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Boyd Rutherford, Lt. Governor
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Surface Transportation Board
Attn: Docket No. EP 749 (Sub-No 1)
395 E Street, SW
Washington, DC 20423-0001

RE: Limiting Extensions of Trail Use Negotiating Periods

I wanted to take a moment to ask the Surface Transportation Board decline to make the rule change detailed in Docket No. EP 749 (Sub-No 1) to limit the timeframe available to complete negotiations to railbank a corridor. Some of Maryland Park Service's most popular facilities are our trails in railbanked corridors – the Torrey C Brown Trail north of Baltimore and Western Maryland Rail Trail near Hancock in particular are both thriving recreation destinations that also provide important alternative transportation corridors.

As Board members surely know, completing negotiations to railbank a corridor can be an extremely complicated process. But the payoffs are proven time again across the nation. Not only via successful trails but also preserving these corridors intact for if or when they are again needed as part of the rail system. While six extensions may seem long, dealing with ownership issues ore regulatory details often reaching back a century or more, they quickly become a mere blib in the full life of a rail line.

Again, please reconsider the time restriction on railbanking negotiations.

Regards,

Dan Hudson
Trail Planner – Maryland Park Service
Office: (410) 260-8149
Email: dan.hudson@maryland.gov