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CANADA

June 8, 2019

Mayor Jonathan X. Cote' Chair TransLink Mayor's Council,  
Mayor Jack Froese Co-Chair TransLink Mayor's Council,  
TransLink Mayor's Council Members,  
TransLink Board Members,  
TransLink CEO Kevin Desmond.

Dear Mayor Coté,

I am writing to offer my strong support for the initiative to reintroduce regular passenger rail services along the provincially owned Inter-urban corridor. It is difficult to understand why this practical, low-cost option for increasing passenger transportation for the South of Fraser region still remains largely unexplored, given its outstanding potential.

Below are a few key points that inform my passionate support for this project:

- The 99km long rail corridor is provincially owned. Passenger rights along its whole length are preserved and available;
- The Inter-urban rail corridor is 100ft wide along the majority of its length which is sufficient for the single track to be expanded to triple track operation, allowing freight services to continue unaffected;
- Previous reports are at least ten years old and have not had full access to accurate information on the status of the rail corridor;
- The cost of implementation is estimated to be less than one tenth the cost per kilometer of current options under consideration; (Based on a comparable reactivation of the Scottish Border Railway between Edinburgh and Tweedbank ( [www.bordersrailway.co.uk](http://www.bordersrailway.co.uk) / [https://en.wikipedia.org/wiki/Borders\\_Railway](https://en.wikipedia.org/wiki/Borders_Railway) & a short video presentation <https://vimeo.com/pxpeter/review/341219980/c254e2c685>)
- The first 20kms of the line through Surrey represents a significant opportunity to increase mobility options in a densely populated area;
- Innovative, clean the energy solutions exist, such as Alstom's iLint hydrogen powered passenger railcars, currently in use in North Germany, which have the potential to dramatically decrease the cost of implementation;

- Given the significantly reduced cost of this option, integrating the inter-urban corridor into the region's current transportation system would be an attractive addition to currently planned improvements;
- A compelling advantage of reactivating the inter-urban corridor would be the opportunity to combine a modern passenger service with small parcel movement, thus reducing freight traffic on the road network.

I have a long personal history of interest in rail transport systems, particularly in the reactivation of existing rail corridors and have relevant expertise in this area. I have served on a wide variety of committees reviewing transportation in the Lower Mainland and, in particular, I have focused on improving transport and transit options south of the Fraser. It is in this region, now, that the need for improvement has become critical. My experience as an engineer and, as a senior manager of multi-billion-dollar aerospace programs has provided me with significant insight into the funding and procurement challenges that surround major projects. I have served on both the government side and corporate side of such programs. I have read and analyzed many feasibility studies and reports and am critical and judicious in my assessments. The two reports purporting to assess the viability of reactivating the Inter-urban corridor were incomplete and offered inadequate detail.

The time is right for a comprehensive, independent review of the future of the Inter-urban rail corridor. The corridor exists, public ownership and passenger rights are secure, the need is undeniable so let's get 'onboard'.

Sincerely,



C. Peter Holt BSc CEng MIET

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