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F. S. DeMASI  
26 MacArthur Road  
Wellesley, MA 02482



March 16, 2007

The Honorable Vernon A. Williams  
Secretary  
Surface Transportation Board  
395 E Street, SW  
Washington, DC 20423

Re: Finance Dkt. No. 34797, New England Transrail... Petition for Exemption

Dear Secretary Williams:

Enclosed, for filing in the above-referenced proceeding, are an original and ten copies of my comments to the Response of the New York, Susquehanna & Western Railway Response to Supplemental Comments of the New Jersey Department of Environmental Protection.

Sincerely,

Frank S. DeMasi

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Public Record

BEFORE THE  
SURFACE TRANSPORTATION BOARD

FINANCE DOCKET NO. 34797

NEW ENGLAND TRANSRAIL, LLC,  
d/b/a WILMINGTON & WOBURN TERMINAL RAILWAY  
PETITION FOR EXEMPTION

COMMENTS OF FRANK S. DeMASI TO THE RESPONSE OF THE NEW YORK,  
SUSQUEHANNA AND WESTERN RAILWAY CORPORATION TO THE COMMENTS OF THE NEW  
JERSEY DEPARTMENT OF ENVIRONMENTAL PROTECTION, ET AL

Dated March 16, 2007

Since retiring as a Department of Defense Certified Acquisition Professional I have been an active advocate for planning and enhancing efficient modes of transportation in Massachusetts. I participate in local and regional forums for improved public transit, modernizing of the freight transportation system, and have worked as a volunteer to apprise state and local planners of the relationship of transportation to economic development, land use, and the environment. I have exercised my advocacy by being appointed as the Town of Wellesley Massachusetts Representative to the Metropolitan Area Planning Council, MBTA advisory Board, and Regional Transportation Advisory council (RTAC) for the Boston MPO in Eastern Massachusetts and I now serve as RTAC Vice Chairman and a member, and former chairman, of the RTAC's Freight Committee.

Because of the change in rail transportation and trans-loading within the Boston metropolitan area, rail service is no longer available directly to the customer. Much of the trackage and yards in downtown Boston, Cambridge and Somerville serving customers out of those areas, have been converted to office, retail and residential complexes. In light of these changes, in order to reinvigorate rail freight service into the Boston metropolitan area, the RTAC Freight Committee has studied and proposed development of rail terminals, which we refer to as "freight villages" in the area to be run as a common carrier service whereby rail cars can interface local trucking for delivery to and from local customers.

I support the Petition of New England Transrail, LLC for development of a switching and terminal railroad in Wilmington, Massachusetts. Such a facility that can handle a myriad of commodities trans-loaded between rail and trucks for local pick up and delivery fits with the concept of rail terminals and "rail freight villages" as advocated by the RTAC Freight Committee. Corn syrup is no longer railed into East Cambridge because those yards have been abandoned, to be replaced by residential and retail development, and would be a prime commodity for such a rail freight village. Similarly, the growing demands for bio-fuels brought into the region by rail, would also be a strong commodity for such a facility.

#### CONCLUSION

I support the granting of a rail terminal for New England Transrail, LLC in Wilmington, Massachusetts to further the growth of our area's rail freight infrastructure.

Wellesley, Massachusetts  
Dated: March 16, 2007

respectfully submitted,

*Frank A. DeMasi*