



MARCH 28, 2017 GIC

WHY WE NEED TO SAY NO TO LRT!

“LRTS”

- Visions of grandeur (dillusional)
- Severe loss of reality (unrealistic)
- Propensity to enact massive tax hikes (Greedy)



Every year or so, neurosurgeon Brian Baker liked to pull the same stupid gag on his colleagues.

WHY WE NEED TO SAY NO TO LRT!

Ontario's debt now sits at **\$300 billion**, and it's expected to balloon even more in the coming years.

Financial watchdog warns Ontario's debt will grow to **\$350 billion** in four years



National Online Journalist, Politics Global News July 25, 2016 4:11 pm

WHY WE NEED TO SAY NO TO LRT!

Hamilton is running a \$3 billion
infrastructure debt which will balloon
by 150 million every year.



Hamilton - Ontario wikipedia

REPORT REVEALS NEW TRANSIT LINES' STEEP COST FOR TORONTO

A proposed cost-sharing deal between the municipality and the province for \$11.4 billion worth of transit projects.

- The report also says a property tax increase of up to 3 per cent
- The city would also be responsible for operating and maintenance costs associated with SmartTrack and the proposed Eglinton West LRT.
- The Eglinton Crosstown alone is expected to require a \$39-million annual subsidy when it opens in 2021.

TORONTO

- **Eglinton Crosstown to open a year later than expected**
- Metrolinx, announcing new target of fall 2021, says its contractor needs more time to address community issues during construction.
- https://www.thestar.com/authors.kalinowski_tess.html

Cost Confusion on the Eglinton-Scarborough Crosstown



Fig. 1

TORONTO (ST CLAIR)

TORONTO TRANSIT COMMISSION REPORT NO. MEETING DATE:
JANUARY 20, 2010 SUBJECT: TRANSIT CITY IMPLEMENTATION –
THE ST. CLAIR PROJECT EXPERIENCE

Getting It Right” Lessons from the Implementation of the St. Clair
Streetcar for the Implementation of Transit City

Report

\$ 58 million+ – Cost Overrun



FIG.2

KITCHENER

cost overruns force Kitchener to
druple its budget for utility relocations

Region Record
ne Thompson

stops must be ripped up because of a teensy mistake



FIG 3

OTTAWA

**2 years to go, city has blown through 90 per cent of LRT contingency fund
adding cycling tracks to Booth Street Bridge after Sept. 2017 opening just one example**

by [Emanuele Chianello](#), [CBC News](#) Posted: Aug 26, 2016 5:00 AM ET Last Updated: Aug 26, 2016 5:00 AM ET



FIG.5



FIG. 6

CALGARY

Calgary's West LRT project \$35M over budget

[CBC News](#) Posted: May 16, 2012 1:51 PM MT



FIG: 7



FIG:8

EDINBURGH

Edinburgh's tram system opens – £375m over budget and three years late

<https://www.theguardian.com/uk-news/2014/jun/01/edinburgh-tram-system-opens>



FIG.9



FIG. 10

PORTLAND OREGON

Light Rail Ineffective: Portland transit mode-share unchanged despite \$4 billion+ in LRT spending

<http://skytrainforsurrey.org/2012/02/26/portland-light-rail-modeshare-fail>

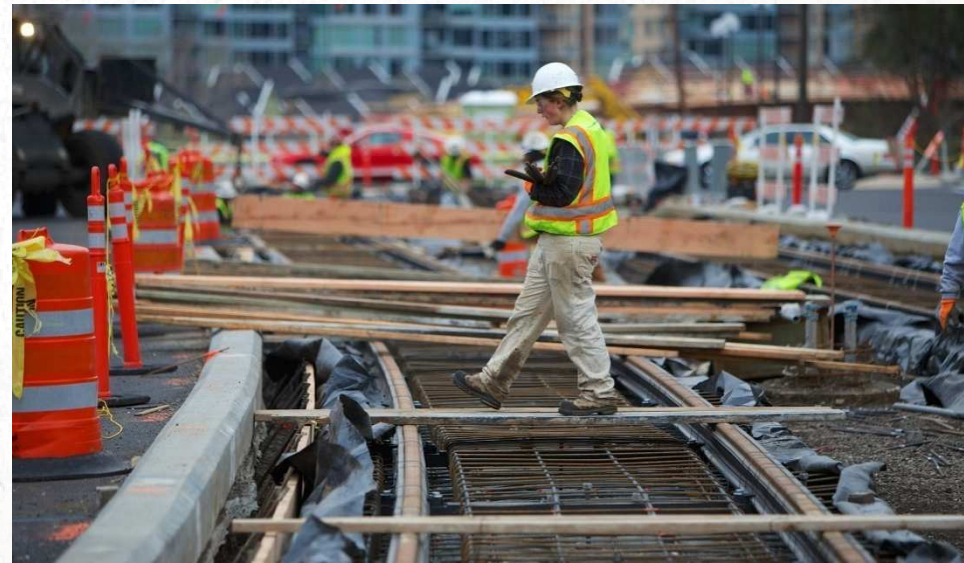


FIG. 12

SEATTLE

Sound Transit's cost overruns for first phase hit about 86 percent. The cumulative costs are on track to reach \$4.95 billion

Originally published August 20, 2016 at 6:29 pm

[Mike Lindblom](#)

Seattle Times transportation reporter

Professor Bent Flyvbjerg, now of Oxford University's business school, [studied 258 world projects](#) and found that 86 percent exceeded the original budget, by an average 28 percent, in a 2002 study that's still cited because so little research exists. Passenger-rail projects overran an average 45 percent.

The most plausible explanation is "strategic misrepresentation," in other words lying, Flyvbjerg wrote.



FIG. 13



FIG 14

CITIES THAT SAID “NO “ TO LRT

BRAMPTON- 300,000- 400,000 Million

GO Bruce McCuaig said the provincial money that would have funded the Brampton portion of the defeated LRT plan will now be available for other transit projects across the province. It is not clear that any alternative transit plan Brampton now decides on could still be considered by the province for funding. “That would have to be evaluated,” he told councillors. The province has committed \$300 million.

BRAMPTON council dropping light rail-London

By The London Free Press
2016 10:41:53 EDT AM

Columbus will 'leap-frog' light rail as transit option after Smart City Challenge win

The application said its bus-based mass transit system, operated by the Central Ohio Transit Authority, can “demonstrate emerging mobility solutions that are more flexible and with greater flexibility than a fixed-rail infrastructure. Many mid-sized cities cannot afford light rail, or the feasibility of deploying such a system.”

October 14, 2016, 7:33am EDT

Light Rail Virginia Beach: Five reasons to vote “no”

By Pilot

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FIGURE 9 :

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FIGURE10:

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FIGURE 11:

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FIGURE 12:

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- CAROL LAZICH
- RESIDENT- WARD 1