

EI - 2165

Phillis Johnson-Ball
Surface Transportation Board
1925 K Street NW
Washington, DC 20423

May 1, 2006

Attention: Finance Docket No. 34797
Dear Ms. Ball:

I am the former President of the Boston based Association for Public Transportation, as well as a local elected Town Meeting Representative, who chaired a local committee working on transportation issues. I am writing in response to your April 7, 2006 letter requesting comments on New England Transrail's application regarding development of a rail transloading facility in Wilmington, Massachusetts.

I strongly support improvement of rail freight transportation in New England as an environmentally beneficial alternative to the existing proliferation of long-haul truck transport of freight. It has been demonstrated that diesel emissions from trucks are a major source of particulate matter, which is a major air pollutant, and rail transport of freight creates less than one-tenth the particulate matter than long-haul trucks. Because each rail car served by NET's facility will remove approximately 5 long-haul trucks from the region's highways, be able to divert a considerable number of long-haul trucks from the region's road and highway system, it will have a quantifiable positive impact on the region's air quality.

The US EPA has proven that small particulate matter from diesel emissions is a major carcinogen. According to *Transit Invest In America—Freight-Rail Bottom Line Report* published by the American Association of State and Highway and Transportation Officials, related studies to those of the US EPA suggest "that trucks emit six to 12 times more pollutants per ton-mile than do railroads, depending on the pollutant measured." The report goes on to cite that "According to the American Society of Mechanical Engineers, 2.5 million fewer tons of carbon dioxide would be emitted into the air annually if 10 percent of intercity freight now moving by highway were shifted to rail ... [and] the nation could save as much as 200 million gallons fuel annually" which would further our energy independence and national security goals.

Furthermore, there is an urgent need to re-establish and expand the delivery of carload rail freight given the congestion, wear and tear, and safety issues of large trucks on local roadways. A railway operator dedicated to engaging in terminal operations, has the potential to address these issues, once established and seeking to expand local service. Therefore, we would welcome the introduction of another rail operator in the metro Boston region.

I urge you to consider the beneficial impact of revitalization of rail freight throughout southern New England that can begin moving in the right direction with the development of NET's facility.

In the interest of better transportation,
Fred R. Moore
6 Ella Street
Saugus MA 01906

