



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

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May 1, 2023  
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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

April 30, 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:  
Parties

April 23, 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 lifelong resident of the area in which the proposed Townline Rail Terminal is slated to be built, I am extremely shocked, upset, and saddened by this proposal. This project would have a detrimental and widespread effect on the area, including my home of Kings Park. The citizens of the surrounding area were not notified of this project at its immediate inception. I, along with so many of our local residents, vehemently oppose the construction of the Townline Rail Terminal.

Our town and its citizens are already burdened by 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 other sites of heavy industrial use. With this in mind, as well as recent train derailments that have taken place this year across the country, I am deeply concerned by the prospect of having a rail terminal only a stone's throw away from my home that has the potential to also wreak havoc on the local environment and health of its residents.

Families, children, and hardworking individuals live near this proposed site – people who deserve to live in a safe environment without threat of various forms of pollution. This regional train yard, which would 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, will house trains that will be hauling ash, as well as unassociated construction and demolition debris. The surrounding area of the proposed site includes residences and a nursing home, in addition to a federally classified deep recharge area for a sole source aquifer. It would be irresponsible to allow this terminal to be built without consideration for the extreme effect it would have on these nearby homes and the environment.

I respectfully ask the Surface Transportation Board to revisit its decision regarding the Townline Rail Terminal and deny this petition. This project would harm myself, my family, and my community. Thank you for your time and attention on this matter.

Sincerely,  
Caitlynn R. Schare  
12 Patiky Street  
Kings Park, NY 11754  
caitlynn.schare@gmail.com

Anthony Adamo  
29 Twin Oaks Drive  
Kings Park, NY 11754

April 18, 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 of almost 60 years of Kings Park, I am writing this letter because I strongly oppose the Carlsoncorp freight rail terminal proposal. The proposed site is located way too close to residential areas as well as schools and ballfields where children go to learn and play. The proposed freight rail terminal will disrupt and destroy the quality of life for many people that live and work around here.

I am concerned about the inherent danger to the infrastructure that exists by the proposed freight rail terminal project. The Iroquois National Gas Pipeline and several large tension electric cables are contained in the transmission corridor that borders the residential area and crosses under the LIRR and continues past the Covanta Incinerator and Huntington landfill (that is capped and filled with a methane venting system). The freight trains will have to run over the pipeline and electric wires and the freight trains that can weigh thousands of tons cause vibrations that, I fear, could compromise the pipeline and wires thus leading to a catastrophic explosion. I am also concerned that the vibrations overtime would impact the methane venting system in the landfill and cause leaks and other problems. Our local fire departments are staffed with volunteers and I would think they would not be able to handle a catastrophe like that. There is also no way to evacuate the people in the surrounding areas if necessary as this whole area is compromised mainly of single lane roads. It would take many hours to evacuate the people and that depends if the roads are accessible or not. This is the absolute wrong site for this type of business venture.

I thank you for your consideration to my concerns.

Sincerely,

Anthony Adamo

April 29, 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:

Please accept this letter of opposition to the Carlsoncorp's Townline Rail Terminal proposal. I respectfully ask you to deny this proposal.

This freight terminal would ruin the quality of life for so many people that live in the areas that surround Carlson's property. The closest homes are only a few hundred feet away from the intended site. His property is currently zoned for residential use – how is it possible to put a five track freight rail terminal on a residentially zoned property? That seems insane to me!

This property is also located on top of a federally designated deep recharge area for our sole source aquifer. This very sensitive recharge area is protected by Suffolk County which strictly prohibits any activities that involve substances that could contaminate the aquifer. This is the **ONLY** source of drinking water for the people on Long Island. Placing a five track freight rail terminal on top of that recharge area seems reckless and irresponsible.

I hope you do not approve this proposal. The people who live here are depending on you to help us save our communities and protect the drinking water on Long Island.

Sincerely,

Brandon Vlacancich

16 Daron Lane

Commack, NY 11725

Chris Sartoris  
4 Poppy Lane  
Commack, NY 11725  
S4poppy@verizon.net

April 22, 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 because I oppose the Carlsoncorp's Townline Rail Terminal proposal and I respectfully ask you to deny this proposal.

The Carlsoncorp property is way too close to Commack High School and North Ridge Elementary School on Townline Road. I am told that there is a weight limit on that road and also that trucks are restricted from being on that road during specific time periods but nobody enforces those rules. Trucks are constantly going up and down Townline Road at all times of the day and night. Townline is a single lane road in each direction and aside from the two schools there are many homes, a nursery school, a playground and a baseball field that is used by all the kids in the neighborhood as well as the Little League teams, a cemetery and two churches that line the entire length of that road. All these trucks do not belong on a residential street. It is dangerous, especially at the beginning and end of the school days when the buses are dropping off and picking up students and the walkers are walking home and the kids from the high school are driving or riding their bikes. The trucks also add a lot of pollution to the area from the diesel exhaust and the dust they kick up on the road. The only other road out of there is Indian Head Road which is a two-lane road in each direction. We call that the "road of death" because the trucks go really fast down that road and there are always bad accidents on it.

The main part of Carlsoncorp's proposal (after the ash removal which he has no guarantee of a contract for) is to ship in all sorts of commodities that will then be unloaded and placed on his big fleet of trucks, which will deliver the stuff to their final destination on Long Island. He says he will decrease truck traffic but importing goods is a huge part of his proposed business model for his freight train yard. These are goods that do not come through our neighborhood now. Any trucks he might displace will surely be replaced by many more once he starts trucking stuff all over Long Island and this area can't handle any more traffic from trucks!

Please do not let Carlsoncorp ruin our neighborhood. Tell them "no".

Sincerely,

Christopher Sartoris

Jeremy Vlacancich  
16 Daron Lane  
Commack, NY 11725

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April 26, 2023

The Honorable Martin J. Oberman

Chairman

Surface Transportation Board 395 E  
Street, S.W.

Washington, D.C. 20423

RE: Surface Transportation Board Decision, Docket No. FD\_36575

Dear Chairman Oberman:

My family and I live less than ¼ mile away from the Carlson site where he is seeking permission from you to build a freight train and shipping terminal. This proposed project would have a significant negative impact on my whole neighborhood's quality of life. By quality of life I mean the ability to live in peace and quiet without the intrusion of noise, pollution, unnecessary truck traffic, etc. The proposed project would surely have a negative impact on the property values of all the homes in our area as well as the other areas that surround the Carlson site. This is the wrong location for a project of this type and magnitude. Too many people's lives will be negatively impacted by one man's quest to make a lot of money.

It is my hope that you and your colleagues will do the right thing and deny this proposal.

Sincerely,

Jeremy Vlacancich

John Sartoris  
4 Poppy Lane  
Commack, NY 11725  
S4poppy@verizon.net

April 22, 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 can't help but notice that today is Earth Day. This is a day that we all should focus on the need to protect the Earth's natural resources for future generations. In keeping with that, I am writing to you in absolute opposition to the Carlsoncorp's Townline Rail Terminal proposal.

There are many things wrong with this proposal but I am most concerned about the integrity of the drinking water for all Long Islanders. The Carlsoncorp property is located on top of a federally designated deep recharge area of a sole source aquifer. If this highly sensitive area of the aquifer is compromised by the infiltration of hazardous materials, it would affect the drinking water for all of Long Island. It seems to me that in order to build a project the likes of which

Carlsoncorp is proposing, they will have to drive many pilings deep into the ground to provide adequate support for the enormous weight of the tracks, trains, trucks, buildings and items being hauled. This site was previously sand mined and backfilled which makes it even less viable to support all the weight planned for it. The piles can easily puncture or disturb the clay layer that separates the aquifer from the surface materials thus leaving it prone to infiltration of pollutants from above. There is already a documented plume of toxins that is leaching from the Huntington landfill which is located a few hundred yards from the Carlsoncorp site. What is to stop this plume from leaching into the area where the piles will be driven? Surely there are safer places to put a regional freight yard where it can not impact the ONLY source of drinking water for the several million people that live on Long Island.

I read Mr. Carlson's posts on Facebook and on his ads in the newspaper. He claims that his proposed freight trains are the only way the ash from Covanta can get from the Huntington incinerator off of Long Island once the Brookhaven landfill closes – and if he fails to build a train terminal that the ash at Covanta will have to be trucked off Long Island. ***This simply isn't true.*** There are other projects further along that surely will be able to remove the garbage and there is no reason that the garbage being hauled to the landfill now can't be hauled to another freight terminal when the time comes. Mr. Carlson does not point this logical option out because he won't be able to make any money if a competitor hauls away the ash. I can't understand how he is allowed to spread these untruths just to further his acquisition of wealth.

It is my hope that you will not approve this threat to our sole source aquifer – the only source of drinking water for people on Long Island.

Sincerely,

John Sartoris

April 30, 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 on behalf of my sister-in-law and her family that live in Commack, New York. They have been keeping us abreast of the situation in their area about a freight train terminal being proposed by Carlsoncorp. Needless to say, we all are very upset about this as it will surely have a negative impact upon our family that lives in Commack (as well as their neighbors). Projects of this nature have no business being placed so close to residential neighborhoods that have homes, schools, parks, etc. – it is basic common sense!

For the sake of my family members and the rest of the people that live nearby the site I respectfully ask that you exercise prudence and vote no against building a freight train terminal so close to people's homes and children's schools.

Thank you for your consideration of this matter.

Sincerely,

Mark Kania

15 Brandywine Drive

Glenmoore, PA 19343

April 27, 2023

The Honorable Martin J. Oberman

Chairman

Surface Transportation Board

395 E Street, S.W.

Washington, D.C. 20423

RE: Surface Transportation Board Decision, Docket No. FD\_36575

Dear Chairman Oberman:

As the mother of three children, I am very opposed to the freight train rail and freight trucking proposal. It is way too close to homes and it is way too close to several schools in our area. We did our research before we spent our life savings and bought our home. There is no way we ever anticipated that there would be a possibility of a freight train and freight trucking yard here – the zoning just does not allow for a use like that. The Smithtown zoning codes should be respected and followed. The zoning codes are supposed to keep land uses appropriate and harmonious with the other properties in the area. A freight train and freight trucking yard would not be an appropriate and harmonious use of that land with the surrounding residential areas.

I respectfully ask that you deny this proposal.

Sincerely,

Pam Ekker

April 18, 2023

The Honorable Martin J. Oberman

Chairman

Surface Transportation Board 395

E Street, S.W.

Washington, D.C. 20423

RE: Surface Transportation Board Decision, Docket No. FD\_36575

Dear Chairman Oberman:

My sister and her family live in Commack, New York. She has been telling me about the proposal to put a rail spur and freight rail terminal near her home. Our family is very concerned about this proposal and the effect it will have on my sister and her family. I can only imagine how a freight train terminal could impact so many people's lives that live in that area. 15

I volunteer for the American Red Cross and am deployed to places in the U.S. to assist homeowners after natural or manmade disasters occur. I have witnessed the devastating affect these disasters can have on the people who live nearby. Of late, there are so many train derailments in the news – of course the one in East Palestine, Ohio is the most noteworthy. I fear that if this proposed freight train terminal is allowed to be built in that area of Kings Park, it will lay the groundwork for the possibility of a life-threatening disaster for my family and all her neighbors.

There are some disasters that are beyond our control – hurricanes, tornadoes, earthquakes among a few. Then there are disasters that never have to occur in the first place. Manmade disasters are a result of poor planning and are avoidable with sensible planning. I implore you to use commonsense when reviewing this proposal and deny approval for it. It is way too close to homes in an area that would be impossible to evacuate quickly if something went wrong. My experience tells me that things go wrong all the time.

Sincerely,

Valarie Kania

15 Brandywine Drive

Glenmoore, PA 19343

Valarie.kania@gmail.com

April 19, 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,

A Carlson freight yard would be disastrous in our community. It is unnecessary and will only serve to benefit CarlsonCorp.

There are other existing facilities in better locations able to handle trash by rail.

There will be noise all day, readying cars to go out, loading cars, emptying cars, coupling cars, diesel trucks coming in and going out. At night, families, including children, will be woken up while diesel locomotives pull in, unhook cars, hook up others, and move out. Children will be awakened, lights and noise disrupting their lives.

Researchers at McGill University and the Douglas Mental Health University Institute in Montreal found that children who had a better-quality sleep performed better in math and languages.

The children in our community will pay the price for this unnecessary freight yard.

I respectfully ask that you deny this proposal.

Sincerely,

Joanne Chicvak  
23 Twin Oaks Drive  
Kings Park

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

April 20, 2023

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

Dear Chairman Oberman,

Townline Rail Terminal is presently seeking permission from the Surface Transportation Board to construct and operate a line of railroad having at least five tracks totaling 9,400 feet, two buildings totaling at least 100,000 square feet, and a 161-freight car capacity totaling 10,456 feet of train.

It's really going to be just a freight/trucking yard, not a railroad line.

This freight yard will be right in the backyards of many friends I went to school with. It's on top of their homes, and it's unnecessary. There are other suitable locations for rail transfer of trash on Long Island that already exist and already have more than enough capacity to handle Long Island's needs.

What a freight yard at this location will do is add more diesel truck traffic on local roads that are already burdened with way too many trucks coming and going from Old Northport Road. They pass directly in front of schools, ball fields, and hundreds of homes.

The noise from the freight yard will occur day and night. This is not the correct location for this type of proposal.

I ask that you please deny Townline Rail Terminal's application.

Thank you for your consideration.

Respectfully submitted,

Gregory 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

April 21, 2023

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

Dear Chairman Oberman,

I am writing this letter in opposition to the above proposal.

This freight yard will be harmful to the residents in the area, especially the children. It will be just yards away from families' backyards – not miles away. Together, we strive to keep our children safe, healthy and happy. There is nothing more welcome than watching kids play in the yard with friends. It is here where there is a reasonably high expectation of safety.

Studies show a link with freight-railyard pollution to asthma-related pediatric emergency department hospital visits. Moreover, children attending schools near the yards were more likely to exhibit airway obstruction, with higher prevalence of abnormal peak expiratory flow and airway inflammation.

The surrounding communities already carry 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 noxious uses, legal, illegal, and unchecked for decades on Old Northport Road in Kings Park.

Adding freight-railyard pollution to this area will make children, elderly, and already compromised community members sick.

I hope the board denies the above application.

Respectfully,  
Samantha DiGirolamo  
18 Larch Street  
Hicksville, NY

Millie Marchese  
36 Brewster Avenue  
Northport NY 11786  
Email: millie.marchese@gmail.com

April 12, 2023

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

RE: Surface Transportation Board Decision, Docket No. FD\_36575

Dear Chairman,

I have been a resident in this area for over 30 years and I am appalled on what is happening. I am writing to you requesting that you deny the proposal from the Carlsoncorp to build a railroad spur and a regional rail terminal on the property located at 140 Old Northport Road in Kings Park, New York.

The proposed location is surrounded by residential areas. Such project will only add to the pollution already experienced from the Covanta Incinerator plant located at 99 Town Line Road, Northport NY.

Over 13,467 students attend classes at twenty two schools in the surrounding communities. Late night freight cars unloading and loading cargo on 10,000 feet of track is not conducive to our children's sleep nor would the additional traffic of vehicles working and transporting from such a large industrial site make matters better. In Kings Park NY sits the closed Kings Park Psychiatric Center laden with asbestos, only adding to our already elevated rates of cancer and poor water quality that the EPA has determined is substandard and filled with PFA chemicals which are highly toxic.

Presently at the Deer Park, NY LIRR Train Station along Pine Aire Drive, behind the Heartland Golf Park sits a 36 car spur surrounded by industrial buildings. There sits several acres of land that could be developed to simply add additional lanes to the existing spur. This would be more cost effective in terms of time and materials to construct a new spur and terminal. Furthermore, the Ronkonkoma Branch of the LIRR services a greater portion of Long Island and would be more beneficial to the rail system being centrally located.

In closing, I would like to thank you for reading my letter. Sadly the owners of the Carlsoncorp are opportunists and their only intentions are profit driven. They have no concerns for quality of life in our community as they are not residents. Please do not allow this project to go forward.

Sincerely,

Dr. Millie Marchese