



**Protecting Our Quality Of Life
For Generations To Come**

306144

The Honorable Martin J. Oberman
Chairman
Surface Transportation Board
395 E Street, S.W.
Washington, D.C. 20423

ENTERED
Office of Proceedings
February 14, 2023
Part of
Public Record

Re: Townline Rail Terminal, LLC - Docket Number: FD 36575

Dear Chairman Oberman,

The Townline Association is assisting residents with the STB website. Attached are letters to be included for your consideration. In accordance with 49 C.F.R. § 1104.12, parties of record have been cc'd on this correspondence.

Respectfully Submitted,

Linda Henninger

Linda Henninger
Townline Association
Lh.townline@gmail.com

Cc: Justin J. Marks - jmarks@clarkhill.com
Dominick Vernice - dominickvernice@yahoo.com
Edward R. Wehrheim - Supervisor@tosgov.com
Nicholas Fusco & Elizabeth Fusco – via US Mail
Townline Association - Gwhhuey@gmail.com

P.O. Box 119, Commack, New York 11725

Andrew Axelrod
23 Coconut Drive
Commack, NY 11725
Andrew.Axelrod13@gmail.com

February 9, 2023

The Honorable Martin J. Olberman

Chairman

Surface Transportation Board 395
E Street, S.W.

Washington, D.C. 20423

RE: Surface Transportation Board Decision, Docket No. FD_36575

Dear Chairman Olberman:

I recently became aware that Carlsoncorp has plans to build the Townline Rail Terminal on their property at 140 Old Northport Road in Kings Park, NY. Apparently, Carlson's plan has been in the works for almost two years yet the residents in the area were never notified by him. Instead I found out about this plan, which stands to have a wide-reaching effect on our quality of life and property values, from an article by David Ambro in the Smithtown News. It appears that Carlson, Smithtown Town Supervisor Wehrheim and Suffolk County Legislator Trotta kept this well hidden from the public.

I have read through the documents on the STB site and have noticed that there is a long list of concerned parties that have been notified about this project including three Native American Nations on Long Island that are located at least 50 miles further east and south of Kings Park and are nowhere near the Carlson property. Yet Carlson's closest neighbors, the residents who stand to be affected the most by this ridiculous plan, have been kept in the dark. Not only was there total silence but I couldn't help but notice that this plan was introduced to the STB during the height of a worldwide Covid pandemic while many people were either ill, struggling with trying to figure out remote learning for their children and many were out of work and struggling to put food on their family's tables. I find the silence from Carlson, the Town of Smithtown and the County Legislator to be deafening and the lack of providing an opportunity for community input to be unconscionable!

I am firmly opposed to the Carlsoncorp's Townline Rail Terminal plan. Our area is already overburdened by many sources of pollution. Within a five mile radius we are exposed to toxic pollution from the Northport Power Plant, the Huntington Covanta incinerator, the medical waste incinerators at St.

Catherine of Siena and the VA Hospital, several capped landfills that vent methane into our air and in the case of the Huntington landfill also emits a plume of toxins that traverses the ground, polluting well water and eventually dumps into the Long Island Sound. There are also a cluster of businesses in the Old Northport Road area that add more pollutants and particulate matter into the air we breathe from concrete crushing, sand mining and asphalt production.

There is an old adage that zoning makes good neighbors. It is zoning that allows neighbors to live harmoniously and provides protection from having a project like Carlson's Townline Rail Terminal built adjacent to residential developments. Carlson's property is currently zoned for residential and light industrial uses. We all bought our homes with the assurance from the zoning codes that nothing incompatible with residential living would ever be built in that area. I understand Carlson would have to receive a zoning change to heavy industry to accommodate this freight rail terminal and this would set a very bad precedent for the many thousands of residents who would have to endure all of the negative consequences of living next to or near a large regional freight train terminal. It is also well known that blight begets blight and once the freight train terminal and its requisite zoning change to heavy industry is approved, it is likely that other businesses in the area would seek their own zoning changes to allow for further heavy industrial usage. In the end, our neighborhoods will suffer, property values will plummet, and our quality of life will suffer.

There are way more sensible places for a freight train terminal to be built on Long Island. There are places that are adjacent to rail lines but located in areas that are way less densely populated and therefore will not negatively impact residential areas.

I request that the Surface Transportation Board reject Carlsoncorp's Townline Rail Terminal. I appreciate your consideration to my request.

Regards,

Andrew Axelrod
Andrew Axelrod

Gilda Axelrod
23 Coconut Drive
Commack, NY 11725 gilax@verizon.net

February 9, 2023

The Honorable Martin J. Olberman

Chairman

Surface Transportation Board 395
E Street, S.W.

Washington, D.C. 20423

RE: Surface Transportation Board Decision, Docket No. FD_36575

Dear Chairman Olberman:

Twenty-three years ago, my husband and I purchased a home in Commack – we moved here from our prior home in western Nassau County because we wanted a big back yard and a great school district for our son. He celebrated his first birthday a week after we moved into our home. A few months later our bucolic bliss was shattered when a neighbor knocked on our door to tell us that a company in Pennsylvania wanted to build a 600 mw power plant about $\frac{3}{4}$ of a mile from our home. That began my long career of activism fighting inappropriate proposals in the light industrial area just 200 feet north of our development.

After a 5 ½ year fight that cost my community \$500,000 in legal and environmental engineering fees (that's a lot of community garage sales, golf outings, bake sales, raffles, asking for donations, etc.) we all celebrated the day that the Siting Board in Albany, NY told Pennsylvania, Power & Light (PPL) to take a hike. We had successfully made our case – the plan was inappropriate for the site where they wanted to build it, it was located over a deep recharge area of a sole source aquifer protected under Article 7 of the Suffolk County Department of Health. It was also located in an area that was already overburdened by other sources of pollution – the Northport Power Plant, the Huntington (Covanta) incinerator, the medical waste incinerators at the VA Hospital and St. Catherine's Medical Center, two landfills – one capped and one not (although it would be in years to come). The capped one was leaking a plume of contaminants through Fort Salonga and Kings Park which poisoned all the private wells in that area and forced the introduction of a municipal water supply for those residents (it took a long time though so for years these people drank toxic water unbeknownst to them). Add to that the dust and particulate matter the wind would blow everywhere. Sadly, there were some unscrupulous owners who were making a fortune sand mining their properties despite it being against the local zoning codes and then when all the sand was sold they started their new business model of charging businesses and individuals

to dump their construction waste and god knows what else in those huge craters in the ground. We would complain to the Town officials. Sometimes they would slap an owner's wrist but mostly they turned a blind eye. But in the end, the community won! Pennsylvania Power & Light went away.

No sooner than PP&L left, the Long Island Rail Road decided that they wanted to build a railroad maintenance yard right where Townline Rail Terminal wants to place their regional freight train terminal. Once again, we fought. It was a bad plan – the area had been sand mined and questionably backfilled. There were concerns about the steep grade of the land that the trains would need to travel on to access the proposed maintenance yard and there were concerns that derailments might occur. There were also concerns about the land being able to support the weight of the trains due to the multitude of objects that had been thrown into the areas that had been sand mined. There was the issue of this area being located in a deep recharge area of the sole source aquifer, an area that is very sensitive, and if compromised by spills of toxic fluids could contaminate the only source of drinking water for all of Long Island. Also, the area was zoned for residential and light industry. When we presented these issues to the LIRR they stopped their plan to build a train maintenance yard dead in its tracks and that was then end of that.

A year or two went by and another electric company wanted to build a 125 mw power plant. Same reasons applied and that company pulled the plug on their proposal in a week.

When appropriate light industrial proposals came up the community welcomed them with open arms. Hence, a masonry supply business, a sports complex, a solar farm, and a plant nursery have all been embraced by the community.

Last I knew, Carlson had decided that he would like to build an industrial organic solid waste composting site on his property and wanted to do outdoor composting of organic matter (which appears to be occurring on his site presently as evidenced by the 30 to 40 ft mountains that smell like manure). The Town of Smithtown was considering this proposal only if it was done indoors to help mitigate the stench that would emanate from rotting waste and all community groups were engaged. That was in 2018 or 2019.

Then Covid hit and while people were sick and dying or losing loved ones, parents were being deemed “unessential” workers and scrambling to find ways to feed their families, pay the bills and navigate helping their children to learn remotely because schools were closed, Toby Carlson dreamt up another way to make another fortune off of his scorched earth. This scheme would require him to have his own personal freight train terminal where he could cash in on the closure of the Brookhaven Landfill by providing a place to ship incinerator ash and other waste off of Long Island and he could then make a secondary fortune by becoming a distribution center for goods and commodities shipped to his site via the very freight trains that would haul away the toxic ash and other waste. These freight trains would run between 10 pm and 5 am when the LIRR commuter trains are sparse. This is a brilliantly myopic idea for Carlson and a horrible idea for the thousands of residents that live in the surrounding towns of Kings Park, Fort Salonga, Northport, East Northport, Commack and Smithtown. It will also disrupt the lives of the people who live along the railway route in Greenlawn and Elwood. During the hours when the Town

noise ordinance dictates quiet time for the residents, Carlson's freight trains will be busy blowing their horns, screeching their brakes and loading and unloading all manner of materials under the flood lights that will illuminate the site. Not to worry – Carlson and his family will sleep soundly in their home in New Jersey.

All the factors that drove away a 600 MW power plant, a 125 MW power plant, and a LIRR railroad maintenance yard apply to the Carlsoncorp's Townline Rail Terminal plan. The site is structurally compromised, it is over a deep recharge area of a sole source aquifer protected under Article 7 of the SCDOH, it is incompatible with its present zoning of light industry and residential, it is inappropriate to locate this amidst so many residential neighborhoods with the closest homes only a chainlink fence away, and the area is already overburdened with other sources of significant pollution.

I request that you deny Carlsoncorp's request to forego a comprehensive environmental impact study – if any land should be subject to a full study it should be that parcel. Furthermore, I respectfully request that you deny Carlsoncorp's request to build a freight rail terminal at 140 Old Northport Road in Kings Park, New York.

Thank you for your consideration to my request.

Regards,

Gilda Axelrod
Gilda Axelrod



**Protecting Our Quality Of Life
For Generations To Come**

January 27, 2023

The Honorable Martin J. Oberman

Chairman

Surface Transportation Board 395
E Street, S.W.

Washington, D.C. 20423

RE: Surface Transportation Board Decision, Docket No. FD 36575

Dear Chairman Oberman,

It has recently become known to several Long Island communities that Townline Rail Terminal, LLC, an affiliate of CarlsonCorp, Inc., plans to construct and operate a new rail line in the hamlet of Kings Park, New York. According to the proposal, the line would extend approximately 5,000 feet on a portion of CarlsonCorp's property and would run parallel to the Long Island Railroad (LIRR) Port Jefferson Line.

This is not going to be a sleepy rail spur, with one freight train rolling in and out occasionally. It is going to be a regional train yard with five tracks totaling 9,400 feet, two buildings totaling 100,000 square feet, and a 161-freight car capacity totaling 10,456 feet of train. These trains will be hauling not only ash, but unassociated construction and demolition debris.

What the proposal fails to show is that the train yard will be only 500 feet from established residential neighborhoods in Kings Park and in very close proximity to residential homes in Fort Salonga, East Northport and Commack, all which tightly border the projected area. What the proposal fails to show is there are several schools, playgrounds and a nursing home in close proximity to the proposed rail yard. What the proposal fails to show is the surrounding area includes a federally classified deep recharge area for a sole source aquifer.

The surrounding communities were never advised by local, state or federal officials that this was ever a possibility. Just the opposite, the last the community knew, there was going to be an indoor compost facility on this property. Community members were invited into town hall and shown a detailed PowerPoint presentation of that proposal. There has never been any type of communication that plans had changed for Carlson's property.

The Town of Smithtown Supervisor, Edward Wehrheim, the town board, and Suffolk County Legislator Robert Trotta are in favor of this proposal. The latter stated there has been no organized opposition. Well, the surrounding communities were unaware of this proposal and now that we know, we are organized and we oppose it. The previously mentioned politicians failed in their duty as elected representatives to advise, educate and give community members an opportunity to be heard before they formally came out in support of this rail yard.

P.O. Box 119 - COMMACK - NEW YORK - 11725

Page 1 of 2

This proposal has more questions than answers, and more problems than solutions.

The rail yard's proposed location is on the edge of a light industrial/residentially zoned area, plainly in the back yard of families. No reasonable person would believe that a berm, which the town's supervisor has mentioned, would ever shroud the noise, fumes, lights, site, and health risks associated with this yard. Moreover, its proximity to so many residents, its history as a sand mine & dumping ground, and its closeness to a deep recharge area for Long Island's sole source aquifer; it is unconscionable that Townline Rail was able to receive a waiver to forego a full environmental impact statement.

It is important for the Surface Transportation Board to be aware that the surrounding communities already bear the burden of several major sources of environmental blight, including the Huntington Resource Recovery Facility, the Northport power plant, the Huntington and Smithtown landfills and their methane burners/vents, medical waste incinerators at both Northport VA hospital & St. Catherine's Medical Center, and the various heavy industrial uses that have been going on in this area for decades, many of which continue to operate illegally and unchecked.

We respectfully request that the Surface Transportation Board revisit its decision and stop this illconceived project in its tracks. We are aware of the eventual closing of the Brookhaven landfill, which will happen incrementally, starting in 2024. We are also aware that there are far better locations moving forward to tackle the issue of removing ash and unassociated construction and demolition debris off Long Island, such as the Winter Bros. 228-acre site in Yaphank, which is almost three times the size of the proposed Townline Rail Terminal, and is in a far less populated area.

It is important to understand what is happening here. CarlsonCorp is building something in far excess to what is needed to haul ash away from the Covanta facility. This project, if allowed to proceed, will unquestionably bring more trucks into our community and onto our roads, not less.

It has become a well-known and truthful axiom on Long Island, development of all kinds only succeeds when it comes from the bottom up, when the community is engaged. This did not and is currently not happening with respect to this multi-town impactful proposal.

Thank you in advance for your consideration.

Respectfully submitted,

Linda Henninger

Linda Henninger

Townline Association, president

Lh.townline@gmail.com

Cc: Honorable Patrick J. Fuchs
Honorable Michelle A. Schultz
Honorable Robert E. Primus,
Honorable Karen J. Hedlund
Honorable Pete Buttigieg, Secretary of Transportation
Senator Kirsten E. Gillibrand
Senator Charles E. Schumer
Rep. Nick LaLota
Steve Bellone, Suffolk County Executive
Edward R. Wehrheim, Town of Smithtown Supervisor
Peter Hans, Town of Smithtown, Planning Director
James Bonner, Pres., New York & Atlantic Railway

Martin Axelrod
23 Coconut Drive
Commack, NY 11725 martyaxe@gmail.com

February 9, 2023

The Honorable Martin J. Olberman

Chairman

Surface Transportation Board 395
E Street, S.W.

Washington, D.C. 20423

RE: Surface Transportation Board Decision, Docket No. FD_36575

Dear Chairman Olberman:

I am writing to say that I am opposed to the Carlsoncorp's (Townline Rail Terminal, LLC) plan to build a regional freight train terminal at 140 Old Northport Road in Kings Park, NY.

This plan is totally inappropriate at that site for many reasons. The site is way too close to homes and will really have an adverse effect on the people who live there who will be exposed to all the noise from trains and other machinery, diesel fumes, bright lights at night when people are trying to sleep, etc. It will also have a negative impact on their property values and make it difficult to sell their homes.

I live less than a mile from the site and while I won't be able to see the freight yard I will certainly hear it because I can hear the LIRR train when it blows its horn at the Kings Park Station which is even further than the Carlsoncorp site. I suffer from really bad allergies and I am concerned that the additional fumes and particulate matter this project will add to the air in our area will make it harder for me to breathe. I am also concerned for all the other people who live in the area who suffer from asthma and other respiratory issues. The pollution here is bad enough already! The Townline Rail Terminal would just add more emissions from the clouds of diesel smoke from the trains at the site and all the trucks that would be hauling commodities through our local streets.

I am also concerned that Carlsoncorp has asked the STB to waive the necessity for a full environmental impact study and instead allow them to conduct a less intensive environmental assessment. That property has been used as a sand mine for years and then as a dump site. I think it is important that before anything is built there it would be prudent to know what is buried there.

Thank you for listening to my concerns. I implore you not to grant permission to Carlsoncorp to build the Townline Rail Terminal in Kings Park. It just isn't the right place for a project of that nature.

Regards,

Martin Axelrod

Martin Axelrod

The Honorable Martin J. Oberman 2/12/2023 DOCKET # FD-36575

Dear Sir

I was totally shocked and upset when I heard that you were reviewing a possible allowance of a dumping ground containment of material considered highly toxic and poisonous to an area with Schools , Churches, Playgrounds and environmental sensitive areas that 40 years ago had a land fill, long ago closed, that you can still occasionally smell . This is not going to happen again.

I remember many nights my asthma was terribly affected and I am telling you I and all the surrounding communities will fight like living hell to prevent this Carlson Corp from doing this unspeakable travesty to our community. This will NEVER be allowed in this community.

This is a terrible idea and it must not happen.

Do you think that an area that has million dollar homes will allow this to happen. I don't think so. This community has endless legal talent to be used if necessary to stop this from happening . Stop the endless caravan of poison material that will be sent to a sensitive environmental area.

Thank

Carol. Romano

31 Marshmallow Drive
Commack NY 11725

Honorable Martin J. Oberman

2/06/2023

Docket # FD -36575 Chairman (STB)

It has come to my attention that an attempt is being made to have a regional train, 161 freight cars, containing all types of material that is dangerous to the health and safety of Communities containing schools, parks and federally protected deep recharge area plus runoff basins that will be environmental contaminated. As well as the concerns over the likes of traffic, noise and smell occurring 24 hours and 7 days per week are anticipated. A company like Carlson Corp Freight Yard cannot be trusted if they tried to keep five Towns in the dark, sneaky to say the least, about what their intentions are. So do what you can do to stop this license issue to allow Carlson Company to operate that business in a Community worth billions in property values and the real estate revenue that will be greatly impaired as well.

The fight and litigation will reach many newspapers along with all the names of those who are involved.

PS I know you will see my point and the light at the end of the tunnel. (NOT A TRAIN)

Thank You

Daniel M. Romano

31 Marshmallow Drive
Commack NY 11725

Debbie Jacobellis
28 Candy Lane Commack, NY 11725 (631) 260-6908
debjac1218@gmail.com February 11, 2023

Honorable Martin J. Olberman, Chairman

Surface Transportation Board 395 E Street, S.W. Washington, D.C. 20423
re: Surface Transportation Board Decision, Docket No. FD 36575

Honorable Martin J. Olberman:

I have lived at the present address in the community since 1993; a period of about 30 years.

I am writing to inform you of a proposed freight rail terminal by Carlsoncorp that could have a significant impact on our community. The proposed terminal is located within a five-mile radius of several sources of pollution, including the Northport Power Plant, the Huntington Incinerator, the medical waste incinerators at the Northport VA and St. Catherine's Hospitals, several capped landfills and their methane venting systems, and a number of sand mining, concrete crushing and asphalt production businesses. In addition, emissions are generated from the many trucks of these businesses.

The proposed site is located within feet of residential homes on Meadow Glen Road, Glen Road and Glen Lane in Kings Park and also in close proximity to several densely populated residential neighborhoods in Ft. Salonga, Northport, East Northport, Commack, Smithtown, Greenlawn and Elwood along with schools, playgrounds, ball fields, and nursing homes in the area, putting children, the elderly, and those with lung conditions (such as myself having asthma) and allergies at risk of exposure to pollutants. Additionally, the site is located in a federally designated deep recharge area of a sole source aquifer, which, if compromised, would affect the drinking water for all of Long Island.

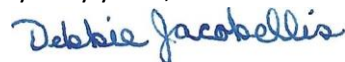
According to Carlsoncorp's plans, the proposed freight terminal would have freight trains coming and going between 10 pm and 5 am, with other operations taking place throughout the day and night. This would result in several forms of pollution, including sound, light, air, water, and vibrations from the freight trains.

It is concerning that Carlsoncorp has failed to involve the community in its plans, and that the community only became aware of the project through a story in the Smithtown News. The lack of transparency and community involvement is unacceptable.

Moreover, Carlsoncorp's claims that the freight terminal would decrease truck traffic on local roads is questionable, as they have included space for 50 tractor trailers on their site plan and plan to distribute commodities via trucks all over Long Island.

Finally, a change to Heavy Industry Zoning to accommodate the freight terminal could set a precedent for other businesses in the area, potentially leading to further depreciation of residential property values and increased truck traffic on local roads.

Very truly yours,



Debbie Jacobellis

The Honorable Martin J. Olberman

February 11, 2023

Surface Transportation Board^[L]_{SEP}

395 E Street, S.W.

Washington, D.C. 20423^[L]_{SEP}

RE: Surface Transportation Board Decision, Docket No. FD_36575

To Whom It May Concern:

I am extremely concerned about the Townline Rail Terminal project. I am a local resident and happen to live in the neighborhood that borders where this project is proposed to be built. This will be a significant detriment to our community, and this will undoubtedly ruin my and my family's quality of life. There will be lasting impacts including noise/congestion, hazardous pollution, and a reduction in our property values. There will also be serious health risks associated with this project. This includes air pollution from the diesel freight trains and the ash and debris being transported on these trains. Our houses are located so close to the proposed train yard and our living conditions will quickly deteriorate if this gets passed. There are many families with small children who live in this neighborhood, mine included, that play in the very backyards in which this project will border. This is unacceptable and we do not want our children breathing in this hazardous polluted air. This location is incredibly inappropriate for this project because it directly impacts our residential neighborhoods and we should not be subject to such industrial activities. I strongly oppose the Townline Rail Terminal project and strongly urge you to please consider the lives and families at risk.

CC: All Parties of Record

Thank you for your consideration in this matter^[L]_{SEP}

Dominick Vernice

19 Glen Ln

Kings Park, NY 11754

Prof. John Impagliazzo
2 Meadow Glen Road
Fort Salonga, New York 11768

2023 February 11

Danielle Gosselin, Director
Office of Environmental Analysis
Surface Transportation Board
395 E Street SW
Washington, DC 20423

RE: Opposition to Townline Rails Terminal, LLC

Hamlet of Kings Park, Town of Smithtown, Suffolk County, New York
Docket Number: FD36575

Dear Ms. Gosselin:

The Townline Rails Terminal LLC plans to build a train yard and several freight rails in our residential neighborhood. As a community resident close to the project, I know many railcars will be loaded and unloaded, many with toxic garbage ash. This project has no place in the area of this densely populated residential community that surrounds the project. This objection is especially true given that the planned intensive operations will occur late at night through early morning, disrupting residents with their rest and sleep.

From an environmental and humanitarian standpoint, the project is a mistake. Incredibly, a recharge basin filtering water for Long Island's only water supply (underground aquifer) stands about thirty feet from the proposed site. The population of Long Island stands to be poisoned by the toxic garbage ash contamination of the water supply. Agencies have not conducted a *complete* environmental impact study. Private family homes also exist only yards away from this poisonous pit of garbage ash, dust, dirt, diesel fuel stench, intolerable noise, and artificial light. Thousands of other homes are less than a mile away. The North Ridge Elementary School lies within walking distance of the project's site. The neighboring communities already suffer from statistically significant increases in childhood leukemia, and the area is already overburdened with a garbage recycling plant.

I opposed this ill-conceived, poorly planned, and dangerous railroad project. Please refrain from approving any documentation that allows permission for its advancement.

Sincerely,

A handwritten signature in black ink that reads "John Impagliazzo". The script is fluid and cursive, with the first name "John" and last name "Impagliazzo" clearly legible.

John Impagliazzo, Ph.D.

Professor Emeritus, Hofstra University IEEE

Fellow and Life Member

ACM Distinguished Educator

Frederic N. Bruckner
28 Candy Lane Commack, NY 11725
(631) 835-8256 . fnb28@netscape.net

February 11, 2023

Honorable Martin J. Olberman, Chairman
Surface Transportation Board 395 E Street, S.W. Washington, D.C. 20423
re: Surface Transportation Board Decision, Docket No. FD 36575

Honorable Martin J. Olberman:

I have lived at the present address in the community since 1986; a period of about 37 years. I am writing to inform you of a proposed freight rail terminal by Carlsoncorp that could have a significant impact on our community. The proposed terminal is located within a five-mile radius of several sources of pollution, including the Northport Power Plant, the Huntington Incinerator, the medical waste incinerators at the Northport VA and St. Catherine's Hospitals, several capped landfills and their methane venting systems, and a number of sand mining, concrete crushing and asphalt production businesses. In addition, emissions are generated from the many trucks of these businesses.

The proposed site is located within feet of residential homes on Meadow Glen Road, Glen Road and Glen Lane in Kings Park and also in close proximity to several densely populated residential neighborhoods in Ft. Salonga, Northport, East Northport, Commack, Smithtown, Greenlawn and Elwood along with schools, playgrounds, ball fields, and nursing homes in the area, putting children, the elderly, and those with lung conditions (such as myself having asthma) and allergies at risk of exposure to pollutants. Additionally, the site is located in a federally designated deep recharge area of a sole source aquifer, which, if compromised, would affect the drinking water for all of Long Island.

According to Carlsoncorp's plans, the proposed freight terminal would have freight trains coming and going between 10 pm and 5 am, with other operations taking place throughout the day and night. This would result in several forms of pollution, including sound, light, air, water, and vibrations from the freight trains.

It is concerning that Carlsoncorp has failed to involve the community in its plans, and that the community only became aware of the project through a story in the Smithtown News. The lack of transparency and community involvement is unacceptable.

Moreover, Carlsoncorp's claims that the freight terminal would decrease truck traffic on local roads is questionable, as they have included space for 50 tractor trailers on their site plan and plan to distribute commodities via trucks all over Long Island.

Finally, a change to Heavy Industry Zoning to accommodate the freight terminal could set a precedent for other businesses in the area, potentially leading to further depreciation of residential property values and increased truck traffic on local roads.

Very truly yours,



Frederic N. Bruckner

Rosanna Gallo
32 Coconut Drive
Commack, NY 11725

February 11, 2023

The Honorable Martin J. Olberman

Chairman

Surface Transportation Board
395 E Street, S.W.

Washington, DC 20423

RE: Surface Transportation Board Decision Docket No. FD-36575

Dear sir,

It is with great concern that I write this letter on behalf of my family and I. We are Commack residents. Recently, we have been informed about a proposal by Carlsoncorp to build a railroad spur and a regional Freight rail terminal on their property at 140 Old Northport Road in Kings Park.

I am appalled that this was never communicated to the community until now. This proposal will negatively affect the thousands of hard-working tax-paying residents in Kings Park, Commack and all the surrounding towns. Our family feels that it is your responsibility to watch over the safety and well-being of your citizens.

I am confident that you are aware of the detrimental effect this will have on the community, both health-wise as well as property values. I must say that for the majority of long islanders it is becoming increasingly stressful to live here. I can speak for myself when I say that many sacrifices were made to obtain a long island address. Those sacrifices were made so that our children could have a better life. That was and I pray still is the bases from which our fore fathers fought for.

The property is located near many schools, playgrounds, ball fields and nursing homes. Children, the elderly and people with lung conditions which have increased since the horrific after math of COVID, and allergies are particularly sensitive to these pollutants

Haven't we all, especially our children, the soul of this nation, endured enough over the passed three years? We respectfully ask for your consideration and reject this proposal.

Very sincerely yours,

Rosanna Gallo

The Honorable Martin J. Olberman
Chairman
Surface Transportation Board 395 E
Street, S.W.
Washington, D.C. 20423

To The Honorable Martin J. Olberman,

I am writing to you to express my feelings and concerns about the request to build a railroad spur and a regional freight rail terminal in Kings Park, New York. I am 31 years old and bought my home with my husband on Glen Lane about 3 years ago to start our life together and our family. We now have a 7 month old daughter named Olivia, and we are so excited to have her grow in such a great neighborhood. My husband also grew up in this home, so it is a very sentimental house to us on many levels. We plan on growing our family here and spending the next 30+ years in this great town.

I am a local Special Education teacher in Northport, NY and my husband owns a masonry, landscaping, and pool business in this area. Our lives revolve around this town and we are proud members of this community. We love where we live and we wouldn't trade it for the world.

In recent news, we found out about the Town's plan to build a railroad spur and regional freight terminal about 400 feet away from our home. As you can imagine, this was devastating news to us and our neighbors. We love our neighborhood and would hate to have this area even more polluted than it already is. Thinking of Olivia and our future children growing up and playing outside so an area that could be so noisy and filled with pollution is unimaginable for our kids and just unfair. The lung conditions and overall health of our families will be affected forever.

Please consider declining this project to help our neighbors and families that live so close. There are so many other places on Long Island where this could be built, away from children and people's homes. Thank you for your time and I hope you think of Olivia when making your decision.

Sincerely,

Amanda Geoffrion
37 Glen Lane, Kings Park Resident

February 10, 2023

The Honorable Martin J. Olberman
Chairman
Surface Transportation Board
395 E. Street, S.W.
Washington, D.C. 20423
Re: Surface Transportation Board Decision, Docket No. FD 36575

Dear Honorable Martin J. Olberman,

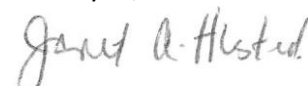
I am writing to you at this time to block the request from Carlsoncorp to build a railroad spur and a regional freight rail terminal on their property. This property is less than a mile from my home as well as all of my neighbors. It is very upsetting to learn how something like this has been hidden by our local Council leaders and makes us suspect that unethical lines have been drawn.

This light industrial area has been plagued throughout the years by many questionable businesses that do not play by the rules and have been allowed to operate daily. I am left wondering what my family and I have been exposed to over the years. Methane Gas, sand-mining, the dumping of heavy concrete and other debris as well as the incinerator. Not to mention the sound on trucks all day long which start at 5:00 am with backup beeping noises and dumping and scraping. A railroad spur and freight terminal are the last thing that is needed in this area. It is completely surrounded by all residential neighborhoods. The Town of Smithtown has always treated this area as a dumping ground and they do not care about any of the other towns in the Township of Smithtown but Smithtown. This will impact Commack, Kings Park, Fort Salonga and East Northport. If you drive through these surrounding neighborhoods you can't seem to notice all the dead and dying trees. What's causing that?

We are an extremely overburdened area. There are many areas across Long Island that are more suitable for a freight rail terminal. A suggestion would be through Pilgrim State Grounds off of the railroad line in Deer Park next to the Long Island Expressway.

Before you make this critical decision, which would impact thousands of people, I implore you to visit the area to see all the residential neighborhoods this decision would impact. Our homes are our Castles, no matter how big or small, they are and for most of us the biggest investment of our lives which will be negatively impacted by a positive decision by your board. Please consider everyone's letter as they are all a plea for their piece of the American Dream.

Thank you,


Janet A. Husted

19 Candy Lane
Commack, NY 11717

The Honorable Martin J Olberman

Chairman

Surface Transportation Board

395 E. Street, S.W.

Washington, D.C. 20423

Re: Surface Transformation Board Decision, Doc. No. FD-36575

Dear Sir,

As resident of Kings Park, NY I am very troubled by the proposed construction of the so called Townline Rail Terminal LLC by Carlson Corp on their property at 140 Old Northport Road in Kings Park. The property is located within feet of my home on Glen Lane in Kings Park. Additionally, it is located in close proximity to several other densely populated residential neighborhoods in Fort Salonga, Northport, East Northport, Commack, Smithtown, Greenlawn and Elwood. My children and grandchildren live within these areas as well and my concern for them is paramount! The property is located near many schools, playgrounds, ball fields and nursing homes. Our children, the elderly and people with lung conditions and allergies are particularly in danger to these pollutants.

According to Carlson Corp's plans, the proposed freight train rail terminal would have freight trains coming and going between 10:00PM and 5:00AM, while other operations related to loading toxic incinerator ash, aggregates (concrete, building materials, asphalt, etc.) and unloading of commodities (new cars, lumber, etc.) will take place any time during the day.

This freight yard will create several types of pollution: sound (horns, screeching from trains, trucks, forklifts, machinery sounds), light (sight must be illuminated at night), air (diesel fumes, dust, particulate matter, etc.), water (potential infiltration of the sole source aquifer) and vibrations from the freight trains moving on the tracks. My family's quality of life and health is in jeopardy.

The proposed construction of the Townline Rail Terminal would be a detriment to the health, safety and well-being of my family as well as all residents in the surrounding area. There are better suited areas on Long Island for this terminal.

Please Vote NO on Doc. No. FD-36575!

Sincerely,

Karen Vultaggio

19 Glen Lane

Kings Park, NY 11754

631-889-0424

Len.vultaggio@gmail.com

The Honorable Martin J Olberman

Chairman

Surface Transportation Board

395 E. Street, S.W.

Washington, D.C. 20423

Re: Surface Transformation Board Decision, Doc. No. FD-36575

Dear Sir,

As resident of Kings Park, NY I am very troubled by the proposed construction of the so called Townline Rail Terminal LLC by Carlson Corp on their property at 140 Old Northport Road in Kings Park. The property is located within feet of my home on Glen Lane in Kings Park. Additionally, it is located in close proximity to several other densely populated residential neighborhoods in Fort Salonga, Northport, East Northport, Commack, Smithtown, Greenlawn and Elwood. The property is located near many schools, playgrounds, ball fields and nursing homes. Our children, the elderly and people with lung conditions and allergies are particularly in danger to these pollutants.

According to Carlson Corp's plans, the proposed freight train rail terminal would have freight trains coming and going between 10:00PM and 5:00AM, while other operations related to loading toxic incinerator ash, aggregates (concrete, building materials, asphalt, etc.) and unloading of commodities (new cars, lumber, etc.) will take place any time during the day.

This freight yard will create several types of pollution: sound (horns, screeching from trains, trucks, forklifts, machinery sounds), light (sight must be illuminated at night), air (diesel fumes, dust, particulate matter, etc.), water (potential infiltration of the sole source aquifer) and vibrations from the freight trains moving on the tracks. My Families quality of life and health is in jeopardy.

The proposed construction of the Townline Rail Terminal would be a detriment to the health, safety and well-being my family as well as all residents in the surrounding area. There are better suited areas on Long Island for this terminal.

Please Vote NO on Doc. No. 0-36575!

Sincerely,

Leonard Vultaggio

19 Glen Lane

Kings Park, NY 11754

631-889-0422

Len.vultaggio@gmail.com

Carol DiGrandi
51Peppermint Road
Commack, NY 11725
Carolann098@outlook.com

February 9, 2023

The Honorable Martin J. Olberman
Chairman
Surface Transportation Board 395 E Street, S.W.
Washington, D.C. 20423

RE: Surface Transportation Board Decision, Docket No. FD_36575

Dear Chairman Olberman:

My family and I live on Peppermint Road in Commack – we are a few football fields from the site where Carlsoncorp wants to build the Townline Rail Terminal. We are the original owners of our home and we have lived here for 58 years. When we moved here years ago from the Bronx the whole area was mostly farmland. We have watched as the farms and open space disappeared and were replaced with other homes, schools, and stores. We have enjoyed our years here and it has been a great place to raise our 3 daughters and our grandchildren.

I am extremely concerned about the possibility of a regional freight rail terminal so close to our home. I am 82 years old and suffer from several medical conditions including chronic obstructive pulmonary disease (COPD). There are days I can barely breathe and I am on several medications to help me breathe better. A regional freight rail terminal nearby that would add even more diesel fumes to the air from the trains and the trucks would definitely make my daily battle to breathe much harder.

Aside from myself, I am also worried about my family. My husband is 89 and is very nervous about what the freight train terminal will mean for our property value. He literally has been losing sleep over this. Our 56 year old daughter and her two daughters live with us. Our daughter suffers from Lupus and so many things in the environment seem to exacerbate her condition. Once again, the pollution from the freight trains and additional trucks will not help her health at all. My eldest granddaughter is 28 and profoundly developmentally disabled. She does not understand many things and is frightened easily by loud noises. I worry that the noise from the train horns and brakes will cause her great distress. My other granddaughter that lives with us is 17. She is a new driver and I worry about her driving on Townline Road because of all the trucks that speed on this local road past her high school. She has had a few close calls on that road since she started driving. The thought of more trucks on there really makes me worry.

Never could I have ever imagined that there would someday be a regional freight rail terminal so close to our home. We purposely moved here from the Bronx years ago because we wanted to get away from things like that. This plan is not appropriate for this area. People live here!

Sincerely,

Carol DiGrandi
Mrs. Carol DiGrandi

February 11, 2023

The Honorable Martin J. Oberman
Chairman
Surface Transportation Board 395 E Street, S.W.
Washington, D.C. 20423

RE: Surface Transportation Board Decision, Docket No. FD 36575

Dear Chairman Oberman

My name is Jeanett Russo I am a resident at 28 Peppermint Rd, Commack, NY 11725 for the last twentyfive years.

I truly believe that allowing this diesel railroad & a regional freight rail terminal will effect the communities health and the health of our children and grandchildren! I plead this proposal be denied!!!

Sincerely,

Jeanett Russo

28 Peppermint Rd,

Commack, NY 11725

Richard DiGrandi
51 Peppermint Road
Commack, NY 11725
Carolann098@outlook.com

February 9, 2023

The Honorable Martin J. Olberman
Chairman
Surface Transportation Board 395 E Street, S.W.
Washington, D.C. 20423

RE: Surface Transportation Board Decision, Docket No. FD_36575

Dear Chairman Olberman:

My family and I live on Peppermint Road in Commack – we are a few football fields from the site where Carlsoncorp wants to build the Townline Rail Terminal. We are the original owners of our home and we have lived here for 58 years. When we moved here years ago from the Bronx the whole area was mostly farmland. We moved to “the country” because we wanted peace and quiet.

I am extremely concerned about the possibility of a regional freight rail terminal so close to our home. I am 89 years old and for many years worked as a cement mason on all sorts of commercial and residential properties. There is no way you can build a freight railroad terminal in that area without driving piles in the ground to support it. The vibration caused by driving those piles will most likely crack everyone’s foundations in this area as well as damage the inground pools. I am also concerned about the effect the vibrations will have on the Iroquois Natural Gas Pipeline that runs behind my block and the methane venting system in the Huntington Landfill. The vibrations can cause damage to either of those and could result in explosions. Freight trains will also cause vibrations that can over time can crack concrete in the area and cause damage to those pipes.

I am also concerned about the pollution this will create in the area. We already have enough. My wife has COPD and can barely breathe. This won’t be good for her at all. I’m also concerned about my daughter who lives with us and has lupus. The doctors really don’t know what sets off her illness and pollution could pose a problem for her. I’m also concerned about my granddaughter who is very developmentally disabled. Noises scare her and when she is scared she gets very out of control. It is hard for us to calm her down when she gets scared like that. The pile driving would be a huge problem for her and so would the horns and noises from the brakes on the trains.

We moved here from the Bronx to get away from big projects like this. There are way better places to build freight yards on Long Island where the area has way less homes. Please stop this insane plan!

Sincerely,

Richard
DiGrandi

Richard
DiGrandi

The Honorable Martin J Olberman

Chairman

Surface Transportation Board 395 E Street,
S.W.

Washington D.C. 20423

We are strongly opposed to the Carlson Corp's request to build a Diesel

Railroad Spur and a Regional Freight Rail Transfer on their property located at 140 Old Northport Road located in Kings Park off of Pulaski Road. This area is already overburden by many sources of pollution. Within a five mile radius we are exposed to toxic pollution from Northport Power Plant, Huntington Incinerator, medical waste incinerators at Northport VA and St Catherine's Hospital just to name a few. The property is located within feet of residential homes on Meadow Glen Road, Glen Road, and Glen Lane in Kings Park. Additionally it is in close proximity to densely populated residential neighborhoods in Ft. Salonga, Northport, East Northport, Commack, Smithtown, Greenlawn and Elwood.

It is also located on federally designated deep recharge area of a sole source aquifer which if leakage occurs would affect drinking water of all of Long Island.

It is located close to many schools, playgrounds, ball fields and nursing homes.

In our neighborhood we already have elderly along with young children , people with lung issues, allergies etc, incidents of breast cancer, disabled adults/ young adults , schools close by.... just to mention a few .

Sincerely,

Martin and Judith Mullarkey and family

18 Delmar Lane

Commack, NY 11725

February 12, 2023

The Honorable Martin J. Olberman
Chairman
Surface Transportation Board 395 E Street S.W.
Washington, D.C. 20423
RE: Surface Transportation Board Decision, Docket No. FD_36575

Dear Mr. Olberman:

We urge you to DENY the CarlsonCorp's request to build a Diesel Railroad Spur and a Regional Freight Rail Terminal on their property located at 140 Old Northport Road in Kings Park, Long Island, NY.

We are concerned for the health of the families in our community, including our three-year-old granddaughter and ourselves, as senior citizens with health challenges. We live within two miles of CarlsonCorp's proposed project.

Our area is already overburdened by many sources of pollution, including, within a five mile radius, toxic pollution from the Northport Power Plant, the Huntington (Covanta) Incinerator, the medical waste incinerators at the Northport VA and the St. Catherine's Hospitals, several capped landfills and their methane venting systems, and several businesses that add pollutants from sand mining, concrete crushing and asphalt production. There are emissions from the many trucks that serve businesses in the area, as well as the emissions from the Long Island Railroad diesel trains.

We must not allow further pollution sources to endanger the health of the children, elderly and families in our nearby heavily populated neighborhoods, impacting schools, playgrounds, ball fields and nursing homes. These include Kings Park, Fort Salonga, Northport, East Northport, Commack, Smithtown, Greenlawn and Elwood.

In addition, it is important to take into consideration that the property is located in a federally designated deep recharge area of a sole source aquifer. If this highly sensitive area of the aquifer is compromised by the leakage of hazardous materials, it would affect the drinking water for all of Long Island.

We urge you to recognize the serious health threats to our Long Island communities and to our own family and DENY CarlsonCorp's request.

Sincerely,

Mark Osipow

Jo-Ann Osipow

Mark and Jo-Ann Osipow

8 Marshmallow Drive

Commack, NY 11725

February 11, 2023

The Honorable Martin J. Olberman
Chairman
Surface Transportation Board 395 E Street, S.W.
Washington, D.C. 20423
RE: Surface Transportation Board Decision, Docket No. FD_36575

To Whom It May Concern:

I am writing this letter in regards to CarlsonCorp's proposed plan to build a railroad spur and a regional freight rail terminal in Kings Park, New York. As a Smithtown resident, I am very concerned about this proposed project and how it will affect the nearby communities. The area where this project is proposed is already overburdened by many sources of pollution. Within a five mile radius we are exposed to toxic pollution from the Northport Power Plant, the Huntington (Covanta) Incinerator, the medical waste incinerators at the Northport VA and St. Catherine's Hospitals, several capped landfills and their methane venting systems, and a cornucopia of businesses that add more pollutants from sand mining, concrete crushing and asphalt production. There are also the emissions from the numerous trucks that serve the businesses in the area and the emissions from the LIRR diesel trains. The residential neighborhoods including Kings Park, Fort Salonga, Northport, East Northport, Commack, Smithtown, Greenawn and Elwood should not have to endure any more pollutants in the area. As a Smithtown resident, I am concerned about the negative health effects this will have on my family. The property is also located near many schools, playgrounds, ball fields and nursing homes. Children, the elderly and people with lung conditions and allergies are particularly sensitive and at risk to these pollutants. Additionally, in order for this freight rail terminal to be built, the Town of Smithtown would need to change the existing zoning on the site. A change to Heavy

Industry Zoning would set a precedent in the Old Northport Light Industrial area. Once

CarlsonCorp receives the zoning change from Light Industry/Residential to Heavy Industry to accommodate this regional freight rail terminal, it is likely that other businesses in the area will also make similar zoning change requests. This location is not suitable for such a proposed project and will severely and negatively affect my family's quality of life. I sincerely urge you to consider the negative effects this will have on not only my family, but the many families and communities in this area.

Thank you for your consideration in this matter.

Silvana Vernice
17 Stuyvesant Ln
Smithtown, NY 11787

To: The Honorable Martin Olbermann

February 12, 2023

Chairman Surface Transportation Board

395 E. Street, S.W.

Washington D.C. 20423

RE: Surface Transportation Board Decision, Docket No. FD_36575

We are residents of Fort Salonga and live very close to the location where Toby Carlson wants to build a Rail terminal and we are totally against this for the following reasons.

The area is already overburdened by many sources of pollution. Within a 5-mile radius we are exposed to toxic pollution from the Northport Power Plant, the Huntington (Covanta) incinerator, the medical waste incinerators at the Northport VA and St. Catherine's Hospitals, several capped landfills and their methane venting systems, and many businesses that add more pollutants from sand mining, concrete crushing and asphalt production. There are the emissions from the numerous trucks that serve the businesses in the area and the emission from the LIRR diesel trains.

The property is near several densely populated residential neighborhoods in Ft. Salonga, Commack, Greenlawn and Elwood. The property is also located in a federally designated deep recharge area of a sole source aquifer. If this highly sensitive area of the aquifer is compromised by the leakage of hazardous materials it would affect the drinking water for all Long Island. This Freight Yard will create several types of pollution: sound (horns, screeching from trains, trucks, forklifts, machinery sounds), Light (site must be illuminated at night), air diesel fumes, dust, particulate matter, Etc.), water (potential infiltration of the sole source aquifer) and vibrations from the freight trains moving on the tracks. Mr. Toby Carlson, owner of Carlson Corp., failed to involve the community in its plans although this plan has been in the works for almost 2 years. He and many town officials have tried to keep this secret and the only way that the community found out about this was through the town newspaper writing about what was going to be built there. There was no community involvement. Well, there certainly is now. There will be increased truck traffic on local streets.

For all the above reasons we are against this project going forward.

Thank You

Joy Stolfi

2 Rose Ct.

Ft. Salonga N.Y. 11768

To: The Honorable Martin Olbermann

February 12.2023

Chairman Surface Transportation Board

395 E. Street, S.W.

Washington D.C.20423

RE: Surface Transportation Board Decision, Docket No. FD_36575

We are residents of Fort Salonga and live very close to the location where. Toby Carlson wants to build a Rail terminal and we are totally against this for the following reasons.

The area is already overburdened by many sources of pollution. Within a 5-mile radius we are exposed to toxic pollution from the Northport Power Plant, the Huntington (Covanta) incinerator, the medical waste incinerators at the Northport VA and St. Catherine's Hospitals, several capped landfills and their methane venting systems, and many businesses that add more pollutants from sand mining, concrete crushing and asphalt production. There are the emissions from the numerous trucks that serve the businesses in the area and the emission from the LIRR diesels Trains.

The property is near several densely populated residential neighborhood in Ft. Salonga, Commack, Greenlawn and Elwood. The property is also located in a federally designated deep recharge area of a sole source aquifer. If this highly sensitive area of the aquifer is compromised by the leakage of hazardous materials it would affect the drinking water for all Long Island. This Freight Yard will create several types of pollution: sound (horns, screeching from trains, trucks, forklifts, machinery sounds), Light (site must be illuminated at night), air diesel fumes, dust, particulate matter, Etc.), water (potential infiltration of the sole source aquifer) and vibrations from the freight trains moving on the tracks. Mr. Toby Carlson owner of Carlsoncorp failure to involve the community in its plans although this plan has been in the works for almost 2 years. He and many town officials have tried to keep this secret and the only way that the community found out about this was thru the town newspaper writing about was going to be built there. There was no community involvement. Well, there certainly is now. There will be increased truck traffic on local streets.

For all the above reasons we are against this project going forward.

Thank You

Joseph Stolfi

2 Rose Ct.

Ft. Salonga N.Y. 11768

February 11, 2023

The Honorable Martin J. Olberman
Chairman
Surface Transportation Board
395 E Street, S.W.
Washington, D.C. 20423
RE: Surface Transportation Board Decision, Docket No. FD_36575

To Whom It May Concern:

I am writing this letter in regards to CarlsonCorp's proposed plan to build a railroad spur and a regional freight rail terminal on their property at 140 Old Northport Road in Kings Park, New York. Until now, the community has had no opportunity to weigh in on this plan because it was kept hidden from everyone, including the members of the community it directly and negatively impacts. Despite the fact that this plan has been in the works for almost two years, Toby Carlson owner of CarlsonCorp, Smithtown Supervisor Edward Wehrheim and Suffolk County Legislator Robert Trotta have kept this plan a secret and have failed to involve the community in their plans. The community only found out about this project when a story about it by David Ambro appeared in the Smithtown News in January 2023. The property where this plan is proposed is located within feet of residential homes on Meadow Glen, Glen Road, and Glen Lane in Kings Park. Additionally, it is located in close proximity to several densely populated residential neighborhoods in Fort Salonga, Northport, East Northport, Commack, Smithtown, Greenlawn and Elwood. My house is on Glen Lane, just FEET from where this freight train terminal is proposed. As an expecting mother, I am deeply concerned about the pollution that this project will produce. This freight yard will create several types of pollution: sound (horns, screeching from trains, trucks, forklifts, machinery sounds), light (site must be illuminated at night), air (diesel fumes, dust, particulate matter, etc), water (potential infiltration of the sole source aquifer) and vibrations from the freight trains moving on the tracks. It would be an absolute tragedy to have the many children who live in these neighborhoods, including my own, playing in their backyard and breathing in these toxic materials. In addition, the property is located in a federally designated deep recharge area of a sole source aquifer. If this highly sensitive area of the aquifer is compromised by the leakage of hazardous materials, it would affect the drinking water for all of Long Island. This proposes major health and environmental concerns that simply cannot be overlooked. According to CarlsonCorp's plans, the proposed freight train rail terminal would have freight trains coming and going between 10pm and 5am, while other operations related to loading toxic incinerator ash, aggregates (concrete, building materials, asphalt, etc) and unloading commodities (new cars, lumber, etc) will take place anytime throughout the day and night.

I am a Kings Park resident who was born and raised in Kings Park. I am now starting my own family in the very neighborhood I grew up in on Glen Lane. It is utterly devastating to think that my family's health, well-being and quality of life could be so directly and negatively impacted by such a proposed project. I urge you to consider the residents, like myself, in the

many neighboring communities that this will affect. This location is completely inappropriate for such industrial business as it is highly residential. Please consider the severity of the situation, as our families' lives depend on it.

Thank you for your consideration in this matter.

Melissa Vernice

19 Glen Lane

Kings Park, NY 11754

February 7, 2023

55 Peppermint Road
Commack, NY 11725

The Honorable Martin J. Olberman, Chairman
Surface Transportation Board 395 E. street, S.W.
Washington, DC. 20423

RE: Surface Transportation Board Decision, Docket No. FD_36575

Dear Honorable Olberman,

I am writing in opposition to Carlsoncorp's request to build a railroad spur and regional freight train terminal on their property at 140 Old Northport Road in Kings Park, New York, This property is an inappropriate location for a project such as this and I implore you to consider the negative effects it will have on the community and vote to stop this project in its tracks.

Despite the fact that this plan has been in the works for almost two years, Toby Carlson, owner of Carlsoncorp, Smithtown Supervisor Edward Wehrheim, and Suffolk County Legislator Robert Trotta have kept this a secret. The community only found out about this project when a story about it by David Ambro appeared in the Smithtown News. What do they not want the public to know?

I live with my husband and three children in Commack, New York, under a mile from this site. My husband and I have owned this home for 20 years and I fear what this project will do to us and our neighbors. It will certainly affect our home values, our quality of life, and most importantly, our health.

Below are issues that I feel you should be aware of when making your decision...

1. This property is located within feet of residential homes and is located in close proximity to several densely populated residential neighborhoods in Ft. Salonga, Northport, East Northport, Commack, Smithtown, Greenlawn and Elwood.
2. If the aquifer is compromised by the leakage of hazardous materials, it would affect the drinking water for all of Long Island.
3. The property is located near many schools, playgrounds, ball fields, and nursing homes. Children, the elderly, and people with lung conditions and allergies are particularly sensitive to these pollutants. My husband suffers from asthma and the pollutants from a diesel train will only exacerbate his condition.
4. According to Carlsoncorp's plans, the proposed freight train rail terminal would have freight trains coming and going between 10 pm and 5 am, while other operations related to loading toxic incinerator ash, aggregates (concrete, building materials, asphalt, etc), and unloading commodities (new cars, lumber, etc) will take place anytime throughout the day and night.
5. Our quality of life will be compromised by noise pollution (horns, screeching from trains, trucks, forklifts, machinery sounds) and air pollution (diesel fumes, dust, particulate matter, etc),(potential infiltration of the sole source aquifer), not to mention the constant lights from the site and vibrations from the freight trains moving on the tracks.

6. Increased truck traffic on local streets. Carlsoncorp claims that it will decrease truck traffic on our roads by shipping the incinerator ash and aggregates off Long Island via freight train instead of trucks. However, they fail to mention that they have included space for 50 tractor-trailers on their site plan and that commodities will be shipped to their site via incoming freight trains for distribution via trucks all over Long Island.
7. In order for this freight rail terminal to be built, the Town of Smithtown would need to change the existing zoning on the site. A change to Heavy Industry Zoning would set a precedent in the Old Northport Light Industrial area. Once Carlsoncorp receives the zoning change from Light Industry/Residential to Heavy Industry to accommodate this regional freight rail terminal, it is likely that other businesses in the area will also make similar zoning change requests.
8. For most people, their largest asset is their home. This project will decrease residential property values in the surrounding communities.

For the reasons above and many more, please deny Carlsoncorp's request to build this train spur and yard. This ill-conceived project has no place in this location, which will negatively affect the surrounding residents for years to come,

Thank you so much for your time!

Yours truly,

A handwritten signature in black ink, appearing to read "Wendy Haberman", with a stylized flourish extending to the right.

Wendy Haberman