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March 13, 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

March 12, 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
Commack Community Association
Philip P. Russo
Fort Salonga Association
Melissa Vernice

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

March 12, 2023

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

Dear Chairman Oberman,

As a resident of Northport, I am respectfully asking that the Surface Transportation Board deny Townline Rail Terminal's pending petition, dated November 17, 2022, for an exemption to construct and operate a new rail line in Kings Park, New York.

There are many reasons to do so, but an extremely important one is that the public interest, safety and environmental impacts of this proposal far outweigh the claim of transportation concerns.

The proposed freight yard tightly abuts homes, in some instances, less than 100 yards away. It is true the Brookhaven Landfill is set to close in 2024 and there needs to be alternative avenues to move Suffolk County's waste off Long Island, but there are more acceptable rail proposals. There are several other projects, some already able to move by rail, and others further along in the process. Moreover, the locations of these projects are appropriate, whereas this one is not. Winter Bros., for example, is moving forward on a 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. Other appropriate facilities, away from homes, include Gershow Recycling in Medford, Omni Recycling in Brentwood, and SDG LLC. These facilities will be more than sufficient to handle Suffolk County's rail needs.

The STB has always remained mindful of a project's potential impact on affected communities. In this instance, the communities that are involved already shoulder 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.

This is a project that will detrimentally affect the residents in and around this proposed regional rail yard. The applicant is alleging the freight yard would only run one train per day, for five days. Facts do not support this claim.

- According to the November 17, 2022 petition, this train yard will have 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 & demolition debris and aggregates.
- The petition maintains the applicant is willing to accept a common carrier obligation.
- The petition language is clear, "Townline will interchange with NYAR and anticipates an **initial** operation of one-train per day 5-days a week to utilize the Proposed Line." The word **initial** being crucial in understanding the potential scope of this proposal.
- The proposal also earmarks a large trucking station for 50 tractor trailer trucks, allowing the applicant to serve as a truck-rail transloading facility, moving the longest leg of transport by hauling via rail and then moving the items to a truck when closer to the delivery, thereby adding more trucks to the already overstretched area.

This freight yard will be a regional yard, a stone's throw away from homes in Kings Park and in very close proximity to residential homes in Fort Salonga, Northport, East Northport and Commack, all which tightly border the projected area.

This project adversely impacts many residents, and their children. Moreover, it is unnecessary, I ask that you please give every consideration to the denial of Townline Rail Terminal's application.

Thank you in advance for your consideration.

Respectfully submitted,

Peter Henninger
1 Meadowood Lane
Northport, NY 11768

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

March 3, 2023

RE: Surface Transportation Board Decision, Docket No. FD_36575

Dear Chairman Oberman,

I write to you today to express my outrage that the Surface Transportation Board is actually considering an application from Townline Rail Terminal, LLC for the installation of a rail terminal on the edge of residential communities and within one mile of numerous schools and places of worship. I as well realize that there is an impending issue of removing the ash from burnt refuse, but there are other better options than to build a new rail terminal with the potential of polluting the surrounding communities.

As noted in the application and subsequent filings, the New York and Atlantic Railway (NYA) can only operate on the tracks of the Long Island Railroad (LIRR) between the hours of 10pm and 5am. As these are the only allowed hours of operation for the NYA, they also fall during the same times that children of our communities sleep, preparing for their next day in school. For the balance of the day's 24 hours operations will not cease but instead accelerate, as these rail cars will need to be offloaded with freight brought in and then loaded with additional freight, ash and other materials to be shipped off Long Island. This will also result in an increase of truck traffic transferring said freight, through our residential roadways, which are not built to withstand such traffic.

Currently the ash, as well as the C&D material, are trucked out of the COVANTA facility to the Brookhaven landfill, which as noted will start gearing down within the next 12 months So bringing this ash, etc. to another location would not add any additional truck traffic to our local roadways – some of which are currently weight restricted. Instead, we will be faced with added pollution, from air, water and noise – 24 hours a day.

Then we have the operator of this proposed attack on our communities, Toby Carlson. I ask the STB to please check into this history. I will let the results speak for themselves. My only concern there is that the Town of Smithtown Supervisor has written a letter of support, so I ask you use other sources at your disposal.

Lastly, I find it bewildering how the STB would downgrade their environmental process, allowing for an environmental assessment (EA) as compared to what should be required, a full environmental impact study (EIS).

I implore you and your board to take a serious look at all the factors mentioned above, as I am confident that once doing so you will understand the plight that we are faced with. We are already overburdened with all the pollutants listed above – adding more will devastate communities to the brink of disaster, not only to the immediate neighborhoods but the surrounding communities as well. In approving this monstrosity surrounded by homes, it will ensure the complete devastation of families lives and a total destruction of property values in the areas of Fort Salonga, Commack, Kings Park, East Northport and Northport.

With due respect,
Keith S. Macartney
273 Bread and Cheese Hollow Rd.
Fort Salonga, NY 11768-2609

George Husted
19 Candy Lane
Commack, NY 11725 gwhhuey@gmail.com

March 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:

I am writing this letter to say I am vehemently opposed to the Carlsoncorp's Townline Railroad Terminal proposal that is currently being reviewed by the Surface Transportation Board (Docket No. FD_36575). This proposal is inappropriate for so many reasons.

1. The proposed site is located amidst a densely populated residential area that is surrounded by several large residential areas. This proposed rail yard will have a huge negative impact on the residents of Kings Park, Fort Salonga, Commack, Greenlawn, Elwood, Northport, East Northport and Smithtown.
2. The property is located within feet of properties on Meadow Glen Road, Glen Road, Glen Lane and Lumber Road in Kings Park. None of the people who bought homes in that lovely residential area ever anticipated that they would one day be faced with the possibility of a regional freight yard in their backyard.
3. This freight yard will add more emissions, particulate matter, noise and light pollution to an already overburdened area with 2 capped landfills and their methane venting systems, the Covanta incinerator, the medical waste incinerators from Northport VA hospital and St. Catherine Medical Center, LIRR diesel trains and many businesses that have engaged in legal and illegal activities in the light industrial area for decades.
4. The property sits over a deep recharge area of a sole source aquifer. This is a very sensitive area of the aquifer and is protected under Article 7 of the Suffolk County Health Department. Any ground pollution in this sensitive area of our drinking water could jeopardize the only source of drinking water for 3.3 million Long Islanders. The aquifer will be put in jeopardy with a leak or derailment, and through the normal course and anticipated discharge from the freight cars. From 2021 to 2022, there was an average of 3 train derailments a day in the US so this scenario, in my opinion, is more a probability than a possibility.
5. Freight trains must honk their horns as a warning at all railroad crossings as they approach. There are 9 railroad crossings between Route 110 (in Huntington) and Kings Park; Park Ave,

Lake Rd, Cuba Hill Rd, Broadway/Greenlawn Rd, Centerport Rd, Taylor Rd, Elwood Rd, Larkfield Rd, and Meadow Glen Rd. These trains will be coming in at night between 10:00 PM and 5:00 AM, when LIRR passenger trains are sparse. One freight train car weighs 286,000 lbs. If it is a heavy axle, it weighs 315,000 lbs. One tier 4/6 axle locomotive weighs 432,000 lbs. A 4400-horsepower engine can travel a max speed of 70 mph. Imagine what that will sound like while children and their parents are trying to sleep.

6. There have been many accidents involving LIRR and NYAR freight trains on Long Island, Brooklyn and Queens. Some include:
 - July 8, 2015, Maspeth - NYAR freight train hit tractor trailer in railroad crossing as a result of conductor error.
 - October 8, 2016, New Hyde Park - 33 injured, LIRR train derailed after hitting a work train.
 - January 4, 2017, Brooklyn - LIRR 103 people hurt - hit a terminal bumper and derailed.
 - March 27, 2018, Mineola - LIRR train crashes into a car, sparking a huge fireball.
 - July 23, 2018, Manhattan - LIRR train derailed, 2 cars off track in railyard.
 - February 26, 2019, Westbury - 3 killed when LIRR trains collide and crashed into a motor vehicle.
 - May 25, 2019, Speonk - 2 LIRR trains collide and 1 train derailed.
 - According to the Federal Railroad Administration, there have been 1,013 train derailments in 2020 in the US with an average of 3 derailments a day.
 - October 21, 2021, Bayport - 1 person injured 2 pinned under LIRR train.
 - May 14, 2021, Jamaica - NYAR freight train, 2 freight cars came off track causing a derailment.
 - September 3, 2022, Huntington Station - 1 killed LIRR hit car on tracks.

These are just a sampling of accidents, fuel and other chemicals spills, on area railroad tracks. All you have to do is look at the news to see the devastation derailed freight cars can cause.

7. Railroads are considered common carriers and must accept hazardous materials if asked.
8. The CarlsonCorp proposed freight yard will have 7 tracks. Tracks to be used for storage of empty trains and tracks to load incinerator ash onto empty trains along with construction and demolition debris. When the train arrives, it will bring in commodities such as aggregates, concrete, construction equipment, building materials, new cars and any other products to be distributed across Suffolk County. The plan has 50 tractor trailer bays to move these products via local roads to their final destinations around Long Island (thus increasing truck traffic on our overcrowded roads).
9. Freight trains and LIRR trains use diesel fuel that spew pollution and particulate matter into the air. Current freight trains now stop just before Huntington's Park Ave rail crossing. The path of the freight train would now run parallel to Pulaski Rd through Huntington, Greenlawn, Elwood, Northport, Ft Salonga, East Northport and Kings Park, on the current LIRR tracks. This freight train will pass feet from Harborfields High School and pass the sports fields of Northport High School. It will also rumble through and blast horns going through those

residential neighborhoods, spewing PM 2.5 particles that are so small that children and adults will not even know they are inhaling them. Children, the elderly and people with lung conditions and allergies are particularly sensitive to these pollutants.

10. Lastly, the plan to build this freight yard with associated buildings would need zoning changes from the Town of Smithtown. Most of this property is zoned residential, with some light industry. The town board would have to vote to change the current zone to heavy industrial. Given the close proximity to homes this is an absolutely inappropriate place for any type of heavy industry in this area. The current uses are more than any one community should have to bear and Huntington and Smithtown should never put any more foul-smelling, polluting, obnoxious threats into these communities ever again. Future planning should include cleaning these blighted areas up, making businesses responsible for following rules and regulations, and properly filling and capping all pits. This all must be done with the goal of making these properties suitable for reuse and safe for future appropriate development. There is simply no room for the addition of Carlsoncorp's regional freight yard in our area.

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,

George Husted

George Husted

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

Keith Donohue

23 Winnecomac Circle

Kings Park, NY 11754
donohuek73@gmail.com

March 8, 2023

37 Fieldview Drive
Fort Salonga, New York 11768

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 have lived in Fort Salonga since 1965. I pay very high taxes to live in this amazing Hamlet Community. We are two miles from huge landfills, the Huntington Covannta Incinerator, the methane venting systems, and all kinds of polluting businesses all of which I will not list in this letter. I completely oppose any further thought of changing zoning to allow yet another outrageous source of pollution in our area. I beseech you to reconsider this proposed plan.

This plan has been fostered and planned for 2 years by the Carlson Corp. without public knowledge. Now it comes to light before you for a vote ! The communities surrounding this outrageous plan are up in arms. Our elderly and our youth and everyone in between are enraged. Personally, my husband has breathing problems and compromised immunity. What do you propose we do ??

We have been informed there are other alternatives for this removal of ash off Long Island. For example: Winter Bros. 228 acre site in Yaphank. This site is much larger than the proposed Townline Rail Terminal freight yard AND it is in a less populated area. There are other options. "Please consider them". Our residents and especially our children will be at even more risk.

I am opposed to the Townline Rail Terminal and freight yard in Kings Park, New York. I am opposed to any change in zoning by the Town of Smithtown in this area. Please let it stay as Light Industry.

Respectfully submitted,

Linda A. Funk
37 Fieldview Drive, Fort Salonga, N Y 11768
March 8, 2023

37 Fieldview Drive
Fort Salonga, New York 11768

March 8th, 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 to express my opposition to the above proposed Townline Rail Terminal and freight yard in Kings Park, New York.

The environmental impacts, including noise, dust, odors, light pollution, ground and surface water contamination, and heavy truck traffic, will greatly impact this community. We already are faced with many pollutants caused by the Northport Power Plant, the Huntington (Covanta) Incinerator, Medical Waste Incinerators at the Northport VA and St. Catherine's Hospital, several capped landfills with their methane venting systems, and many businesses in the area that add to constant pollutants. All of this in a five mile radius.

The property IS LOCATED IN A FEDERALLY DESIGNATED DEEP RECHARGE AREA OF A SOLE SOURCE AQUIFER. If this aquifer is compromised by leakage of hazardous materials it would AFFECT THE DRINKING WATER OF ALL OF LONG ISLAND.

In order for the Carlscorp. to build this freight train yard, the town of Smithtown must change the Zoning Laws from Light Industry to 'Heavy Industry' and that opens a can of worms for future developments that are as undesirable as this one. We do not want this issue to continue. Please stop it for us.

Personally, we are all hard working residents who cherish our homes. We have taken care of our properties. They are our life's investments. Many many of us are retired and enjoying the fruits of our labor. Please do not punish us for working hard and contributing to our communities, by allowing undesirable businesses to ruin our tranquility, our life long investments and our "health" and the health of future generations: "our children".

Thank you for considering my thoughts.

John J. Funk
37 Fieldview Drive, Fort Salonga, New York 11768
jlfunk@optonline.net
March 8, 2023
The Docket Number FD_36575

Jennifer & William Regan
5 Amanda Court
Northport, NY 11768

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,

We are writing you this letter objecting to the freight yard being built in our community.

Our young children play in the neighborhood less than a mile from the location. We pay very high taxes where we live, having this additional industrial build in our community is completely wrong. Also, the fact that it is unhealthy for our children and family to breathe in additional toxic fumes daily.

We hope you take this seriously and into consideration in helping us stop this freight yard being built in Kings Park NY.

Thank you Concerned parents,

William and Jennifer Regan

Rios

45 Cross Bow Lane Commack, NY 11725

March 6, 2023

The Honorable Martin J. Oberman
Chairman
Surface Transportation Board
395 E. Street SW
Washington DC 20432

Re: Surface Transportation Board Decision
Docket No. FD 36575

Good Day:

I moved to Commack from Valley Stream for a different life style for me and my son. I wanted to find a peaceful local where I could get away from the noise and over population of Valley Stream. When I sold my home in Valley Stream I had all of Long Island from which to pick. I looked for homes in various towns between Smith Town and Valley Stream and settled on Commack because the house and town checked off all the personal "must have" boxes for me. Learning of the Carlson Corp. Freight Yard was disturbing to say the least. How can we be assured that chemicals, pollutants will not spill over into our aquifer and destroy our drinking water? Who will insure the Commack and surrounding town residents will be kept safe? I've worked hard my entire life and invested in property for my future, my sons future by buying a home in a town that I researched and knew to be a safe and sound investment. I therefore respectfully request that the approval and go ahead for this freight yard be denied and the land be kept as is thus preserving why I bought property in Commack in the first place for peace of mind.

Very truly yours,


Diana Rios

Diana Rios

Howard & Lynn Witz
20 Candy Lane Commack NY 11725

February 8, 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

To whom it may concern,

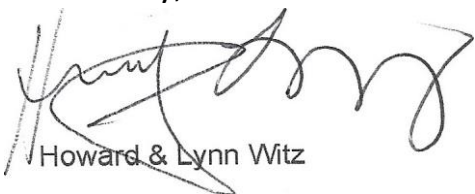
I am writing this letter on behalf of my family to express my concern for the project that is proposed for the railyard area in the industrial park north of our home in COMMACK. We do not want our ground water contaminated, we do not want the noise, dust and pollution that will certainly occur if this project moves forward. Putting a toxic, pollution-spewing facility in the midst of a residential area is unfair to the residents, and will destroy our way of life, and certainly affect our property values. Projects like this need to be placed in industrial areas with no residential properties within 1000 yards. Our community will fight this tooth and nail. 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 business at the same site, including concrete crushing machinery, asphalt production and the HUNDREDS of trucks that serve these businesses. ..
ENOUGH IS ENOUGH!

Our drinking water will be threatened, as this is a sole-source aquifer region.

Please reconsider the location of your project.

Sincerely,



Howard & Lynn Witz

10 Silver Pond Circle

Commack, NY 11725

March 8, 2023

Surface Transportation Board

395 East Street, S.W.

Washington, D.C. 20423

The Honorable Martin J. Oberman, Chairman,

I am writing to you regarding the Surface Transportation Decision, Docket No. FD_36575. I am a resident of Commack and my neighborhood will be greatly affected if a railroad spur and freight rail terminal were to be built in Kings Park. Please consider the long term effects this will have on the health of our children and all residents in the general area. We can not be too careful not to endanger ourselves if there were leakage of hazardous materials, as it would affect our drinking water. We should be proactive, not reactive. Let's not wait for something to happen when we can prevent it in the first place. Do we really need more pollution on long island? If this were to be built, the zoning would be changed to Heavy Industrial in that area which would enable other companies in the area to request the same. This would lead to more pollution and traffic, just to name a few issues. This has been a work in progress for two years without informing the community about this terrible situation. How sneaky is that! It seems un-American.

Please be proactive, prevent this change in the zoning, and look after the people in this community.

Thank you very much.

Sincerely,

Andrea Provenzano

Kevin & Aimee Costigan

3 Max Way

Commack, NY 11725

E Mail :

March 11, 2023

The Hon. Martin J. Oberman

Chairman

Surface Transportation Board

395 E Street

Washington, D.C. 20423

Re: Docket No. FD_36575

Chairman Oberman and Members of the Board

We are writing to you today to voice our opposition to the request by Townline rail terminal an affiliate of Carlson Corporation to create a regional train yard containing over 10,000 feet of train space.

Our single family home is located less than 1.5 miles from the proposed site. There are even other single family homes that are within 500 feet of the property. This in and of itself is a good reason to deny this docket request. In addition let us point out that if recent rail derailments were not enough reason to say no to this request so near residential homes as well as schools and churches, let me tell you another reason this project is not right for this area.

As you may know all of Long Islands water supply is provided from a sole source aquifer that is already in a fragile state due to things like emerging contaminants such as PFOA and PFOS which has gotten into the aquifer, not to mention the Navy/Grumman toxic plume in the Bethpage region that has contaminated our only source of drinking water. Imagine the impact of adding anything else such as toxic ash, construction and demolition debris that will be going in and out of this site.

Please on behalf of us, our neighbors, and all Long Islanders say no to this project as it is the wrong project in the wrong place

Sincerely,

Kevin & Aimee Costigan

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

March 12, 2023

Re: Surface Transportation Board Decision, Docket No. FD_36575

Dear Chairman Oberman,

I am writing to you today in regards to Carlsoncorp's request to build a railroad spur and regional freight rail terminal on their property at 140 Old Northport Rd. in Kings Park, New York (Docket No. FD_36575). This property is less than two miles away from my home in Kings Park, and I have many concerns about the impact the freight yard will have on myself, my neighbors, and my community.

I am a first time homeowner, and I purchased my home in Kings Park in 2020 with the hope that I would spend many happy years here. The community is small, but in the few years I have lived here, I already see how my neighbors look out for and support one another. I can only see the construction of this freight yard bringing danger to my community. This property is located within feet of residential homes and densely populated neighborhoods, which include schools, playgrounds, ball fields, and nursing homes. Children and the elderly are especially vulnerable to the diseases and illnesses that are directly caused by the toxic pollutants that the freight yard will bring to our community. Their trucks, machinery, and trains will not only introduce air pollutants like diesel fumes, dust, and particle matter to our air, but will also pollute the aquifer that provides water to not just our communities, but many others on Long Island.

Whatever benefits Carlsoncorp says this freight yard will bring to our community cannot compare with our ability to breathe fresh, clean air and have access to clean water. I want my neighborhood to continue to be a healthy and safe place for families to live. I want the children who play outside in my neighborhood to be able to do so without fear of breathing in toxic chemicals that are being released from a nearby train yard. I want to be able to water my garden and get a glass of water from my tap without fear of pollutants making their way in. And most of all, I want to make sure that Kings Park stays the safe and healthy community where I chose to make my home.

Carlsoncorp has not kept our community abreast of their plans for this train yard, and I fear that only more concerns will arise if they are given the opportunity to build. In the year 2023, we know enough about the dangers of pollution to our communities and citizens, and we need to focus on keeping our communities safe from them, instead of allowing for them to be brought into our neighborhoods. I hope that through your review of Carlsoncorp's request, you will find that our community will not benefit from a train yard.

Sincerely yours,
Julianne DeSilva
25 Carlson Ave.
Kings Park, NY 11754
jdesilva28@gmail.com

Angela R. Wright
8 Heights Road
Northport, NY 11768
Email: atokade@verizon.net

March 8, 2023

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

**Re: Surface Transportation Board Decision
Docket No. FD_36575**

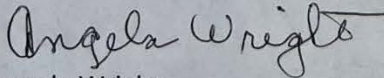
Dear Honorable Oberman:

My husband and I have lived in our home since 1979 and have seen many changes over the years. First the Huntington Landfill was foisted upon us and then the recycling plant. Now, it is proposed that we have this freight rail company planning to inflict even more noise and air pollution upon this community with complete disregard for the nearby schools, private nursing homes, VA nursing home and private homes which are already inundated by air, noise and water pollution.

Not only is the proposed site not suitable for this freight yard, but there are much more suitable areas for its location, such as Yaphank, which is a much less densely populated area and provides more land space for expansion.

My husband and I ask that this proposal be denied.

Respectfully,


Angela Wright

James L. Wright
8 Heights Road
Northport, NY 11768
Email: atokade@verizon.net

March 8, 2023

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

**Re: Surface Transportation Board Decision
Docket No. FD_36575**

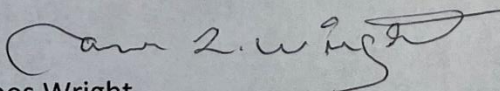
Dear Honorable Oberman:

My wife and I have lived in our home since 1979 and have seen many changes over the years. First the Huntington Landfill was foisted upon us and then the recycling plant. Now, it is proposed that we have this freight rail company planning to inflict even more noise and air pollution upon this community with complete disregard for the nearby schools, private nursing homes, VA nursing home and private homes which are already inundated by air, noise and water pollution.

Not only is the proposed site not suitable for this freight yard, but there are much more suitable areas for its location, such as Yaphank, which is a much less densely populated area and provides more land space for expansion.

My wife and I ask that this proposal be denied.

Respectfully,


James Wright

Robert Bramante
26 Long House Way
Commack, NY 11725
BramanteMD@gmail.com

3/11/2023

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

Re: Surface Transportation Board Decision, Docket No. FD_36575

As a local resident, I am writing in OPPOSITION to the proposed CarlsonCorp Townline

Rail Terminal. This property is in close proximity to residential housing of multiple towns. Additionally, there is already excessive truck traffic traversing the surrounding roads within feet of home and children's schools throughout the day. Long Island's water supply comes from a single source aquifer and the area of this plan is a federal designated deep recharge area which could affect the entirety of the Long Island population. I have very significant concerns regarding the additional sound, light, air, and water pollution in an area already with a compromised population of children, elderly, and hospital patients.

As a resident we respectfully request this project NOT be allowed to move forward,

Commack resident,

Robert Bramante

Christina Bramante
26 Long House Way
Commack, NY 11725
BubblesRN84@gmail.com

3/11/2023

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

Re: Surface Transportation Board Decision, Docket No. FD_36575

As a local resident, I am writing in OPPOSITION to the proposed CarlsonCorp Townline

Rail Terminal. This property is in close proximity to residential housing of multiple towns. Additionally, there is already excessive truck traffic traversing the surrounding roads within feet of home and children's schools throughout the day. Long Island's water supply comes from a single source aquifer and the area of this plan is a federal designated deep recharge area which could affect the entirety of the Long Island population. I have very significant concerns regarding the additional sound, light, air, and water pollution in an area already with a compromised population of children, elderly, and hospital patients.

As a resident we respectfully request this project NOT be allowed to move forward,

Commack resident,

Christina Bramante