

Chris Magnus

From: Gwyer Webber <gwyer@telus.net>
Sent: September 7, 2021 11:38 AM
To: White Rock Council
Subject: Rail Transit
Attachments: Lower Mainland Inter City Rail Sept 2021.pdf; Lower Mainland Rail Rapid Transit Sept 2021.pdf; Vancouver Island Inter City Rail Sept 2021.pdf

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Dear Mayor and Council,

The following email I sent to the Provincial Government this morning.

Sincerely
Gwyer Webber

Dear Premier,

Due to the rising cost of High Speed Rail, I was wondering if it would be better to upgrade the existing rail line between Seattle and Vancouver for now. If the train can average 100km/hr then the travel time would be 144min whereas the car per Google Map is around 180 minutes.

The California High Speed Rail is estimated to cost up to \$150 million/km and the High Speed Rail Line HS2 between London and Birmingham in England is estimated to cost up to \$348 million/km.

There are up to 158 trains per day running on the existing rail line between London Euston and Birmingham New Street. Prior to Covid there were only two trains a day running between Vancouver and Seattle.

The attached **Lower Mainland Inter City Rail** shows a new BNSF route through Surrey and using the Interurban rail line would allow the Surrey station at Newton. The existing BNSF line would be a multi use path from White Rock to Mud Bay with a section returned to the Semiahmoo First Nations. A new tunnel under the Fraser River at New West separates Inter City trains from the freight trains.

The Interurban Inter City Rail runs from the Vancouver Pacific Central Station to Chilliwack. The Chilliwack station at Sardis is about halfway between UFV and Downtown Chilliwack with Bus #1 on route and fairly frequent. The attached **Lower Mainland Rail Rapid Transit** has an optional alignment to provide a connection between the Interurban and Skytrain at Langley City. The Whistler Inter City would run from the Vancouver Pacific Central Station under the Burrard Inlet connecting to the existing rail line to Whistler and Pemberton. The tunnel could also be a second access to the North Shore for freight.

The attached **Vancouver Island Inter City Rail** would provide passenger service from Victoria to Courtenay (future extension to Campbell River), and from Nanaimo to Port Alberni.

Inter City Rail would provide passenger rail service from Vancouver to Chilliwack, Whistler, and Seattle, as well as on Vancouver Island using existing rail lines for the most part.

Thank you for your time.

Sincerely

Gwyer Webber