

Metrolinx Subway Program Update – 2026

Date: February 24, 2026

To: Executive Committee

From: Executive Director, Transit Expansion Division

Wards: All

SUMMARY

The Province of Ontario's Subway Program, being delivered by Metrolinx, is a significant transit expansion plan underway in the City of Toronto and consists of four projects: the Ontario Line, Scarborough Subway Extension, Eglinton Crosstown West Extension, and Yonge North Subway Extension.

This report seeks authorities from City Council as follows for Metrolinx's transit expansion projects:

1. **Subway Program Real Estate Protocol (REP):** City staff are requesting authority to amend technical provisions of the existing REP following a joint review of the REP framework. The updates would allow for additional flexibility for nominal temporary construction licences and the timeframe within which fair market value is determined, in both cases at the City's discretion.
2. **Support Structures Agreements with Metrolinx:** City staff are seeking to enter into an agreement with Metrolinx in accordance with the terms and conditions outlined in this report related to Metrolinx tiebacks and other support structures installed within City lands, including the City's right of way, as a result of the construction of Metrolinx transit projects. Staff are recommending that the tiebacks and support structures installed be permitted to remain in place within City lands in limited circumstances, provided that the City is protected from any losses, costs or damages resulting from the presence of the temporary tiebacks.

This report also provides updates on the implementation of Metrolinx's Subway Program including progress of construction underway for each Subway project and the findings of the recently released Metrolinx 2024-2025 Community Benefits and Supports Annual Report.

RECOMMENDATIONS

The Executive Director, Transit Expansion recommends that:

1. City Council authorize the City Manager, in consultation with the Chief Executive Officer, Toronto Transit Commission to enter into amendments to the Subway Program Real Estate Protocol that may be required based upon the requirements set out in Attachment 1.
2. City Council delegate authority to each of the Executive Director, Corporate Real Estate Management and the Director, Real Estate Services, severally, to approve and enter into nominal temporary licences with Metrolinx where required for the Subways Program, provided that the lands impacted by such licences are not required by the City for municipal purposes during the term of such temporary licence.
3. City Council authorize the Executive Director, Transit Expansion in consultation with the General Manager, Transportation Services and the Executive Director, Corporate Real Estate Management and any other applicable Division Heads, to negotiate, enter into and execute an agreement with Metrolinx, including amendments and renewals, outlining the framework governing responsibility for Metrolinx temporary support structures, installed and located within City lands, including the City's right of way, as a result of the construction of Metrolinx transit projects, in a form satisfactory to the City Solicitor and on terms and conditions satisfactory to the Executive Director, Transit Expansion in consultation with the General Manager, Transportation Services and the Executive Director, Corporate Real Estate Management.
4. City Council severally authorize the General Manager, Transportation Services and the Executive Director, Corporate Real Estate Management to negotiate, enter into and execute nominal licence agreements with Metrolinx or grant nominal easements to Metrolinx, including amendments and renewals that may be required, relating to specific support structures installed and located within City lands, including the City's right of way, as a result of the construction of Metrolinx transit projects, providing for the parties' rights and responsibilities for their maintenance, removal and other requirements as required by the City, on terms and conditions satisfactory to the General Manager, Transportation Services with respect to tiebacks and/or support structures within right of way and the Executive Director, Corporate Real Estate Management with respect to tiebacks and/or support structures on any other City Land, and in a form satisfactory to the City Solicitor.
5. City Council authorize the City Solicitor to complete the transaction(s) contemplated in Recommendation No. 2, 3, and 4 and associated agreements on behalf of the City, including paying any necessary expenses, amending the closing, due diligence and other dates, and amending and waiving terms and conditions, on such terms as the City Solicitor considers reasonable.

FINANCIAL IMPACT

The Subway Program Real Estate Protocol (REP) provides a framework to support timely real estate transactions between the City and Metrolinx, but it does not determine or direct how individual properties must be treated. Through the REP, the City retains the authority to decide the current and future use of its properties and whether specific lands can be made available to Metrolinx. As a result, no financial impacts have been identified as a result of the proposed amendments.

The Chief Financial Officer and Treasurer has reviewed this report and agrees with the financial impact information.

DECISION HISTORY

On December 16, 2025, City Council adopted SC27.6 - Metrolinx's Scarborough Subway Extension - Fourth Quarter 2025 Semi-Annual Update which provided updates on the progress of construction activities, community benefits and public engagement on the Scarborough Subway Extension (SSE).

Link: <https://secure.toronto.ca/council/agenda-item.do?item=2025.SC27.6>

On December 16, 2025, City Council adopted NY28.32 - Metrolinx's Ontario Line Construction within the North York District - Fourth Quarter 2025 Update which provided construction updates and project details on the three Ontario Line stations and a Transit-Oriented Communities (TOC) proposal located in North York.

Link: <https://secure.toronto.ca/council/agenda-item.do?item=2025.NY28.32>

On July 23, 2025, City Council adopted, with amendments, TE24.66 - Ontario Line - Construction Update - Second Quarter 2025 which provided an update on the status of Ontario Line construction within Toronto and East York and included a number of requests for Metrolinx to mitigate impacts of transit construction.

Link: <https://secure.toronto.ca/council/agenda-item.do?item=2025.TE24.66>

On April 23, 2025, City Council adopted, with amendments, DM29.2 - Requiring Metrolinx to Develop a Heavy Truck Safety Plan - by Councillor Paula Fletcher, seconded by Deputy Mayor Ausma Malik, which requested Metrolinx develop and publicly share a Heavy Truck Safety Plan, including enforcement measures, monitoring protocols, and ways for residents to report safety concerns.

Link: <https://secure.toronto.ca/council/agenda-item.do?item=2025.DM29.2>

On February 5, 2025, Scarborough Community Council adopted SC21.9 - Metrolinx's Scarborough Subway Extension - Second Quarter 2025 Semi-Annual Update, which provided updates on the status of construction, public engagement activities and station specific updates including related plans for integration with the existing TTC services and future transit within Scarborough.

Link: <https://secure.toronto.ca/council/agenda-item.do?item=2025.SC21.9>

On December 17, 2024, City Council adopted SC18.12 - Metrolinx Scarborough Subway Extension - Long-term Temporary Road Closures and Public Highway Dedication - Kennedy Station Connection, Emergency Exit Building-1, and Lawrence East Station and requested City staff to report to Scarborough Community Council with project updates on the SSE.

Link: <https://secure.toronto.ca/council/agenda-item.do?item=2024.SC18.12>

On October 29, 2024, North York Community Council adopted NY18.30 - Metrolinx Ontario Line Construction within the North York District - Fourth Quarter Update, which provided updates on the status and progress of the Province's TOC proposal as well as construction updates on the northern segment of the Ontario Line.

Link: <https://secure.toronto.ca/council/agenda-item.do?item=2024.NY18.30>

On October 9, 2024, City Council adopted TE16.56 - Liberty Village Traffic Action Plan Update, requesting City staff to work with Metrolinx to expedite coordination of design and delivery of Liberty New Street, between Dufferin Street and Strachan Avenue, to ensure opening concurrently with the Ontario Line Exhibition Station and to provide a status update to Toronto and East York Community Council (TEYCC) as a part of the next Ontario Line Update report.

Link: <https://secure.toronto.ca/council/agenda-item.do?item=2024.TE16.56>

On July 24, 2024, City Council adopted EX16.3 - Subway Agreement in Principle and Update on Metrolinx Subway Program – Third Quarter 2024, which provided an update on key items related to the Subway Program including the negotiations of the Subway Agreement in Principle and an update on the status of the Subway Program.

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 to maximize achievement of the City priorities through interactions with the Provincial government and its agencies in the delivery of all current and future transit expansion and TOC projects.

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

On April 17, 2024, City Council adopted EY12.1 - City-initiated Zoning By-law Amendments to Implement Eglinton Crosstown West Extension - Decision Report – Approval City-initiated Zoning By-law amendments to facilitate the delivery of the Eglinton Crosstown West Extension (ECWE) project. The purpose of the amendments were to provide relief from certain zoning provisions related to transportation uses for lands to be acquired by Metrolinx to accommodate the ECWE project elements such as emergency exit buildings, traction power substations, transit station entrance buildings and temporary facilities required for construction.

Link: <https://secure.toronto.ca/council/agenda-item.do?item=2024.EY12.1>

On March 20, 2024, MM16.31- Request for Updates on Northern Segment of the Ontario Line, City Council requested City staff to report to North York Community Council with regular updates on the status and progress of the Province's TOC proposals as well as updates on the design and construction of the northern segment of the Ontario Line within North York.

Link: <https://secure.toronto.ca/council/agenda-item.do?item=2024.MM16.31>

On January 24, 2024, City Council adopted TE10.40 - Metrolinx's Ontario Line Construction within the Toronto and East York District - First Quarter Update, which provided an update on the current status of the Ontario Line construction within Toronto and East York and provided an update on the recommendations shared with Metrolinx as directed through TM2.1.

Link: <https://secure.toronto.ca/council/agenda-item.do?item=2024.TE10.40>

On December 13, 2023, City Council adopted PH8.22 - Saving Iqbal Foods and Supporting Ontario's Halal Food Supply Chain requesting the Minister of Municipal Affairs and Housing enact an Enhanced Municipal Zoning Order to permit Iqbal Foods to operate a grocery store at 100 Thorncliffe Park Drive.

Link: <https://secure.toronto.ca/council/agenda-item.do?item=2023.PH8.22>

On December 13, 2023, City Council adopted, with amendments, EX10.16 - Cummer Station - Response to Council Motions, which responded to a number of motions from City Council regarding a potential future subway station at Yonge Street and Cummer/Drewry Avenues and provided a Business Case for Cummer Station from the City's perspective.

Link: <https://secure.toronto.ca/council/agenda-item.do?item=2023.EX10.16>

On December 13, 2023, City Council adopted MM13.3 - Metrolinx Eglinton Crosstown West Extension - Elevated Guideway - by Councillor Frances Nunziata, seconded by Councillor Mike Colle requesting staff to investigate opportunities to reduce the setbacks between Eglinton Avenue West and the ECWE Elevated Guideway to potentially lessen the impact to Fergy Brown Park and Pearen Park and the existing road allowance along Eglinton Avenue West.

Link: <https://secure.toronto.ca/council/agenda-item.do?item=2023.MM13.3>

On October 11, 2023, City Council adopted TE7.81 - Protecting and Upgrading Jimmie Simpson Playground due to Ontario Line Construction including a report from staff which provided an update on City Council's request for Metrolinx to replace the wading pool and playground in Jimmie Simpson Park and provided details on the status of the licence agreement for Metrolinx to access Jimmie Simpson Park to complete works related to the Ontario Line.

Link: <https://secure.toronto.ca/council/agenda-item.do?item=2023.TE7.81>

On July 19, 2023, City Council adopted TM2.1 - City of Toronto Recommendations for Metrolinx's Ontario Line Construction within the Toronto and East York District to fulfill the mandate of the Subcommittee on Metrolinx's Ontario Line Construction by consolidating City staff recommendations, public feedback and City Council directives to create recommendations on reducing the construction impacts, providing opportunities for residents and businesses and supporting the communities most impacted by the Ontario Line construction.

Link: <https://secure.toronto.ca/council/agenda-item.do?item=2023.TM2.1>

On June 14, 2023, City Council adopted EX5.3 - Update on Metrolinx Subway Program - Second Quarter 2023, which provided a status update on Metrolinx-led subway transit expansion projects currently underway in Toronto.

Link: <https://secure.toronto.ca/council/agenda-item.do?item=2023.EX5.3>

On June 14, 2023, City Council adopted TE5.46 - Report Back on Metrolinx's Ontario Line Construction within the Toronto and East York District, which provided additional details requested by City Council on Ontario Line construction.

Link: <https://secure.toronto.ca/council/agenda-item.do?item=2023.TE5.46>

On May 10, 2023, City Council adopted TE4.70 - Update on Metrolinx's Ontario Line Construction within the Toronto and East York District, which provided details on the status of the Ontario Line project in Toronto and East York District, including timelines, construction mitigation plans, and community engagement milestones.

Link: <https://secure.toronto.ca/council/agenda-item.do?item=2023.TE4.70>

On February 23, 2023, TEYCC adopted item TE3.43 - Striking a Sub-committee on Metrolinx's Ontario Line Construction, which requested the establishment of a subcommittee composed of Councillors from Wards 10, 13 and 14 and directed the Executive Director, Transit Expansion Division to report to the first meeting in March 2023 regarding the current status of the Ontario Line, pedestrian and traffic management plans, and opportunities for City and resident involvement moving forward.

Link: <https://secure.toronto.ca/council/agenda-item.do?item=2023.TE3.43>

On June 15, 2022, City Council adopted, with amendments, EX33.1 - Metrolinx Transit Expansion Projects - Second Quarter 2022, which provided an update on key milestones of the Subway Program and City Council approval for closures of roads, sidewalks and multi-use trails to support construction of the SSE.

Link: <https://secure.toronto.ca/council/agenda-item.do?item=2022.EX33.1>

On May 11, 2022, City Council adopted, MM43.34 - Running the Elevated Segment of Eglinton Crosstown West Extension Underground - by Councillor Frances Nunziata, seconded by Councillor Ana Bailão, requesting Metrolinx undertake an assessment of running the elevated segment of the ECWE underground and to identify options that may exist to accommodate this change.

Link: <https://secure.toronto.ca/council/agenda-item.do?item=2022.MM43.34>

On December 15, 2021, City Council adopted, with amendments, EX28.12 - Metrolinx Subways Program - Real Estate Protocol and Land Valuation Principles for Subways and GO Expansion Programs, which provided City staff authority to execute a Real Estate Protocol with Metrolinx and the TTC to govern the access, acquisition, ownership and disposition of property between the parties for the Subway Program.

Link: <https://secure.toronto.ca/council/agenda-item.do?item=2021.EX28.12>

On July 6, 2021, City Council adopted EX25.5 - Update on Metrolinx Transit Expansion Projects - Second Quarter 2021, which provided a status update on Metrolinx-led transit expansion projects currently underway in Toronto.

Link: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.EX25.5>

In November 2020, City Council adopted, with amendments, EX18.3 - Update on Metrolinx Transit Expansion Projects – Fourth Quarter 2020 and adopted directives related to several Metrolinx transit expansion projects.

Link: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2020.EX18.3>

In September 2020, City Council adopted, with amendments, EX16.5 - Provincial Priority Transit Expansion Projects - Subway Program Status Update Third Quarter 2020, which provided a status update on the Subway Program.

Link: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2020.EX16.5>

In October 2019, City Council adopted, with amendments, EX9.1 - Toronto-Ontario Transit Update, authorizing City staff to execute the Preliminary Agreement with the Province of Ontario, which established principles and responsibilities for the implementation of major transit initiatives, including the Subway Program.

Link: <https://secure.toronto.ca/council/agenda-item.do?item=2019.EX9.1>

COMMENTS

Subway Program Real Estate Protocol Updates

Background

The City, TTC and Metrolinx executed a Real Estate Protocol (REP) for the Subway Program in 2021 based on the terms approved by City Council through [EX28.12](#). The REP establishes roles and responsibilities that govern the access, acquisition, ownership and disposition of property (i.e. Subway Lands) between the parties. The REP also ensures that City infrastructure impacted by the Subway Program, including TTC facilities, parks, Toronto Water systems, and transportation assets, is assessed, protected, and restored to City standards. Since its execution in 2021, the REP has supported a significant number of real estate transactions and has played a critical role in safeguarding City interests during transit expansion.

While the REP facilitates timely transactions, it does not obligate the City to transfer property if doing so would disrupt municipal operations or future needs. Metrolinx has the right to pursue expropriation under applicable legislation, and the City retains its rights in any such proceedings. Metrolinx has accelerated expropriation powers under the *Building Transit Faster Act*, and Section 47 of the *Metrolinx Act* allows the Lieutenant Governor in Council to order the transfer of City assets, with or without compensation, for rapid transit projects. Continued adherence to the REP ensures the City maintains a decisive role in managing the impact of transit projects on City-owned property.

In September 2025, Metrolinx and the City initiated a joint review of the REP to assess its continued effectiveness and ensure the framework remains aligned with its original objectives and guiding principles. This review considered opportunities to update technical provisions and clarify processes. The intent of the review was to confirm that the REP continues to support timely transactions, while protecting City interests.

Proposed REP Technical Amendments

The REP provides that temporary interests in City-owned lands that are determined to have no municipal purpose may be transferred to Metrolinx for nominal consideration. Lands that have a municipal purpose, including parkland, open space, public highways, income-producing properties, or sites intended for future development, must be transferred at fair market value. The determination of municipal purpose is made by the City at its sole discretion, acting reasonably. Staff have generally considered lands included in capital plans or capable of future development as having a municipal purpose and have transferred these lands at fair market value irrespective of the licence term length requested by Metrolinx.

City staff recommend amending the REP to allow nominal temporary licences where the term length does not interfere with future municipal use. This proposed amendment is viewed as a reasonable clarification of the REP and is consistent with the original REP principles guiding when nominal agreements can be used to support transit development. This amendment would not apply to parkland, green or open space, rights of way (ROW), permanent interests, lands with an active municipal purpose, or existing licences. The City would continue to determine municipal purpose, including the timing of future use, at its sole discretion.

In addition, staff are recommending the REP be amended to allow the City to consent to an early value determination date where City lands are initially provided to Metrolinx through a temporary agreement and then ultimately transferred permanently. This additional flexibility will be at the City's discretion. Attachment 1 outlines these amendments. All other terms approved by Council under EX28.12 remain the same.

Together, these technical amendments represent additional tools the City can rely on if warranted to ensure timely and negotiated real estate agreements with Metrolinx, consistent with the original principles of the REP.

Support Structures Agreements with Metrolinx

As a result of the construction of Metrolinx transit expansion projects in the City, including the Subway Program, the Finch West LRT, and Eglinton Crosstown LRT, Metrolinx has installed, or may install, various temporary support structures, such as tiebacks and retaining walls, in the City's ROW and other City lands, more generally. Tiebacks are rods that are installed horizontally into an excavated area to provide additional support and stability during construction. In many cases, these tiebacks and other support structures serve a temporary function and are no longer required once construction is complete. Typically, the City requires that temporary tiebacks be destressed, so they no longer function in providing load resistance, or that the tiebacks be removed at construction completion. In some instances, however, it may not be reasonably feasible or safe to remove tiebacks, particularly at great depths due to significant disruption and challenges navigating adjacent infrastructure.

Metrolinx and City staff are therefore seeking to enter into an agreement establishing the framework under which the City and Metrolinx will enter into site specific agreements governing the maintenance and/or removal of the support structures that

remain post-construction. The framework agreement will address overall expectations with respect to maintenance and removal, which will then be incorporated into site specific agreements. Site specific agreements for structures within the ROW will continue to be administered in accordance with Municipal Code Chapter 743, while agreements addressing structures outside of the ROW will be addressed through encroachment, other license agreements or easements between the City and Metrolinx.

Subway Program Update

The Province’s Subway Program represents a historic expansion of transit in Toronto and consists of four projects: the Ontario Line, Scarborough Subway Extension, Eglinton Crosstown West Extension, and Yonge North Subway Extension. All four projects are in active delivery stages, with construction underway. City staff continue to support the delivery of the Subway Program through ongoing technical reviews, advancing necessary agreements and permits, and issues management. This includes working across City Divisions and with Metrolinx to address construction and traffic management impacts, community engagement, and while protecting City infrastructure and services and responding to Council direction.

Ontario Line

The Ontario Line will be a 15.6-kilometre subway with 15 stops running from Exhibition Station to the Don Valley Station (formerly Ontario Science Centre Station).

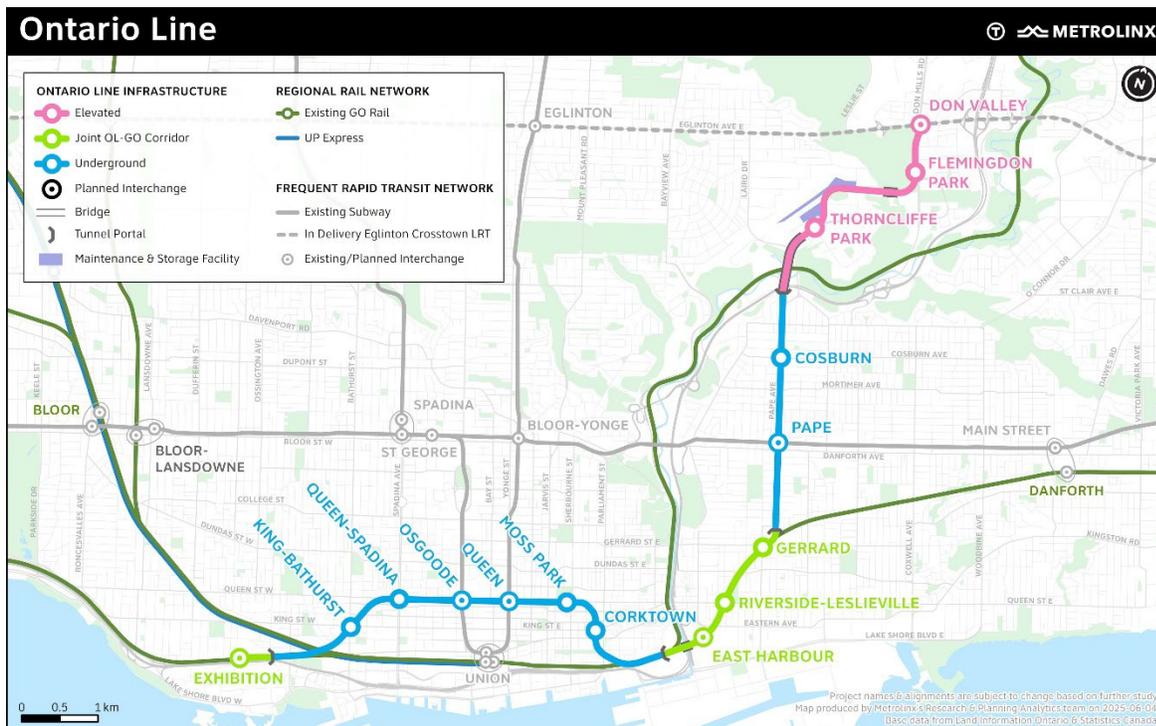


Figure 1: Ontario Line alignment (Source: Metrolinx)

Ontario Line Project Updates

Detailed updates on the progress of construction of the Ontario Line were provided through [NY28.32](#), reported to North York Community Council on December 5, 2025, and through [TE28.27](#), reported to Toronto and East York Community Council on January 13, 2026. The North York Community Council report included details on the efforts underway by Metrolinx and the City to manage congestion and emergency vehicle access in Thorncliffe Park due to lane restrictions on Overlea Boulevard for Ontario Line early works. Metrolinx and City staff are also coordinating and phasing construction activities to minimize impacts to the community on the City's reconstruction of the Overlea Bridge and Metrolinx's plans for construction in Thorncliffe Park, scheduled to commence as early as summer 2026. Metrolinx, working with City staff, will communicate any future closures in the area with the public and local Councillors well in advance of the closure, including through the Construction Liaison Committee (CLC).

NY28.32 and TE28.27 also included updates on the implementation of the Ontario Line Truck Route Safety Plan (the Plan), which was released in July 2025. City Council and City staff recommended Metrolinx implement GPS tracking and vehicle identification as mitigation measures in the Plan and the implementation of these changes is now underway. Vehicle identifier decals are currently in use for trucks from Exhibition and King-Bathurst worksites, as these trucks are exempt from transit priority lanes on Dufferin and Bathurst Street. GPS tracking has been implemented by Metrolinx's contractor delivering excavation work at Pape Station since summer 2025.

As reported in TE28.27, Metrolinx had informed City staff that additional Ontario Line contractors would begin implementing GPS tracking and vehicle identifier signage in January 2026 in Ward 14. However, Metrolinx shared with City staff in early February 2026 that implementation of the GPS tracking and vehicle signage is still in progress for Ward 14, and they are developing a pilot for signage on trucks to determine optimal locations for decals. This pilot is currently underway with trucks at Pape Station, and once completed, a strategy with the lessons learned will be finalized and applied across Ontario Line contracts. City staff are working with Metrolinx to monitor and confirm timelines for full implementation and will provide updates to local Councillors as this work progresses and through future reports to City Council.

Through TE28.27, City Council also requested Metrolinx formally engage with local community groups in the Queen-Spadina area for the station naming, reassess the feasibility of installing an acoustic shelter at the Queen-Spadina station site, develop a strategy for Business Improvement Areas impacted by Ontario Line construction work and to provide the City with options to mitigate construction impacts during the FIFA World Cup. Metrolinx is now in receipt of these requests and is working to provide an update to City staff.

Further information on the status of the Ontario Line project can be found in [NY28.32](#) and [TE28.27](#), including station-specific construction updates and mitigations, haul route updates and mitigating approaches, and community benefits and engagement.

Dufferin Bridge

The Dufferin Bridge spans the Metrolinx GO Transit Corridor and ownership and maintenance responsibilities are shared between the City (one-third) and Metrolinx (two-thirds). The City began studying a replacement in 2011 and the current temporary bridge was installed in 2014. This bridge was temporary because Metrolinx could not confirm clearance requirements for overhead electrical infrastructure until 2019. In 2022, replacement of the bridge was deferred until after 2027, at Metrolinx's request, in order to accommodate Ontario Line construction.

In 2022, the City retained a consulting firm to undertake a detailed inspection and structural evaluation of the bridge. The inspection identified no structural capacity concerns. In 2025, Metrolinx advised the City of its intent to use the Dufferin Bridge as part of the Ontario Line haul route for the Exhibition Station project. In response, the City requested that Metrolinx undertake a structural steel inspection and fatigue analysis to assess the bridge's capacity to accommodate Ontario Line haul trucks. While replacement of the Dufferin Bridge continues to be deferred to accommodate Metrolinx corridor work, the bridge was determined to be safe for hauling operations until the end of 2029, provided appropriate inspection and maintenance measures are implemented. City staff and Metrolinx are working closely to finalize responsibilities for regular inspections and complete all necessary maintenance and repairs required to ensure public safety and maintain uninterrupted road and rail operations. Both parties are also working collaboratively on an agreement to confirm that Metrolinx will meet the 2027 deadline to enable the City to begin bridge replacement work.

Scarborough Subway Extension

The Scarborough Subway Extension (SSE) extends Line 2 – Bloor-Danforth by 7.8 kilometres from Kennedy Station to a new terminus at Sheppard Avenue East and McCowan Road. The SSE will run below grade and consists of three stations along McCowan Road at Lawrence Avenue East, Scarborough Centre and Sheppard Avenue East.



Figure 2: SSE alignment (Source: Metrolinx)

Detailed updates on the progress of construction of the SSE were provided to City Council through [SC27.6](#) on November 27, 2025, including progress made by Metrolinx’s Tunnel Boring Machine (TBM). As of December 2025, the TBM has completed over three kilometres of tunnelling.

Through SC27.6, City Council also requested that Metrolinx hold public meetings with Scarborough residents to address questions and concerns related to the SSE. In response, Metrolinx has committed to holding public open houses in 2026 to hear from Scarborough residents on the SSE.

Further information on the status of the SSE project can be found in [SC27.6](#), including station-specific construction updates and mitigations, community benefits, and community engagement.

Yonge North Subway Extension

The Yonge North Subway Extension (YNSE) will extend the TTC’s Line 1 subway service approximately 8 kilometres from the existing terminus at Finch Station, including sections within the cities of Markham, Vaughan and Richmond Hill in York Region. The extension will connect to the Richmond Hill GO train and Highway 407 GO Bus service, as well as local bus routes at each of the five stations: Steeles, Clark, Royal Orchard, Bridge, and High Tech.

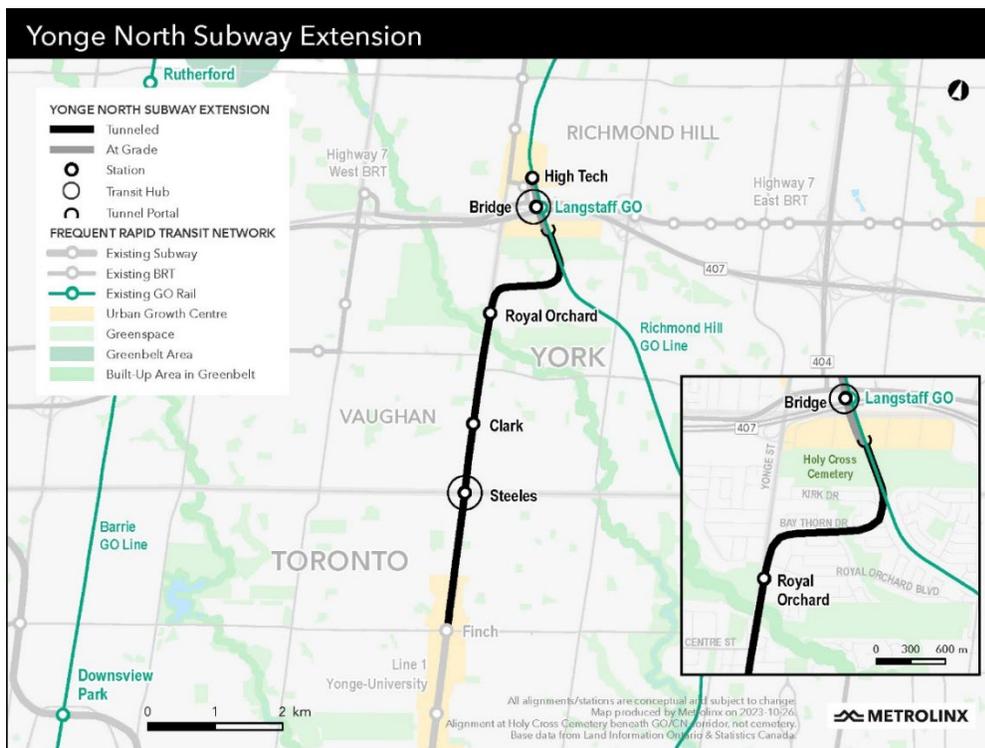


Figure 4: YNSE alignment (Source: Metrolinx)

Project Updates

YNSE is being delivered through three separate procurement contracts – Finch Early Works (completed in 2023), the Advance Tunnel Contract (ATC), and the Stations, Rail and Systems (SRS) contract.

- **ATC:** On July 31, 2025, Infrastructure Ontario (IO) and Metrolinx awarded the ATC to North End Connectors, which is led by Aecon Infrastructure Management Inc., FCC Group and Ghella Canada Ltd¹. The contract includes designing the tunnels, supplying the TBMs and constructing the launch and extraction shafts. Early works for the project are underway, such as relocating existing utilities along the route, and tunnelling is expected to begin in 2027².
- **SRS:** On October 16, 2025, Metrolinx and IO released a Request for Qualifications (RFQ) for the SRS contract³. The SRS contract will construct the new subway stations, bus facilities, rail and signalling systems and the connections at Finch Station on TTC Line 1 after the advance tunnelling is complete. The RFQ for the SRS contract is expected to close in February 2026. Metrolinx will continue to refine plans as the SRS moves through the design stages. City staff will continue to work with Metrolinx to provide updates on the

¹ <https://www.infrastructureontario.ca/en/news-and-media/news/advance-tunnel-yonge-north-subway-extension/contract-awarded-for-the-yonge-north-subway-extension-advance-tunnelling-project/>

² https://assets.metrolinx.com/image/upload/v1764082862/Images/Metrolinx/YNSE/RORA_Townhall_Dec_k_clean.pdf

³ <https://www.infrastructureontario.ca/en/news-and-media/news/yonge-north-subway-extension-stations-rail-and-systems/request-for-qualifications-issued-for-stations-rail-and-systems-contract--for-the-yonge-north-subway-extension/>

design plans and to advocate for the local community based on feedback from residents and the local Councillor.

Public Engagement

Metrolinx hosted two open houses for the YNSE project in 2025, in Markham and Richmond Hill. Additional community engagement for the Toronto segment of the alignment is anticipated when the design work for the ATC progresses and preparations begin for tunnelling.

Eglinton Crosstown West Extension

The Eglinton Crosstown West Extension (ECWE) will extend Line 5 – Eglinton from the existing Mount Dennis Station to Renforth Station, spanning 9.2 kilometres.



Figure 5: ECWE alignment (Source: Metrolinx)

Project Updates

ECWE is being delivered through four separate procurement contracts – Advance Tunnel 1 (ATC1) including Station Box Works, Advance Tunnel 2 (ATC2), Elevated Guideway (EG), and Stations, Rail and Systems (SRS).

- **ATC1:** Major tunnelling on the western segment between Scarlett Road and Renforth Drive was completed in June 2025. Station Box Works are now underway to excavate the four underground stations and complete associated

road realignments, with station box construction expected to continue through spring⁴.

- **ATC2:** Tunnelling on the eastern underground segment between Jane Street and Mount Dennis Station is ongoing, with tunnel excavation progressing steadily. Completion of tunnelling is anticipated in 2027⁵.
- **EG:** Construction of the elevated guideway between Jane Street and Scarlett Road has begun. This work includes the design and construction of a 1.5-kilometre elevated structure and is expected to continue through 2028⁶.
- **SRS:** The SRS contract is currently in the design development phase. This contract includes the design and construction of seven stations, rail and systems installation, and the connection to the existing Eglinton Crosstown LRT. Design work is expected to continue through spring 2027, with construction timelines to be confirmed as design advances⁷.

Public Engagement

Metrolinx currently has two active ECWE CLCs. The first is the EG/ATC2 CLC for areas between Scarlett and Jane Stations and the second is the Station Box Works CLC, which was recently established in September 2025 for the area between Martin Grove and Scarlett Stations.

In addition to the CLCs, Metrolinx has hosted various open house meetings, both in person and virtual and has conducted community pop-up events and canvassing to connect with the local community. Residents can also visit the ECWE community office, located at 326 Scarlett Road, to connect with Metrolinx staff.

Metrolinx's Community Benefits and Supports Program

Metrolinx is implementing their Community Benefits and Supports Program for all four projects of the Subway Program⁸. City staff have consistently requested Metrolinx improve the transparency and accountability in their public reporting, as recommended through TM2.1. As a result, the [2024-2025 Community Benefits and Supports Annual Report](#), released in February 2026, provides details on community benefits key performance indicators and initiatives broken down by project. Metrics were not included for YNSE, as the project has not begun major construction. Highlights from the report for the three other projects in the Subway Program include:

⁴https://assets.metrolinx.com/image/upload/v1748374844/Images/Metrolinx/ECWE_EG_ATC2_CLC_Mee ting_3_Presentation.pdf

⁵https://assets.metrolinx.com/image/upload/v1748374844/Images/Metrolinx/ECWE_EG_ATC2_CLC_Mee ting_3_Presentation.pdf

⁶https://assets.metrolinx.com/image/upload/v1765918760/Images/Metrolinx/ECWE/ECWE_EG_ATC2_-_CLC_Presentation_-_Oct_7_2025_-_FINAL_updated.pdf

⁷https://assets.metrolinx.com/image/upload/Images/Metrolinx/ECWE/ECWE_SRS_Presentation_for_CLC_Dec_3.pdf

⁸<https://www.metrolinx.com/en/projects-and-programs/community-benefits>

- ~2350 jobs have been created, including ~1300 local hires. The majority of this stems from the Ontario Line project, which has created ~1500 jobs.
- Across the projects, an average 22% of new hires by contractors were women (Ontario Line at 20%, SSE at 30%, and ECWE at 16%).
- Across the projects, an average of 30% of new hires by contractors identified as Black, Indigenous or People of Colour (Ontario Line at 14%, SSE at 50% and ECWE at 26%).
- Across the projects, an average of 11% of skilled tradespeople hired by contractors were in apprentice roles (Ontario Line at 3%, SSE at 7% and ECWE at 24%).
- Metrolinx has invested a total of \$118.1 million in local businesses, and \$67,000 in social enterprises. The largest share of local business investment is from the Ontario Line (\$89M), while SSE accounts for the largest share of social enterprise investment (\$46,000).

Through TE28.27, City Council requested Metrolinx provide briefings to Councillors on how their CBS program is aligned with and fulfilling the Ontario Line's Subcommittee recommendations upon the release of the annual report. Metrolinx is currently working with City staff to coordinate the briefings.

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SIGNATURE

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ATTACHMENTS

Attachment 1 – Subway Real Estate Protocol: Proposed Updates to Major Terms and Conditions