

Advancing the Next Phase of Scarborough East Rapid Transit

Date: April 22, 2026

To: City Council

From: City Manager

Wards: All

REASON FOR CONFIDENTIAL INFORMATION

This report deals with a proposed or pending acquisition or disposition of land by the City of Toronto.

The attachment to this report includes criteria to be applied to any negotiations carried on or to be carried on by or on behalf of the City of Toronto.

SUMMARY

The Scarborough East Rapid Transit (SERT) project, formerly known as the Eglinton East Light Rail Transit (EELRT) project, is a City of Toronto priority transit expansion project in Scarborough, with a total of 27 stops, from Kennedy Station to Sheppard-McCowan Station and Malvern Town Centre. The SERT will serve key institutional destinations such as the University of Toronto Scarborough (UTSC) and Centennial College, while delivering higher-order transit to eight neighborhood improvement areas. The SERT will also connect to Line 2 and Line 5, GO Transit, and the future Scarborough Subway Extension and potential Line 4 Sheppard Extension.

To make the project more reflective of the geographic area it will serve, EX30.11 recommends that Council endorse the renaming of this project from the EELRT to SERT.

In February 2025, City Council adopted EX20.9¹, which, among other things, approved the SERT's 10 percent functional design. In addition, City Council directed staff to explore three alternative Maintenance and Storage Facility (MSF) sites and report back to City Council to confirm the preferred alternative MSF site and seek any necessary authority to advance that site to 10 percent design. Since then, City staff have:

- Explored alternative MSF sites due to the unavailability of the Province's Conlins Yard and identified the new preferred alternative site;

¹ <https://secure.toronto.ca/council/agenda-item.do?item=2025.EX20.9>

- Negotiated an agreement with TTC to commence a vehicle market sounding exercise to assess potential vehicle builders, their products and capabilities, which will inform the upcoming constructability assessment;
- Commenced the enabling studies outlined in EX20.9 to inform future 30% design and procurement;
- Begun work on a high-level analysis of options for grade separating the SERT alignment as directed under CC38.1²;
- Considered lessons learned from the recently completed Finch and Eglinton Crosstown LRTs; and
- Retained the Technical Advisor for the SERT project.

This supplementary report to EX30.11 seeks City Council approval of the new preferred alternative MSF site for the SERT project as outlined in Confidential Attachment 1, as well as to obtain authorities necessary to continue advancing the project. City staff will report back in Q2 2027 with an update on the SERT project.

RECOMMENDATIONS

The City Manager recommends that:

1. City Council approve the new preferred alternative Maintenance and Storage Facility (“MSF”) site for the SERT project as identified in Confidential Attachment 1.
2. City Council authorize the Executive Director, Transit Expansion, to negotiate and execute all necessary agreements, including amendments thereto, on terms and conditions satisfactory to the Executive Director, Transit Expansion, and in a form satisfactory to the City Solicitor, to facilitate the implementation of the works described in this supplementary report as well as all works contemplated in EX30.11.
3. City Council delegate standing authority to the Executive Director, Transit Expansion, or designate, to sign and submit all documentation required to obtain the necessary permits and approvals under all applicable provincial and federal laws required to deliver the SERT.
4. City Council authorize the City Manager, or designate, in consultation with the Chief Financial Officer and Treasurer, to negotiate and execute any necessary agreements related to the SERT project with orders of government, including amendments thereto, on terms and conditions satisfactory to the City Manager, or designate, and the Chief Financial Officer and Treasurer, and in a form satisfactory to the City Solicitor.

² <https://secure.toronto.ca/council/agenda-item.do?item=2026.CC38.1>

5. City Council request the Province to ensure that any proposed Transit Oriented Community project at Sheppard-McCowan Station on the Scarborough Subway Extension protects lands required for the SERT project, including the Traction Power Substation and other essential infrastructure for the SERT project.
6. City Council direct that Confidential Attachment 1 remains confidential at this time, as it deals with a proposed or pending acquisition or disposition of land by the City of Toronto and includes criteria to be applied to any negotiations carried on or to be carried on by or on behalf of the City of Toronto.
7. City Council authorize the public release of Confidential Attachment 1 following the Executive Director, Transit Expansion's confirmation of the completion of the SERT.
8. City Council forward this item to the TTC Board of Commissioners for information and direct the TTC Board of Commissioners to keep confidential the information included in Confidential Attachment 1 as it deals with a proposed or pending acquisition or disposition of land by the City of Toronto and includes criteria to be applied to any negotiations carried on or to be carried on by or on behalf of the City of Toronto .

FINANCIAL IMPACT

In 2023, City Council approved \$9.5 million in funding through EX10.17 to advance initial design and study work for the SERT.

At its meeting on April 15, 2026, Executive Committee recommended an increase of \$10 million, fully funded by the City Building Fund Reserve, to expedite the work to advance the SERT to 30 percent design.

There are no additional financial impacts resulting from the recommendations of this supplementary report.

The Chief Financial Officer and Treasurer has reviewed this supplementary report and agrees with the financial impact information as outlined in the Financial Impact section of this supplementary report.

DECISION HISTORY

On February 10, 2026, City Council adopted, with amendments, CC38.1 - Budget Implementation Including Property Tax Rates, User Fees and Related Matters which requested the Executive Director, Transit Expansion conduct a high-level analysis of grade separation, underground, or at-grade alternative options for the Eglinton East Light Rail Transit (EELRT) project.

Link: <https://secure.toronto.ca/council/agenda-item.do?item=2026.CC38.1>

On February 5, 2025, City Council adopted, with amendments, EX20.9 - Advancing Eglinton East Light Rail Transit, which approved the 10 percent functional design, along with the Kennedy Station Alternative Design. In addition, Council endorsed the Eglinton East Light Rail Transit project as a priority project for funding under the Canada Public Transit Fund.

Link: <https://secure.toronto.ca/council/agenda-item.do?item=2025.EX20.9>

On July 24, 2024, City Council adopted, with amendments, EX16.03 - Subway Agreement in Principle and Update on Metrolinx Subway Program - Third Quarter 2024, requesting the Province of Ontario to direct Metrolinx to incorporate all necessary work to deliver the Scarborough Subway Extension (SSE) - EELRT overbuild protection works (Overbuild) as part of the SSE contract, and to work with the City on discussing how to fund the Overbuild.

Link: <https://secure.toronto.ca/council/agenda-item.do?item=2024.EX16.3>

On June 27, 2024, City Council adopted EX15.2 - Priorities in Transit Expansion and Transit-Oriented Communities Projects, which seeks to strengthen internal coordination amongst City Divisions in order to maximize achievement of the City priorities, in interactions with the Provincial government and its agencies in the delivery of all current and future transit expansion and transit-oriented community projects.

Link: <https://secure.toronto.ca/council/agenda-item.do?item=2024.EX15.2>

On June 27, 2024, City Council adopted, with amendments, IE14.3 - Cycling Network Plan Update (2025 - 2027), which provided updates on City-wide bikeway projects. City staff were directed to review alternate plans for the cycling network in the University of Toronto Scarborough Campus area, including the Meadoway and the current alignment of Military Trail.

Link: <https://secure.toronto.ca/council/agenda-item.do?item=2024.IE14.3>

On December 13, 2023, City Council adopted, with amendments, EX10.17 - Advancing Eglinton East Light Rail Transit and approved the EELRT alignment. City staff also were directed to advance the required next steps to progress the project and given authority to modify a portion of the alignment should there be an overlap with a confirmed Provincially-led Line 4 Sheppard East Extension.

Link: <https://secure.toronto.ca/council/agenda-item.do?item=2023.EX10.17>

On June 15, 2022, City Council adopted, with amendments, EX33.2 - Advancing City Priority Transit Expansion Projects - Eglinton East Light Rail Transit and Waterfront East Transit requesting Metrolinx work with the City to accommodate and protect for the EELRT in the design and delivery of the SSE project.

Link: <https://secure.toronto.ca/council/agenda-item.do?item=2022.EX33.2>

On February 2, 2022, City Council adopted, with amendments, MM39.8 - Requesting Metrolinx to participate in a Joint Constructability Exercise with the City of Toronto to Advance Plans for the Eglinton East Light Rail Transit. Through the report, Council requested that Metrolinx undertake a constructability exercise with the City for the

EELRT to resolve alignment issues at Kennedy Station, evaluate the potential to host the maintenance and storage facility (MSF) at the Metrolinx owned Conlins Yard site, and to ensure that the new Sheppard-McCowan Station for the SSE does not prohibit future higher order transit connections along Sheppard.

Link: <https://secure.toronto.ca/council/agenda-item.do?item=2022.MM39.8>

On July 14, 2021, City Council adopted MM35.22 - Mitigating Community Concerns: Refining the Metrolinx Durham-Scarborough Bus Rapid Transit (DS-BRT) Proposal and directed staff to request Metrolinx to further engage the Highland Creek Community on the curbed centre median for the DS-BRT project and consider design alternatives along Ellesmere Road from Kingston Road to Military Trail.

Link: <https://secure.toronto.ca/council/agenda-item.do?item=2021.MM35.22>

On February 18, 2021, City Council adopted, with amendments, EX21.2 - 2021 Capital and Operating Budgets and redirected \$1.2 billion in funding from the City's SSE project towards the EELRT. Council also directed the City Manager and Chief Financial Officer and Treasurer to request financial support from Provincial and Federal Governments to fully fund the EELRT.

Link: <https://secure.toronto.ca/council/agenda-item.do?item=2021.EX21.2>

On December 16, 2020, City Council adopted, with amendments, EX19.5 - Update on the City's Transit Expansion Projects - Fourth Quarter 2020 and approved the updated design of the EELRT and directed staff to update the business case and advance the Transit Project Assessment Process accordingly.

Link: <https://secure.toronto.ca/council/agenda-item.do?item=2020.EX19.5>

On February 26, 2020, City Council adopted, with amendments, PH13.3 - Official Plan Review: Transportation - Recommended Official Plan Amendment, and approved changes to strengthen existing transit and transportation policies. The changes include the expansion and protection of higher-order transit and enhanced surface transit networks that include the EELRT captured on Map 4: Higher-Order Transit Corridors and Map 5: Enhanced Surface Transit Network.

Link: <https://secure.toronto.ca/council/agenda-item.do?item=2020.PH13.3>

On April 16, 2019, City Council adopted, with amendments, EX4.1 - Toronto's Transit Expansion Program - Update and Next Steps to advance the EELRT, in collaboration with Metrolinx, by developing a plan to address the extension of Line 5 (terminus at Malvern Town Centre), planning the location and construction timing for a MSF and commencing the preliminary design and engineering phase for the EELRT project.

Link: <https://secure.toronto.ca/council/agenda-item.do?item=2019.EX4.1>

On May 22, 2018, City Council adopted EX34.1 - Eglinton East Light Rail Transit Project Update and Next Steps, which provided an update on the project.

Link: <https://secure.toronto.ca/council/agenda-item.do?item=2018.EX34.1>

COMMENTS

Scarborough East Rapid Transit (SERT) Project - Overview

The Scarborough East Rapid Transit (SERT) project, previously called the Eglinton East LRT (EELRT), is a proposed 18.6-kilometre higher-order transit project in Scarborough, with a total of 27 stops, travelling through, or adjacent to, eight Neighbourhood Improvement Areas. The proposed SERT alignment terminates at two locations, one at Sheppard-McCowan Station, currently under construction by Metrolinx for the Scarborough Subway Extension (SSE), and the other at Malvern Town Centre. Key features, including the alignment and stops of the SERT, are noted in Attachment 1.

Executive Committee report EX30.11 recommends that Council endorse the renaming of the EELRT to SERT. This name reduces confusion, as only a small portion of the alignment runs along Eglinton Avenue East. The new name also specifically identifies the area of Toronto the project will serve.

This supplementary report provides updates on the following aspects of the SERT:

1. Enabling Studies for 30% Design and Procurement
2. Alternative Maintenance and Storage Facility (MSF) Site Selection
3. Interfacing Projects
4. High-Level Grade Separation Analysis
5. Intergovernmental Funding
6. Program Advisory Board
7. Next Steps

1. Enabling Studies for 30% Design and Procurement

To continue advancing the SERT project, since the last report to Council in February 2025, staff have:

- Signed the Transit and Rail Project Assessment Process (TRPAP) report for the SERT project and submitted it to Ministry of Environment, Conservation and Parks (MECP);
- Completed the Maintenance and Storage Facility (MSF) Alternative Site Selection Study to identify a preferred alternative to Conlins Yard;
- Negotiated an agreement with TTC to assess potential vehicle builders, their products, and capabilities, which will inform the upcoming constructability assessment;
- Retained the Technical Advisor for the SERT project; and
- Commenced the enabling studies outlined in EX20.9 which are preparatory works required to optimize the City's ability to advance to 30% design.

The outputs of the enabling include:

- Confirming traffic impacts at critical sections of the SERT alignment, including the Kingston-Lawrence-Morningside segment, the Highland Creek Bridge right-of-

way (ROW) configuration with the addition of the guideway, and interim construction and operational conditions immediately south of Highway 401;

- Identifying major utility conflicts and developing relocation plans, including associated early works packages;
- Identifying an alternative MSF site that removes project dependency on provincial project direction;
- Completing outstanding environmental assessments excluded from previous MECP approvals due to legislative requirements and impact of provincial projects (i.e. New Military Trail roadway and new MSF site);
- Defining ROW and property requirements as well as potential environmental mitigation measures needs to inform the property acquisition strategy and provide greater certainty for emerging development applications along the alignment; and
- Informing the procurement approach, including work packaging, optimal procurement models, market appetite, and refined cost estimates.

Subject to Council approval of EX30.11, City staff will expedite the work to advance the SERT to 30 percent design, including updates on the outputs of these enabling studies in Q2 2027.

2. Alternative Maintenance and Storage Facility (MSF) Site Selection

In June 2025, the Province indicated that Conlins Yard is not available as the SERT's MSF due to Provincial priorities. In response, City staff identified three shortlisted alternative sites in June 2025, two of which also included provincially owned land. The third shortlisted alternative site was viable but would have required acquiring or expropriating employment lands, counter to Official Plan Amendments 680, 684, and 804. In July 2025, the Province advised the City that provincial lands at those two sites were also unavailable for use by SERT due to provincial priorities.

As such, staff reassessed the sites and developed a revised concept that eliminates use of provincial lands and allows for flexible delivery phasing. A summary of the assessment and rationale for the preferred alternative MSF site is provided in Confidential Attachment 1.

This supplementary report seeks approval of the preferred alternative MSF site and Council approval to advance the MSF design to 30% and undertake the necessary environmental assessments. Advancing the preferred MSF site to 30% design is critical due to the complexity of environmental conditions at the recommended location that must be addressed to prepare the lands for MSF development and to mitigate potential impacts on adjacent properties as well as natural features and functions.

3. Interfacing Projects

City staff continue to manage key interface issues between SERT and major

infrastructure projects in Scarborough to coordinate and protect for the SERT's requirements. These interfacing projects include the following:

- Line 4 Sheppard Subway Extension;
- Scarborough Subway Extension (SSE);
- Durham-Scarborough Bus Rapid Transit;
- Meadoway Multi-Use Trail;
- University of Toronto Scarborough Campus (UTSC) Masterplan and the New Military Trail Design;
- Province's Transit Oriented Community (TOC) at Guildwood GO Station on the Lakeshore East GO line, and at Sheppard-McCowan Station on the SSE.

Staff will continue to work with external stakeholders such as UTSC, Metrolinx, and the Province of Ontario to ensure the SERT alignment and infrastructure are coordinated through design solutions in future phases of design. Additional details on work related to interfacing projects are included in Attachment 1.

4. High-level Grade Separation Analysis

Through CC38.1, City Council directed staff to conduct a high-level analysis of alternative options for grade separating (e.g. underground/elevated) the SERT alignment. A scope of work and timeline for this analysis has been developed to inform the procurement of consultant services. City staff plan to complete this exercise later this year and will report the results of this analysis to Council as part of the next SERT update report in Q2 2027.

5. Intergovernmental Funding

City staff, in consultation with the TTC, have identified the SERT as a priority transit project and submitted the project through the Provincial intake process under the Canada Public Transit Fund (CPTF) in September 2025. Other priority projects submitted under this program were the Waterfront East Transit project and the Line 1 Growth Trains and Associated Train MSF. City and TTC representatives continue to meet with Provincial counterparts to advance the SERT application and to advocate for federal and provincial funding towards the identified priority projects. City staff will report back to City Council on decisions relating to CPTF funding once available, and its impact on the SERT project budget.

6. Program Advisory Board

To promote and optimize delivery of the SERT project, Recommendation 8 of EX30.11 recommends establishing a Program Advisory Board (PAB) which is intended to serve as a senior level advisory and advocacy group, active throughout the full lifecycle of the project, including planning, design and development phases. The PAB will facilitate communication, information sharing, and issue identification between the City's project team and major stakeholders. While not a decision-making body, the PAB will offer valuable insight and advice to maximize the benefits of the SERT to the Scarborough

communities it serves, and the City of Toronto broadly. The PAB will not fetter the authority of City Council.

Subject to Council approval of EX30.11, the PAB will be co-chaired by the Deputy Mayor for Scarborough and a non-elected member of the Scarborough community and composed of Members of Scarborough Community Council and Scarborough community leaders. The City's Transit Expansion Division staff will provide staff support to the PAB. In addition, a Construction Liaison Committee will be established during the construction phase and be a forum for community engagement on localized construction impacts.

7. Next Steps

Subject to City Council's approval of the recommendations in this supplementary report, as well as Executive Committee report EX30.11, City staff will report back in Q2 2027 with updates on:

- Progress towards 30% design of the SERT, including for the preferred alternative MSF and New Military Trail roadway design, and completion of required environmental assessments;
- Vehicle Market Sounding exercise and recommended vehicle technology;
- High-level analysis of alternate options for grade separating the SERT alignment; and
- Provincial decisions related to the Line 4 Extension and SERT project implications.

CONTACT

Derrick Toigo, Executive Director, Transit Expansion Division, derrick.toigo@toronto.ca, 416.338.5222

SIGNATURE

Paul Johnson
City Manager

ATTACHMENTS

Confidential Attachment 1 – Preferred Alternative MSF Site Selection
Attachment 1 – Technical Project Details