

COMMONWEALTH OF MASSACHUSETTS
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MENTAL HEALTH AND SUBSTANCE ABUSE
EDUCATION

215712

January 30, 2006

ENTERED
Office of Proceedings

Mr. Vernon A. Williams, Secretary to the Board
Surface Transportation Board
1925 K Street, NW, Room 888
Washington, D.C. 20423-0001

FEB - 1 2006

Part of
Public Record

Re: New England Transrail, LLC

FO 34797

Dear Mr. Williams:



I write to express my support for the New England Transrail facility proposed transload operation in Wilmington, Massachusetts. I represent the capital city of Boston. Like the rest of the Commonwealth, our landfill capacity is diminishing. I believe that New England Transrail offers a cleaner, safer, environmentally friendlier alternative than the present process of highway trucking that is clogging our highways in Massachusetts and across the country. This one project would reduce the diesel fuel dependency by over one million gallons annually. Given the already escalating fuel prices, when you add to this equation the jolt to the energy prices brought on by the disruption due to Hurricane Katrina, the need for fuel use reduction is even more pressing.

I am concerned with our increasing reliance on long-haul truck transport of goods and materials into Massachusetts. This transport is placing an ever greater burden on our air quality and state roads, with commensurate impacts on congestion, safety, government repair, and maintenance costs. At the same time, our state's diminishing landfill capacity requires us to seek more distant out-of-state waste disposal solutions, which also increases our dependency on long-haul trucking and the cost of living and doing business in Massachusetts.

In light of these trends, shipping goods and waste by rail becomes the more attractive option. Using this method, business and consumer interests are complemented; and by holding down costs and increasing environmental quality, economic growth and sustainability, we also reduce our dependence on foreign oil. A key element required to facilitate rail freight transportation into Eastern Massachusetts are rail terminals conveniently located in the area with access to the highway system whereby goods and

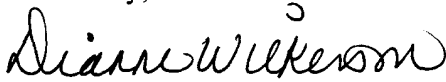
materials can be translated between truck and rail for local pick ups and deliveries. This is one area where conservatives and liberals can agree on a sensible transportation policy for the region.

Facilities like the New England Transrail proposed transload operation in Wilmington is typical of the type of project needed to foster such a beneficial transportation policy. The project will also create some much needed jobs for our economy.

With properly designed and properly located railroad terminals, the transportation of construction debris and other commodities by train can benefit the public by taking thousands of diesel exhaust-spitting tractor-trailers off the nation's already chronically congested highways.

I support this project without reservation and urge you to give this project the fair, prompt, and expeditious consideration it deserves.

Sincerely,

A handwritten signature in cursive script that reads "Dianne Wilkerson".

Dianne Wilkerson

State Senator

Second Suffolk District

CERTIFICATE OF SERVICE

I do hereby certify that on this 1st day of February, 2006, I served a copy of the foregoing comments of Dianne Wilkerson in support of New England Transrail's Petition for Exemption by causing a copy to be delivered by first class mail, postage prepaid, to:

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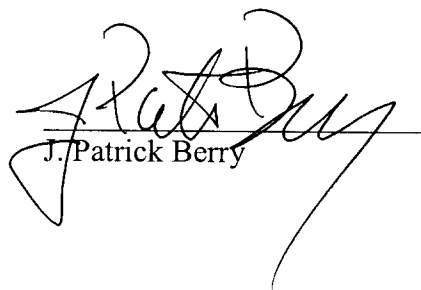
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