus routes are frequent, to support longer distance trips across the Region and neighboring local transit services.

Preferred locations of the future transfer hubs across the regional transit network are being evaluated through the next phase of the Stations, Terminals and Hubs Strategy, awarded to HDR Inc. and will consider key criteria, such as right-of-way availability, planned transit service frequency, utilities, etc.

## **6. Relationship to Strategic Plan**

- 6.1 This report aligns with/addresses the following strategic goals and priorities in the Durham Region Strategic Plan:

- a. Connected and Vibrant Communities

- i. Improve public transit system connectivity, reliability, and competitiveness

## **7. Conclusion**

- 7.1 DRT continues to advance transit infrastructure to meet expectations of customers and residents, accommodate the growing transit network, and which is required for the transition to a battery electric bus fleet.
- 7.2 For additional information, contact: Kris Hornburg, Deputy General Manager, Business Services, Durham Region Transit, at 905-668-4113

Respectfully submitted,

Original Signed by

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Bill Holmes  
General Manager, DRT

Recommended for Presentation to Committee

Original Signed by

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Elaine C. Baxter-Trahair  
Chief Administrative Officer