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Surface Transportation Board
395 E Street, SW
Washington, DC 20423

The docket number is EP-749-1

To the Board,

Before you is a proposed rule change to restrict the railbanking negotiations to three years except under extraordinary circumstances. This change will hurt the development of important transportation and utility infrastructure that we need to keep America strong. These corridors were granted by the government in order to support our great railroad system. Transportation needs have evolved, but the value of these corridors to our nation remains high. They keep open the option to develop infrastructure for a variety of purposes, including roads, bicycle and trail infrastructure and as well as utilities, including data as well as energy transmission.

Once these corridors are broken up, they are very costly to replace.

I own a business related to bicycles, so my interest is oriented toward these corridors being used to enhance bicycle use. As trails networks have grown, bicycle ridership has increased dramatically. They are increasingly used for transportation, since they represent a safer alternative to riding on roadways.

Bicycle/multi-use trails are considered the most important location consideration for housing after access to good roads. Preserving these corridors will improve the value of real estate and improve the prosperity of nearby communities.

Railbanking was established thanks to the support of Ronald Reagan and his administration. He believed that this represents a resource that will build a better America. Allowing this resource to be broken up – particularly without compensation to the taxpayers, would be irresponsible.

Thank you very much.

Sincerely yours,

Richard Schwinn, President, FleetVelo Corporation
Builders of Waterford, Gunnar and other fine bicycle brands.

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