Twitter Thread by Jennifer Pagliaro

Jennifer Pagliaro
@jpags

NEW: For more than 10 years, Scarborough residents have been promised improved transit — including a subway. But nothing has been done. Has Scarborough been taken for a ride https://t.co/Q3VP5lxK6w /1

With news the Scarborough RT will fail before anything is built, leaving transit users on the bus, possibly for years, I compiled everything I know about the decisions that led us here, for the first time in chronological order. This will be a long thread. /2

December 2010: During his first day in office, Rob Ford declares David Miller's Transit City LRT plan is dead (Spoiler: It's not). /3



BIG HAIR IS HIGH STYLE

The look for this holiday season is voluminized and supersized, L6



ALSO in today's paper: Toys for techies in Digital Entertainment



PLUS Oodles of ideas in our Last-Minute Gift Guide

FRIDAY'S JACKPOT

Lotto MAX

$20 MILLION estimated

TORONTO STAR

PARTLY CLOUDY. HIGH 3C (WEATHER MAP ON S12) • thestar.com • THURSDAY, DECEMBER 2, 2010

'War on the car is over': Ford scraps Transit City

MAYOR'S FIRST DAY Move could leave Toronto on hook for millions in penalties, wasted work



RICHARD LAUTENS/TORONTO STAR

Mayor Rob Ford said Wednesday "all new subway expansion is going underground." He wants at least one subway ready for the 2015 Pan Am Games.

TESS KALINOWSKI AND DAVID RIDER
STAFF REPORTERS

In a sweet victory for streetcar opponents, Rob Ford used his first day as mayor to level a death blow to Toronto's $8.15 billion, provincially funded Transit City light rail expansion.

It's a move the province has warned could leave Toronto on the hook for hundreds of millions of dollars in work already completed and contractual penalties. But Ford wants transit built underground and he wants it done with a speed that, if achievable at all, would be unprecedented for the TTC.

"Ladies and gentlemen, the war on the car stops today. . . . Transit City is over," Ford told reporters Wednesday. "We will not build any more rail tracks down the middle of our streets."

In his first news conference as mayor, Ford outlined a list of priorities including ending the land transfer and vehicle taxes, creating a task force on customer service — and a surprise promise not to raise property taxes in 2011.

But it was the swift move to slay Transit City that grabbed attention, as he began his term by summoning the TTC's top executive to city hall to order a new transit plan — with only underground rail lines, including at least one subway in time for the 2015 Pan Am Games.

TRANSIT continued on A17

TAX FREEZE: Ford's surprise vow, GT1

Officer charged in fatal shooting

Manslaughter alleged after SIU probes death of Nigerian-born man

HENRY STANCU
STAFF REPORTER

For the third time in its 20-year history, the provincial Special Investigations Unit has charged a Toronto police officer with manslaughter.

Const. David Cavanagh of the emergency task force is charged in the death of Eric Osawe, 26, who was fatally shot after police arrived with a search warrant and a heavily armed tactical unit at an Etobicoke apartment Sept. 29.



Const. David Cavanagh

The SIU, which investigates police incidents involving death, serious injury or allegations of abuse or sexual assault, said Wednesday there was "an interaction" between Osawe and police.

Osawe, a Nigerian-born father of two, was shot and his younger brother, Ebony, 23, arrested on weapons charges when officers with the guns and gangs unit and emergency task force officers entered at about 1:30 a.m. on Dunbloor Rd., near Kipling Ave. and Bloor St. W.

Daniel Michael, Ebony Osawe's lawyer, said Wednesday his client is out on bail; no trial date has been set.

CHARGE continued on A18

Cable giant's power play a game changer

Rogers' ownership of Leafs empire could spell end of CBC's Hockey Night in Canada, analysts say

ROBERT CRIBB AND CHRIS ZELKOVICH
SPORTS REPORTERS

If Rogers Communications seizes control of the Maple Leaf empire, it will mean the likely death of CBC's *Hockey Night In Canada*, industry analysts say.

"It would start a seismic shift in the way hockey rights are acquired in Canada and, at the very least, start off one of the most profound bidding wars we've ever seen for the NHL broadcasting rights," said Steve Billinger, CBC's general manager of digital programming and business development until he left the national broadcaster two months ago.

"CBC doesn't have the money to compete and even it did, it would receive very hard questions about whether that's the right way to spend it."

Billinger was among dozens of leading media analysts peering into the future of sports broadcasting Wednesday following a *Star* report that Rogers is in talks to purchase a controlling interest in Maple Leaf Sports and Entertainment's key properties — the Leafs, Raptors, Toronto FC and minor league Marlies.

The reported offer for a 66 per cent stake in MLSE currently owned by the Ontario Teachers' Pension Plan tops $1 billion.

Officials with both Rogers and Teachers' have declined comment.

ROGERS continued on A19

THE BUZZ AROUND THE LEAGUE

Reaction to potential deal is mixed as NHL, team officials try to dampen speculation and Leafs' Kris Versteeg wonders if it would mean he gets a free cellphone, **S6**



OUTLOOK FOR THE LEAFS

A change in ownership can lead to a change in fortunes for losing teams — sometimes. But fans shouldn't get their hopes up just yet, Damien Cox writes, **S1**



TEACHERS' TAKES STOCK

The pension plan won't comment on the deal, but Teachers' spokeswoman Deborah Allan says changing demographics are forcing a re-evaluation of investments, **B1**





EVEN OUR WIKILEAKS ARE LESS INTERESTING

Mitch Potter: Despite irritants such as a cable noting Canada's 'habitual inferiority complex,' our share of humiliating disclosures has been minor, **A23**

James Travers: WikiLeaks bring out our inner voyeur, **A24**

Haroon Siddiqui: The story the WikiLeaks don't tell, **A21**

› FULL INDEX PAGE A2

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March 2011: But it doesn't happen like that. Ford signs a memorandum of understanding with Metrolinx to kill the Finch & Sheppard LRTs and completely bury the Eglinton Crosstown without council's approval. The original seven-top Scarborough LRT is part of this non-binding deal /4

Metrolinx / Toronto Transit Plan

Summary Statistics

Project	Total km	Tunnel km	Total Stations	Schedule	2010 Cost
SHEPPARD EAST SUBWAY Don Mills to Scarborough Centre	8	8	7	2011-2019	$2.75 B
SHEPPARD WEST SUBWAY Yonge to Downsview	5.45	5.45	2	2011-2019	$1.48 B
NEW SUBWAY YARD	n/a	n/a	n/a	2016-2020	$0.5 B
EGLINTON-SCARBOROGUH CROSSTOWN LRT Jane / Black Creek to Scarborough Centre	25.2	19.5	26	2011-2020	$ 8.18 B
Totals	38.65	32.95	35	2011-2020	$12.91 B

February 2012: In a major defeat, council rebukes this transit arrangement that requires their approval and votes to build the Transit City lines, including the Scarborough LRT. Ford's TTC chair Karen Stintz leads the revolt. /5

STAR VOICES KENYON WALLACE
REPORTS FROM PERU



Crash victims sought 'better life'
In Peruvian slum, friends and family of 10 dead migrant workers mourn tragic end of dreams, A4

Lotto MAX
FRIDAY'S JACKPOT
$15 MILLION
estimated

Amen to that Burger Priest's humble but heavenly fare propels takeout joint to third place in Zagat survey, **E1**

TORONTO STAR

WEATHER HIGH 4C | MIXED SUN AND CLOUD | **MAP S12**

THURSDAY, FEBRUARY 9, 2012

Ford trounced in transit vote

Mayor calls council defeat 'irrelevant' as Stintz wins vote to restore above-ground LRT plan

TESS KALINOWSKI AND DANIEL DALE
STAFF REPORTERS

In an extraordinary dismissal of city council's will, Mayor Rob Ford has called his resounding defeat on Wednesday over Toronto's transit plan irrelevant.

He is urging the province to build subways even though council voted 25-18 in favour of an above-ground LRT plan and Queen's Park indicated it will listen.

"Technically speaking, that whole meeting was irrelevant," said the mayor, after councillors voted to go with a competing transit plan championed by his former ally, TTC chair Councillor Karen Stintz.

"The premier, I'm very confident, is going to continue building subways," Ford told reporters following the full-day special council session to declare Toronto's preference for spending $8.4 billion in provincial transit funding.

But Stintz said she had no doubt that the province will consider council "supreme."

"They asked council to make a decision, and I think the decision tonight was decisive," she said.

The plan approved by council calls for returning to the light-rail scenario approved by the city, the TTC and the province in 2009, under former mayor David Miller.

TRANSIT continued on A16

Baby boy ready for political comeback

MP's infant welcome in Commons, Speaker says after mom asked to leave

JOANNA SMITH
OTTAWA BUREAU

OTTAWA—A New Democrat MP from Quebec is pleased to learn her baby boy is welcome back in the House of Commons after she was asked earlier to remove the infant.

Rookie MP Sana Hassainia (Verchères — La Patriote) gave birth last November to her first child, a son named Skander-Jack in memory of the late Jack Layton.

The 37-year-old — who, like her elected colleagues, is not entitled to go on maternity leave — returned recently to work, but because she is breastfeeding, her husband and baby join her on Parliament Hill.

Hassainia said she was just finishing breastfeeding her son when a vote related the bill to abolish the long-gun registry was called.

After searching in vain for her husband, she brought the 3-month-old baby inside.

That was when a page — one of the students who work in the Commons delivering messages to MPs — told her the baby had to go, Hassainia said Wednesday.

BABY continued on A4



FAMILY HANDOUT

MPs are calling for clarification of parliamentary rules after NDP MP Sana Hassainia was asked to take her baby out of the Commons for a vote.

STAR EXCLUSIVE

Blue Jays' grass field could turn Argonauts



DAVE PERKINS

Not long ago, Paul Beeston more than hinted to Blue Jays subscribers that the team was noodling the idea of installing grass at the Rogers Centre.

It sounded like an easy answer to an annual question, but they are serious about it, possibly as early as 2013. The Jays are kicking tires now on what is involved and the costs.

Fine and good, baseball fans might say — and the players surely would — but such a drastic move almost surely would leave the Argonauts looking for a new place to play.

Their lease expires after the 2012 season, plus the Grey Cup, and while the Argonauts and many of their fans have long dreamed of a smaller, intimate football stadium, such as the one in Montreal, relocation no longer would be a matter of choice.

As newly installed Argo bossman Chris Rudge said this week, "this is a timetable not of our choosing."

Rudge is pondering this question these days, among many others. He and Beeston had a recent breakfast and the Jays president told him about the grass plans, which could involve more or less anchoring the first- and third-baseline sections of seats that swing around into a football configuration. There are major capital costs involved for an almost 23-year-old building, including installing drainage under the floor where none presently exists.

But if permanent grass means not renewing the football-playing tenant, the Argos are out — sooner or later. "When Paul said that to his subscribers the other night I wasn't surprised. I know how much the ball-players hate it; they have real issues with it. So there could be a lot of challenges where we will play," Rudge said.

PERKINS continued on A15

Ontario slows but Milton just keeps growing, census finds

38.4%
The portion of all Canadians who live in Ontario

5.9%
Canada's population growth between 2006 and 2011

33.5M
Population of Canada

2.6M
Population of Toronto

KATIE DAUBS
STAFF REPORTER

The mayor of Canada's fastest growing city is a small-town guy at heart, publishing his home phone number on the town's website.

That number is still on business cards, too, even though the latest census data show there are 30,423 more Milton residents able to add Gordon Krantz to speed dial.

Statistics Canada released its first instalment of the 2011 census on Wednesday, naming Milton the fastest-growing Canadian community for the second time in a row, with a population of 84,362. Canada, the fastest growing nation in the G8, grew by 5.9 per cent, with the western provinces growing faster than the national average.

Amid economic woes, Ontario grew by 5.7 per cent, its lowest increase since the early '80s.

While the West is booming, the GTA has two cities rounding out the list of the country's fastest growing communities.

CENSUS continued on A11

STAR HOTEL CHECKS OUT

The Sutton Place Hotel, once the Toronto roost of Hollywood stars, will be converted into luxury condos. Plans include up to 600 units and a larger footprint at Bay and Wellesley, B1

› FULL INDEX PAGE A2

Store and box price Monday to Wednesday $1.00, Thursday and Friday $2.00 including tax (prices higher outside the GTA) ONO

7 71412 00004 8

Brain scan 'reads' thoughts out loud

ALYSHAH HASHAM
STAFF REPORTER

A group of UC Berkeley neuroscientists may soon be able to follow in the mind-reading footsteps of vampires, members of the X-Men and Mel Gibson.

Right now, their research is more accurately described as "brain reading" — figuring out the words a person is thinking about from their brain waves.

The researchers played about five minutes of normal conversation to people while monitoring the electrical responses in the brain's temporal lobe (where sounds are processed).

With the developed computer model, they found they could take brain waves from patients and construct the word they were thinking about.

The results sound somewhat garbled but are recognizable words.

But don't call it mind reading.

SPEECH continued on A15

June 2012: But then things get weird. In a stunning reversal, Stintz, with then Coun. Glenn De Baeremaeker, proposes a new transit plan, called OneCity, that would see a subway built in Scarborough. They say a benefit would be not needing to shut down the SRT. /6



July 2012: Sixteen days later, council swiftly cans the OneCity plan. Some were for it though: /7

But hindsight is golden, said Paula Fletcher, who was behind the OneCity plan.

"In February and March, council was seized with looking at Sheppard as an LRT or a subway. . . . After all those decisions were made, people started turning their mind to what's really going to happen on the LRT, that it will be closed for four years. The subway actually would allow it to continue to run," Fletcher said.

"The penny dropped for me today, when I heard 160 buses an hour to replace the SRT."

November 2012: Things get official and the city signs an agreement with Metrolinx to build the Scarborough LRT at the province's cost. It is scheduled to be completed in 2020. This agreement is still in place today /8

J. On June 29, 2012, the Province of Ontario approved Metrolinx's transit plan and set construction timelines for the following Projects:

- The Eglinton Crosstown LRT from Black Creek to Kennedy Station, in respect of which work is already underway and is to be completed by 2020.
- The Scarborough RT replacement and extension to Sheppard Avenue, in respect of which work is to begin in 2014 and be completed by 2020.
- The Finch West LRT from the Toronto-York-Spadina Subway extension to Humber College, in respect of which work is to begin in 2015 and to be completed by 2020.
- The Sheppard East LRT from Don Mills station to east of Morningside Avenue, in respect of which work is to begin in 2017 and to be completed by 2021.

May 2013: De Baeremaeker moves to re-open consideration of a subway. Breaking council procedure, on advice from Ford's office, Speaker Frances Nunziata allows it. Council backs a subway despite the master agreement https://t.co/tAafn4rvAE /9

In an emailed statement, Nunziata said: "Council procedures dictate that while the speaker may consult with the Clerk prior to ruling on a matter, it is ultimately the speaker who decides the way in which he/she will rule."

But city clerk Watkiss told the Star the speaker is only permitted to give rulings she herself or the clerk has written. She also said the city's procedural bylaws set out that the Speaker must give procedural reasons for her ruling.

"The Towhey ruling was not a proper procedural ruling, but a policy ruling, and the Speaker needs to give procedural rulings," Watkiss wrote in an email. "She should not be ruling on the basis of policy as she needs to maintain a measure of independence."

When asked whether there are repercussions for breaking those rules, Watkiss said: "It's done. Council accepted it and that was that."

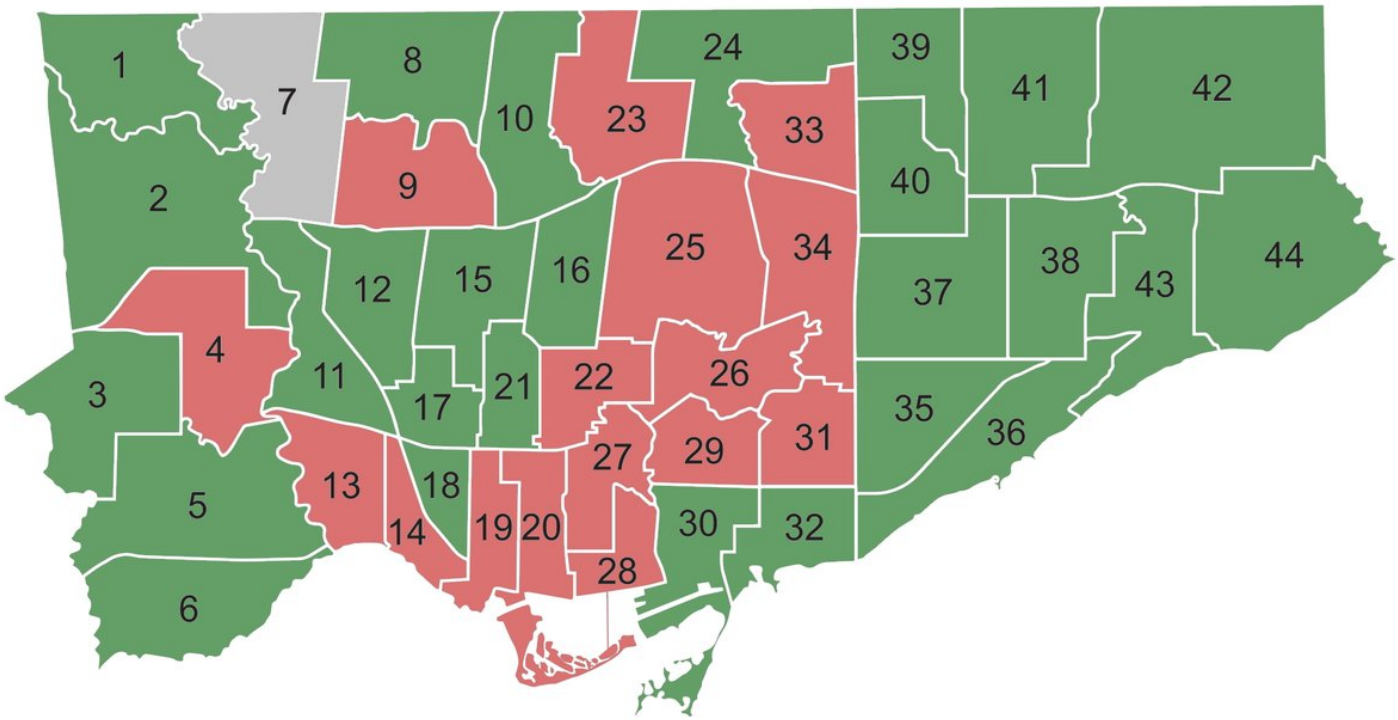
July 2013 (1): Metrolinx is like - Hey, Council? Do you want to build an LRT or a subway? Asks them to decide by August. Staff scramble to write report with analysis then chief planner Jennifer Keesmaat later tells me was "rushed", "problematic https://t.co/ciANbzLuA7 /10

July 2013 (2): The staff report boosts the projected ridership for a subway as high as 14,000 without explanation — barely justifying a subway's capacity. Keesmaat questions this privately and doesn't seem to know where the ridership figure came from https://t.co/Vsq8tHmEb7 /11

Ridership Projections

The TTC ridership projection of approximately 9,500 persons/hr (peak direction) for the subway option, is based on an evaluation undertaken in 2006. A more recent preliminary assessment undertaken by City Transportation Planning staff has resulted in a higher number of approximately 14,000 persons/hr (peak direction) reflecting more current transit network and land use forecasting assumptions. The lack of time to consider all of the necessary assumptions in further detail is reflected in the high degree of variability in the ridership projections for a subway. Further work is required to accurately report on forecast subway ridership particularly as it relates to transit network planning. For example, the City's forecast of 14,000 persons/hr (peak direction) assumes the Downtown Relief Line (DRL) is in place. The increased ridership would accelerate the need for other major system improvements to relieve overcrowding on the Yonge Subway, south of Bloor, and at Bloor-Yonge Station, as described in the Downtown Rapid Transit Expansion Study (2012). These would include capacity increases to Bloor-Yonge station or the construction of a Relief Subway line, or, equivalent, into the downtown.

July 2013 (3): Ford refutes basic facts about the LRT during the council debate, frustrating LRT advocate Josh Matlow (https://t.co/zw3RvkPTfQ). But council votes anyways, 28-16, for a subway with no way to pay for it. /12



July 2013 (4): At the same time, Kathleen Wynne's Liberal provincial government is working behind-the-scenes to kill the LRT they had agreed to build. The Liberal candidate, Mitzie Hunter, faces a difficult byelection in Scarborough. https://t.co/vEY6tCUUU6 /13

TORONTO SUN

Ontario / News

Mitzie taking lessons from Liberal Bible about subways

Sue-Ann Levy

Jul 31, 2013 • Last Updated July 31, 2013 • 3 minute read



September 2013: A secret draft report produced by Metrolinx concludes the subway is “not a worthwhile use of money” compared to the LRT, but it is not published or provided to council ahead of a key vote. https://t.co/LMQCQiGGYy /14

1.2 The assessment has applied a streamlined Economic Benefit Case approach that has identified, quantified and monetised the core differences between Subway and LRT technologies.

1.3 These differences are summarised as follows:

(a) The relative subway cost compared to LRT is likely +$1Bn

(b) The subway speeds up the "in vehicle" component of many journeys due to less station stops

(c) The subway slows down the "access" component of many journeys due to less station stops

(d) The subway reduces the need for interchange at Kennedy Station

(e) The route of the LRT better serves existing and potential development in and around Scarborough Centre

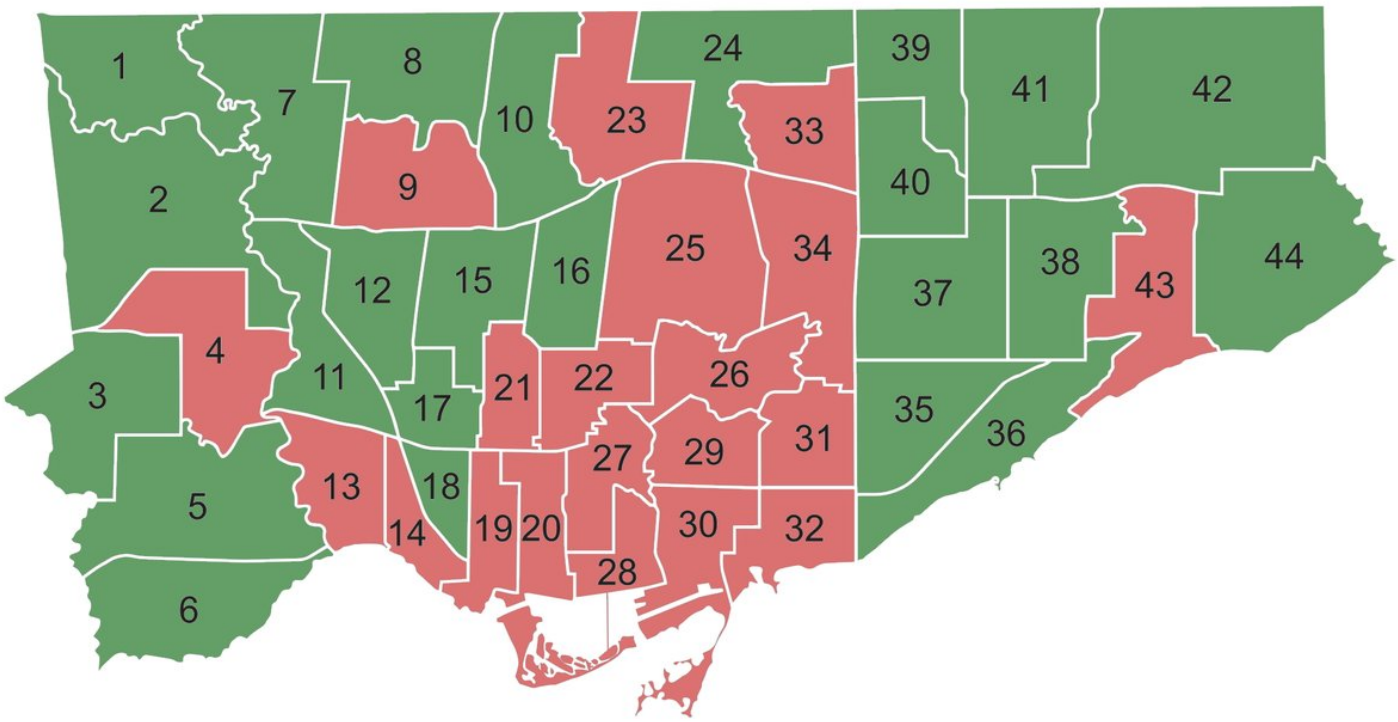
(f) The subway allows for a direct connection between the Eglinton Crosstown LRT and the future Scarborough-Malvern LRT

(g) The LRT option provides a cheaper possibility for future expansion to Malvern from Sheppard.

(h) The subway option may cause additional congestion on the Yonge line with fewer options to remedy the congestion than the LRT option.

1.4 Analysis of the above four components of impact suggest an overall Net Present Value for Subway of -$0.4Bn. The Benefit Cost Ratio is between 0.3 and 0.6 to 1. It is therefore not a worthwhile use of money.

October 2013: Council confirms their decision to build a subway in a close 24 to 20 vote, committing all Toronto taxpayers to pay for it through increased taxes for the next 30 years. /15



February 2014: John Tory enters the 2014 mayoral race, overshadowing Stintz's own campaign launch earlier in the day. /16

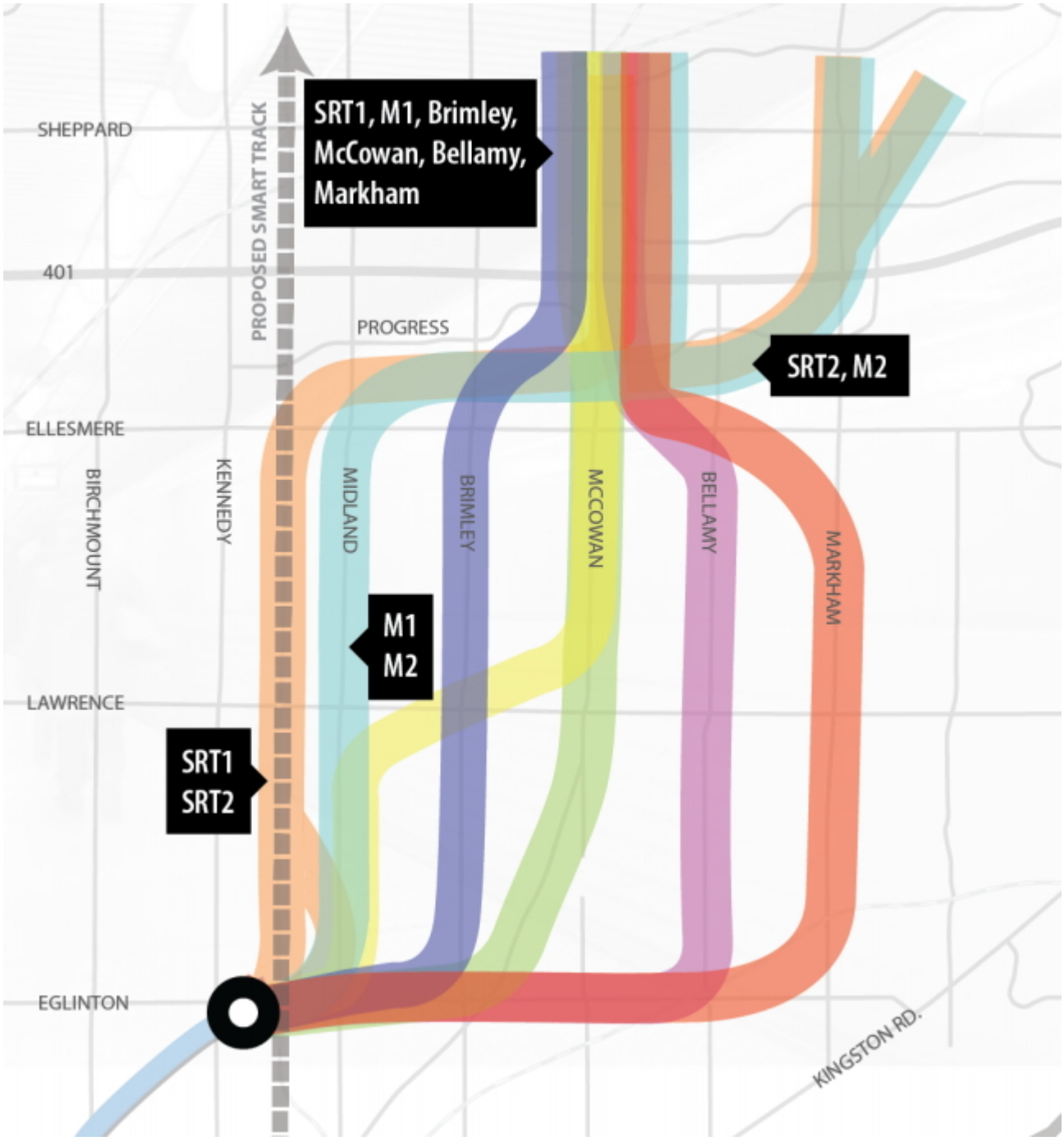


August 2014: Lagging in the polls, Stintz quits the mayoral race. “I fought for more than that for the last 11 years and I’ve built a strong community and I’ve contributed to the city and I’ve fought for funded transit — I wanted that to be my legacy.” https://t.co/t2H2sMaz0C /17

October 2014: Tory wins the election, becoming the city’s 65th mayor, beating Ford’s brother Doug after Rob becomes ill with cancer. He vows to build a three-stop subway. https://t.co/gVUR2iLdMX /18

> “Voters want their elected officials to get down to work on the priorities that matter most to them: better transit, more jobs, an end to the gridlock that is choking our streets,” Tory said in his victory speech.
>
> “And the electorate has spoken on one other issue: Torontonians want to see an end to the division that has paralyzed city hall the last few years. And to all of that, I say: Toronto, I hear you. I hear you loud and clear. You want results. And together with the city council, we will deliver.”

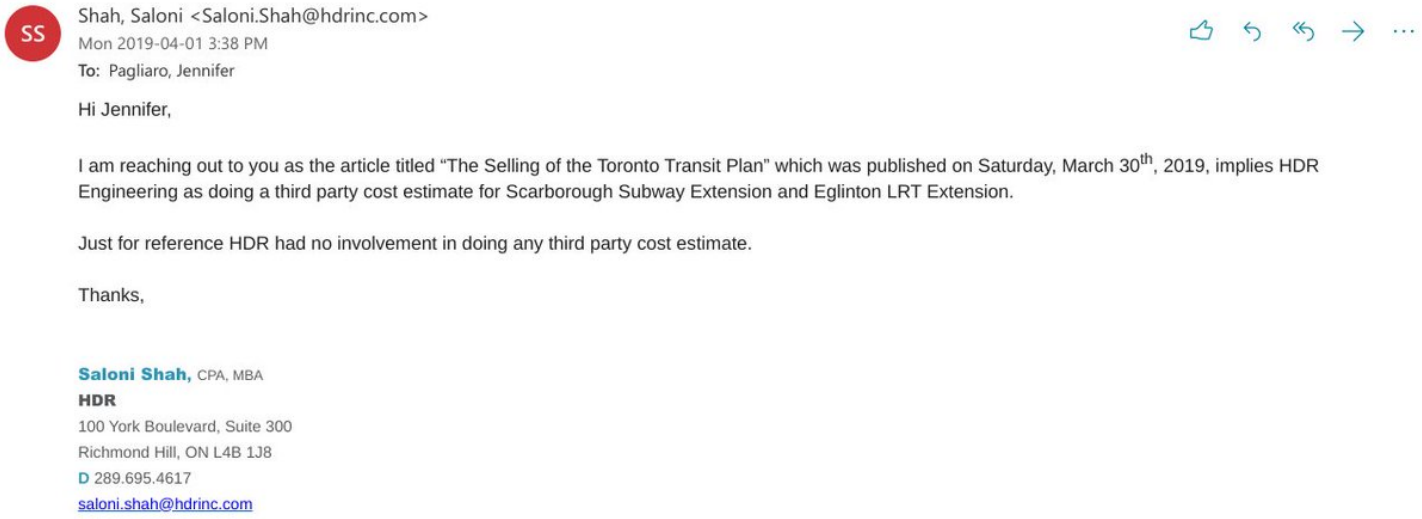
January 2015: City staff won’t disclose how much it’s cost to cancel the LRT https://t.co/C8PHvuY3w6 (It’s $75M). Meanwhile, Tory has a problem because the McCowan subway route conflicts with his “SmartTrack” plan. His office starts looking at alternative, more costly routes. /19



January 2016 (1): There's also the problem of the three-stop subway costs ballooning. Tory and Keesmaat present a “peace in the land” plan to build a one-stop subway instead. They sell it as a cheaper “express option” https://t.co/lYmiiwDjz4 /20

January 2016 (2): By cutting the number of stops to just one, Keesmaat and Tory claim the savings can be used to build an Eglinton East LRT. But behind-the-scenes, staff can’t confirm that 2-for-1 deal is possible https://t.co/LU8EPXRMw3 /21

January 2016 (3): And while Keesmaat claims the costs were verified, they weren’t https://t.co/1Q71pUNag6 /22



SS

Shah, Saloni <Saloni.Shah@hdrinc.com>
Mon 2019-04-01 3:38 PM
To: Pagliaro, Jennifer

Hi Jennifer,

I am reaching out to you as the article titled “The Selling of the Toronto Transit Plan” which was published on Saturday, March 30th, 2019, implies HDR Engineering as doing a third party cost estimate for Scarborough Subway Extension and Eglinton LRT Extension.

Just for reference HDR had no involvement in doing any third party cost estimate.

Thanks,

Saloni Shah, CPA, MBA
HDR
100 York Boulevard, Suite 300
Richmond Hill, ON L4B 1J8
D 289.695.4617
saloni.shah@hdrinc.com

May 2016: The unverified cost of the subway climbs to >$2B. We learn ridership is projected to be just 7,300 in the peak period — less than the ridership projected for the seven-stop LRT and just 20 per cent of the upper capacity (36,000) of a subway. https://t.co/KAvQllGTtc /23

June 2016 (1): Costs for the 1-stop climb again to ~$3B. TTC gives a briefing note to the mayor’s office and that of TTC chair Josh Colle that leaks to media. It has misleading information about the viability of the LRT preferred by Matlow and others https://t.co/37asdfYgim /24

Briefing Note

Date: June 29, 2016

Issues Relating to Re-introduction of LRT Replacement for Line 3 (SRT)

Background

The original proposal - to replace the aging Line 3 Scarborough (SRT) with a 7-stop LRT line, extending to Sheppard Avenue East, is shown in the attached schematic. This note summarises the primary tasks that would have to be undertaken in the event that the LRT solution was re-introduced. It is intended to assist in the event of any questions on this matter at City Council. It is important to note that these figures are estimates only and have been escalated, as noted below.

Discussion

The Environmental Assessment (EA) that was approved for the LRT project in 2010 must be updated, and formally amended, to address the following elements:

i) **Complete Redesign of the EA-Approved LRT Connection at Kennedy Station**: The most complex aspect of the conceptual design work on the LRT was the connection at Kennedy Station. The recommended solution, shown in the attachments in plan and cross-section views, consisted of a large one-way LRT loop with the LRT station directly on top of the Eglinton Crosstown LRT (ECLRT) station. As Metrolinx's plans for the ECLRT were finalised after Council approved subway technology in October 2013, they did not make any provision to protect for the LRT connection. This LRT connection is now physically precluded by the current ECLRT plans and an entirely new design would have to be developed.

ii) **New Ridership Forecasts:** As with the subway extension, ridership forecasts for the LRT would have to be updated using the City's new forecasting model and reflect changes in the transit network in Scarborough. This would include Smart Track/RER - with several options re service frequency and assumed level of fare integration – and options with and without the Sheppard East LRT and the easterly extension of the ECLRT.

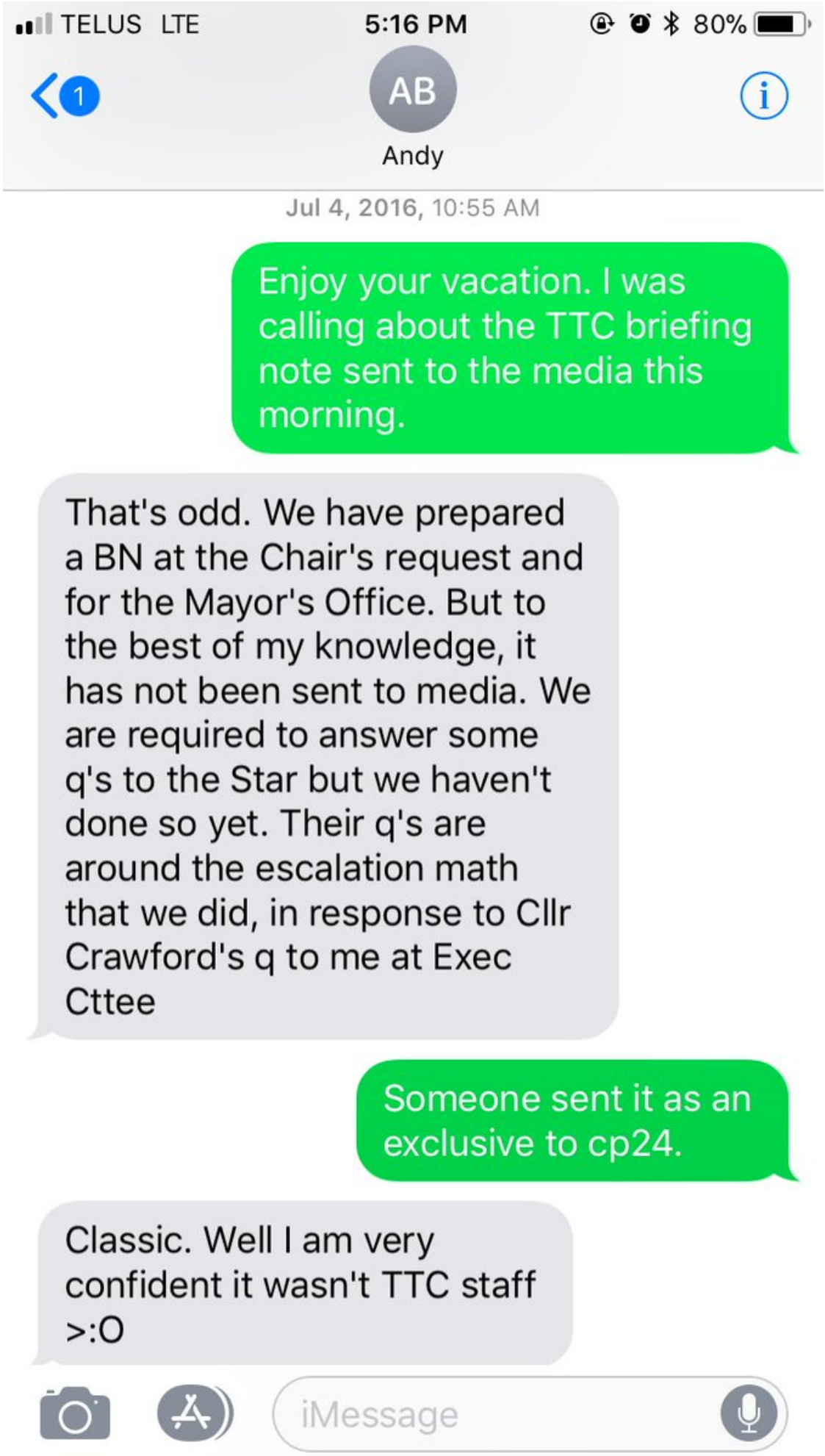
iii) **Review Potential Conflicts with GO/RER:** A new design concept for a Lawrence LRT station must be developed that incorporates the current plans for a Smart Track Station at Lawrence Avenue. In addition to identifying and resolving any issues at Lawrence Station, the LRT plans would have to reviewed with Metrolinx to and identify and resolve any conflicts as the running structure is in the same corridor.

iv) **Assess LRT Maintenance and Storage Facility (MSF) Options**: Subject to confirmation of a consistent maintenance/operating/ownership model for three LRT lines in Scarborough, an adequate location for MSF facility would have to be identified. This could mean an interim solution (eg. a Bellamy yard was included in the original LRT EA) with a future consolidation at the previously planned Sheppard/Conlins yard.

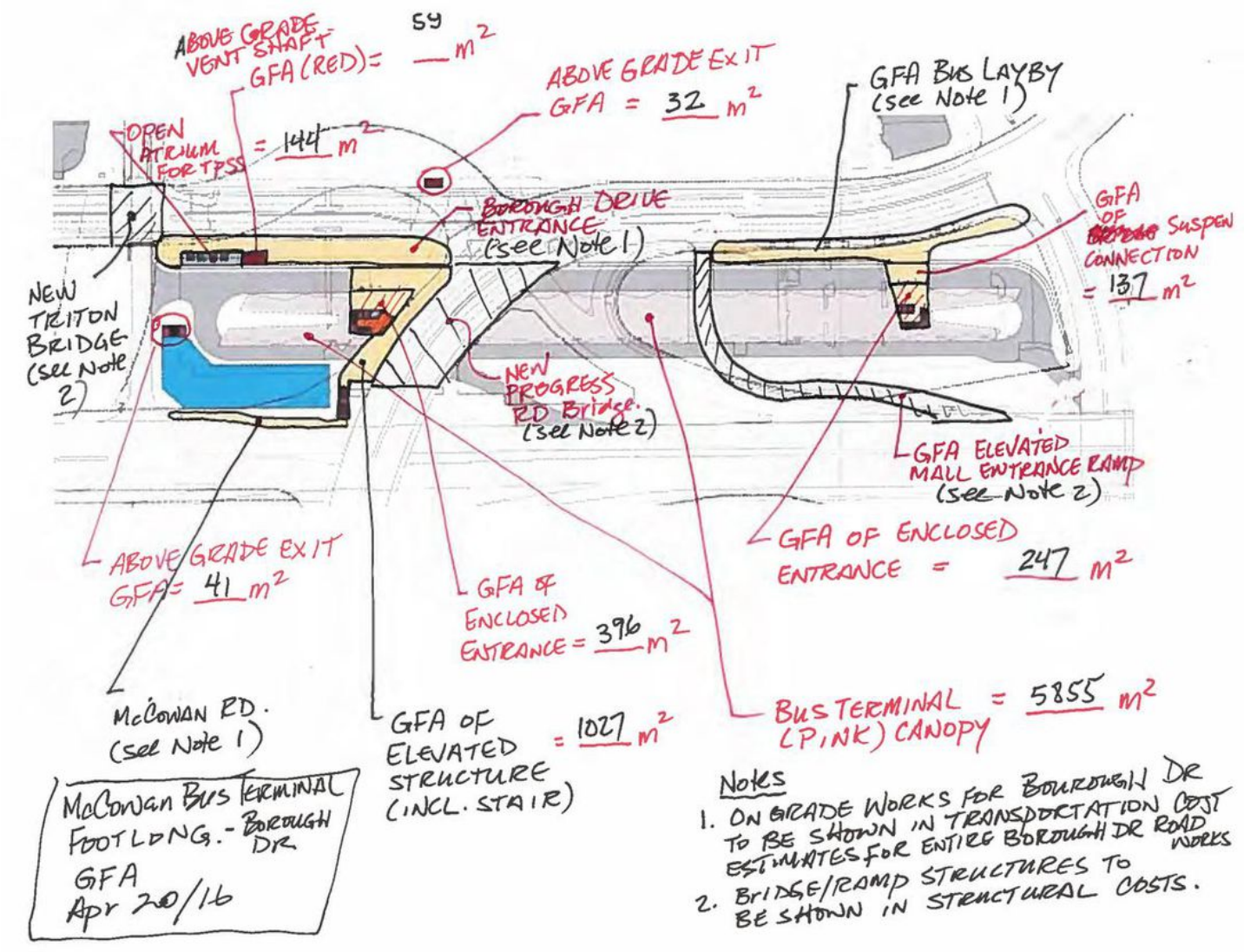
v) **Closure of Line 3**: finalise plans for the bus replacement service when Line 3 is shut down, including the associated temporary bus terminals and storage facility.

June 2016 (2): Among the problems with the briefing note is that it inflates the LRT's cost by hundreds of millions of dollars (https://t.co/4EJnWZhJHR). Metrolinx has correcting info but doesn't provide it. https://t.co/K2BnhFRLE0 /25

June 2016 (3): TTC CEO Andy Byford’s own texts contradict his public statements about the origin of that briefing note. https://t.co/ZF9MHWukEu /26


TELUS LTE
5:16 PM
80%
1
AB
Andy
Jul 4, 2016, 10:55 AM
Enjoy your vacation. I was calling about the TTC briefing note sent to the media this morning.
That's odd. We have prepared a BN at the Chair's request and for the Mayor's Office. But to the best of my knowledge, it has not been sent to media. We are required to answer some q's to the Star but we haven't done so yet. Their q's are around the escalation math that we did, in response to Cllr Crawford's q to me at Exec Cttee
Someone sent it as an exclusive to cp24.
Classic. Well I am very confident it wasn't TTC staff >:O
iMessage

July 2016: The cost estimate for the one-stop subway was based on exaggerated and rushed info as well as hand-drawn sketches but council approves it anyways. The vote is 27 to 16. https://t.co/ql9EpRUIBZ /27



March 2017 (1): The cost of the subway climbs once again to an estimated $3.35B. Council votes 26 to 18 to approve it and rejects an attempt by Matlow to ask staff to conduct a value-for-money analysis of the subway vs. LRT, which has never been done. /28

Motions (City Council)

1 - Motion to Amend Item (Additional) moved by Councillor Josh Matlow ***(Lost)***

That City Council direct the City Manager to report to the Executive Committee by the third quarter of 2017 with a Business Case Analysis comparison of the Scarborough Subway Extension and the Scarborough LRT replacement of the Scarborough RT as defined by the 2012 Master Agreement between Metrolinx, the City of Toronto, and the Toronto Transit Commission.

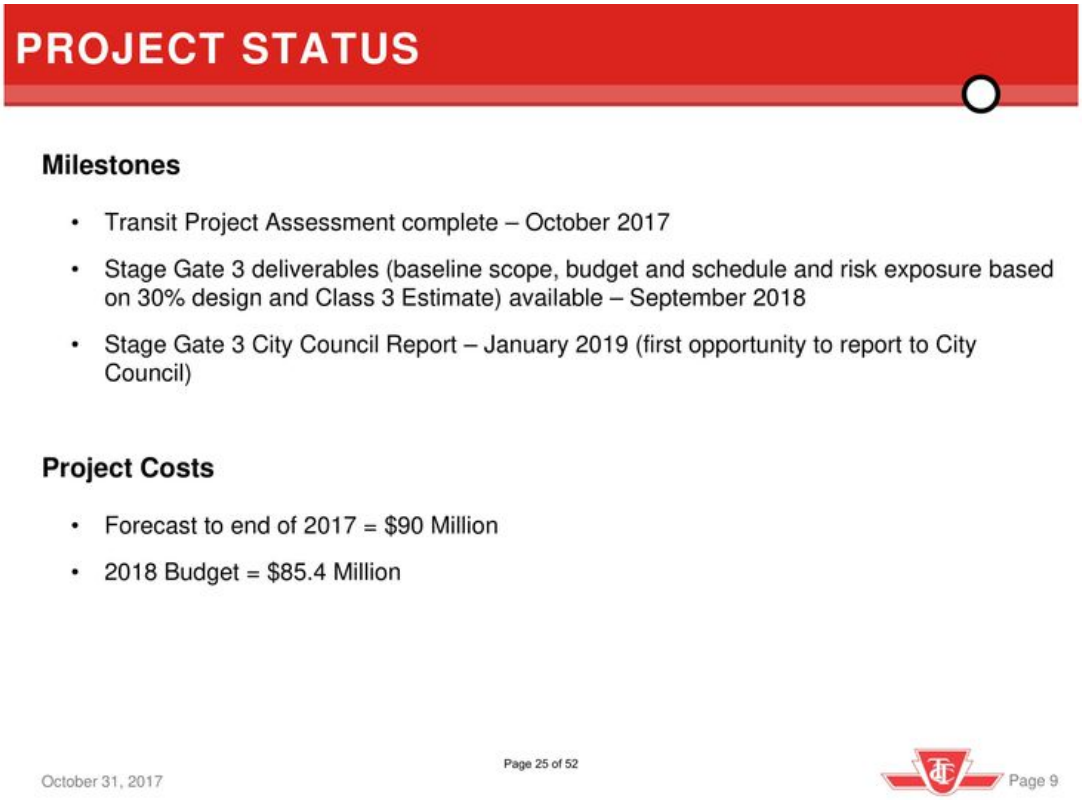
Vote (Amend Item (Additional))

Mar-28-2017 6:28 PM

Result: Lost	Majority Required - EX23.1 - Matlow - motion 1
Yes: 18	Paul Ainslie, Maria Augimeri, Jon Burnside, Shelley Carroll, Joe Cressy, Janet Davis, Sarah Doucette, John Filion, Paula Fletcher, Mary Fragedakis, Mike Layton, Josh Matlow, Pam McConnell, Joe Mihevc, James Pasternak, Gord Perks, Anthony Perruzza, Kristyn Wong-Tam
No: 26	Ana Bailão, John Campbell, Christin Carmichael Greb, Josh Colle, Gary Crawford, Vincent Crisanti, Glenn De Baeremaeker, Justin J. Di Ciano, Frank Di Giorgio, Michael Ford, Mark Grimes, Michelle Holland, Stephen Holyday, Jim Karygiannis, Norman Kelly, Chin Lee, Giorgio Mammoliti, Mary-Margaret McMahon, Denzil Minnan-Wong, Frances Nunziata (Chair), Cesar Palacio, Jaye Robinson, Neethan Shan, David Shiner, Michael Thompson, John Tory
Absent: 1	Ron Moeser

March 2017 (2): City staff think the subway might cost $900 million more than the price tag they publicly give, but never tell council that. That additional cost would be more than the city has earmarked for all Scarborough transit. https://t.co/muuHi4ItMX /29

October 2017: Mayor Tory is briefed by the TTC that the updated costs of the Scarborough subway will be available before the 2018 election but staff say they won't publish them until after the election in which Tory is seeking a second term in office. https://t.co/3jr4hsuqP9 /30



May 2018: Doug Ford, running for election as the leader of the Ontario PC Party, says he wants to see a three-stop subway built instead of Tory's one-stop plan.

June 2018: Doug Ford becomes premier of Ontario. https://t.co/OhMe3THFxz /31

July 2018: At the last minute, Keesmaat signs up to run against Tory in the municipal election and vows to use city funds for Scarborough transit to build an LRT along Eglinton Avenue East. https://t.co/Ak3bWr1UHC /32

> Keesmaat confirms she is running for mayor of Toronto
>
> — Jennifer Pagliaro (@jpags) July 27, 2018

October 2018: Tory wins a second term as mayor, deftly defeating Keesmaat. He promises to build the one-stop subway despite unknown costs. https://t.co/CwGZAQBYkE /33

March 2019: After vowing to upload the city's subway system, Ford's provincial government claims costs for the Scarborough subway have doubled. https://t.co/yiNHr4CFhM /34

April 2019 (1): After Ford unveils a new transit plan for Toronto, Tory urges Ford to not delay existing plans as staff confirm the cost of the one-stop subway has risen to $3.9B — officially exceeding all available funding for Scarborough transit. https://t.co/FIjHwGx8FF /35

April 2019 (2): The SRT's aging fleet reaches a "critical juncture" with a shortage of cars due to needed repairs leaving little margin for error in service delivery. https://t.co/iFne2cAR4t /36

May 2019: The PC government tables legislation to take over new Toronto transit projects.

June 2019: City staff propose adding a fourth stop to the province's three-stop subway plan without official direction or consent from council. https://t.co/6ukX6ZQjih /37

October 2019: With the province agreeing to drop subway upload talk, council confirms its support of the plan that includes a 3-stop subway in a 22 to 3 vote. The subway is estimated to cost $5.5B and is scheduled to be completed in 2029 or 2030. https://t.co/3W8JJaOJgQ /38

February 2020: Metrolinx says there is justification for a Scarborough subway despite its own public analysis showing the costs far outweigh the benefits. https://t.co/SqCqkn4xz6 /39

March 2020: The provincial government puts the Scarborough subway project out for bids. Ford pushes the federal government for additional funding as he backs off a promise to go ahead with the projects on the province's dime regardless. https://t.co/ND94UPVmmn /40

December 2020: Tory reveals the SRT will need to shut down before the subway is built. The three-stop subway Rob Ford promised in 2013 remains not fully funded https://t.co/dvMaLi69pl /end (But, of course, not actually the end)

(Huge shoutout to @BenSpurr, who has done so much good reporting on this you can find above)