

14th September, 2017

The Hon. John Horgan
Premier of British Columbia
Office of the Premier

CC: Metro Vancouver Mayors' Council; Linda Hepner, Mayor of the City of Surrey; Ted Schaffer, Mayor of the City of Langley; Jack Froese, Mayor of the Township of Langley

Re: A decision on technology for rail rapid transit on Fraser Highway

Dear Premier John Horgan,

Last year, before the start of the election, you indicated to the people of Surrey and Langley that you would be prepared to sit down with the Mayor's Council and work with them on determining whether a SkyTrain extension is a better option on Fraser Highway. We are strongly appreciative of your encouragement that there be an open dialogue on this issue, and anticipate that you will be following through on this commitment

We, the undersigned, believe that choosing ground-level Light Rail Transit for all of the proposed rapid transit corridors is a decision that future generations living the Surrey/Langley (and eastward) will regret. It alarms us that our decision-makers have decided that an inferior second-rate system is acceptable for our citizens, while those living in Coquitlam, Richmond and other cities throughout the metro are benefitting from the continuous expansion of what has become one of the most successful rail rapid transit systems in North America and the world.

Supporters of a street-level Light Rail Transit system over the expansion of our SkyTrain have exaggerated the difference in cost between systems, and have ignored the numerous major issues with building a Light Rail system that our campaign team has previously identified. In Surrey, many residents are already fighting battles on numerous issues that have come up as a result of the city's Light Rail planning, such as the proposed 105 Avenue Connector road and Hawthorne Park. Furthermore, we expect residents will be pressed to engage the city again on further issues.

As an example, to this day, the Mayors' Council and LRT Project team have offered little to no answers on the operating viability of a street-level LRT system after it is built. One of our biggest concerns is the lack of dialogue on the long-term operating costs and operating debts. The LRT

system that is being planned today will reach many people, but it will still leave more than half of the population of the South of Fraser - who won't be served directly or conveniently by the LRT system - reliant on buses or other means of transportation.

Our best information suggests that there will be a very high cost to run and subsidize the operations of the LRT system, which may make it difficult and/or cost-prohibitive to deliver the service expansion of local and connecting bus services that Surrey residents need the most.

The most recent cost estimate that the City of Surrey has provided for the full LRT project suggests a capital cost of \$2.6 billion. At costs approaching \$100 million per km, the project costs of this LRT system are now also approaching those of our previously-built SkyTrain expansions, such as the Canada Line (\$104 million per km) and the Millennium Line: Evergreen Extension (\$121 million per km). We hope that with these numbers, you can understand why we are so concerned, especially given the lower service levels provided by a Light Rail system and the less added convenience compared to an expansion of the Expo line. Rushing a decision on something that involves billions of regional taxpayers' dollars would be a huge mistake.

The cost of delaying the project to ensure that the right decision has been made for our transit system's future will be relatively small, whereas the cost of making the wrong decision on this issue will impact the livelihoods of all residents in Surrey and Langley for generations.

We do not want a transit system that is an expensive mistake.

As such, we urge your assistance in ensuring there is an open, transparent dialogue on this issue, which not only allows this process to completely and thoroughly run its course, but fully ensures that the public is aware of the decisions that are being made, and why.

Thank you for considering our request.

Daryl Dela Cruz

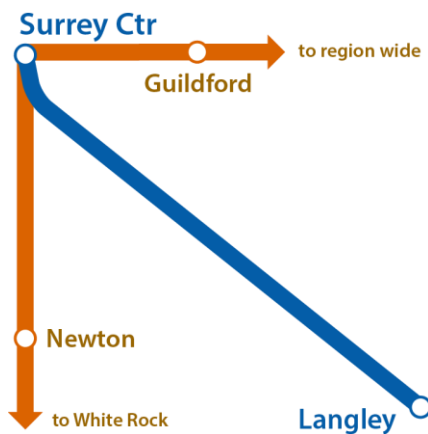
Founding Director of SkyTrain for Surrey

On behalf of 2,627 signed supporters on skytrainforsurrey.org

Campaign Mission Overview

SkyTrain for Surrey is calling on decision-makers to build a **16km extension of the Expo Line** as rapid transit studies for Surrey have consistently found SkyTrain to be the superior option. The extension would stretch from the terminus at King George Station to Langley Centre Station.

TransLink and the Ministry of Transportation, in cooperation with the City of Surrey and other partners, released the Surrey Rapid Transit Study Phase II alternatives analysis in 2012, in which one alternative considered an **extension of the Expo Line and a BRT on the Surrey-Newton-Guildford Line corridor**. This alternative had the same capital cost as the Light Rail Transit proposal, and offered a superior business case, higher travel time savings and lower long-term operating debts.



More than 2,600 people have joined our call for the cancellation of Surrey's street-level LRT, in favour of restoring this plan to extend SkyTrain through Surrey and Langley and build BRT.

A street-level LRT in Surrey will cost billions of dollars yet offer little travel time savings, making it the most expensive mistake in the region's history.