

February 5, 2024

Andrea Poole
Environmental Protection Specialist
Surface Transportation Board
395 E Street, SW
Washington, DC 20423

RE: Townline Rail Terminal, LLC – Proposed Construction and Operation of a Line of Railroad,
Docket No. FD_36575

Dear Ms. Poole,

Upon reviewing the Draft EA for the Townline Rail Terminal, LLC, I noticed that on page 21 in the Transportation Network section there are mention of roads, specifically Townline Road and the Sunken Meadow Parkway, that can be used to travel to the light industrial area. This is incorrect! The Sunken Meadow Parkway (like all parkways on Long Island) does not allow for commercial traffic, therefore it should be removed from the list of roads. The same thing goes for Townline Road. This road has time and weight restrictions on it. Townline Road is also a two-lane road that runs through residential neighborhoods until it arrives at Jericho Turnpike. Up until Jericho Turnpike, there are many blocks of single-family homes, a park and two schools (North Ridge Primary School and Commack High School). Further south but prior to Jericho Turnpike, there is a historic church (Commack Methodist Church) and Pumpkin Patch Nursery School. The only road that was designed for commercial truck traffic is Indian Head Road. This road runs north to south and ends at the intersection of Jericho Turnpike. There is no mention of Jericho Turnpike – the main street in Commack that runs east to west and contains all of the stores for Commack. Traffic studies should be conducted that include the appropriate roads for commercial traffic only and also study the impact the truck traffic would have on Jericho Turnpike.

I was perturbed to see that there was no mention of emergency plans/routes/procedures in the case that there is a reason to evacuate the residences and schools that surround the proposed site. What is the plan if some sort of catastrophic incident were to occur that necessitated evacuation of the surrounding communities? Furthermore, there was no discussion of who would intervene in the event of a catastrophic incident. All of the surrounding communities are serviced by their own volunteer fire departments and ambulances corps. Has the OEA made any effort to determine that each fire department and ambulance corps has the proper training, equipment and manpower to safely and effectively intervene in the event of a catastrophic situation such as a derailment, explosion, etc.?

Considering all of the matters that were not addressed in the Draft Environmental Assessment, the OEA should take it upon itself to revisit its decision to grant a waiver to the full Environmental Impact Survey, especially because of the serious issues surrounding this project. Please advise.

Regards,

Andrew Axelrod
23 Coconut Drive
Commack, NY 11725