

**TransLink Mayors Council and Board of Directors, we urge you to VOTE NO to the Surrey Fraser Highway SkyTrain option, for the following reasons\*:**

\*supported by materials contained in this binder

1. The South of Fraser region requires an *intraregional* transportation network to sustain a growing population of nearly 1.2 million people, of which the Township of Langley, Abbotsford and Chilliwack represent 353,000 residents. We urge TransLink to work with BC Transit to address the South of Fraser region as a whole.
2. The Cost Comparison of SkyTrain to Interurban Reactivation:

| 16 km SkyTrain, Surrey Center to Langley City | 99 km Interurban, Scott Road to Chilliwack |
|---|--|
| \$200 million per km                          | \$12.5 million per km                      |
| \$19,033.36 per capita                        | \$1,465.68 per capita                      |
| Total cost: \$3.2 billion                     | Total cost: \$1.25 billion                 |

3. A legally binding contract in place that protects Passenger Rights on the Interurban Rail Corridor for the people of BC. Duly renewed in 2009, the agreement provides for **double tracking with all costs paid for by CP Rail over the joint section (Pratt Livingston Corridor)**. There will be no adverse effect on regional freight, just the assurance that CP Rail will live up to the signed agreement, as was duly negotiated and signed by all parties on August 29<sup>th</sup>, 1988.
4. Recognition that Surrey and Langley are best served both by greater connectivity to each other and to our region as a whole. The Interurban connects the 16 communities it originally built, including 14 Post secondary Institutions, the Abbotsford International Airport (1 million customers this year), multiple Industrial Parks, and numerous tourist attractions. SkyTrain serves a fraction of the total population, at a premium cost. We note that **the Interurban proposal is complemented by Surrey’s original LRT proposal**.
5. Previous TransLink staff reports cite reasons to reject consideration of the Interurban passenger option that are inaccurate, incomplete, and/or outdated. **In section 3 of this binder we provide a point-by-point response to the issues highlighted by TransLink staff.** This material has been compiled by the South Fraser Community Rail Group, and is supported by new research released by UBC Master of Urban Design Students in June 2019.