

Townline Rail Terminal, LLC – Purpose and Need Statement

Under the Council on Environmental Quality (CEQ) regulations implementing NEPA (40 C.F.R. § 1508.9(b)), an agency's environmental analysis must include a brief discussion of the proposed project's purpose and need.

Introduction

Townline Rail Terminal, LLC ("Townline") is a Limited Liability Company established in 2021 to hold itself out as a common carrier railroad. Townline is affiliated with CarlsonCorp, Inc. ("Carlson"). Carlson operates a New York State Department of Environmental Conservation ("NYSDEC") permitted waste transfer facility for the recycling and processing of recognizable uncontaminated concrete, asphalt pavement, rock, brick, and soil ("RUCARBS"), woody yard waste, un-adulterated wood, yard waste, and horse manure. Carlson operates its NYSDEC permitted facility on 82 acres in Smithtown, NY.

Townline intends to construct and operate approximately 5000 feet of new common carrier railroad on the northern most portion of the property along the boundary line which runs adjacent and parallel to the Long Island Railroad Port Jefferson Line. New York & Atlantic Railway operates freight service on this main line and has entered into an agreement with Carlson to install a new switch connecting the Proposed Line to the interstate network.

Purpose and Need Statement

Townline's proposed project is needed because Townline intends to provide a rail option to customers located on the Carlson property and adjacent properties. Once operational, Townline will immediately serve Carlson and Covanta Energy. It will also offer rail service to Kings Park Ready Mix, Kings Park Materials (Asphalt plant) and Pelkowski Precast concrete.

Covanta Energy currently ships incinerator ash, a byproduct of its local waste-to-energy facilities, to the last remaining landfill on Long Island. That landfill also receives construction and demolition debris from various sources on Long Island. However, it is scheduled to close in 2024. At that time, the only disposal option for the incinerator ash and construction and demolition debris is to transport it off of Long Island. Townline's proposed project will provide a rail option for the transportation of this material. Otherwise, this material will have to be shipped via tractor trailer/triaxle trucks. It is anticipated that Covanta Energy produces 4,000 freight car loads or 12,000 truckloads of incinerator ash per year.

The other potential customers do not currently receive any rail service. Currently, Carlson, Kings Park Ready Mix, Kings Park Materials, and Pelkowski Precast concrete receive 10,000 truckloads per year that could be shifted over to rail service.

The purpose of Townline's proposed project is to provide rail service to facilitate the movement of incinerator ash and construction and demolition debris off Long Island while minimizing truck traffic on local roadways. In addition, the Townline project would provide the other industries located on and adjacent to the Carlson property access to the interstate rail system providing an alternative to truck transportation.