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To whom it may concern,

I write to you in staunch opposition of the New England Transrail facility, which is a proposed rail facility at 51 Eames St in Wilmington, Massachusetts. As the long-serving State Representative, I have had watched and participated in the growth of Wilmington over the last five decades, including time I spent serving as a local selectman and planning board member ensuring the right business and developments came to town. Companies such as Pepsi, Analog Devices, Curtis Pharmaceutical, and other high-tech, blue-chip corporations call Wilmington home, and provide quality jobs while maintaining the integrity and environment of the town. New England Transrail will absolutely not do any of that, and in fact will be extremely detrimental if allowed to proceed forward with their proposal. There are numerous unaddressed, even completely ignored, concerns ranging from light and noise pollution, to traffic, to the environmental status of the property. As I am sure you will agree with upon reading my letter, these need to be answered and the proposal must be halted.

The town of Wilmington has suffered greatly resulting from the improper disposal and contamination of chemicals and industrial waste left by 51 Eames former tenants, most recently Olin Chemical. Operating 33 years from 1953 to 1986, 51 Eames St hosted a variety of companies which discharged their industrial waste on-site into a man-made pool. While a myriad of chemicals have been found during evaluation, more worrisome ones include ammonia, chloride, sodium, and NDMA. Upon the addition of the site to the Superfund list, testing was

done and contaminants were found at all testing sites on and off the parcel, and heavy metals were found present in groundwater used by the town. Due to the environmental degradation the town of Wilmington was required to utilize the Massachusetts Water Resource Authority to import water from across the state as these chemicals had already seeped into the towns municipal wells. The contamination tragically led to the loss of life of children, as well as the spread of carcinogenic chemicals which have appeared in dozens of residents. Through the work of the EPA, the Massachusetts Department of Environmental Protection, and the Wilmington Environmental Restoration Committee plans have been laid to remove the danger from the community, and limit the damage already done. Hopefully they may continue to do their work unimpeded to prevent further tragedy, more incidents of cancer, and reverse the further spread of chemicals.

Despite the tremendous efforts of these parties to solve this problem, the Olin Company and New England Transrail have pressed to expedite the sale and use of the property without proper review. I, and many other elected officials, residents, and experts agree that the findings would indicate that the site indeed does not pass muster as toxic chemicals are found further and further away from the scene. The presence of large-locomotives, rail cars laden with refuse, and heavy machinery will only serve to compact the delicate land and buried chemical pits, further exacerbating the chemical contamination. Trucks, cars, and loading machines will kick up dust and dirt, potentially sending harmful substances adrift across the neighborhood and town via the winds. Also, the paving of the property will alter the storm water run-off in ways we have not examined or reviewed, possibly negating current anti-contamination plans and constructs. While a slurry wall was constructed to dissuade the further contamination of surrounding land, the impact of the proposed facility, warehouse, and more has not been shown to any interested parties. New England Transrail has also thought of the site as a potential transfer point for Liquid Natural Gas, using an untested method.

In addition to the still-present environmental disaster, the Eames street section of Wilmington plays host to a large swath of industry, and the effects of such a facility on surrounding properties environmental status have yet to be addressed. The expansion of the New England Transrail proposal to include possibly off-loading goods as well as on-loading trash will multiply the amount of proposed trucks, far beyond what was originally discussed. Eames Street is located between Route 38 and Woburn St, two major throughways that thousands of

commuters, families, and school-children use daily. Both terminating intersections of Eames St are under review as they cannot handle capacity, and pollution is spewed as cars and trucks idle constantly waiting for traffic to proceed. Light and noise pollution, as well as vibrations on other nearby industrial sites, have yet to be addressed either.

The property, as one can plainly see from my letter, is not fit for use in any capacity currently. The constant seepage of chemicals further and further from their source, the unaddressed concerns surrounding the slurry walls capability, and lack of information on the facilities impact all greatly concern myself and the residents of Wilmington, Woburn, and the entire surrounding region. We have already lost lives over the properties improper usage, and may continue to lose more due to NDMA and other contaminants in the environment. New England Transrail is absolutely, unquestionably a terrible use of 51 Eames St, and will only serve to further destroy the environment. I call on you to help us defend our town, neighborhood, and environment by once again refusing the project to proceed. Please feel free to call me anytime with any further questions or concerns you may have regarding the proposal, and our opposition.

Sincerely,

Representative James Miceli