



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

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February 21, 2023
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Public Record

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

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

February 17, 2023

Dear Chairman Oberman,

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

Respectfully Submitted,

Linda Henninger

Linda Henninger
Townline Association
Lh.townline@gmail.com

Cc: Justin J. Marks
Dominick Vernice
Edward R. Wehrheim
Nicholas Fusco & Elizabeth Fusco
Townline Association

JESSICA MASINO

5 Glen Road Kings Park, NY 11754 (631) 525-9278 jessdorre@yahoo.com

The Honorable Martin J. Oberman

Chairman Surface Transportation Board

395 E Street, S.W.

Washington, D.C. 20423

DEAR HON. OBERMAN,

I write this letter with a heavy heart urging you to review Carlsoncorp's request to build a railroad spur and a regional freight rail terminal on their property at 140 Old Northport Rd in Kings Park. As a mother of two children living with asthma this project would directly impact the quality of life for my children. Our backyard is adjacent to the proposed freight line and will have significant impact both on our health as well as our property value.

Currently, the 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 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 the emissions from the numerous trucks that serve the businesses in the area and the emissions from the LIRR diesel trains.

The property is located within feet of residential homes on Meadow Glen Road, Glen Road and Glen Lane in Kings Park. Additionally, 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. 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. 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.

I find it very disturbing that his request has been able to move forward without involvement from the community that would be directly impacted. Despite the fact that this plan has been in 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. Since this story has been made public Carlsoncorp has made 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. Lastly, 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. The existing zoning was put in place to protect the health and safety of those members of the community in close proximity of these businesses, what would the rationale be that the safety of the community is no longer a concern except to further line the pockets of a corruption that has continuously shown disregard for the community where they are located.

Thank you for taking the time to review my concerns regarding both my family as well as my neighbors and community.

Sincerely,

Jessica Masino

Jessica Masino

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

The proposed Carlsoncorp's request to build a railroad spur and a regional freight rail terminal on their property at 140 Old Northport Rd in Kings Park is literally 500 feet from my home. The artist's rendering I saw in our Long Island newspaper even included the edge of a property with a pool/patio. That would be my house and there are other houses that are just as close but not depicted in the artist's rendering.

I have two small children who live outside in our backyard all Spring/Summer/Fall. Especially in the summer when they play in the pool all day. This railyard would severely impact the health of my children. Besides the obvious pollution from the diesel engines, there is the noise pollution, light pollution and pollution from all the debris being carted in and out of the facility. This would increase the pollution from all of the trucks coming in and out as well to get the debris to the trains. It would be noisy all night long with trucks entering and exiting the facility and the trains running. There are already many pollution causing things in our area. From Covanta waste facility to the Northport power plant, landfills and medical waste facilities. This rezoning is in essence making my house and neighborhood part of an industrial complex that would be devastating to not only our health, but our property values as well.

There is an aquifer close by that, if affected, could impact the drinking water for ALL of Long Island.

As a resident so close to these plans, I was not informed of anything until recently. I feel this was done purposefully by Carlsoncorp as do not draw attention to the many negative aspects of this plan.

The long-term effects for my children could be disastrous. There are other properties on LI already zoned for this type of commercial activity that doesn't sit 500 feet behind a neighborhood where kids are always playing. Thank you for your consideration.

Michael Masino
5 Glen Rd
Kings Park, NY 11754
631-241-2081

February 10, 2023

The Honorable Martin J. Oberman

Chairman

Surface Transportation Board

395 E Street, S.W.

Washington, DC 20423

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

Dear Mr. Oberman:

I am writing you today to express my opposition with regard to the above mentioned Docket. Below are some of my concerns:

The area is already exposed to toxic pollution from the Northport Power Plant, the Huntington incinerator (Covanta), medical waste incinerators at Northport VA and St. Catherine's Hospitals, several capped landfills and their methane venting systems and an abundance of businesses that add more pollutants from sand mining, concrete crushing and asphalt production. In addition, 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 location is within close proximity to several residential neighborhoods in Kings Park, Ft. Salonga, Commack, Northport, Smithtown, Greenlawn and Elwood. It is also located within feet of residential homes on Meadow Glen Road, Glen Road and Gfen Lane in Kings Park.

This property is located in a federally designated deep recharge area of a sole source aquifer. What would happen if this highly sensitive area of the aquifer were to be compromised by the leakage of hazardous materials? How would that affect the drinking water for all of Long Island?

The property is located in an area where there are numerous schools, playgrounds, ball fields and nursing homes. Residential property values in these areas would more than likely depreciate.

According to Carlsoncorp's plans, the proposed freight train rail terminal would have freight trains arriving and departing from 10 PM and 5 AM. Other operations related to loading toxic incinerator ash, aggregates (concrete, building materials, asphalt, etc.) and unloading commodities such as new cars, lumber, etc. will take place anytime day and night.

This proposal of a freight yard will further burden the area with many types of pollution: sound (horns, idling of trains as well as screeching trains on the tracks, trucks, forklifts and other types of construction vehicles that beep when backing up), light (the site must be illuminated at night), air (diesel fumes, dust, particulate matter, etc.), water (possibility of infiltration of the sole source aquifer) and vibrations from the freight trains traveling on the tracks.

Carsoncorp has failed to involve the community in its plans. Despite the fact that this plan has been in works for nearly two years, Toby Carlson, owner of Carlsoncorp, Smithtown Supervisor Edward

Wehrheim and Suffolk County legislator Robert Trotta have kept this from the communities they serve. The community was only made aware of this project when it was reported by David Ambro in the Smithtown News.

The truck traffic on local streets would increase. This would include streets where schools are located as well as residents. 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.

The Town of Smithtown would need to change the existing zoning on the site in order for this freight rail terminal to be built. A change to Heavy Industry Zoning would set a precedent in the Old Northport Light Industrial area. If 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.

I thank you in advance for your attention to this urgent matter.

Sincerely,

Sincerely,

A handwritten signature in black ink, appearing to read 'Anthony Scaccianoce', written over a horizontal line.

Anthony Scaccianoce
Commack NY Resident

February 10, 2023

The Honorable Martin J. Oberman
Chairman
Surface Transportation Board
395 E Street, S.W.
Washington, DC 20423
RE: Surface Transportation Board Decision, Docket No. FD 36575

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The property location is within close proximity to several residential neighborhoods in Kings Park, Ft. Salonga, Commack, Northport, Smithtown, Greenlawn and Elwood. It is also located within feet of residential homes on Meadow Glen Road, Glen Road and Glen Lane in Kings Park.

This property is located in a federally designated deep recharge area of a sole source aquifer. What would happen if this highly sensitive area of the aquifer were to be compromised by the leakage of hazardous materials? How would that affect the drinking water for all of Long Island?

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The Town of Smithtown would need to change the existing zoning on the site in order for this freight rail terminal to be built. A change to Heavy Industry Zoning would set a precedent in the Old Northport Light Industrial area. If 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.

I thank you in advance for your attention to this urgent matter.

Sincerely,

A handwritten signature in black ink, appearing to read "Greg Scaccianoce", written in a cursive style.

Greg Scaccianoce
Commack NY Resident

February 10, 2023

The Honorable Martin J. Oberman

Chairman

Surface Transportation Board

395 E Street, S.W.

Washington, DC 20423

RE: Surface Transportation Board Decision, Docket No. FD_36575

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The property location is within close proximity to several residential neighborhoods in Kings Park, Ft. Salonga, Commack, Northport, Smithtown, Greenlawn and Elwood. It is also located within feet of residential homes on Meadow Glen Road, Glen Road and Glen Lane in Kings Park.

This property is located in a federally designated deep recharge area of a sole source aquifer. What would happen if this highly sensitive area of the aquifer were to be compromised by the leakage of hazardous materials? How would that affect the drinking water for all of Long Island?

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According to Carlsoncorp's plans, the proposed freight train rail terminal would have freight trains arriving and departing from 10 PM and 5 AM. Other operations related to loading toxic incinerator ash, aggregates (concrete, building materials, asphalt, etc.) and unloading commodities such as new cars, lumber, etc. will take place anytime day and night.

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The truck traffic on local streets would increase. This would include streets where schools are located as well as residents. 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.

The Town of Smithtown would need to change the existing zoning on the site in order for this freight rail terminal to be built. A change to Heavy Industry Zoning would set a precedent in the Old Northport

Light Industrial area. If 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.

I thank you in advance for your attention to this urgent matter.

Sincerely,

A handwritten signature in cursive script, appearing to read "Linda Scaccianoce".

Linda Scaccianoce
Commack NY Resident

February 12, 2023

58 Peppermint Road
Commack, NY. 11725

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

RE: Surface Transportation Board Decision, Docket No. FD_36575

Dear Honorable Oberman,

I am writing in opposition to Carlson Corp'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 Carlson Corp, 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 two children in Commack, New York, under a mile from this site. My husband and I have owned this home for 19 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...

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.

If the aquifer is compromised by the leakage of hazardous materials, it would affect the drinking water for all of Long Island.

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.

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.

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.

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 tractortrailers 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.

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.

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 cursive script that reads "Cecilia Kraus".

Cecilia Kraus

53 Heights Road
Fort Salonga, NY 11768

February 12, 2023

Re: STB Decision, Docket NO. FD_36575

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

Dear Sir:

My husband and I are 77 years old. We have built and maintained a beautiful home in the bucolic community of Fort Salonga, where we've resided with our now-grown family since 1974. The recently revealed secret about the proposed railroad spur and freight terminal has shaken us to the core. This project is quite close to us; huge, unhealthy, unsightly and completely inappropriate for a residential hamlet like ours.

We entertain frequently and spend a good deal of time in our lovely gardens. Our cul-de-sac includes many young children who regularly play outdoors. The thought of increased noise and vibration, ballpark lighting, air and water pollution from diesel fuel fumes and particulates, additional heavy traffic from outsized trucks hauling and transferring trash, debris and toxic ash from numerous incinerators and sites on Long Island and the NYC boroughs throughout the day and night has frazzled our elderly nerves and created more stress and anxiety than we can bear. My husband has suffered with asthma since he was a child. Both of us deal with serious sleep issues. To reach the "golden years" only to be confronted with egregious environmental assaults is unacceptable, disrespectful and downright dangerous to our well-being.

We beg that you consider the gravity of this situation and the extreme unsuitability of this plan that most residents believe was dreamed up by unscrupulous individuals looking to make a killing on the backs of hard-working families. When the proposition came to light, concerned citizens questioned whether other more suitable options had been explored. None could be given.

Respectfully,
Karen Welki

February 12, 2023

Carol and James Pappas
18 Candy Lane
Commack, NY 11725

To: The Honorable Martin J Oberman, Chairman Surface Transportation
Board 395 E Street, S. W.
Washington, DC 20423
Re: Surface Transportation Board Decision, Docket No F_36575

To whom it may concern,

We are writing this letter to express our grave concern and opposition for the project that is proposed for the railyard area in the industrial park north of our home in COMMACK. Ramifications of this project that we do not want are ground water contamination, noise, dust and pollution that will certainly occur if this project moves forward. You may not realize how far a train whistle carries during the winter, but it is surprisingly loud and audible. We can only imagine the noise an industrial sized freight train running all night long. Putting a toxic, pollution-spewing facility in the midst of a residential area is unfair to the residents and will destroy the way of life built by the schools and community. On top of that, it will certainly affect our property values that we have worked so hard to uphold. Having worked in corporate America, we know firsthand the promises companies make to get the deal done but fall short when the dotted line is signed. Furthermore, there has been a complete failure from Carsoncorp to include the community on any plans over the past 2 years. This is indicative of deceptive business practices already in play.

Projects such as these should be located industrial areas with no residential properties within 1000 yards. It seems the convenience of business is presiding over this decision as opposed to the health and safety of our community members. We as a family along with our neighbors have no intention of allowing this to move forward. Our futures, and the futures of our children are at stake.

Our area is already overburdened by numerous other pollution-spewing projects, including the Northport Power Plant, The Covanta Incinerator, medical waste incinerators at the VA in Northport as well as the dozen or so businesses at the same site, including concrete crushing machinery, asphalt production and the HUNDREDS of trucks that serve these businesses. Our drinking water will be threatened, as this is a sole-source aquifer region. Please reconsider the location of your project.

Sincerely,

Carol & James Pappas

James & Carol Pappas

Virginia and Michael Davicino
22 Candy Lane, Commack, NY 11725

February 12, 2023

To: 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

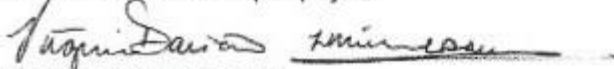
To Whom it May Concern:

We are writing this letter to express our grave concern and opposition for the project that concerns the railyard are in the industrial park north of our home in Commack, N.Y. Ramifications of the project that we do not want are ground water contamination, noise, dust and air pollution that will certainly occur if this project is allowed to move forward. You may not realize how far a train whistle carries during the winter, but it is surprisingly loud and audible. We can only imagine the noise an industrial-size freight train running all night long will create. Putting a toxic, pollution-spewing facility in the middle of a residential area is unfair to the residents. Potentially, it may destroy the way of life built by the excellent schools and community. In addition, it will most certainly affect the property values we have worked so hard to maintain. Having worked in corporate America, we know firsthand the promises companies make to get the deal done but fall short when the dotted line is signed. Furthermore, there has been a complete failure from Carsoncorp to include the community on any plans over the past 2 years. This is indicative of deceptive business practices already in play.

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Our area is already overburdened by numerous other pollution-spewing projects, including the Northport Power Plant, the Covanta Incinerator, medical waste incinerators at the VA in Northport, as well as the dozen or so businesses at the same site, including concrete crushing machinery, asphalt production and the HUNDREDS of trucks that serve these businesses.

Our drinking water will be threatened, as this is a sole-source aquifer region. We kindly ask you to reconsider the location of your project.


Virginia and Michael Davicino