



April 14, 2026

**Submission to City of Toronto Executive Committee**

**Re: Fighting for the Scarborough East Rapid Transit Line**

**From: Larry Whatmore, President, Scarborough Community Renewal Organization**

---

To Mayor Chow and members of the Executive Committee:

The Scarborough Community Renewal Organization has read the mayor's motions coming to Executive Committee on April 15, as announced on X on April 9:

<https://x.com/mayoroliviachow/status/2042254342867063196?s=46>

SCRO fully supports the mayor's recommendations, including the renaming of the project to the "Scarborough East Rapid Transit Line".

The mayor is asking, among other things, that Council identify this project as the City's top transit priority that is not yet fully funded. We strongly agree. Eastern and northern Scarborough are in serious need of higher order public transit, especially Malvern and University of Toronto Scarborough, so that, eventually, residents and students will no longer have to endure punishing commute times on slow buses on congested roads.

SCRO is grateful for the \$1.2 billion already committed by the City to this project, which is funding design work so we can get this project to a state where it will qualify for federal and provincial funding. The funding model just announced for the Waterfront LRT, with financial participation by all three levels of government, would be a good funding template for the Scarborough East Rapid Transit Line.

In 2023, City staff completed an Initial Business Case for this project. This 90 page document provides a thorough and compelling strategic and economic rationale for this project. The conclusions of that business case are as compelling today as they were in 2023. To highlight a few of them:

***Constructing the Eglinton East LRT is far better than not doing so***, as the projected demand in 2041 along the study corridor far exceeds the capacity than can be practically provided by the Base Case.

***The economic case is strong***, with almost \$1.4 billion in discounted benefits with an expected Net Present Value of \$4.4 billion.

***The project will enable us to better serve equity-deserving groups in Scarborough***, by reaching seven of the City's Neighbourhood Improvement Areas, supporting sustainable mobility in historically underserved communities.

***The University of Toronto's Scarborough campus will be able to serve students better***, given that an estimated 56% of UTSC's students travel to campus by local transit.

To quote from the Business Case: ***“increasing traffic congestion over time will continue to degrade the existing transit service, thereby increasing the cost of living and degrading quality of life, perpetuating a cycle of further inequity.”***

In 2019, the Province instructed the City to revise its Official Plan on the assumption that 700,000 more residents will be living in Toronto by 2051. Realistically, at least 175,000 of them will settle in Scarborough. The only practical way to prepare for this and to avoid massive gridlock is through a large scale increase in higher order public transit, including this project.

SCRO would welcome the opportunity to participate on the Community Advisory Board, under the leadership of Deputy Mayor Ainslie, and to support the City in any way we can to drive this project forward, including advocating for funding from the federal and provincial governments.

Sincerely,



Larry Whatmore  
President  
Scarborough Community Renewal Organization

