

EP 749 1

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I support the yearly extensions up to a maximum of three (3) years. I also support retaining existing language that regards requests for extensions to be considered "UNFAVORABLE". Conversely, I do not support the use of the term "good cause" but I am in favor of extensions for "EXTRAORDINARY CIRCUMSTANCES" provided said circumstances do not come at the cost of a viable, intact railroad line but rather augment the existing rail infrastructure whenever and wherever possible.

That's the official part.

I'll add I am also firmly of the opinion that we have destroyed too much rail infrastructure over the years, and that what we have is too often underutilized. In some cases it's on railroads that had multiple tracks that have been reduced to single tracks, limiting capacity. In other cases, most of which would be under the circumstances of this decision, a railroad has some potential, in some cases is even active, but there are those who wish it to go away in what can only be described as an extremely short sighted view of the future. We suffer now from a lack of travel options, often in rural areas. Sometimes there is even congestion in rural areas.

Those who are interested in trail conversions have demonstrated in some cases this extreme shortsightedness.

For these and other reasons I urge that we do not make the destruction of rail infrastructure easier