



SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

September 9, 2022

Justin Marks
Clark Hill
1001 Pennsylvania Avenue, NW
Suite 1300 South
Washington, D.C. 20004

RE: Docket No. FD 36575, Townline Rail Terminal, LLC – Construction and Operation Exemption – Hamlet of Kings Park, Town of Smithtown, Suffolk County, NY; **Information Request No. 1**

Dear Mr. Marks:

Consistent with 40 C.F.R. § 1506.5(b)(1), the Surface Transportation Board's (Board) Office of Environmental Analysis requests the information below, which is needed to support the environmental review in connection with the above-referenced proceeding. This information will be used to describe the current operations, the proposed action, and alternatives, and analyze impacts.

1. Track Construction

- A. Identify and map the project-related rail line construction footprint including the length and endpoints of each track as well as the width of the disturbed area. Maps are preferred in GIS format, if available.
- B. Provide a general description about the new planned buildings, roads and other rail lines adjacent to the proposed rail line.
- C. Provide the typical cross section and the cross sections where cut and fill are required.
- D. To the extent that the expected temporary construction footprint is larger than the permanent footprint, provide the typical width.
- E. If known, provide information on the plan for stormwater management under the proposed action, e.g., conceptual location of drainage culverts.
- F. What is the approximate duration of the construction period for the new track?

- G. Provide a list of anticipated construction equipment.
- H. Would construction materials (e.g., rail, ties, ballast) be delivered to the site of the proposed rail line by rail, truck, or a combination? Show the laydown location for these materials on a map.

2. Rail Operations

- A. Provide the number of trains per day that would operate over the proposed rail line.
- B. Confirm the average quantity of the commodities to be moved on the proposed line in gross tonnage (average daily or yearly).
- C. For the proposed rail line, provide estimates of the average number of locomotives per train, the average number of railcars per trains, and the average total length (in feet) of trains.
- D. Provide the number of locomotives in each EPA emissions tier.
- E. Provide locomotive engine idling duration on the proposed rail line.
- F. Would switch locomotives be used? If yes, provide anticipated type of locomotive, EPA tier, activity information (hourly usage), and average fuel efficiency (gal/hour). Alternatively, if heavy equipment would be used to move railcars during operations (e.g., Trackmobile® or similar), provide emissions specifications.
- G. Would rail cars be covered to reduce dust emissions?
- H. Would the anticipated traffic from the proposed rail line impact current passenger rail operations on the Long Island Rail Road?

3. Other

- A. Are there other known businesses that have expressed interest in the proposed rail line if constructed?
- B. Provide a summary of coordination with the Town of Smithtown and other local/state agencies to date and any anticipated schedules for state and local review processes.
- C. If known, what are the anticipated state and local permits that would be required for the proposed action?

Please provide your response as soon as possible, and no later than September 29, 2022, to maintain the project schedule. If you have any questions, please feel free to contact Andrea Poole of my staff at 202-245-0305 or by email at Andrea.Poole@stb.com. Thank you for your assistance in this matter.

Sincerely,

A handwritten signature in black ink, appearing to read "Danielle Gosselin". The signature is fluid and cursive, with the first name "Danielle" written in a larger, more prominent script than the last name "Gosselin".

Danielle Gosselin
Office of Environmental Analysis

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September 30, 2022

Danielle Gosselin
Office of Environmental Analysis
Surface Transportation Board
395 E Street SW
Washington, DC 20024

Re: Townline Rail Terminal, LLC
– Construction and Operation of a Line of Railroad –
In Suffolk County, NY
Surface Transportation Board Finance Docket 36575
Information Request No. 1

Dear Ms. Gosselin:

Please find the enclosed responses of Townline Rail Terminal, LLC ("Townline") in response to Information Request No. 1 that the Surface Transportation Board's Office of Environmental Analysis submitted to us in your September 9, 2022 letter.

1. Track Construction

- A. Identify and map the project-related rail line construction footprint including the length and endpoints of each track as well as the width of the disturbed area. Maps are preferred in GIS format, if available.

Response: Please see the enclosed link provided in the email transmittal of this letter.

- B. Provide a general description about the new planned buildings, roads and other rail lines adjacent to the proposed rail line.

Response: The proposed rail line will access approximately 4 industry yard tracks, serving an indoor 200'x 400' rail transfer station and a semi-enclosed 100' x 200' material storage building. These new buildings will be accessed by approximately 5,675' of new roads to facilitate transload between railcars and trucks.

- C. Provide the typical cross section and the cross sections where cut and fill are required.

Response: The proposed rail line will be constructed on an embankment to be consistent with the elevation of the adjacent Long Island Rail Road ("LIRR") Port Jefferson Branch. Attached as Exhibit 1 is a Grading and Drainage Plan.

- D. To the extent that the expected temporary construction footprint is larger than the permanent footprint, provide the typical width.

Response: Approximately 25' to be provided for all civil works.

- E. If known, provide information on the plan for stormwater management under the proposed action, e.g., conceptual location of drainage culverts.

Response: Please see Exhibit 1 for a preliminary drainage map.

- F. What is the approximate duration of the construction period for the new track? Provide a list of anticipated construction equipment.

Response: Approximate construction duration of one (1) year. Anticipated construction equipment includes:

- Dump Trucks
- Excavators
- Backhoes
- Bulldozers
- Rollers/ Soil Compactors
- Grapple/Boom trucks
- Welding trucks
- Track Surfacing Equipment (Tamper, Ballast Regulator, Stabilizer)
- Truck mounted cranes

- G. Would construction materials (e.g., rail, ties, ballast) be delivered to the site of the proposed rail line by rail, truck, or a combination? Show the laydown location for these materials on a map.

Response: Construction materials will be delivered to the site by truck as there is no active rail siding at the location. Offloading from the LIRR Port Jefferson Branch main track will not be permitted. Certain material (e.g., ties, rail) could be delivered by rail to the nearest available siding along the LIRR Port Jefferson Branch (St. James or Greenlawn) and trucked to the site. Approximate laydown area is shown on the attached GIS shapefile.



2. Rail Operations

- A. Provide the number of trains per day that would operate over the proposed rail line.

Response: One (1) train per day will be operated over the proposed rail line in coordination with New York & Atlantic Railway ("NYA"), the rail line providing freight service on Long Island.

- B. Confirm the average quantity of the commodities to be moved on the proposed line in gross tonnage (average daily or yearly).

Response: Consistent with the current NYS DEC permit for the site, the gross outbound volume handled at the facility will be limited to 365,000 tons per year or a maximum of 1,500 tons per day. Gross inbound volumes estimated to be 260,000 tons per year, or 1,000 tons per day. Actual volumes of outbound and inbound material would be variable based on market conditions.

- C. For the proposed rail line, provide estimates of the average number of locomotives per train, the average number of railcars per trains, and the average total length (in feet) of trains.

Response: NYA trains delivering and picking up cars on the new line will consist of 2 locomotives per train, with approximately 25 cars per train. Average train length will be 1,900' long.

- D. Provide the number of locomotives in each EPA emissions tier.

Response: NYA currently operates a fleet of 9 road locomotives. Seven (7) are Tier 0, and two (2) are Tier 3 locomotives. Four (4) of the Tier 0 locomotives are scheduled to be replaced with Tier 4 locomotives in the next several years.

- E. Provide locomotive engine idling duration on the proposed rail line.

Response: NYA idling will be minimal on the proposed rail line. Inbound trains will pull in, drop cars on one or more-yard tracks, pick up cars from other track(s), and depart. Idling will be limited to awaiting a slot for NYA to operate on the LIRR Port Jefferson Branch between scheduled passenger trains.

- F. Would switch locomotives be used? If yes, provide anticipated type of locomotive, EPA tier, activity information (hourly usage), and average fuel efficiency (gal/hour). Alternatively, if heavy equipment would be used to move railcars during operations (e.g., Trackmobile® or similar), provide emissions specifications.

Response: Townline proposes to utilize a Trackmobile®; an example of which is attached as Exhibit 2.

- G. Would rail cars be covered to reduce dust emissions?

Response: Certain materials will be shipped in sealed containers. Other commodities will be shipped in open railcars per current industry practice.

- H. Would the anticipated traffic from the proposed rail line impact current passenger rail operations on the Long Island Rail Road?

Response: There will be no impact to passenger operations on the LIRR. NYA currently operates freight service on the LIRR Port Jefferson Branch and Main Line without impact to LIRR passenger operations. The new line will be served during off-peak periods when adequate slots are available for freight movement.

3. Other

- A. Are there other known businesses that have expressed interest in the proposed rail line if constructed?

Response: Yes, potential Townline customers include CarlsonCorp, Inc. (a Townline affiliate), Covanta Huntington LP, and local businesses seeking to receive aggregates via the proposed rail line.

- B. Provide a summary of coordination with the Town of Smithtown and other local/state agencies to date and any anticipated schedules for state and local review processes.

Response: Townline is working with the Town of Smithtown on permitting the rail transfer station. Please see Exhibit 3.

- C. If known, what are the anticipated state and local permits that would be required for the proposed action?

Response: According to DEC's July 21 letter to OEA, the NY DEC appears to be requiring a modification of CarlsonCorp.'s Solid Waste Management permit.

September 30, 2022
Page 5

Town of Smithtown permits that the town may require for the rail transfer station are available at Exhibit 3.

If you have any questions related to these responses, please let me know.

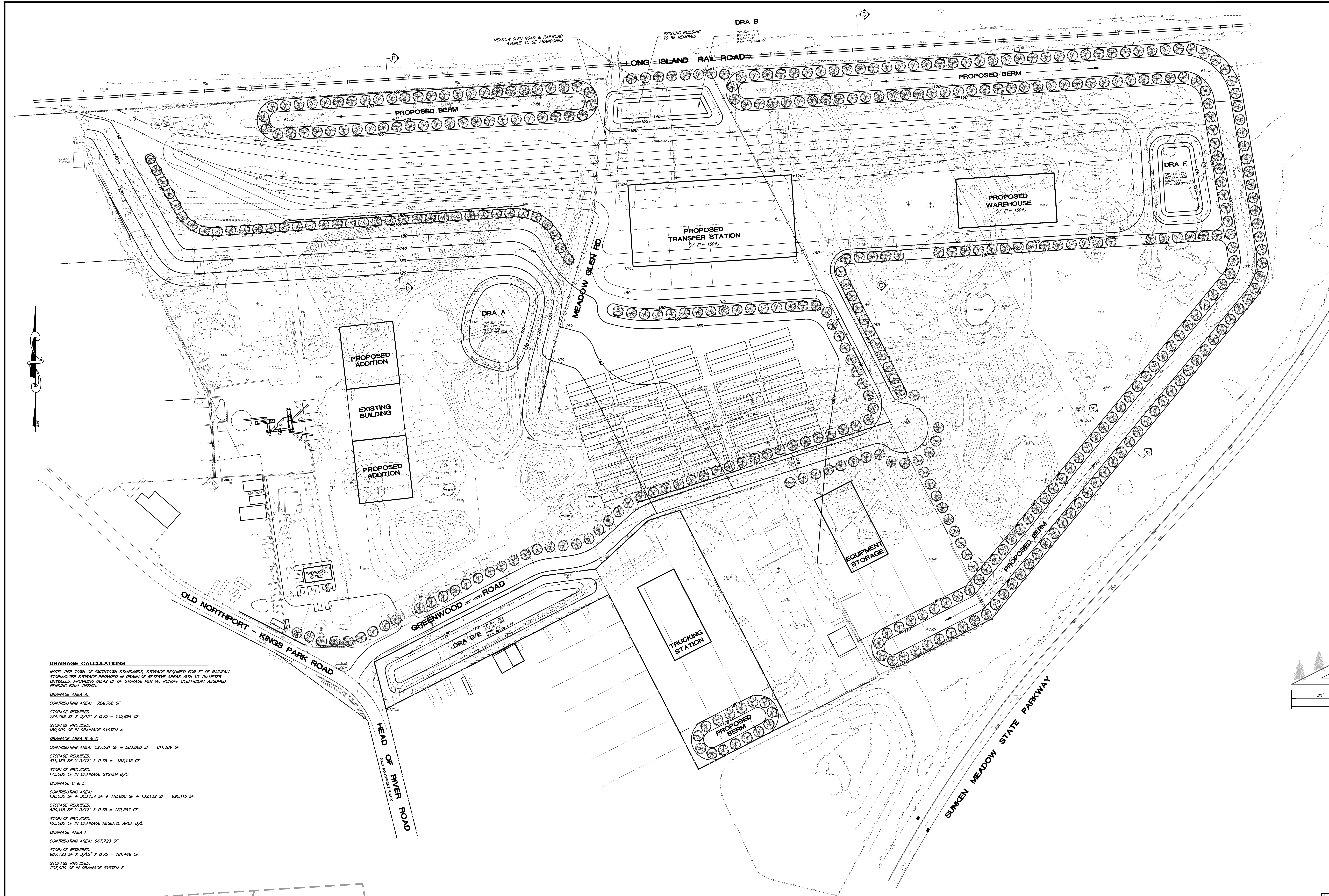
Sincerely,

A handwritten signature in blue ink, reading "Justin J. Marks". The signature is fluid and cursive, with the first name "Justin" and last name "Marks" clearly legible.

Justin J. Marks
Counsel for Townline Rail Terminal, LLC

Enclosure

Exhibit 1



DRAINAGE CALCULATIONS

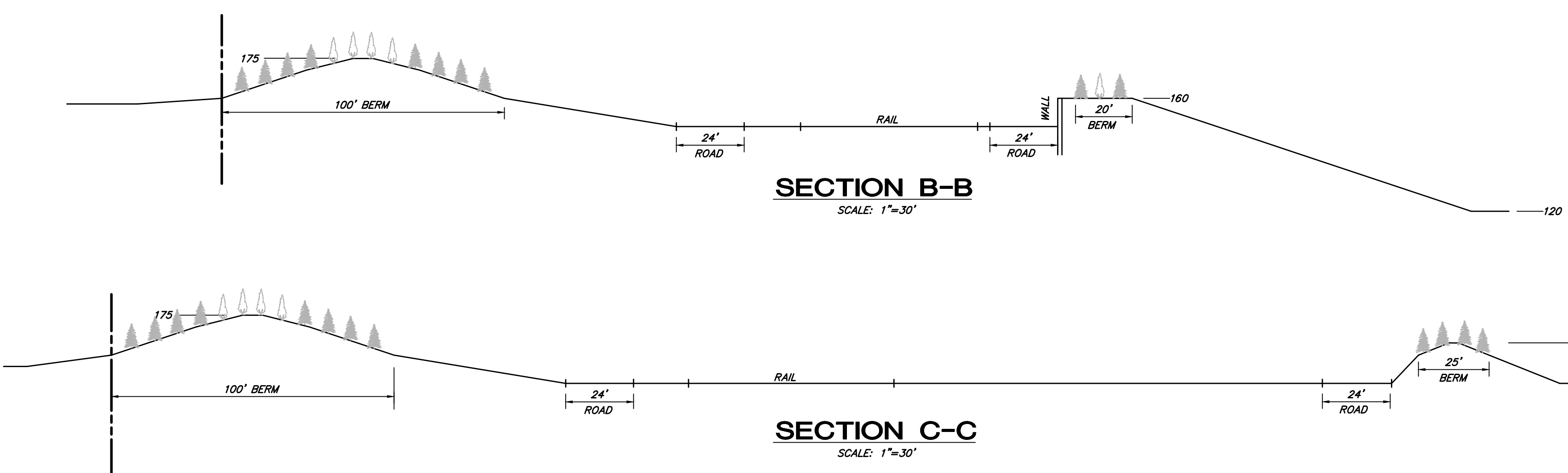
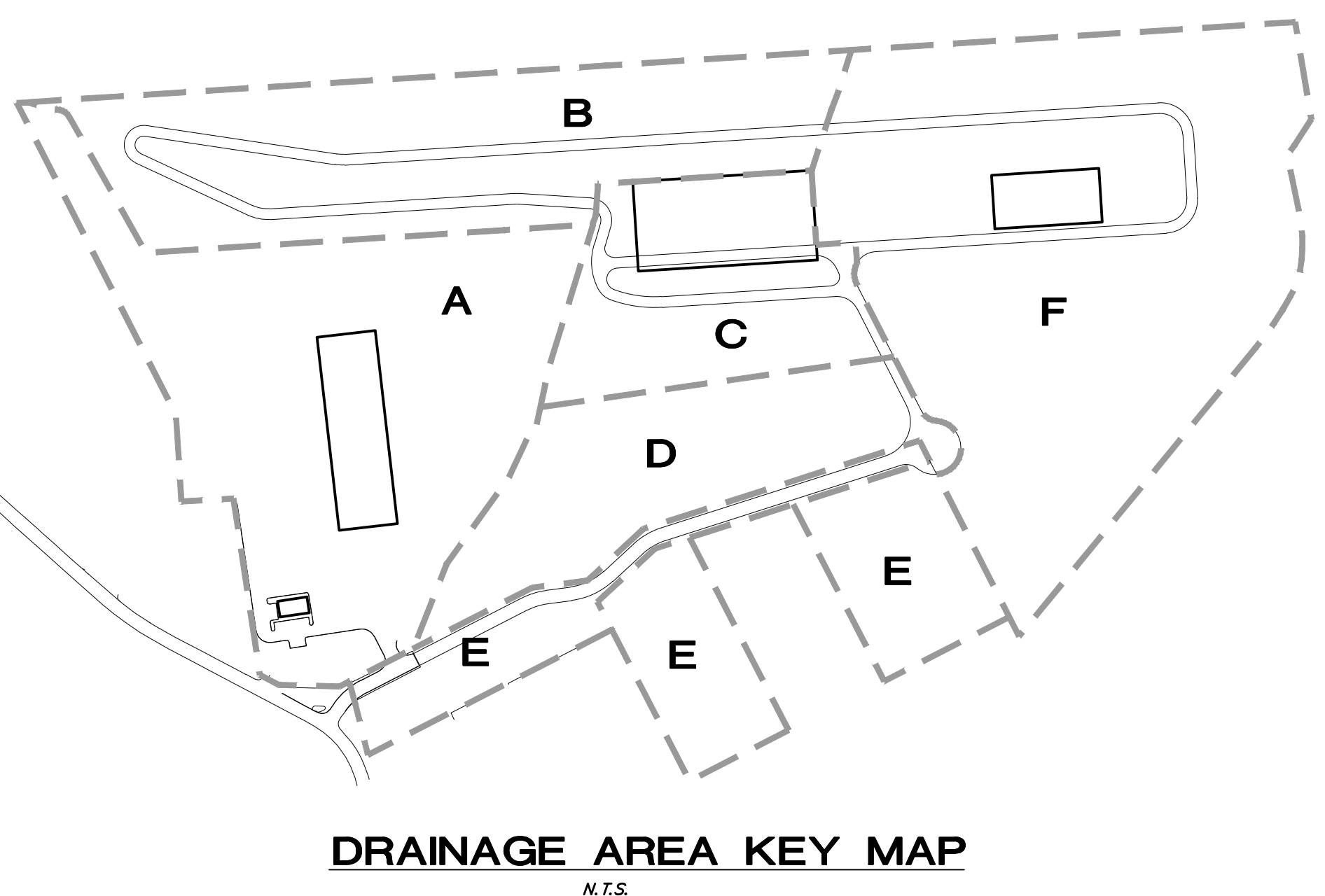
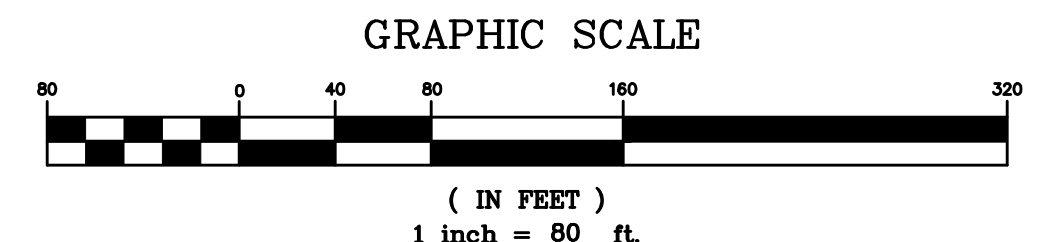
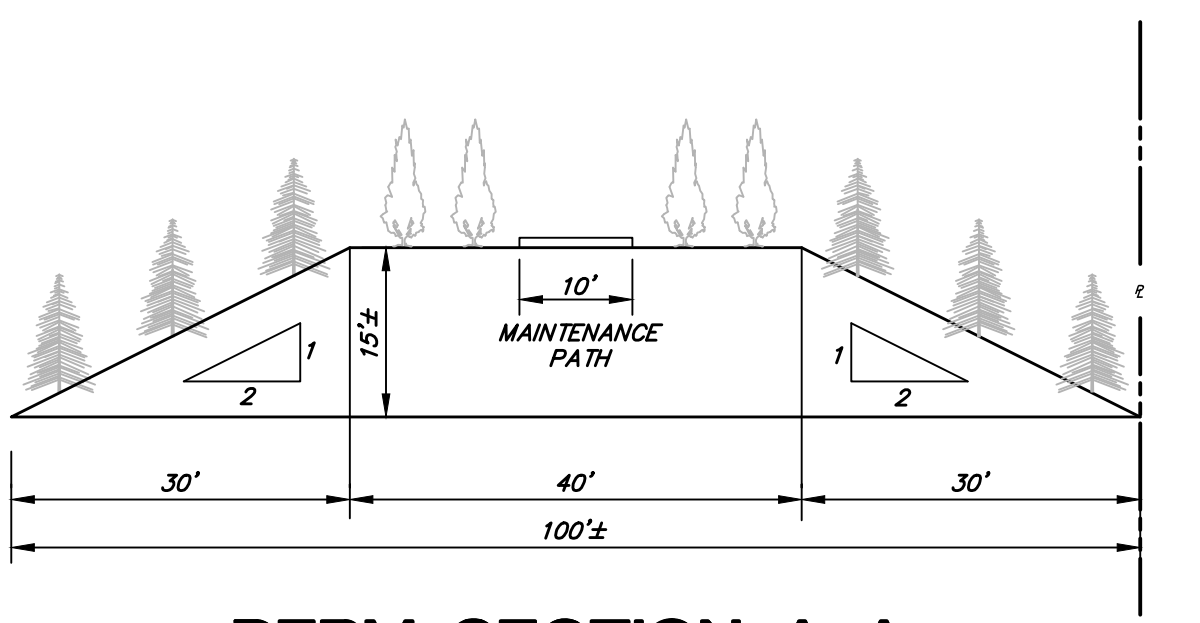
NOTE: PER TOWN OF SMITHTOWN STANDARDS, STORAGE REQUIRED FOR 3" OF RAINFALL STORMWATER STORAGE PROVIDED IN DRAINAGE RESERVE AREAS WITH 10" DIAMETER DRYWELLS, PROVIDING 68.42 CF OF STORAGE PER SF. RUNOFF COEFFICIENT ASSUMED PENDING FINAL DESIGN.

DRAINAGE AREA A:
CONTRIBUTING AREA: 724,768 SF
STORAGE REQUIRED: 724,768 SF X 3/12" X 0.75 = 135,894 CF
STORAGE PROVIDED: 180,000 CF IN DRAINAGE SYSTEM A

DRAINAGE AREA B & C:
CONTRIBUTING AREA: 527,521 SF + 283,868 SF = 811,389 SF
STORAGE REQUIRED: 811,389 SF X 3/12" X 0.75 = 152,135 CF
STORAGE PROVIDED: 175,000 CF IN DRAINAGE SYSTEM B/C

DRAINAGE AREA D & E:
CONTRIBUTING AREA: 136,030 SF + 303,154 SF + 118,800 SF + 132,132 SF = 690,116 SF
STORAGE REQUIRED: 690,116 SF X 3/12" X 0.75 = 129,397 CF
STORAGE PROVIDED: 165,000 CF IN DRAINAGE RESERVE AREA D/E

DRAINAGE AREA F:
CONTRIBUTING AREA: 967,723 SF
STORAGE REQUIRED: 967,723 SF X 3/12" X 0.75 = 181,448 CF
STORAGE PROVIDED: 208,000 CF IN DRAINAGE SYSTEM F



9/21/22		SS	CROSS SECTIONS	Revision
Designed by:	NM	Drafted by:	SS	Checked by: NM



**Barrett
Bonacci &
Van Weele, PC**
Engineers • Surveyors • Planners
175A Commerce Drive Hauppauge, NY 11788
631.435.1111 • 631.435.1022
www.bbvp.com

Tax Map No.: DIST. 800 SEC. 23 BLK. 2 LOTS 2, 3, 4, 5, 6, 1, 7, 10, 9, 9, 1, 12, 13, 1, 13, 2, 13, 3 & 13, 4 DIST. 800 SEC. 23 BLK. 3 LOTS 20, 21 & 24

**PRELIMINARY GRADING
& DRAINAGE PLAN**

TOWN OF SMITHTOWN SUFFOLK COUNTY, NY

DATE: SEPTEMBER 21, 2021 SCALE: 1"=80' PROJECT NO: A000063G SHEET NO: 2 of 2

Exhibit 2



TRACKMOBILE®
MOBILE RAILCAR MOVERS

Leading Railcar Mobility Since 1948



Railcar Mover Group

ATLAS



Joystick & Armrest Controls



Ergonomic Operator's Seat



Safe-T-Vue™ 360° Visibility System

Up to 60,200 lbf. of Tractive Effort



ATLAS

The Atlas is Trackmobile's highest capacity model. Designed for more rugged and higher duty cycle applications, the Atlas is optimized to handle the most severe rail conditions with optimal operator comfort. As the premier model, the Atlas offers many options as standard features.



Atlas control panel and operational controls.

Standard Features

- CAN-Bus Control System with On-board Diagnostics
- UltraView 7" Color Touch Screen Display
- Ergonomic Air Ride, High Back 180° Swivel Seat
- Joystick and Armrest Controls
- Tinted tempered glass (meets ANSI 26.1 standard)
- Automatic / Manual Power-Shift Transmission
- 100 CFM Rotary Screw Air Compressor
- In-Cab Front and Rear Train Air Valves
- Incremental Train Air Brake Controller
- Train Air Hold Button
- Steel Railwheels
- Accessible External Disc Brakes
- Impact Sensor/Recorder
- Embedded LED head lights.
- LED strobe, work, and under hood lights
- Upgraded Jumpseat
- Premium HVAC system
- 35,000 BTU with 550 CFM HVAC
- Fire Extinguisher, 5 pounds
- Heavy-duty Mine Service Foam Filled Tires
- Patented MAX-Tran and MAX-Trac systems
- Train Air Charge Indicator

Safety is at the forefront of all Trackmobile engineering designs. In addition to slip-resistant surfaces, abundant lighting, and crossover decks with steel non-slip ladders, Atlas also offers these standard and optional* safety features:

- **FREE**** Seat in a Rail Safety Training Class
- Patent Pending Safe-T-Vue™ 360° Visibility / Railing Display
- Ramped Throttle Control - Quick and Slow
- Telematics Remote Monitoring & Diagnostics
- Rear Coupler Camera
- Electronic Speed Control
- Neutral Braking
- Hydraulic Lock-Out
- MAX-Trac - Automatic Traction Control System
- MAX-Tran Automatic Weight Transfer System
- GPS Positioning Capabilities
- Remote Control System*
- Vigilance Control*

* Feature is an option

**With authorization code provided in newly manufactured Trackmobile models.

Ask your Trackmobile Specialist about these and other options to help keep your crews safe and reduce workload fatigue.



Maximum Tractive Effort*

Double Coupled	60,225 lbs [27,318 kg]
Single Coupled	43,900 lbs [19,913 kg]

Dimensions / Performance**

	On Rail	On Road
Wheel Base	157.5" [4,001 mm]	89.2" [2,265.7 mm]
Rail & Road Clearance	4.8" [122 mm]	13.9" [353 mm]
Rail & Road Height	149.8" [3,805 mm]	164.6" [4,181 mm]
Length	220" [5,588 mm]	
Width^^	125" [3,175 mm]	
Weight	83,500 lbs [37,875 kg]	
Rail Gauge*	AAR Standard 56.5" [1,435 mm]	
Centerline to Cab Side	62.6" [1,590 mm]	
Centerline to Non-Cab Side	62.5" [1,588 mm]	

Speeds (Forward & Reverse)***

	On Rail	On Road
Low	2.0 mph [3.2 km/h]	1.0 mph [1.6 km/h]
2nd Gear	3.9 mph [6.3 km/h]	1.9 mph [3.1 km/h]
3rd Gear	7.8 mph [12.6 km/h]	3.8 mph [6.1 km/h]
4th Gear	15.0 mph [24.1 km/h]	7.2 mph [11.6 km/h]

Engine

Cummins electronic turbo-charged 9 Liter [543 In³] engine: In-line 6 cylinder, 4 valves per cylinder, 350 hp [261 kW] @ 2,100 rpm, Max torque 4990 lb-ft [1,342 N-m] @ 1,900 rpm.

Fuel Tank - Steel Eighty (80) gallon [303 liter] capacity

Air Intake¹

Intake Air heater	Preheats incoming combustion air prior to start.
Air Filtration Tier IV	3-stage filtration, High-efficiency Pre-cleaner, Primary and Safety Filter

Powertrain

Transmission	Funk, DF 250-series, constant mesh spur gearing. Four-speed forward and reverse with selectable power shift manual or automatic with 4th or 3rd and 4th lock-out for rail, road, or both.
Axles	On-Road - Two heavy-duty steel axles On-Rail - Two (2) out-board internal planetary type with high strength ductile iron rear axle drive hubs with friction drive.
Differential	Two (2) rigid, outboard planetary, air actuated, auto-control differential locking.

Safety Features

Automatic shutdown as a result of:	High engine temperature; Low engine coolant level; High compressor temperature; High hydraulic system oil temperature; (Optional low hydraulic system oil level)
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Brake System

On-Road Machine Braking²	Hydraulic disc brakes with Dual Calipers
On-Rail Machine Braking²	Hydraulic disc brakes, 18" [457 mm] diameter
Machine Parking Brake	Hydraulic transmission mounted, self-contained, spring-activated wet disc park brake.
Selectable Neutral Braking	Automatically applies brake to full pressure within 5 seconds of operator inactivity.
Train Air Brakes	Glad hand connections

Train Air Compressors

100 cfm Rotary Screw Air Compressor	STANDARD
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NOTE: All Train Air System options feature in-cab train air valves.

Hydraulic System

- Constant pressure hydraulic system, piston pump and o-ring face seal fittings and oil filtered below ISO 18/16/13.
- Provides On-road and on-rail braking power.
- Provides hydraulic steering on road.

Electrical System

Alternator	HD 12-Volt DC, 160 AMP
Batteries	Two (2) - 925 CCA
Digital Instrumentation	SAE-J1939 CAN-Bus Control System
Digital Control Display	7" display for real-time machine statistics and diagnostic data.
Cameras	Safe-T-Vue™ 360° visibility and railing camera with 10" color monitor
Additional Cameras	Two (2) additional outputs for extra camera locations
Alarms	Automatic backup road-mode alarm, selectable electronic • Warble-type alarm • Blast-type air horn • Amber strobe warning lights

Wheels / Tires

On Road	Four (4), 20-ply, radial, 12.00 x 20, Heavy-duty mine service, foam-filled, puncture-resistant rubber tires
On Rail	Four (4), 33" [838.2 mm], heat-treated, forged steel, ring-style flanged railwheels

Rail Sanders

Eight (8) individual, air-operated, electronically-controlled sanders.

Chassis / Frames

Main Frame	Heavy-duty, high-strength welded steel with two (2) 8" [203 mm] thick ballast plates and 4" [101.6 mm] structural plates.
Pivoting Frame	Heavy-duty 6" [152.4 mm] thick, split pivotign main frame with 8" [203 mm] mounting plate with oscillating bearing that pivots up to 10° assuring 4-wheel rail contact at all times and extends axle life.
Body Frame	Heavy-duty, all-welded construction using 2.5" [63.6 mm] pre-formed steel deck plates and 1.25" [21.75 mm] side plate structural forms.

Suspension

For air-ride cab suspension. Four (4) Firestone airbags and cab air-ride shock absorbers between body frame and fully suspended cab leveling adjustment capability.

Couplers / Coupler Beams

Couplers	Two (2) heavy-duty cast steel weight transfer design, positive coupling and uncoupling with AAR contour coupler and locking knuckles.
Coupler Beams	Two (2) standard-width coupler beams with graphite wear pads, which handle most standard curve radii.

Optional wide-traverse coupler beams are available for adverse and severe curve radii.

Note¹ Not to be used in conjunction with Ether starting fluid.

Note² Maximum application pressure is varied automatically, depending on whether the machine is in rail or road mode. On rail, the application pressure will vary depending on weight transferred, for best stopping capability.

* Rail Gauges available in various sizes.

** For shipping purposes, add 1.5" (38 mm) to rail height for a 2" x 4" block under wheel tread. Additional variations may occur due to options selected.

*** Actual speeds obtained will depend on grade, load, altitude, and other factors.

^^ Width of machine includes 360° Safe-T-Vue™ cameras on each side of machine. Width may be narrowed by approximately 3" for tight tolerances if Safe-T-Vue™ system is removed at time of new machine order.



UNPARALLELED SERVICE AND SUPPORT

Trackmobile dealers provide the industry's best and most experienced sales and service support. Many of our dealers have been working with railcar movers, specifically Trackmobile, since its introduction in the early 1950's. From being there to help select the right machine for your operations, to providing knowledgeable ongoing support, Trackmobile dealers help keep your business on track. Our customers have reported maintaining up to 99.7% uptime due to Trackmobile's dependability and unsurpassed customer service support.

Industry's Most Experienced Dealer Network

More than 100 facilities and over 300 factory-trained service technicians throughout North America



- 24 Hour Emergency service
- Service & Parts for all models of Trackmobiles
- Dedicated railcar mover technicians
- Customized railcar mover service vehicles
- On site or in shop service and repair
- NEW Trackmobile railcar movers
- Quality reconditioned railcar movers
- In shop or on site Operator training
- Late model rental units for emergencies
- Availability reduces downtime
- Machine demonstrations
- Machine safety evaluations
- Free site surveys

Your Business + Our Dealers + Trackmobile Customer Service = Winning Team

Time is Money

Getting it right the first time requires having the tools and parts. Trackmobile has an inventory of parts to service even many of our legacy models. Understanding that uptime is a significant factor in operational success, our distributors and their service departments stock sufficient inventories to complete routine maintenance and most emergency calls. It takes great teamwork to "get the job done."

Headquarters

Telephone: 706-884-6651
Fax: 706-884-0390
E-mail: trackmobile@trackmobile.com
Address: 1602 Executive Drive
LaGrange, GA 30240

Exhibit 3

DRAFT Process for Siting a Rail Transfer Station at Carlson property

Prepared by Smithtown Planning Department August 2022

Phase	Action	Agency	Timeframe (months)
ORDINANCE AMENDMENTS	1. Propose ordinance amendments to add “rail transfer station”, “rail freight terminal”, and “wood chipping and mulching” as uses to be permitted by Town Board Special Exception	Planning Department	1
	2. Referral to SCPC	SCPC	2
	3. TB Public Hearing	Town Board	1
	4. SEQRA determination a. Neg Dec b. Pos Dec: Scoping, DGEIS, FGEIS, Findings	Town Board	1-18 months
ZONE CHANGE (after Comp Plan is adopted)	5. Submit ZC petition LI and R43 to HI and LI	Applicant	1
	6. Referral for ZC petition	SCPC	2
	7. PB Public Hearing and recommendation to TB	Planning Board	1
	8. TB Public Hearing	Town Board	1
	9. Adopt SEQRA PosDec – complete EIS*	Town Board	18
SPECIAL EXCEPTIONS (TOWN BOARD) Could be processed concurrently with ZC if SEs comply with BZO	10. Submit Special Exception applications for a. rail transfer station b. rail freight terminal c. wood chipping and mulching d. sand and gravel processing e. cement batching	Applicant	1
	11. Referral for SE applications	SCPC	2
	12. TB Public Hearing	Town Board	1
	13. Adopt SEQRA – per EIS	Town Board	1
	14. Approve Special Exceptions		
BZA SPECIAL EXCEPTION AND VARIANCES	15. Submit Special Exception application to BZA for trucking station (accessory to principal uses)	Applicant	1
	16. Referral for SE application	SCPC	2
	17. BZA Public Hearing	BZA	1
	18. Adopt SEQRA – per SEIS	BZA	1
	19. Approve SE and variances		
SITE PLAN	20. Submit Site Plan	Applicant	1
	21. Referral for Site Plan	SCPC	2
	22. Adopt SEQRA – per SEIS	BSPR	3
	23. Approve site plan		
	24. Issue building permits	Building Department	3
		TOTAL # MONTHS	42 - 59

BSPR – Board of Site Plan Review

BZA – Board of Zoning Appeals

PB – Planning Board

SCPC – Suffolk County Planning Commission

SEQRA PosDec – Determination that there are potentially significant adverse environmental impacts, requiring the preparation of an Environmental Impact Statement.

ZC – zone change