

From: [Carl Wilcox](#)
To: [Howard, Nathan](#)
Subject: Grand Trunk line Portland to Danville - Public comment September 22, 2022
Date: Tuesday, September 20, 2022 11:09:38 AM

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Mr. Howard,

I have noticed that written public comments appear to get recorded and distributed more than verbal comments made in the meetings.

Following are my written comments to be included for the September 22, 2022 meeting.

I, Carl Wilcox, own a farm in New Gloucester that the Grand Trunk railroad bisects my farm with more than 2,200-feet of rail bed. I was born on the property in 1962 and have spent all but 10-years of my life on the property.

As part of the seizing of this land by eminent domain in the 1840s the railroad property owner is required to install and maintain fencing appropriate for the livestock on both sides.

The Canadian National Railroad (CN), installed in the early 1970s, on the east side, 5 or 6 wire barbed wire fencing with steel T-posts suitable for cattle. Also the railroad owner is responsible for damages by and loss of livestock that escape through railroad fencing. Circa late 1960s cows got out through railroad fencing with one being struck by a locomotive and killed. Railroad personnel dug a hole next to the tracks, buried it, and CN compensated the owner of the cow the fair market value. That cow was owned by Linc Partridge of North Windham who was leasing the pasture at that time. In subsequent years circa mid 1970s when cattle were out on the tracks, the southbound CN train stopped and backed up to Danville. CN notified us of the situation, the cattle were returned to the pasture and the fence was repaired. Afterwards the southbound train continued to Portland.

Also, per Grand Trunk railroad property drawings, there are three farm crossings across the tracks to connect my bisected property. At this time only one of which is maintained for active use with planks installed. Also there is a cattle underpass that connects the bisected lots. This underpass was maintained, routinely dug out by the Canadian National. About the time CN sold the line we stopped grazing on the western lot. We still exert our rights for both a functional cattle underpass and the three farm crossings should we have a future need for them.

Hopefully VHB, the MDOT project consultant, is including the following in their economic evaluation. I heard the following on NPR a few weeks ago concerning public transportation. The topic was about whether or not public transportation should be free or not. The salient issue is the economic impact of public transportation to an area which is summarized below.

From NPR Freakanomics Episode 513 aired August 24, 2022.

"Should Public Transit Be Free?"

For a transcript go to the link below.

<https://freakonomics.com/podcast/should-public-transit-be-free/>

Salient highlights from the transcript

Primary Guest speaker:

Marcus FINBOM: My name is Marcus Finbom, and I work as a traffic planner in Stockholm, Sweden.

Additional guest speaker:

Michelle Wu: Current Boston Mayor

WU: We know that the foundation for equitable access to opportunities, is connectedness, the ability to get around. A 2015 longitudinal study of several hundred people that Harvard conducted showed that the factor most closely linked to a family's ability to rise out of poverty, in fact, wasn't the test scores of schools in the area, it wasn't the public-safety statistics. In fact, it was the average commute time to work. So there's a relationship between transportation, and particularly transportation-infrastructure decisions, and which communities have access to economic opportunity.

The study referenced above was discussed in the following 2015 New York Times article.

2015 New York Times article on transportation connectedness and upward economic ability.

<https://www.nytimes.com/2015/05/07/upshot/transportation-emerges-as-crucial-to-escaping-poverty.html>

Additionally, if the Grand Trunk line is converted to commuter rail, strong consideration should be given to extend the line to the Franklin arterial median between Cumberland Avenue and Congress Street. The line could be in a trench to maintain grade from Commercial Street to Somerset Street to the west. The Metro bus station could be placed above the tracks in the median. This location is much more central to Portland jobs than at the current terminus of the Grand Trunk line at mile 0, or the current transportation center near the Fore River, or near Mercy hospital if the transportation center should be moved there, or the west Deering neighborhood that the Downeaster currently travels through with no station stops. As conditions justify, the tracks could be continued down the Franklin Arterial median to where the former track spur was present between Somerset Street and Marginal Way, which is currently largely open space, to where the tracks continue to be present, in a state of disrepair, near the intersection of Forest Avenue and Marginal Way. This inactive spur connects to the present main line, near the intersection of St John and Valley Street, on which the Downeaster travels from Portland to Brunswick and by existing tracks passenger rail could continue to Rockland.

A track connection could be made in Yarmouth to allow the Downeaster and future commuter trains to connect from the current line from Brunswick to the Grand Trunk to continue to the Congress Street station and by the above described connection onto the existing transportation center or the one being discussed near Mercy Hospital and onto Boston via a rail transfer. Such a commuter rail system could serve commuters as far up the coast as they may commute to Portland - Wiscasset, Damariscotta? I'm aware of business associates who commuted from Boothbay to Portland.

Sincerely,

Carl Wilcox

From: Communications.MaineDOT@maine.gov
To: [Howard, Nathan](#)
Subject: Portland to Auburn Rail Use Advisory Council Comments
Date: Friday, September 30, 2022 8:58:56 PM

EXTERNAL: This email originated from outside of the State of Maine Mail System. Do not click links or open attachments unless you recognize the sender and know the content is safe.

The following message was submitted from your MaineDOT website contact form .

Date: Thursday, 29-Sep-2022 18:51:31 EDT
Name: Patrick Conlon
Organization(if applicable):
Phone: 347-331-3982
Email: paddymike2@gmail.com

Topic:

Comments:

This really should be an easy vote for your Council. Iâ€™m sure you all know the positive benefits of trails so just do the right thing and move this forward. Thanks.

If required, please respond as soon as possible.

From: Communications.MaineDOT@maine.gov
To: [Howard, Nathan](#)
Subject: Portland to Auburn Rail Use Advisory Council Comments
Date: Thursday, September 29, 2022 6:18:27 PM

EXTERNAL: This email originated from outside of the State of Maine Mail System. Do not click links or open attachments unless you recognize the sender and know the content is safe.

The following message was submitted from your MaineDOT website contact form .

Date: Thursday, 29-Sep-2022 18:12:15 EDT
Name: Adam Clark
Organization(if applicable):
Phone: 7202523853
Email: adamarthurclark@gmail.com

Topic:

Comments:

I would like to voice my support for this project. As there is an alternative route for a possible commuter train, it would seem to be a no-brainer to use this portion of the rail for human powered transportation. There are many benefits to the rail trail that would be lost if it is not used in this way. Exercise, carbon low (or zero) transportation, economic stimulus, mental health and recreational opportunities abound.

If required, please respond as soon as possible.

From: Communications.MaineDOT@maine.gov
To: [Howard, Nathan](#)
Subject: Portland to Auburn Rail Use Advisory Council Comments
Date: Thursday, September 29, 2022 5:53:27 PM

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The following message was submitted from your MaineDOT website contact form .

Date: Thursday, 29-Sep-2022 17:49:52 EDT
Name: Dee Madore
Organization(if applicable):
Phone: 2074007371
Email: dmadore@yahoo.com

Topic:

Comments:

Having had a bad road bike crash caused by rail road tracks that are proposed to be part of this trail, I am a strong advocate for this project.

If required, please respond as soon as possible.

From: Communications.MaineDOT@maine.gov
To: [Howard, Nathan](#)
Subject: Portland to Auburn Rail Use Advisory Council Comments
Date: Sunday, September 25, 2022 7:46:54 AM

EXTERNAL: This email originated from outside of the State of Maine Mail System. Do not click links or open attachments unless you recognize the sender and know the content is safe.

The following message was submitted from your MaineDOT website contact form .

Date: Sunday, 25-Sep-2022 07:41:39 EDT
Name: Gail Turner
Organization(if applicable):
Phone: 2074509706
Email: gailturnerme@gmail.com

Topic:

Comments:

I am a huge supporter of public trails and hope that the Casco Bay Trail gets full support and funding. I am a passionate walker as are my dogs. I look forward to the Sept. 29 meeting.

If required, please respond as soon as possible.

From: Communications.MaineDOT@maine.gov
To: [Howard, Nathan](#)
Subject: Portland to Auburn Rail Use Advisory Council Comments
Date: Saturday, September 24, 2022 4:06:46 PM

EXTERNAL: This email originated from outside of the State of Maine Mail System. Do not click links or open attachments unless you recognize the sender and know the content is safe.

The following message was submitted from your MaineDOT website contact form .

Date: Saturday, 24-Sep-2022 15:57:47 EDT
Name: Jennifer Tingle
Organization(if applicable):
Phone: (207) 939-8842
Email: jennifer.tingle3@gmail.com

Topic:

Comments:

I am totally in favor of having a rail trail which starts at the harbor by the old bean factory and runs to Falmouth and beyond. I have been taking wonderful walks with my husband on the unused and disintegrating tracks for years and I would love to be able to ride my bike to run errands in Falmouth.

If required, please respond as soon as possible.

From: Communications.MaineDOT@Maine.gov
To: [Howard, Nathan](#)
Subject: Portland to Auburn Rail Use Advisory Council Comments
Date: Friday, September 23, 2022 1:46:23 PM

EXTERNAL: This email originated from outside of the State of Maine Mail System. Do not click links or open attachments unless you recognize the sender and know the content is safe.

The following message was submitted from your MaineDOT website contact form .

Date: Friday, 23-Sep-2022 13:40:29 EDT
Name: Ronald W Graham
Organization(if applicable):
Phone: 2078462249
Email: rgraham1@maine.rr.com

Topic:

Comments:

My quick thoughts:

Great potential for a walking or biking trail now in Yarmouth & North Yarmouth areas.

There are many people living within close proximity to the RR line in Y & NY.

Excellent views of mother nature and the Royal River, with many stretches of track that see only woods around you.

The RR line intersects with existing non-RR hiking trails in Y & NY.

Along the Y & NY line the RR ties are mostly deteriorated, and rotten, also the track hasn't been maintained in years.

I have walked sections of the Y & NY times (maybe 100).

I've seen others walking at various stretches in most walks I have taken.

If required, please respond as soon as possible.

From: Communications.MaineDOT@maine.gov
To: [Howard, Nathan](#)
Subject: Portland to Auburn Rail Use Advisory Council Comments
Date: Friday, September 23, 2022 9:56:15 AM

EXTERNAL: This email originated from outside of the State of Maine Mail System. Do not click links or open attachments unless you recognize the sender and know the content is safe.

The following message was submitted from your MaineDOT website contact form .

Date: Friday, 23-Sep-2022 09:51:04 EDT
Name: Andy Walsh
Organization(if applicable):
Phone: 207-650-2684
Email: fatandy0307@gmail.com

Topic:

Comments:

I fully support a walking, biking and cycling trail similar to the Burke-Gilman trail in Seattle, WA. It is a healthy transportation alternative as well as recreational use.

If required, please respond as soon as possible.

From: Communications.MaineDOT@maine.gov
To: [Howard, Nathan](#)
Subject: Portland to Auburn Rail Use Advisory Council Comments
Date: Friday, September 23, 2022 5:31:14 AM

EXTERNAL: This email originated from outside of the State of Maine Mail System. Do not click links or open attachments unless you recognize the sender and know the content is safe.

The following message was submitted from your MaineDOT website contact form .

Date: Friday, 23-Sep-2022 05:29:53 EDT
Name: Stephanie Cheney
Organization(if applicable):
Phone: 2078313508
Email: slcheney_publicrelations@hotmail.com

Topic:

Comments:

I am interested in supporting the Portland to Auburn Trail using the abandoned rail line.

If required, please respond as soon as possible.

From: Communications.MaineDOT@maine.gov
To: [Howard, Nathan](#)
Subject: Portland to Auburn Rail Use Advisory Council Comments
Date: Thursday, September 22, 2022 3:25:55 PM

EXTERNAL: This email originated from outside of the State of Maine Mail System. Do not click links or open attachments unless you recognize the sender and know the content is safe.

The following message was submitted from your MaineDOT website contact form .

Date: Thursday, 22-Sep-2022 15:17:37 EDT
Name: Rob Wood
Organization(if applicable):
Phone: 207-829-5592
Email: robwood717@gmail.com

Topic:

Comments:

I am a 42 year resident in North Yarmouth and own land with 3000 feet of frontage on the railroad line. I am wholeheartedly in support of creating a rail trail for recreation. I believe the commuter service between Portland and Auburn is a dream but if they find enough money they could use the other tracks.

If required, please respond as soon as possible.

From: Communications.MaineDOT@maine.gov
To: [Howard, Nathan](#)
Subject: Portland to Auburn Rail Use Advisory Council Comments
Date: Thursday, September 22, 2022 8:55:48 AM

EXTERNAL: This email originated from outside of the State of Maine Mail System. Do not click links or open attachments unless you recognize the sender and know the content is safe.

The following message was submitted from your MaineDOT website contact form .

Date: Thursday, 22-Sep-2022 08:50:54 EDT
Name: David Kolb
Organization(if applicable):
Phone: 2078372139
Email: damoko@mac.com

Topic:

Comments:

My wife and I support the efforts to convert unused corridors (rail and utility) to bike and foot trails. Our collective attention to non polluting forms of transportation and recreation are even more critical given climate changes. In addition, my wife and I prefer to recreate locally in this way rather than travel to other states (more gasoline use) to enjoy bicycling and hiking.

If required, please respond as soon as possible.

From: Communications.MaineDOT@maine.gov
To: [Howard, Nathan](#)
Subject: Portland to Auburn Rail Use Advisory Council Comments
Date: Tuesday, September 20, 2022 10:25:01 AM

EXTERNAL: This email originated from outside of the State of Maine Mail System. Do not click links or open attachments unless you recognize the sender and know the content is safe.

The following message was submitted from your MaineDOT website contact form .

Date: Tuesday, 20-Sep-2022 10:15:02 EDT
Name: Peter Cole
Organization(if applicable):
Phone: 2074064324
Email: PCole473@gmail.com

Topic:

Comments:

Bicycles are great. Bicycle trails are great, but not at the expense of future transportation needs. Rail (light or heavy) offers real alternatives to cars (and let's face it bicycle commuting over long distances in the heat of summer or the cold of winter is not an alternative for the vast majority of Mainers). Trains can transport people and bicycles (scooters, wheel chairs etc) from one city (Portland) to another (Lewiston/Auburn). Climate change is real - we need real transit. Build separate bike trails but preserve the rail rights of way.

If required, please respond as soon as possible.

From: Communications.MaineDOT@maine.gov
To: [Howard, Nathan](#)
Subject: Portland to Auburn Rail Use Advisory Council Comments
Date: Monday, September 19, 2022 5:04:46 PM

EXTERNAL: This email originated from outside of the State of Maine Mail System. Do not click links or open attachments unless you recognize the sender and know the content is safe.

The following message was submitted from your MaineDOT website contact form .

Date: Monday, 19-Sep-2022 16:14:46 EDT
Name: John Koons
Organization(if applicable):
Phone: 207 872-5252
Email: jdkoons@gwi.net

Topic:

Comments:

Thanks for running the meeting and having various points of view presented. Obviously the rail to trail group is a well funded organization and has been encouraged to move forward. They make noise and have have numbers and are well intentioned. However, I find it incredulous and am rationally baffled by the thought of chucking a relatively easily to rehabilitate commuter, freight railroad corridor to the whim of a trail group. Yes, a trail has economic value and is beneficial, but the difference between rail and trail is orders of magnitude. I like trails. I have built community trails that are popular and well used . However, the rational economic crystal ball looking into the future suggests the existing asset is much to valuable to squander and instead, using newly developed hydrogen and battery technologies, get excited about reducing traffic as population grows by adding commuter rail and grow it as demand increases. Trails are wonderful for a small segment of the population, a functional rail serves 100% of the population 24/7, 365 days a year . Please look into the future. Cars and trails are great and necessary used correctly, rail belongs in the mix. It is many times the most efficient inter city mode of transportation as rail lines were originally designed for that purpose. Instead of finding a way to get rid of them, find a way to make them viable. The future and congestion is right over our shoulder. Iâ€™ve carried on a bit and my apologies, but I have travelled in Europe by train and we are embarrassingly behind the times with our denial and heads in the sand. Respectfully, John Koons

If required, please respond as soon as possible.

From: Communications.MaineDOT@maine.gov
To: [Howard, Nathan](#)
Subject: Portland to Auburn Rail Use Advisory Council Comments
Date: Monday, September 19, 2022 8:57:35 AM

EXTERNAL: This email originated from outside of the State of Maine Mail System. Do not click links or open attachments unless you recognize the sender and know the content is safe.

The following message was submitted from your MaineDOT website contact form .

Date: Monday, 19-Sep-2022 08:51:43 EDT
Name: Anthony Donovan, Director Maine Rail Transit Coalition
Organization(if applicable):
Phone: 2073296732
Email: melikesrail@gmail.com

Topic:

Comments:

To: Portland to Auburn Rail Use Advisory Council
CC: Maine Department of Transportation
33 State House Station / 24 Child Street
Augusta, Maine 04330

From: Maine Rail Transit Coalition
Anthony Donovan, Managing Director

Date: September 19, 2022

RE: email from Council Member Dick Woodbury Questions for Sept 22 RCUAC Meeting dated Sunday September 11, 2022

Members of the Corridor Use Council

Please consider the following response from the Maine Rail Transit Coalition (MRTC) to the above referenced subject email.

1. Of the ten segments shown on this diagram, please confirm for the Council which are actively used by trains now and which are inactive.

A: All of the Railroads indicated on the diagram provided are recognized by the Federal Railroad Administration (FRA) as Active.

“A line is abandoned only when the railroad has applied to the STB for abandonment authorization, the STB has issued an order authorizing abandonment of the line, and the railroad has notified the STB that it has consummated the abandonment authorization. It is important to note that even a corridor lacking rail service and appearing derelict may still legally be active and subject to STB jurisdiction.”

2. On which segments does CSX currently coordinate with Amtrak to provide both freight and passenger service on the same tracks?

A: The Freight Mainline Portland to Boston and Rockland Branch between Yarmouth and Brunswick

3. Based on the 2019 Maine Corridor Assessment by MaineDOT, NNEPRA, VHB, and the cities of Lewiston and Auburn, please confirm which routes remain under consideration for passenger service between Portland and L-A. Please also explain why the report explicitly rules out SLR-1 from further consideration.

A: As per Maine Law, and the Purpose Statement of this Use Council, all railroads remain under consideration for restoration of standard gauge train service, including both Passenger and Freight in an objective analysis of USE.

Note - MRTC also wants to know why the State-owned SLR between Portland & Yarmouth Junction has not been included in the state evaluation of passenger train services. The MRTC submitted a critique of the State 2019 Corridor assessment to this committee followed by an engineering firms critique of flaws in that report. (See attached)

4. Can you confirm that these same segments are the only ones that the legislature requested for further consideration in their 2021 study request, LD991 (as the original bill was amended before final enactment to remove SLR-1 from continuing study in that bill, too).

A: The Legislature has no record of the designation provided in this memo for a "SLR-1". Renaming the state historic railroad corridors is a choice made by the Trails advocates but not accepted by any official record of railroads in Maine. LD 991 was amended at the insistence of the Maine DOT, outside of legislative chambers and over the objections of the Senate Bill sponsor. That choice only impacts the current economic impact analysis of a proposal to bring a passenger train service to Lewiston. The current corridor study subject of this Use council determined that the entire corridor, from MP 0.0 to Auburn would be included.

5. Does the use of SLR-2 (rather than C) to get from Portland to L-A in any way avoid the need to negotiate with CSX for incremental passenger train use on CSX-owned segments B, F, and D?

A: Again, the reference to a segment "SLR-2" or "C" etc., is not recognized by any party engaged in railroad transportation. If the point of this question is to seek a conclusive answer as to the impacts or possibility of removing the railroad between Portland and Auburn from train to trail use, MRTC suggests this calls for a more comprehensive evaluation by professionals in the business of railroad engineering, logistics and services as well as the processes involved in the Federal Surface Transportation Board decisions on use and abandonment.

6. Why does the 2019 Corridor Assessment by MaineDOT, NNEPRA, VHB, and the cities of Lewiston and Auburn conclude that "light rail is not considered an appropriate technology for the corridors being considered"?

A: See the MRTC report (attached) and the information provided to the USE Council by BRT at the last meeting. It is an incorrect assumption. MRTC also would like VHB to explain this conclusion.

7. Related, are both freight trains and light rail trains allowed to use the same tracks on segment D to get from Danville Junction to downtown Lewiston-Auburn, or would a totally separate track need to be constructed anew?

A: Currently light rail trains do not operate in Maine on any track. Light rail can and does operate on the same standard gauge track as heavy freight and Amtrak locomotives. MRTC does appreciate the writer's recognition of the MRTC goal of connecting downtowns with a passenger train system. At this time the MRTC Inter-Urban Light Rail demonstration plan does not include a connection to Lewiston on the CSX mainline (assuming that is what the writer "segment D" refers to

8. Will VHB be providing to the Council their independent estimate of what MRTC's light rail project would cost to implement, including any track upgrades needed on SLR-1 and SLR-2, reconstructing the bridge into Portland to get to Ocean Gateway, creating safety barriers for shared use (rail with trail) on the Eastern Prom, and (depending on the answer to question 7) constructing a totally new track from Danville Junction to downtown Lewiston-Auburn?

A: MRTC Inter-Urban Light Rail project will be operating a demonstration project on the State-owned St. Lawrence & Atlantic RR between Portland and Yarmouth Junction and between Yarmouth Junction and Auburn. Again, the writer's reference to "SLR-1 and SLR-2" are not recognized as viable railroad terms. The state consultant is not being engaged for this project and, other than stating that the operation will be a Use on the subject track, the VHB scope of services should not include any additional work on estimating costs of this proposed use. As to the assumptions in these questions;

- reconstructing the bridge into Portland to get to Ocean Gateway. There have been two studies done by the state of Maine, one provided in 2011 and the other in 2019. Both State funded studies have of the costs of reconstruction of the bridge. The 2011 study by Jacobs engineers at \$11 million and the VHB study 8 years later at \$21 million.
- creating safety barriers for shared use (rail with trail) on the Eastern Prom. MRTC is grateful for the reference to the Eastern Prom trail, located in and under lease on land owned by the Maine Department of Transportation. A full design for a multi-use shared rail corridor that preserves and enhances the trail with a rail use, is expected to be completed if, as expected, the light-rail demonstration project moves forward.
- constructing a totally new track from Danville Junction to downtown Lewiston-Auburn. Again, the MRTC appreciates the writer's recognition that the ultimate goal of a commuter passenger inter-urban light rail service is to connect downtown Portland with downtown Lewiston. Currently the MRTC has no expectations regarding the FRA and private rail owner requirements or approval of this segment. A full design for a rail corridor connection to

Lewiston is expected to be undertaken if, as expected, the light-rail demonstration project moves forward.

If required, please respond as soon as possible.

From: Communications.MaineDOT@maine.gov
To: [Howard, Nathan](#)
Subject: Portland to Auburn Rail Use Advisory Council Comments
Date: Monday, September 19, 2022 5:29:41 AM

EXTERNAL: This email originated from outside of the State of Maine Mail System. Do not click links or open attachments unless you recognize the sender and know the content is safe.

The following message was submitted from your MaineDOT website contact form .

Date: Monday, 19-Sep-2022 05:25:22 EDT
Name: Peter Hall
Organization(if applicable):
Phone: 2074200431
Email: petehall9@gmail.com

Topic:

Comments:

I wish to add my name to the list of people who support the creation of a Bike/Ped trail. I have used these types of trails all over the United States and they are a great addition to communities.

If required, please respond as soon as possible.

From: Communications.MaineDOT@maine.gov
To: [Howard, Nathan](#)
Subject: Portland to Auburn Rail Use Advisory Council Comments
Date: Sunday, September 18, 2022 4:29:28 PM

EXTERNAL: This email originated from outside of the State of Maine Mail System. Do not click links or open attachments unless you recognize the sender and know the content is safe.

The following message was submitted from your MaineDOT website contact form .

Date: Sunday, 18-Sep-2022 16:24:17 EDT
Name: Barbara Trentacosta
Organization(if applicable):
Phone: 2076082810
Email: btrentacosta@maine.edu

Topic:

Comments:

I totally support the creation of a rail trail that will include Falmouth!
Iâ€™m a cyclist from Falmouth and I would use it 2 or more times a week for my rides.
Yes!

If required, please respond as soon as possible.

From: Communications.MaineDOT@maine.gov
To: [Howard, Nathan](#)
Subject: Portland to Auburn Rail Use Advisory Council Comments
Date: Saturday, September 17, 2022 10:53:57 AM

EXTERNAL: This email originated from outside of the State of Maine Mail System. Do not click links or open attachments unless you recognize the sender and know the content is safe.

The following message was submitted from your MaineDOT website contact form .

Date: Saturday, 17-Sep-2022 10:42:54 EDT
Name: Kristina L West
Organization(if applicable):
Phone: 2074005989
Email: klwest382@gmail.com

Topic:

Comments:

Hi - I am from Yarmouth and would like to let you know that I support the trail until rail option for the unused rail line between Portland and Auburn, a.k.a the proposed Casco Bay Trail. Thank you for the work that you are doing to vet out the options for providing residents and visitors a viable off road, active transportation option in southern Maine.

If required, please respond as soon as possible.

From: Communications.MaineDOT@maine.gov
To: [Howard, Nathan](#)
Subject: Portland to Auburn Rail Use Advisory Council Comments
Date: Friday, September 30, 2022 8:58:57 PM

EXTERNAL: This email originated from outside of the State of Maine Mail System. Do not click links or open attachments unless you recognize the sender and know the content is safe.

The following message was submitted from your MaineDOT website contact form .

Date: Thursday, 29-Sep-2022 18:51:31 EDT
Name: Patrick Conlon
Organization(if applicable):
Phone: 347-331-3982
Email: paddymike2@gmail.com

Topic:

Comments:

This really should be an easy vote for your Council. Iâ€™m sure you all know the positive benefits of trails so just do the right thing and move this forward. Thanks.

If required, please respond as soon as possible.