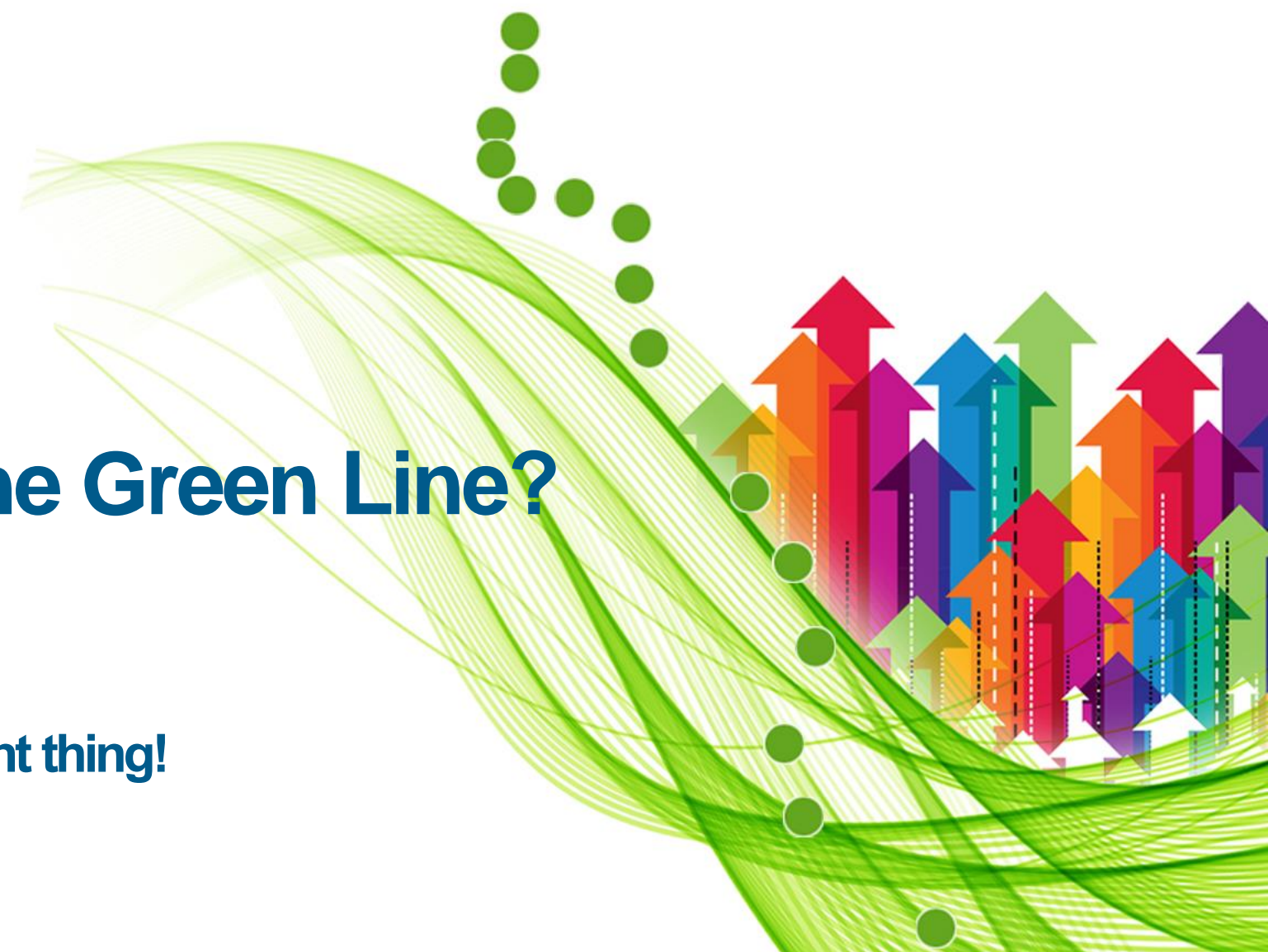




RETHINK
the **Green**
Line

Time to rethink the Green Line?

It's never too late to do the right thing!



Calgary's largest-ever infrastructure project

Why is this project so important?

- This high-risk, high-cost project deserves more scrutiny
 - Bigger than the Event Centre and the Cancer Centre combined
 - Phase 1 costs already double the original estimate
 - Cost estimates for the entire line are indefensible

Who will pay?

- Taxpayers

What are we doing about it?

- Citizen's Committee raising awareness
- We need your help to force the City to rethink the Green Line!



Why does this issue matter?

Covid was a game changer!

- Higher risks, higher costs
- Inflation + increasing interest rates
- Escalating cost of labour, cement, steel, equipment
- 30% vacancy rate downtown
- Ridership is down and not coming back

Megaproject expert describes path to failure

- 99% projects are over budget, over schedule, under deliver benefits
- It's the Green Line's playbook
 - ✓ Underestimate cost
 - ✓ Overestimate benefits
 - ✓ Spend beyond the point of no return
- Exactly where we are today!

There's still time to do the right thing!

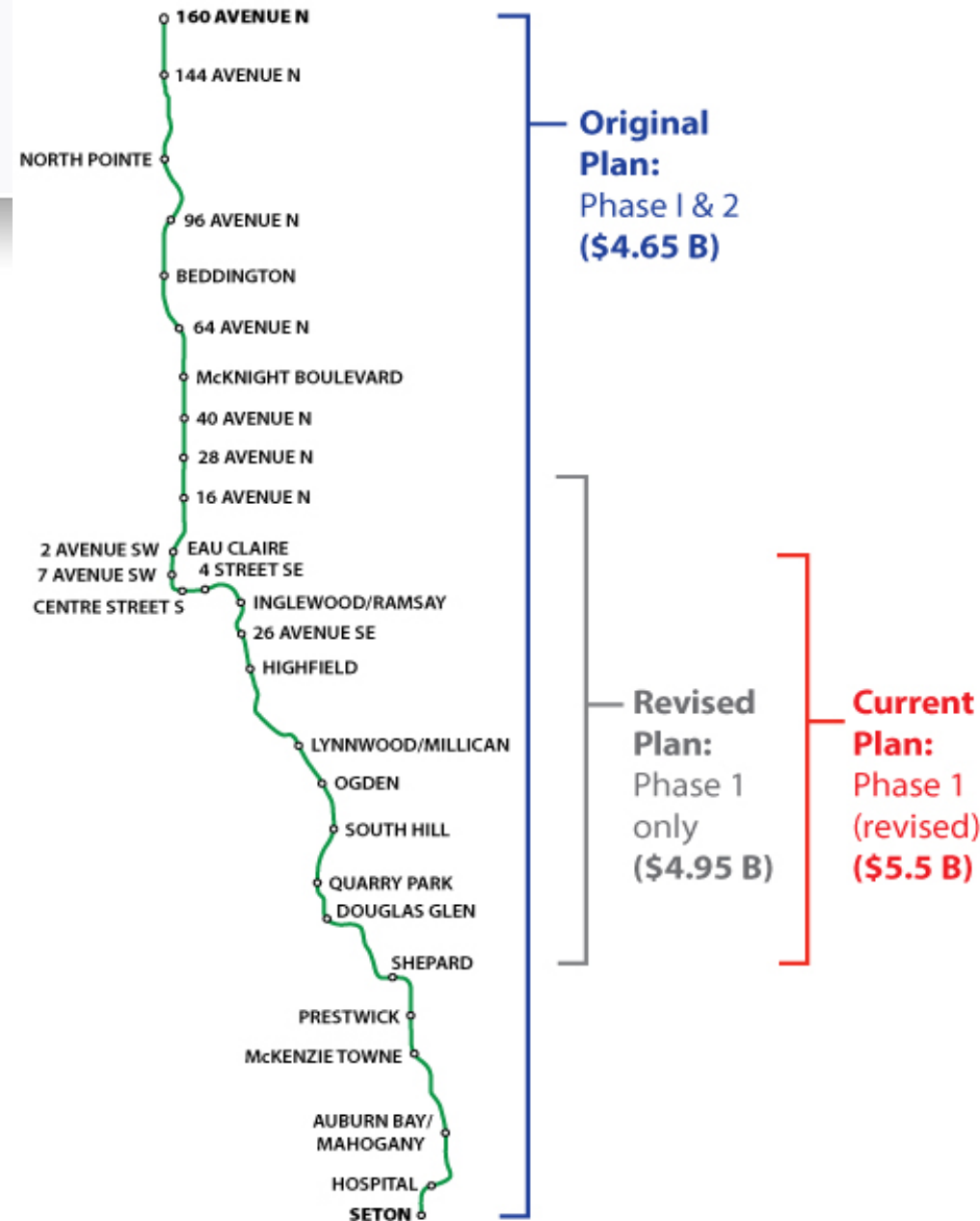


What's gone wrong?

Project shrinks as costs grow

- 2017: \$4.65 Billion**
 - 160 Ave to South Health Campus, Seton (44kms+ 24 stations)
- 2020: \$4.9 Billion + \$500K financing**
 - 16 Ave N to Shepard
- 2022: \$5.5 Billion**
 - Eau Claire to Shepard (18kms+13 stations)
 - 2 underground tunnels
 - New estimates from consortium in mid-2024
 - Spending hundreds of thousands every day

We want to save, not stop the Green Line



Where are we today?

For Phase 1,
Costs Could Reach:

**\$8-10
BILLION**



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Cost to taxpayers for Phase 1 of the Green Line: \$8 - \$10 Billion!

\$\$\$

**HUNDREDS of
Thousands
Spent a Day**



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Hundreds of thousands of dollars spent every day and no track laid! Over \$1.5 Billion spent by end of 2023!



**\$20-\$25
BILLION**

to complete the whole
Green Line project



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Line

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Estimated cost to taxpayers for total line could be up to \$20 - \$25 Billion.

What's the status of other LRT projects?

Cities across Canada

Edmonton

- City Council paused 4KM extension to rein in ballooning costs and major delays due to cracks in recently completed line that is yet to operate
- Have had to replace a cable system even though the line has not operated

Montreal

- Poor financial model, long delays, increasing costs
- Cost increase from \$6.3 billion to \$8 billion, an 26% increase since 2018

Hamilton

- Postponed due to rising costs

Toronto

- Quality issues with improperly laid track, rising costs
- 12-year Eglinton Crosstown project has no timeline for opening

Ottawa

- Delays, shortages, tunnel construction, cost overruns, culture of secrecy
- Scathing judicial inquiry report results in resignations
- Multimillion-dollar budget deficit as low ridership continues

What's the status of other LRT projects?

LRT projects in major US cities*

- **Austin**: restructured when “it was unclear who was in charge”
- **New York City**: review of “lavish spend on high-end design”
- **Philadelphia**: canceled extension after costs increased 50% in 3 years
- **Atlanta**: paused 2 high-cost lines to focus on cheaper bus rapid transit
- **San Jose**: calls for redesign amid spiraling cost estimates

* [Bloomberg: The Incredible Shrinking Transit Plan: Ambitious rail transportation projects scaled back due to escalating construction costs](#)

Why are we so concerned?

Five reasons why we need to rethink the Green Line

1. The numbers keep changing
2. The cost is \$ Billions more than originally proposed
3. Taxpayers will be on the hook for massive overruns
4. Much of the money won't be spent in Calgary
5. Ridership numbers are too low

1. The numbers keep changing

Concerns About the Proposed Green Line:

The numbers
keep changing.



Double the cost for half the line

- 2017: \$4.65 billion for the entire 46kms
- 2019: \$4.65 billion for 20kms
- 2022: \$5.5 Billion for Phase 1 (18 kms)
- Mid-2024: Consortium estimates due (with huge contingencies)



2. \$Billions more than proposed

Concerns About the Proposed Green Line:

The total cost will be billions more than advertised.



What's a \$Billion worth?

- 40 schools or 5 new hospitals: \$1 Billion
- Event Centre: \$1.2 Billion
- Cancer Centre: \$1.4 Billion
- Phase 1 (City estimate): \$5.5 Billion
- Our experts say Phase 1 will be \$8 - \$10 Billion
- Final tab for the Green Line: \$20 - \$25 Billion
- TMX: \$5 Billion now over \$30 Billion

3. Taxpayers on the hook for overruns

Concerns About the Proposed Green Line:

Where will the money come from?



The buck stops with us

- No more funding from Feds or Alberta for Green Line
 - Too many other projects for them to bail out
 - Huge cost overruns for rail projects across Canada and Alberta
- Calgary taxpayers on the hook for \$ Billions
 - Property tax increase = \$560 (based on \$2400 / year average)
 - Long term increase +\$6,300 (net present value)
- Operating costs will be tens of millions of dollars each year
 - 50% from fares + 50% city coffers
- City could levy special tax
 - Vancouver citizens voted against 5% tax

4. Profits leave the city

Concerns About the Proposed Green Line:

Much of the money won't be spent in Calgary.



Build economic value at home

- With the current plan, most of the profits will leave the city to pay large multinational engineering firms, management and construction firms, and a Spanish rail car supplier
- City has already bought 28 ground loading cars (not platform loading cars currently being used) that require new operating and maintenance facilities
- The affordable option generates direct economic benefits using local contractors for above ground where possible

5. Ridership numbers are too low

Concerns About the Proposed Green Line:

Ridership
numbers
are too low.



Post-Covid work habits

- Overall transit ridership has fallen 30%
- Downtown office towers have a 25 - 30% vacancy rate
- Increased security and safety issues

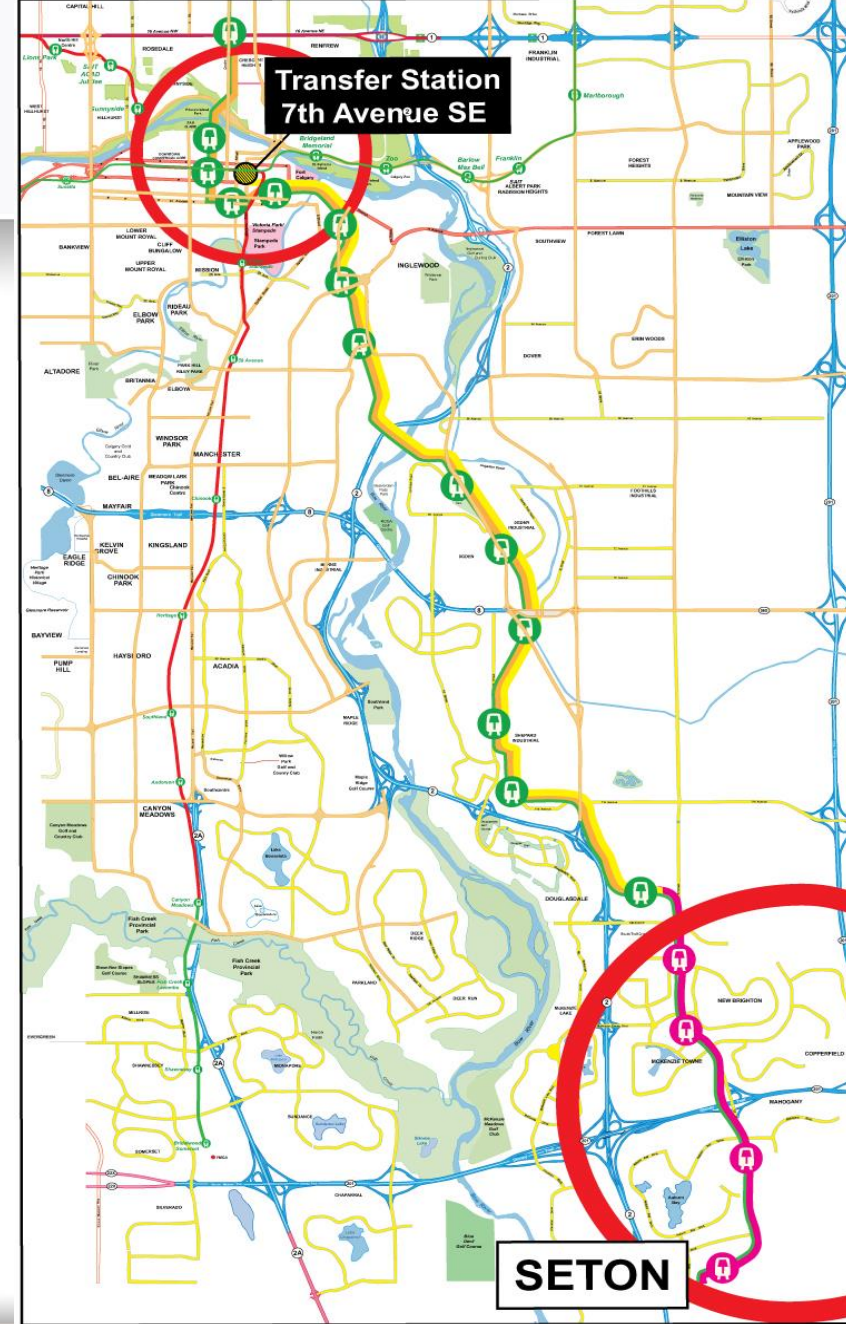
Ridership too low to justify costs

- Few new riders for Phase 1 (Eau Claire to Shepard)
- No residences at Shepard (industrial, office, retail space)
 - 26% of population served by Phase 1
 - 12% feeder population
- More new potential riders to South Health Campus, Seton
 - 74% of population live past Shepard
 - 84% feeder population

An Affordable Option

1. **Extend line from 7th Avenue to the South Health Campus and Seton** (past Shepard to more densely populated southeast communities and South Health Campus)
2. **Cancel costly, unsafe underground tunnels** in flood-prone downtown
3. **Start at 7th Ave & 3 St SE**, not Eau Claire!
4. **Hire local contractors** for surface and elevated construction
5. **Improve bus services** to the north

Inform taxpayers of real, ongoing costs!



Cancel high-risk, high-cost tunnels

Extend line to South Health Campus and Seton to capture more riders

What has our group been doing?

We've been busy!

- Established Citizens Committee
- Submitted, presented our 'affordable option' to City
- Met with and sent letters to Mayors, Councillors, Board + Executives, Administrators and City Auditors
 - Governance structure obscures accountability, transparency
- Met with and wrote letters to Premiers, Ministers, MLAs
 - Concerned about affordability and impact on taxpayers
- Refreshed our web site
- Engaged 1100+ supporters
- Launched social media campaign to inform taxpayers

Help us engage Calgarians!

Visit website + sign up to support us



WEBSITE

INSTAGRAM



Check out our posts and engage with us

It's never too late to do the right thing!



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THE GREEN LINE

\$8 BILLION

\$1.4 BILLION
THE CANCER CENTRE

\$1.2 BILLION
NEW EVENT CENTRE



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Did you Know?

The city has already spent almost

\$1 BILLION!
with no track even laid •



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ATM
24 HOUR BANKING



Does the city think we're their personal ATM machine?



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Empty downtowns are the new normal
Let's Rethink the Green Line!



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We're all on the same page. We want what's best for Calgary taxpayers!



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Final thoughts

The Green Line is off the rails

- \$1 Billion spent in 2023
- It's never too late to do the right thing

The project is too high-risk, too high-cost

- We want to save, not stop the Green Line
- We need accountability and transparency

There is an affordable option

- No underground tunnels
- Go to South Health Campus + Seton with more new riders

Spread the word

- Let's not spend another dime until real costs known

The City must rethink the Green Line!