



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

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

306268
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Office of Proceedings
March 6, 2023
Part of
Public Record

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

March 6, 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
Townline Association
Philip P. Russo
Fort Salonga Association
Commack Community Association

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 Sir,

I have been a resident of East Northport for a little over fifty years. I remember the smoke and odors that were emitted from a waste incinerator which was operated close to my home. During the years of its operation a large number of breast cancer cases were reported in the area which led to an environmental study and a "pink" mapping of this and other areas.

More recently parents and educators of the Northport Middle School demanded environmental testing of the building, the air, soil and water, due to a large number of those who attended or worked in the building developing leukemia and/or other health problems. It seems so much of Long Island has had to deal with or is dealing with issues of environmental pollution which impact the lives of its residents.

The Carlson Corporation Freight Yard is a project that has been in the works for a few years but has only recently come to the attention of surrounding communities being affected by its presence.

It would be close to several towns and their residential homes, schools, playgrounds and nursing homes. The facility would sit atop a sole source aquifer. Heavy truck traffic would increase in the area increasing noise pollution, deterioration of roadways and air pollution with the use of diesel fuel. The trucks would bring ash and constructional debris to the rail cars to be hauled away. These materials are sources of toxins and pollutants which impose a danger to air quality and ground water which in turn could affect the health of many. Located so close to residential homes owners could see their property values reduced. It is shameful that this project has been kept undercover and has just come to light as the Town of Smithtown is getting ready to change zoning laws to permit the establishment of the facility.

I am opposed to this project. There is already a plethora of polluting sources in the surrounding area: The Northport Power Plant, the Huntington incinerator, the medical waste incinerators at the Northport VA and St. Catherine's hospital, etc. We do not need another. I hope you will agree with me and the other residents who share my concerns.

Respectfully yours,
Marilyn Leone
24 Eastover Drive
East Northport, NY 11731

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, East Northport, Northport 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.

IN PARTICULAR TROUBLING CONCERN TO ME:

THE PROPOSED RAIL SITE HAS CLOSE PROXIMITY (Approximately one mile) TO THE NORTHPORT VETERAN'S ADMINISTRATION MEDICAL CENTER, A MAJOR NATIONAL MEDICAL HOSPITAL WHERE THOUSANDS OF OUR WELL DESERVING VETERANS WITH COMPROMISED HEALTH CONDITIONS ARE CARED FOR. NEED THEY BE POTENTIALLY EXPOSED TO UNKNOWN TOXIC POLLUTANTS FROM THIS PROPOSED TERMINAL?

SENIOR CITIZENS LIKE MYSELF AND MY AGING NEIGHBORS COULD FACE SERIOUS HEALTH RISKS FROM EXPOSURE TO TOXIC AND CANCER CAUSING CHEMICAL POLLUTANTS FROM THIS TERMINAL. WE LIVE HERE, WE HAVE NO WHERE ELSE TO GO, AND ESPECIALLY IF THE TERMINAL BRINGS ABOUT A SIGNIFICANT DEVALUATION OF OUR HOMES.

WHAT ASSURANCES AND PROTECTIONS WOULD OUR NEIGHBORHOOD HAVE IF THIS TERMINAL HAD AN EAST PALESTINE, OHIO RAIL SPILL TYPE OF DISASTER? WE THEREFORE ALSO EAR THE UNKNOWN OF WHAT COULD BE LOOMING AROUND THE CORNER UNEXPECTEDLY IN OUR COMMUNITY.

THE PROPOSED SITE IS WITHIN THE CRITICALLY IMPORTANT WATER DEEP RECHARGE AREA AND THE ACQUIFER THAT IS OUR SOLE SOURCE OF DRINKING WATER. AFTER HAVING SEEN ALL THE TROUBLING AND VARYING HEALTH SAFETY ISSUES CONCERNING SAFE SUPPLIES OF DRINKING WATER THROUGHOUT OUR NATION, HAVE WE NOT LEARNED HOW WE CANNOT IGNORE ABSOLUTELY EVERY ASPECT OF GUARANTEEING THE PURITY OF OUR WATER? AS A RETIRED SCIENTIST, I CAN SAY THAT I HAVE SEEN HOW IN THE PAST, POLLUTED WATERWAYS ARE NOT EASILY, AND SOMETIMES NEVER REMEDIED.

THE PROJECT PROPOSAL INDICATES THAT REMOVAL OF ASH VIA RAIL CAN LESSEN ON-THE-ROAD

TRUCK ASH REMOVAL. WILL THE FREIGHT CARS COMING EASTBOUND FROM NEW YORK CITY TO PICK UP THE ASH ARRIVE EMPTY? WILL THEY BE DELIVERING UNDESIRABLE WASTE MATERIALS TO OUR COMMUNITY? IF THAT IS THE CASE, WHAT WILL BE DONE WITH THOSE? WILL THERE NOW BE A NECESSITY FOR BUILDING NEW UNFORESEEN WASTE PROCESSING FACILITIES AT THIS SITE? NOTHING THAT THIS COMMUNITY WANTS TO ADDITIONALLY ADDRESS. WHAT REGULATIONS, IF ANY, WILL CONTAIN SUCH DEVELOPMENT? IF THE TRAIN COMPANIES USE THE EASTBOUND TRAINS TO TRANSPORT RETAIL ITEMS, CONSTRUCTION MATERIALS, COMMODITIES, VEHICLES. ETC TO MAXIMIZE THEIR REVENUE, WILL THERE NOW BE A NEED FOR AN UNLOADING DISTRIBUTION TERMINAL? WILL THERE NOW BE AN ENDLESS FLOW OF TRUCKS IN OUR COMMUNITY PICKING UP FREIGHT FOR DISTRIBUTION THROUGHOUT LONG ISLAND? ...ADDING TO MORE TRAFFIC CONGESTION ON OUR CRUMBLING ROADWAYS.

AS A CARING SOCIETY WE MUST TAKE A MORAL RESPONSIBILITY FOR THE LONG-TERM HEALTH OF OUR CHILDREN AND GRANDCHILDREN, AND HOW THE DETRIMENTAL EFFECTS OF THIS PROJECT COULD AFFECT THEIR LIFELONG WELLBEING. WE HOPE THAT WE CAN PROVIDE THE NEXT GENERATIONS WITH A SAFE AND HAPPY PLACE TO LIVE IN OUR HAMLET.

THE LOCAL NEARBY FAITH COMMUNITIES (CHURCHES AND SYNAGOGUES) CERTAINLY HAVE THEIR OWN CONCERNS ON HOW THE DEVELOPMENT OF THIS PROJECT WILL AFFECT THE HEALTH AND QUALITY OF LIFE OF THEIR CONGREGANTS AND NEIGHBORS.

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, and there are other alternative possibilities in consideration.

As a very concerned senior citizen, and resident of the hamlet of Fort Salonga, **I ask that this proposal be denied.**

Respectfully submitted,
Anton P.R. Angelich
6 Valleyview Drive, NORTHPORT, New York 11768
E-Mail: aangelich@aol.com

Date: February 27, 2023

Adam Razov
15 Kimberly Drive
East Northport, NY 11731

March 5, 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,

As a resident in East Northport, only recently have I and surrounding local communities learned 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. I have learned that the plans for the line would extend approximately 5,000 feet on a portion of CarlsonCOQ's industrial property running parallel to a residential neighborhood, a spur trailing off the Long Island Railroad (LIRR) Port Jefferson Line. The property is located within feet of residential homes on Meadow Glen Road, Glen Road and Glen Lane in Kings Park. Additionally, it is located in close proximity to several densely populated residential neighborhoods in Ft. Salonga, Northport, East Northport, Commack, Smithtown, Greenlawn and Elwood. I live within a residential home with my wife and two children, ages eight and six, respectively. My wife has a significant amount of autoimmune disorders, including respiratory issues while my children also have health related issues that would be highly compromised if this plan goes into effect. I do not want to be prisoners in our home exposed to increased pollution. My children play outside all year round, we swim every summer in our pool and my wife and I exercise outdoors as well.

My family and I have significant concerns that the plans fail to show that the train yard will be only 500 feet from residential neighborhoods in Kings Park, with Fort Salonga being almost as close. Additionally, this site is within close proximity to thousands of homes in the communities of East Northport, Commack and Northport. Unfortunately, the plans fail to show is that there are a minimum of eight schools within a two-and-a-half-mile radius to the proposed rail yard. The plans also fail to indicate that there is an area that includes a federal government classified deep recharge area for a sole source aquifer. As you can imagine, this is also very troubling to me and my family.

This is going to be a regional train yard with five tracks totaling almost 10,000 feet, two buildings, with one spanning 80,000 sq.ft. (almost 2 acres in size), with the second covering 20,000 sq.ft., along with a freight car capacity for 161 cars, totaling 10,456 feet of train, neighboring homes with young children. 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. How is this safe? How can this be allowed?

Unfortunately, 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. That was in 2018. Community members were brought into town hall, shown a detailed PowerPoint presentation, and then marginalized, not to be spoken to again about this property.

What is even more troublesome is that several local elected officials have written letters to the STB in favor of this proposal, with one even stating there is no other option nor any type of organized opposition. To start, the surrounding communities were unaware of this plan until after the new year, and second, and more importantly, we now know, we are organized and we are strongly opposed to the plan in its entirety. The above-mentioned officials failed in their duty as elected representatives to advise, educate and give community members an opportunity to be heard before writing formal letters supporting this plan. The Smithtown Planning Department has denied that any type of permit had been submitted, though the Surface Transportation Board has requested specific details about this proposed project from them, more specifically, detailed information relating to composition of structures, etc. These questions cannot be answered without prior knowledge of or collaboration with Townline Rail Terminal or its parent, CarlsonCorp.

The potential depreciation of residential property values in the surrounding communities is another concern as well as 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. It is a fact that 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.

Taken together, it is more than easy to see that this proposal has many questions, and more problems than solutions. This is not an industrial area in the middle of nowhere. The truth is the location of the proposed train yard is on the very edge of the industrial area, literally in the back yard of families and their homes. How would you feel if this was in your backyard? No reasonable person would believe that a berm, which the town's supervisor has mentioned, would ever hide the noise, fumes, site, nor minimize the numerous health risks this yard threatens. As if that is not enough of a concern, with its proximity to residential neighborhoods and to the deep recharges sole source aquifer, it is beyond my understanding that the Surface Transportation Board granted a waiver to Townline Rail to forego a full Environmental Statement for a scaled down Environmental Analysis. The ground water from this industrial park has resulted in a large pollution plume north and east. By allowing CarlsonCorp to build a rail terminal on this site, on top of what is already devastated and overburdened ground, the families, whether twenty, two hundred or two-thousand, will be affected and the ones paying the price with their health and the health of their children. Please let that sink in for a moment and have some compassion for the health and safety of not only the adults but at least for all the developing children in the surrounding communities!

Another important point to make for the Surface Transportation Board to also know that the surrounding communities already bear the burden of several major sources of environmental blight, including the Huntington Resource Recovery Facility (Covanta incinerator), the Northport power plant, the nearby Huntington and Smithtown landfills and their methane burners/vents, the medical waste incinerators at St. Catherine's Medical Center and the Northport VA Hospital, 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 by both the towns of Smithtown and Huntington.

I respectfully ask that the Surface Transportation Board A) revisit the OEA's decision on revising the move from an EIS to an EA, based on prior operations of CarlsonCorp and its subsidiaries. and B) to look at viable options that others have rejected for unknown reasons and put a halt to this project before innocent families have to suffer the consequences. I am aware of the eventual closing of the Brookhaven landfill, which will happen incrementally. I am also aware that there are far better locations moving forward to tackle the issue of removing ash off Long Island, such as the Winter Bros. 228-acre site in Yaphank, which will be almost three times the size of the proposed Townline Rail Terminal. As well, the landfill in Babylon Township will be using rail to remove ash and other materials. These are viable options, yet our elected officials say otherwise. In closing, please take time to listen to these troubling concerns outlined above and remember that no amount of money is worth the suffering of innocent lives. I appreciate your attention to this project.

Sincerely,
Adam Razov
516-779-0342
A_razov@hotmail.com

A handwritten signature in black ink, appearing to read 'Adam Razov', written over a light blue rectangular background.

STB Board

Attn Mr. Oberman

March 4, 2023

32 Chestnut Stump Rd
Northport, NY 11768

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

Dear Mr. Oberman:

As a resident of Fort Salonga for over 70 years and an officer of the Fort Salonga Association for 25 of those years I am writing to express our community's opposition to the proposed Kings Park freight yard on our southern border. Our hamlet was named after the Revolutionary War Battle of Fort Slongo where American patriots became the first recipients of what became the Purple Heart award for bravery. Our residential community is proud of its many historic homes some of which predate the American Revolution with most plots zoned 1 acre.

Our community is grateful to the Town of Huntington which has granted historic status to Bread and Cheese Road which becomes Townline Road (South of Pulaski) and the gateway to the proposed freight yard. I share this history because our hamlet, residentially zoned and historic, is not the place for this facility which will greatly impact the character, health, safety and property values of our 3000 families. Other adjacent communities will be similarly impacted.

What has tragically happened to the people of East Palestine demonstrates that Murphy's Law is always with us. Depending on the LIRR with a poor safety record to provide tracks and signal responsibility is unwise. Long freight trains rumbling through all night is almost a guarantee of an unexpected accident with possible tragic consequences. Additionally we have seen recovery efforts with FEMA and our elected officials as non-existent or feeble at best when most needed.

The Shoreham nuclear plant was built with no consideration to evacuation capability and ultimately resulted in a teardown and bankruptcy of our lighting company, something we are still paying for. As may happen with the freight yard, unanticipated consequences may negate the perceived benefits. There may be a valid need for a freight train facility but this is clearly not the place for it and other less impactful alternatives need to be explored.

Yours truly,

Frank Konop

February 28, 2023

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 specifically Kings Park, Commack and Fort Salonga, NY.

I work for a large healthcare organization in Long Island, New York, who has seen a significant impact to many of our neighbors, friends, children and the community as a result of the pandemic. Some at a great loss to their families, friend and neighbors. To put these same individuals and children in our community in a harmful environment as a result of this proposed project is downright unacceptable. In addition to what the community has already dealt with, the environmental impacts, including noise, dust, pollution, odors, ground and water contamination and heavy truck traffic, will have a devastating impact to the residents and families in these communities.

This freight yard is not only not necessary but irresponsible. 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. For example, 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 one a chain link fence away from established residential neighborhoods.

I respectfully request that this proposal be denied.

Respectfully submitted,

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

Corinne Rotoli
5 Lisa Court
Fort Salonga, NY 11768

The Honorable Martin J. Oberman

Chairman

Surface Transportation Board 395

E. Street, S.W.

Washington, D.D. 20423

March 8, 2023

RE: Surface Transportation Board Decision, Docket No. FD_36575

I am writing to express my concern with the plan to build a railroad spur and regional freight rail terminal in Kings Park. I am about 2 miles from where this will be built and I am extremely concerned due to its proximity to my house. We live behind Old Northport Road and I obviously moved here knowing what living near this road entailed. Being a resident in this area for over 20 years, I was not overly concerned about the activity on Old Northport Road because it is zoned as a light Industrial area. I am nervous that this new project will enable other properties to be zoned as a Heavy Industry area more easily.

This project will also add to the pollution we already endure by living close to this Old Northport Road. The freight yard will inevitably lead to an increase in sound, light, air and water pollution. This area is already overburdened by pollution. My children are both asthmatic and suffer from allergies, the close proximity of this potential property to my home is concerning as they are more sensitive to the pollutants that will be emitted.

Thank you for your consideration with this matter

Danielle Donohue

23 Winnecomac Circle Kings

Park, NY 11754

donohued75@gmail.com

March 6, 2023

Mr. Frank Tufano
16 Wood Hollow Lane
Fort Salonga, NY 11768

The Honorable Martin J. Oberman, Chairman
Surface Transportation Board
395 E Street, SW
Washington, D.C. 20473

Re: Surface Transportation Board Decision, Docket No. FD_36575

I am writing to express my strong opposition to the request by Carlson Corp. to build a railroad spur and regional rail terminal at 140 Old Northport Road, in Kings Park, N.Y. I feel like I've seen this movie before. I moved to Fort Salonga two years ago from Hauppauge, approximately 12 miles away. My Hauppauge home was very close to an asphalt plant that started out dormant and when it began operation it kept pushing boundaries; operating well past permitted times and with inadequate safety precautions. After many years of fighting back, a proactive community, with the help of our elected officials were successful in shuttering the plant. I still feel guilt and concern that I raised four children under the cloud of this factory.

We have an opportunity to not let the genie out of the bottle this time. Please say no! Please be mindful of an equally proactive Smithtown community that have the safety of their families and their life savings invested here. To our Smithtown town officials, please help us protect our community. While it is true that elections have consequences, the response, or lack thereof, to your constituents will most definitely have consequences.

While my home is approximately 2.5 miles from the proposed site. Our daughter, son-in-law and three grandchildren are in contract to have a new home constructed even closer to the Carlson. site. There are homes a stone's throw away from the site and there are a myriad of schools and playgrounds a short distance away.

There are plenty of existing sources of pollution in the area, emanating from the VA Hospital, St. Catherine's Hospital and the Northport Power Plant. Also, if the project were approved, the local truck traffic will significantly increase. The proposal includes space for 50 tractor trailers!! These tractor trailers will be concentrated in the middle of a residential community. In addition, if the Carlson property is rezoned from light to heavy industry, that precedent will be used to permanently change the nature of our community. This plan truly makes no sense!

Please consider all these adverse impacts and turn down this proposal. Thank you for your consideration.

Sincerely,

Frank Tufano

RE: Writing In Opposition to the Town Rail Line Terminal Doc # FD36575 and Exemption # 49USC10901

Dear Honorable Martin J. Oberman,

My name is David Pontillo, and I am a resident of Kings Park, New York. I have lived in Kings Park since 2017. I am writing to you in order to voice my opposition to the Townline Rail Terminal (Doc #FD36575) and the Exemption (#49USC10901). This project will negatively impact several communities, most notably my own, here in Kings Park.

I am greatly concerned about the impact this project will have on the quality of life for the people in the immediate area, as well as the community at large. I am troubled by the prospect of greater air, ground, and noise pollution this project will most certainly entail. Kings Park already has industrial areas; this project would only add to that in negative ways.

In January, I spoke to our local legislator, Robert Trotta. He explained that the area behind the houses that will take the brunt of this Rail Terminal was “disgusting” anyway and this could present an opportunity to make it better. However, imagine my surprise when the company that will be responsible for building and maintaining the new Rail Terminal is the same company that already has that “disgusting” land- CarlsonCorp! When I expressed my concern about this to Mr. Trotta, he said that if the company does not make it better after the Townline Rail is built they will be fined. That is a woefully inadequate solution in this situation. The company that already has that land and has made it “disgusting” (Legislator Trotta’s own word for it) is suddenly going to clean up its act, just like that? That is preposterous. We already know how many companies prefer to pay a fine rather than spend the money and time to solve major problems. I fear this will be no different, and the people living there will suffer for it.

As I further discussed the issue with Legislator Trotta, he suggested the notion that *some* taxpayers have to pay a price to spare *others*. The implication was that those people living in the areas most impacted are those that must pay a price, but this will in turn keep my taxes lower, thus I should be pleased about that. I am very much against such a notion. It pits taxpayer against taxpayer, citizen against citizen; and that should not be the goal of our government officials. The people directly adjacent to the project are also taxpayers with families, no different from me. I do not understand how they can be dismissed, and I should be fine with this so that I don’t have to pay. There must be better solutions than that.

I hope that you will look into this matter and see that many residents in the area will be negatively impacted by this project. If you would like, please contact me at 516-713-8472, or email me at daveandcompany@hotmail.com. Thank you for your consideration.

David Pontillo
18 Raleigh Lane
Kings Park, NY 11754

Kathleen Boyle
9 Mountain View Drive Northport NY 11768
631-239-1579

March 4, 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 recently learned 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 plans, the line would extend approximately 5,000 feet on a portion of CarlsonCorp's industrial property running parallel to a residential neighborhood, a spur trailing off the Long Island Railroad's Port Jefferson Line.

The plans fail to show that the train yard will be only 500 feet from residential neighborhoods in Kings Park, with Fort Salonga being almost as close. Additionally, this site is within close proximity to thousands of homes in the communities of East Northport, Commack, and Northport. What the plans also fail to show is that there are a minimum of eight schools within a two-and-a-half-mile radius of the proposed rail yard. This area also includes a federal government classified deep recharge area for a sole source aquifer.

Townline Road is already a busy single lane artery in our community. Great care must be taken when driving through the industrial section, as garbage and landscaping trucks regularly dart out into oncoming traffic. 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. Why?

This proposed freight yard will create several types of pollution in our community: sound (horns, screeching from trains, trucks, forklifts, machinery sounds), light (as the 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 live more than 1.5 miles north of the train tracks and I can already hear the LIRR trains on many days. If you drive down Townline Road on any given day the odors are unbearable. How much worse will it get for our community?

It is important for the Surface Transportation Board to also know that the surrounding communities already bear the burden of several major sources of environmental blight, including the Huntington Resource Recovery Facility (the Covanta incinerator), the Northport power plant, the nearby Huntington and Smithtown landfills and their methane burners/vents, the medical waste incinerators at St. Catherine's Medical Center and the Northport VA Hospital, 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 by both the towns of Smithtown and Huntington.

We respectfully ask that the Surface Transportation Board A) revisit the OEA's decision on revising the move from an EIS to an EA, based on prior operations of CarlsonCorp and its subsidiaries. and B) to look at viable options that others have rejected for unknown reasons and put a halt to this project before innocent families have to suffer the consequences. We are aware of the eventual closing of the Brookhaven landfill, which will happen incrementally. We are also aware that there are far better locations moving forward to tackle the issue of removing ash off Long Island, such as the Winter Bros. 228-acre site in Yaphank, which will be almost three times the size of the proposed Townline Rail Terminal. The landfill in Babylon Township will be using rail to remove ash and other materials. These are viable options, yet our elected officials say otherwise.

Thank you for your attention to this project.

Sincerely,

Kathleen Boyle

Kathleen Boyle
boylemurray@netscape.net

HELENA CHAVES

7 Orchard Drive
Northport, NY 11768

Cell 631-747-7582
Work 631-269-6424

Twenty-six years ago, I purchased a home on Orchard Drive after a year's search for a tranquil, wooded community. After closing on our home, my husband and I excitingly went to our new home and as we sat in joy, we were alarmed at the sound of an oncoming train. We never imagined we would be able to hear the train from this location.

I cannot imagine what the sounds must be for the residents near the train tracks and station. Adding additional train traffic will be unbearable to those residents and everyone within a 5 mile radius.

A location may be necessary, but this location is ludicrous. There are too many single and multi-family neighborhoods within this proposed vicinity.

We urge everyone to consider the outcome for all of us and STOP this proposition.

