

# Say No to ALTO

***ALTO is a proposed high-speed rail (HSR) project connecting 7 – 8 cities between Toronto and Quebec City. While proponents call it “transformational”, the project lacks both justification and transparency. Here are 12 reasons to say no to ALTO.***

- 1 Massive Price Tag** - The cost is currently estimated at \$60–90 billion, or about \$2,000 per Canadian, and the final bill could skyrocket.
- 2 Zero Transparency** - There is no publicly available business case explaining the cost assumptions, ridership forecasts, or alternatives.
- 3 Other Priorities** – These public funds could be used to tackle pressing needs like housing, or not be spent at all given Canada’s massive national debt.
- 4 Harmful Routing** – The route won't follow existing lines like VIA or the 401. It will cut straight through prime farmland and sensitive ecological areas.
- 5 A Giant Wall** - The line will be 1,000 km long and about as wide as a 15-lane highway. With 10-foot fences and barely any overpasses, it will cut Ontario and Quebec in two.
- 6 Food Security Threat** - Up to 5,500 farms will be affected, hurting local food production and our national food supply.
- 7 Greenwashing** - It’s marketed as a green initiative, but construction will release ~7 - 30 megatonnes of carbon, an amount unlikely to ever be offset.
- 8 Ecological Destruction** - The rail line will fragment habitats and ecosystems, disrupt wildlife migration routes, and threaten at-risk species.
- 9 Questionable ROI** – ALTO says it expects to increase Canada’s annual GDP by ~\$24.5 billion, but the C.D. Howe Institute estimates it will only be \$15-\$27 billion over 60 years (~\$250-\$417 million per year).
- 10 Forced Land Takeovers** - This will be the largest expropriation in Canadian history. New laws take away landowner rights to negotiate on price or have a public hearing.
- 11 All Pain, No Gain** - Local towns get the construction noise, closed roads, and lost tourism, but zero stops and no economic benefits. They may even lose their current VIA service, if it is deprioritized in favour of the HSR.
- 12 Better Alternatives** - ALTO's average speed is estimated at 195 km/h. Existing VIA trains can hit 200 km/h, if we build them dedicated tracks separate from slow freight trains. It would cost a fraction of the HSR, serve more people, and be up and running much sooner.

***Ontario and Quebec deserve real transportation solutions, not local destruction.  
Say No to ALTO.***

