



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

306218

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

ENTERED
Office of Proceedings
February 27, 2023
Part of
Public Record

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

February 26, 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
Fort Salonga Association
Commack Community Association

Sherri L. Kaplan
56 Peppermint Road
Commack, New York 11725
(631) 806-7255

February, 20, 2023

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

Re: Surface Transportation Board Application; Docket No. FD_36575

Dear Chairman Oberman:

I write to you with regard to the above docket number, and my opposition to the proposed request of CarlsonCorp to obtain permission to build a diesel railroad spur and a regional freight rail terminal on its property located on Old Northport Road in Kings Park, New York. I live at 56 Peppermint Road, Commack, New York; having bought my home in 1999. Before I purchased my house, I performed my due diligence about the surrounding area so I could make an educated decision about whether to purchase the property. After weighing everything I determined it was a great place to purchase a home.

While I do not live at the proverbial "Ground Zero" of the proposed site, my house is approximately 0.04 mile away from CarlsonCorp's property. I should have received notification of this request when the process first started, but I never received any notice. Neither did my neighbors. The proposed facility is surrounded by six (6) residential communities including: Fort Salonga, East Northport, Northport, Commack, Smithtown, Greenlawn, and Elwood. I only learned about what was happening in my own backyard thanks to an article in the *Smithtown News*. Seemingly we were kept in the dark on purpose.

A review of the area where CarlsonCorp seeks to add this facility is already overburdened with numerous sources of pollution already present in that area. Located within close proximity to the proposed site are: the Northport power plant; the Huntington Covanta incinerator; and medical waste incinerators at the Northport VA Hospital and St. Catherine's Hospital. There are also several capped landfills with methane venting. And that is in addition to the businesses engaging in sand mining, concrete crushing, and asphalt production located on Old Northport Road. Without question the area is a very concentrated and dense area with many different sources of pollution. It cannot withstand another one, and the addition of CarlsonCorp's proposal will only add to it. Likely there are better suited locations by other operators better suited to do what CarlsonCorp wants to do on its property in this already overly dense area.

CarlsonCorp claims that if approval is granted this will in turn decrease the truck traffic on Townline Road. But the argument is disingenuous since the trains coming into the area will be loaded with consumables needed to be loaded onto trucks for distribution around Long Island. So, any claim of reduced truck traffic by CarlsonCorp is inaccurate and unsupportable. Notably, CarlsonCorp's plan includes space for 50 tractor trailers. So additional, and not fewer emissions will be the new norm if

CarlsonCorp's plan is approved. Any reduction in truck traffic from removing incinerator ash from this area will be offset by the new truck traffic needed to distribute the consumables coming into the area. Also, of additional concern is the existence of two (2) schools bordering on Townline Road. A long-standing problem with trucks routinely failing to obey the speed limit while going through the school zones already exists. Additional truck traffic will only exacerbate the problem.

As I understand the process, in order for the freight rail terminal to be built, the town of Smithtown must vote to change the existing zoning on the proposed site. Currently the area is zoned as residential and light industrial. CarlsonCorp seeks to change it to heavy industrial. If the request is granted, there is no question that other businesses along Old Northport Road will seek similar changes to maximize and change the use of their property. This domino effect would be disastrous for the thousands of residents who live close to and surrounding the proposed site.

I was informed that CarlsonCorp's request seeking a change in zoning has been in the works for almost two years. Yet no governmental official bothered to notify the public about what was being sought by CarlsonCorp so that residents could learn about the request and voice their position. Our local officials failed to timely advise their constituents, homeowners, and concerned citizens of what was being considered in their neighborhoods. As a home owner and taxpayer, it is insulting and infuriating to be kept in the dark when it has a direct effect and affect on your well-being, health, and finances.

It is anticipated that the freight yard will create numerous types of pollution, including sound, light, air, and water; and this is of concern. Those living close to the proposed area will no doubt hear trains idling, applying their breaks, and sounding their whistles, among other related train noises. In addition, there will be noise from the buildings and machinery needed to perform the desired work. The area in question will need to be illuminated at nightfall. Those residents located closest thereto will be burdened with lights during the night. There is also the concern of diesel fume emissions, particulate matter, and dust. And for those residents living close to the train tracks and property, if approved, they may feel their houses vibrating and shaking as a result of the project and their foundations and driveways may crack. Lastly there is a viable concern about water pollution based upon potential infiltration of the sole source aquifer.

Finally, there is little question that if this approval is granted the value of my home will immediately be impacted and reduced. The same goes for thousands of Long Islander's homes who surround the proposed area. Respectfully, there must be a better location for such a project. CarlsonCorp's profits should not be given greater weight than the realistic concerns of residents who will be negatively impacted by the proposal, both healthwise and monetarily. Too little is known about the many impacts this regional freight terminal will have on the residents.

I respectfully request that you deny CarlsonCorp's application. Alternatively, if you are inclined to consider CarlsonCorp's request please conduct a full and complete Environmental Impact Study (EIS) of the area as opposed to a less stringent Environmental Assessment (EA), and perform full due diligence into all relevant considerations before any decision is made by the Board.

Thank you for your attention to this matter.

Very truly yours,
Sherr L. Kapla
Sherri L. Kaplan
CC: Townline Association

February 18, 2023

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

Re: Docket No. FD_36575

Honorable Olberman:

I write to you today to voice my opposition to Carlsoncorp's request to build a railroad spur and regional freight train terminal at 140 Old Northport Road in Kings Park, NY. This is an extremely poor idea, and I urge you to consider its detrimental effects for the surrounding communities and residents. I personally reside just over a mile from this site, with my husband and two children. I am concerned about the damage to our environment, home values, nearby elementary and high schools, and, most importantly, our health.

This proposed project will not only increase noise pollution (trains running overnight and blaring their horns), but it will also increase air pollution due to diesel fumes, dust, and particulate matter from the transfer of incinerator ash. Excess overhead lights needed for nighttime operation will impact our neighborhoods as will the increased vibrations from the weight of freight trains (these rails currently transport passenger trains which is more akin to light rail activity). There will be increased truck traffic on secondary roads... roads that are already filled with too many trucks that should not be using them (but do) to transport items from the industrial area that is adjacent to the proposed Carlson site. We do not need more trucks on local streets, especially as Townline Road passes both an elementary school (grades K-2) and a high school. We cannot afford to have Carlsoncorp change the current Light Industry/Residential zoning to Heavy Industrial zoning to accommodate this project.

Mr. Chairman, ask yourself whether you would welcome this to your neighborhood. Would you be happy to see your home value decrease, to worry about possible long-term health complications for you and your children, and to have constant truck traffic and noise near your schools and your beautiful home that you raised your children in and invested in? There are, I'm sure, more isolated locations away from homes, neighborhoods and schools that would be wiser, safer alternatives for a project of the caliber that Carlsoncorp proposes. Please, please do the right thing and vote this proposal down.

Sincerely,
Erica Greenberg
65 Cornflower Lane
East Northport, NY 11731

February 22, 2023

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

Re: STB Decision Docket #FD 36575

Dear Sir:

I am opposed to the above referenced project.

This project will add to an area already overburdened by multiple sources of pollution. Within 5 miles of this site we have the Northport Power Plant, a Covanta incinerator and capped landfills continuously emitting methane gas.

This project is within FEET of residential homes!

This project is located in a federally designated deep water recharge area which is a major aquifer providing drinking water to the area.

The project has not been adequately disclosed, zoned or environmentally assessed.
Please vote NO on this project.

Very truly yours,

s/ Anita Rivman-Teicher
30 Paddock Drive
Fort Salonga, NY 11768
bijouxar@optonline.net

February 21, 2023

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

Re: STB Decision Docket #FD 36575

Dear Sir:

I am opposed to the above referenced project.

This project will add to an area already overburdened by multiple sources of pollution. Within 5 miles of this site we have the Northport Power Plant, a Covanta incinerator and capped landfills continuously emitting methane gas.

This project is within FEET of residential homes!

This project is located in a federally designated deep water recharge area which is a major aquifer providing drinking water to the area.

The project has not been adequately disclosed, zoned or environmentally assessed.
Please vote NO on this project.

Very truly yours,

s/ Lawrence Teicher, CPA
30 Paddock Drive
Fort Salonga, NY 11768
Lft155@optonline.net

February 25, 2023

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

To Chairman Oberman,

Re: Townline Rail Terminal, LLC – Docket # FD 36575

This letter is to express my concern regarding the above proposed Townline Rail Terminal and freight yard in Kings Park, New York. We are 100 % against this project.

My family resides approximately ½ mile from this location and the traffic already in this area is terrible. Trucks are constantly cruising at high speeds along Bread and Cheese Hollow Road. We get the flow of traffic from the VA hospital employees along with truck traffic. We pay extremely high taxes to live in this area (\$23,076.93) and expect a better quality of life. By putting this facility in the area would greatly diminish our air quality, more congestion in the area, excessive noise, and greatly depreciate the value of our homes. We don't deserve this.

This is not the right location for this freight yard. It is surrounded by residential homes and schools only within 1-2 blocks.

We ask that the proposal be DENIED.

Sincerely,

Steven and Marie Deutchman
16 Brewster Avenue
Fort Salonga, New York 11768
Email: hairsmarie@optonline.net

Richard Oakley
4 Rochelle Lane
Fort Salonga, NY 11768

2/24/2023

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,

I am writing you today to indicate my opposition to the above referenced proposal to build a Townline Rail Terminal and freight yard in Kings Park, New York, less than a mile from my house. While there are a lot of reasons why the location of this proposed yard is terrible, I will try and stick to a brief few:

- The property in question is very close to residential areas as well as schools, and there will be a lot of noise, light and emission pollution emitted at this site, mostly at night.
- The site will be handling ash – presumably hazardous. It sits on top of a highly sensitive area of an aquifer that provides drinking water for Long Island. Any leakage of hazardous materials into this aquifer will be a disaster for Long Island. Think Flint, Michigan type issues.
- The rail line is not electrified, and will not be for many years (if ever). This means in addition to the carbon emissions from the new truck traffic bringing ash to the site, the diesel trains that will be added for this traffic will contribute even more greenhouse gas emissions to our climate change issue.
- There are other alternate sites on Long Island that are much further from densely populated areas and could also be reached via electrified train lines.

I respectfully request that this proposal be denied.

Sincerely

Richard Oakley
Richgo3@verizon.net

February 11, 2023

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

REF: Surface Transportation Board Decision, Docket No. FD_36575

We live in a very comfortable area and work hard to keep it clean and safe. Our neighborhood is next to a busy industrial area with an existing incinerator that already causes pollution. This is evident by the ash that blows onto our cars.

We understand there is a plan that will include some additional congestion and pollution which will effect our nice community. My daughter and her family recently moved to this area in Commack with her three young children. I am fearful this will impact their health and growth. I do not want them to be asthmatic if this project should go forward.

I urge that this project not be passed and to keep this area safe so that future generations can enjoy playing and growing up in the neighborhood that we have been enjoying for so many years.

We urge that this project be rejected and hopeful that you will be able to make a difference in so many lives.

Carolyn and Vinny Colapietro
25 Candy Lane
Commack, New York 11725

Daniel Rouse
48 Heights Road
Northport, NY 11768

February 24, 2023

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

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

Dear Honorable Oberman,

I am writing to you to let you know how concerned I am about a potential Townline Rail Terminal and freight yard in Kings Park, NY. The Fort Salonga area is a quaint and peaceful town and this would be extremely detrimental to all the neighboring communities. This will impact Kings Park, Commack and Fort Salonga.

I've only moved to the area 3 years ago, and am very concerned to hear of these potential changes. The environmental impacts, including noise, dust, odors, light pollution, ground and surface water contamination, and heavy truck traffic, will have a devastating affect on the residents in these communities. We already have traffic issues in the area and are not looking to make things worse and damage the roads further. We already have significant noise from trucks in the area to add freight noise will be substantially worse. We moved to this area for the small town feel and quaint surroundings and now are rethinking that decision.

This freight yard is not necessary. Although the Brookhaven landfill is to begin incrementally closing in 2024, there are far better locations moving forward to tackle the issue of removing ash off Long Island. One example is 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 much less densely populated area.

The Townline Rail Terminal freight yard would be a chain link fence away from established residential neighborhoods. **I ask that this proposal be denied.**

Respectfully submitted,



Daniel Rouse
48 Heights Road, Northport NY 11768
Drouse358@gmail.com

Angelina Rouse
48 Heights Road
Northport, NY 11768

February 24, 2023

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

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

Dear Honorable Oberman,

I am writing to you to let you know how concerned I am about a potential Townline Rail Terminal and freight yard in Kings Park, NY. The Fort Salonga area is a quaint and peaceful town and this would be extremely detrimental to all the neighboring communities. This will impact Kings Park, Commack and Fort Salonga.

I've only moved to the area 3 years ago, and am very concerned to hear of these potential changes. The environmental impacts, including noise, dust, odors, light pollution, ground and surface water contamination, and heavy truck traffic, will have a devastating affect on the residents in these communities. We already have traffic issues in the area and are not looking to make things worse and damage the roads further. We already have significant noise from trucks in the area to add freight noise will be substantially worse. We moved to this area for the small town feel and quaint surroundings and now are rethinking that decision.

This freight yard is not necessary. Although the Brookhaven landfill is to begin incrementally closing in 2024, there are far better locations moving forward to tackle the issue of removing ash off Long Island. One example is 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 much less densely populated area.

The Townline Rail Terminal freight yard would be a chain link fence away from established residential neighborhoods. I ask that this proposal be denied.

Respectfully submitted,

A handwritten signature in cursive script that reads "A Rouse".

Angelina Rouse
48 Heights Road, Northport NY 11768
Rouseaa9@gmail.com

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

Dear Chairman Oberman.

I am writing to express my opposition to the above proposed Townline Rail Terminal and freight yard in Kings Park, New York.

This facility and its operation would be extremely detrimental to all neighboring communities, most particularly Kings Park, Commack, and Fort Salonga. The environmental impacts, including noise, dust, odors, light pollution, ground & surface water contamination, and heavy truck traffic, will have a devastating affect on the residents in these communities.

This freight yard is not necessary. Although the Brookhaven landfill is to begin incrementally closing in 2024, there are far better locations moving forward to tackle the issue of removing ash off Long Island. One example is 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 much less densely populated area.

The Townline Rail Terminal freight yard would be a chain link fence away from established residential neighborhoods. I ask that this proposal be denied.

Respectfully submitted,

Name Mr and Mrs. Jeffrey Soudersted

Address 1 Heights Rd, Ft. Salonga, NY 11768

ii JNSFS @ AOL. com

2/23/2023