Townline Association Inc.
Huntington/Smithtown

Protecting Our Quality Of Life
For Generations To Come

Surface Transportation Board
Office of Environmental Analysis
395 E. Street SW
Washington, DC 20423

February 5, 2024

Attn: Andrea Poole, Environmental Protection, Specialist

RE: Draft Environmental Assessment, Docket Number FD 36575
Townline Rail Terminal, LLC – Proposed Construction and Operation of a Line of Railroad in the Hamlet of Kings Park, Town of Smithtown, Suffolk County, NY.

Dear Ms. Poole,

Please allow this correspondence to serve as Townline Association Inc.'s formal comments to the Draft Environmental Assessment (DEA), Docket Number FD 36575, and dated January 5, 2024, regarding Townline Rail Terminal's (Townline) proposed construction and operation of a line of railroad in the hamlet of Kings Park, Town of Smithtown, Suffolk County, NY (Proposed Action).

Overview

Founded twenty-four years ago, Townline Association is a volunteer community civic organization that works with and on behalf of the residents of Kings Park, Commack, East Northport, Northport and Fort Salonga.

Three common threads run through Townline Association's response to the OEA's Draft Environmental Assessment:

- Foundational facts, such as knowing the full history of a proposed project site, are essential in reaching sound conclusions.
- Failure to identify and evaluate downline impacts of a project is detrimental to the community, local government and the petitioner.
- Legitimate studies must include not only an accurate characterization of a proposed site, but the surrounding area.

Public comments add knowledge and insight to a proceeding. It is members of the public that know the land, resources, industry, and stakeholders intimately. It is for these reasons public comments are invited.

Response

Purpose and Need

Page 6 - Townline's purpose is to provide a rail option for transporting incinerator ash and clean C&D debris off Long Island by rail instead of by truck. Townline sees this need as time-sensitive because of the pending closure in 2024 of the Brookhaven Landfill.

This justification does not exist.

The Brookhaven Landfill facility currently accepts a variety of wastes. The three main items it accepts are Construction & Demolition debris (C&D), ash and Municipal Solid Waste (MSW) for transfer to Covanta.[1]

Regarding C&D, the NYSDEC has permitted two existing Suffolk County disposal facilities new capacity.

1. Peconic Environmental Services Corp. (Gershow) at 100 Peconic Avenue, Medford
    a. 581,400 tons/year of C&D permitted at Peconic Avenue
        i. 1,938 tons/day
2. Omni Brentwood Rail Transfer
    a. 690,000 tons/year permitted at 80 Emjay Boulevard, Brentwood.
        i. 800 tons/day of MSW (240,000 tons/year)
        ii. 1,500 tons/day of C&D (450,000 tons/year) (Attachment "A")

In 2023, the Brookhaven Landfill accepted about 470,000 tons of C&D waste, down from about 600,000 tons of C&D waste the prior year, according to Christine Fetten, Commissioner of Brookhaven's Recycling & Sustainable Materials Management.[1] (Attachment "B")

The increased C&D capacity at already existing Omni Brentwood Rail Transfer and Peconic Environmental Services Corp. far surpass the amount of C&D that will be lost with the closing of the Brookhaven Landfill. **Surplus capacity now exists for C&D.**


Newsday

Brookhaven landfill to stay open another 2 years

"We will take ash through the year 2027 ... into 2028, potentially," Panico said during an interview in his Town Hall office.

Regarding incinerator ash, newly elected Town of Brookhaven Supervisor Dan Panico recently announced that the **Brookhaven Landfill will remain open to accept ash until 2027 or 2028**.[2]

Newly elected Suffolk County Executive Ed Romaine understands the need for a regional plan when it comes to waste disposal in the county. "Romaine said the county's pols need to take a look at regional solutions, such as a regional solid waste plan, that we desperately need for this county."[3]

The draft EA does not make it clear there are four Covanta Waste to Energy facilities on Long Island, Covanta Babylon, Covanta Hempstead, Covanta MacArthur, and Covanta Huntington.

Covanta Huntington has, however, made it clear to the local communities that a decision regarding using the proposed rail project has not been made.

"Covanta continues to explore options and has not finalized plans regarding how we will handle the ash from our Long Island facilities following the closure of the Brookhaven Landfill," which has been extended to 2027 or 2028. (Attachment "C")

We live, work, play, thrive, and grow as a region, not just within our village, town, and city. The important challenges we face together, such as clean water, quality housing & jobs, transportation, and yes, waste management, require regional solutions. Piecemeal responses not only lead to inferior solutions, they lead to inequitable solutions.

Operation

Page 16 & 17 - Townline would also market its rail service to other potential customers for importing goods and commodities, such as aggregate and construction materials…. Townline expects that train length would average 16 cars but would not exceed 27 cars per train… During normal operation hours, Carlson would load the aggregates and construction materials and ship them locally using one tractor trailer.

The above assertions seem to be treated as facts. A review of the entire STB proceedings does not bear out these claims. The DEA characterizes the extent of the petitioner's import business as limited to aggregates and materials to supply a local asphalt plant, cement ready-mix plant, and precast producer, however looking at the project and filings as a whole, it is clear that the import aspect of the business model will be much larger than The Office of Environmental Analysis (OEA) is advancing. The result of these actions downplays the scope of this Proposed Action.

In Townline's initial meeting and presentation with the OEA, the petitioner was clear that it will service the local concrete and asphalt plants, but it will also service lumber yards and car dealerships, none of which exist in the industrial area. Furthermore, the petitioner is clear that it intends to import "goods and commodities that are not readily available in the area." (Attachment "D)

The DEA, in several areas, notes the petitioner expects the train length would average 16 cars. This is not borne out by looking at the filings as a whole.

The petitioner's attorney in a letter of response dated September 30, 2022 to Danielle Gosselin, OEA, answers: NYA trains delivering and picking up cars on the new line will consist of 2 locomotives per train, with approximately 25 cars per train. (Attachment "E")

Not only has the petitioner's attorney stated the average amount of cars will be 25, not 16, but the petitioner has told the community many different versions on this topic.

These include:

- 1 singular locomotive will arrive on weekdays during the evening. Dropping off 27 cars and pick up the same for the trip back.
- 20 trains will leave and come back empty.
- 1 train will arrive with empty railcars.
- Townline will not handle any bulk petrochemicals, petroleum, chemical or hazardous materials of any kind. (Attachment "F")

The DEA asserts the petitioner will ship aggregates locally using one tractor trailer. This begs the question, why does the site plan contain bays for 50 diesel tractor trailers? (Attachment "G")

The DEA also repeatedly mentions 1 train per night, however the petition itself dated November 27, 2022 avers, "Townline will interchange with NYAR and anticipates an **initial** operation of one-train per day 5-days a week to utilize the Proposed Line."[4]

The purposeful use of the word **initial** is legally significant and should not be overlooked.

Regarding hazardous materials, the petitioner would be required under federal law to transport any freight, including hazardous materials, upon reasonable request. (49 U.S.C. 11101(a)). Yet the petitioner has repeatedly told the community it will not. Although these materials would not be able to be unloaded in the waste transload facility, the petitioner would be obligated to use the freight unloading track.[5]

Why is this all important? It is important because the specifics contained within the DEA can reasonably be regarded as downplaying the prospective scope and materiality of the Proposed Action. This is especially important to stakeholders, including the community. Before sound conclusions can be drawn, it is imperative that the real scale of the proposal be accurately defined.

Transportation

Page 21 -Townline estimates that the Proposed Action would reduce truck transportation on the transportation network because waste and other commodities would be moved by rail instead of truck; The study area for OEA's evaluation includes the transportation network of Townline Road / Old Northport Road, Greenwood Road, Meadow Glen Road, and Sunken Meadow Parkway, which can all be used to travel to other industrial properties in the area.

The study area is flawed. Trucks are not permitted on Sunken Meadow Parkway. What this error means is the Townline Road, Old Northport Road (two separate roads), Meadow Glen Road, Pulaski Road, Commack Road and Indian Head Road will bear the burden of all tractor trailers. These roads pass homes, schools, health facilities, parks, and day care centers. All the previous roads, save for Indian Head Road, are not designed to handle commercial truck traffic. They are one lane in each direction, with weight and time restrictions. (Attachment G-1)

Land Use and Zoning

Page 24 – "The Proposed Action would be located south of the existing LIRR mainline, fully contained on an industrial site. The nearest residence located on Meadow Glen Road is approximately 500 feet north of the Proposed Action site."

The picture being painted by the DEA is misleading. The proposed site is on the very edge of an industrial area, surrounded by homes, schools, parks, day care facilities, and local roads The real picture of the proposed site, and the areas that will be affected, are found in aerial photos. One visit to the site cannot adequately and fully define the area, aerial views do. The attached aerial shows a 1.5-mile view of the proposed site. (Attachment "H") This photo reveals the real makeup of the area – houses, schools, playgrounds, and more.

Regarding the property, approximately 13 acres of the proposed site is zoned Heavy Industrial, 12 acres is zoned Light Industrial, and the remaining 57 acreage is zoned One-Family Residential (R-43).

The DEA committed to the following: "The construction and operation of these roads and buildings are not within the Board's jurisdiction but have been analyzed as cumulative impacts in this Draft EA. [The roads and buildings referred to include a planned indoor 200-foot (ft) x 400-ft truck-rail transloading facility and a semi-enclosed 100-ft x 200-ft material storage building.][6]

The waste transloading facility would have to be erected on what is presently residentially zoned land, requiring a change of zone of approximately 10 to 15 acres from residential to heavy industrial.

The nearest residence is **140 feet away** from the proposed transloading facility, not 500 feet that would be required by the Town of Smithtown to change a zone to heavy industrial.

The Town of Smithtown has long established that the adequate buffer zones between industrial and residential areas with respect to Heavy industry is 500 feet. The present R-43 designation acts as a buffer to residences from heavy industrial uses. Permitting this Proposed Action in total would fly in the face of the Town's long-established policy and the reasons behind it.

The DEA, although committing to analyzing this proposal in conjunction with the necessary buildings, makes no mention of this zoning quandary, focusing solely on the rail spur. In order for the petitioner to utilize its proposed rail spur, the waste transfer facility will be sited in the R43 portion of the property, east of the existing HI zone, as per Townline's plan submitted to the Smithtown Planning Department. Therefore, the proposed waste transfer facility would require a change of zone of approximately 10 to 15 acres from R-43 (residential) to HI, something the updated Town of Smithtown draft master plan reveals no intention of changing.[7]

The DEA relies on the Draft Comprehensive Plan comments and amendments, dated June 2, 2021, when referring to a change of zoning to HI because it would be 500 feet from all residential uses, but does not consider the fact that the rail spur will be useless because the location of the waste transfer facility, which would need a change in zoning from R-43 to HI, does not meet that criterion, not even close. The 500 feet designation is in place to protect residents from heavy industrial uses, and it is not a stretch to conclude a freight yard is one of those uses.

Air Pollution

Page 29 - Potential impacts from the Proposed Action were assessed at the county level with regard to attainment status of previously described criteria pollutants.

Using the entirety of Suffolk County in assessing pollutant impacts clearly benefits the petitioner, but is of great detriment to the families that live in surrounding communities. If the OEA believes its statement that *air quality is an area of concern because air pollutants, such as emissions from locomotives, can affect human health and the environment*,[8] then not looking at the direct and indirect impacts this proposed project will have on the immediate communities is prejudicial to those people who live, work and recreate in the area.

Any exact air quality study must consider the very distinctive nature of this particular site, which includes its close proximity to other major sources of air pollutants.

A principal concern is the cumulative impact the air emissions from the Proposed Action will have on the numerous families in the area, in particular, children, the elderly, and people with pulmonary and cardiovascular problems. These people are already subject to the emissions from Covanta Huntington, venting of methane and other gases from the capped Huntington Landfill and Smithtown Landfill, Northport Power Station, emissions from the medical waste incinerators at St. Catherine of Sienna Hospital and the Northport VA Hospital, along with emissions from the various concrete production, concrete crushing, asphalt production, sand mining, mulching, masonry businesses and construction businesses in the Old Northport Road area in Kings Park and Smithtown.

A simple look at the Permit Review Reports for Covanta Huntington, just across the street from the proposed site, and the Northport Power Station disclose severe ozone nonattainment. (Attachment “I”)

The DEA anticipates both short-term air quality impacts in association with construction[9] and air quality impacts from forecasted operations of the proposed action.[10] These findings cannot be looked at in isolation so as to draw the conclusion that there will be de minimis effect on the health of residents. It is a dereliction of duty if the cumulative emissions are not part of the equation when determining the short-term and long-term health effects on residents. In order to protect human health and the environment, the OEA must address cumulative impacts from exposure to multiple stressors.

Truck-to-Rail Diversion Analysis

Page D11 - While locomotive emissions would increase on the newly proposed rail line, regional emissions would be partially (or wholly) offset by a reduction in truck traffic.

The OEA admittedly relies on data provided by the petitioner when determining the number of trucks that will be removed from the roads. The fox guarding the hen house comes to mind.

Assertions about taking trucks off the road are more complex than just counting the petitioner’s trucks Every ton to be shipped by rail by other customers will first arrive by truck, with each truck making a return trip after it deposits its cargo.

The petitioner acknowledges the freight cars will not come back to the yard empty on return trips. Goods such as lumber and automobiles are noted to be just some of the commodities the freight cars will be hauling back to the yard. This cargo will then be shipped to customers by the petitioner’s fleet of 50 diesel tractor trailers.

The petitioner has stated, “1 locomotive will arrive daily at night and drop off 27 cars and pick up 27 cars.” These freight cars will be filled with goods and commodities that will now have to be delivered to customers.

These are innumerable additional trucks being added to already overburdened local streets, including Townline Road, Old Northport Road, Meadow Glen Road, Pulaski Road, Commack Road and Indian Head Road. The DEA makes no mention of these additional trucks.

The DEA does, however, again relies solely on a regional view. It does not take into account the exponential increase in the amount of diesel tractor trailers that will traverse already overburdened local roads, in front of schools, parks, healthcare facilities and thousands of homes, adding further truck emissions to the surrounding communities. More diesel trucks mean more polluted air for residents, including the elderly and children, to breathe in.

The issue of the number of trucks is so important. Richard Causin from the NYSDOT was unable to answer the OEA’s request for information on any environmental resources that may be affected by the Proposed Line, as well as any requirements or concerns from NYSDOT. “Without additional information, NYSDOT is unable to provide detailed information at this time regarding what, if any, environmental resources may be affected by Townline's proposal.” (Attachment “J”)

To that end, the NYSDOT recommended that a study of the area be conducted that includes the '"facility" being proposed (the rail line) and any anticipated road improvements, specifically including Information regarding traffic and associated emissions effects on the roadway network, if any (e.g. trucks

in and out of the facility during construction and operation). This information does not appear to have been provided.

On any given day, Kings Park's air is found to be the most polluted in New York. (Attachment "K") It is again a dereliction of duty to not study the effects of adding additional air emissions to the local area. Focusing on regional conditions alone is not in the best interest of local residents and therefore not in the best interest of helping the Surface Transportation Board (Board) make decisions based on an understanding of the human and physical environmental consequences the Proposed Action will have on these residents.

Vibration

Page 34 - Overall, based on the evaluation below, OEA anticipates the Proposed Action would create negligible impacts on noise and vibration.

The fatal flaw with this conclusion lies with facts missing from the evaluation of the potential impacts of vibrations on the proposed site. What has not been mentioned in the DEA is the fact that the property in question, 140 Old Northport Road, Kings Park, was illegally sand mined in the late 80's and 90's by the Carlson family.

Carlson Associates was found to be in violation of Environmental Conservation Law Section 23-2711(1) and Section 421.1 of Title 6 of the Official Compilation of Codes, Rules and Regulations of the State of New York in 1990; fined $125,500; and ordered to reclaim the site within sixty (60) days of the DEC's receipt of an approved reclamation plan. This was not completed until October, 2018 – 28 years later.

The years between 1990 and 2018 were filled with appeals, investigations into continued illegal sand mining, and rejected, revised & modified plans. (Attachment "L") The fact that this property was illegally sand mined for years and was neither mentioned nor considered in the DEA is disqualifying.

During the reclamation process, the NYS-DEC's sole focus is on slope construction, not whether the mines were refilled with clean fill or compacted properly during the 28 years it took to finally comply with the DEC's order.

The questions raised by this failure to disclose by the petitioner lead to a host of possible disqualifying findings, such as can the proposed Action be safely sited on this property. Empty freight cars weigh 30 tons. According to the petitioner, the freight cars can carry 100 tons once filled, totaling 130 tons. The plan shows a 161-freight car capacity. The issue of illegal sand mining should also have been considered in any study involving hazardous materials released onto the site in light of the fact that this site is located directly within Long Island's major Hydrogeologic Zone I Deep Flow Recharge Area. The property is squarely in a Suffolk County Article 7 restricted area.

Also not mentioned, discussed or studied in the DEA is the fact that this subject property was used as an illegal dump in the past. The question of if or how this dump was mitigated is unknown. (Attachment "M")

If it was the petitioner's responsibility to advise the OEA of a complete overview of the environmental concerns on the property that were necessary for the agency to conduct a full analysis, the petitioner left many important facts out.

As stated above, public comments add knowledge and insight to a proceeding. It is for these reasons public comments are invited. It is members of the public that know the land, resources, industry, and stakeholders intimately. It is incumbent on the public to share information that is important to complete a full picture for the governing agency.

To this end, it must be noted, along with complaints of continued illegal sand mining and dumping, there have been over 40 violations/summonses cited to the proposed site (140 Old Northport Road, Kings Park) from the Town of Smithtown. (Attachment "N") These include: Voluminous violations for failure to obtain site plan approvals, including for the petitioner's above referenced permitted recycling facility; "Hazard To Health & Safety To The Community" violation; improper storage of garbage and rubbish; zone violations; excess unregulated vehicles; allowing sand and gravel processing in residential areas; unlicensed containers; open roll-off container without license; unmarked roll-off containers; roll-off in street; operating private dump in residential area; failure to obtain approval for newly constructed building; and allowing waste to be stored in open non-waterproof containers. This list reveals just some of the violations attributed to this site and this petitioner.

Also, not mentioned in the DEA is the proximity of the proposed site to the Iroquois Pipeline. (Attachment "O") Construction, constant vibration and rail accidents raise serious concerns about gas pipeline safety and the surrounding residential neighborhoods, none of which has been addressed in the DEA. Consideration should also be given to the LIPA underground transmission lines, and the methane venting system at the Huntington Landfill.

Noise

Page 39 - Primarily because of the low number of trains per day, car coupling, and Trackmobile activity, the 65 DNL contour is contained within the project area, south of the LIRR mainline and, therefore, does not affect any residences.

Sound is not static. It travels. It is not a constant. In an outdoor area, it does not stay within property lines.

Noise is defined as unwanted or excessive sound. Sound becomes unwanted when it interferes with normal activities, such as sleep, work, speech, or recreation. People react to noise differently, based on many emotional and physical factors, such as hearing sensitivity, the degree to which someone is accustomed to noise, or a person's ability to sleep with noise.[11]

It changes depending on its environment. Sound waves experience bending or refraction when the medium they are traveling through changes. Sound travels faster in warm air, and it travels farther in cold weather. Distance, humidity, turbulence, and topography effect how far sound travels.[12]

On one hand, the DEA admits noise levels will increase, but on the other hand, it concludes it would essentially be unchanged.[13] More noise is more noise, and noise travels. Increased freight yard sounds cannot and will not be contained within the project area.

Types of noise also matter. Unpredictable noises, such as squeals, whistles, and grinding brakes, are more stressful than other noises since they are difficult to acclimate to. Heightened levels of cortisol, a type of stress hormone, can lead to various health problems. In a 2022 study in the journal Environmental Research, a link was found between railway noise and incidences of diabetes, even when accounting for variables such as sociodemographic and lifestyle factors. Chronic stress can lead to alterations to a person's insulin sensitivity, inflammation, and changes in appetite.[14]

Chronic exposure to environmental noise significantly affects physical and mental health and well-being. It can lead to annoyance, stress reactions and sleep disturbance, cognitive impairment in children, and can have negative effects on the cardiovascular and metabolic systems. Researchers have analyzed the brain scans and health records of hundreds of people, and they made a stunning discovery: Those who lived in areas with high levels of transportation noise were more likely to have highly activated amygdalas, arterial inflammation and — within five years — major cardiac events. These serious issues must be a part of any analysis regarding noise.[15]

The DEA concludes this is a very noisy urban residential area.[16] The residents in the area do not agree with that assertion and have addressed this issue in a letter to the OEA. (Attachment "O-1")

It is incumbent on the OEA to do non-computer-generated noise studies at all times of the day and night to establish present conditions. Such studies likely will demonstrate that noise levels, especially evening levels, are currently insubstantial, as local residents know.

Biological Resources

Page 43 - OEA anticipates that approximately 5.35 acres of existing vegetated areas would be subject to clearing or disturbance, including 2.22 acres of forested habitat.

Suffolk County has the worst air pollution in all of New York State, yet no consideration was given to the cumulative effect of removing 5.3 acres of existing vegetative areas, which includes forested habitat, on the environment.

Trees remove carbon dioxide from the atmosphere and play a vital role in reducing flooding by slowing down the flow of rainwater, absorbing rainwater and reducing erosion. If the DEA used a wide-angle lens regarding air emissions, then the same should hold true for vegetation, which encompasses the plant life or total plant cover of an area, including trees, shrubs, woody vines, and herbaceous plants.

The carbon impacts of clearing land are dramatic. The claim that the area in question is surrounded by already disturbed land has been proven not to matter when discussing how much CO2 can be eliminated in the air.

The DEA acknowledges vegetation provides habitat and food sources for wildlife, improves air quality, filters stormwater, contributes to flood control, and provides many other ecological functions,[17] but no meaningful analysis is given to what the carbon impact of the Proposed Action would be.

A study by a Boston University biogeochemist and ecologist reveals city trees and soil are sucking more carbon out of the atmosphere than previously thought. The study showed that edge trees grow faster than their country cousins deep in the forest, and that soil in urban areas can hoard more carbon dioxide than previously thought. Existing forest edges, which are typically seen as more disposable, store more carbon than once thought.[18]

An evaluation of the carbon impact of clearing these 5.3 acres is necessary when conducting an air quality analysis. Without it, a valid determination cannot be made between the Proposed Action and No Action regarding resultant pollution.

Water Resources

Page 47 -This section describes the affected environment and the environmental consequences to water resources (surface waters and wetlands, floodplains, and groundwater) from the Proposed Action and the No-Action Alternative. The subsections that follow describe the study area, data sources, and approach used to analyze potential impacts. Overall, based on the analysis below, OEA anticipates the Proposed Action will have little to no impacts on water resources…. OEA consulted with local, regional, state, and federal agencies regarding water resources in the project area… and performed both desktop analysis and field review.

In the late 1970s, the Long Island Regional Planning Board completed a major study called The Long Island Comprehensive Waste Treatment Management Plan. The plan divided the island into eight hydrogeologic zones. These zones were codified into the Suffolk County Sanitary Code as ''Groundwater Management Zones" and afforded a high degree of legal protection. Portions of two of these zones are in Smithtown. Zone I is a deep recharge zone where water recharges the Magothy and Lloyd aquifers. Zone VIII is a shallow recharge zone where water recharges the Upper Glacial aquifer and eventually flows into the Nissequogue River.[19] The proposed site is situated directly within Long Island's major Hydrogeologic Zone I Deep Flow Recharge Area.

This proposed project site is squarely in an Article 7 restricted area (Zone 1) and storage of any toxic or hazardous materials, as defined in Article 7 of the Suffolk County Sanitary Code, is severely restricted. This was confirmed to the OEA in a letter dated July 22, 2022, by Julia Priolo, Principal Environmental Analyst at Suffolk County's Office of Ecology. (Attachment "P")

It is well settled that the "common carrier obligation" (CCO) refers to a statutory duty of railroads.[20] To comply with the CCO, rail companies cannot refuse to carry hazardous materials, such as anhydrous ammonia and chlorine, even if the railroads' risk outweighs their potential reward. Suffolk County expressed its concern about this issue, citing the limited information provided. (See attachment "P")

The DEA is utterly void of information regarding the potential and significant ramifications of spills, which have proven to be a major source of water contamination on Long Island. A spill, leak or any size breach of hazardous material at this Zone 1 location will seep into the aquifer, thereby harming Long Island's drinking supply. This is exactly why Suffolk County codified critical restrictions to protect the groundwater quality in this zone.

Another piece of significant information that is neither mentioned nor addressed is that part/most of the property falls within the resultant plume from the Huntington Landfill, which discharges into Sunken Meadow Creek and LI Sound (Smithtown Bay). (Attachment "Q") This is yet again another material piece of information that was not included in the OEA's analysis of potential impacts.

It is well known that Long Island, particularly Suffolk County, has a severe drinking-water problem. Long Island gets its drinking water from a single source underground aquifer. Groundwater filtrates into the aquifer, often carrying pollutants that exceed EPA standards. Every drop entering Long Island's groundwater aquifers flows to either a drinking water well or to the nearest stream, lake, bay, or harbor.[21] A spill, leak or any size breach of hazardous material at the proposed site will only add to the continued degradation of Long Island's water quality.

It is imperative to maintain Suffolk County's potable drinking water resource, as it cannot be replaced. There is no other source of potable drinking water available for residents other than the groundwater presently being withdrawn from municipal supply wells drilled locally into this precious 'Magothy' aquifer. Consequently, it is of obvious importance that to preserve Suffolk County's drinking water resources, any new activity upon the land surface over deep flow recharge areas be thoroughly vetted to

prohibit potential sources of contamination, such as spills, from conveying contaminants infiltrating downward into the underlying aquifer. “Today, these special groundwater protection areas, and their environs, still remain as critical areas of environmental concern given increasing development densities.” (Attachment “R”, Charles Rich, CA RICH Geology Services, D.P.C.)

The water analysis in the draft EA merited a mere 3 pages of the entire 211-page assessment, with the Northern Long-Eared Bat earning 50+ pages. The draft EA is severely derelict in its analysis of the serious potential water impacts of this proposal.

Hazardous Materials Release Sites

Page 53 - While there were several hazardous materials sites identified within the study area, there were no hazardous waste release sites identified within the Proposed Action site.

This is patently untrue. Toxic Target has identified at least 8 spills on the on the petitioner’s property, including petroleum. (Attachment “S”)

There has also been a report of potential uncontrolled emissions involving carbon monoxide, nitrogen dioxide, and sulfur dioxide. (See Attachment “S”)

The issue of illegal sand mining should also have been considered in any study involving hazardous materials released onto the site in light of the fact that this site is located directly within Long Island's major Hydrogeologic Zone I Deep Flow Recharge Area. The property is squarely in a Suffolk County Article 7 restricted area. (Discussed above)

Legal Standard

I. The National Environmental Policy Act Mandates that the Board Carefully Analyze All Significant Environmental Consequences.

The National Environmental Policy Act ("NEPA") generally requires federal agencies to consider "to the fullest extent possible" environmental consequences "in every recommendation or report on… major federal actions significantly affecting the quality of the human environment." 42 U.S C § 4332(2)(C). Specifically, NEPA requires a federal agency such as the Board to prepare a detailed Environmental Impact Statement (EIS) for all "major Federal actions significantly affecting the quality of the human environment.[19] NEPA thus "ensures that the agency will have available, and will carefully consider, detailed information concerning significant environmental impacts; it also guarantees that the relevant information will be made available to the larger [public] audience.[20] As the Supreme Court has stated," by focusing the agency's attention on the environmental consequences of a proposed project, NEPA ensures that important effects will not be overlooked or underestimated only to be discovered after resources have been committed or the die otherwise cast. [21]

Here, the Board has chosen to rely on an Environmental Assessment instead of an EIS. Townline Association disagrees with this decision and urges OEA to give the Proposed Action the requisite “hard look” it deserves. As demonstrated herein, the Proposed Action will significantly impact the quality of the human environment for the community surrounding this action, and the purpose behind the project can be easily met with existing rail waste transfer facilities on Long Island.

A. The Board Must Take A “Hard Look” at the Real and Potential Environmental Consequences of the Proposed Action through the EIS or EA process, Including Alternatives to the Project.

NEPA's "sweeping policy goals" are realized through a set of "action-forcing" procedures that require agencies to take a "hard look" at environmental consequences.[22] Congress did not intend the agency to "contemplate the environmental impact of an action as an abstract exercise" but rather that the "hard look" be "incorporated as part of the agency's process of deciding whether to pursue a federal action."[23] Indeed, the Board has often acknowledged the extensive scope of its NEPA obligations. In particular, NEPA's EIS process will ensure that the Board takes a "hard look" at environmental consequences required by NEPA for this project.

However, simply deciding to create an EA or an EIS does not, by itself, fulfill the Board's requirements under NEPA. In order to comply with the "hard look" requirement, the EIS or EA must permit a court to "determine whether the agency has made a good faith effort to consider the values NEPA seeks to protect.[24] Reviewing courts have repeatedly faulted agencies for errors and omissions, including failures to consider cumulative impacts, omission of scientific evidence and sources, or failure to discuss mitigation measures.[25]

NEPA provides that an EIS or EA must contain a discussion of "alternatives to the proposed action," and that federal agencies must "study, develop, and describe appropriate alternatives to recommended courses of action in any proposal which involves unresolved conflicts concerning alternative uses of available resources."[26] For an EIS, "[t]he alternatives section should present the environmental impacts of the proposed action and the alternatives in comparative form."[27] The Board should "[e]valuate reasonable alternatives to the proposed action, and, for alternatives that the agency eliminated from detailed study, briefly discuss the reasons for their elimination" and "[d]iscuss each alternative considered in detail, including the proposed action, so that reviewers may evaluate their comparative merits."[28] Consequently, "[t]he agency must look at every reasonable alternative within the range dictated by the nature and scope of the proposal. The existence of reasonable but unexamined alternatives renders an EIS inadequate."[29]

Similarly, it is not sufficient for the Board to simply decide between a "no action" alternative, or approval of the proposed rail line here in an EA. NEPA requires contemplation of an adequate range of alternatives.[30] The Board must consider all reasonable alternatives to the Proposed Action, including no action, alternate pending projects, or other changes. This is especially important here because the potential effects of the proposed action impact the entire Long Island region.

B. The Existing Three Rail Waste Transfer Facility Projects Are a Reasonable Alternative That OEA Must Evaluate.

Townline claims it seeks to construct and operate the proposed rail line to serve a pending need for the transportation of C&D and potentially incinerator ash off of Long Island. Townline Rail claims this is a pressing near-term need because the Brookhaven Landfill, a public landfill on Long Island that accepts C&D, is scheduled to close in 2024. Once operational, Townline intends to immediately serve the CarlsonCorp transloading facility, transporting C&D. While Townline claims there is a pressing need for this C&D transfer facility and rail operation due to the upcoming closure of the Brookhaven Landfill, this unsupported proclamation is inaccurate at best. There are already three other private rail waste transfer stations — in Yaphank, Brentwood, and Medford — in various stages of approval and development to haul waste off of Long Island by rail.[31] The increased C&D capacity at already existing Omni Brentwood Rail Transfer and Peconic Environmental Services Corp. far surpass the amount of C&D that will be lost with the closing of the Brookhaven Landfill as noted herein. In other words, surplus capacity now exists for C&D.

As a result, these other three rail waste transfer facilities should be examined and chosen as the more appropriate alternatives. There is absolutely no need for this project based on the need as described by Townline for additional rail waste transfer facilities on Long Island at this time. The Proposed Line will merely create large environmental issues for the community including additional noise and pollution as well as a significant risk to the limited water supply from the aquifer on which this project would sit.

Further Comments

In addition to the above comments, Townline Association incorporates below the comments of Brian Duggan, J.D., P.G., dated February 1, 2024, which provides substantive comments regarding the Draft Environmental Assessment and should be read in conjunction with Townline Association's comments herein.

Moreover, Attachment "T" includes over 260 letters from community members with observations and comments regarding this proposal. These residents raise issues such as environmental concerns, health concerns, air quality concerns, noise concerns, traffic concerns, safety concerns, and much more. Their letters are attached to be considered and addressed. Also, find over 4,300 signatures from local residents who are opposed to the proposed proposal by Townline.

The failure of the DEA to review all material facts as set out in this response leads the community to question the soundness and validity of the DEA's findings, and possibly the fairness of its process.

Potential impacts have been downplayed and crucial details have been omitted.

The most crucial role of an environmental assessment is in ensuring that new projects do not harm our environment. It must be thoroughly looked at through the lens of the past, the present and the future. Without doing so is like trying to solve a puzzle with missing pieces. The community and the region suffer.

In this assessment, critical issues, such as soil degradation, water pollution, air pollution, increased tractor trailer traffic, noise, disruption and harmful health consequences to the local communities' residents, have been based on incomplete information and the mischaracterization of significant matters.

Considering the totality of the Proposed Action and the project site, this proposal will irrevocably harm Long Island.

/s/ Linda Henninger

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February 1, 2024
VIA ELECTRONIC MAIL

Re: Review and Comments on behalf of Townline Association, Inc. of the Surface Transportation Board Draft Environmental Assessment under NEPA (Docket No. FD 36575) for the Proposed Townline Rail Terminal, LLC, Kings Park, N.Y.

Dear Ms. Henninger,

I am pleased to present the findings of my review and associated comments of the above referenced Draft Environmental Assessment completed by the Office of Environmental Assessment (OEA) for the proposed construction and operation of the of the Townline Railroad Terminal, a proposed new 5,000-foot rail line (with associated switches and sidetrack) in the hamlet of Kings Park, Town of Smithtown, Suffolk County, New York. The Draft EA evaluated the potential environmental and historic impacts of Townline Rail Terminal, LLC's request for Surface Transportation Board authorization to construct and operate the proposed rail line and common carrier service to be integrated with the associated Carlson Corp. Transloading Facility providing truck to rail transportation of solid wastes, construction materials, and commodities.

My review, comments, and associated questions below are organized according to the Surface Transportation Board's Draft Environmental Assessment's chapters and sections. My review is completed in order to support Townline Association Inc's public comments concerning this EA under NEPA, due on February 5, 2024.

CHAPTER 1 PURPOSE AND NEED

1.1 INTRODUCTION

Carlson Corp., Inc. (Carlson) currently operates an 82-acre property in the hamlet/census designated locality of Kings Park in the Town of Smithtown, County of Suffolk, N.Y. (the Carlson Property) The Property is situated in the Town's industrial use area, located along its western border with the Town of Huntington, divided by Townline Road. The property also adjoins the

MTA/Long Island Rail Road (LIRR), which is mainly a commuter railroad, but also includes a freight common carrier line operated by New York and Atlantic Railway (NYA).

Comment relating to the first paragraph in the Background subsection (page 3 of the EA):

The OEA reported that due to the stringent State requirements concerning solid waste landfills of Long Island set forth in the State's Environmental Conservation Law ECL 27-0704, Long Island has no active municipal solid waste landfills. However, as identified by OEA in the following paragraph, there are currently five (5) solid waste landfills. Please correct the contradictory information.

The OEA identified solid waste disposal concerns on Long Island, but only referred to Suffolk County and Nassau County regulations and did not discuss NYSDEC Solid Waste Management Planning relevant to the proposed truck to rail facilities handling solid waste.

Did the OEA review the State's Draft Solid Waste Management Plan, most recently finalized in 2023, to evaluate the State's updated goals for local planning units concerning coordinated solid waste management planning on Long Island, and the Proposed Project's relevancy to these plans?

The OEA referenced the concerns associated with Long Island Landfills are due to the presence of "… deep flow recharge areas (where water seeps into ground to fill aquifer), which provide drinking water on Long Island." However, the information is not complete. OEA should consider reviewing the NYS Department of Environmental Conservation's (NYSDEC's) ongoing Long Island's Groundwater Sustainability programs which may assist the OEA's review and provide background understanding of Long Island's Sole Source Aquifer and the Hydrogeologic Deep Water Recharge Areas. Please review the attached CA RICH Geology Services, D.P.C. opinion letter to Townline Associates dated May 5, 2023, Re: "Townline Railroad Terminal, LLC Plan Proposal, Kings Park, NY within the Hydrogeologic Zone I Deep Recharge Area."

This is further discussed in the comments to Section 3.8 of the Draft EA.

Comment concerning the second main paragraph relating to the discussion of the active landfills located on Long Island (page 3):

The OEA identified existing MSW and C&D Waste disposal facilities on Long Island. This is apparently relevant to the existing operations with respect to the purpose and need for the Proposed Action and the associated Transloading Facility. However, would it also be relevant to include a discussion of existing transloading truck to rail facilities currently operating on Long

Island proper (including Queens and Kings Counties) for removing solid waste off the Island to permitted solid waste disposal facilities elsewhere in order to determine whether there is a need for developing and operating the Proposed Action and the associated Transloading Facility?

It is noted that the Blydenburgh Road Landfill and the 110 Sand Clean-fill Disposal Site regulatory restrictions permitting clean fill only, due to the two facilities being located in the "deep-flow aquifer recharge area." Please refer to the opinion letter referenced above and further comments to Section 3.8 of the Draft EA.

Comment relating to the second main paragraph and the Local Plans Section on page 4:

The OEA stated that there has been research to improve solid waste disposal for Long Island, and OEA also states that local MSW planning units are required to have solid waste management plans. However, the OEA doesn't provide reference to State's Draft Solid Waste Management Plan, most recently finalized in 2023, to evaluate the State's updated goals for local planning units (such as the Town of Smithtown, Town of Huntington) concerning coordinated solid waste management planning on Long Island (as referenced above).

The Town of Smithtown Comprehensive Master Plan section referenced the Town of Smithtown's planned land-use classification changes in the Project Area and in the associated Carlson Transloading Facility in order to permit the development and operation proposed truck to rail facility but does not relate this to the Town's Solid Waste Management Plan. It may be more appropriate that this paragraph be relocated to the Land Use and Zoning discussion in Section 3.3 of the EA.

Comment concerning OEA's Other Local Plans section (page 5):

As commented above, since this Proposed Action and proposed Transloading Facility is proposed to fulfil the need for environmentally sustainable solid waste management, the OEA review should also include the State's Solid Waste Management Plan (finalized in 2023), as well as the Town of Huntington's Solid Waste Management Plan which addresses the Huntington/Covanta waste-energy facility, characterization of its incinerator ash waste stream for hazardous waste classifications (for fly ash and bottom ash), and planned disposal strategies which may affect the need for Proposed Action and proposed Transloading Facility.

1.2 PURPOSE AND NEED

As stated by OEA, Board approval is not required since the Proposed Action is not federally funded. However, Townline petitioned for exclusive Board licensing authorization to operate as a railroad common carrier as well as the Board approval of the construction of the new rail line and associated switching and sidetrack. Carlson currently transports the incinerator ash directly from the Huntington/Covanta facility to the Brookhaven Landfill, and also transports C&D wastes from its onsite C&D Waste Transfer Station and recyclables processing facility to the Brookhaven which is planned to close in 2024. Townline's Proposed Action is to provide a rail option for transporting incinerator ash from the nearby Huntington/Covanta waste-energy facility and clean C&D debris and associated waste off Long Island.

1.3 & 1.4 ROLE OF THE BOARD and NEPA and NHPA PROCESS

Carlson established Townline Rail Terminal, LLC (Townline) in 2021 to apply to the federal Surface Transportation Board (Board) for approval to construct and operate a new railroad line on the Carlson Property to be connected to the NYA freight carrier rail line on the LIRR right of way. The proposed Townline Rail Terminal facility is to be the rail portion of Carlson's proposed trucking to rail facility.

Townline filed a petition on November 17, 2022 with the Board (Docket FD 36575) for its authorization to construct and operate a new rail line as a railroad common carrier. The Rail Terminal is planned to be constructed with the main line running from a switch connection at the NYA freight line and proceeding across the northern portion of the Carlson Property, parallel to the LIRR trackway. Additional switching and sidetracks will facilitate the staging of a reported 161 rail cars on the rail yard. It is reported that the total amount of tracks will be approximately 5,000 feet in total length arranged in five trackways. Although Board approval is not required, the petitioned Board authorization is sought by Townline for approval to operate as a railroad common carrier as well as the Board approval of the construction of the new rail line and associated switching and sidetrack.

As part of the Board's licensing actions, it is required that it examine the reasonably foreseeable potential for its actions to have a significant effect on the human environment and historical, pursuant to the National Environmental Policy Act (NEPA) (42 USC §§4321-4370m-11), Section 106 of the National Historic Preservation Act (NHPA) (54 USC §306108) and related environmental laws. The Board's Office of Environmental Analysis performs the function of assuring that the Board complies with NEPA, NHPA, and related environmental laws pursuant to

NEPA. The Office of Environmental Quality (OEQ) performs the function of ensuring that the Board decisions comply with NEPA, NHPA, and related environmental laws. Providing this service includes identifying whether there are significant human environment and historical impacts associated with the Board actions and developing recommendations for appropriate mitigation standards. The Board's responsibilities for this action are based on its acceptance of Townline's petition to authorize, with appropriate conditions, or deny, construction and operation of the Townline Rail Terminal and licensing of Townline as a common carrier (obligated to accept goods and materials for transport upon reasonable request). OEA's regulatory responsibilities under NEPA are to perform an environmental and historic impact evaluation, either in the form of a detailed Environmental Impact Statement (EIS) where significant impacts are unknown or possibly significant (40 CFR §1502), or where OEA determines that significant impacts are not expected.

On September 29, 2022, OEA granted Townline's request for a waiver of the preparation of an EIS for the following reasons summarized below based on the reasons provided in the Draft EA (Section 1.4):

- Minimal concerns were raised through OEA's requests for comments by July 22, 2022 issued to relevant agencies and tribes (see Appendix A of the Draft EA).
    - *Comment: Please refer to comments in Section 1.6 below.*

- OEA's site visit on August 1, 2022 identified that the Carlson Property is "disturbed" and there is an existing solid waste transfer station operating on site.
    - *Comments concerning current conditions are throughout this letter in the appropriate sections.*

- Little wildlife habitat remains and there was a low potential for any adverse impacts to federal and state listed threatened species.

- Proposed Townline Rail terminal extends 5,000 feet across the property and does not cross any wetlands or surface waters.
    - *Comments are provided below referenced to Section 3.8.*

- The estimated low volume of rail terminal traffic operations is not expected to result in significant air quality, safety, and noise impacts to the environment.
    - *Comments are provided below referenced to Sections 3.2, 3.5, and 3.6.*

- The proposed rail line is not expected to involve any new road/rail crossings impacts to vehicular or pedestrian safety or delays.
    - *Comments are provided below referenced to Section 3.2.*

- OEA's site investigation and review of satellite imagery determined that the presence of the active LIRR commuter and freight railway traffic and intervening topography represents a reduction in likelihood that the operation of the Townline Rail Terminal would result in adverse noise impacts to sensitive receptors.
    - *Comments are provided below referenced to Section 3.6.*

1.5 OTHER AGENCY ROLES AND REVIEWS

The Other Agency Roles and Reviews section of the Draft EA reported that Carlson's proposed planned development of the remaining portion of the truck-rail Transloading Facility is not under the Boards federal jurisdiction. However, the information provided in OEA's Draft EA is that the Board approval of the Proposed Action (possibly including conditions set by the Board in its Final Decision) would exist as a fully operating Townline Rail Terminal connected and integrated with the shipping, handling, processing, storing; and truck to rail and rail to truck transportation hub. OEA stated that although the Board does not have jurisdiction over the construction and operation of Carlson's Transloading Facility, it includes an assessment of the Transloading Facility as a reasonably foreseeable Cumulative Impacts of the Proposed Action.

Comment concerning first paragraph (page 10):

Is the analysis for the cumulative impact from the construction and operation of the Transloading Facility on the Proposed Action? Or does OEA's analysis consider the potential environmental impacts of the development and operation of a new rail line, switching and sidetracks on the Carlson Transloading Facility portion of the project site?

Comment concerning the second paragraph and Figure 1.5-1 (page 10):

The OEA evaluation mentioned that the Proposed Action's associated Carlson Transloading Facility will require its own environmental impact evaluation pursuant to the New York State Environmental Quality Review Act and regulations (SEQRA), which may involve a full Environmental Impact Statement, and part of the Town of Smithtown Site Plan and Use approval process (including changes in zoning classifications).

The Board approval for the construction and operation of the Townline Rail Terminal is demonstrated throughout OEA's Environmental Resource analysis to be a material component for the associated planned development and operation of the affiliated Carlson truck-rail Transloading Facility located on the remaining portions of the 82-acre Carlson Property. This is due to OEA's determination that the only Proposed Project alternative is the No-Action Alternative if Boad Approval is not granted (and the Townline Railroad Terminal will not be constructed), resulting in no expected changes to current operations.

However, the EA doesn't address the alternative situation where the Board grants approval for the Townline Railroad Terminal but the proposed expansion of Carlson's on-site activities to the new Transloading Facility is denied. Was this condition addressed in the initial phases of review, and if so, why was it not considered a possible alternative?

1.6 AGENCY & TRIBAL CONSULTATION

OEA reported that it sent letters to 30 agencies and tribal contacts in July 2022 providing background information concerning the Proposed Action, provided information for participating in the review process (as a Cooperating Agency or Consulting party). OEA also requested that the agencies provide any comments or concerns regarding potential environmental or historic impacts to the Proposed Action and interest to participate as a Cooperating Agency. It was reported that OEA received comments from eight (8) regulatory agencies, regarding specific resources and zoning and land-use matters. (See Table A.2-1 in Appendix A.2).

It should be noted that OEA reported in Section 1.4 that the agencies expressed "minimal concerns" as one of its reasons for granting Townline's request for a waiver of the preparation of an EIS, and use of the EA review process. However, it was reported by OEA in the Alternatives analysis in Section 2.4 that reasons for its decision to not provide any other analyses regarding alternative build-out options were based not receiving "any concerns" from federal, state, and local agencies (clearly a contradiction of the statement in Section 1.4.).

OEA's only reported the responses from two of the eight responses in Section 1.6 of the EA. It was reported that the response received from the New York State Historic Preservation Office reported that the Proposed Action will not have any effect on historic properties. OEA also reported the response received from the U.S. Fish and Wildlife Service (USFWS) determined that the Proposed Action will have no effect of endangered species such as the piping plover and the red knot. However, the (USFWS) determined that the Proposed Action "may affect but likely not adversely affect" the endangered northern long-eared bat (NLEB).

Comment: Why wasn't the MTA/LIRR contacted concerning the Proposed Action's impacts to the existing rail line during construction and proposed operation of the Proposed Action?

Comments concerning information provided by OEA in Section 1.6

A review was completed of the remaining six responding agencies concerns, which are summarized below:

NYS Department of Environmental Conservation, Division of Environmental Permits (Region 1)

The NYSDEC Division of Environmental Permits response reported that the installation of the railway would have the potential to affect solid waste management activities at the existing Carlson solid waste management facility, Permit No. 1-4734-00304/00005 (expires in 2027). It was also stated the construction of the railway will reduce the available space for the current (recycling) operations and the proposed new waste streams (including incinerator ash) for the Transloading Facility, requiring a permit modification to the types and amounts of waste storage on site.

Comment- Although this reported impact concerns the Carlson Transloading Facility development and operations, not under the Board's jurisdiction should this be discussed in Section 1.6 and the Cumulative Impacts (Section 3.12)?

NYS Department of Environmental Conservation, Division of Fish and Wildlife, New York Natural Heritage Program

The NYSDEC's Division's response reported that their files currently do not contain information about the presence of rare or state-listed species, significant natural communities, or other significant habitats on the Proposed Action site. It was cautioned that although the State has no records does not necessarily imply that state-listed species, significant natural communities, or other significant habitats are not present on the Proposed Action site. It was recommended that

depending on the nature of the project and site-specific conditions, on-site surveys may be necessary to fully assess impacts on biological resources.

Comment- Should this be discussed in Section 1.6?

Comment- Why were no other relevant NYSDEC divisions contacted concerning water resources, petroleum and chemical bulk storage programs, and remediation and materials management?

Suffolk County Department of Health Services, Division of Environmental Quality

The SCDHS, Division of Environmental Quality (DEQ) reported that the information provided was limited, and subject to change if additional information is provided.

It was noted that the local area, including areas downgradient from the Proposed Action with respect to the groundwater flow direction (I determined that the water table aquifer flows to the northeast, see Section 3.8 comments) may potentially contain non-community and private drinking water supply wells. It was also noted that the Proposed Action is located in the 25-50 year groundwater contributing area to Smithtown Bay (to the north).

The SCDHS reported that any potential impacts potential impacts to groundwater from toxic and hazardous materials releases will need to be evaluated. It was offered that once additional information is available the SCDHS' Office of Water Resources (OWR) will meet with the applicant to discuss further.

The SCDHS DEQ reported that the Proposed Action site is located in an Article 7 (County Sanitary Code) restricted area and any storage of any toxic or hazardous materials is severely restricted.

The SCDHS Office of Pollution Control (OPC) reviews projects for any Sanitary Code requirements either for the storage of hazardous waste or petroleum bulk storage (underground and aboveground storage tanks). A Permit to Operate may be required depending on the nature of the materials handled and stored. It was reported that once additional information is available the OPC will meet with the applicant to discuss further. (Note: *See OPC guidance for complying with underground injection control systems [drywells and cesspools] testing and contaminant remediation requirements pursuant to Article 12, SOP-95*).

The SCDHS Office of Wastewater Management (OWM) reviews projects and requires permits for the construction of on-site sanitary wastewater disposal systems (septic tanks and leaching fields)

and sewage treatment systems. It was reported that the OWM will require a permit for the construction of any on-site sewage disposal systems.

The SCDHS Office of Ecology coordinates with the other divisions during the environmental review process for private and municipal development proposals.

Comments:

Should the SCDHS response be discussed in Section 1.6 or in Cumulative Impacts, Section 3.12?

Did OEA reply to the SCDHS offices as requested in the responses? If so were there any meetings to discuss the Proposed Action?

New York State Department of Transportation

The NYSDOT response reported that due to the limited amount of information provided it was unable to provide any detailed information regarding what, if any, environmental resources may be affected by Townline's proposal. It was recommended that a study of the area be conducted of the proposed action and any associated road improvements. The NYSDOT outlines the scope of such study should include: i) screening for the presence of contaminated soils and plans for addressing any contamination detected; ii) screening for threatened and endangered species and habitat; iii) screening for the presence of cultural and historic resources; iv) information regarding traffic and associated emissions effects on roadway network during construction and operation.

The NYSDOT reported that the reported rail terminal construction is located in or around a residential neighborhood, and public outreach should be conducted, and Environmental Justice concerns should be addressed based on the location of the railroad.

It was also noted that if the proposed project required railroad crossings to be created or modified, the NYSDOT requirements for public hearings and Department approvals.

Comments:

Should this be discussed in Section 1.6?

Did OEA contact the NYSDOT as requested in the responses? If so were there any meetings to discuss the Proposed Action?

Town of Smithtown, Office of the Supervisor

The Town Supervisor's Office reported that the proposed rail terminal facility is not currently permitted, and the Town's code will have to be amended to permit the rail terminal operations.

It was reported that the Town's Comprehensive Plan is currently being updated, subject to SEQRA review.

It was reported that the Carlson Transloading Facility development will require a building permit and site plan approval and review under SEQRA.

It was reported that the proposed railroad terminal will result in an increase the demand for industrial uses on the applicant's properties, having the potential to result in environmental impacts associated with noise, fugitive dust, odors, surface and groundwater, and traffic. It was reported that these impacts will have to be reviewed separately under SEQRA, and that the STB's NEPA review will inform the Town's SEQRA review for all actions adjacent to the rail lines.

The Town Supervisor's Office reported that it would be in the Town's best interest to rezone the parcels within the Carlson Site to Heavy Industrial and Light Industrial uses, with the rezoning action subject to a SEQRA review.

The Town noted that a single-family residential neighborhood is located nearby to the northeast of the rail line, which may be impacted by the site construction and operation.

The Town also noted that the OEA asked whether the Town required permits for the possible site field work involving environmental samples (soils and water) and plant samples. The Town stated that no permits would be required as long as the samples are collected via hand tools.

Comment- Should this be discussed in Section 1.6?

Comment- Does the OEA plan of performing environmental testing on site?

National Oceanic and Atmospheric Administration, National Geodetic Survey

NOAA's NGS division responded to the OEA outreach letter reporting that there is a potential that geodetic survey marks may be located in the proposed project area. It was recommended that NGS should be consulted prior to any planned disturbance of areas where geodetic marks are located. Any inadvertent disturbance of markers can be reset according to instructions provided in a website link provided in the Agency's letter.

Comment- Should this be discussed in Section 1.6?

CHAPTER 2 PROPOSED ACTION AND ALTERNATIVES

2.1 Overview of Existing Operations

Carlson currently operates a NYSDEC permitted solid waste transfer station on the property receiving mixed construction and demolition (C&D) debris by truck, and handling, and processing uncontaminated concrete, asphalt pavement, rock, brick, soil, unadulterated wood, yard waste, and horse manure. The unusable C&D and recycling residual waste is removed by truck for landfill disposal. OEA reported that Carlson's transfer station is permitted to accept 1,500 tons per day and 365,000 tons annually. It is reported that C&D processing residual wastes generated on site are trucked by Carlson to the Brookhaven landfill (30,000 tons annually).

Carlson also provides tractor trailer transport services to the neighboring Town of Huntington/Covanta Waste to Energy Resource Recovery Facility by transporting the facility's incinerator ash derived from burning Town of Smithtown and Town of Huntington municipal solid waste (MSW). The incinerator ash is loaded on Carlson trucks and transported to the Town of Brookhaven Landfill on the South Shore of Long Island. OEA reported that Carlson trucks 80,000 tons of incinerator ash to the Brookhaven landfill annually.

Carlson also provides trucking services to the other site tenants, accepting C&D debris for transport to the Brookhaven Landfill. In addition to Carlson's operations the other site tenants: Kings Park Ready Mix, Kings Park Materials, and Pelkowski Precast Corp. These businesses receive cement powder, dry concrete, and aggregates, delivered to the site by truck. It is reported that Carlson trucks 60,000 tons of C&D waste to the Brookhaven landfill annually.

Comments:

What are the operating times (days and hours) for the Carlson waste transfer operations, including the recyclables processing operations?

What are the operating times (days and hours) for transporting C&D waste from the Carlson property to the Brookhaven Landfill?

What are the operating times (days and hours) for the Huntington/Covanta Waste to Energy Resource Recovery Facility? Are there separate operating times for loading ash on trucks for disposal (if so, what are they)?

What are the current operations on the location of the Proposed Action?

What are the existing stormwater management features on the Carlson property, such as underground injection control structures for dry wells; and any on-site sanitary waste leaching structures and/or sanitary wastewater leaching fields?

What portions of the Carlson Property are currently paved (percentage and square footage)?

Are there on-site petroleum and/or chemical storage tanks located underground and above aboveground, and if so, please provide a schedule of these tanks, including age(s), construction, capacity(ies), contents, uses, location(s), known conditions (including compliance status), and permitting requirements?

2.2 DESCRIPTION OF THE PROPOSED ACTION

Comment concerning information provided the second paragraph (page 15):

What are the planned or anticipated elevations for the ancillary tracks?

Will fill materials be required to establish the design grades across the Proposed Action including the sidetrack area?

What are the planned stormwater management features on the Proposed Action and associated sidetrack, such as underground injection control structures for dry wells; any on-site sanitary waste leaching structures and/or sanitary wastewater leaching fields?

Comments concerning information provided in the third paragraph (page 15):

What are the planned or anticipated elevations for the Carlson Transloading Facility?

Will fill materials be required to establish the design grades across the Proposed Action including the sidetrack area?

What are the planned stormwater management features in the Carlson Transloading Facility, such as underground injection control structures for dry wells; any on-site sanitary waste leaching structures and/or sanitary wastewater leaching fields?

What are the planned portions of the Carlson Transloading Facility will be paved (percentage and square footage)?

What are the plans for installing and operating on-site petroleum and/or chemical storage tanks located underground and above aboveground, and if so, please provide a description of planned

uses, storage requirements (including any regulatory restrictions for storing petroleum and chemicals) for the Carlson Transloading Facility?

How will the planned operations for delivery, handling, and staging and rail car loading of the Huntington/Covanta incinerator ash?

What are the chemical components of the ash from the Huntington/Covanta incinerator ash?

Will the ash include bottom ash as well as fly ash components?

Will the proposed delivery to the site of incinerator affect Carlson's waste transfer permit, and if so, how will the permit be affected, and what modification would be needed to permit the handling and transport of the sash on site?

Comment concerning information provided in the paragraphs under "Construction" (page 16):

Will construction operate during the weekend?

What are the LIRR and NYA requirements during the project design and pre-construction phases?

What are the LIRR and NYA roles during the project construction phase?

What are the LIRR and NYA restrictions for construction of the switching and new track on the existing LIRR commuter and freight lines?

Comment concerning information provided in the paragraphs under "Operations and Maintenance" (pages 16-18):

For the first paragraph under "Operation and Maintenance" subheading (page 16): OEA states in this section that the Proposed Action will "potentially" serve Covanta. However, throughout the EA report the diversion of Huntington/Covanta incineration ash from transportation by truck to the Brookhaven Landfill to transporting the ash by truck to the nearby subject Carlson waste transfer facility is considered as the primary need for the purposes for the Proposed Project (including sidetracks) and the associated Carlson Transloading Facility. Please explain OEA's reasoning for presenting this statement in the first paragraph.

If Carlson does not transport the incinerator ash from the nearby Covanta incinerator (altough the Proposed Action is approved), will Carlson seek to make up this potentially lower operational capacity from other sources? If so, what would be the anticipated sources of materials and commodities to make up this operational capacity shortfall?

It is stated that Carlson is not planning to request any increase in the permitted waste transfer capacity (first paragraph, page 17). Please refer to our comments in Section 1.6 concerning the NYSDEC responses regarding the transfer station permit changes which may be necessary for the accepting of incinerator ash.

Due to the NYSDEC's assertion that the planned Carlson Property operations may affected the current permit requirements for facility square footage for the C&D processing/recycling of clean C&D, will the Proposed Action and operation of the integrated Townline and Carlson operations require a modification to waste transfer facility's existing permit?

For the second paragraph on page 17, what are the specifications (relating to size horsepower, fuel type, etc.) of the NYA locomotives moving wastes, materials and commodities in and out of the main line?

Will the Townline locomotive travel on the main NYA freight line at any time?

Although Townline plans on using one locomotive, are there any restrictions (either from regulatory or practical limitations) for using more than one locomotive?

The third paragraph of page 17 reports the operations on the Townline main rail with respect to train car numbers, and number of trains able to occupy the mainline. Please provide the same description for the use of the sidetracks in this discussion (identified elsewhere) including number of switches and sidetracks, capacity/numbers of cars able to occupy the sidetracks.

Are there any limitations to how many trucks Carlson may use to move aggregates and construction materials off site during the day?

It is stated that NYA will operate one roundtrip NYA per day. Please clarify whether this will occur only during the Nighttime operations and depending on access restrictions for moving on and off of the LIRR trackway.

What are the nighttime hour restrictions for NYA to move on and off the LIRR mainline? Will Townline be required to operate its locomotive any time the NYA locomotives are on site?

For the last sentence for use of lighting on the Townline mainline during the night operations (page 17), there should be a discussion concerning the site lighting in the sidetrack area, and also across the Carlson Transloading Facility property during the planned facility operations.

<u>Comments concerning the Switching Operations Discussion on page 18</u>:

What would be estimated shortest and longest anticipated wait times? Could this occur anytime during the night (and early morning) hours? What are the conditions on the LIRR mainline that control access for NYA operations?

Has OEA evaluated the chemical composition of the Huntington/Covanta Ash for possible toxic and hazardous materials?

If dust suppression operations use water to remove dust from the air, how will the wastewater be handled to prevent any potential hazardous materials from entering the subsurface conditions?

Is the discussion concerning the estimated daily carloads operating for each waste stream an estimate based on the proposed facility's maximum operating capacity? If not what is the capacity level discussed in this section (percentage of maximum design and permit capacity)?

Based on current average daily ash trucking from Covanta to Brookhaven, how many daily roundtrips are estimated to occur by a single tractor trailer from Covanta to the Carlson waste transfer station (accessed from Old Northport Road)?

2.4 ALTERNATIVES CONSIDERED BUT NOT CARRIED FORWARD

Comment: OEA stated in this section that "no federal, state, and local agencies raised any concerns regarding any potential environmental impacts." However, as the comments in Section 1.6 indicate that the NYSDEC and the SCDHS responses appear to raise concerns about potential environmental impacts. Will OEA reconsider its determination of only one project alternative?

CHAPTER 3 AFFECTED ENVIRONMENT AND ENVIRONMENTAL CONSENQUENCES

OEA reported that for each of the evaluated affected environmental resources, it:

- Reviewed relevant regulations and guidance for each resource.
- Defined a study area to evaluate for each resource.
- Reviewed existing conditions of the resource.
- Determined level of potential impact on the resource for construction and operation of the Proposed Action.

3.2 TRANSPORTATION

Comment: The OEA provided no relevant regulations and guidance for the evaluation of this resource. Please provide the relevant regulations and guidance for OEA's evaluation of this resource.

Comment relating to OEA's Approach: Although OEA's stated reduction of regional waste transportation via trucking is estimated to reduce regionwide trucking, the onsite level of trucking activity to the Carlson site for transloading to the Proposed Project potentially may significacztntly increase trucking activities as well as exhaust emissions, dust, noise, and vibrations focused at the Smithtown Industrial Area which should be characterized as part of OEA's evaluation of human environmental impacts.

Comments for OEA's Affected Environment evaluation (pages 21 & 22):

The Sunken Meadow Parkway does not permit commercial traffic.

Meadow Glen Road provides no access to the Carlson property.

Greenwood Road is within the Carlson property accessed from Old Northport Road.

Although OEA identified most of the roadways surrounding the Proposed Action available to trucking, the primary roads used for trucking Huntington/Covanta ash most likely includes Deposit Road (from the Covanta site) to Pulaski Road (not discussed) to Townline Road (currently south through the Town of Smithtown to access major roadways to access the Brookhaven Landfill). Old Northport Road connects from Townline Road to the Carlson waste transfer station. Please confirm.

The OEA evaluation provided no information as to existing weight limits of the roads surrounding the Proposed Action. Please provide in the Final EA.

The OEA evaluation did not specifically define the study area in this section, it appears to primarily address the regional trucking environment, and how the Proposed Action (and sidetrack) and associated Carlson Transloading Facility will reduce transportation impacts in the region.

The OEA discussion of the environmental consequences reported that the Proposed Action would substantially reduce existing traffic to and from the Proposed Action site, it did not include any details regarding the existing transportation of Huntington/Covanta incinerator ash travels by Carlon trucks from the incinerator to the Brookhaven Landfill (bypassing the Carlson Property).

The EA did not evaluate the potential that the Proposed Action and associated Transloading Facility operations will result in a significant change in operations within the Carlson site as part of the Smithtown Industrial Area bringing all contracted ash transportation by truck to the Carlson property and the operation of a new Townline Railroad terminal and Transloading Facility, adding to Carlson's existing waste transfer operations. The new Townline terminal and Transloading Facility may also result in additional materials and commodities trucked to and from the Proposed Action site to support Townline's common carrier transportation activities potentially significantly increasing trucking activities to the Project site. Please discuss.

3.3 LAND USE AND ZONING

Comments (pages 23-26):

Although OEA reports that there is a "pocket" of residential development, which is northeast of the Proposed Action, a review of the map for the area identifies residential development within 500 feet of the southwest of Carlson Property (across the Sunken Meadow Parkway).

Footnote 31 to Figure 3.3.2 reports that Townline plans to construct a 25-foot landscaped berm (as a separate project). Shouldn't this be discussed as a mitigation method for this Action?

3.4 ENERGY

Comment: The OEA provided no discussion of the relevant regulations and guidance for the evaluation of this resource. Please provide the relevant regulations and guidance for OEA's evaluation of this resource.

Comment relating to OEA's Approach and Environmental Consequences (pages 26-270: The stated energy use associated with the current regional waste transportation via trucking is estimated to be reduced by the Proposed Action. However, the Proposed Action and associated transloading operations will most likely result in a significant change in operations within the Carlson site as part of the Smithtown Industrial Area bringing all contracted ash transportation by truck to the Carlson property and the operation of a new Townline Railroad Terminal and Transloading Facility, adding to Carlson's energy use on site. The new rail terminal and Transloading Facility will also likely result in additional materials and commodities trucked to and from the Proposed Action site to support Townline's common carrier transportation activities

potentially significantly increasing trucking activities and energy use to the Project site. Please comment.

3.5 AIR QUALITY AND CLIMATE CHANGE

OEA's review included a review of the Clean Air Act and National Ambient Air Quality Standards, and County of Suffolk air quality records. OEA's review identified the study area to be Suffolk County. OEA's analysis of the Affected Environment (page 29) discussed the condition that Suffolk County is considered an air quality Non-Attainment Area for Ozone, and a Maintenance area for Particulate Matter (PM_{25}). It was also reported that the County is an Attainment Area for other pollutants (CO, Lead, NO_2, PM_{10}, and SO_2).

It was estimated that the Proposed Project construction operations could result in short-term air quality impacts of Hazardous Air Pollutants, but applied qualitative estimates and determined that the levels expected are below *de minimis* threshold standards. It reported that Voluntary Mitigation practices could be applied, including maintaining construction equipment air pollution control features, and dust suppression via water misting during ground disturbance activities.

OEA reported that the operations of the Proposed Action would result in an increase in all criteria pollutant emissions, due to the operation of the new railroad line and sidetracks by diesel locomotive equipment. It also determined that the levels expected are below *de minimis* threshold standards. It reported that Voluntary Mitigation practices could be applied, including maintaining construction equipment air pollution control features, and dust suppression via water misting during ground disturbance activities.

Comments:

Although OEA identified the potential for impacts to air quality during construction and during operation of the Proposed Action based on air quality estimates, it determined that the construction impacts could be mitigated via voluntary actions including maintaining equipment and applying dust suppression practices.

It was also determined that the potential exists for impacts to air quality during construction and during operation of the Proposed Action. OEA determined that the impacts during operations could be mitigated via voluntary actions including maintaining equipment and applying dust suppression practices. However, due to the potentially significant increase of handling and moving incinerator ash on site may result in a corresponding significant increase in hazardous air

pollutants due to the potential for hazardous materials in the ash. Additional complications for using water for incinerator ash air suppression may result in long-term deposition and accumulation of hazardous substance concentrations (such as lead, zinc, etc.) on the exposed surface soils, which could impact the groundwater via transport to the subsurface during storm events and stormwater discharge in drywells. Please comment.

As reported by OEA, Climate Change may impact the area that includes the Proposed Action site via more intense precipitation events. The Carlson Property has a long history of soils excavation, sand and gravel mining and use of unknown fill materials. The increase in precipitation on this mostly unpaved site may eventually result in adverse impacts to the local groundwater table, which is documented to provide deep-water recharge of the underlying confined aquifer which used as a public water supply throughout the area (see comments in Section 3.8).

3.6 NOISE AND VIBRATION

OEA provided the appropriate regulatory guidance. It reported the study area for this analysis is a one-mile radius on either side of the "center line of the proposed rail line." OEA applied the Board's environmental regulations and computer software modeling based on estimates of the LIRR traffic noise levels as a benchmark. It was stated the Proposed Action site is mostly surrounded by industrial properties, roadways, and the LIRR. It identifies "pockets" of residential development to the northeast. The resulting analysis indicated that the increase in noise levels is mostly concentrated on site and does not represent a significant impact. However, it reported that Voluntary Mitigation practices will be applied including maintaining locomotive operations such as not to exceed federal noise standards for locomotives and maintain all muffler equipment on all vehicles, locomotives and heavy equipment.

Comments:

The EA estimated LIRR commuter train having four passenger cars may be an underestimate (I have personal knowledge through regularly using this LIRR line and the trains are typically eight to 12 cars long during daytime hours). Four-car trains may run during the nighttime hours, on a reduced commuter schedule. Please comment.

Although OEA concluded that due to the already existing noise levels for the highways, LIRR, and industrial land uses, the construction and operation of the Proposed Action will not result in any significantly adverse impacts. However, the review did not consider that the Proposed Action will include an entirely new operation, involving the use of at least three locomotives (two for NYA

trains and one for Townline), freight cars movement, and substantially increased trucking activity during the day (see comments in Section 3.2). The reported existing noise sources from industrial properties, roadways, and the LIRR operations are most active during the daytime hours and drop off significantly during the nighttime hours. The Proposed Action, sidetrack operations and transloading operations include a new nightshift and source of industrial noise activity. Please comment.

The closest residential neighborhood is located along Meadow Glen Road, and along the south side of Pulaski Road (within 500 feet). However, if the OEA study area of a one-mile radius is drawn from the center line of the proposed main trackway, it touches the large amount of single-family residential developments that surround this historically developed industrial area. Should OEA reconsider evaluating the potential impacts for the larger surrounding residential developments?

Although not discussed in the OEA review, the site topography includes the Proposed Project at an elevation of about 175 feet msl along the north side of the Carlson Property, 120 feet msl at the southwest corner of the Carlson Property and approximately, the Town of Huntington Landfill to the west (top elevation 240+ feet msl), and a residential neighborhood located approximately 500 feet to the southwest across the Sunken Meadow Parkway (elevation approximately less than 150 feet msl). This neighborhood is not discussed by OEA, but within the study area radius. See topographic maps at https://www.historicaerials.com/viewer for the property address. Did the OEA consider possible acoustic effects of the proposed Carlson Property operations which may occur based on the various topographic features, and the potential adverse effects on the human environment in the surrounding residential properties?

3.8 WATER RESOURCES

GROUNDWATER

The OEA report identified the Proposed Project area as located above Long Island's Sole Source Aquifer system, protected for its best intended uses as a potable water supply. The Proposed Project and associated sidetracks and Carlson Transloading Facility obtain their drinking water from the municipal water supply (Suffolk County Water Authority). The site is situated on the north shore of Long Island, with groundwater flowing generally to the north (based on the uppermost unconfined aquifer, the Upper Glacial Aquifer).

OEA identified the Long Island Comprehensive Groundwater Protection Area Plan (1992) which discussed certain Special Groundwater Protection Areas (SGWPA), which are largely undeveloped land areas on Long Island, where the local groundwater aquifer system has significant vertical groundwater flow components (deep groundwater flow between the multiple aquifers), and subject to special protection rules to maintain the relatively pure groundwater quality. OEA identified that the Proposed Action and Carlson Property is not within a SGWPA (*but within a Deep Groundwater Recharge Area as discussed in the comments below*).

OEA concluded that the Proposed Project construction activities, and Proposed Project operations will not involve water withdrawal, changes in aquifer recharge areas or excavations, and therefore, the Proposed Action would have no impacts on groundwater, and no mitigation is necessary.

Comments:

The review of OEA's evaluationw found that it did not fully address the potential environmental impacts to the local groundwater system based on the long-term history of the site, existing conditions, and potential adverse environmental impacts from Proposed Project and associated Carlson Transloading Facility. OEA should consider reviewing the NYS Department of Environmental Conservation's (NYSDEC's) ongoing Long Island's Groundwater Sustainability programs which may assist the OEA's review and provide background understanding of Long Island's Sole Source Aquifer and the Deep Recharge Areas. Please respond.

The Special Ground-Water Protection Pilot Area Project, Oyster Bay Pilot Area and Brookhaven Pilot Area, prepared by Long Island Regional Planning Board (1986) is a well-known report that depicts the Deep Groundwater Recharge Areas across Long Island where precipitation not only recharges the unconfined groundwater table, but also has significant flow components that penetrate and recharge the lower confined aquifers. These conditions are identified associated with Hydrogeologic Zones I through VIII (based on the 1978 208 study also referenced by OEA). This study includes Figure 1.1 which depicts the Town of Smithtown area which includes the Carlson Property, identified as located in Hydrogeologic Zone I having aquifers impaired by nitrates (from failed sanitary septic systems, and by various organic and inorganic chemicals from industrial, residential, and other discharge sources. Zone I is reportedly classified as requiring the most careful management. Should this be evaluated in the final EA?

Please review the attached CA RICH Geology Services, D.P.C. opinion letter to Townline Associates dated May 5, 2023, Re: "Townline Railroad Terminal, LLC Plan Proposal, Kings Park,

NY within the Hydrogeologic Zone I Deep Recharge Area." It was recognized that the Proposed Project area in within Hydrogeologic Zone I. It was noted that much of the Hydrogeologic Zone I area had been developed prior to the identification of these groundwater concerns in the late 70s and early 80s. It was also stated that the location of the Project is significant because of the proposed operations involving C&D Wastes and potentially hazardous incinerator ash. Should this be evaluated in the final EA?

*The Smithtown Industrial Area has a long history of early sand and gravel mining, and the use of the open mines as waste dump sites, with some taken over and used as municipal landfills, later identified as having contaminated the local groundwater system. The nearby capped Huntington Landfill was a NYS Inactive Hazardous Waste site and was capped in the 1990s to prevent further contamination of the already impaired system. The review of the topographic map for the area and the USGS Water Table Elevations (*https://pubs.usgs.gov/sim/3326/*) shows that the groundwater table is located between about 70-120 feet below the ground surface beneath the Carlson Property (from south to north due to the topographic rise in that direction). The unconfined groundwater flow direction is to the northeast, beneath the subject property, and towards Smithtown Bay. Should this be evaluated in the final EA?*

Additionally, this area of Smithtown is not serviced by a municipal sanitary sewer system. All sanitary systems for properties in this area (including the subject property) discharge untreated wastewater and sewage directly to the local groundwater table. Stormwater underground injection control systems (stormwater drywells) also discharge directly to the groundwater table. Environmental contaminants that enter these systems contribute to the existing groundwater contamination identified in the area. The OEA review did not discuss these conditions and the potential environmental impacts to this impaired resource from past and current site operations. Should this be evaluated in the final EA?

Additionally, as noted in the comments to Section 1.6, agency responses, the SCDHS reported that any potential impacts potential impacts to groundwater from toxic and hazardous materials releases will need to be evaluated. The SCDHS DEQ reported that the Proposed Action site is located in an Article 7 of the County Sanitary Code restricted area (Hydrogeologic Zone I Deep Recharge Area) and any storage of any toxic or hazardous materials is severely restricted. Although these responses were received by OEA, there were no discussions of these local restrictions in the EA. Should this be evaluated in the final EA?

3.10 HAZARDOUS MATERIALS RELEASES

OEA defined the term "Hazardous Materials Release Site" as: "… an area that has been affected by a documented release of petroleum and/or hazardous substances into the soil, groundwater, surface water, sediment, and/or air." It was reported that the review in this section describes existing conditions and potential environmental impacts associated with hazardous materials releases during construction and operation of the Proposed Action. It was acknowledged that it is possible that hazardous materials may have migrated into the railroad right of way or on surrounding lands from historic rail or industrial operations. It was reported that the study area for this evaluation would be a 500-foot buffer around the Proposed Action Site. OEA used a third-party environmental agency database report compiling multiple federal, state and local environmental information relating to environmental releases, environmental cleanups, hazardous waste generators, air and water discharge sites, and other information concerning hazardous substances and petroleum products (Environmental Data Resources). The OEA study only limited its review to listings in the study area. It was reported that there were 17 hazardous materials releases (NYSDEC Spill Incidents) listed as located in the study area, multiple NYSDEC Solid Waste disposal sites and hazardous waste generators near the study area.

It was concluded that based on the review of the listings, there is a potential for residual contamination in the soil, and/or the groundwater that may be encountered during construction. It is recommended that the Voluntary Mitigation measures that could be applied include the completion of a preliminary environmental investigation known as a Phase I Environmental Site Assessment (Phase I ESA) under the ASTM standard E-1527-05 "to avoid impacts related to soil or groundwater contamination" and that the construction contractor implement measures to protect workers against hazardous materials exposures during construction activities. It was concluded that the construction of the Proposed Action would result in "minimal impacts to hazardous waste material sites." It was also reported that under the No Action Alternative, "OEA does not expect potential impacts to hazardous material release sites…"

Comments to Section 3.10:

The review of OEA's evaluation of the Hazardous Material Release Sites appears to have identified that the environmental database listings indicated that the Carlson Property that includes the Proposed Action identified reported releases of hazardous materials indicating a potential that the releases affected surface conditions, subsurface conditions and possibly groundwater. Therefore,

there is a potential for adverse environmental impacts to the construction and operation of the Proposed Action. Please reply.

It has been my professional experience when reviewing these regulatory agency database reports that the environmental regulatory database information is referenced to a property address or a business name, and not necessarily to the actual location of a release (unless specifically provided). It is typical for industrial properties such as the subject property to have multiple operator names, property owner names and multiple addresses, making it difficult to actually identify locations. Therefore, with no further site-specific information construction operations and developed site operations may inadvertently encounter unknown environmental contamination, and also possibly result in further environmental contamination. Please comment.

The purpose for a Phase I ESA is to determine the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: (1) due to release to the environment; (2) under conditions indicative of a releaseto the environment; or (3) under conditions that pose a material threat of a future release to theenvironment. This investigation method is a preliminary investigation without performing site-specific testing to determine the location and degree of environmental conditions, and not a mitigation method. It appears that based on the environmental database information, a recognized environmental condition has been identified on the Proposed Project and the associated Transloading Facility. Typically, the next step is to perform an environmental site investigation including environmental testing to determine the location or locations of environmental impacts. Upon the completion of this site investigation, there should be sufficient information to render an informed decision as to whether the hazardous material releases (or other adverse environmental concerns) are in fact significant or de minimis with respect to the Proposed Action. Will a site investigation be completed as part of the Final EA?

It should be noted that the current version of the Phase I ESA ASTM Standard Practice, is ASTM E1527-21.

3.12 CUMULATIVE IMPACTS

APPROACH

OEA reported that: “OEA defined the study area and analysis period for cumulative impacts to include reasonably foreseeable projects and actions that could affect the same resource areas as the Proposed Action.”

PAST, PRESENT, AND REASONABLY FORESEEABLE FUTURE PROJECTS AND ACTIONS

OEA states that: "As described in Chapters 1 and 2 of this Draft EA, Carlson is pursuing state and local review and approval of a proposed truck to rail transload facility that would not be part of Townline's proposed rail transportation."

Comments:

The above OEA statement is in stark contrast to the referred assertion in Chapter 1 of the EA:

"OEA stated that although the Board does not have jurisdiction over the construction and operation of Carlson's Transloading Facility, it includes an assessment of the Transloading Facility as a reasonably foreseeable Cumulative Impacts of the Proposed Action."

The assertion in the Cumulative Impacts section is inaccurate as the connection of the operations and resources between the two operations are foreseeably connected, based on the EA's reported purpose and need for the Terminal as part of the Carlson Corp Transloading Facility. This assertion is also inaccurate as the No Action Alternative provides the connection between the two operations whereby a disapproval by the Board of the construction and operation of the Townline Railroad Terminal is stated to result in no changes to existing operations by Carlson Corp. (repeatedly stated throughout the report). Will OEA revise this section and provide an analysis of the cumulative impacts of the Transloading Facility on the Townline Railroad Terminal?

Thank you for this opportunity to provide this review and comments in support of the Townline Association's NEPA EA comments. Please do not hesitate to contact me if you have any questions or require additional information.

Very truly yours,



Brian R. Duggan, JD, PG

Notes

1. Reported by WASTEDIVE, published January 16, 2024. https://www.wastedive.com/news/brookhaven-landfill-carlson-winter-brothers-rail-ash/704583/

2. Reported by Newsday, published January 9, 2024. https://www.newsday.com/long-island/towns/brookhaven-landfill-closure-dan-panico-qzntv5hk

3. Reported by Patch, published November 9, 2024. https://patch.com/new-york/sachem/ready-govern-day-1-ed-romaine-talks-suffolks-future.

4. Townline Rail Terminal petition for Exemption, dated November 17, 2022. STB Docket No. FD 36575.

5. Freight unloading track referred to on draft EA, page 18.

6. Draft EA, page 15.

7. Draft Comprehensive Plan comments and amendments, June 2, 2021.

https://www.google.com/url?sa=t&rct=j&q=&esrc=s&source=web&cd=&ved=2ahUKEwj38ezTlfGDAxUUDHkGHYFdAEIQFnoECBYQAQ&url=https%3A%2F%2Fwww.smithtownny.gov%2FDocumentCenter%2FView%2F5202%2FComp-Plan-PAR-2June2021-FINAL&usg=AOvVaw0eoNp-h6vvM_aUs0Mc5d2y&opi=89978449

8. Draft EA, page 27.

9. Draft EA, page D-8.

10. Draft EA, page D-9.

11. https://environment.transportation.org/education/environmental-topics/traffic-noise/traffic-noise-overview/

12.https://www.google.com/url?sa=t&rct=j&q=&esrc=s&source=web&cd=&ved=2ahUKEwjj1Izt3_SDAxVZnokEHcM0BmcQFnoECCUQAQ&url=https%3A%2F%2Fwww.keepsandiegomoving.com%2FLibraries%2FI805-Corridor-doc%2FSAN_I805S_FS_Traffic_Noise_Basics_Fact_Sheet_062915.sflb.ashx&usg=AOvVaw2DD35uHsJhKY8i_TN6vHmh&opi=89978449

13. Draft EA, page 39.

14. https://www.nationalgeographic.com/science/article/health-risks-living-near-railroads-east-palestine-trains

15. https://www.eea.europa.eu/en/analysis/indicators/health-impacts-of-exposure-to-1

https://www.nytimes.com/interactive/2023/06/09/health/noise-exposure-health-impacts.html

16. Draft EA, page 37.

17. Draft EA, page 41.

18. https://www.bu.edu/articles/2022/city-trees-and-soil-are-sucking-more-carbon-out-of-the-atmosphere-than-previously-thought/

19. *Blue Mountains Biodiversity Project v Blackwood*, 161 F3d 1208, 1212 (9th Cir. 1998).

20. *Id. (citing Robertson v. Methow Valley Citizens Council,* 490 U.S. 332, 349 (1989)).

21. *Robertson v Methow Valley Citizens Council*, 490 U.S. 332, 349 (1989).

22. *Id.* at 350.

23. *Baltimore Gas and Elec. Co v Natural Resources Defense Council, Inc*, 462 U S 87, 100 (1983).

24. *Mid States Coalition for Progress v S T.B,* 345 F.3d 520,533 (8lh Cir 2003), *see also Gulf Restoration Network v US Dept. of Transp,,* 452 F.3d 362, 367 (5lh Cir 2006) (in assessing adequacy of EIS, the court has three considerations (I) whether the agency in good faith objectively has taken a hard look at the environmental consequences of a proposed action and alternatives; (2) whether the EIS provides detail sufficient to allow those who did not participate in its preparation to understand and consider the pertinent environmental influences involved, and (3) whether the EIS explanation of alternatives is sufficient to permit a reasoned choice among different courses of action).

25. *See, e.g., Sierra Club v Bosworth*, 199 F. Supp 2d 971, 980, 983 (N.D. Ca 2002) (EIS failed to disclose or analyze scientific evidence supporting or contradicting agency's position, and failed to adequately disclose or analyze cumulative impacts as required by NEPA), *Mid States Coalition for Progress v STB*, 345 F 3d 520,533 (8th Cir 2003) (SEA failed to take hard look at the "substantial issue" of mitigation),

26. 42 U.S C. § 4332(2)(C)(iii), (E).

27. 40 C.F.R. § 1502.14.

28. 40 C.F R § 1502.14 (a) and (b).

29. *Ilio'ulaokalani Coalition v Rumsfeld*, 464 F 3d 1083, 1095 (9th Cir 2006).

30. *See, e. g., Muckleshoot Indian Tribe v US Forest Service*, 177 F 3d 800, 813 (9lh Cir 1999) (EIS that considered only a no action alternative along with two virtually identical alternatives was inadequate, agency had failed to consider alternatives more consistent with policy objectives, including action alternatives eliminated from detailed study after scoping).

31. See Peconic Environmental Services Rail Waste Transfer Facility Permit in Medford, NY; Omni Brentwood Rail Transfer Facility Permit; *Brookhaven Rail—Constr. & Operation Exemption—in Suffolk Cnty., N.Y.,* FD 36398 et al., slip op. at 5 (STB served Oct. 23, 2020) (Yaphank land-use exemption proceeding changed to application process).

“A”

NEW YORK STATE DEPARTMENT OF ENVIRONMENTAL CONSERVATION

Division of Environmental Permits, Region 1
SUNY @ Stony Brook, 50 Circle Road, Stony Brook, NY 11790
P: (631) 444-0365 I F: (631) 444-0360
www.dec.ny.gov

October 6, 2022

Via email only:

Omni Recycling of Brentwood LLC
c/o 390 North Broadway Suite 220
Jericho, NY 11753

RE: DEC Application# 1-4728-04004/00003
Omni Brentwood Rail Transfer (OBRT), 80 Emjay Blvd., Brentwood
Minor Modification: Updated Engineering Report, Facility Manual and Related Documents

Dear Permittee:

In conformance with the requirements of the State Uniform Procedures Act (Article 70, ECL) and its implementing regulations (6NYCRR, Part 621) we are enclosing your modified permit identified above.

Please carefully read all permit conditions carefully to ensure compliance during the term of the permit. If you are unable to comply with any conditions, please contact us at the above address.

This permit must be kept available on the premises of the facility at all times.

Sincerely,

Kevin Kispert
Environmental Analyst II

Enclosures
KAK/file
Via email: Kings & Queens Transload LLC
Town of Islip, Dept. Planning & Development
Suffolk County DHS – Waste Water Management
NYSDEC Review Team

NEW YORK STATE OF OPPORTUNITY | Department of Environmental Conservation

PERMIT

Under the Environmental Conservation Law (ECL)

Permittee and Facility Information

Permit Issued To:
OMNI RECYCLING OF BRENTWOOD LLC
C/O 390 N BROADWAY STE 220
JERICHO, NY 11753
(631) 968-4100

KINGS & QUEENS TRANSLOAD LLC
390 N BROADWAY
JERICHO, NY 11753
(516) 680-4382

Facility:
OMNI BRENTWOOD RAIL TRANSFER
80 EMJAY BLVD|SCTM# 500-134-2-3
BRENTWOOD, NY 11717

Facility Application Contact:
ESHWAR KOSURI
KOSURI ENGINEERING & CONSULTING INC
31 KNOLLS DR
NEW HYDE PARK, NY 11040
(516) 365-7400

Facility Location: in ISLIP in SUFFOLK COUNTY
Facility Principal Reference Point: NYTM-E: 645.378 NYTM-N: 4515.694
Latitude: 40°46'45.8" Longitude: 73°16'37.8"

Authorized Activity: Operate a solid waste management facility authorized to receive and process up to 1500 tons per day of construction and demolition debris and 800 tons per day of baled municipal solid waste. All throughputs are based on a one-week average. All facility activities shall be performed in the building.

Modification #1: Incorporate updated Engineering Report, Facility Manual, and related documents to reflect as-built site conditions and related operational changes.

Solid Waste Management Activity No(s):

Construction and Demolition Debris Handling and Recovery Facility	- 52CP0326
Transfer Facility	- 52TP0326

Permit Authorizations

Solid Waste Management - Under Article 27, Title 7
Permit ID 1-4728-04004/00003

New Permit	Effective Date: 4/26/2021	Expiration Date: 4/25/2026
Modification # 1	Effective Date: 10/6/2022	Expiration Date: 4/25/2026

NYSDEC Approval

By acceptance of this permit, the permittee agrees that the permit is contingent upon strict compliance with the ECL, all applicable regulations, and all conditions included as part of this permit.

Permit Administrator: KEVIN A KISPERT, Deputy Permit Administrator
Address: NYSDEC Region 1 Headquarters
SUNY @ Stony Brook|50 Circle Rd
Stony Brook, NY 11790 -3409

Authorized Signature: _____ Date 10/6/2022

Distribution List

ESHWAR KOSURI
Materials Management
KEVIN A KISPERT

Permit Components

SOLID WASTE MANAGEMENT PERMIT CONDITIONS

GENERAL CONDITIONS, APPLY TO ALL AUTHORIZED PERMITS

NOTIFICATION OF OTHER PERMITTEE OBLIGATIONS

SOLID WASTE MANAGEMENT PERMIT CONDITIONS

1. **Conformance With Plans** All activities authorized by this permit must be in strict conformance with the permit application, plans and materials prepared by the permittee or permittee's consultant on the date specified in Permit Condition No. 2.

2. Terms of Operation, Approval for Changes The facility shall be operated in conformance with:

a. Terms and conditions of this permit;
b. Current 6 NYCRR Part 360 Series Solid Waste Management Facilities regulations, or any revisions hereafter promulgated;
c. The approved Engineering Report, Facility Manual, and related documents, dated September 29, 2022 and related documents prepared by Kosuri Engineering & Consulting P.C.

Any revision to the above approved documents identified in item (c) of this condition or to the operations at this site requires prior written approval from the Department. The permittee shall not add a facility component that would otherwise qualify as an exempt or registered facility, unless the permittee first receives a modified permit to incorporate the additional component of the operation.

If any of the above documents conflict with any condition of this permit, the permit condition shall prevail.

3. Pre-Operational Requirements The permittee must comply with the following prior to operation of the facility:

a. Provide notification to the Department of the anticipated construction start date at least one week prior to commencement of construction.

b. Demonstrate compliance with 6 NYCRR Part 360.16(j) which requires construction to be supervised by an individual licensed to practice engineering in the State of New York, and certification by the engineer that all construction is in accordance with the terms of this permit.

c. Provide a copy of the certificate of occupancy issued by the Town of Islip for the facility.

d. Establish financial assurance as outlined in the conditions of this permit.

e. Receive approval from the Department to commence operations.

4. Authorized Activity The permittee is authorized to receive and process up to 1,500 tons per day of construction and demolition (C&D) debris with no more than 300 tons per day received as direct haul to the facility and the remainder from other permitted C&D debris handling and recovery facilities; and to receive and transfer up to 800 tons per day of bagged or wrapped baled municipal solid waste (MSW) from other permitted waste management facilities. All throughputs are based on a one-week average.

5. Unacceptable Wastes The permittee is prohibited from accepting asbestos waste, ash residue, radioactive waste, hazardous waste, industrial waste, regulated medical waste, liquid waste, septage, sewage sludge, yard trimmings, tree debris, and loose or unbaled MSW.

6. Waste Handling The permittee shall comply with the following requirements:

a. All activities, including but not limited to loading, unloading, sorting, processing, and storage, shall be performed inside the enclosed building. MSW bales must be placed directly into railcars from the delivery vehicle.

b. The permittee must ensure vehicles related to the facility operations do not queue on off-site roadways.

c. The permittee must ensure all vehicles transporting waste to the facility are adequately covered or containerized to prevent littering of roadways approaching the site, and ensure the trucks are not uncovered prior to entering the facility. Furthermore, the permittee must ensure vehicles do not track waste, leachate, and other materials from the facility onto off-site roadways.

d. Throughout the workday, the permittee must inspect conditions of on-site roads and off-site roads adjacent to the facility for litter, and take appropriate measures as necessary to remove the litter from these areas. This must include, as necessary, sweeping Emjay Boulevard and Suffolk Avenue between Emjay Boulevard and 5th Avenue/ Wicks Road using a mechanical sweeper.

e. At the end of each workday the facility and tipping areas shall be cleaned of any solid waste. All overnight storage of solid waste shall be in its respective storage area.

f. C&D debris shall not remain at the facility for more than 30 days. Recovered non-putrescible recyclables shall not be at the facility for more than 60 days. MSW bales are limited to being contained in railcars once removed from a trailer.

g. The permittee must ensure the first 50 feet adjacent to the tipping doors, the designated "tipping area" remains free of waste.

h. The permittee shall strictly comply with the terms, conditions and equipment specifications of the rail carrier tariff applicable to the waste commodities shipped from the facility. The permittee shall notify the Department as to: (i) the terms, conditions and equipment specifications of the tariff pursuant to which the permittee will operate, (ii) any amendments or changes made to the rail tariff, (iii) any request or application made by the permittee to seek change in or relief from the applicable rail tariff; and (iv) any change in, or relief granted from the rail tariff.

The permittee shall ensure that rail cars used for the shipment of baled MSW and C&D debris shall be handled in accordance with the applicable rail carrier tariff applicable to the commodity in effect at the time of transport, loaded and covered in a manner that effectively prevents leakage and controls odors both during transportation and while waiting for shipment outside on the rail spur to prevent conditions that constitute a nuisance or hazard to health, safety or property.

7. **Maximum Quantity Onsite** The permittee shall not exceed the following quantities onsite:

a. 8,000 cubic yards of processed and unprocessed C&D debris.

b. 80 cubic yards of recovered recyclables.

8. **Hours of Operation** Hours of operation shall not conflict with any local laws or ordinances. The permittee shall limit the receipt of any waste from 6:00 AM to 6:00 PM on Monday through Friday, and from 6:00 AM to 2:00 PM on Saturday. No operations of any kind are permitted on Sunday.

9. Signs The permittee shall post signs showing hours of operation, and indicating that asbestos waste, radioactive waste, hazardous waste, industrial waste, liquid waste and regulated medical waste are prohibited from being accepted at the facility. The signs shall be located so that they are visible to any vehicles and/or person approaching the facility.

10. Waste Control An attendant shall be on duty during all hours of operation. The attendant shall inspect all vehicles entering the facility, rejecting any loads containing unauthorized material.

11. Control of Nuisance Conditions Odors, dust, insects, vectors, noise, blowing litter and other potential nuisances shall be adequately controlled at all times. The permittee shall immediately implement any controls required by the Department including cessation of facility operations.

The permittee must ensure that an extermination service visits the facility at a minimum of one time each month to ensure vectors are controlled.

12. Fire Protection and Detection The permittee shall maintain fire protection and detection equipment in accordance with local laws and ordinances.

13. Cessation of Operations The permittee shall verbally notify the Department within 18 hours of any occurrence of any event which causes the facility to cease operation for a period of 48 hours or more. Such an event would include a fire, spill, equipment breakdown, or similar event. A written report shall be submitted to the Department within 7 days of the event.

14. Ultimate Disposal of Waste All solid waste passing through the facility must be ultimately disposed of at a facility authorized by the Department if located in New York State, or by the appropriate governmental agency or agencies if in other states, territories, or nations.

15. Unauthorized Waste In the event that any hazardous waste, medical waste, or other regulated waste not allowed under this permit is accepted at the facility, the unauthorized waste shall be contained and properly secured immediately. The permittee shall notify the Department and the Suffolk County Department of Health Services within 24 hours of the event. The waste material shall be removed by a waste transporter authorized under 6 NYCRR Part 364 to transport such waste. A written report shall be submitted to the Department within 7 days of the event.

16. Small Spill Containment The facility shall keep available at the site equipment and materials necessary to contain small quantities of chemicals or spills. These materials shall be stored in well identified accessible storage areas. As a minimum, the following must be available at all times:

4 - 55 gallon drums with covers and securing rings
400 lbs. absorbent material (e.g. Speedi-Dri)
50 lbs. Boric Acid
50 lbs. Sodium Bicarbonate
Assorted brooms, shovels, gloves, masks, and other protective gear

17. **Maintenance and Repair of Facility** The permittee shall adequately maintain and make repairs to the facility as necessary. This includes any part of the facility, such as doors to buildings; odor and dust controls and equipment; punctures, holes, or other damage to buildings; minimizing the ponding of stormwater; and concrete and/ or asphalt pavement that becomes damaged or worn.

The permittee shall undertake all repairs immediately and have all work completed within one week. Repairs related to dust or odor controls must be completed within 24 hours. If the permittee is unable to complete repairs within the specified time outlined by this condition, the permittee shall provide an acceptable schedule to the Department which shall include a description of the work to be completed and any controls that will be implemented to ensure the facility remains in compliance with this permit, including the cessation of all or part of the facility operations.

18. **Recordkeeping Requirements** The permittee shall maintain the following records at the facility for a minimum of 7 years from the date of creation and be available immediately to the Department upon request:

a. Daily log of solid waste received and transported from the facility which includes:

i. Type, quantity, and origin of the solid waste received.
ii. Quantity and destination of all recyclables.
iii. Quantity and destination of all non-recyclables and residuals transported for disposal.

b. All weight tickets, hauling receipts, disposal receipts, invoices, tracking documents, etc. to support entries made into the daily log. Tracking documents or manifests, and other relevant records regarding rail car transportation shall clearly reflect the content of each rail car, such as C&D debris or baled MSW.

c. Documentation of monthly inspections and services performed by an extermination service.

19. **Reporting Requirements** The permittee shall submit the original copy of the annual report to the Region 1 Office located at the New York State Department of Environmental Conservation, Division of Materials Management, 50 Circle Road, SUNY @ Stony Brook, NY 11790, and a copy to the Central Office at New York State Department of Environmental Conservation, Division of Materials Management, Bureau of Permitting and Planning, 625 Broadway, 9th Floor, Albany, NY 12233-7253. The report must be submitted no later than March 1 following each year of operation on forms prescribed by or acceptable to the Department.

20. **Financial Assurance** The permittee shall maintain the financial assurance in the amount of $824,000. The Department reserves the right to adjust the amount of the financial assurance in the future to account for increases in closure costs, and for non-compliance with any conditions of this permit and any requirement of 6 NYCRR Part 360.

In the event that the permittee fails to maintain financial assurance as required by this permit, the permittee must immediately cease accepting solid waste until financial assurance acceptable to the Department is in place. Within 10 days from the cessation of the required financial assurance, the permittee shall have all solid waste, including recovered recyclables, removed from the facility and the facility shall be in "broom clean" condition.

21. Environmental Monitor The environmental monitor shall be funded in accordance with the following:

a. The permittee shall fund environmental monitoring services to be performed by or on behalf of the Department. These monitoring services will include, but not be limited to, the scope of work in an annual environmental monitoring work plan which is incorporated by reference and enforceable under this permit.

b. The permittee shall provide to the Department on an annual basis the funds necessary to support the activities set forth in the annual environmental monitoring work plan. The sum to be provided will be based on the annual budgeted amount and is subject to annual revision. Subsequent annual payments shall be made for the duration of this permit or until the environmental monitoring services are no longer necessary, whichever comes first.

c. The permittee shall be billed annually, prior to the start of each State Fiscal Year (SFY) (April 1). If this permit is to first become effective subsequent to April 1, the initial bill will be for an amount sufficient to meet the anticipated cost of the environmental monitoring services through the end of the current SFY.

d. The Department may revise the required annual bill on an annual basis to include all of the Department's estimated costs associated with the environmental monitoring services. The annual revision may take into account such factors as inflation, salary increases, changes in the fringe benefits rate, changes in operating hours and procedures, changes in non-personal service costs (including travel, training, sampling and analytical, and equipment costs, etc.), an increase or decrease in the level of environmental monitoring services necessary, and an increase or decrease in the number of environmental monitors. Upon written request by the permittee, the Department shall provide the permittee with a written explanation of the basis for any revisions.

e. Prior to making its annual payment, the permittee will receive, and have an opportunity to review and request adjustment to, an annual environmental monitoring work plan that the Department will undertake during the year. The Department will provide a final annual work plan that the Department will undertake during the year.

f. Payments are to be made in advance of the period in which they will be expended and shall be made in full within 30 days of receiving a bill from the Department. The bill from the Department to the permittee will provide information regarding to whom payments should be made payable and the address to which payments should be sent.

g. Failure to make the required payments shall be a violation of this permit. The Department reserves all rights to take appropriate action to enforce the above payment provisions.

h. The environmental monitor shall, when present at any of the permittee's facilities, abide by all of the permittee's health and safety and operational requirements and policies, if such requirements and policies exist and provided they are not inconsistent with Department policies and labor management contracts, and further provided, however, that this shall not be construed as limiting the environmental monitor's powers as otherwise provided for by law and shall not result in the environmental monitor being afforded less protection than otherwise provided to the environmental monitor by State and Federal health and safety requirements.

i. The environmental monitor shall receive from the permittee all general and site-specific safety training which is normally given to new facility/site employees for all areas of the facility or site. This training will be a supplement to the health and safety training that the environmental monitor routinely receives from the Department.

j. The permittee shall immediately furnish to the environmental monitor any facility/site health and safety and operational requirements and policies. Within five (5) days of any revision to the facility/site health and safety and operational requirements and policies, the permittee shall furnish to the environmental monitor the health and safety and operational requirements and policies.

k. The environmental monitor shall be permitted to use environmental monitoring and data collection devices (e.g., photo ionization detectors, cameras, video recording devices, computers, cell phones, etc.) deemed necessary by the Department to evaluate and document observed conditions. The permittee may request the data and images collected from areas where confidentiality is a concern be considered confidential information if appropriate. Copies of the data or images collected from areas where confidentiality has been determined to be a concern shall be provided to the permittee.

l. It will remain the responsibility of the permittee to contact the Spill Hotline or any Division within the Department regarding any required notification of any spill, release, exceedances etc. Notification to the environmental monitor will not be considered sufficient to replace any required notifications.

GENERAL CONDITIONS - Apply to ALL Authorized Permits:

1. **Facility Inspection by The Department** The permitted site or facility, including relevant records, is subject to inspection at reasonable hours and intervals by an authorized representative of the Department of Environmental Conservation (the Department) to determine whether the permittee is complying with this permit and the ECL. Such representative may order the work suspended pursuant to ECL 71- 0301 and SAPA 401(3).

The permittee shall provide a person to accompany the Department's representative during an inspection to the permit area when requested by the Department.

A copy of this permit, including all referenced maps, drawings and special conditions, must be available for inspection by the Department at all times at the project site or facility. Failure to produce a copy of the permit upon request by a Department representative is a violation of this permit.

2. Relationship of this Permit to Other Department Orders and Determinations Unless expressly provided for by the Department, issuance of this permit does not modify, supersede or rescind any order or determination previously issued by the Department or any of the terms, conditions or requirements contained in such order or determination.

3. Applications For Permit Renewals, Modifications or Transfers The permittee must submit a separate written application to the Department for permit renewal, modification or transfer of this permit. Such application must include any forms or supplemental information the Department requires. Any renewal, modification or transfer granted by the Department must be in writing. Submission of applications for permit renewal, modification or transfer are to be submitted to:

Regional Permit Administrator
NYSDEC Region 1 Headquarters
SUNY @ Stony Brook|50 Circle Rd
Stony Brook, NY11790 -3409

4. Submission of Renewal Application The permittee must submit a renewal application at least 180 days before permit expiration for the following permit authorizations: Solid Waste Management.

5. Permit Modifications, Suspensions and Revocations by the Department The Department reserves the right to exercise all available authority to modify, suspend or revoke this permit. The grounds for modification, suspension or revocation include:

a. materially false or inaccurate statements in the permit application or supporting papers;

b. failure by the permittee to comply with any terms or conditions of the permit;

c. exceeding the scope of the project as described in the permit application;

d. newly discovered material information or a material change in environmental conditions, relevant technology or applicable law or regulations since the issuance of the existing permit;

e. noncompliance with previously issued permit conditions, orders of the commissioner, any provisions of the Environmental Conservation Law or regulations of the Department related to the permitted activity.

6. Permit Transfer Permits are transferrable unless specifically prohibited by statute, regulation or another permit condition. Applications for permit transfer should be submitted prior to actual transfer of ownership.

NOTIFICATION OF OTHER PERMITTEE OBLIGATIONS

Item A: Permittee Accepts Legal Responsibility and Agrees to Indemnification
The permittee, excepting state or federal agencies, expressly agrees to indemnify and hold harmless the Department of Environmental Conservation of the State of New York, its representatives, employees, and agents ("DEC") for all claims, suits, actions, and damages, to the extent attributable to the permittee's acts or omissions in connection with the permittee's undertaking of activities in connection with, or operation and maintenance of, the facility or facilities authorized by the permit whether in compliance or not in compliance with the terms and conditions of the permit. This indemnification does not extend to any claims, suits, actions, or damages to the extent attributable to DEC's own negligent or intentional acts or omissions, or to any claims, suits, or actions naming the DEC and arising under Article 78 of the New York Civil Practice Laws and Rules or any citizen suit or civil rights provision under federal or state laws.

Item B: Permittee's Contractors to Comply with Permit
The permittee is responsible for informing its independent contractors, employees, agents and assigns of their responsibility to comply with this permit, including all special conditions while acting as the permittee's agent with respect to the permitted activities, and such persons shall be subject to the same sanctions for violations of the Environmental Conservation Law as those prescribed for the permittee.

Item C: Permittee Responsible for Obtaining Other Required Permits
The permittee is responsible for obtaining any other permits, approvals, lands, easements and rights-of-way that may be required to carry out the activities that are authorized by this permit.

Item D: No Right to Trespass or Interfere with Riparian Rights
This permit does not convey to the permittee any right to trespass upon the lands or interfere with the riparian rights of others in order to perform the permitted work nor does it authorize the impairment of any rights, title, or interest in real or personal property held or vested in a person not a party to the permit.

PERMIT
Under the Environmental Conservation Law (ECL)

Permittee and Facility Information

Permit Issued To:
GERSHOW RECYCLING CORP

71 PECONIC AVE
PO BOX 526
MEDFORD, NY 11763-0526
(631) 289-6188

PECONIC ENVIRONMENTAL SERVICES CORP
71 PECONIC AVE
PO BOX 526
MEDFORD, NY 11763-0526
(631) 289-6188

Facility:
PECONIC ENVIRONMENTAL SERVICES PROPERTY
100 PECONIC AVE SCTM# 200-736-2-8.3
MEDFORD, NY 11763

Facility Application Contact:
H2M CORP
538 BROAD HOLLOW RD FL 4E
MELVILLE, NY 11747
(631) 756-8000

Facility Location: in BROOKHAVEN in SUFFOLK COUNTY
Facility Principal Reference Point: NYTM-E: 670.244 NYTM-N: 4520.512
Latitude: 40°49'04.7" Longitude: 72°58'52.8"

Authorized Activity: Construct and operate a solid waste management facility authorized to receive and process up to 1,938 tons per day of construction and demolition debris and auto recycling residue based on a 6 day calendar week average.

Solid Waste Management Activity No(s):

Construction and Demolition Debris Handling and Recovery Facility	- 52CP0328
Transfer Facility	- 52TP0328

“B”

RECEIVED
NYSDEC - Region 1
FEB 24 2020
Division of Materials Mgmt.

PERMITTED TRANSFER FACILITY ANNUAL REPORT

(If you need assistance filling out this form please email swmfannualreport@dec.ny.gov or call 518-402-8678.)

Complete and submit this form by March 1, 2020.

This annual report is for the year of operation from January 01, 2019 to December 31, 2019

SECTION 1 – GENERAL INFORMATION

FACILITY INFORMATION

FACILITY NAME: Town of Brookhaven -Dept. of Recycling & Sustainable Materials Management			
FACILITY LOCATION ADDRESS: 350 Horseblock Rd.	**FACILITY CITY:** Brookhaven	**STATE:** NY	**ZIP CODE:** 11719
FACILITY TOWN: Brookhaven	**FACILITY COUNTY:** Suffolk	**FACILITY PHONE NUMBER:** 631-451-9013	
FACILITY NYS PLANNING UNIT: (A list of NYS Planning Units can be found at the end of this report). Brookhaven (Town)		**NYSDEC REGION #:** 1	

360 PERMIT #: (Refer to DEC Permit) 1-4722-00761/00004	**DATE ISSUED:** 03/30/18	**DATE EXPIRES:** 03/29/23	**NYS DEC ACTIVITY CODE OR REGISTRATION NUMBER:** (Refer to DEC Permit)

FACILITY CONTACT: Christopher Andrade	☒ public ☐ private	**CONTACT PHONE NUMBER:** 631-451-9013	**CONTACT FAX NUMBER:** 631-451-6391
CONTACT EMAIL ADDRESS: candrade@brookhavenny.gov			

OWNER INFORMATION

OWNER NAME: Town of Brookhaven	**OWNER PHONE NUMBER:** 631-451-9013	**OWNER FAX NUMBER:** 631-451-6391	
OWNER ADDRESS: 1 Independence Hill	**OWNER CITY:** Farmingville	**STATE:** NY	**ZIP CODE:** 11738
OWNER CONTACT: Christopher Andrade	**OWNER CONTACT EMAIL ADDRESS:** candrade@brookhavenny.gov		

OPERATOR INFORMATION

OPERATOR NAME: ☑ *same as owner* ☒ public ☐ private

PREFERENCES

Preferred address to receive correspondence: ☐ *Facility location address* ☒ *Owner address* ☐ *Other (provide):*

Preferred email address: ☐ *Facility Contact* ☒ *Owner Contact* ☐ *Other (provide):*

Preferred individual to receive correspondence: ☐ *Facility Contact* ☒ *Owner Contact* ☐ *Other (provide):*

Did you operate in 2019? ☒ Yes; Complete this form.

☐ No; Complete and submit Sections 1 and 11. If you no longer plan to operate and wish to relinquish your permit/registration associated with this solid waste management activity, also complete the "Inactive Solid Waste Management Facility or Activity Notification Form" located at: http://www.dec.ny.gov/chemical/52706.html .

REPRINTED (12/19)

SECTION 2 - SOLID WASTE RECEIVED

Please provide the tonnages of solid waste received. Include all waste received. Report Recyclable Materials in Section 5. DO NOT REPORT IN CUBIC YARDS!

Specify the methods used to measure the quantities disposed and the percentages measured by each method:

100 % Scale Weight
____% Estimated
____% Truck Count
____% Other (Specify: _____)

Type of Solid Waste	January (tons)	February (tons)	March (tons)	April (tons)	May (tons)	June (tons)	July (tons)
Asbestos							
Construction & Demolition (C&D) Debris							
Industrial Waste (Including Industrial Process Sludges)							
Mixed Municipal Solid Waste (MSW) (Residential, Institutional & Commercial)	15,973.07	13,658.36	15,140.44	20,178.61	20,300.55	18,959.20	21,124.36
Oil/Gas Drilling Waste							
Petroleum Contaminated Soil							
Sewage Treatment Plant Sludge							
Treated Regulated Medical Waste							
Emergency Authorization Waste (Storm Debris)							
Other (specify)							
Total Tons Received	15,973.07	13,658.36	15,140.44	20,178.61	20,300.55	18,959.2	21,124.36

If the solid waste type is not listed, use one of the "Other" lines and fill in the name of the waste. If more "Other" lines are needed, cross out an unused type and fill in the other solid waste name. If still more "Other" lines are needed, attach another copy of this page, cross out an unused type, and fill in the other solid waste name.

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SECTION 2 - SOLID WASTE RECEIVED (continued)

Type of Solid Waste	Tip Fee ($/ton)	August (tons)	September (tons)	October (tons)	November (tons)	December (tons)	Total Year (tons)	Daily Avg. (tons)
Asbestos								
Construction & Demolition (C&D) Debris								
Industrial Waste (Including Industrial Process Sludges)								
Mixed Municipal Solid Waste (MSW) (Residential, Institutional & Commercial)		19,490.46	18,207.08	18,555.78	15,888.31	21,104.69	218,580.91	726.18
Oil/Gas Drilling Waste								
Petroleum Contaminated Soil								
Sewage Treatment Plant Sludge								
Treated Regulated Medical Waste								
Emergency Authorization Waste (Storm Debris)								
Other (specify)								
Total Tons Received		19,490.46	18,207.08	18,555.78	15,888.31	21,104.69	218,580.91	726.18

If the solid waste type is not listed, use one of the "Other" lines and fill in the name of the waste. If more "Other" lines are needed, cross out an unused type and fill in the other solid waste name. If still more "Other" lines are needed, attach another copy of this page, cross out an unused type, and fill in the other solid waste name.

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SECTION 8 – PROBLEMS

Were any problems encountered during the reporting period (e.g., specific occurrences which have led to changes in facility procedures)?

☐ Yes ■ No If yes, attach additional sheets identifying each problem and the methods for resolution of the problem.

SECTION 9 – CHANGES

Were there any changes from approved reports, plans, specifications, and permit conditions?

☐ Yes ■ No If yes, attach additional sheets identifying changes with a justification for each change.

SECTION 10 - PERMIT/CONSENT ORDER REPORTING REQUIREMENTS

Are there any additional permit/consent order reporting requirements not covered by the previous sections of this form?

☐ Yes ■ No If yes, attach additional sheets identifying the reporting requirements with their respective responses.

SECTION 11 - SIGNATURE AND DATE BY OWNER OR OPERATOR

Owner or Operator must sign, date and submit one completed form to the appropriate Regional Office (See attachment for Regional Office addresses, email addresses and Materials Management Contacts).

The Owner or Operator must also submit one copy by email, fax or mail to:

New York State Department of Environmental Conservation
Division of Materials Management
Bureau of Solid Waste Management
625 Broadway
Albany, New York 12233-7260
Fax 518-402-9041
Email address: SWMFannualreport@dec.ny.gov

I certify, under penalty of law, that the data and other information identified in this report have been prepared under my direction and supervision in compliance with a system designed to ensure that qualified personnel properly and accurately gather and evaluate this information. I am aware that any false statement I make in such report is punishable pursuant to section 71-2703(2) of the Environmental Conservation Law and section 210.45 of the Penal Law.

Signature

2/21/20
Date

Christopher A. Andrade
Name (Print or Type)

Commissioner
Title (Print or Type)

631 451 9013
Phone Number

1 Independence Hill
Address

Farmingville
City

NY 11738
State and Zip

candrade@brookhavenny.gov
Email (Print or Type)

ATTACHMENTS: [■] YES [ ] NO (Please check appropriate line)

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TRANSFER STATION REFUSE IN & OUT 2019

YEARLY

	INTO TRANSFER STATION						OUT OF TRANSFER STATION						
						TOTAL					REJECT	TOTAL	TOTAL
DATE	OTHER REFUSE	DISTRICT REFUSE	VILLAGE REFUSE	RIVERHEAD REFUSE	MRF RJT	IN	COVANTA HEMP	COVANTA MAC	COVANTA BABYLON	OMNI BABYLON	CELL 6	OUT-OTHER	OUT
JAN	-	14,725.20	316.78	931.09	-	15,973.07	17,943.32	-	-	-	-	-	17,943.32
FEB	-	12,480.50	261.60	916.26	-	13,658.36	14,131.33	-	-	-	-	-	14,131.33
MAR	-	13,745.09	286.24	1,109.11	-	15,140.44	15,092.14	-	-	-	23.15	23.15	15,115.29
APR	-	18,268.59	402.93	1,507.09	-	20,178.61	16,535.47	507.63	60.52	1,734.16	-	2,302.31	16,837.78
MAY	-	18,384.24	418.50	1,497.81	-	20,300.55	19,643.70	-	-	-	-	-	19,643.70
JUN	-	17,206.57	373.45	1,379.18	-	18,959.20	21,096.79	-	-	-	-	-	21,096.79
JUL	-	19,123.67	387.74	1,612.95	-	21,124.36	20,449.01	-	-	-	-	-	20,449.01
AUG	-	17,704.92	367.03	1,418.51	-	19,490.46	20,045.19	-	-	-	-	-	20,045.19
SEP	201.21	16,254.97	349.75	1,401.15	-	18,207.08	17,258.26	-	-	-	-	-	17,258.26
OCT	119.24	16,743.81	367.08	1,325.65	-	18,555.78	18,346.15	-	-	-	-	-	18,346.15
NOV	52.87	14,416.14	300.42	1,118.88	-	15,888.31	16,621.44	-	-	-	-	-	16,621.44
DEC	40.62	19,127.06	422.38	1,514.63	-	21,104.69	19,319.41	-	-	-	-	-	19,319.41
TOT/YR	413.94	198,180.76	4,253.90	15,732.31	-	218,580.91	216,482.21	507.63	60.52	1,734.16	23.15	2,325.46	218,807.67

Jan-August District and Other Refuse not separated, started in September.

NEW YORK STATE OF OPPORTUNITY | Department of Environmental Conservation

LONG ISLAND LANDFILL ANNUAL/QUARTERLY REPORT

Submit the Annual Report no later than March 1, 2021.

RECEIVED NYS DEC FEB 26 2021 DIV. OF MATERIALS MANAGEMENT

A. This annual report is for the year of operation from January 01, 2020 to December 31, 2020

B. Quarterly Report for: ☐ Quarter 1 ☐ Quarter 2 ☐ Quarter 3 ☐ Quarter 4

SECTION 1 – FACILITY INFORMATION

FACILITY INFORMATION

FACILITY NAME:			
Town of Brookhaven Landfill Cell 6			
FACILITY LOCATION ADDRESS:	**FACILITY CITY:**	**STATE:**	**ZIP CODE:**
350 Horseblock Road	Brookhaven	NY	11719
FACILITY TOWN:	**FACILITY COUNTY:**	**FACILITY PHONE NUMBER:**	
Brookhaven	Suffolk	631-451-9010	
FACILITY NYS PLANNING UNIT: (A list of NYS Planning Units can be found at the end of this report). Brookhaven Town		**NYSDEC REGION #:** 1	

360 PERMIT #:	DATE ISSUED:	DATE EXPIRES:	NYS DEC ACTIVITY CODE OR REGISTRATION NUMBER:
1-4722-00030/00019			

FACILITY CONTACT:	☒ public ☐ private	CONTACT PHONE NUMBER:	CONTACT FAX NUMBER:
Christopher Andrade		631-451-9013	631-451-6391

CONTACT EMAIL ADDRESS: candrade@brookhavenny.gov

OWNER INFORMATION

OWNER NAME:	OWNER PHONE NUMBER:	OWNER FAX NUMBER:	
Town of Brookhaven	631-451-9010	631-451-6391	
OWNER ADDRESS:	**OWNER CITY:**	**STATE:**	**ZIP CODE:**
1 Independence Hill	Farmingville	NY	11738
OWNER CONTACT:	**OWNER CONTACT EMAIL ADDRESS:**		
Christopher Andrade	candrade@brookhavenny.gov		

OPERATOR INFORMATION

OPERATOR NAME: ☒ *same as owner* ☒ public ☐ private

PREFERENCES

Preferred address to receive correspondence: ☐ *Facility location address* ☒ *Owner address* ☐ *Other (provide):*

Preferred email address: ☐ *Facility Contact* ☒ *Owner Contact* ☐ *Other (provide):*

Preferred individual to receive correspondence: ☒ *Facility Contact* ☐ *Owner Contact* ☐ *Other (provide):*

Did you operate in 2020? ☒ Yes; Complete this form.

☐ No; Complete and submit Sections 1 and 21. If you no longer plan to operate and wish to relinquish your permit/registration associated with this solid waste management activity, also complete the "Inactive Solid Waste Management Facility or Activity Notification Form" located at: http://www.dec.ny.gov/chemical/52706.html .

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SECTION 6 - SOLID WASTE DISPOSED

Provide the tonnages of solid waste disposed. Exclude Beneficial Use Determination Material amounts reported in Section 5.
Specify the methods used to measure the quantities disposed and the percentages measured by each method:

100 % Scale Weight _____% Estimated

_____% Truck Count _____% Other (Specify: _____)

Type of Solid Waste	Tip Fee ($/Ton)	January (tons)	February (tons)	March (tons)	April (tons)	May (tons)	June (tons)	July (tons)
Ash (MSW Energy Recovery)		31,370.17	25,538.00	27,895.05	29,717.51	29,670.13	31,450.30	30,538.27
Construction & Demolition Debris (mixed)		23,689.83	20,064.02	22,198.55	15,786.71	19,336.87	24,976.15	22,954.97
Emergency Authorization Waste (Storm Debris)		N/A	N/A	N/A	N/A	N/A	N/A	N/A
Other (specify)								
		12,351.37	14,936.52	11,482.96	7,931.81	8,124.15	11,241.97	11,674.76
Total Tons Disposed		67,411.37	60,538.54	61,576.56	53,436.03	57,131.15	67,668.42	65,167.97

Type of Solid Waste	August (tons)	September (tons)	October (tons)	November (tons)	December (tons)	Total Year (tons)	Daily Avg. (tons)
Ash (MSW Energy Recovery)	28,715.43	31,514.95	32,947.86	28,683.31	31,152.40	359,193.35	
Construction & Demolition Debris (mixed)	19,600.65	21,995.19	23,047.42	20,137.07	21,727.78	255,515.21	
Emergency Authorization Waste (Storm Debris)	N/A	N/A	N/A	N/A	N/A	N/A	
Other (specify)							
	10,246.52	10,653.76	13,253.07	11,615.70	10,725.46	134,238.05	
Total Tons Disposed	58,562.60	64,163.90	69,248.35	60,436.08	63,605.64	748,946.61	

Reprinted (12/20)

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SECTION 7 – SERVICE AREA OF SOLID WASTE RECEIVED

Please identify where the waste is coming from. The total tons received reported below should equal the total tons received in Section 6 (Solid Waste Disposed). DO NOT REPORT IN CUBIC YARDS!

- If the waste *WAS* received from another solid waste management facility, please write in the name *and* address of the facility along with the appropriate state, county and planning unit/municipality.
- If the waste *WAS NOT* received from another solid waste management facility, please write in "*Direct Haul*" along with the appropriate state, county and planning unit/municipality where the waste was generated.

Specify transport method and percentages of total waste transported by each:

100 % Road ____% Rail

____% Water ____% Other (specify: _____)

Explain which waste types and service areas below are included in these transport methods _____

SERVICE AREA OF SOLID WASTE RECEIVED					
TYPE OF SOLID WASTE	**SOLID WASTE MANAGEMENT FACILITY FROM WHICH IT WAS RECEIVED** (Name & Address) **OR "Direct Haul"**	**SERVICE AREA STATE OR COUNTRY**	**SERVICE AREA COUNTY OR PROVINCE**	**SERVICE AREA NYS PLANNING UNIT** (See Attached List of NYS Planning Units)	**TONS RECEIVED**
Ash (MSW Energy Recovery)	Hempstead	NY	NASS/SUFF/NYC		220,864.33
	Huntington	NY	Suffolk County		78,572.18
	Islip	NY	Suffolk County		59,756.84
Construction and Demolition Debris (mixed)	See Attachment				255,515.21
Emergency Authorization Waste (Storm Debris)	N/A				
Other (specify)	Town of Brookhaven, BH Residents, Litter Clean-ups,				134,238.05
	Residue, Boats, Demolitions, etc.				
				TOTAL RECEIVED (tons):	748,946.61

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SECTION 9 - WASTE IN PLACE

Summary by Waste Type and Year

Include all active and inactive sections of the landfill. Report waste disposed annually by type, if known, in tons per year. Report total waste disposed, if breakdown of types is not available. In the case where more than one landfill section operated in a given year identify each separately, if known. If the annual amount is not available, report the quantities for a range of years. If you include amounts from old, closed landfills then clearly identify them on the table and explain below. In each row, report quantities disposed each year (or group of years if individual years unknown) for each waste type. Report cumulative WIP at bottom (sum of annual quantities disposed). Add additional sheets as necessary.

Year	MSW (tons)	Asbestos Waste (tons)	Ash (tons)	C&D Debris (tons)	Industrial Waste (tons)	Petroleum Contaminated Soil (tons)	Sewage Treatment Plant Sludge (tons)	Other* (tons)	Year(s) Total (tons)	Identify Landfill Section(s) Used
2020	N/A	N/A	359,193.40	255,506.21				31,937.39		Cell 6
2019	N/A	N/A	351,274	362,413				118,390		Cell 6
2018	N/A	N/A	353,816	462,280				81,052		Cell 6
2017	N/A	N/A	353,252	490,653				104,140		Cell 6
2016	N/A	N/A	356,885	369,034				100,261		Cell 6
2015	N/A	N/A	367,333	504,225				77,823		Cell 6
2014	N/A	N/A	346,405	541,749				62,201		Cell 6
2013	N/A	N/A	339,211	469,161				39,836		Cell 6
2012	N/A	N/A	337,190	571,321				46,570		Cell 6
2011	N/A	N/A	342,756	513,842				79,127		Cell 6
WIP Cumulative Total	N/A	N/A	3,507,315.4	4,540,184.21				741,337.39		-

* Other waste could include, but not limited to, yard waste, paper, wood, textiles, or diapers.

Overall in place volume _____ cubic yards

Method for determining waste composition, if known. _____

Explain if closed landfills are included above _____

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SECTION 21 - SIGNATURE AND DATE BY OWNER OR OPERATOR

Owner or Operator must sign, date and submit one completed form to the appropriate Regional Office (See attachment for Regional Office addresses, email addresses and Materials Management Contacts).

The Owner or Operator must also submit one copy by email, fax or mail to:

New York State Department of Environmental Conservation
Division of Materials Management
Bureau of Solid Waste Management
625 Broadway
Albany, New York 12233-7260
Fax 518-402-9041
Email address: SWMFannualreport@dec.ny.gov

I certify, under penalty of law, that the data and other information identified in this report have been prepared under my direction and supervision in compliance with a system designed to ensure that qualified personnel properly and accurately gather and evaluate this information. I am aware that any false statement I make in such report is punishable pursuant to section 71-2703(2) of the Environmental Conservation Law and section 210.45 of the Penal Law.

Signature	2/24/21 Date
Christopher Andrade Name (Print or Type)	Commissioner Title (Print or Type)
candrade@brookhavenny.gov Email (Print or Type)	
1 Independence Hill Address	Farmingville City
New York 11738 State and Zip	(631) 451-9010 Phone Number

ATTACHMENTS: ▪ YES ___ NO
(Please check appropriate line)

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NEW YORK STATE OF OPPORTUNITY | Department of Environmental Conservation

LONG ISLAND LANDFILL ANNUAL/QUARTERLY REPORT

Submit the Annual Report no later than March 1, 2022.

A. This annual report is for the year of operation from January 01, 2021 to December 31, 2021

B. Quarterly Report for: ☐ Quarter 1 ☐ Quarter 2 ☐ Quarter 3 ☐ Quarter 4

SECTION 1 – FACILITY INFORMATION

FACILITY INFORMATION			
FACILITY NAME: Town of Brookhaven Landfill Cell 6			
FACILITY LOCATION ADDRESS: 350 Horseblock Rd	**FACILITY CITY:** Brookhaven	**STATE:** NY	**ZIP CODE:** 11719
FACILITY TOWN: Brookhaven	**FACILITY COUNTY:** Suffolk	**FACILITY PHONE NUMBER:** 631-451-9010	
FACILITY NYS PLANNING UNIT: (A list of NYS Planning Units can be found at the end of this report). Brookhaven		**NYSDEC REGION #:** 1	

360 PERMIT #:	DATE ISSUED:	DATE EXPIRES:	NYS DEC ACTIVITY CODE OR REGISTRATION NUMBER:
1-4722-00030/00019	7/12/21	7/11/26	

FACILITY CONTACT:	■ public ☐ private	CONTACT PHONE NUMBER:	CONTACT FAX NUMBER:
Christine Fetten, PE		631-451-6212	631-451-6391
CONTACT EMAIL ADDRESS: cfetten@brookhavenny.gov			

OWNER INFORMATION			
OWNER NAME: Town of Brookhaven	**OWNER PHONE NUMBER:** 631-451-9010	**OWNER FAX NUMBER:** 631-451-6391	
OWNER ADDRESS: 1 Independence Hill	**OWNER CITY:** Farmingville	**STATE:** NY	**ZIP CODE:** 11738
OWNER CONTACT: Christine Fetten, PE	**OWNER CONTACT EMAIL ADDRESS:** cfetten@brookhavenny.gov		

OPERATOR INFORMATION	
OPERATOR NAME: ■ *same as owner*	■ public ☐ private

PREFERENCES
Preferred address to receive correspondence: ☐ *Facility location address* ■ *Owner address* ☐ *Other (provide):*
Preferred email address: ☐ *Facility Contact* ☐ *Owner Contact* ☐ *Other (provide):*
Preferred individual to receive correspondence: ☐ *Facility Contact* ■ *Owner Contact* ☐ *Other (provide):*

Did you operate in 2021? ■ Yes; Complete this form.

☐ No; Complete and submit Sections 1 and 21. If you no longer plan to operate and wish to relinquish your permit/registration associated with this solid waste management activity, also complete the "Inactive Solid Waste Management Facility or Activity Notification Form" located at: http://www.dec.ny.gov/chemical/52706.html .

Reprinted (12/21)

SECTION 6 - SOLID WASTE DISPOSED

Provide the tonnages of solid waste disposed. Exclude Beneficial Use Determination Material amounts reported in Section 5.
Specify the methods used to measure the quantities disposed and the percentages measured by each method:

100 % Scale Weight Tip fees: see Attachment 2 ____% Estimated

____% Truck Count ____% Other (Specify: _____)

Type of Solid Waste	Tip Fee ($/Ton)	January (tons)	February (tons)	March (tons)	April (tons)	May (tons)	June (tons)	July (tons)
Ash (MSW Energy Recovery)		27,389.10	24,753.24	29,047.76	27,479.89	27,283.18	32,726.19	30,380.19
Construction & Demolition Debris (mixed)		24,359.76	14,504.37	27,535.15	29,671.43	39,170.31	37,363.56	39,170.94
Car Fluff (ASR)		9,444.44	7,577.55	9,450.52	9,507.16	8,146.02	9,389.21	10,336.48
MRF residues		391.81	253.55	401.22	315.08	267.93	447.03	489.49
Mixed Debris		1,016.60	389.16	1,121.88	1,455.97	810.70	3,546.88	2,833.96
Mixed Fill		290.85	94.41	1,628.00	335.98	78.46	268.10	188.20
Total Tons Disposed		62,892.56	47,572.28	69,184.53	68,765.51	75,756.60	83,740.97	83,399.26

Type of Solid Waste	August (tons)	September (tons)	October (tons)	November (tons)	December (tons)	Total Year (tons)	Daily Avg. (tons)
Ash (MSW Energy Recovery)	30,282.50	28,900.35	28,591.66	27,520.80	28,750.63	343,105.49	1,132
Construction & Demolition Debris (mixed)	36,781.96	37,268.16	35,395.48	33,350.49	28,447.28	383,018.89	1,264
Car Fluff (ASR)	9,373.66	9,023.84	9,427.78	8,742.69	9,620.08	110,039.43	363
MRF residues	347.70	387.54	259.65	362.47	358.62	4,282.09	14
Mixed Debris	2,132.42	2,315.32	3,190.22	2,228.22	2,320.53	23,361.86	77
Mixed Fill	193.63	215.16	171.57	112.51	432.54	4,009.41	13
Total Tons Disposed	79,111.87	78,110.37	77,036.36	72,317.18,	69,929.68	867,817.17	2,864

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Attachment #4, Section 9

	Ash	C&D	total	other	ADCM
Cell 5	**1,350,266**	**3,519,808**	**5,194,552**	**324,478**	
Cell 6					
2004	272,851	613,179	945,307	59,277	255,851
2005	279,965	599,204	957,683	78,514	209,640
2006	314,799	534,737	917,480	67,944	192,287
2007	326,768	467,190	870,905	76,947	320,231
2008	294,374	427,769	775,568	53,425	256,024
2009	307,968	294,431	646,399	44,000	265,664
2010	337,207	377,946	810,861	95,708	362,463
2011	342,756	513,842	935,725	79,127	336,861
2012	337,190	571,321	955,081	46,570	343,829
2013	339,211	469,161	848,208	39,836	305,355
2014	346,405	541,749	950,355	62,201	342,128
2015	367,333	504,225	949,381	77,823	341,777
2016	356,885	369,034	826,180	100,261	297,369
2017	353,252	490,653	948,045	104,140	328,330
2018	353,816	462,280	897,424	81,052	359,568
2019	351,274	362,413	832,121	118,390	259,624
2020	359,193	255,515	748,947	134,238	222,238
2021	343,105	383,019	867,817	31,653	207,022
total	**5,984,352**	**8,237,668**	**15,683,487**	**1,351,106**	**5,206,261**
total 5 & 6	**7,334,618**	**11,757,476**	**20,878,039**	**1,675,584**	

NEW YORK STATE OF OPPORTUNITY | Department of Environmental Conservation

LONG ISLAND LANDFILL ANNUAL/QUARTERLY REPORT

Submit the Annual Report no later than March 1, 2023.

A. ☒ This annual report is for the year of operation from January 01, 2022 to December 31, 2022

B. Quarterly Report for: ☐ Quarter 1 ☐ Quarter 2 ☐ Quarter 3 ☐ Quarter 4

RECEIVED
NYS DEC
FEB 0 1 2023
DIV. OF MATERIALS MANAGEMENT

SECTION 1 – FACILITY INFORMATION

FACILITY NAME: Town of Brookhaven Cell 6			
FACILITY LOCATION ADDRESS: 350 Horseblock Rd	**FACILITY CITY:** Brookhaven	**STATE:** NY	**ZIP CODE:** 11719
FACILITY TOWN: Brookhaven	**FACILITY COUNTY:** Suffolk	**FACILITY PHONE NUMBER:** 631-451-9010	
FACILITY NYS PLANNING UNIT: (A list of NYS Planning Units can be found at the end of this report). Brookhaven		**NYSDEC REGION #:** 1	

360 PERMIT #: 1-4722-00030/00019	**DATE ISSUED:** 7/12/21	**DATE EXPIRES:** 7/11/26	**NYS DEC ACTIVITY CODE OR REGISTRATION NUMBER:**

FACILITY CONTACT: Christine Fetten, PE	☒ public ☐ private	**CONTACT PHONE NUMBER:** 631-451-6212	**CONTACT FAX NUMBER:** 631-451-6391
CONTACT EMAIL ADDRESS: cfetten@brookhavenny.gov			

OWNER INFORMATION

OWNER NAME: Town of Brookhaven	**OWNER PHONE NUMBER:** 631-451-9010	**OWNER FAX NUMBER:** 631-451-6391	
OWNER ADDRESS: 1 Independence Hill	**OWNER CITY:** Farmingville	**STATE:** NY	**ZIP CODE:** 11738
OWNER CONTACT: Christine Fetten, PE	**OWNER CONTACT EMAIL ADDRESS:** cfetten@brookhavenny.gov		

OPERATOR INFORMATION

OPERATOR NAME: ☒ *same as owner* ☐ public ☐ private

PREFERENCES

Preferred address to receive correspondence: ☐ *Facility location address* ☒ *Owner address* ☐ *Other (provide):*

Preferred email address: ☐ *Facility Contact* ☒ *Owner Contact* ☐ *Other (provide):*

Preferred individual to receive correspondence: ☐ *Facility Contact* ☒ *Owner Contact* ☐ *Other (provide):*

Did you operate in 2022? ☒ Yes; Complete this form.

☐ No; Complete and submit Sections 1 and 21. If you no longer plan to operate and wish to relinquish your permit/registration associated with this solid waste management activity, also complete the "Inactive Solid Waste Management Facility or Activity Notification Form" located at: http://www.dec.ny.gov/chemical/52706.htm'

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SECTION 6 - SOLID WASTE DISPOSED

Provide the tonnages of solid waste disposed. Exclude Beneficial Use Determination Material amounts reported in Section 5. Specify the methods used to measure the quantities disposed and the percentages measured by each method.

Tip fees in attached tip fee sheet

100 % Scale Weight

____% Estimated

____% Truck Count

____% Other (Specify: _____)

See attachment #2 details on other solid waste materials

Type of Solid Waste	Tip Fee ($/Ton)	January (tons)	February (tons)	March (tons)	April (tons)	May (tons)	June (tons)	July (tons)
Ash (MSW Energy Recovery)		23,431.72	24,462.01	27,191.63	27,488.38	29,375.22	29,810.33	26,285.86
Construction & Demolition Debris (mixed)		19,831.01	19,711.26	33,286.54	36,071.67	39,217.94	34,846.34	36,644.12
Emergency Authorization Waste (Storm Debris)								
Other (specify)		11,562.38	12,624.82	15,159.70	15,053.62	13,608.49	16,171.81	13,812.77
Total Tons Disposed		54,825.11	56,798.09	75,637.87	78,613.67	82,201.65	80,828.48	76,742.75

Type of Solid Waste	August (tons)	September (tons)	October (tons)	November (tons)	December (tons)	Total Year (tons)	Daily Avg. (tons)
Ash (MSW Energy Recovery)	31,690.35	29,569.94	27,207.21	27,780.57	27,594.24	331,887.46	1095
Construction & Demolition Debris (mixed)	31,525.92	23,022.38	26,644.64	18,060.33	17,997.29	336,859.44	1112
Emergency Authorization Waste (Storm Debris)							
Other (specify)	16,072.88	12,951.60	14,362.65	15,189.67	16,320.29	172,890.68	571
Total Tons Disposed	79,289.15	65,543.92	68,214.50	61,030.57	61,911.82	841,637.58	2778

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Attachment #2. Details on "other" solid waste materials (Section 6)

	Jan	Feb	Mar	Apr	May	Jun	Jul
Mixed debris	2,624.07	2,257.14	3,611.44	4,688.73	3,268.73	3,991.14	3,252.71
Mixed fill	653.82	864.03	794.51	89.05	52.07	100.31	121.29
MRF reject	429.39	355.79	341.24	291.13	316.72	364.42	304.99
Car fluff (ASR)	7,855.10	9,147.86	10,412.51	9,984.71	9,970.97	11,715.94	10,133.78

	Aug	Sep	Oct	Nov	Dec	total	Daily Total
Mixed debris	3,715.50	2,652.01	3,473.23	3,997.82	3,410.55	40,943.07	135
Mixed fill	272.52	111.96	163.02	1,495.88	2,761.93	7,480.39	25
MRF reject	280.42	288.91	277.16	261.12	303.83	3,815.12	13
Car fluff (ASR)	11,804.44	9,898.72	10,449.24	9,434.85	9,843.98	120,652.10	398

“C”

From: "Aerne,Brian" <BAerne@covanta.com>
Date: March 31, 2023 at 4:14:51 PM EDT
To: L Allocco <kpnotebook@aol.com>
Subject: Covanta Huntington Tour

Good Afternoon Linda:

Thank you again for coming in for a tour of the Covanta Huntington facility. As we mentioned during the tour, and consistent with our statement in the August 16, 2022 Newsday article about the rail project, Covanta continues to explore options and has not finalized plans regarding how we will handle the ash from our Long Island facilities following the closure of the Brookhaven Landfill.

Feel free to reach out with any questions.

Thank you,
Brian

Brian Aerne
New York Regional Environmental Manager

COVANTA

Covanta Huntington, LLC
99 Town line Rd
East Northport, NY 11731
Office 631-754-1100, x4295
Cell: 516-312-3606
Email: baerne@covanta.com
covanta.com

“D”

Why do we want to construct a line of railroad?

- At the end of 2024, the last remaining landfill that is on Long Island is slated to close. This landfill receives incinerator ash, a byproduct from Covanta Energy's waste-to-energy facilities. It also receives construction and demolition ("C&D") debris from various sources.
- When the landfill closes, there are only two viable options to remove this ash from Long Island – rail or truck (tractor trailer or triaxle trucks).
- The goal of Townline is to help facilitate the movement of this incinerator ash off Long Island while minimizing truck traffic on local roadways.
- Townline also plans to ship goods and commodities via rail which is not readily available in the area.

Customers

- → Carlson and Covanta Energy will be the main customers. Carlson and Covanta plans to use the rail to help facilitate the removal of incinerator ash from Long Island.
- → Carlson will also use the rail to help remove C&D debris off Long Island.
- → Concrete and asphalt plants can use the rail site for the delivery of aggregates that are essential to their production.
- → Lumber yards
- → Car dealerships

“E”



2. Rail Operations

A. Provide the number of trains per day that would operate over the proposed rail line.

Response: One (1) train per day will be operated over the proposed rail line in coordination with New York & Atlantic Railway ("NYA"), the rail line providing freight service on Long Island.

B. Confirm the average quantity of the commodities to be moved on the proposed line in gross tonnage (average daily or yearly).

Response: Consistent with the current NYS DEC permit for the site, the gross outbound volume handled at the facility will be limited to 365,000 tons per year or a maximum of 1,500 tons per day. Gross inbound volumes estimated to be 260,000 tons per year, or 1,000 tons per day. Actual volumes of outbound and inbound material would be variable based on market conditions.

C. For the proposed rail line, provide estimates of the average number of locomotives per train, the average number of railcars per trains, and the average total length (in feet) of trains.

Response: NYA trains delivering and picking up cars on the new line will consist of 2 locomotives per train, with approximately 25 cars per train. Average train length will be 1,900' long.

D. Provide the number of locomotives in each EPA emissions tier.

Response: NYA currently operates a fleet of 9 road locomotives. Seven (7) are Tier 0, and two (2) are Tier 3 locomotives. Four (4) of the Tier 0 locomotives are scheduled to be replaced with Tier 4 locomotives in the next several years.

“F”

CarlsonCorp Inc. is at **Kings Park**. • **Follow**
20h ·

Have you seen this!

The TownLine Association Inc has just run this in our local newspapers! They're raising money to oppose the Townline rail terminal based on false informations and encourages fear mongering.

The Facts!

- 1 singular locomotive will arrive on weekdays during the evening. Dropping off 27 cars and pick up the same for the trip back. This will remove 15000 trucks from our roads per year.

- No hazardous materials will enter or leave the facility at any time.

- The facility will utilize the very best available technology to prevent dust, noise, odors or any potential impacts to local communities.

CarlsonCorp Inc.
Apr 2 ·

In light of the recent news surrounding train derailments across our Nation . I feel i should take a moment to address the topic as many of you have reached out to me in the last few days . It goes without saying that my heart goes out to all those affected by these tragic events .

1. Townline Rail Terminal will not handle bulk petrochemicals, Petroleum, chemicals or hazardous materials of any kind .

2. Safety is and will always be our number 1 priority .

Toby's post

and misinformation!

The facts

1 locomotive will arrive daily at night and drop off 27 cars and pick up 27 cars and leave. This will remove 15000 trucks from townline road per year!

No hazardous materials will enter or leave the facility at any time .

The facility will use all the best available technology to prevent dust, noise , odors or impacts to local communities .

The facility will take trucks off Townline road and out of surrounding communities .

Please feel free to reach out to me at anytime with any project questions or comments ! 631 767 8562

We will be holding a informational meeting next week please stay tuned for more information !

All loading operations will be conducted during our DEC-permitted hours.

The railcars themselves do not have engines, so they will not idle or make continual noise when sitting in the yard. All materials will be transferred and loaded during DEC-permitted operating hours and will not be a 24-hour operation. At night, depending upon LIRR active hours, *one* train will arrive with empty railcars and then depart with loaded railcars.

Author
CarlsonCorp Inc.
[redacted] thanks [redacted], as we are all following train derailments it's important to remember .

Townline rail would not handle any hazardous chemicals , petrochemicals or toxic waste at any time . So rest assure these tragedy's with hazardous spills will not be on our horizon at all , as those goods would never be shipped from or to our facility .

Townline Rail Terminal Facts and Benefits:

4,200 truckloads of ash transported from the Covanta Incinerator will be eliminated completely by introducing rail car disposal. Instead, 4 to 5 rail cars of ash per day would leave the yard. All ash will be loaded onto rail cars and covered in indoor facility.

3,500 truckloads of stone, sand and gravel that are imported by trucks to the industrial area per year would be eliminated and completely replaced with 4 to 5 train cars per day of these materials.

1,000 truckloads of cars, equipment and lumber that are currently brought to the area via truck would now be able to be imported via 1 to 2 rail cars per day, eliminating the need to truck these commodities into storage facilities already located within the industrial area.

2,400 truckloads per year of C&D debris already generated by Huntington and Smithtown residents can now be shipped out via rail car instead of by truck. 12 truckloads per day of this material will now get reduced to 3 to 4 rail cars per day, which will also be loaded and covered in indoor facility.

Approximately 20 rail cars per day will leave the facility in the middle of the night and 20 empty rail cars returned. Since the crossing gate at Meadow Glen Road will be eliminated, train horns will not be required, including on LIRR trains.

There is no train idling at night. All operations will be conducted during the day during normal operating hours. Train movements will happen 5 days per week at night only.

Facility is designed to handle the Huntington/Smithtown needs and not the needs of other Long Island townships. Each town or region will need their own comprehensive solution for waste.

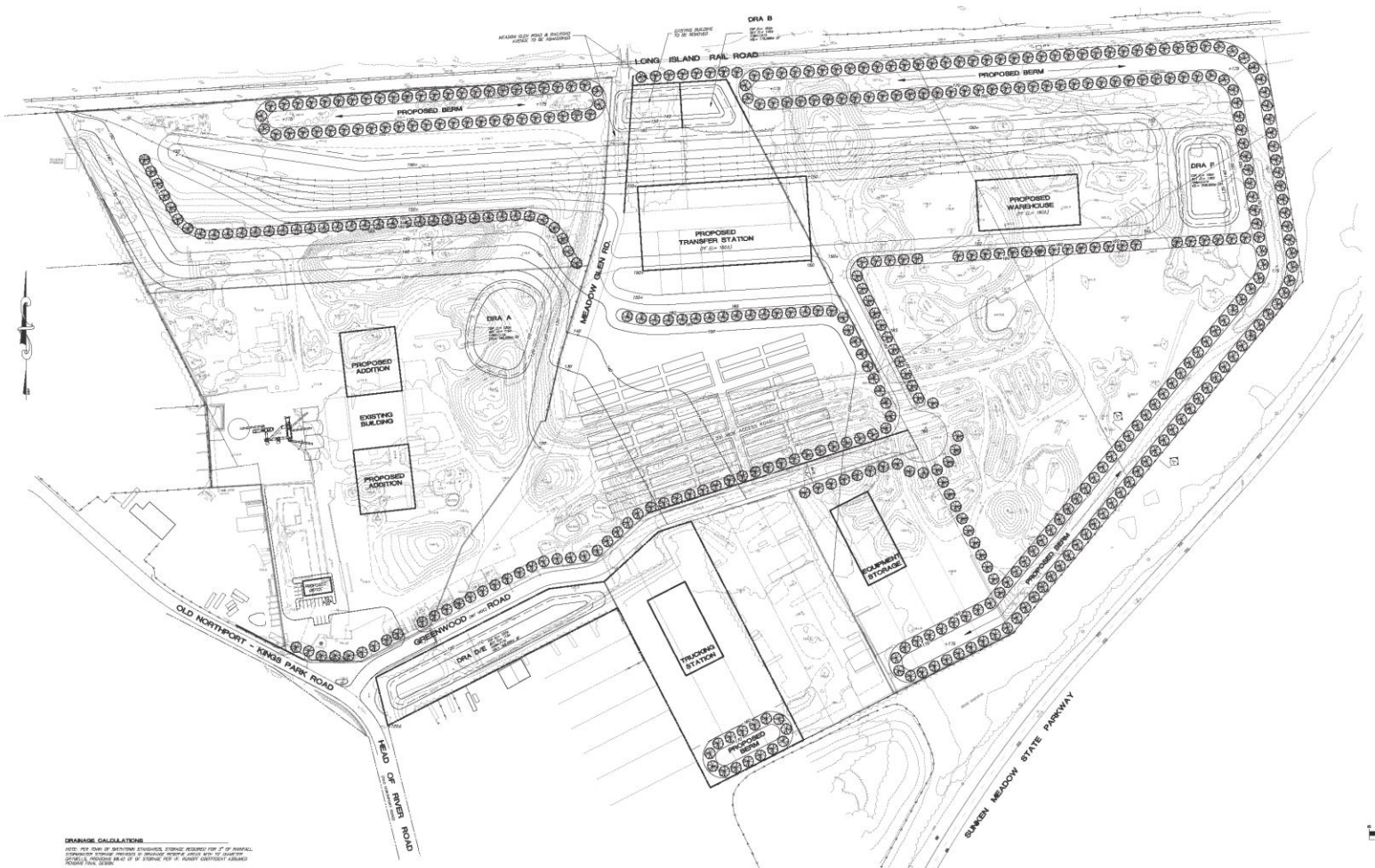
Rail yard will be approximately 400 feet from property line and 480 feet from nearest residence and separated by the LIRR tracks and 180 foot vegetative bermed buffer with a 25 foot grade differential from residential area.

All outdoor operations will be a of 500 feet from residential district and at least 600 feet from any residence.

Increase in tax revenue to the local community from indoor storage facilities and an increase in jobs both during and after construction.

**Changes in commerce are sometimes not easy to accept. However, this proposed rail yard has many benefits that will reduce the negative impacts on our taxpayers, roads and environment when the Brookhaven Landfill closes at the end of 2024, and it will also help grow our local economy.*

“G”



DRAINAGE CALCULATIONS

NOTE: PER TOWN OF SMITHTOWN STANDARDS, STORAGE REQUIRED FOR 3" OF RAINFALL STORMWATER STORAGE PROVIDED IN DRAINAGE RESERVE AREAS WITH 10' QUARTER (STONE) & PROVIDING 98.43 CF OF STORAGE PER 1' HUNDRT EXCEPTIONS ASSUMED PONDING TYPE, SHOWN.

DRAINAGE AREA A:

CONTRIBUTING AREA: 724,768 SF

STORAGE REQUIRED:
724,768 SF X 3 "/12" X 0.75 = 135,894 CF

STORAGE PROVIDED:
180,000 CF IN DRAINAGE SYSTEM A

DRAINAGE AREA B & E:

CONTRIBUTING AREA: 321,021 SF + 393,998 SF = 811,389 SF

STORAGE REQUIRED:
811,389 SF X 3 "/12" X 0.75 = 152,135 CF

STORAGE PROVIDED:
175,000 CF IN DRAINAGE SYSTEM B/C

DRAINAGE C & E:

CONTRIBUTING AREA:
196,030 SF + 302,194 SF + 116,890 SF = 735,102 SF = 896,116 SF

STORAGE REQUIRED:
896,116 SF X 3 "/12" X 0.75 = 168,897 CF

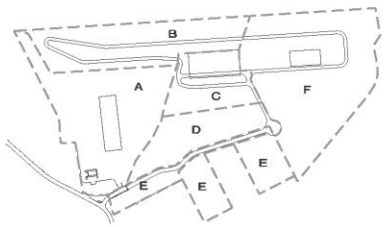
STORAGE PROVIDED:
185,000 CF IN DRAINAGE RESERVE AREA D/E

DRAINAGE AREA F:

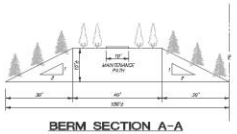
CONTRIBUTING AREA: 967,723 SF

STORAGE REQUIRED:
967,723 SF X 3 "/12" X 0.75 = 181,448 CF

STORAGE PROVIDED:
308,000 CF IN DRAINAGE SYSTEM F



DRAINAGE AREA KEY MAP
N.T.S.



BERM SECTION A-A
N.T.S.

GRAPHIC SCALE
0 20 40 80 160
(IN FEET)
1 inch = 80 ft.

Date	By	Revision
Designed by: MAA	Drafted by: SS	Checked by: MAA

Barrett Bonacci & Van Weele, PC
Engineers • Surveyors • Planners
175A Commerce Drive Hauppauge, NY 11788
t 631.435.1111 f 631.435.1102
www.bbvpc.com

Tax Map No.: 0800, 800 SEC. 23 BLK. 2 LOTS 3.5, 5.2, 6.5, 5.1, 7.15, 9.11, 12, 13.1, 13.2, 13.3 & 13.4 0800, 800 SEC. 23 BLK. 3 LOTS 30, 31 & 34

PRELIMINARY

RECYCLED EARTH PRODUCTS
KINGS PARK

TOWN OF SMITHTOWN SUFFOLK COUNTY, NY

PRELIMINARY GRADING & DRAINAGE PLAN

A DIVISION OF THE DATUM GROUP OF COMPANIES. INSTRUMENTS REMAIN THE PROPERTY OF BARRETT BONACCI & VAN WEELE, PC AND SHALL NOT BE USED WITHOUT THEIR WRITTEN CONSENT.
© 2021 BBV PC

Date	Scale	Project No.	Sheet No.
SEPTEMBER 21, 2021	1"=80'	A0000636	2 of 2

GR. PLAN
VIEW PLAN

“G-1”



Bread and Cheese Hollow Rd @ Pulaski Rd

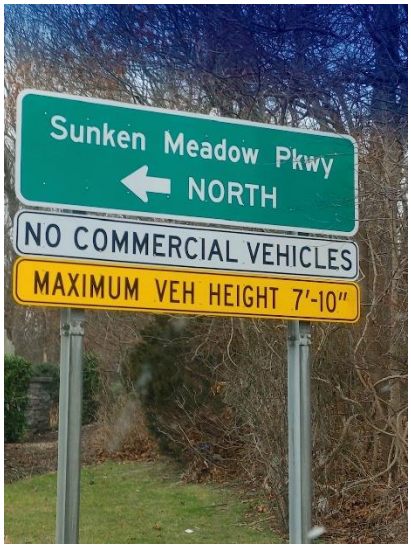


No Outlet

Meadow Glen Rd @ Pulaski Rd



Bread and Cheese Hollow Rd @ 25A







Townline Rd @ Pulaski Rd



Townline Road



Townline Road



Townline Road



Townline Road



Bread Cheese @ 25A

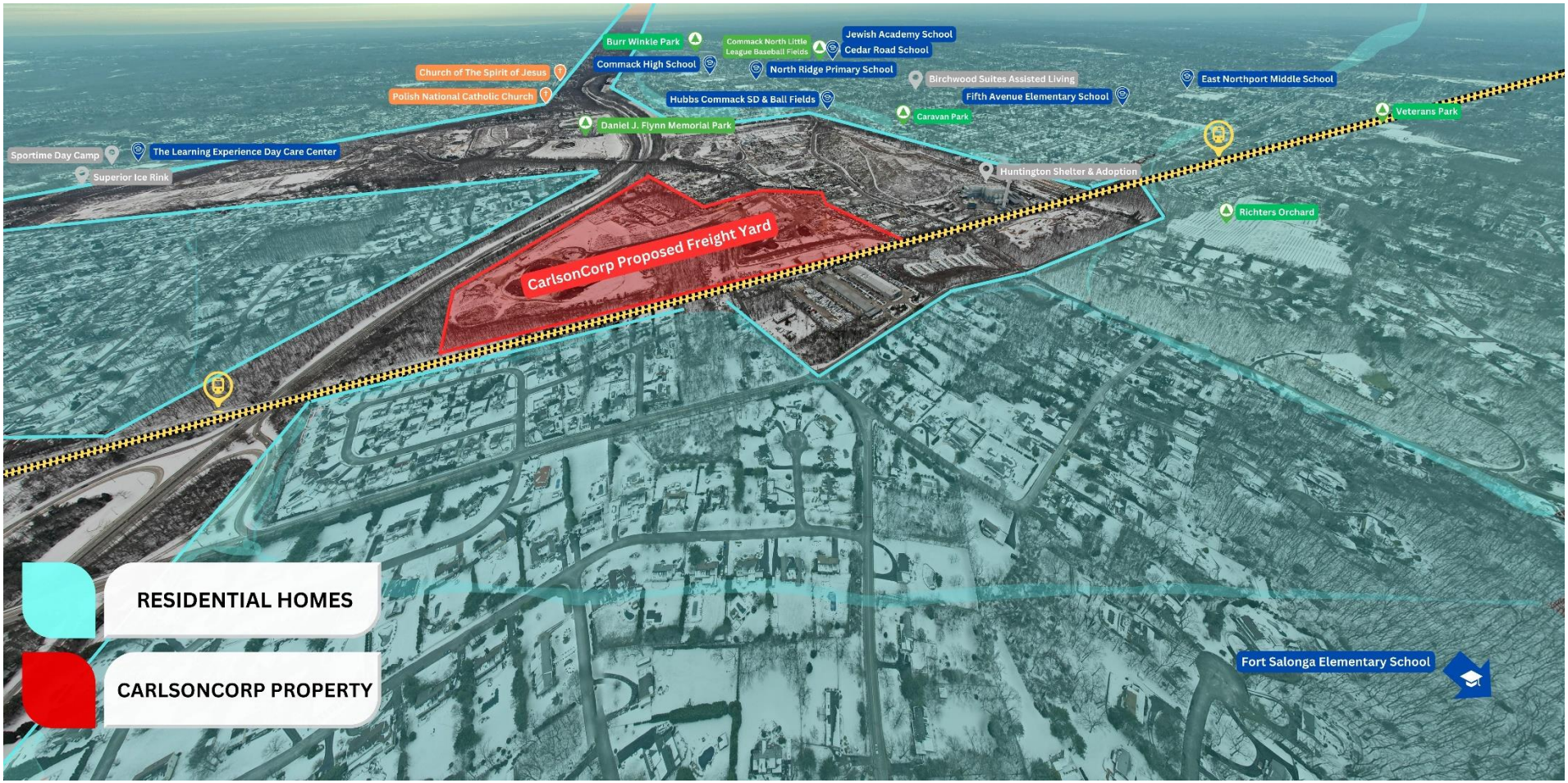


Townline Rd @ Cross Bow Ln



Townline Rd @ Cedar Rd

“H”


Burr Winkle Park
Commack North Little League Baseball Fields
Jewish Academy School
Cedar Road School
Church of The Spirit of Jesus
Commack High School
North Ridge Primary School
Birchwood Suites Assisted Living
East Northport Middle School
Polish National Catholic Church
Hubbs Commack SD & Ball Fields
Fifth Avenue Elementary School
Veterans Park
Daniel J. Flynn Memorial Park
Caravan Park
Sportime Day Camp
The Learning Experience Day Care Center
Huntington Shelter & Adoption
Superior Ice Rink
CarlsonCorp Proposed Freight Yard
Richters Orchard
RESIDENTIAL HOMES
CARLSONCORP PROPERTY
Fort Salonga Elementary School

“I”

New York State Department of Environmental Conservation

Permit Review Report

Permit ID: 1-4726-00790/00004
Renewal Number: 3
02/21/2018

Facility Identification Data
Name: HUNTINGTON RESOURCE RECOVERY FACILITY
Address: 99 TOWN LINE RD
E NORTHPORT, NY 11731

Owner/Firm
Name: COVANTA HUNTINGTON, LLC
Address: 99 TOWN LINE RD
EAST NORTHPORT, NY 11731, USA
Owner Classification: Corporation/Partnership

Permit Contacts
Division of Environmental Permits:
Name: MATTHEW R PENSKI
Address: NYSDEC - REGION 1 SUNY @ STONY BROOK
50 CIRCLE RD
STONY BROOK, NY 11790-3409
Phone:6314440365

Division of Air Resources:
Name: DEEPAK RAMRAKHIANI
Address: NYSDEC - REGION 1 SUNY @ STONY BROOK
50 CIRCLE RD
STONY BROOK, NY 11790-3409
Phone:6314440205

Air Permitting Contact:
Name: BRIAN AERNE
Address: COVANTA HUNTINGTON LLC
99 TOWN LINE RD
EAST NORTHPORT, NY 11731
Phone:6317541100

Permit Description

Introduction

The Title V operating air permit is intended to be a document containing only enforceable terms and conditions as well as any additional information, such as the identification of emission units, emission points, emission sources and processes, that makes the terms meaningful. 40 CFR Part 70.7(a)(5) requires that each Title V permit have an accompanying "...statement that sets forth the legal and factual basis for the draft permit conditions". The purpose for this permit review report is to satisfy the above requirement by providing pertinent details regarding the permit/application data and permit conditions in a more easily understandable format. This report will also include background narrative and explanations of regulatory decisions made by the reviewer. It should be emphasized that this permit review report, while based on information contained in the permit, is a separate document and is not itself an enforceable term and condition of the permit.

Summary Description of Proposed Project
Application for renewal of Air Title V Facility.

Attainment Status

HUNTINGTON RESOURCE RECOVERY FACILITY is located in the town of HUNTINGTON in the county of SUFFOLK.
The attainment status for this location is provided below. (Areas classified as attainment are those that meet all ambient air quality standards for a designated criteria air pollutant.)

Criteria Pollutant	Attainment Status
Particulate Matter (PM)	ATTAINMENT
Particulate Matter< 10μ in diameter (PM10)	ATTAINMENT
Sulfur Dioxide (SO2)	ATTAINMENT
Ozone*	SEVERE NON-ATTAINMENT
Oxides of Nitrogen (NOx)**	ATTAINMENT
Carbon Monoxide (CO)	ATTAINMENT

* Ozone is regulated in terms of the emissions of volatile organic compounds (VOC) and/or oxides of nitrogen (NOx) which are ozone precursors.
** NOx has a separate ambient air quality standard in addition to being an ozone precursor.

Facility Description:
The Huntington Resource Recovery Facility (HRRF) is a waste to energy facility located on a 15 acre site in East Northport, New York. Refuse is delivered to the facility in standard packer trucks and transfer vehicles for combustion in three nominal 250 tpd municipal waste combustors. Municipal waste is reduced approximately 90% by volume in the combustion process. The heat energy generated in the combustion process is utilized to produce electricity. The HRRF is equipped with a 27.5 megawatt turbine generator. Air pollution control equipment at the HRRF includes dry scrubbers for acid gas control, fabric filters for particulate removal, activated carbon injection for control of mercury, and a selective non-catalytic reduction system for control of nitrogen oxides. The HRRF employs a continuous emissions monitoring system (CEMS) that provides continuous feed back on the effectiveness of the air pollution control (APC) equipment. The major sources of emissions at the HRRF are the three nominal 250 tpd municipal waste combustors. All three combustion trains are equipped with separate flues that are vented through a common stack. All other activities at the site are categorized as exempt, trivial or insignificant activities as defined in 6 NYCRR Part 201-3.2, 201.3.3 and 201-6.3(d)(7) respectively. The HRRF may accept and process up to 60,000 gallons per day of landfill leachate from the Smithtown landfill as dilution water in the three spray dry absorbers.

The base operating scenario for the HRRF includes the combustion of solid waste in three 250 tpd units as allowed in the HRRF's solid waste permit contained in the facility's certificate to operate and as otherwise approved by NYSDEC. The facility is authorized to receive municipal solid waste which includes residential, commercial and governmental and/or institutional waste, the combustible portion of construction and demolition (C&D) debris, light industrial waste, shredded tires, and other non-hazardous industrial waste streams as approved by NYSDEC on a case by case basis. Propane gas is used during startup to warm the unit up to the minimum required combustion zone temperature and residence time before introducing refuse into the furnace and during the transition period before the fires are fully sustained by the refuse. Propane gas is used as an auxiliary fuel during shutdown in order to maintain minimum combustion zone temperature and residence time requirements until refuse is burned off the grates. Auxiliary fuel is also used during periods of upset and at any other time the furnace temperature/residence time requirements would not otherwise be met.

New York State Department of Environmental Conservation

Permit Review Report

Permit ID: 1-4726-00130/00038
Renewal Number: 3
02/04/2019

Facility Identification Data
Name: NORTHPORT POWER STATION
Address: 301 WATERSIDE AVE (& EATONS NECK RD)
NORTHPORT, NY 11768

Owner/Firm
Name: NATIONAL GRID GENERATION LLC
Address: 175 E OLD COUNTRY RD
HICKSVILLE, NY 11801, USA
Owner Classification: Corporation/Partnership

Permit Contacts
Division of Environmental Permits:
Name: KEVIN A KISPERT
Address: SUNY @ STONY BROOK
50 CIRCLE RD
STONY BROOK, NY 11790
Phone:6314440302

Division of Air Resources:
Name: SHAUN SNEE
Address: NYSDEC - REGION 1
50 CIRCLE RD
STONY BROOK, NY 11790-3409
Phone:6314440205

Air Permitting Facility Owner Contact:
Name: CATHY WAXMAN
Address: NATIONAL GRID
175 E OLD COUNTRY RD
HICKSVILLE, NY 11801-4280
Phone:5165452579

Permit Description

Introduction

The Title V operating air permit is intended to be a document containing only enforceable terms and conditions as well as any additional information, such as the identification of emission units, emission points, emission sources and processes, that makes the terms meaningful. 40 CFR Part 70.7(a)(5) requires that each Title V permit have an accompanying "...statement that sets forth the legal and factual basis for the draft permit conditions". The purpose for this permit review report is to satisfy the above requirement by providing pertinent details regarding the permit/application data and permit conditions in a more easily understandable format. This report will also include background narrative and explanations of regulatory decisions made by the reviewer. It should be emphasized that this permit review report, while based on information contained in the permit, is a separate document and is not itself an enforceable term and condition of the permit.

Summary Description of Proposed Project

This project is the renewal of the Title V permit for the Northport Power Station. The permit has been restructured to group the boilers into one emissino unit and to eliminate

redundancies.

Attainment Status
NORTHPORT POWER STATION is located in the town of HUNTINGTON in the county of SUFFOLK. The attainment status for this location is provided below. (Areas classified as attainment are those that meet all ambient air quality standards for a designated criteria air pollutant.)

Criteria Pollutant	Attainment Status
Particulate Matter (PM)	ATTAINMENT
Particulate Matter< 10µ in diameter (PM10)	ATTAINMENT
Sulfur Dioxide (SO2)	ATTAINMENT
Ozone*	SEVERE NON-ATTAINMENT
Oxides of Nitrogen (NOx)**	ATTAINMENT
Carbon Monoxide (CO)	ATTAINMENT

* Ozone is regulated in terms of the emissions of volatile organic compounds (VOC) and/or oxides of nitrogen (NOx) which are ozone precursors.
** NOx has a separate ambient air quality standard in addition to being an ozone precursor.

Facility Description:
The Northport Power Station consists of four (4) 385 MWe nominal turbine/generator boiler sets and a 15 MWe nominal black start combustion turbine. The black start unit is maintained to meet load demand and emergency power requirements.

Part 249: Best Available Retrofit Technology is applicable to all four boilers. The EPA's New Source Performance Standards, 40 CFR 60 Subpart D, are applicable to boiler #4. National Grid complies with NOx RACT requirements through a systemwide averaging plan.

The boilers are capable of burning #1, #2 and #6 fuel oil and natural gas. In addition, they are permitted to burn waste oil, generated at Naional Grid facilities for energy recovery, and to incinerate citrosolv, a boiler cleaning solution. Units 1,2,and 3 (boilers) are considered to be limited use oil boilers for 40 CFR 63-UUUUU NESHAP applicability. Unit 4 (the last boiler) is defined as a gas boiler and is not subject to 40 CFR 63-UUUUU.

There are five (5) main tanks used for storing #6 fuel oil, ranging from 13,524,000 to 27,035,000 gallons. In addition, there are numerous smaller tanks used for storing distillate, lubrication and/or dielectric oils.

It should be noted that the facility maintains an electrostatic precipitator (ESP) that

“J”

NEW YORK STATE OF OPPORTUNITY. Department of Transportation

KATHY HOCHUL
Governor

MARIE THERESE DOMINGUEZ
Commissioner

RICHARD B. CAUSIN, P.E.
Regional Director

July 22, 2022

Andrea Poole
Surface Transportation Board
Docket No. FD 36575
395 E Street SW
Washington, DC 20423

RE: Docket No. FD36575, Townline Rail Terminal, LLC – Construction and Operation Exemption – Hamlet of Kings Park, Town of Smithtown, Suffolk County, NY

Dear Ms. Poole,

The New York State Department of transportation ("NYSDOT") is in receipt of a letter dated June 22, 2022, regarding a request by Towline Rail Terminal, LLC (Townline) to construct and operate a new common carrier line in Smithtown, New York. Your letter asks for information on "any environmental resources that may be affected" by the proposal, as well as any "requirements or concerns from [NYSDOT]."

According to your letter, Townline is seeking authority from the Surface Transportation Board (STB) to construct and operate approximately 5000 feet of new common carrier rail line in Smithtown, Suffolk County, New York. Townline intends to construct this line at the northern end of an 82-acre tract, adjacent to and parallel with the Long Island Rail Road's ("LIRR") Port Jefferson Line. You indicate that Townline and would initially move incinerator ash and construction/demolition debris for an affiliated company (CarlsonCorp, Inc.) that operates a waste transfer facility at this site, and that it also plans to offer rail service to adjacent properties.

Without additional information, NYSDOT is unable to provide detailed information at this time regarding what, if any, environmental resources may be affected by Townline's proposal. To that end we recommend that a study of the area be conducted that includes the "facility" being proposed (the rail line) and any anticipated road improvements. Specifically, that includes the following:

- Screening for the presence of contaminated soils and plans to address the same if found during construction.
- Screening for the presence for threatened and endangered species and habitat.
- Screening for the presence of cultural and historic resources.

- Information regarding traffic and associated emissions effects on roadway network, if any (e.g. trucks in and out of the facility during construction and operation).

- Information that addresses the Clean Air Act general conformity requirements.

In addition, it appears that the line being proposed will be constructed in or around a residential area. To that extent NYSDOT recommends that public outreach be conducted regarding the proposal and that an identification of any impacted disadvantaged populations (i.e. minority, low-income, persons with limited English proficiency etc.) be made. Given the proposed line's location, Environmental Justice (EJ) concerns may exist, and all relevant Executive Orders - including those directing community engagement – will need to be complied with.

Finally, it is not clear from your letter whether any railroad crossings will be created or modified as part of Townline's proposal. However, please know that to the extent that any public rail crossings will be created or impacted, or if any crossing on the LIRR's line will be modified or created, a public hearing is required by New York State law, and an order from the NYSDOT approving such creation or modification will be needed.

Thank you for advising the NYSDOT about Townline's proposal. Please do not hesitate to contact me if additional information is needed during your environmental review.

Sincerely,

Richard Causin, P.E.
Regional Director, Region 10

“K”

Air

LOCATE ME

World > USA > New York

Air quality in New York

Air quality index (AQI) and PM2.5 air pollution in New York

Last update at 21:05, Jan 18

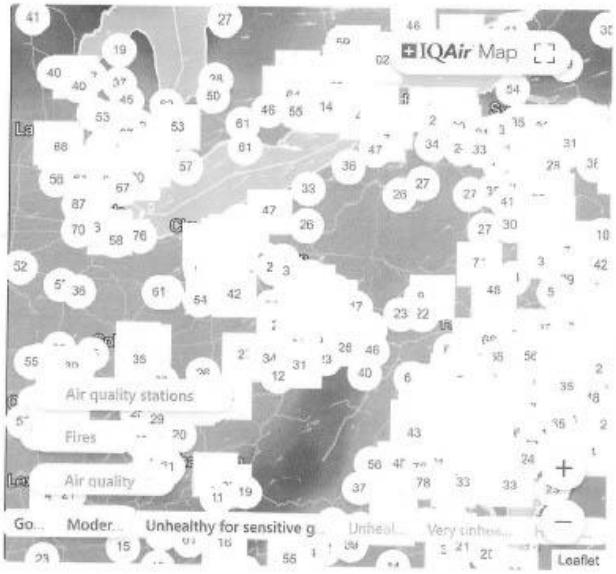
LIVE AQI CITY RANKING

Real-time New York
Most polluted city ranking

#	CITY	US AQI
1	Kings Park	91
2	Glen Cove	84
3	Dix Hills	72
4	Malverne	68
5	Noyack	68
6	Putnam Lake	68
7	Uniondale	68
8	Levittown	65
9	New York City	65
10	Cold Spring Harbor	63

21:05, Jan 18 (local time)

SEE WORLD AQI RANKING



AIR QUALITY DATA CONTRIBUTORS

269 Stations operated by

239 Contributors

SEE ALL

News

The latest air quality news and resources.



2 days ago

Southern California Air Quality Alert:...



9 days ago

Air purifiers may help with influenz...



a month ago

Volcanic Eruption

Join the movement!

Help
We're Online

“L”

NEW YORK STATE OF OPPORTUNITY | Department of Environmental Conservation

Carlson Associates/Henry Carlson - Order, September 1, 1993

Order, September 1, 1993

STATE OF NEW YORK : DEPARTMENT OF ENVIRONMENTAL CONSERVATION

In the Matter of

Alleged Violations of Part 421 of Title 6 of

the Official Compilation of Codes, Rules and Regulations of

the State of New York and Environmental Conservation Law Article 23,

Title 27 - by -

CARLSON ASSOCIATES and HENRY B. CARLSON,

Respondents

ORDER
DEC File Nos. 1-3639 and 1-4025

WHEREAS:

1. Pursuant to a Notice of Motion for Summary Order issued on August 28, 1991, an administrative enforcement hearing was held before Susan J. DuBois, Administrative Law Judge ("ALJ") on February 18, 1992 at the Department's Region 1 Office located in Stony Brook, New York. The Department Staff appeared by John Byrne, Esq., Assistant Regional Attorney, Region 1. The Respondent appeared by Eugene L. Wishod, Esq., Joel M. Markowitz, Esq. and Frederick Eisenbud, Esq., of Cahn, Wishod, Wishod and Lamb, Melville, New York.
2. Upon review of ALJ DuBois' Hearing Report, a copy of which is attached, I concur with its Findings of Fact, Conclusions and Recommendations, except as noted below.
3. The Respondents' December 20, 1991 appeal of ALJ DuBois' ruling concerning the scope of the hearing is denied. Any delay in processing the Respondents' permit application for the site is irrelevant to this action and was properly excluded from the hearing record since Respondents had not even submitted an application until the period of the alleged violations was almost over. ALJ DuBois also properly excluded evidence concerning the content of settlement discussions. The public policy concerns which favor excluding such evidence in order to encourage frank discussions outweigh any relevance it might have (see *In the Matter of Lopa et. al.*, Interim Decision of the Commissioner, July 10, 1991).
4. As concluded in the ALJ's report, the evidence demonstrates that the Respondents operated the mine essentially continuously during the period of the alleged violations. The ALJ erred, however, in

concluding that no violations occurred in the time period from January 24, 1990 to March 3, 1990. She so concluded because the date on which the jurisdictional threshold for requiring a permit (1000 tons in twelve consecutive months) was not established to be within this time period. I find that so long as the jurisdictional amount is mined, any day of operation without a permit within the twelve month period, whether or not it occurred before the jurisdictional amount was reached, would constitute a violation of
ECL Article 23. The record establishes that mining in the twelve months following January 24, 1990 exceeded the threshold and therefore any day in which the Respondents operated between January 24, 1990 and March 3, 1990 also constitute violations.

5. In determining the appropriate relief in this case, I have considered the factors discussed in the Hearing Report.

NOW, THEREFORE, have considered this matter, it is **ORDERED** that:

I. Respondents are found to be in violation of Environmental Conservation Law Section 23-2711(1) and Section 421.1 of Title 6 of the Official Compilation of Codes, Rules and Regulations of the State of New York on all 250 days charged in the complaint.

II. Respondents are jointly and severally assessed a civil penalty of $125,500 (ONE HUNDRED AND TWENTY-FIVE THOUSAND AND FIVE HUNDRED DOLLARS). This penalty shall be due and payable sixty (60) days after the service of a conformed copy of this Order on Respondents.

III. Respondents are to cease and desist all mining at their mine located at 140 Old Northport Road, Kings Park, New York.

IV. Respondents are to submit to the Department an approvable reclamation plan for the Site, which plan is to be submitted within thirty (30) days after Respondents' receipt of this Order.

V. Respondents are to reclaim the Site within sixty (60) days of their receipt of the Department's approval of the reclamation plans.

VI. Respondents are to submit a reclamation bond in the amount of ONE HUNDRED AND SEVENTY-FIVE THOUSAND DOLLARS ($175,000) to the Department within sixty (60) days after Respondents' receipt of this Order.

VII. All communications between the Respondent and the Department concerning this Order shall be made to the Department's Region 1 Director, NYS Department of Environmental Conservation Region 1, Building 40, SUNY Campus, Stony Brook, New York 11790-2356.

VIII. The provisions, terms and conditions of this Order shall bind the Respondents, their officers, directors, agents, servants, employees, successors and assigns and all persons, firms and corporations acting for or on behalf of the Respondents.

For the New York State
Department of
Environmental
Conservation

_____/s/_____

By: THOMAS C. JORLING, COMMISSIONER

Dated: Albany New
York September 1,
1993

To: Carlson Associates

Post Office Box 345

Kings Park, New York 11754

Henry B. Carlson

140 Old Northport Road

Kings Park, New York 11754

Eugene L. Wishod, Esq.

Cahn, Wishod, Wishod & Lamb

534 Broadhollow Road

C.S. 9034

Melville, New York 11747-9034

John F. Byrne, Esq.

NYS Department of Environmental

Conservation

200 White Plains Road, 5th
Floor Tarrytown, New York
10591-5805

Lori J. Riley, Esq.

NYS Department of Environmental

Conservation, Region 1

Building 40, SUNY Campus

Stony Brook, New York 11790-2356

STATE OF NEW YORK
DEPARTMENT OF ENVIRONMENTAL CONSERVATION
50 Wolf Road

Albany, New York 12233-1550

In the Matter

- of -

Alleged Violations of Part 421 of Title 6 of the Official Compilation of

Codes, Rules and Regulations of the State of New York and of

Environmental Conservation Law Article 23 Title 27 (Mined Land

Reclamation) - by -

CARLSON

ASSOCIATES and

HENRY B. CARLSON

RESPONDENTS

Case Nos. 1-3639 and 1-4025

HEARIN

G

REPORT

by

_____/s/_____

Susan J. DuBois

Administrative Law Judge

Proceedings

On August 28, 1991, the New York State Department of Environmental Conservation (the "Department") moved for a Summary Order against Carlson Associates and Henry B. Carlson (the "Respondents"), of P.O. Box 345, Kings Park, New York 11754 and 140 Old Northport Road, Kings Park, New York 11754, respectively. This Motion was made pursuant to Title 6 of the Official Compilation of Codes, Rules and Regulations of the State of New York ("6 NYCRR") Section 622.10. The Motion alleged that the Respondents had violated Environmental Conservation Law ("ECL") Section 23-2711 and 6 NYCRR Section 421.1 by mining more than 1,000 tons of minerals within twelve successive calendar months without first having obtained a permit from the Department for such mining. The mining allegedly took place at a Site located on Old Northport Road, Kings Park, in the Town of Smithtown, Suffolk County.

On September 25, 1991, the Department moved to amend the August 28, 1991 Motion for Summary Order to include an affidavit of a Town of Smithtown building inspector. On October 9, 1991, I denied the motion to amend the Motion for Summary Order. The Respondents submitted two affidavits in opposition to the Motion for Summary Order, dated October 25 and October 28, 1991.

In a ruling dated November 29, 1991, I denied the Motion for Summary Order since questions of fact existed regarding the amount of material mined within the time period of the alleged violation and the number of days on which mining had occurred. Pursuant to 6 NYCRR Part 622, the Motion for Summary Order and the Respondents' answering papers were deemed to be the Complaint and the Answer and a hearing was scheduled. The hearing was limited to two issues: (1) the amount of minerals mined by the Respondents at the Site during the time from January 24, 1990 to February 1, 1991 or any shorter time within that time period; and (2) the number of days on which any violation may have continued. The November 29, 1991 ruling also stated a number of facts which were not in dispute and which did not need to be proved at the hearing (see below).

The Respondents appealed the portion of the November 29, 1991 ruling which identified the issues for the hearing and requested that the Commissioner direct that the hearing also include evidence regarding allegations of the Respondents' need to continue mining in order to preserve their non-

conforming use under Town zoning and allegations of delays in issuance of a mining permit to the Respondents. On January 10,

1992, Robert H. Feller, Assistant Commissioner for Hearings, notified the parties that Commissioner Thomas C. Jorling had declined to consider the appeal on an interlocutory basis and that the ruling could be appealed in the final briefs. The appeal is discussed further below.

The hearing took place on February 18, 1992 before Susan J. DuBois, Administrative Law Judge, at the

Department's Region 1 Office, Stony Brook, New York. The Department was represented by John F. Byrne,

Esq., Assistant Regional Attorney, Region 1. The Respondents were represented by Eugene L. Wishod, Esq., Joel M. Markowitz, Esq. and Frederick Eisenbud, Esq., of the firm of Cahn, Wishod, Wishod and Lamb, Melville, New York.

The Department called as its witness Robert Galli, Mined Land Reclamation Specialist, Region 1. The Respondents called as their witness Sylvester A. Celebrini, Vice President of Lockwood, Kessler and Bartlett Engineers.

Following extensions of the deadline for submission of briefs, which extensions were requested by both the Department Staff and the Respondents, the briefs were submitted on June 15, 1992. Reply briefs were submitted on August 14 by the Department and August 18 by the Respondents and the hearing record closed on August 18, 1992.

The Charges

The Department alleged that the Respondents had mined sand and gravel in violation of ECL Section 23-2711 and 6 NYCRR Section 421.1. The Department alleged that the Respondents had mined over 1,000 tons of minerals within a twelve calendar month period without having first obtained a permit from the Department. The mining allegedly occurred between January 24, 1990 and February 1, 1991.

Relief Sought

The Department sought an order requiring the Respondents to cease all mining activity at the facility, to submit an approvable reclamation plan for the facility within 30 days of an order by the Commissioner, to reclaim the facility within 60 days of receipt of the Department's approval of the reclamation plan, to submit a reclamation bond in the amount of $175,000, and to pay an administrative penalty of $250,000. In its closing statement at the end of the hearing, the Department proposed a penalty of $164,000, based on a second calculation of the penalty.

The Answer

The Respondents' two affidavits (deemed to be the Answer) did not deny that the Respondents had mined over 1,000 tons of minerals within a twelve calendar month period as alleged by the Department, but instead stated that the Department had failed to prove how much of the excavation had been done after January 24, 1990. The Respondents also alleged that they needed to continue mining in order to preserve the mine's status under Town zoning, that the Department and the Town had delayed the Respondents' receipt of a mining permit, and that the Order on Consent which had been proposed by the Department Staff was unreasonable.

Respondents' Appeal

On December 20, 1991, the Respondents appealed the portion of the November 29, 1991 ruling which identified the issues for adjudication. The Respondents sought to include within the scope of the hearing the facts and circumstances surrounding delays on the part of the Department or "its

designated lead agent" (the Town of Smithtown) in processing the Respondents application for approvals for the mine, the Respondents' alleged need to continue mining to preserve a legal non-conforming use, and the Department's willingness to permit a continuation of mining by Respondents during the period of consideration of the mining permit application.

Undisputed Facts

As stated in the November 29, 1992 ruling, the following facts were not in dispute:

1. Respondents Henry B. Carlson and Carlson Associates are the operators of the mine located at the Site in question (140 Old Northport Road, Kings Park, New York).
2. Respondent Henry B. Carlson is the general partner of Carlson Associates.
3. Carlson Associates, whose mailing address is P.O. Box 345, Kings Park, New York, 11754, is a partnership and owns the Site.
4. No permit has been issued by the Department of Environmental Conservation to the Respondents, nor to anyone, for mining at the site.
5. The mine is a sand and gravel mine which has been operating without interruption since before January 24, 1990 to at least the date of Mr. Carlson's affidavit (October 25, 1991).
6. As of February 1, 1991, the volume of the excavation at the Site was approximately 644,611 cubic yards.
7. The conversion from volume to weight for these minerals is 750 cubic yards equals 1,000 tons of minerals.

Findings of Fact

1. Mining was taking place on the site on January 24 and 25, 1991 when Robert Galli, a mined land specialist with the Department's Region 1 office, observed the site. This mining was taking place in the northeastern part of the site, in what was referred to as "site 1". On both days, a loader was excavating sand and gravel and loading it into trucks.
2. The area which was the focus of the testimony regarding the amount of mining was a "dogleg" extending east and south of the areas which were being used for mining and processing as of March 1989. This "dogleg" was also referred to as "site 2". An aerial photograph taken on March 27, 1989 shows this area as being partially cleared, with a small amount of mining having started.
3. An additional aerial photograph which was taken on March 4, 1990 shows a larger excavated area within site 2 and shows more area to the southeast as having been cleared.
4. Mr. Galli first saw the mining in site 2 when he visited the mine again on August 16, 1990. He again observed sand and gravel trucks being loaded and leaving the site. He observed sand and gravel being excavated from the ground and loaded into trucks in site 2. The excavation at site 2 was approximately 30 feet deep in comparison to the surrounding ground.
5. An aerial photograph which was taken on February 1, 1991 shows additional excavation in the southeast portion of site 2.
6. Respondent Henry B. Carlson provided a topographic map of the site to the Department. This map shows the topography as of March 4, 1990 for the western portion of site 2 and the topography as of October 26, 1990 for the eastern portion of site 2. On this map, a portion of site 2 which was cleared but not yet mined as of the March 27, 1989 aerial photograph is shown as being at an elevation over fifty feet deeper than the surrounding area. The March 4, 1990 aerial photograph shows that the eastern portion of the dogleg was partially excavated, partially cleared and partially undisturbed as of March 4, 1990 but the topographic map shows that by October 26, 1990 the eastern portion of the dogleg had a larger excavated area, the floor of which was at an

elevation more than 80 feet below the surrounding land. This deepest portion of the east end of the dogleg included an area more than 100 feet long by 100 feet wide. The soil layer above the sand and gravel would be expected to be two feet deep at most and the soil itself would have a commercial value.

7. A cubic yard equals 27 cubic feet. A object measuring 10 feet by 100 feet by 20.25 feet has a volume of 750 cubic yards.
8. The Respondents mined significantly more than 750 cubic yards of minerals from site 2 between March 27, 1989 and March 4, 1990. Even if the surface two feet of the minerals had a lower weight per cubic yard than that of sand and gravel, the Respondents had mined significantly more than 1,000 tons of minerals from site 2 between March 27, 1989 and March 4, 1990.
9. The number of days on which mining took place within the period of the alleged violation cannot be precisely determined from the evidence regarding the dimensions of the mine. This information does, however, provide a basis for estimating a minimum number of days on which mining took place within this time period. The Respondents mined at least 30,000 cubic yards of minerals from site 2 after March 4, 1990. Mining at a rate of 2880 cubic yards per day would be a fast rate of activity for a mine such as this, and using this number to calculate the number of days it would take to mine 30,000 cubic yards would produce a conservative (low) number of days. The Respondents were mining in site 2 on at least ten days after March 4, 1990.
10. The 30,000 cubic yard volume is based on the presence of an excavation somewhat more than 100 feet by 100 feet in its horizontal dimensions and 80 feet deep, which existed in a portion of site 2 that had only limited disturbance as of March 4, 1990. In addition to this volume, however, the Respondents mined additional minerals in areas that were not mined as of March 4, 1990 but where the topography at later dates is in question. The volume mined was significantly larger than 30,000 cubic yards.
11. It is likelier than not that the mine operated on all business days excluding holidays, during the time of the alleged violation. There would be approximately 230 business days (Mondays through Fridays minus major holidays observed by most businesses) during the period from March 4, 1990 to February 1, 1991. There would be approximately 260 business days during the period from January 24, 1990 to February 1, 1991.

Discussion

The hearing involved two issues: whether or not the Respondents mined more than 1,000 tons of minerals in 12 calendar months, and if so, the number of additional days of mining which took place after this threshold had been exceeded.

The record clearly indicates that the Respondents mined more than 1,000 tons of minerals during the 12 calendar month period leading up to March 4, 1990.

The second question, regarding the number of days on which the violation occurred, relates to days on which mining occurred at all, regardless of the quantity which was mined on those days. The number of days could be determined through two distinct methods. The first would rely upon a calculation of the total amount which had been mined and an estimate of the rate at which minerals had been mined. The second would examine the evidence to determine whether the operation was essentially continuous. The Motion for Summary Order requested a penalty based on mine operations having occurred on 250 business days. At the hearing, the Department Staff's evidence focussed primarily on the amount and rate of mining, although they also presented evidence which is relevant to whether the mining was a continuous business.

With regard to the calculation based on the amount mined, the ten days of mining discussed in Finding No. 9 above represent a minimum number of days on which the violation occurred. This figure, however, is based on conservative assumptions and upon information which is clear in the record. The exhibits demonstrate that the excavation done after March 4, 1990 was much larger than the deep part of the eastern end of site 2 which was considered in finding that at least 30,000 cubic yards of minerals had been mined. The exhibits and the testimony are not, however, precise enough to support a finding about the actual amount which was mined during a defined period of time by working backwards from the volume of the mine.

The Respondents did not present any evidence regarding the amount of minerals mined during the time of the alleged violations. The Respondents' answering papers did not deny that they had mined more than 1,000 tons of minerals during the time in question but argued that the Department Staff had failed to prove this.

The testimony which the Respondents presented at the hearing focussed on whether topographic mapping could be done from a single aerial photograph and on the modification of the topographic map. While exact topography would not be determined from a single aerial photograph, such photographs can be used to determine whether an area has been excavated and in interpreting the general extent of mining activity. The aerial photographs, the map which was submitted by Mr. Carlson to the Department, and Mr. Galli's observations on August 16, 1990 when considered together demonstrate that the Respondents violated the Mined Land Reclamation Law and that the violation continued on more than ten days.

The hearing record indicates that the mine is a large and long-established mine, which, according to Mr.

Carlson's own affidavit, operated "without interruption" during the time of the alleged violation (see Undisputed Facts paragraph 5 above). Absent information to the contrary, it is reasonable to infer that the mine operated on all ordinary business days during that time. The large size of the area which was mined during the time of the alleged violations also supports this inference. The Respondents were on notice that the Department Staff was seeking penalties for a continuing violation during an identified time period and that number of days on which mining took place was an issue to be adjudicated. The Respondents did not attempt to show that the mine operated intermittently or on only a few days of the week. The Respondents were mining on all of the three days on which inspections did take place.

The Notice of Motion for Summary Order (later deemed to be the Complaint) sought a penalty based on 250 business days of operation. In the post-hearing brief, the Department Staff proposed a penalty based on 163 days of operation: the 124 days which were derived from the volume of the mine and from an estimate of the amount mined per day, plus 39 calendar days of operation prior to the date for which the volume calculation began.

A preponderance of the evidence establishes that mining took place on the 230 business days on and after

March 4, 1990. The record is not sufficient to support a finding about days of violation of the Mined Land Reclamation Law prior to March 4, 1990 since the first date on which the Respondents were in violation during the January 24 to March 3, 1990 time period is not clear. In addition, the Complaint sought penalties based on 250 days of operation and the relief imposed should not be based on more than 250 days.

The most reasonable inference is that Respondents were in violation of ECL Article 23 as of March 4, 1990 and that the violation continued on an additional 229 days.

The Respondents' December 20, 1991 appeal argued that additional issues should be included in the hearing.

As noted above, this appeal is pending and is before the Commissioner. At the hearing, the Respondents also argued that these additional issues should be included in the hearing as mitigating factors with regard to the penalty.

The Respondents sought to include evidence regarding its position that the Department and the Town of Smithtown had delayed the review of Carlson Associates' mining permit application. The length of time involved in processing the application would not be relevant to the present allegations since, according to the

Respondents, the application was only submitted on January 14, 1991 (see affidavit of Eugene L. Wishod,

Esq., page 8). This is near the very end of the time period of the alleged violations (January 24, 1990 to February 1, 1991). Any delays in processing this application would have no bearing on the Respondents' lack of a permit during the time of the alleged violations.

The Respondents also sought to include in the hearing their position that they had decided to continue operating the mine in order not to jeopardize their argument that the mine is a valid non-conforming use under the Town of Smithtown code. This would not be a mitigating factor.

The negotiations between the Respondents and the Department Staff regarding an order on consent would not be admissible in the present enforcement hearing, for the reasons stated in the Commissioner's Interim Decision *In the Matter of Albert A. Lopa, Rosanne Lopa and Rochester Dismantling and Roll-off, Inc.* (July 10, 1991).

With regard to the reclamation of the Site, the Respondents sought to bring in evidence of its negotiations and its permit application process in order to support its argument that the mine was eligible for a permit and thus that the Respondents should not be required to reclaim it prior to getting a permit. Although the Department sometimes allows an unpermitted activity to continue while a respondent applies for a permit, or allows remediation to be postponed until the remedial work is included as part of a permit, caution should be exercised in making such allowances. In the present case, the Respondents and the Department Staff were unable to arrive at an agreement for the Respondents to bring the mine into compliance with the Mined Land Reclamation Law while still operating. The Respondents' operation of a major mine without a permit, and without even applying for a permit until almost a year after receiving the Department's initial Notice of Violation, as well as the Respondents' position regarding reclamation as stated at page 6 of Mr. Wishod's affidavit, indicate that it is very unlikely that such allowances should be made in the present case.

If the Commissioner determines that the record needs to be developed regarding the need for reclamation or the nature of the reclamation work, the hearing could be reopened for that purpose.

The Department Staff sought imposition of penalties based on violation of both Environmental Conservation Law Section 23-2711(1) and 6 NYCRR Section 421.1. These two provisions both require that a mining permit must be obtained from the Department for every mine from which more than 1,000 tons of minerals are removed within 12 successive calendar months. 6 NYCRR Section 421.1 is the regulation which implements ECL Section 23-2711(1). The Respondents' actions which violated ECL Section 23-2711 were the same actions which violated 6 NYCRR Section 421.1 and are not separate violations for which separate penalties could be assessed.

Conclusions

1. The Respondents were in violation of ECL Section 23-2711(1) and 6 NYCRR Section 421.1 on March 4, 1990, having mined more than 1,000 tons of minerals in the preceding 12 calendar months without a permit from the Department for such mining. Both Carlson Associates and Henry B. Carlson, as the general partner of Carlson Associates, are responsible for the violations.
2. This violation continued on 229 days during the period from March 5, 1990 to February 1, 1991.
3. ECL Section 71-1307(1) identifies the administrative sanctions which may be imposed for violations of
   ECL Article 23. At the time of the violations, ECL Section 71-1307(1) provided that any person who violates ECL Article 23 shall be liable to the people of the state for a civil penalty not to exceed one thousand dollars and an additional penalty of five hundred dollars for each day during which such violation continues.
4. ECL Section 71-1307(1) also authorizes the Commissioner to direct the violator to cease the violation and reclaim and repair the affected site to a condition acceptable to the Commissioner, to the extent possible within a reasonable time and under the direction and supervision of the Commissioner.

Recommendations

I recommend that an Order be issued which: (a) finds the Respondents in violation of ECL Section 23-2711 and 6 NYCRR Section 421.1; (b) imposes a civil penalty in the amount of at least $6,000 (Six thousand dollars) and up to $115,500 (One hundred and fifteen thousand and five hundred dollars) upon the Respondents; (c) orders the Respondents to cease and desist all mining at the site; (d) orders the Respondents to submit an approvable reclamation plan for the site within 30 (Thirty) days of receiving the Order; (e) orders the Respondents to reclaim the site within 60 (Sixty) days of receipt of the Department's approval of the reclamation plans; and (f) orders the Respondents to submit a reclamation bond in the amount of $175,000 (One hundred and seventy five thousand dollars) to the Department within 60 (Sixty) days of receiving the Order.

NEW YORK STATE SUPREME COURT
COUNTY OF SUFFOLK

----------X

CARLSON ASSOCIATES and HENRY B. CARLSON, :

Petitioners, : Index No. 93-24251
(Dunn, J.)

-against- :

THOMAS C. JORLING, in his capacity as Commissioner of the New York State Department of Environmental Conservation, : **STIPULATED COMPLIANCE SCHEDULE AND SETTLEMENT AGREEMENT**

Respondent. :

----------X

WHEREAS, by order dated August 5, 1994 (the "August 5th Order") this Court denied the petition of Carlson Associates and Henry B. Carlson ("Carlson") and ordered that:

(a) the September 1, 1993 order and determination [by the Commissioner of the New York State Department of Environmental Conservation] that petitioners violated Environmental Conservation Law section 23-2711(1) and section 421.1 of Title 6 of the Official Compilation of Codes, Rules and Regulations of the State of New York on all 250 days charged in the complaint, in accordance with decretal paragraph I of the September 1, 1993 order, is CONFIRMED;

(b) petitioners are jointly and severally assessed a civil penalty of $125,500 (ONE HUNDRED TWENTY-FIVE THOUSAND AND FIVE HUNDRED DOLLARS), in accordance with decretal paragraph II of the September 1, 1993 order, plus legal interest thereon, due and payable within sixty (60) days after service upon petitioners of a conformed copy of this signed Amended Order and Judgment;

(c) petitioners are to cease and desist all mining at their mine located at 140 Old Northport Road, Kings Park, New York, in accordance with decretal paragraph III of the September 1, 1993 order;

(d) petitioners are to submit to the Department of Environmental Conservation an approvable reclamation plan for the site, in accordance with decretal paragraph IV of the September 1, 1993 order, which plan is to be submitted within thirty (30) days after service upon petitioners' of a conformed copy of this signed Amended Order and Judgment;

(e) petitioners are to reclaim the site, in accordance with decretal paragraph V of the September 1, 1993 order, within sixty (60) days of the Department of Environmental Conservation's approval of the reclamation plans;

(f) petitioners are to submit a reclamation bond in the amount of ONE HUNDRED AND SEVENTY-FIVE THOUSAND DOLLARS (175,000) to the Department of Environmental Conservation, in accordance with decretal paragraph VI of the September 1, 1993 order, within sixty (60) days after service upon petitioners of a conformed copy of this signed Amended Order and Judgment...

WHEREAS, since the August 5th Order was issued Carlson has only paid a total of $26,500 of the penalty amount, has not submitted an approvable reclamation plan, has not posted the required reclamation bond, and has not performed any reclamation on the site that is the subject of the above-referenced DEC Commissioner's Order and this litigation (the "Carlson Property");

WHEREAS, on November 20, 1998, respondent Commissioner of the New York State Department of Environmental Conservation filed a judgment in the amount of $105,900 with the clerk of the County of Suffolk, the outstanding amount of which judgment now stands, factoring in subsequent payments by Carlson and interest accrued at the statutory rate of nine percent, at one hundred seventeen thousand three hundred and forty-seven dollars and thirty-seven cents ($117,347.37).

WHEREAS, subsequent to the events leading to the August 5th Order Carlson engaged, in or around June, 1998, in additional illegal mining at the Carlson Property (the "subsequent illegal mining"), which resulted in the DEC issuing a notice of violation to Carlson;

WHEREAS, Carlson and Toby Carlson, the son of petitioner, Toby Carlson, acting both in his individual capacity and as guarantor, now wish to commit to a schedule to resolve

Carlson's outstanding liability and obligations to the DEC under the August 5th Order, and to resolve Carlson's liability for the subsequent illegal mining by payment of a penalty in the amount of $10,000;

WHEREAS, Toby Carlson wishes to receive a validated registration from DEC entitling him to operate a recycling business on the Carlson Property, and in exchange for his commitment to this Agreement, both individually and as guarantor, DEC is willing to consider an application by him for such a registration and will favorably factor his commitment to this Agreement into its Record of Compliance review for the registration sought by Toby Carlson, pursuant to DEC Enforcement Guidance Memorandum II.24, issued August 8, 1991 and revised February, 1993;

WHEREAS, in exchange for the commitment of Toby Carlson, in his individual capacity and as guarantor, to this compliance schedule and settlement agreement, and for the payment of $10,000 to resolve Carlson's liability for the subsequent illegal mining, DEC is willing to forebear on executing on the Judgment against Carlson or moving for contempt of the August 5th Order for so long as Carlson and/or Toby Carlson remain in compliance with all of the terms hereof, and DEC is willing to execute a release of judgment lien on two lots owned by Henry Carlson, Suffolk County tax map 0800, section 023.000, block 0002, lot 009.001, and Suffolk County tax map 0800, section 023.000, block 0003, lot 021.000, solely to enable Carlson to finance the $175,000 reclamation bond required under the August 5th Order or to make payment to DEC of the full amount due under the Judgment and otherwise finance Carlson's outstanding obligations under the August 5th Order;

IT IS HEREBY AGREED, by the attorney for DEC and the individuals signing below, as follows:

Payment Terms

1. Carlson and Toby Carlson will pay the State of New York a total of one hundred twenty-seven thousand three hundred forty-seven dollars and thirty-seven cents ($127,347.37), representing the Judgment amount due as of the date this stipulated compliance schedule and settlement agreement ("Agreement") becomes effective plus $10,000 to resolve the subsequent illegal mining. Payment shall be made to the State of New York, as follows:

a. $10,000 upon the signing of this Agreement.

b. Thereafter $5,000 per month, to be mailed to the New York State Department of Law, Environmental Protection Bureau, 120 Broadway, New York, NY 10271, Attention: Assistant Attorney General Andrew J. Gershon, on the monthly anniversary of the signing of this Agreement, until the State has received $127,347.37 plus any additional interest amount due under paragraph 1.c. of this Agreement.

c. No additional interest shall accrue on the Judgment and be added to the total amount due hereunder for so long as the monthly payments are timely made in accordance with paragraph 1.b. and Carlson and/or Toby Carlson are otherwise in compliance with the terms hereof. In the event any monthly payment is not mailed on time or Carlson and/or Toby Carlson otherwise fails to comply with the terms of this Agreement, this provision shall be rendered inoperative and the total amount due shall be retroactively recalculated to add nine percent (9%) statutory interest, and Carlson and/or Toby Carlson shall be obligated to continue making the monthly $5,000 payments until the recalculated amount, which includes interest, has been fully paid to the State of New York.

d. After the full amount due on the Judgment in accordance with the terms of this Agreement has been fully paid in accordance with the schedule of this Agreement, or earlier, DEC shall provide Carlson with a written satisfaction of judgment suitable for filing with Suffolk County.

Reclamation Bond

2. Carlson and/or Toby Carlson shall post a reclamation bond in the amount of $175,000 with respect to the Carlson Property concurrently with the signing of this Agreement.

Reclamation Plan

3. Carlson and/or Toby Carlson will file an approvable reclamation plan within sixty (60) calendar days of the date of this Agreement with DEC. Should DEC determine, solely in its reasonable discretion, that the submitted reclamation plan (or any subsequently filed amended plan) is in any way deficient, DEC shall provide Carlson and/or Toby Carlson with a written description of all deficiencies identified, and Carlson and/or Toby Carlson shall submit an amended reclamation plan remedying those deficiencies within fifteen (15) working days after receipt of DEC's comments.

Implementation Of Reclamation

4. Carlson and/or Toby Carlson shall implement the reclamation plan in accordance with the schedule set forth therein after it is approved by DEC. The determination as to whether reclamation is being implemented in accordance with the schedule in the reclamation plan shall be made by DEC in its reasonable discretion. In the event DEC informs Carlson and/or Toby Carlson, whichever is implementing the reclamation (the "Reclaiming Party"), that reclamation is not being implemented in accordance with the reclamation plan, and the Reclaiming Party

asserts that financial hardship or inability are in whole or in part responsible for his or its failure to adhere to the reclamation plan, the Reclaiming Party shall provide DEC and the Attorney General with reasonable access to the Reclaiming Party's personal financial books and records and the financial books and records of any business entity owned or controlled by the Reclaiming Party.

Consideration Of Toby Carlson's Application For A Registration

5. DEC will consider an application by Toby Carlson for a Validated Registration to conduct a recycling business on the Carlson Property, and in deciding whether to grant the applied for registration will favorably factor his commitment to this Agreement into its Record of Compliance review for the Registration. Continued compliance with this Agreement shall be a condition of any Validated Registration that DEC may issue to Toby Carlson.

General Provisions

6. Payments shall be made payable to the State of New York and submitted to the New York State Department of Law, Environmental Protection Bureau, 120 Broadway, New York, New York, 10271-0332, Attention Andrew J. Gershon, Assistant Attorney General. All other reports and submissions required hereunder to be submitted shall be made to Region One, New York State Department of Environmental Conservation, Building 40, S.U.N.Y. Campus, Stony Brook, N.Y. 11790-2356, Attention: Robert Yager, Mined Land Reclamation Specialist.

7. In addition to the access to financial books and records described in paragraph 4 above, for the purpose of ensuring compliance with this Order, Carlson and Toby Carlson shall allow duly-authorized representatives of the DEC access to the Carlson Property and Toby

Carlson's recycling operation without prior notice at such times as may be necessary in order for DEC to inspect and determine the status of compliance with this Agreement.

8. Carlson and/or Toby Carlson shall provide written notice to DEC of any field activities relating to reclamation to be conducted pursuant to the terms of this Agreement, including any reclamation plan submitted hereunder, at least one week in advance of such activities.

9. Nothing in this Agreement shall relieve Carlson and /or Toby Carlson of the obligation of paying fees (for registrations, permits or otherwise) which may be due the DEC or any other government agency or of complying with all of the regulations applicable to holders of registrations issued by DEC pursuant to 6 NYCRR Part 360 or other DEC regulations.

10. Carlson and Toby Carlson shall comply with all applicable Federal, State and local laws, rules and regulations.

11. Carlson and/or Toby Carlson or any other entity Carlson and/or Toby Carlson permits to operate on the Carlson Property must apply for all other necessary Federal, State and local approvals.

12. Carlson and/or Toby Carlson shall indemnify and hold harmless New York State, DEC and any of their employees or contractors for all claims, actions, damages and costs resulting from acts at the Carlson Property by DEC, Carlson and/or Toby Carlson in fulfillment or attempted fulfillment of the provisions of this Agreement, unless said acts were caused by the intentional, reckless or grossly negligent acts of the DEC, or any of its employees or contractors.

13. DEC reserves the right to require Carlson and/or Toby Carlson to take any additional measures authorized by statute and rules and regulations administered by DEC including, but not limited to summary abatement powers, required to protect human health and the environment.

14. Nothing contained in this Agreement shall be construed as barring, affecting or diminishing any rights of the State of New York, DEC or the DEC Commissioner to take any enforcement action against Carlson, Toby Carlson and/or any other party or to take any action whatsoever with respect to the Carlson Property, including moving the Court for a contempt order, except that the State, DEC and DEC Commissioner will not take any enforcement action as to the matters specifically set forth herein concerning compliance with the August 5th Order and resolution of the subsequent illegal mining for so long as long as Carlson and/or Toby Carlson remain(s) in compliance with the terms and conditions of this Agreement.

15. No terms, conditions, understanding or agreements purporting to modify the terms of this Agreement shall be binding unless approved in writing by the DEC. No informal advice, guidance, suggestions or comments by the DEC regarding reports, proposals, plans, specifications, schedules, or any other writing submitted by Respondents, shall be construed as relieving Carlson and/or Toby Carlson of any obligation to obtain such formal approvals as may be required by this Agreement.

16. The effective date of this Agreement shall be the date upon which all parties have signed the Agreement.

17. The provisions of this Agreement can only be modified in writing on consent of all parties hereto.

18. Except to the extent that DEC agrees not to seek to hold Carlson in contempt of court while either Carlson or Toby Carlson or both are in strict compliance herewith, this Agreement is without prejudice to and does not affect any Court order in this litigation, including the August 5th Order, that is in effect at the time the parties sign this Agreement.

19. Should any provision of this Agreement be determined by a court to be unenforceable, then the remaining provisions shall remain in full force and effect.

20. Subsequent to the signing of this Agreement and provision of $10,000 and the mined land reclamation bond in the amount of $175,000 to DEC, DEC shall issue Carlson a release of judgment lien for the following two lots: Suffolk County tax map 0800, section 023.000, block 0002, lot 009.001; and Suffolk County tax map 0800, section 023.000, block 0003, lot 021.000, to be used primarily for purposes of financing the payment of Carlson's obligations under the August 5th Order and hereunder. If Carlson desires to utilize these properties pursuant to this provision, Carlson shall present written proof to DEC as to how the properties will be used to finance the payment of its obligations under the August 5th Order and hereunder. DEC shall issue the release of judgment lien upon a reasonable showing that the properties will be used for that purpose.

Dated: Stony Brook, New York
~~September 12~~, 2000
October 6

CARLSON ASSOCIATES and HENRY B. CARLSON

By: _____ Dated: ~~September 12~~ October 6, 2000
Henry B. Carlson

TOBY CARLSON, Individually and as Guarantor

By: _____ Dated: ~~September 12~~ October 6, 2000
Toby Carlson

ELIOT SPITZER, ATTORNEY GENERAL
OF THE STATE OF NEW YORK
Attorney for DEC

By: _____ Dated: September 12, 2000
Andrew J. Gershon
Assistant Attorney General

New York State Department of Law
Environmental Protection Bureau
120 Broadway
New York, New York 10271
(212) 416-8474

TOWN OF SMITHTOWN

516 360-7553
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TOWN SUPERVISOR
PATRICK R. VECCHIO

TOWN COUNCIL
MICHAEL J. FITZPATRICK
JANE E. CONWAY
MICHAEL V. HOLLANDER
THOMAS J. McCARTHY

DEPARTMENT OF PUBLIC SAFETY
CHIEF JOHN VALENTINE
DEPARTMENT DIRECTOR

May 15, 1998

Mr. Robert Yaeger
N.Y.S. Department of Environmental Conservation
Region One Headquarters
North Loop Road
S.U.N.Y. Campus
Stony Brook, New York 11790

Dear Mr. Yaeger:

This office currently has an ongoing investigation into the use of the Henry Carlson site located on Old Northport Road in Kings Park.

An aspect of this investigation involves a complaint of renewed sand mining at this site. In order to aid this investigation, I am requesting that the next time your office inspects this site an investigator from this office be permitted to accompany your representative.

Please contact Investigations Division Supervisor Joseph Nowotny at 360-7553 if this is acceptable so that a date and time can be arranged that is mutually convenient.

In closing, if I can be of any assistance to you regarding this matter, please feel free to contact me accordingly.

Sincerely,

John Valentine
Department Director

RECEIVED
MAY 20 1998
NATURAL RESOURCES

JV:bs

cc: John Zollo, Town Attorney
case file

V98-0240

Mine Inspection Record(s)

[Go Back]

Information presented on this page is from inspections conducted by Mined Land staff and stored in our database. Note that there may be a drop-down list of multiple inspection dates available. Due to changes in data management practices over time, older inspection records are not as complete as new ones. Regarding inspections conducted specifically at the reclamation stage, some older reclamation information may be found here. However, newer more detailed reclamation inspection records can be found under the "Reclamation Inspections" link off the main Mines Data Search.

Help for General Inspections
General Search Tips

Company Name	Carlson Sand & Gravel Corp
Mine Name	Carlson Sand And Gravel
Mine ID	10048
Inspection Type	Old Gen. Inspection Code
Inspector	Robert Yager
Inspection Date	10/17/2018 View
Weather	
Persons Interviewed	Les- site foreman
Comments	After many years of working to fullfill a consent order, the slopes have finally been restored and hydroseeding completed on this site. Will inspect again in early December to determine growth and see if any more work needs to be done in the spring.

“M”

In the Matter of the Application :

of : VERIFIED

HENRY L. CARLSON : PETITION

To ~~rezone certain premises~~ :
located on Old Northport :
Road and Greenwood Road, :
Kings Park, N. Y. ~~from Light~~
~~Industry and R-21 Residential~~
~~to Heavy Industry.~~

PETITIONER, HENRY L. CARLSON, respectfully shows to this Board and alleges:

ONE: The owner in fee of the premises subject to this application, Henry L. Carlson, resides at 95 Broadview Avenue, Kings Park, Town of Smithtown, Suffolk County, New York.

TWO: The premises are located on Old Northport Road and Greenwood Road, Kings Park, N. Y. and are more fully described in Schedule A, a copy of which is annexed hereto and made a part hereof.

THREE: A survey of said premises, pursuant to Section 17 of the Building Zone ordinance of the Town of Smithtown is annexed hereto, marked Exhibit B and made a part hereof.

FOUR: A diagram, showing certain property ownerships in the Town of Smithtown near and adjacent to the premises subject to this petition which are outlined in red, is annexed hereto, marked Exhibit C and made a part hereof.

FIVE: Photographs taken November 18, 1966 by photographer, Bill Peterson, Kings Park, N. Y. showing the Huntington Town Dump and hills of incinerator refuse on the Southwesterly side Old Northport Road directly opposite the ingress to the premises subject to this petition. They are annexed hereto, marked Exhibit D and E and are made a part hereof.

SIX: The premises are presently zoned Light Industry and R-21, Residential and the petitioner seeks to change existing zoning classification to Heavy Industry as such classification is described in the Building Ordinance of the Town of Smithtown.

SEVEN: This petition is based upon several grounds, all of which, it is submitted, are sound in theory, practical in application, advantageous to the Town of Smithtown, as well as the petitioner, and consistent with principles of planning and zoning.

EIGHT: The subject parcels are located in the midst of an area presently zoned for Light Industry on both sides of Old Northport Road. This road presently carries considerable truck traffic from heavy industries located farther East on Old Northport Road, and from the area in general.

NINE: The petitioner intends, ~~if this site is rezoned as requested, to lease the premises to Anderson Concrete Corp., Inc., Carlson Process, Inc. and other allied corporations in the manufacture and distribution of concrete products.~~

9:57

paperwork where...

TEN: The larger area of the petitioned site is needed by the above named lessees to move their present manufacturing & storage and trucking operations out of the heart of Kings Park village where they are now located.

ELEVEN: The proposed lessees of the premises subject to this petition are eager to move from their location as soon as practicable for the following reasons:

1. Present manufacturing and storage operations are on three close but separated parcels of land.

2. There is no room available for further expansion of manufacturing at the present location.

3. The development of very heavy traffic on Indian Head Road as a result of the new shopping center and housing developments has made ingress and egress at our plant both time consuming and hazardous.

4. Truck and equipment movement over public roads between the three separated parcels is time consuming and hazardous due to the development of very heavy traffic on Indian Head Road.

TWELVE: The premises, subject to this petition, are suitable to the lessees' primary needs which are:

1. Adequate space for present needs and future expansion.

2. Railroad siding availability.

3. Suitable ingress and egress from a road with good connections to main highways for truck traffic.

4. Aggregates for concrete, which will be available when property is regraded to street level.

THIRTEEN: It is the position of the petitioner that the subject property is more suitable and attractive for industrial development in the Heavy classification than in the Light for the following reasons:

1. The location of the Huntington Town Dump and Incinerators as shown in Exhibit "D" precludes the establishment of the most desireable light type industries on the subject premises.

2. Location of the L. I. R. R. on the North boundary of the property further argues for heavy industrial classification.

3. Present industrial developments along Town Line and Old Northport Roads, in close proximity to these premises, tends to be in the nature of Heavy industry rather than Light industry.

FOURTEEN: The petitioner further suggests that the residential area, which is part of the premises subject to this petition is more suitable for industry because of the close proximity of the Town of Huntington incinerators and obnoxious dumps.

9:59

paperwork where...

FIFTEEN: The petitioner knows of no available tract of land with railroad accommodation presently zoned for heavy industry in the western end of the Town of Smithtown other than the premises in the congested area near Kings Park Railroad Station.

SIXTEEN: The petitioner contends that more area for heavy industry is needed in the Town of Smithtown and that the location of the subject premises is one of the least desireable areas for residential and light industry development.

SEVENTEEN: The petitioner intends to control the operations of the lessees so that the premises will be orderly and as neat as possible consistent with the concrete products industry.

EIGHTEEN: The petitioner further states that is is reasonable to seek zoning changes in this unpopulated area, which would permit the relocation of industries now located in the heart of the business and residential area of Kings Park.

NINETEEN: Exhibit "F" is a photo looking Northeasterly along Greenwood Road, from a position near Old Northport Road. This exhibit shows the following:

1. The southerly part of Meadow Glen Road as shown on the map (Exhibit B) is not open nor in use.

2. Greenwood Road is an undeveloped wood road (serving one house).

3. Greenwood Road is being used illegally as a dumping ground.

The proposed industrial development will terminate the illegal use as a dumping ground. Exhibit "F" is annexed hereto and is made a part hereof.

TWENTY: By the proposed change of zones several benefits will derive to the Town of Smithtown and residents as well as the petitioner as follows:

1. Needed space for expansion of an existing industry will be made available thereby providing increased local employment, tax revenues and local business.

2. Traffic congestion and hazards on Indian Head Road near the Railroad Station will receive some relief.

3. Provision will be thus made for Heavy industry needs in an area of the Town most suitable.

TWENTY-ONE: No part of the subject premises is within 500 feet of the line of an Incorporated Village. No part of the subject premises is within 500 feet of the line of the property of the Long Island State Park Commission. However, a portion of the subject premises is within 500 feet of the line of the Town of Huntington and the Huntington Town Dump.

10:04

paperwork where...

Wherefore, the petitioner, for the reasons set forth, respectfully requests that the zoning classification of the subject parcels be changed from Light Industry and "R-21" Residential to Heavy Industry.

Henry L. Carlson

Dated Kings Park, N. Y.
22 November, 1966

“N”

TOWN OF SMITHTOWN

(631) 360-7553
Fax (631) 360-7677

DEPARTMENT OF PUBLIC SAFETY
CHIEF JOHN VALENTINE
DEPARTMENT DIRECTOR

TOWN SUPERVISOR
PATRICK R. VECCHIO

TOWN COUNCIL
THOMAS J. McCARTHY
EDWARD R. WEHRHEIM
ROBERT J. CREIGHTON
KEVIN J. MALLOY

MEMO TO: Supervisor Patrick R. Vecchio
Councilman Thomas J. McCarthy
Councilman Edward R. Wehrheim
Councilman Robert J. Creighton, Public Safety Liaison
Councilman Kevin J. Malloy

FROM: Chief John Valentine, Department Director

RE: Summons History of Carlson Property

DATE: January 6, 2012

As per your request, the attached is self-explanatory and for your information.

JV:mdg
Attachment

Cc: John Zollo, Town Attorney
Case file

V12-0006

65 MAPLE AVENUE • SMITHTOWN, NEW YORK 11787
E-mail: publicsafety@tnyny.com • Website: www.smithtownny.com

SUMMONS HISTORY ---CARLSON PROPERTY

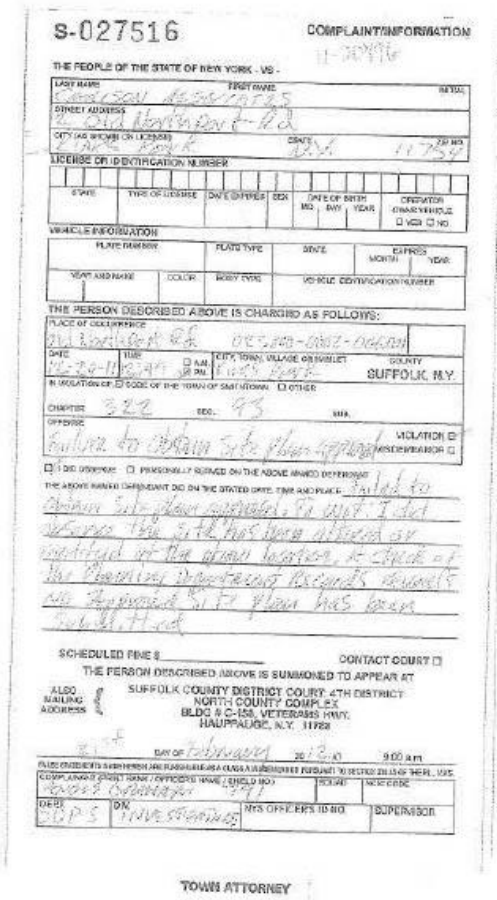
DATE OF OCCURRENCE	DEFENDANT	VIOLATION	DISPOSITION
4-26-88	ANDREW CARLSON & SONS	54-9A HAZARD TO HEALTH & SAFETY TO COMMUNITY 54-10A (2)(A)(2 DEPOSITED RUBBISH & DEBRIS	3-16-89 BOTH COUNTS DISMISSED
3-23-89	ANDREW CARLSON & SONS	54-10A(2)(A)(2) OUTDOOR STORAGE OF ASSORTED RUBBISH	3-7-91 DISMISSED IN SATISFACTION
2-22-90	ANDREW CARLSON & SONS	21.20 IMPROPER STORAGE OF GARBAGE 22.5 IMPROPER STORAGE OF GARBAGE AND RUBBISH 54-9A ZONE VIOLATION 54-10A3E ZONE VIOLATION	3-7-91 DISMISSED IN SATISFACTION
5-30-90	ANDREW CARLSON & SONS INC	22-5 UNSECURED GARBAGE RECEPTACLE 21-21 DEPOSITED ASSORTED GARBAGE	3-7-91 CT.21-21 DISM IN SAT—OTHER GUILTY CT.22-5 PG FINED $1,000
12-11-97	CARLSON ASSOCIATES	322-8A DID NOT CHANGE USE TO LIC JUNKYARD 322-89 FAIL TO OBTAIN SITE PLAN APPROVAL	2-9-99 DISMISSED
12-6-01	CARLSON ASSOCIATES	221.4.A-10 PROPERTY MAINT 322.8A STORAGE & EQUIP YARD –RES AREA 322.12 17.A EXCESS UNREG VEHICLES 322.8.A TABLE USE REG –CONCRETE RECYCLING CENTER-RES AREA 322.8.A OUTDOOR STORAGE YARD-VARIOUS CONTRACTORS IN RES AREA 177.100 OPERATING PRIVATE DUMP IN RES AREA (23.2.5.) 322.8A ALLOWED SAND &GRAVEL PROCESSING IN RES AREA 177.100 OPERATING PRIVATE DUMP IN RES AREA (23.2.12) 322.93 NO SITE PLAN FOR RECYCLING FACILITY 322.8A TABLE OF USE-RECYLING FACILITY 322.8A PERMITTED NUMEROUS BUS OPERATIONS WITHIN A RES AREA	3-4-03 CTS. PG FINED $2500—REMAINING COUNTS DISM IN SAT

SUMMONS HISTORY ---CARLSON PROPERTY

12-6-01	ANDREW CARLSON & SONS INC	322.8A USED RES AREA AS STORAGE AND EQUIPMENT YARD 322.8A OUTDOOR STORAGE YARD-VARIOUS CONTRACTORS IN RES AREA 322.8A USED RES AREA FOR COMM BUS	3-4-03 ALL COUNTS DISM IN SAT
12-6-01	RECYCLED EARTH PRODUCTS INC	322.93 TENANT ALLOWED RECYCLING OPERATION 177.100 TENANT MAINT PRIVATE DUMP 322.8A TENANT FAILED TO OBTAIN SITE PLAN APPROVAL	12-17-02 CTS. 2, 3. DEFAULT JUDGMENTS EACH $1000
2-27-02	CARLSON ASSOCIATES	177.100 MAINTAIN PRIVATE DUMP 177.5A UNLIC CARTER 177.11A UNLIC CONTAINER	3-4-03 ALL COUNTS DISM IN SAT
2-27-02	CARLSON ASSOCIATES	322.93 FAIL TO OBTAIN APPROVAL FOR NEWLY CONST BUILDING 322.8A ALLOWED TRUCKING STAT 322.121.6 OUTDOOR STORAGE	3-4-03 CT4 PG FINE $2500 &CD CTS 1,2 3 DISM IN SAT
		322.121.3 ALLOWED WASTE TO BE STORED IN OPEN NON-WATERPROOF CONTAINERS	
3-5-02	CARLSON ASSOCIATES	177.11.A UNLIC LIC 177.11.5 UNLIC CARTER	3-4-03 DISM IN SAT
12-9-09	CARLSON ASSOCAITES	322.8A NO SITE PLAN FOR RECYCLING FACILITY 322.93 OWNER DID ALLOW A RECYCLING FACILITY TO OPERATE IN H. I. ZONE	2-2-10 CT1 & 2 DISM IN SAT
12-9-09	RECYCLED EARTH PRODUCTS INC	322.8A TENANT DID ALLOW AND UTILIZE A RECYCLING FACILITY TO OPERATE IN H. I. ZONE 322.93 TENANT OPERATED RECYCLING FACILITY-NO SITE PLAN	2-2-10 CT 1 &2 DISM IN SAT
12-9-09	RECYCLED EARTH PRODUCTS INC	322.8A TENANT DID ALLOW AND UTILIZE A RECYCLING FACILITY TO OPERATE IN H. I. ZONE 322.93 TENANT OPERATED RECYCLING FACILITY-NO SITE PLAN	2-2-10 CT 1 & 2 DISM IN SAT
12-9-09	RECYCLED EARTH PRODUCTS INC	322.8A TENANT DID ALLOW AND UTILIZE A RECYCLING FACILITY TO OPERATE IN H. I. ZONE 322.93 TENANT OPERATED RECYCLING FACILITY-NO SITE PLAN	2-2-10 CT 1 & 2 DISM IN SAT

SUMMONS HISTORY ---CARLSON PROPERTY

12-9-09	CARLSON ASSOCIATES	322.8A OWNER ALLOWED A RECYCLING FACILITY-NO SITE PLAN 322.93 OWNER FAILED TO OBTAIN SITE PLAN APPROVAL FOR RECYCLING FACILITY	2-2-10 CT1 & 2 DISM IN SAT
12-9-09	CARLSON ASSOCIATES	322.8.A OWNER ALLOWED A RECYCLING FACILITY-NO SITE PLAN 322.93 OWNER FAILED TO OBTAIN SITE PLAN APPROVAL FOR RECYCLING FACILITY	2-2-10 PG CT1 CD CT2. PG $300
12-20-11	CARLSON ASSOCIATES	322.93 (10 SUMMONSES --) FAILURE TO OBTAIN SITE PLAN APPROVAL--	DUE IN COURT 2-21-12
12-20-11	CARLSON, HENRY	322.93 SITE PLAN APPROVAL	DUE IN COURT 2-21-12



S-027516

COMPLAINT/INFORMATION

THE PEOPLE OF THE STATE OF NEW YORK - VS -

LAST NAME: Coolsen FIRST NAME: Andrew INITIAL:

STREET ADDRESS: 2 Old Northport Rd

CITY (AS SHOWN ON LICENSE): Kings Park STATE: N.Y. ZIP NO.: 11754

LICENSE OR IDENTIFICATION NUMBER

STATE | TYPE OF LICENSE | DATE EXPIRES | SEX | DATE OF BIRTH MO. DAY YEAR | OPERATOR OWNS VEHICLE ☐ YES ☐ NO

VEHICLE INFORMATION

PLATE NUMBER | PLATE TYPE | STATE | EXPIRES MONTH YEAR

YEAR AND MAKE | COLOR | BODY TYPE | VEHICLE IDENTIFICATION NUMBER

THE PERSON DESCRIBED ABOVE IS CHARGED AS FOLLOWS:

PLACE OF OCCURRENCE: On Northport Rd 067.20-0002-047.001

DATE: 11-29-19 TIME: 12:40 ☐ A.M. ☐ P.M. CITY, TOWN, VILLAGE OR HAMLET: Kings Park COUNTY: SUFFOLK, N.Y.

IN VIOLATION OF ☐ CODE OF THE TOWN OF SMITHTOWN ☐ OTHER

CHAPTER: 322 SEC.: 93 SUB.:

OFFENSE: Failure to obtain Site Plan approval VIOLATION ☒ MISDEMEANOR ☐

☐ I DID OBSERVE ☐ PERSONALLY SERVED ON THE ABOVE NAMED DEFENDANT

THE ABOVE NAMED DEFENDANT DID ON THE STATED DATE, TIME AND PLACE: Failed to obtain Site plan approval. To wit I did observe the site has been altered or modified at the given location. A check of the Planning Department Records reveals no Approved Site Plan has been submitted

SCHEDULED FINE $: _____ CONTACT COURT ☐

THE PERSON DESCRIBED ABOVE IS SUMMONED TO APPEAR AT

ALDO MAILING ADDRESS: SUFFOLK COUNTY DISTRICT COURT, 4TH DISTRICT NORTH COUNTY COMPLEX BLDG # C-158, VETERANS HWY. HAUPPAUGE, N.Y. 11788

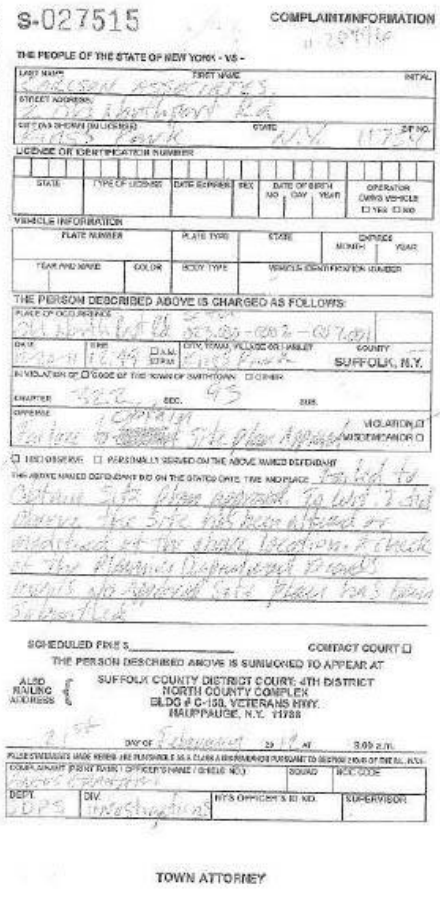
DAY OF February 20 20 9:00 a.m.

FALSE STATEMENTS MADE HEREIN ARE PUNISHABLE AS A CLASS A MISDEMEANOR PURSUANT TO SECTION 210.45 OF THE PEN. LAW.

COMPLAINANT (PRINT NAME / OFFICER'S NAME / SHIELD NO.): Scott Bonanno 997 | SQUAD | MOS CODE

DEPT.: DOPS DIV.: Investigations MOS OFFICER'S ID NO. | SUPERVISOR

TOWN ATTORNEY



S-027515

COMPLAINT/INFORMATION

THE PEOPLE OF THE STATE OF NEW YORK - VS -

LAST NAME: Coolsen FIRST NAME: Andrew INITIAL:

STREET ADDRESS: 2 Old Northport Rd

CITY (AS SHOWN ON LICENSE): Kings Park STATE: N.Y. ZIP NO.: 11754

LICENSE OR IDENTIFICATION NUMBER

STATE | TYPE OF LICENSE | DATE EXPIRES | SEX | DATE OF BIRTH MO. DAY YEAR | OPERATOR OWNS VEHICLE ☐ YES ☐ NO

VEHICLE INFORMATION

PLATE NUMBER | PLATE TYPE | STATE | EXPIRES MONTH YEAR

YEAR AND MAKE | COLOR | BODY TYPE | VEHICLE IDENTIFICATION NUMBER

THE PERSON DESCRIBED ABOVE IS CHARGED AS FOLLOWS:

PLACE OF OCCURRENCE: On Northport Rd 067.20-002-047.001

DATE: 11-29-19 TIME: 12:40 ☐ A.M. ☐ P.M. CITY, TOWN, VILLAGE OR HAMLET: Kings Park COUNTY: SUFFOLK, N.Y.

IN VIOLATION OF ☐ CODE OF THE TOWN OF SMITHTOWN ☐ OTHER

CHAPTER: 322 SEC.: 93 SUB.:

OFFENSE: Failure to obtain Site plan Approval VIOLATION ☒ MISDEMEANOR ☐

☐ I DID OBSERVE ☐ PERSONALLY SERVED ON THE ABOVE NAMED DEFENDANT

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SCHEDULED FINE $: _____ CONTACT COURT ☐

THE PERSON DESCRIBED ABOVE IS SUMMONED TO APPEAR AT

ALDO MAILING ADDRESS: SUFFOLK COUNTY DISTRICT COURT, 4TH DISTRICT NORTH COUNTY COMPLEX BLDG # C-158, VETERANS HWY. HAUPPAUGE, N.Y. 11788

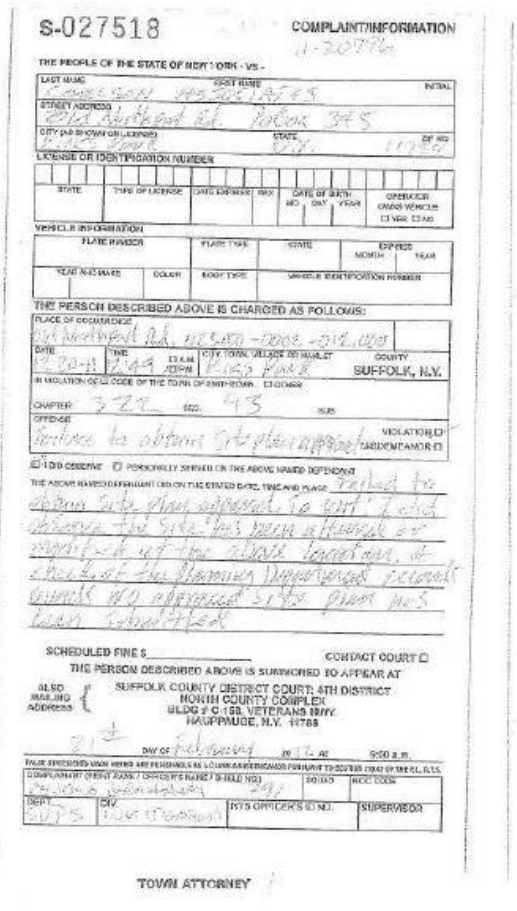
21st DAY OF February 20 20 at 9:00 a.m.

FALSE STATEMENTS MADE HEREIN ARE PUNISHABLE AS A CLASS A MISDEMEANOR PURSUANT TO SECTION 210.45 OF THE PEN. LAW.

COMPLAINANT (PRINT NAME / OFFICER'S NAME / SHIELD NO.): Scott Bonanno | SQUAD | MOS CODE

DEPT.: DOPS DIV.: Investigations MOS OFFICER'S ID NO. | SUPERVISOR

TOWN ATTORNEY



S-027518

COMPLAINT/INFORMATION

THE PEOPLE OF THE STATE OF NEW YORK - VS -

LAST NAME: Cameron FIRST NAME: [illegible] INITIAL:

STREET ADDRESS: 20A Railroad Rd. Box 345

CITY (AS SHOWN ON LICENSE): Kings Park STATE: NY ZIP NO: 11754

LICENSE OR IDENTIFICATION NUMBER

STATE | TYPE OF LICENSE | DATE EXPIRES | SEX | DATE OF BIRTH MO DAY YEAR | OPERATOR OWNS VEHICLE ☐ YES ☐ NO

VEHICLE INFORMATION

PLATE NUMBER | PLATE TYPE | STATE | EXPIRES MONTH YEAR

YEAR AND MAKE | COLOR | BODY TYPE | VEHICLE IDENTIFICATION NUMBER

THE PERSON DESCRIBED ABOVE IS CHARGED AS FOLLOWS:

PLACE OF OCCURRENCE: Old Northport Rd. accross - Door - Site Work

DATE: 12-20-11 TIME: 1:49 ☐ A.M. ☐ P.M. CITY, TOWN, VILLAGE OR HAMLET: Kings Park COUNTY: SUFFOLK, N.Y.

IN VIOLATION OF ☐ CODE OF THE TOWN OF SMITHTOWN ☐ OTHER

CHAPTER: 322 SEC. 43 SUB.

OFFENSE: Failure to obtain Site plan approval VIOLATION ☐ MISDEMEANOR ☐

☐ I DID OBSERVE ☐ PERSONALLY SERVED ON THE ABOVE NAMED DEFENDANT

THE ABOVE NAMED DEFENDANT DID ON THE STATED DATE, TIME AND PLACE: Failed to obtain Site plan approval. To wit: I did observe the Site has been already or partially at the above location. I checked at the Planning Department records which do not reveal a Site plan has been submitted

SCHEDULED FINE $ _____ CONTACT COURT ☐

THE PERSON DESCRIBED ABOVE IS SUMMONED TO APPEAR AT

ALSO MAILING ADDRESS: SUFFOLK COUNTY DISTRICT COURT: 4TH DISTRICT NORTH COUNTY COMPLEX BLDG # C-158, VETERANS HWY. HAUPPAUGE, N.Y. 11788

21st DAY OF February 20 12 AT 9:00 a.m.

FALSE STATEMENTS MADE HEREIN ARE PUNISHABLE AS A CLASS A MISDEMEANOR PURSUANT TO SECTION 210.45 OF THE N.Y.S. P.L.

COMPLAINANT (PRINT NAME) / OFFICER'S NAME (PRINT) | SIGNATURE | SHIELD NO. | ACC. CODE

Anthony Schiavoni 397

DEPT. SCPD | DIV. Investigations | NYS OFFICER'S ID NO. | SUPERVISOR

TOWN ATTORNEY



S-027517

COMPLAINT/INFORMATION

THE PEOPLE OF THE STATE OF NEW YORK - VS -

LAST NAME: Cameron FIRST NAME: [illegible] INITIAL:

STREET ADDRESS: PO Box 345

CITY (AS SHOWN ON LICENSE): Kings Park STATE: NY ZIP NO: 11754

LICENSE OR IDENTIFICATION NUMBER

STATE | TYPE OF LICENSE | DATE EXPIRES | SEX | DATE OF BIRTH MO DAY YEAR | OPERATOR OWNS VEHICLE ☐ YES ☐ NO

VEHICLE INFORMATION

PLATE NUMBER | PLATE TYPE | STATE | EXPIRES MONTH YEAR

YEAR AND MAKE | COLOR | BODY TYPE | VEHICLE IDENTIFICATION NUMBER

THE PERSON DESCRIBED ABOVE IS CHARGED AS FOLLOWS:

PLACE OF OCCURRENCE: Old North Ave Rd. accross - Door - Site Work

DATE: 12-20-11 TIME: 1:49 ☐ A.M. ☐ P.M. CITY, TOWN, VILLAGE OR HAMLET: Kings Park COUNTY: SUFFOLK, N.Y.

IN VIOLATION OF ☐ CODE OF THE TOWN OF SMITHTOWN ☐ OTHER

CHAPTER: 322 SEC. 43 SUB.

OFFENSE: Failure to obtain Site plan Approval VIOLATION ☐ MISDEMEANOR ☐

☐ I DID OBSERVE ☐ PERSONALLY SERVED ON THE ABOVE NAMED DEFENDANT

THE ABOVE NAMED DEFENDANT DID ON THE STATED DATE, TIME AND PLACE: Failed to obtain Site plan Approval. To wit: I did observe the Site has been already or partially at the above location. I checked at the Planning Department records which do not reveal a Site plan has been submitted

SCHEDULED FINE $ _____ CONTACT COURT ☐

THE PERSON DESCRIBED ABOVE IS SUMMONED TO APPEAR AT

ALSO MAILING ADDRESS: SUFFOLK COUNTY DISTRICT COURT: 4TH DISTRICT NORTH COUNTY COMPLEX BLDG # C-158, VETERANS HWY. HAUPPAUGE, N.Y. 11788

21st DAY OF February 20 12 AT 9:00 a.m.

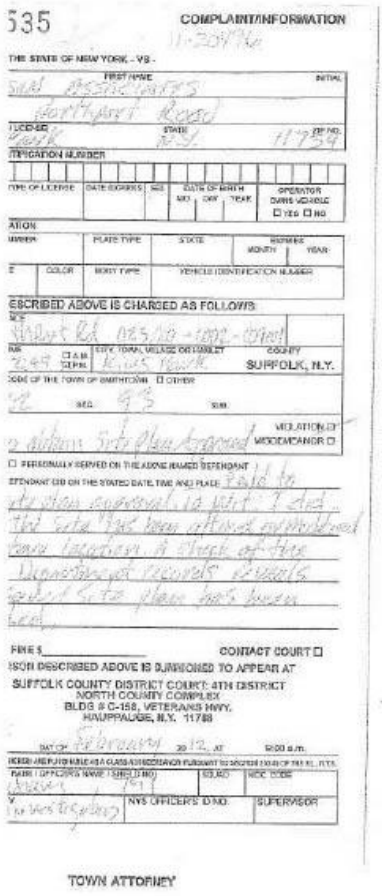
FALSE STATEMENTS MADE HEREIN ARE PUNISHABLE AS A CLASS A MISDEMEANOR PURSUANT TO SECTION 210.45 OF THE N.Y.S. P.L.

COMPLAINANT (PRINT NAME) / OFFICER'S NAME (PRINT) | SIGNATURE | SHIELD NO. | ACC. CODE

Anthony Schiavoni 397

DEPT. SCPD | DIV. Investigations | NYS OFFICER'S ID NO. | SUPERVISOR

TOWN ATTORNEY



535

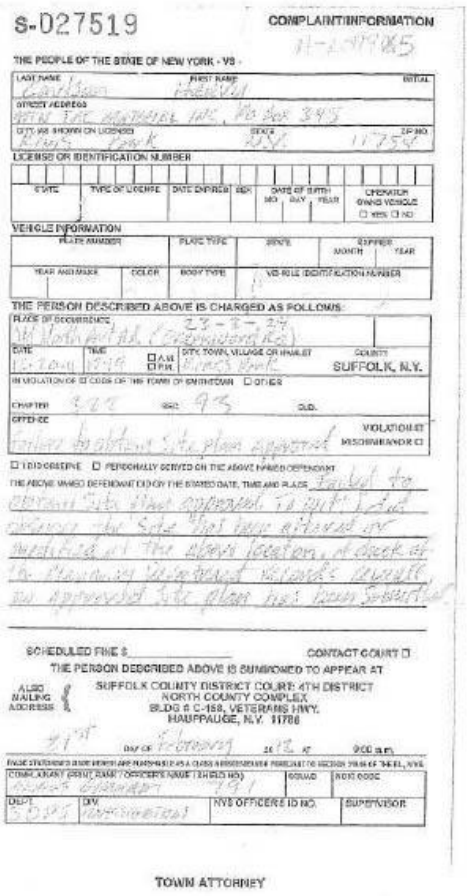
COMPLAINT/INFORMATION

THE STATE OF NEW YORK - VS -

Northport Road

Kings Park NY 11754

TOWN ATTORNEY



S-027519

COMPLAINT/INFORMATION

THE PEOPLE OF THE STATE OF NEW YORK - VS -

Kings Park NY 11754

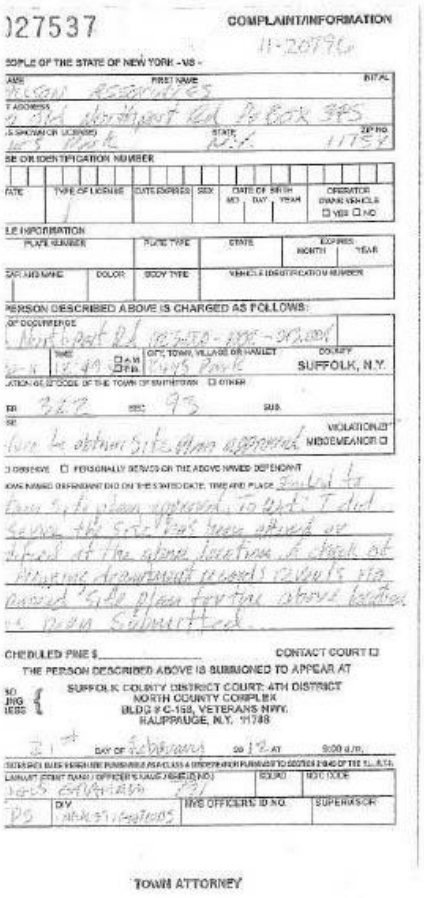
THE PERSON DESCRIBED ABOVE IS CHARGED AS FOLLOWS:

2-27-12

Kings Park SUFFOLK, N.Y.

SUFFOLK COUNTY DISTRICT COURT: 4TH DISTRICT
NORTH COUNTY COMPLEX
BLDG 6 C-158, VETERANS HWY.
HAUPPAUGE, N.Y. 11788

TOWN ATTORNEY



027537

COMPLAINT/INFORMATION

11-2079a

PEOPLE OF THE STATE OF NEW YORK - VS -

NAME: LAST NAME: Nelson ASSOCIATES FIRST NAME: INITIAL:

STREET ADDRESS: 2 Old Northport Rd PO Box 385

CITY (AS SHOWN ON LICENSE): Kings Park STATE: N.Y. ZIP NO.: 11754

DRIVER LICENSE OR IDENTIFICATION NUMBER

STATE | TYPE OF LICENSE | DATE EXPIRES | SEX | DATE OF BIRTH MO. DAY YEAR | OPERATOR OWNS VEHICLE ☐ YES ☐ NO

VEHICLE INFORMATION

PLATE NUMBER | PLATE TYPE | STATE | EXPIRES MONTH YEAR

YEAR AND MAKE | COLOR | BODY TYPE | VEHICLE IDENTIFICATION NUMBER

PERSON DESCRIBED ABOVE IS CHARGED AS FOLLOWS:

PLACE OF OCCURRENCE: Northport Rd 1025 to 1075 - 40 feet

DATE: 12-20-11 TIME: 12:49 ☐ A.M. ☐ P.M. CITY, TOWN, VILLAGE OR HAMLET: Kings Park COUNTY: SUFFOLK, N.Y.

IN VIOLATION OF LAW CODE OF THE TOWN OF SMITHTOWN ☐ OTHER

CHAPTER: 322 SEC: 93 SUB:

OFFENSE: failure to obtain Site Plan Approval VIOLATION ☐ MISDEMEANOR ☐

I OBSERVE ☐ PERSONALLY SERVED ON THE ABOVE NAMED DEFENDANT

THE ABOVE NAMED DEFENDANT DID ON THE STATED DATE, TIME AND PLACE: failed to obtain Site plan approval. To wit: I did observe the Site was being altered or used at the above location. A check of Planning Department records reveals no approved Site Plan for the above location has been submitted.

SCHEDULED FINE $: _____ CONTACT COURT ☐

THE PERSON DESCRIBED ABOVE IS SUMMONED TO APPEAR AT

SAME AS ABOVE / ALSO MAILING ADDRESS: SUFFOLK COUNTY DISTRICT COURT: 4TH DISTRICT NORTH COUNTY COMPLEX BLDG # C-158, VETERANS HWY. HAUPPAUGE, N.Y. 11788

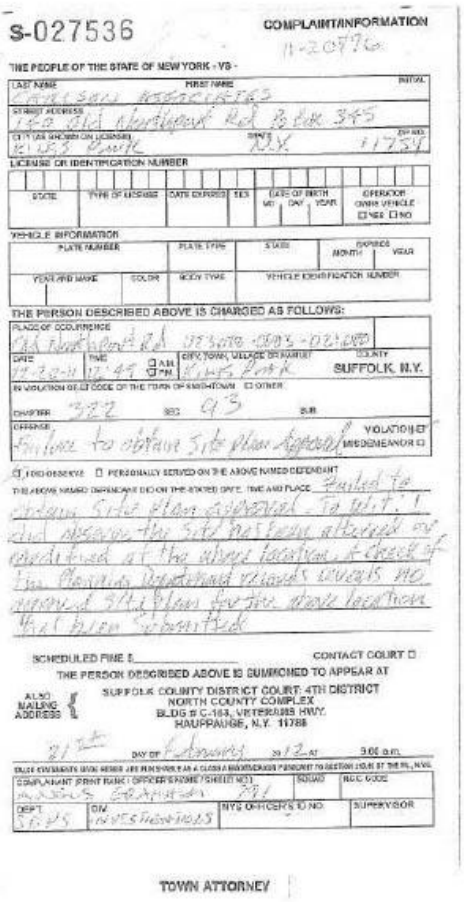
21st DAY OF February 20 12 AT 9:00 a.m.

FALSE STATEMENTS GIVEN HEREIN ARE PUNISHABLE AS A CLASS A MISDEMEANOR PURSUANT TO SECTION 210.45 OF THE PL., N.Y.S.

COMPLAINANT (PRINT RANK / OFFICER'S NAME / SHIELD NO.): P/O JOHN GRAHAM 791 | SQUAD | NCIC CODE

DEPT: PD | DIV: NARCOTICS | NYS OFFICER'S ID NO. | SUPERVISOR

TOWN ATTORNEY



S-027536

COMPLAINT/INFORMATION

11-2079a

THE PEOPLE OF THE STATE OF NEW YORK - VS -

NAME: LAST NAME: Nelson ASSOCIATES FIRST NAME: INITIAL:

STREET ADDRESS: 2 Old Northport Rd PO Box 385

CITY (AS SHOWN ON LICENSE): Kings Park STATE: N.Y. ZIP NO.: 11754

DRIVER LICENSE OR IDENTIFICATION NUMBER

STATE | TYPE OF LICENSE | DATE EXPIRES | SEX | DATE OF BIRTH MO. DAY YEAR | OPERATOR OWNS VEHICLE ☐ YES ☐ NO

VEHICLE INFORMATION

PLATE NUMBER | PLATE TYPE | STATE | EXPIRES MONTH YEAR

YEAR AND MAKE | COLOR | BODY TYPE | VEHICLE IDENTIFICATION NUMBER

THE PERSON DESCRIBED ABOVE IS CHARGED AS FOLLOWS:

PLACE OF OCCURRENCE: Old Northport Rd 1025 to 1075 - 40 feet

DATE: 12-20-11 TIME: 12:49 ☐ A.M. ☐ P.M. CITY, TOWN, VILLAGE OR HAMLET: Kings Park COUNTY: SUFFOLK, N.Y.

IN VIOLATION OF LAW CODE OF THE TOWN OF SMITHTOWN ☐ OTHER

CHAPTER: 322 SEC: 93 SUB:

OFFENSE: failure to obtain Site plan Approval VIOLATION ☐ MISDEMEANOR ☐

I OBSERVE ☐ PERSONALLY SERVED ON THE ABOVE NAMED DEFENDANT

THE ABOVE NAMED DEFENDANT DID ON THE STATED DATE, TIME AND PLACE: failed to obtain Site plan approval. To wit: I did observe the Site was being altered or used at the above location. A check of the Planning Department records reveals no approved Site Plan for the above location has been submitted

SCHEDULED FINE $: _____ CONTACT COURT ☐

THE PERSON DESCRIBED ABOVE IS SUMMONED TO APPEAR AT

ALSO MAILING ADDRESS: SUFFOLK COUNTY DISTRICT COURT: 4TH DISTRICT NORTH COUNTY COMPLEX BLDG # C-158, VETERANS HWY. HAUPPAUGE, N.Y. 11788

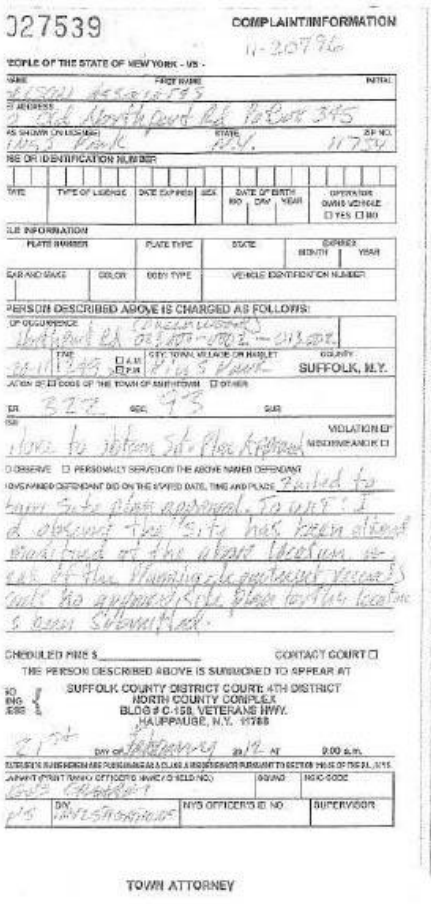
21st DAY OF February 20 12 AT 9:00 a.m.

FALSE STATEMENTS GIVEN HEREIN ARE PUNISHABLE AS A CLASS A MISDEMEANOR PURSUANT TO SECTION 210.45 OF THE PL., N.Y.S.

COMPLAINANT (PRINT RANK / OFFICER'S NAME / SHIELD NO.): P/O JOHN GRAHAM 791 | SQUAD | NCIC CODE

DEPT: PD | DIV: NARCOTICS | NYS OFFICER'S ID NO. | SUPERVISOR

TOWN ATTORNEY



027539

COMPLAINT/INFORMATION

11-20796

PEOPLE OF THE STATE OF NEW YORK - VS -

NAME: LAST NAME Lonergan FIRST NAME Jessica INITIAL

STREET ADDRESS: 2 Old Northport Rd Apt 345

AS SHOWN ON LICENSE: CITY Kings Park STATE N.Y. ZIP NO. 11754

LICENSE OR IDENTIFICATION NUMBER

STATE | TYPE OF LICENSE | DATE EXPIRES | SEX | DATE OF BIRTH MO DAY YEAR | OPERATOR OWNS VEHICLE ☐ YES ☐ NO

VEHICLE INFORMATION

PLATE NUMBER | PLATE TYPE | STATE | EXPIRES MONTH YEAR

YEAR AND MAKE | COLOR | BODY TYPE | VEHICLE IDENTIFICATION NUMBER

PERSON DESCRIBED ABOVE IS CHARGED AS FOLLOWS:

PLACE OF OCCURRENCE: Old Northport Rd (Intersection) 2 Old Northport Rd Apt 345 - 213.02

DATE: 5-20-11 TIME: 15:49 ☐ A.M. ☐ P.M. CITY, TOWN, VILLAGE OR HAMLET: Kings Park COUNTY: SUFFOLK, N.Y.

IN VIOLATION OF ☐ CODE OF THE TOWN OF SMITHTOWN ☐ OTHER

CHAPTER 322 SEC. 93 SUB

OFFENSE: Failure to obtain Site Plan Approval VIOLATION ☐ MISDEMEANOR ☐

I OBSERVE ☐ PERSONALLY SERVED ON THE ABOVE NAMED DEFENDANT

THE ABOVE NAMED DEFENDANT DID ON THE STATED DATE, TIME AND PLACE Failed to obtain Site Plan approval. To wit: I observed the site has been altered beyond the plan location, size of the planning (structures, areas) and no approved Site Plan for the location is on Submitted.

SCHEDULED FINE $ _____ CONTACT COURT ☐

THE PERSON DESCRIBED ABOVE IS SUMMONED TO APPEAR AT

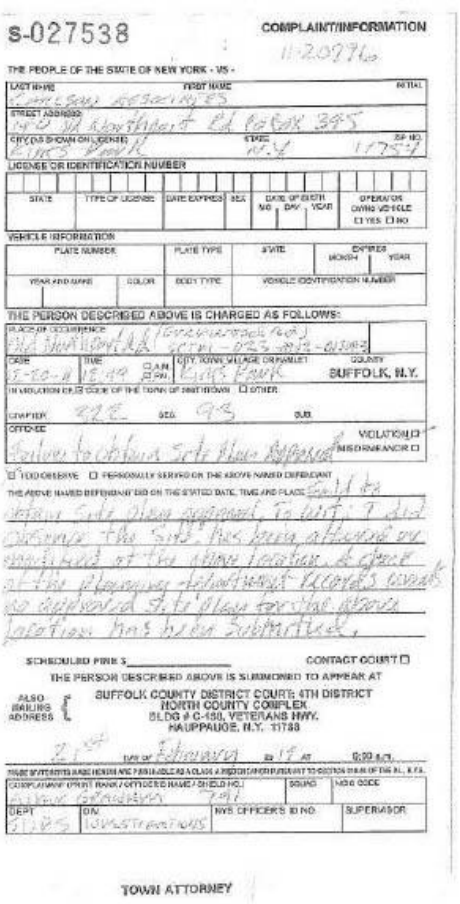
SUFFOLK COUNTY DISTRICT COURT; 4TH DISTRICT
NORTH COUNTY COMPLEX
BLDG # C-158, VETERANS HWY.
HAUPPAUGE, N.Y. 11788

21st DAY OF February 20 12 AT 9:00 a.m.

COMPLAINANT (PRINT RANK / OFFICER'S NAME / SHIELD NO.) Lt. Chabot | SIGNATURE | MISC CODE

DEPT. DIV. INVESTIGATIONS | NYS OFFICER'S ID NO. | SUPERVISOR

TOWN ATTORNEY



S-027538

COMPLAINT/INFORMATION

11-20796

THE PEOPLE OF THE STATE OF NEW YORK - VS -

NAME: LAST NAME Lonergan FIRST NAME Jessica INITIAL

STREET ADDRESS: 2 Old Northport Rd Apt 345

AS SHOWN ON LICENSE: CITY Kings Park STATE N.Y. ZIP NO. 11754

LICENSE OR IDENTIFICATION NUMBER

STATE | TYPE OF LICENSE | DATE EXPIRES | SEX | DATE OF BIRTH MO DAY YEAR | OPERATOR OWNS VEHICLE ☐ YES ☐ NO

VEHICLE INFORMATION

PLATE NUMBER | PLATE TYPE | STATE | EXPIRES MONTH YEAR

YEAR AND MAKE | COLOR | BODY TYPE | VEHICLE IDENTIFICATION NUMBER

THE PERSON DESCRIBED ABOVE IS CHARGED AS FOLLOWS:

PLACE OF OCCURRENCE: Old Northport Rd (Intersection) 2 Old Northport Rd Apt 345 - 213.02

DATE: 5-20-11 TIME: 15:49 ☐ A.M. ☐ P.M. CITY, TOWN, VILLAGE OR HAMLET: Kings Park COUNTY: SUFFOLK, N.Y.

IN VIOLATION OF ☐ CODE OF THE TOWN OF SMITHTOWN ☐ OTHER

CHAPTER 322 SEC. 93 SUB

OFFENSE: Failure to obtain Site Plan Approval VIOLATION ☐ MISDEMEANOR ☐

I OBSERVE ☐ PERSONALLY SERVED ON THE ABOVE NAMED DEFENDANT

THE ABOVE NAMED DEFENDANT DID ON THE STATED DATE, TIME AND PLACE Failed to obtain Site Plan approval. To wit: I did observe the site has been altered beyond the plan location, size of the planning structures areas and no approved Site Plan for the above location has been Submitted.

SCHEDULED FINE $ _____ CONTACT COURT ☐

THE PERSON DESCRIBED ABOVE IS SUMMONED TO APPEAR AT

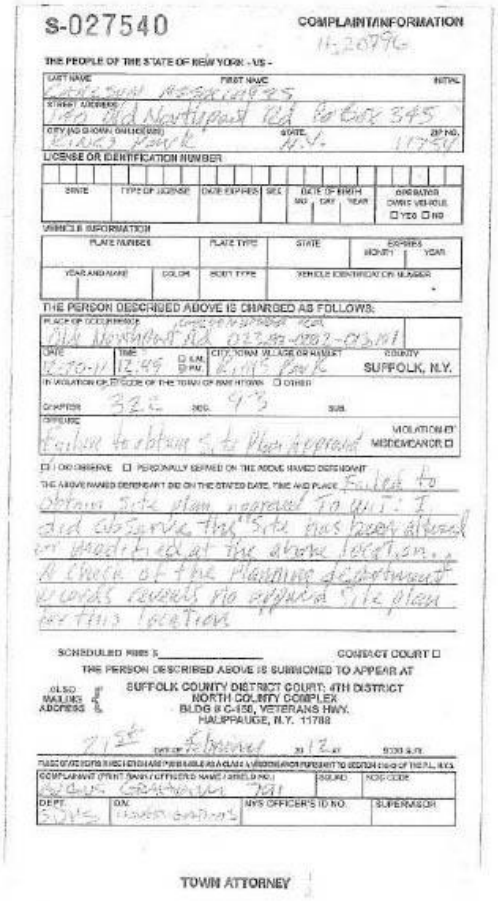
SUFFOLK COUNTY DISTRICT COURT; 4TH DISTRICT
NORTH COUNTY COMPLEX
BLDG # C-158, VETERANS HWY.
HAUPPAUGE, N.Y. 11788

21st DAY OF February 20 12 AT 9:00 a.m.

COMPLAINANT (PRINT RANK / OFFICER'S NAME / SHIELD NO.) Lt. Chabot | SIGNATURE | MISC CODE

DEPT. DIV. INVESTIGATIONS | NYS OFFICER'S ID NO. | SUPERVISOR

TOWN ATTORNEY



S-027540

COMPLAINT/INFORMATION

11-20796

THE PEOPLE OF THE STATE OF NEW YORK - VS -

LAST NAME: Carlson FIRST NAME: Jessica M. INITIAL: 925

STREET ADDRESS: 160 Old Northport Rd PO Box 345

CITY (AS SHOWN ON LICENSE): East Northport STATE: N.Y. ZIP NO.: 11731

LICENSE OR IDENTIFICATION NUMBER

STATE | TYPE OF LICENSE | DATE EXPIRES | SEX | DATE OF BIRTH MO DAY YEAR | OPERATOR OWNS VEHICLE ☐ Yes ☐ No

VEHICLE INFORMATION

PLATE NUMBER | PLATE TYPE | STATE | EXPIRES MONTH YEAR

YEAR AND MAKE | COLOR | BODY TYPE | VEHICLE IDENTIFICATION NUMBER

THE PERSON DESCRIBED ABOVE IS CHARGED AS FOLLOWS:

PLACE OF OCCURRENCE: Old Northport Rd 0473-03-1003-0-03101

DATE: 12-20-11 TIME: 12:49 ☐ A.M. ☐ P.M. CITY, TOWN, VILLAGE OR HAMLET: East Northport COUNTY: SUFFOLK, N.Y.

IN VIOLATION OF ☐ CODE OF THE TOWN OF BABYLON ☐ OTHER

CHAPTER: 32-2 SEC. 93 SUB.

OFFENSE: Failure to obtain a Site Plan approval VIOLATION OF ☐ MISDEMEANOR ☐

☐ I OBSERVE ☐ PERSONALLY DEPRIVED ON THE ABOVE NAMED DEFENDANT

THE ABOVE NAMED DEFENDANT DID ON THE STATED DATE, TIME AND PLACE Failed to obtain Site plan approval To Wit: I did observe that Site has been altered or modified at the above location. A check of the Planning department records reveals no approved Site plan for this location.

SCHEDULED FINE $ _____ CONTACT COURT ☐

THE PERSON DESCRIBED ABOVE IS SUMMONED TO APPEAR AT

ALSO MAILING ADDRESS

SUFFOLK COUNTY DISTRICT COURT: 4TH DISTRICT
NORTH COUNTY COMPLEX
BLDG # C-150, VETERANS HWY.
HAUPPAUGE, N.Y. 11788

21st DAY OF January 20 12 9:30 A.M.

PLEASE GIVE BOTH THESE INSTRUCTIONS AND PROMPTLY AS A CLAIM OF MISDEMEANOR PURSUANT TO SECTION 100.10 OF THE P.L. N.Y.S.

COMPLAINANT (PRINT NAME OF OFFICER) NAME / BADGE NO.: [illegible] SIGNED: [illegible] NCIC CODE:

DEPT.: [illegible] ON: [illegible] NYS OFFICER'S ID NO.: SUPERVISOR:

TOWN ATTORNEY

Filters Used:
1 Tagged Record

Matter Report
Form Format

Date Printed: **4/11/2023**
Time Printed: **10:34AM**
Printed By: **DMILLS**

MatterRef	**CARLSON ASSOCIATES**			Code	**District Crt**
MatterNo	**D2010--855**	Court	**4th District**	Staff	**PG,CLS**
Plaintiff	**Town of Smithtown**			Defendant	**CARLSON ASSOCIATES**
Client			ConNo	Notify **N** Trigger **N** Review **N** Billable **N** Private **N** Status **CLC**	
Pri Contact				Opp Atty	
Firm				Firm	
Address	**Old Northport Road**			Address	
Address 2				Address 2	
City	**Kings Park**	**NY**	**11754**	City	
Tel/Fax				Tel/Fax	
Index No.				T.B. Res.	
CR #	**09-917**			Term	
Claim No.				Term	
Date/Loss				Extension	
D/Service				User11	
Disposition				SCTM #	

Memo : **Return Date: 2/2/10 - Site Plan Violations**
2/18/10 - PAID $500 as per 4th District Court - CLOSED

Filters Used:
1 Tagged Record

Matter Report
Form Format

Date Printed: 4/11/2023
Time Printed: 10:34AM
Printed By: DMILLS

MatterRef	CARLSON ASSOCIATES			Code	District Crt
MatterNo	D2010-853	Court	4th District	Staff	Philip Goglas
Plaintiff	Town of Smithtown			Defendant	CARLSON ASSOCIATES
Client			ConNo	Notify N Trigger N Review N Billable N Private N Status CLC	
Pri Contact				Opp Atty	
Firm				Firm	
Address	Old Northport Road			Address	
Address 2				Address 2	
City	Kings Park	NY	11754	City	
Tel/Fax				Tel/Fax	
Index No.				T.B. Res.	
CR #	09-916			Term	
Claim No.				Term	
Date/Loss				Extension	
D/Service				User11	
Disposition				SCTM #	

Memo : Return Date: 2/2/10 - Site Plan Violations - Summons #'s 020301, 020302, 020308
2/24/10 - PAID $500 FINE as per 4th District Court - CLOSED

NOTE: 2/18 - RECYCLED EARTH PRODUCTS is also related to CARLSON ASSOCIATES. See Recycled Earth Products

Filters Used:
1 Tagged Record

Matter Report
Form Format

Date Printed: 4/11/2023
Time Printed: 10:35AM
Printed By: DMILLS

MatterRef	CARLSON ASSOCIATES			Code	District Crt
MatterNo	D2010-886	Court	4th District	Staff	PG,CLS
Plaintiff	Town of Smithtown			Defendant	CARLSON ASSOCIATES
Client			ConNo	Notify N Trigger N Review N Billable N Private N Status CLC	
Pri Contact				Opp Atty	
Firm				Firm	
Address	Old Northport Road			Address	
Address 2				Address 2	
City	Kings Park	NY	11754	City	
Tel/Fax				Tel/Fax	
Index No.				T.B. Res.	
CR #	09-918			Term	
Claim No.				Term	
Date/Loss				Extension	
D/Service				User11	
Disposition				SCTM #	

Memo: Return Date: - 2/2/10 - Site Plan Violations - 322-93 & 322-8A
2/24/10 - PAID $500 AS per 4th District Court CLOSED

Filters Used:
6 Tagged Records

Matter Report

Form Format

Date Printed: 4/11/2023
Time Printed: 3:46PM
Printed By: DMILLS

MatterRef	Santilli Commercial Developers			Code	District Crt		
MatterNo	2018-243	Court	Fourth District	Staff	Martin F Simon		
Plaintiff	Town of Smithtown			Defendant	Santilli Commercial Developers		
Client			ConNo	Notify N Trigger N ReviewN Billable N Private N Status OPE			
Pri Contact				Opp Atty	Leonard Shore		
Firm				Firm			
Address	2554 Central Avenue			Address	366 Veterans Memorial Hwy		
Address 2				Address 2			
City	Baldwin	NY	11510	City	Commack	NY	11725
Tel/Fax				Tel/Fax			
Index No.				T.B. Res.			
CR #	18-00210			Term			
Claim No.				Term			
Date/Loss				Extension			
D/Service				User11			
Disposition				SCTM #			

Memo : 5/29/18- court date. 246.1- deposit in street. Premises: 140 Old Northport Road, Kings Park, N.Y. -- NAD
7/10/18 -CTN --
8/14/18-- NAD TTN
9/18/18- NAD TTN
10/30/18- PNG TTN
12/4/18- DR TTN
12/11/18- DR TTN
1/29/19- DR TTN
3/19/19- NAD TTN; PG $100 FINE TTP 4/16; D/J ENTERED BY CT. 9/12/19 ($100)

MatterRef	The Ketcham Group Inc.			Code	District Crt		
MatterNo	D-2010-564	Court	4th District	Staff	Philip Goglas		
Plaintiff	TOS			Defendant	The Ketchum Group Inc.		
Client			ConNo	Notify N Trigger N ReviewN Billable N Private N Status CLC			
Pri Contact				Opp Atty	Aleza Ross		
Firm	The Ketchum Group Inc.			Firm			
Address	140 Old Northport Road			Address	320 Carleton Avenue		
Address 2				Address 2			
City	Kings Park	NY	11754	City	Central Islip	NY	11722
Tel/Fax				Tel/Fax			
Index No.				T.B. Res.			
CR #	10-600			Term			
Claim No.				Term			
Date/Loss				Extension			
D/Service				User11			
Disposition				SCTM #			

Memo : 9/21/10 Unlicensed container-177-11A-Summons # 020620
Aff of Service Served 8/12/10 - 1:25 p.m.

Filters Used:
6 Tagged Records

Matter Report
Form Format

Date Printed: **4/11/2023**
Time Printed: **3:46PM**
Printed By: **DMILLS**

MatterRef	**Ketcham Farm Organics Inc.**			Code	**District Crt**
MatterNo	**D-2007-138**	Court	**Fourth District Cour**	Staff	**CLS,PG**
Plaintiff				Defendant	
Client			ConNo	Notify **N** Trigger **N** Review**N** Billable **N** Private **N** Status	
Pri Contact				Opp Atty	
Firm	**Ketcham Farm Organics Inc.**			Firm	
Address	**140 Old Northport Road**			Address	
Address 2				Address 2	
City	**Kings Park**	**NY**	**11754**	City	
Tel/Fax				Tel/Fax	
Index No.				T.B. Res.	
CR #				Term	
Claim No.				Term	
Date/Loss				Extension	
D/Service				User11	
Disposition				SCTM #	

Memo : **May 1, 2007 - Unlicensed container**

MatterRef	**Ketcham Farm Organics Inc.**			Code	District Crt
MatterNo	**D2011-350**	Court	**4th District**	Staff	**Martin F Simon**
Plaintiff	**TOS**			Defendant	
Client			ConNo	Notify N Trigger N Review**N** Billable N Private N Status CLC	
Pri Contact				Opp Atty	
Firm				Firm	
Address	**140 Old Northport Rd.**			Address	
Address 2				Address 2	
City	**Kings Park**	**NY**	**11754**	City	
Tel/Fax				Tel/Fax	
Index No.				T.B. Res.	
CR #	**11-308**			Term	
Claim No.				Term	
Date/Loss				Extension	
D/Service				User11	
Disposition				SCTM #	

Memo : **8/16/11 - open rolloff container w/o license - 177-5A & 177-11A**
Proposed: Amend Count 1 to 221-4A-10 Dismiss as in SAT $2,000 for disposition 8/23/11
Deal Accepted time to pay 9/27/11
12/22/11 Rec'd $2,000. check - closed

Filters Used:
6 Tagged Records

Matter Report

Form Format

Date Printed: **4/11/2023**
Time Printed: **3:46PM**
Printed By: **DMILLS**

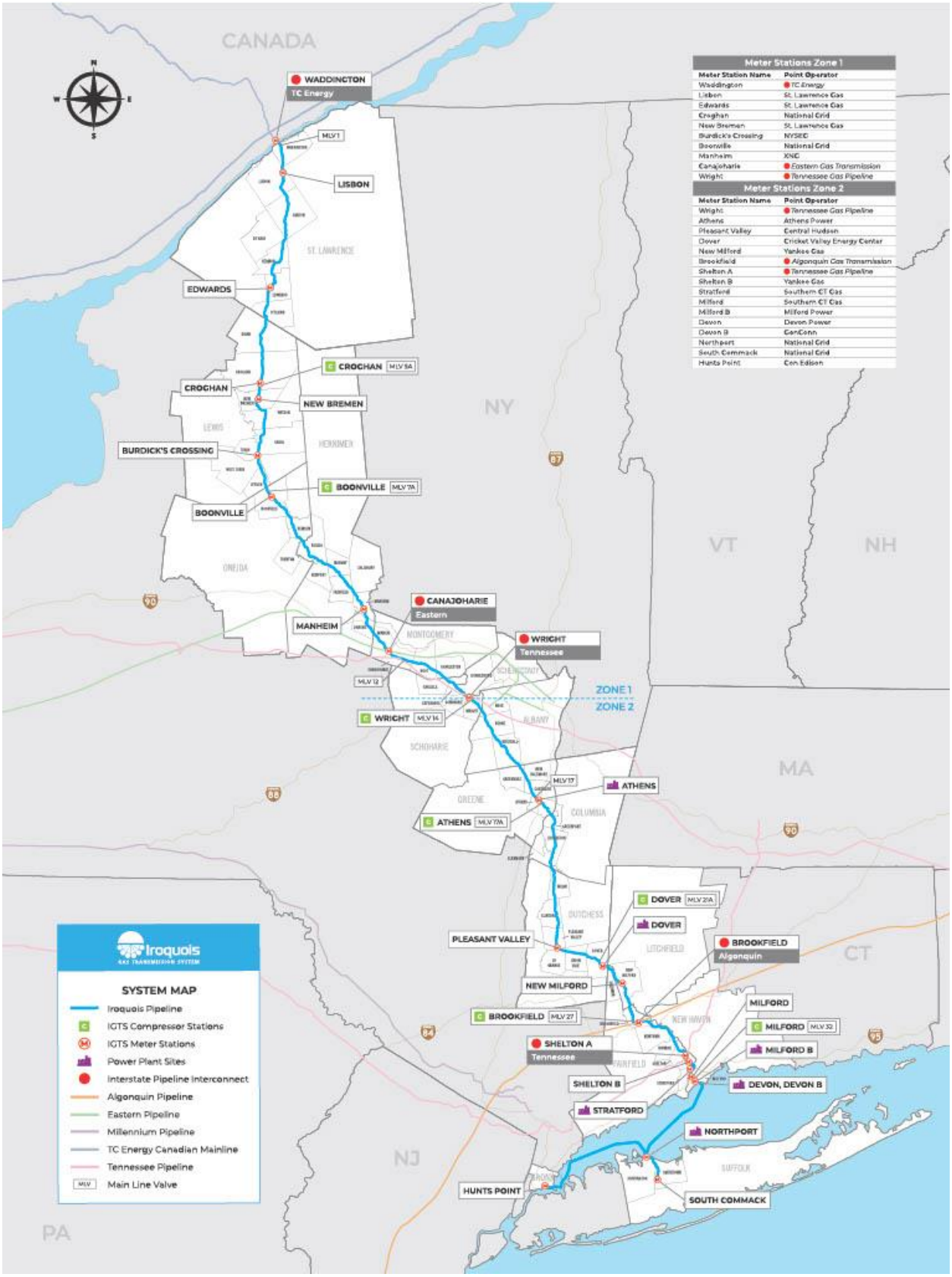
MatterRef	**McCarthy Betz Construction Design & Mi**			Code	**District Crt**
MatterNo	**D-9528**	Court	**Fourth District Cou**	Staff	**CLS,PG**
Plaintiff				Defendant	
Client			ConNo	Notify **N** Trigger **N** Review**N** Billable **N** Private **N** Status	
Pri Contact				Opp Atty	
Firm	**McCarthy Betz Construction Design & Mai**			Firm	
Address	**140 Old Northport Road**			Address	
Address 2				Address 2	
City	**Kings Park**	**NY**	**11754**	City	
Tel/Fax				Tel/Fax	
Index No.				T.B. Res.	
CR #				Term	
Claim No.				Term Extension	
Date/Loss				User11	
D/Service				SCTM #	
Disposition					

Memo : **September 5, 2006 - Unmarked r/o container-CLOSED**

MatterRef	**McCarthy Betz Construction, Design, Mai**			Code	**District Crt**
MatterNo	**D-2007-176**	Court	**Fourth District Cou**	Staff	**CLS,PG**
Plaintiff				Defendant	
Client			ConNo	Notify **N** Trigger **N** Review**N** Billable **N** Private **N** Status	
Pri Contact	**McCarthy Betz Construction, Design, Main**			Opp Atty	
Firm				Firm	
Address	**140 Old Northport Road**			Address	
Address 2				Address 2	
City	**King Park**	**NY**	**11754**	City	
Tel/Fax				Tel/Fax	
Index No.				T.B. Res.	
CR #				Term	
Claim No.				Term Extension	
Date/Loss				User11	
D/Service				SCTM #	
Disposition					

Memo : **May 29, 2007 - roll-off in street**

“O”


CANADA
NY
VT
NH
MA
CT
NJ
PA
WADDINGTON
TC Energy
MLV 1
LISBON
EDWARDS
CROGHAN
CROGHAN MLV 5A
NEW BREMEN
BURDICK'S CROSSING
BOONVILLE MLV 7A
BOONVILLE
CANAJOHARIE
Eastern
MANHEIM
WRIGHT
Tennessee
MLV 12
WRIGHT MLV 14
ZONE 1
ZONE 2
ATHENS
MLV 17
ATHENS MLV 17A
DOVER MLV 21A
DOVER
PLEASANT VALLEY
BROOKFIELD
Algonquin
NEW MILFORD
BROOKFIELD MLV 27
MILFORD
MILFORD MLV 32
MILFORD B
SHELTON A
Tennessee
SHELTON B
DEVON, DEVON B
STRATFORD
NORTHPORT
HUNTS POINT
SOUTH COMMACK
Iroquois
SYSTEM MAP
Iroquois Pipeline
IGTS Compressor Stations
IGTS Meter Stations
Power Plant Sites
Interstate Pipeline Interconnect
Algonquin Pipeline
Eastern Pipeline
Millennium Pipeline
TC Energy Canadian Mainline
Tennessee Pipeline
MLV Main Line Valve
Meter Stations Zone 1
Meter Station Name | Point Operator
Waddington | TC Energy
Lisbon | St. Lawrence Gas
Edwards | St. Lawrence Gas
Croghan | National Grid
New Bremen | St. Lawrence Gas
Burdick's Crossing | NYSEG
Boonville | National Grid
Manheim | KNG
Canajoharie | Eastern Gas Transmission
Wright | Tennessee Gas Pipeline
Meter Stations Zone 2
Meter Station Name | Point Operator
Wright | Tennessee Gas Pipeline
Athens | Athens Power
Pleasant Valley | Central Hudson
Dover | Cricket Valley Energy Center
New Milford | Yankee Gas
Brookfield | Algonquin Gas Transmission
Shelton A | Tennessee Gas Pipeline
Shelton B | Yankee Gas
Stratford | Southern CT Gas
Milford | Southern CT Gas
Milford B | Milford Power
Devon | Devon Power
Devon B | ConEdison
Northport | National Grid
South Commack | National Grid
Hunts Point | Con Edison

“O-1”

Dear Ms. Poole,

We live in one of the large well established residential communities abutting the proposed site. Some of us are raising our children here now, and some of us have raised our children, and are now helping to raise our grandchildren here.

We are intimately familiar with the sounds of the proposed action site.

We disagree with the draft EA statement that our neighborhood has a relatively high concentration of existing noise sources. This is not a noisy neighborhood. We occasionally hear the hum of a passenger train as it passes by, and rarely at nighttime.

We can sit undisturbed out on our porches in the morning with coffee and in our yards in the evening, barbecuing while we watch our children and grandchildren play. This will all change if this regional freight yard is allowed to be dropped on top of our neighborhood.

Thank you for your consideration with respect to our first-hand knowledge regarding the noise level in our longtime and friendly community.

Respectfully,

Crystal Igneri 11 Glen Rd Kings Park, NY 11754

Joan Giannicchi 9 Glen La Kings Park 11754

Richard Giannicchi 9 Glen La Kings Park

Jennine M Bernard 8 Glen La Kings Park

James Pfahl 17 Glen La

Juan Ventura 21 Glen Lane

Darwin Martinez 21 Glen Ln

Kathleen Weinberg 23 Glen Ln

22 Glen Ln

Richard Pfahl 28 Glen Lane K.P.

Kim Calabrese 32 Glen Lane KP

Cheryl Kenavan 34 Glen Lane K.P.

Graham Kane 44 Lumber Dr

Miriam Longo 46 Glen Lane Kings Park

Michael Masino 5 Glen Rd Kings Park 11754

Jessica Masino 5 Glen Rd. Kings Park, NY 11754

Joseph Simeone 3 Glen Road Kings Park

Lee Anne Simeone 3 Glen Rd Kings Park, NY

John Simeone 12 Glen La Kings Park

Victoria Vultaggio 20 Glen Ln K.P.

Anthony Vultaggio 20 Glen Lane Kings Park

Christina Vultaggio 20 Glen Lane Kings Park

Marjorie Ottaviano 24 Glen Ln KP, NY

John Ottaviano 24 Glen Ln KP, NY

John Kenavan 34 Glen Ln Kings Park

36 Glen Lane Kings Park NY 11754

36 Glen Lane Kings Park

45 Glen Lane Kings Park

45 Glen Lane Kings Park

“P”

COUNTY OF SUFFOLK

STEVEN BELLONE
SUFFOLK COUNTY EXECUTIVE

DEPARTMENT OF HEALTH SERVICES

GREGSON H. PIGOTT, MD, MPH
Commissioner

July 22, 2022

Andrea Poole
US Office of Environmental Analysis
Surface Transportation Board
395 E Street SW
Washington, DC 20423
Via Electronic Submission at https://stb.gov

Re: Docket No. FD 36575
Townline Rail Terminal, LLC – Hamlet of Kings Park, Town of Smithtown, Suffolk County, NY
Construction and Operation Exemption; Preliminary Consultation
SCTM # 0800 – 023 – 02 – 5, 6.1, 7.1, 8, 9.1, 11.2, 12, 13.1, 13.2, 13.3, 13.4, etc.

Dear Andrea Poole,

The Suffolk County Department of Health Services Division of Environmental Quality (SCDHS; "Department"; "Division") has received the letter dated June 22, 2022 concerning the above referenced proposal. The Division has not received an application for this above referenced proposal.

Please note that this response is based upon the limited information provided and is subject to change once additional information becomes available. Based upon our review, the Division offers the following preliminary comments. However, the Division wishes to reserve its right to provide more detailed information within the comment period(s) established for this action. These comments should not be construed as an implicit SCDHS approval or rejection of the project. All applications are reviewed thoroughly with respect to Suffolk County Sanitary Code concerns by appropriate departmental personnel when SCDHS applications are submitted.

1. The Office of Water Resources (OWR) has noted that there are potential non-community and private

Public Health
Prevent. Promote. Protect.
DIVISION OF ENVIRONMENTAL QUALITY – Office of Ecology
360 Yaphank Avenue, Suite 2B, Yaphank, NY 11980 (631) 852-5750 Fax (631) 852-5812

supply wells downgradient of the project area, and the project site is also in the 25-50 year groundwater contributing area to Smithtown Bay. Any potential impacts to groundwater and downgradient non-community and private supply wells will need to be evaluated. When there is more information available, the Office of Water Resources can meet with the lead agency and/or applicant to discuss further.

2. Permits and/or project-specific reviews that may be required from the Division include, but are not limited to:

    a. The Office of Pollution Control (OPC) reviews projects for any sanitary code requirements for either storage of hazardous waste (depending on nature of waste received) or petroleum bulk storage. A Permit to Operate may be required depending on the nature of materials handled and stored. When there is more information available, the Office of Pollution Control can meet with the lead agency and/or applicant to discuss further. It should be noted that this project site is in an Article 7 restricted area and storage of any toxic or hazardous materials, as defined in Article 7 of the Suffolk County Sanitary Code, is severely restricted.
    b. The Office of Wastewater Management (OWM) reviews projects and requires permits for the construction of onsite sewage disposal systems and certain sewage treatment plants. A permit to construct an onsite sewage disposal system will be required if one is proposed.
    c. The Office of Ecology (OE) conducts administrative and management activities, and provides expanded technical commentary as required by New York State Environmental Quality Review Act (SEQRA) and County mandates. Detailed technical comments are provided for major private and municipal development proposals, as well as for state and municipal planning studies (master plans, open space, Pine Barrens, etc.). This office coordinates with other Division offices (e.g., OWR, OPC, OWM) to complete these reviews.

If you have any questions, please feel free to contact the Office of Ecology at 631-852-5750.

Sincerely,



Julia Priolo
Principal Environmental Analyst
Office of Ecology
SEQRA@suffolkcountyny.gov

Cc: Gregson H. Pigott, MD, MPH, Commissioner, SCDHS
Christina Capobianco, CPA, Deputy Commissioner, SCDHS
Walter Dawydiak, Jr. P.E., J.D., Director, SCDHS Division of Environmental Quality
John Sohngen, P.E., Chief Public Health Engineer, SCDHS Division of Environmental Quality

“Q”

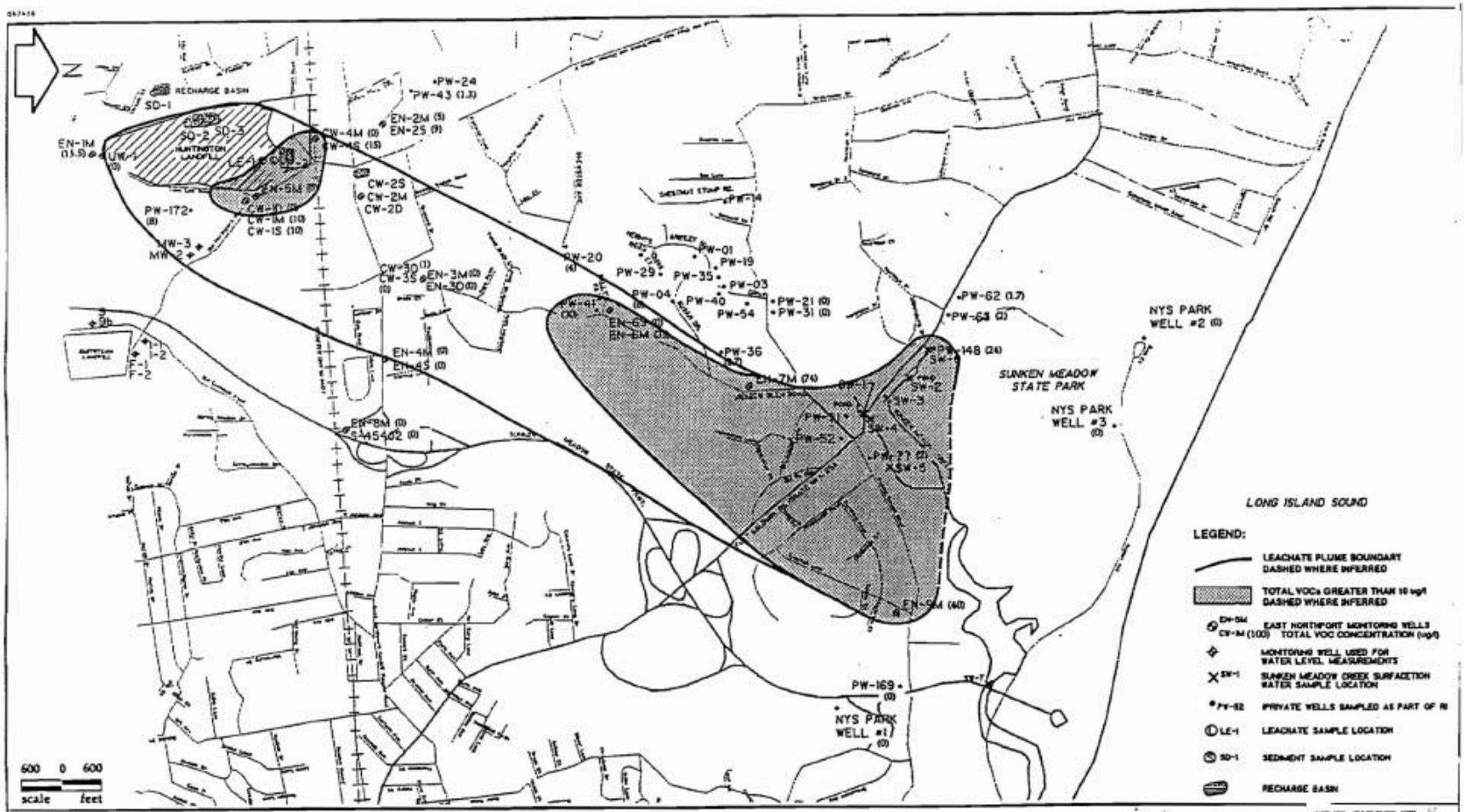


FIGURE 5

Extent Of VOCs Within Leachate Plume (Greater Than 10 µg/l)

“R”

CA RICH
ENVIRONMENTAL SPECIALISTS

May 5, 2023

TOWNLINE ASSOCIATION, INC.
Huntington/Smithtown
P.O. Box 119
Commack, NY 11725

Attention: Ms. Linda Henninger, President
Lh.townline@gmail.com

Re: Townline Rail Terminal, LLC Plan Proposal, Kings Park, NY
within the Hydrogeologic Zone 1 Deep Flow Recharge Area

Dear Ms. Henninger,

As requested, CA RICH Geology Services, D.P.C. *dba* CA RICH Consultants (CA RICH) of Plainview, New York, hydrogeologists, is pleased to affirm the location of the Townline Rail Terminal, LLC Plan Proposal in Kings Park situated directly within Long Island's major Hydrogeologic Zone I Deep Flow Recharge Area.

The location of this proposed rail yard is environmentally significant because its purpose is the operation of a newly-built regional rail yard parallel to the LIRR Port Jefferson Line built upon the CarlsonCorp Inc.property, which will serve not only as a common carrier, but will also facilitate the transport of potentially hazardous incinerator ash and construction & demolition debris (C&D) off of Long Island. It is understood that the size of the new train yard facility may accommodate a 161-freight car capacity (as much as 2 miles of train length).

The enactment of the amendments to the Federal Water Pollution Control Act of 1972 enabled Long Island to undertake research starting back in 1975 that led to developing comprehensive water quality management programs for the Island's drinking water. The Section 208 grant from this Act introduced the concept of 'hydrogeologic zones' across Long Island based upon differences in groundwater flow patterns and water quality. Two types of subsurface zones were identified: 1) those land areas where precipitation contributes recharge to the deeper Magothy Aquifer (about 28" per year is recharge from an annual average of 48"/year rainfall), and 2) those land areas that contribute shallow rainfall recharge or transmit recharge flows to nearby streams and bays.

17 Dupont Street, Plainview, NY 11803 ■ Tel. 516.576.8844 ■ Fax. 516.576.0093 ■ www.carichinc.com

As an aside, it was my privilege to have co-authored the Groundwater Section of the Long Island 208 Areawide Wastewater Management Plan for the Long Island Regional Planning Board back in 1977 conceptualizing these hydrogeologic zones.

Because much of the land in the deep recharge area in Nassau and western Suffolk was already developed by the early 1980s - revealing subtle and not-so-subtle cause-effect impacts upon the underlying aquifers attributable to development, several smaller areas – land areas that were thought to still be relatively free of suburban groundwater quality impacts to the underlying aquifers in those years, were, for future planning purposes, designated *Special Groundwater Protection Areas* (SPGAs). These smaller land areas were purposefully targeted to ensure the preservation of existing groundwater quality and the continued recharge of uncontaminated water down into the Federally-protected underlying 'sole source' Magothy Aquifer.

The mapped deep flow recharge Magothy aquifer area (Hydrogeologic Zone I) is well defined and as such, especially sensitive to a variety of pollutant sources. To emphasize the importance of protecting the quality of rainfall recharge falling upon this deep flow recharge area, as much as 74% of all pumpage for potable water supply serving Long Island's population is now being pumped from the Magothy Aquifer (Islandwide) that Hydrogeologic Zone I was originally conceived to protect. The quality of rainfall recharge percolating vertically down through the subsurface on land situated within this specific Zone I (ie. CarlsonCorp in Kings Park) directly affects the quality of ground water that becomes Long Island's potable drinking water resource - for pumped withdrawals from public water supply wells.

Today, these special groundwater protection areas, and their environs, still remain as critical areas of environmental concern given increasing development densities. One can appreciate the obvious importance of these special areas, and in particular, the need to prioritize potential groundwater sources of pollution attributable to commercial and/or industrial development within the Deep Flow Recharge Area (Zone I) in general. Doing so will help to ensure the preservation of relatively higher quality recharge water supplying Long Island's subsurface drinking water reserves.

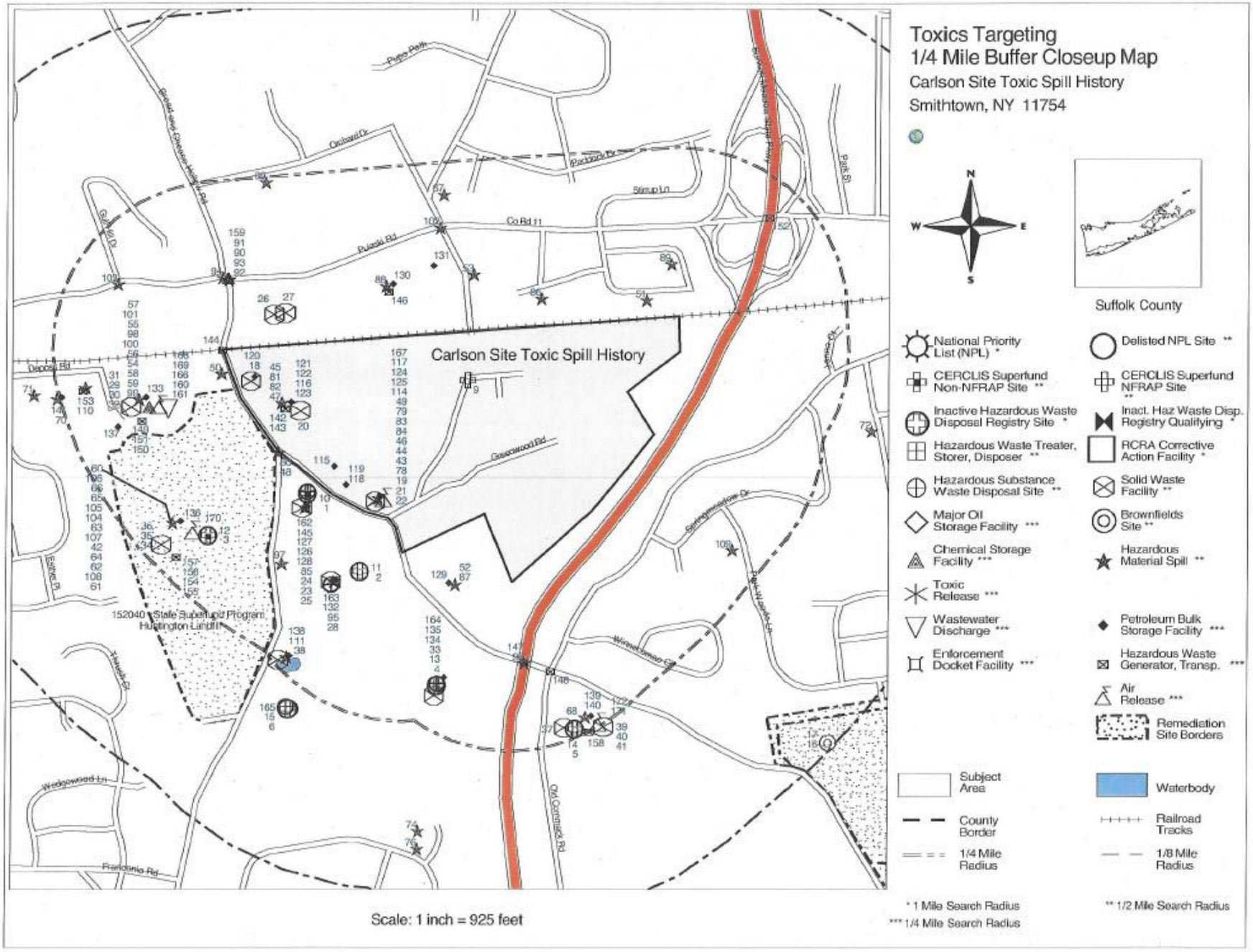
If there is need for further review or comment, do not hesitate to contact us.

Respectfully,

Charles Rich, PG, CPG, CSBA, EP
President



“S”


Toxics Targeting
1/4 Mile Buffer Closeup Map
Carlson Site Toxic Spill History
Smithtown, NY 11754
N
W
E
S
Suffolk County
Carlson Site Toxic Spill History
152040 - State Superfund Program
Huntington Landfill
National Priority List (NPL) *
Delisted NPL Site **
CERCLIS Superfund Non-NFRAP Site **
CERCLIS Superfund NFRAP Site **
Inactive Hazardous Waste Disposal Registry Site *
Inact. Haz Waste Disp. Registry Qualifying *
Hazardous Waste Treater, Storer, Disposer **
RCRA Corrective Action Facility *
Hazardous Substance Waste Disposal Site **
Solid Waste Facility **
Major Oil Storage Facility ***
Brownfields Site **
Chemical Storage Facility ***
Hazardous Material Spill **
Toxic Release ***
Wastewater Discharge ***
Petroleum Bulk Storage Facility ***
Enforcement Docket Facility ***
Hazardous Waste Generator, Transp. ***
Air Release ***
Remediation Site Borders
Subject Area
Waterbody
County Border
Railroad Tracks
1/4 Mile Radius
1/8 Mile Radius
* 1 Mile Search Radius
** 1/2 Mile Search Radius
*** 1/4 Mile Search Radius
Scale: 1 inch = 925 feet



CLOSED STATUS UNKNOWN CAUSE SPILLS AND OTHER CAUSE SPILLS IDENTIFIED WITHIN 1/2 MILE SEARCH RADIUS

PLEASE NOTE: * Compass directions can vary substantially for sites located very close to the subject property address.

Map Identification Number 43 **CARLSON PRECAST**
140 OLD NORTHPORT ROAD KINGS PARK, NY

Spill Number: 9401352 **Close Date: 05/31/2005**
TT-Id: 520A-0165-372

MAP LOCATION INFORMATION
Site location mapped by: MANUAL MAPPING - LARGE SITE
Approximate distance from property: 0 feet

ADDRESS CHANGE INFORMATION
Revised street: NO CHANGE
Revised zip code: NO CHANGE

Source of Spill: UNKNOWN
DEC Investigator: BPAUSTIN
Spiller: CARLSON PRECAST
Contact for more spill info:
Spiller Phone:
Contact Person Phone:

The following caller and notifier data has been withheld by the NYSDEC since 2006.
Caller Name: ZIMMERMAN
Notifier Name:
Caller Agency: CITIZEN
Notifier Type: Citizen
Caller Phone: (516) 269-2890
Notifier Phone:

Category: Known petroleum or hazardous material release with minimal potential for fire/explosion (indoors or outdoors), drinking water contamination, or releases to surface waters.
Class: Willing RP - DEC Field Response - Corrective Action Initiated, Taken Over, or Completed by RP or Other Agency

Spill Date	Date Cleanup Ceased	Cause of Spill	Meets Cleanup Standards	Penalty Recommended
04/08/1994		UNKNOWN	NO	NO

Material Spilled	Material Class	Quantity Spilled	Units	Quantity Recovered	Units	Resource(s) Affected
UNKNOWN PETROLEUM	PETROLEUM	0	GALLONS	0	GALLONS	SOIL

Caller Remarks:

MRE ZIMMERMAN NOTICED A DARK RING IN THE SOIL OF AN EXCAVATED AREA WHICH HE SUSPECTS IS RUNOFF FROM THE CARLSON OPERATION

DEC Investigator Remarks:

Prior to Sept, 2004 data translation this spill Lead_DEC Field was AUSTIN

ADMINISTRATIVELY CLOSED

Map Identification Number 44 **CARLSON PRECAST** **Spill Number: 8907860** **Close Date: 11/09/1989**
140 OLD NORTHPORT ROAD KINGS PARK, NY TT-Id: 520A-0165-370

MAP LOCATION INFORMATION
Site location mapped by: MANUAL MAPPING - LARGE SITE
Approximate distance from property: 0 feet

ADDRESS CHANGE INFORMATION
Revised street: NO CHANGE
Revised zip code: NO CHANGE

Source of Spill: INSTITUTIONAL, EDUC, GOV, OTHER
DEC Investigator: KDGOERTZ
Spiller: CARLSON PRECAST
Contact for more spill info:
Spiller Phone:
Contact Person Phone:

The following caller and notifier data has been withheld by the NYSDEC since 2006.
Caller Name: JEFFREY WESTON
Notifier Name:
Caller Agency: CARLETON PRECAST
Notifier Type: Responsible Party
Caller Phone: (516) 368-4000
Notifier Phone:

Spill Date	Date Cleanup Ceased	Cause of Spill	Meets Cleanup Standards	Penalty Recommended
11/06/1989	11/09/1989	UNKNOWN	UNKNOWN	NO

Material Spilled	Material Class	Quantity Spilled	Units	Quantity Recovered	Units	Resource(s) Affected
DIESEL	PETROLEUM	0	GALLONS	0	GALLONS	GROUNDWATER

Caller Remarks:

3-4K CONTAMINATION ENCOUNTERED DURING ROUTINE REMOVAL. SCHD ON SITE.

DEC Investigator Remarks:

Prior to Sept, 2004 data translation this spill Lead_DEC Field was GOERTZ

FD

FILE HAS BEEN DESTROYED ACCORDING TO STATE ARCHIVE AND RECORD ADMINISTRATOR RETENTION/DISPOSAL PROCEDURES

Map Identification Number 46 **CARLSON PRECAST** **Spill Number: 8904222** **Close Date: 10/20/1989**
140 OLD NORTHPORT ROAD KINGS PARK, NY TT-Id: 520A-0165-371

MAP LOCATION INFORMATION
Site location mapped by: MANUAL MAPPING - LARGE SITE
Approximate distance from property: 0 feet

ADDRESS CHANGE INFORMATION
Revised street: NO CHANGE
Revised zip code: NO CHANGE

Source of Spill: COMMERCIAL/INDUSTRIAL
DEC Investigator: WALEK
Spiller: CARLSON PRECAST
Contact for more spill info:
Spiller Phone: (516) 328-4000
Contact Person Phone:

The following caller and notifier data has been withheld by the NYSDEC since 2006.
Caller Name: JEFFREY WESTON
Notifier Name:
Caller Agency: CARLSON PRECAST
Notifier Type: Responsible Party
Caller Phone: (516) 328-4000
Notifier Phone:

Spill Date	Date Cleanup Ceased	Cause of Spill	Meets Cleanup Standards	Penalty Recommended
07/28/1989	10/20/1989	OTHER	UNKNOWN	NO

Material Spilled	Material Class	Quantity Spilled	Units	Quantity Recovered	Units	Resource(s) Affected
WASTE OIL/USED OIL	PETROLEUM	15.00	GALLONS	0.00	GALLONS	SOIL

Caller Remarks:

RAIN DISPLACED WASTE OIL OUT OF UNCOVERED DRUMS. SCDH TOOK SAMPLES,IN PROCESS OF ANALYSIS. TOLD WESTON TO COVER GROUND WITH PLASTIC AND PLAN ON REMOVAL

DEC Investigator Remarks:

Prior to Sept, 2004 data translation this spill Lead_DEC Field was WALEK

FD 10/19/89: DEC CHECKED AREA.NOW CLEAN.SCDH SUPERVISED CLEANUP.6'X 20' X 10' AREA CLEANED UP.15 YDS CONT SOIL DISPOSED OF AT THE SMITHTOWN LANDFILL. NO FURTHER ACTION NEEDED.

FILE HAS BEEN DESTROYED ACCORDING TO STATE ARCHIVE AND RECORD ADMINISTRATOR RETENTION/DISPOSAL PROCEDURES

SIDE OF THE ROAD. SPILL APPEAR TO HAVE BEEN ANTIFREEZE FROM AN UNKNOWN SOURCE, SPILL WAS CONTAINED AND ABSORBED WITH SPEEDI DRI, ON 11/19/07 IN AM, TOWN SANDED AND SWEEPER CAME TO REMOVE THE CONTAMINATED MATERIAL AND DISPOSE OF AS ROAD CUTTINGS. REQUEST CLOSURE, NO FURTHER ACTION NEEDED

Map Identification Number 49 **CARLSON PRECAST CORP** **Spill Number: 0004414** **Close Date: 07/13/2000**
OLD NORTHPORT ROAD KINGS PARK, NY TT-Id: 520A-0167-053

MAP LOCATION INFORMATION
Site location mapped by: MANUAL MAPPING - LARGE SITE
Approximate distance from property: 0 feet

ADDRESS CHANGE INFORMATION
Revised street: NO CHANGE
Revised zip code: NO CHANGE

Source of Spill: COMMERCIAL/INDUSTRIAL
DEC Investigator: UNASSIGNED
Spiller: MARTIN BURKE - CARLSON PRECAST CORP
Contact for more spill info: MARTIN BURKE
Spiller Phone: (631) 360-7553
Contact Person Phone: (631) 360-7553

The following caller and notifier data has been withheld by the NYSDEC since 2006.
Caller Name: MARTIN BURKE
Notifier Name: CHIEF RICHARD MCKAY
Caller Agency: SMITH TOWN PUBLIC SAFETY
Notifier Type: Fire Department
Caller Phone: (631) 360-7553
Notifier Phone: (631) 360-7553

Category: Investigation indicates there was no spill.
Class: Any Type of RP Including No RP - No DEC Field Response - Corrective Action by Spill Response Not Required

Spill Date	Date Cleanup Ceased	Cause of Spill	Meets Cleanup Standards	Penalty Recommended
07/13/2000		OTHER	YES	NO

Material Spilled	Material Class	Quantity Spilled	Units	Quantity Recovered	Units	Resource(s) Affected
WASTEWATER	OTHER	0	GALLONS	0	GALLONS	SOIL

Caller Remarks:

FIRE AT A WOOD CHIP FACILITY A LOT OF RUN OFF FIRE HAS BEEN GOING FOR ABOUT 3 HOURS REQ DEC TO CALL THEM

DEC Investigator Remarks:

Prior to Sept, 2004 data translation this spill Lead_DEC Field was NONE TELECON RICHARD MCKAY: 70'X50'X50' PILE OF WOOD CHIPS IS BURNING. RUNOFF IS CONTAINED ON PROPERTY. FIRE IS CENTRALLY LOCATED ON PROPERTY. RUNOFF HAS NO OBVIOUS NOXIOUS CHARACTERISTICS. TOWN OF SMITHTOWN CONAC" WILL BE ANDREW BROMAN (FM) AT 360-7553



CLOSED STATUS HAZARDOUS SPILLS – MISC. SPILL CAUSES – EQUIPMENT FAILURE, HUMAN ERROR, TANK OVERFILL, DELIBERATE SPILL, TRAFFIC ACCIDENT, HOUSEKEEPING, ABANDONED DRUM, VANDALISM AND STORMS – WITHIN 1/2 MILE SEARCH RADIUS.
All spills mapped and profiled within 1/4 mile. Between 1/4 mile and 1/2 mile search radius, spills reported to be greater than 100 units and spills reported in the NYSDEC Fall 1998 MTBE Survey are mapped and profiled. Spills reported to be less than 100 units are listed in a table at the end of this section.

PLEASE NOTE: * Compass directions can vary substantially for sites located very close to the subject property address.

Map Identification Number 78 **CARLSON PRECAST**
140 OLD NORTHPORT ROAD
KINGS PARK, NY

Spill Number: 9825158 **Close Date: 02/24/2009**
TT-Id: 520A-0165-373

MAP LOCATION INFORMATION
Site location mapped by: MANUAL MAPPING – LARGE SITE
Approximate distance from property: 0 feet

ADDRESS CHANGE INFORMATION
Revised street: NO CHANGE
Revised zip code: NO CHANGE

Source of Spill: COMMERCIAL/INDUSTRIAL
DEC Investigator: Unassigned
Spiller: HANK CARLSON – CARLSON PRECAST
Contact for more spill info: HANK CARLSON
Spiller Phone: (516) 368-4000
Contact Person Phone: (516) 368-4000

The following caller and notifier data has been withheld by the NYSDEC since 2006.
Caller Name: ROB MCDERMOTT
Notifier Name: ROB YAGER/ROB GALLI
Caller Agency: DEC BECI
Notifier Type: DEC
Caller Phone:
Notifier Phone:

Category: Known petroleum or hazardous material release with minimal potential for fire/explosion (indoors or outdoors), drinking water contamination, or releases to surface waters.
Class: Unknown RP – DEC Field Response – DEC Corrective Action Required

Spill Date	Date Cleanup Ceased	Cause of Spill	Meets Cleanup Standards	Penalty Recommended
06/11/1998		HOUSEKEEPING	NO	NO

Material Spilled	Material Class	Quantity Spilled	Units	Quantity Recovered	Units	Resource(s) Affected
OTHER -	OTHER	0	GALLONS	0	GALLONS	SOIL
The following material(s) was dropped or revised by the NYS DEC. Call Toxics Targeting for more information						
OTHER PETROLEUM		0	GALLONS	0	GALLONS	

Caller Remarks:

RECEIVED REFERRAL 14DEC98 FROM BECI, WHO RECEIVED IT FROM MINED LANDS 14JUL98. MINED LANDS INSPECTED 11JUN98 BASED ON CITIZEN'S (MR ZIMMERMAN) COMPLAINT OF OIL/WATER WASTE BEING DISCHARGED ONTO GROUND. ***PRIOR REPORTS HERE***

DEC Investigator Remarks:

Prior to Sept, 2004 data translation this spill Lead_DEC Field was AUSTIN

98–159 AS PER DEPOSITIONS OF GALLI & YAGER: NOTICED PUDDLE OF BLACK PETROLEUM–TYPE PRODUCT IN AN EXCAVATED PORTION OF THE PROPERTY AT THE WEST END OF THE SITE. DIRECTLY SOUTH OF THIS, AT THE TOP OF THE EXCAVATED AREA, THERE WAS A CONCRETE PAD WHERE CONCRETE PRODUCTS WERE BEING MADE. THIS APPEARED TO BE THE SOURCE OF THE PRODUCT. THE PRODUCT MAY HAVE ACTUALLY BEEN DISCHARGING FROM A PIPE? (NOTES NOT CLEAR ON THIS).

12/18/98 FILE REASSIGNED PER HC

7/11/05 UNASSIGNED/AUSTIN

ADMINISTRATIVELY CLOSED

Map Identification Number 79 **CARLSON PRECAST INC**
140 OLD NORTHPORT ROAD
KINGS PARK, NY

Spill Number: 9702717 **Close Date: 04/01/1998**
TT–Id: 520A–0165–374

MAP LOCATION INFORMATION
Site location mapped by: MANUAL MAPPING – LARGE SITE
Approximate distance from property: 0 feet

ADDRESS CHANGE INFORMATION
Revised street: NO CHANGE
Revised zip code: NO CHANGE

Source of Spill: COMMERCIAL/INDUSTRIAL
DEC Investigator: BPAUSTIN
Spiller: HANK CARLSON – CARLSON PRECAST INC
Contact for more spill info: HANK CARLSON
Spiller Phone: (516) 368–4000
Contact Person Phone: (516) 368–4000

The following caller and notifier data has been withheld by the NYSDEC since 2006.
Caller Name: RICHARD SILVA
Notifier Name: RICHARD SILVA
Caller Agency: COASTAL ENVIRONMENTAL
Notifier Type: Other
Caller Phone: (516) 420–3800
Notifier Phone: (516) 420–3800

Category: Known or probable release, where, without action, there is a potential for a fire/explosion hazard (indoors or outdoors), contamination of drinking water supplies, or significant release to surface waters.
Class: Willing RP – DEC Field Response – Corrective Action Initiated, Taken Over, or Completed by RP or Other Agency

Spill Date	Date Cleanup Ceased	Cause of Spill	Meets Cleanup Standards	Penalty Recommended
06/03/1997		HOUSEKEEPING	YES	NO

Material Spilled	Material Class	Quantity Spilled	Units	Quantity Recovered	Units	Resource(s) Affected
#2 FUEL OIL	PETROLEUM	0	GALLONS	0	GALLONS	SOIL

Map Identification Number 83 **CARLSON PRECAST CONCRETE**
OLD NORTHPORT/TOWNLINE KINGS PARK, NY

Spill Number: 0025276 **Close Date: 01/08/2002**
TT-Id: 520A-0168-056

MAP LOCATION INFORMATION
Site location mapped by: MANUAL MAPPING - LARGE SITE
Approximate distance from property: 0 feet

ADDRESS CHANGE INFORMATION
Revised street: NO CHANGE
Revised zip code: NO CHANGE

Source of Spill: COMMERCIAL/INDUSTRIAL
DEC Investigator: UNASSIGNED
Spiller: CARLSON PRECAST CONCRETE
Contact for more spill info:
Spiller Phone:
Contact Person Phone:

The following caller and notifier data has been withheld by the NYSDEC since 2006.
Caller Name: ANONYMOUS
Notifier Name:
Caller Agency: CITIZEN
Notifier Type: Citizen
Caller Phone:
Notifier Phone:

Category: Possible petroleum release with minimal potential for fire/explosion (indoors or outdoors), drinking water contamination, or releases to surface waters, known releases with no potential for damage, or non-petroleum/non-hazardous spills.
Class: Willing RP - No DEC Field Response - Corrective Action Initiated or Completed by RP or Other Agency

Spill Date	Date Cleanup Ceased	Cause of Spill	Meets Cleanup Standards	Penalty Recommended
10/20/2000		HOUSEKEEPING	YES	NO

NO MATERIAL INFORMATION GIVEN FOR THIS SPILL

Caller Remarks:

CITIZEN WAS LOOKING FOR HIS DOG AND NOTICED OPEN 30GAL AND 5GAL CONTAINERS OF OIL BEHIND CONVEYOR MACHINES BY RAILROAD. NOTED SPILLAGE ON GROUND. ALSO CLAIMED TO HAVE SEEN SEVERAL 10,000GAL TANKS BROUGHT INTO SITE; THINKS THEY WERE ILLEGALLY BURIED. REFUSED TO GIVE NAME BUT WILL SEND PHOTOS.

DEC NOTE: BELIEVE THERE IS A PENDING VOLUNTARY CLEANUP APPLICATION FOR THIS SITE. ***SAME AS 0008505

DEC Investigator Remarks:

Prior to Sept, 2004 data translation this spill Lead_DEC Field was UNASSIGNED 00-126 ***SAME AS 0008505***

Map Identification Number 84 **CARLSON PRECAST CONCRETE** OLD NORTHPORT ROAD KINGS PARK, NY **Spill Number: 0008505** **Close Date: 10/20/2000** TT-Id: 520A-0168-055

MAP LOCATION INFORMATION
Site location mapped by: MANUAL MAPPING – LARGE SITE
Approximate distance from property: 0 feet

ADDRESS CHANGE INFORMATION
Revised street: NO CHANGE
Revised zip code: NO CHANGE

Source of Spill: COMMERCIAL/INDUSTRIAL
DEC Investigator: UNASSIGNED
Spiller: N/A – CARLSON PRECAST CONCRETE
Contact for more spill info: N/A
Spiller Phone:
Contact Person Phone:

The following caller and notifier data has been withheld by the NYSDEC since 2006.
Caller Name: MARGARET CHONG
Notifier Name: ANNONYMOUS
Caller Agency: US EPA
Notifier Type: Federal Government
Caller Phone: (732) 321-4370
Notifier Phone:

Category: Possible petroleum release with minimal potential for fire/explosion (indoors or outdoors), drinking water contamination, or releases to surface waters, known releases with no potential for damage, or non-petroleum/non-hazardous spills.
Class: Willing RP – No DEC Field Response – Corrective Action Initiated or Completed by RP or Other Agency

Spill Date	Date Cleanup Ceased	Cause of Spill	Meets Cleanup Standards	Penalty Recommended
10/20/2000		DELIBERATE	YES	NO

Material Spilled	Material Class	Quantity Spilled	Units	Quantity Recovered	Units	Resource(s) Affected
COOKING GREASE	OTHER	0	GALLONS	0	GALLONS	SOIL
OTHER -	OTHER	0	GALLONS	0	GALLONS	SOIL
The following material(s) was dropped or revised by the NYS DEC. Call Toxics Targeting for more information						
OTHER PETROLEUM	PETROLEUM	0	GALLONS	0	GALLONS	

Caller Remarks:

caller stated the owner of the property is dumping grease and oil on the premise there they received and anonymous tip

DEC Investigator Remarks:

Prior to Sept, 2004 data translation this spill Lead_DEC Field was NONE SAME AS 0025276



AIR DISCHARGE FACILITIES IDENTIFIED WITHIN THE 1/4 MILE SEARCH RADIUS

PLEASE NOTE: * Compass directions can vary substantially for sites located very close to the subject property address.

Map Identification Number 167 **ANDREW CARLSON&SONS**
KINGS PK GREENWD RD
EPA (FINDS) Name: ANDREW CARLSON&SONS
EPA (FINDS) Address: KINGS PK GREENWD RD

Facility Id: 3610300123 **State-county CDS Id: 3610300123**
SMITHTOWN, NY 11787 State-county NED id:
TT-ID: 900A-0007-980

SMITHTOWN 11787

MAP LOCATION INFORMATION
Site location mapped by: MANUAL MAPPING - LARGE SITE
Approximate distance from property: 0 feet

ADDRESS CHANGE INFORMATION
Revised street: KINGS PARK RD / GREENWOOD RD
Revised zip code: UNKNOWN

CDS-ID: 00123 NED-ID: None Given
Plant Phone #1: None Given Plant Phone #2: None Given
Operating Status: OPERATING
EPA Classification:
State Classification: POTENTIAL UNCONTROLLED EMISSIONS < 100 TONS/YEAR
EPA Plant Compliance Status:
State Plant Compliance Status: UNKNOWN COMPLIANCE STATUS

EPA-ID: NYD986880011 FINDS-ID: NYD986880011

AIR PROGRAM INFORMATION
Regulatory Air Program: SIP SOURCE
Program Status: OPERATING

POLLUTANT INFORMATION
Pollutant: CARBON MONOXIDE
State Pollutant Compliance for this pollutant: UNKNOWN COMPLIANCE STATUS
Pollutant: NITROGEN DIOXIDE
State Pollutant Compliance for this pollutant: UNKNOWN COMPLIANCE STATUS
Pollutant: SULFUR DIOXIDE
State Pollutant Compliance for this pollutant: UNKNOWN COMPLIANCE STATUS

“T”

Andrew Axelrod
23 Coconut Drive
Commack, NY 11725
Andrew.Axelrod13@gmail.com

February 9, 2023

The Honorable Martin J. Olberman

Chairman

Surface Transportation Board 395
E Street, S.W.

Washington, D.C. 20423

RE: Surface Transportation Board Decision, Docket No. FD_36575

Dear Chairman Olberman:

I recently became aware that Carlsoncorp has plans to build the Townline Rail Terminal on their property at 140 Old Northport Road in Kings Park, NY. Apparently, Carlson's plan has been in the works for almost two years yet the residents in the area were never notified by him. Instead I found out about this plan, which stands to have a wide-reaching effect on our quality of life and property values, from an article by David Ambro in the Smithtown News. It appears that Carlson, Smithtown Town Supervisor Wehrheim and Suffolk County Legislator Trotta kept this well hidden from the public.

I have read through the documents on the STB site and have noticed that there is a long list of concerned parties that have been notified about this project including three Native American Nations on Long Island that are located at least 50 miles further east and south of Kings Park and are nowhere near the Carlson property. Yet Carlson's closest neighbors, the residents who stand to be affected the most by this ridiculous plan, have been kept in the dark. Not only was there total silence but I couldn't help but notice that this plan was introduced to the STB during the height of a worldwide Covid pandemic while many people were either ill, struggling with trying to figure out remote learning for their children and many were out of work and struggling to put food on their family's tables. I find the silence from Carlson, the Town of Smithtown and the County Legislator to be deafening and the lack of providing an opportunity for community input to be unconscionable!

I am firmly opposed to the Carlsoncorp's Townline Rail Terminal plan. Our area is already overburdened by many sources of pollution. Within a five mile radius we are exposed to toxic pollution from the Northport Power Plant, the Huntington Covanta incinerator, the medical waste incinerators at St.

Catherine of Siena and the VA Hospital, several capped landfills that vent methane into our air and in the case of the Huntington landfill also emits a plume of toxins that traverses the ground, polluting well water and eventually dumps into the Long Island Sound. There are also a cluster of businesses in the Old Northport Road area that add more pollutants and particulate matter into the air we breathe from concrete crushing, sand minding and asphalt production.

There is an old adage that zoning makes good neighbors. It is zoning that allows neighbors to live harmoniously and provides protection from having a project like Carlson's Townline Rail Terminal built adjacent to residential developments. Carlson's property is currently zoned for residential and light industrial uses. We all bought our homes with the assurance from the zoning codes that nothing incompatible with residential living would ever be built in that area. I understand Carlson would have to receive a zoning change to heavy industry to accommodate this freight rail terminal and this would set a very bad precedent for the many thousands of residents who would have to endure all of the negative consequences of living next to or near a large regional freight train terminal. It is also well known that blight begets blight and once the freight train terminal and its requisite zoning change to heavy industry is approved, it is likely that other businesses in the area would seek their own zoning changes to allow for further heavy industrial usage. In the end, our neighborhoods will suffer, property values will plummet, and our quality of life will suffer.

There are way more sensible places for a freight train terminal to be built on Long Island. There are places that are adjacent to rail lines but located in areas that are way less densely populated and therefore will not negatively impact residential areas.

I request that the Surface Transportation Board reject Carlsoncorp's Townline Rail Terminal. I appreciate your consideration to my request.

Regards,

Andrew Axelrod
Andrew Axelrod

Gilda Axelrod
23 Coconut Drive
Commack, NY 11725 gilax@verizon.net

February 9, 2023

The Honorable Martin J. Olberman

Chairman

Surface Transportation Board 395
E Street, S.W.

Washington, D.C. 20423

RE: Surface Transportation Board Decision, Docket No. FD_36575

Dear Chairman Olberman:

Twenty-three years ago, my husband and I purchased a home in Commack – we moved here from our prior home in western Nassau County because we wanted a big back yard and a great school district for our son. He celebrated his first birthday a week after we moved into our home. A few months later our bucolic bliss was shattered when a neighbor knocked on our door to tell us that a company in Pennsylvania wanted to build a 600 mw power plant about ¾ of a mile from our home. That began my long career of activism fighting inappropriate proposals in the light industrial area just 200 feet north of our development.

After a 5 ½ year fight that cost my community $500,000 in legal and environmental engineering fees (that's a lot of community garage sales, golf outings, bake sales, raffles, asking for donations, etc.) we all celebrated the day that the Siting Board in Albany, NY told Pennsylvania, Power & Light (PPL) to take a hike. We had successfully made our case – the plan was inappropriate for the site where they wanted to build it, it was located over a deep recharge area of a sole source aquifer protected under Article 7 of the Suffolk County Department of Health. It was also located in an area that was already overburdened by other sources of pollution – the Northport Power Plant, the Huntington (Covanta) incinerator, the medical waste incinerators at the VA Hospital and St. Catherine's Medical Center, two landfills – one capped and one not (although it would be in years to come). The capped one was leaking a plume of contaminants through Fort Salonga and Kings Park which poisoned all the private wells in that area and forced the introduction of a municipal water supply for those residents (it took a long time though so for years these people drank toxic water unbeknownst to them). Add to that the dust and particulate matter the wind would blow everywhere. Sadly, there were some unscrupulous owners who were making a fortune sand mining their properties despite it being against the local zoning codes and then when all the sand was sold they started their new business model of charging businesses and individuals

to dump their construction waste and god knows what else in those huge craters in the ground. We would complain to the Town officials. Sometimes they would slap an owner's wrist but mostly they turned a blind eye. But in the end, the community won! Pennsylvania Power & Light went away.

No sooner than PP&L left, the Long Island Rail Road decided that they wanted to build a railroad maintenance yard right where Townline Rail Terminal wants to place their regional freight train terminal. Once again, we fought. It was a bad plan – the area had been sand mined and questionably backfilled. There were concerns about the steep grade of the land that the trains would need to travel on to access the proposed maintenance yard and there were concerns that derailments might occur. There were also concerns about the land being able to support the weight of the trains due to the multitude of objects that had been thrown into the areas that had been sand mined. There was the issue of this area being located in a deep recharge area of the sole source aquifer, an area that is very sensitive, and if compromised by spills of toxic fluids could contaminate the only source of drinking water for all of Long Island. Also, the area was zoned for residential and light industry. When we presented these issues to the LIRR they stopped their plan to build a train maintenance yard dead in its tracks and that was then end of that.

A year or two went by and another electric company wanted to build a 125 mw power plant. Same reasons applied and that company pulled the plug on their proposal in a week.

When appropriate light industrial proposals came up the community welcomed them with open arms. Hence, a masonry supply business, a sports complex, a solar farm, and a plant nursery have all been embraced by the community.

Last I knew, Carlson had decided that he would like to build an industrial organic solid waste composting site on his property and wanted to do outdoor composting of organic matter (which appears to be occurring on his site presently as evidenced by the 30 to 40 ft mountains that smell like manure). The Town of Smithtown was considering this proposal only if it was done indoors to help mitigate the stench that would emanate from rotting waste and all community groups were engaged. That was in 2018 or 2019.

Then Covid hit and while people were sick and dying or losing loved ones, parents were being deemed "unessential" workers and scrambling to find ways to feed their families, pay the bills and navigate helping their children to learn remotely because schools were closed, Toby Carlson dreamt up another way to make another fortune off of his scorched earth. This scheme would require him to have his own personal freight train terminal where he could cash in on the closure of the Brookhaven Landfill by providing a place to ship incinerator ash and other waste off of Long Island and he could then make a secondary fortune by becoming a distribution center for goods and commodities shipped to his site via the very freight trains that would haul away the toxic ash and other waste. These freight trains would run between 10 pm and 5 am when the LIRR commuter trains are sparse. This is a brilliantly myopic idea for Carlson and a horrible idea for the thousands of residents that live in the surrounding towns of Kings Park, Fort Salonga, Northport, East Northport, Commack and Smithtown. It will also disrupt the lives of the people who live along the railway route in Greenlawn and Elwood. During the hours when the Town

noise ordinance dictates quiet time for the residents, Carlson's freight trains will be busy blowing their horns, screeching their brakes and loading and unloading all manner of materials under the flood lights that will illuminate the site. Not to worry – Carlson and his family will sleep soundly in their home in New Jersey.

All the factors that drove away a 600 MW power plant, a 125 MW power plant, and a LIRR railroad maintenance yard apply to the Carlsoncorp's Townline Rail Terminal plan. The site is structurally compromised, it is over a deep recharge area of a sole source aquifer protected under Article 7 of the SCDOH, it is incompatible with its present zoning of light industry and residential, it is inappropriate to locate this amidst so many residential neighborhoods with the closest homes only a chainlink fence away, and the area is already overburdened with other sources of significant pollution.

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,

Gilda Axelrod
Gilda Axelrod

Martin Axelrod
23 Coconut Drive
Commack, NY 11725 martyaxe@gmail.com

February 9, 2023

The Honorable Martin J. Olberman

Chairman

Surface Transportation Board 395
E Street, S.W.

Washington, D.C. 20423

RE: Surface Transportation Board Decision, Docket No. FD_36575

Dear Chairman Olberman:

I am writing to say that I am opposed to the Carlsoncorp's (Townline Rail Terminal, LLC) plan to build a regional freight train terminal at 140 Old Northport Road in Kings Park, NY.

This plan is totally inappropriate at that site for many reasons. The site is way too close to homes and will really have an adverse effect on the people who live there who will be exposed to all the noise from trains and other machinery, diesel fumes, bright lights at night when people are trying to sleep, etc. It will also have a negative impact on their property values and make it difficult to sell their homes.

I live less than a mile from the site and while I won't be able to see the freight yard I will certainly hear it because I can hear the LIRR train when it blows its horn at the Kings Park Station which is even further than the Carlsoncorp site. I suffer from really bad allergies and I am concerned that the additional fumes and particulate matter this project will add to the air in our area will make it harder for me to breathe. I am also concerned for all the other people who live in the area who suffer from asthma and other respiratory issues. The pollution here is bad enough already! The Townline Rail Terminal would just add more emissions from the clouds of diesel smoke from the trains at the site and all the trucks that would be hauling commodities through our local streets.

I am also concerned that Carlsoncorp has asked the STB to waive the necessity for a full environmental impact study and instead allow them to conduct a less intensive environmental assessment. That property has been used as a sand mine for years and then as a dump site. I think it is important that before anything is built there it would be prudent to know what is buried there.

Thank you for listening to my concerns. I implore you not to grant permission to Carlsoncorp to build the Townline Rail Terminal in Kings Park. It just isn't the right place for a project of that nature.

Regards,

Martin Axelrod
Martin Axelrod

The Honorable Martin J. Oberman 2/12/2023 DOCKET # FD-36575

Dear Sir

I was totally shocked and upset when I heard that you were reviewing a possible allowance of a dumping ground containment of material considered highly toxic and poisonous to an area with Schools , Churches, Playgrounds and environmental sensitive areas that 40 years ago had a land fill, long ago closed, that you can still occasionally smell . This is not going to happen again.

I remember many nights my asthma was terribly affected and I am telling you I and all the surrounding communities will fight like living hell to prevent this Carlson Corp from doing this unspeakable travesty to our community. This will NEVER be allowed in this community.

This is a terrible idea and it must not happen.

Do you think that an area that has million dollar homes will allow this to happen. I don't think so. This community has endless legal talent to be used if necessary to stop this from happening . Stop the endless caravan of poison material that will be sent to a sensitive environmental area.

Thank

Carol. Romano

31 Marshmallow Drive
Commack NY 11725

Honorable Martin J. Oberman 2/06/2023 Docket # FD -36575 Chairman (STB)

It has come to my attention that an attempt is being made to have a regional train, 161 freight cars, containing all types of material that is dangerous to the health and safety of Communities containing schools, parks and federally protected deep recharge area plus runoff basins that will be environmental contaminated. As well as the concerns over the likes of traffic, noise and smell occurring 24 hours and 7 days per week are anticipated. A company like Carlson Corp Freight Yard cannot be trusted if they tried to keep five Towns in the dark, sneaky to say the least, about what their intentions are. So do what you can do to stop this license issue to allow Carlson Company to operate that business in a Community worth billions in property values and the real estate revenue that will be greatly impaired as well.

The fight and litigation will reach many newspapers along with all the names of those who are involved.

PS I know you will see my point and the light at the end of the tunnel. (NOT A TRAIN)

Thank You

Daniel M. Romano

31 Marshmallow Drive
Commack NY 11725

Debbie Jacobellis
28 Candy Lane Commack, NY 11725 (631) 260-6908
debjac1218@gmail.com February 11, 2023

Honorable Martin J. Olberman, Chairman

Surface Transportation Board 395 E Street, S.W. Washington, D.C. 20423
re: Surface Transportation Board Decision, Docket No. FD 36575

Honorable Martin J. Olberman:

I have lived at the present address in the community since 1993; a period of about 30 years.

I am writing to inform you of a proposed freight rail terminal by Carlsoncorp that could have a significant impact on our community. The proposed terminal is located within a five-mile radius of several sources of pollution, including the Northport Power Plant, the Huntington Incinerator, the medical waste incinerators at the Northport VA and St. Catherine's Hospitals, several capped landfills and their methane venting systems, and a number of sand mining, concrete crushing and asphalt production businesses. In addition, emissions are generated from the many trucks of these businesses.

The proposed site is located within feet of residential homes on Meadow Glen Road, Glen Road and Glen Lane in Kings Park and also in close proximity to several densely populated residential neighborhoods in Ft. Salonga, Northport, East Northport, Commack, Smithtown, Greenlawn and Elwood along with schools, playgrounds, ball fields, and nursing homes in the area, putting children, the elderly, and those with lung conditions (such as myself having asthma) and allergies at risk of exposure to pollutants. Additionally, the site is located in a federally designated deep recharge area of a sole source aquifer, which, if compromised, would affect the drinking water for all of Long Island.

According to Carlsoncorp's plans, the proposed freight terminal would have freight trains coming and going between 10 pm and 5 am, with other operations taking place throughout the day and night. This would result in several forms of pollution, including sound, light, air, water, and vibrations from the freight trains.

It is concerning that Carlsoncorp has failed to involve the community in its plans, and that the community only became aware of the project through a story in the Smithtown News. The lack of transparency and community involvement is unacceptable.

Moreover, Carlsoncorp's claims that the freight terminal would decrease truck traffic on local roads is questionable, as they have included space for 50 tractor trailers on their site plan and plan to distribute commodities via trucks all over Long Island.

Finally, a change to Heavy Industry Zoning to accommodate the freight terminal could set a precedent for other businesses in the area, potentially leading to further depreciation of residential property values and increased truck traffic on local roads.

Very truly yours,

Debbie Jacobellis

Debbie Jacobellis

The Honorable Martin J. Olberman February 11,2023

Surface Transportation Board

395 E Street, S.W.

Washington, D.C. 20423

RE: Surface Transportation Board Decision, Docket No. FD_36575

To Whom It May Concern:

I am extremely concerned about the Townline Rail Terminal project. I am a local resident and happen to live in the neighborhood that borders where this project is proposed to be built. This will be a significant detriment to our community, and this will undoubtedly ruin my and my family's quality of life. There will be lasting impacts including noise/congestion, hazardous pollution, and a reduction in our property values. There will also be serious health risks associated with this project. This includes air pollution from the diesel freight trains and the ash and debris being transported on these trains. Our houses are located so close to the proposed train yard and our living conditions will quickly deteriorate if this gets passed. There are many families with small children who live in this neighborhood, mine included, that play in the very backyards in which this project will border. This is unacceptable and we do not want our children breathing in this hazardous polluted air. This location is incredibly inappropriate for this project because it directly impacts our residential neighborhoods and we should not be subject to such industrial activities. I strongly oppose the Townline Rail Terminal project and strongly urge you to please consider the lives and families at risk.

CC: All Parties of Record

Thank you for your consideration in this matter,

Dominick Vernice

19 Glen Ln

Kings Park, NY 11754

Prof. John Impagliazzo
2 Meadow Glen Road
Fort Salonga, New York 11768

2023 February 11

Danielle Gosselin, Director

Office of Environmental Analysis

Surface Transportation Board

395 E Street SW

Washington, DC 20423

RE: Opposition to Townline Rails Terminal, LLC

Hamlet of Kings Park, Town of Smithtown, Suffolk County, New York
Docket Number: FD36575

Dear Ms. Gosselin:

The Townline Rails Terminal LLC plans to build a train yard and several freight rails in our residential neighborhood. As a community resident close to the project, I know many railcars will be loaded and unloaded, many with toxic garbage ash. This project has no place in the area of this densely populated residential community that surrounds the project. This objection is especially true given that the planned intensive operations will occur late at night through early morning, disrupting residents with their rest and sleep.

From an environmental and humanitarian standpoint, the project is a mistake. Incredibly, a recharge basin filtering water for Long Island's only water supply (underground aquifer) stands about thirty feet from the proposed site. The population of Long Island stands to be poisoned by the toxic garbage ash contamination of the water supply. Agencies have not conducted a *complete* environmental impact study. Private family homes also exist only yards away from this poisonous pit of garbage ash, dust, dirt, diesel fuel stench, intolerable noise, and artificial light. Thousands of other homes are less than a mile away. The North Ridge Elementary School lies within walking distance of the project's site. The neighboring communities already suffer from statistically significant increases in childhood leukemia, and the area is already overburdened with a garbage recycling plant.

I opposed this ill-conceived, poorly planned, and dangerous railroad project. Please refrain from approving any documentation that allows permission for its advancement.

Sincerely,



John Impagliazzo, Ph.D.
Professor Emeritus, Hofstra University IEEE
Fellow and Life Member
ACM Distinguished Educator

Frederic N. Bruckner
28 Candy Lane Commack, NY 11725
(631) 835-8256 . fnb28@netscape.net

February 11, 2023

Honorable Martin J. Olberman, Chairman

Surface Transportation Board 395 E Street, S.W. Washington, D.C. 20423
re: Surface Transportation Board Decision, Docket No. FD 36575

Honorable Martin J. Olberman:

I have lived at the present address in the community since 1986; a period of about 37 years.

I am writing to inform you of a proposed freight rail terminal by Carlsoncorp that could have a significant impact on our community. The proposed terminal is located within a five-mile radius of several sources of pollution, including the Northport Power Plant, the Huntington Incinerator, the medical waste incinerators at the Northport VA and St. Catherine's Hospitals, several capped landfills and their methane venting systems, and a number of sand mining, concrete crushing and asphalt production businesses. In addition, emissions are generated from the many trucks of these businesses.

The proposed site is located within feet of residential homes on Meadow Glen Road, Glen Road and Glen Lane in Kings Park and also in close proximity to several densely populated residential neighborhoods in Ft. Salonga, Northport, East Northport, Commack, Smithtown, Greenlawn and Elwood along with schools, playgrounds, ball fields, and nursing homes in the area, putting children, the elderly, and those with lung conditions (such as myself having asthma) and allergies at risk of exposure to pollutants. Additionally, the site is located in a federally designated deep recharge area of a sole source aquifer, which, if compromised, would affect the drinking water for all of Long Island.

According to Carlsoncorp's plans, the proposed freight terminal would have freight trains coming and going between 10 pm and 5 am, with other operations taking place throughout the day and night. This would result in several forms of pollution, including sound, light, air, water, and vibrations from the freight trains.

It is concerning that Carlsoncorp has failed to involve the community in its plans, and that the community only became aware of the project through a story in the Smithtown News. The lack of transparency and community involvement is unacceptable.

Moreover, Carlsoncorp's claims that the freight terminal would decrease truck traffic on local roads is questionable, as they have included space for 50 tractor trailers on their site plan and plan to distribute commodities via trucks all over Long Island.

Finally, a change to Heavy Industry Zoning to accommodate the freight terminal could set a precedent for other businesses in the area, potentially leading to further depreciation of residential property values and increased truck traffic on local roads.

Very truly yours,

Frederic N Bruckner

Frederic N. Bruckner

Rosanna Gallo
32 Coconut Drive
Commack, NY 11725

February 11, 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

Dear sir,

It is with great concern that I write this letter on behalf of my family and I. We are Commack residents. Recently, we have been informed about a proposal by Carlsoncorp to build a railroad spur and a regional Freight rail terminal on their property at 140 Old Northport Road in Kings Park.

I am appalled that this was never communicated to the community until now. This proposal will negatively affect the thousands of hard-working tax-paying residents in Kings Park, Commack and all the surrounding towns. Our family feels that it is your responsibility to watch over the safety and well-being of your citizens.

I am confident that you are aware of the detrimental effect this will have on the community, both health-wise as well as property values. I must say that for the majority of long islanders it is becoming increasingly stressful to live here. I can speak for myself when I say that many sacrifices were made to obtain a long island address. Those sacrifices were made so that our children could have a better life. That was and I pray still is the bases from which our fore fathers fought for.

The property is located near many schools, playgrounds, ball fields and nursing homes. Children, the elderly and people with lung conditions which have increased since the horrific after math of COVID, and allergies are particularly sensitive to these pollutants

Haven't we all, especially our children, the soul of this nation, endured enough over the passed three years? We respectively ask for your consideration and reject this proposal.

Very sincerely yours,

Rosanna Gallo

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

To The Honorable Martin J. Olberman,

I am writing to you to express my feelings and concerns about the request to build a railroad spur and a regional freight rail terminal in Kings Park, New York. I am 31 years old and bought my home with my husband on Glen Lane about 3 years ago to start our life together and our family. We now have a 7 month old daughter named Olivia, and we are so excited to have her grow in such a great neighborhood. My husband also grew up in this home, so it is a very sentimental house to us on many levels. We plan on growing our family here and spending the next 30+ years in this great town.

I am a local Special Education teacher in Northport, NY and my husband owns a masonry, landscaping, and pool business in this area. Our lives revolve around this town and we are proud members of this community. We love where we live and we wouldn't trade it for the world.

In recent news, we found out about the Town's plan to build a railroad spur and regional freight terminal about 400 feet away from our home. As you can imagine, this was devastating news to us and our neighbors. We love our neighborhood and would hate to have this area even more polluted than it already is. Thinking of Olivia and our future children growing up and playing outside so an area that could be so noisy and filled with pollution is unimaginable for our kids and just unfair. The lung conditions and overall health of our families will be affected forever.

Please consider declining this project to help our neighbors and families that live so close. There are so many other places on Long Island where this could be built, away from children and people's homes. Thank you for your time and I hope you think of Olivia when making your decision.

Sincerely,

Amanda Geoffrion
37 Glen Lane, Kings Park Resident

February 10, 2023

The Honorable Martin J. Olberman
Chairman
Surface Transportation Board
395 E. Street, S.W.
Washington, D.C. 20423
Re: Surface Transportation Board Decision, Docket No. FD 36575

Dear Honorable Martin J. Olberman,

I am writing to you at this time to block the request from Carlsoncorp to build a railroad spur and a regional freight rail terminal on their property. This property is less than a mile from my home as well as all of my neighbors. It is very upsetting to learn how something like this has been hidden by our local Council leaders and makes us suspect that unethical lines have been drawn.

This light industrial area has been plagued throughout the years by many questionable businesses that do not play by the rules and have been allowed to operate daily. I am left wondering what my family and I have been exposed to over the years. Methane Gas, sand-mining, the dumping of heavy concrete and other debris as well as the incinerator. Not to mention the sound on trucks all day long which start at 5:00 am with backup beeping noises and dumping and scraping. A railroad spur and freight terminal are the last thing that is needed in this area. It is completely surrounded by all residential neighborhoods. The Town of Smithtown has always treated this area as a dumping ground and they do not care about any of the other towns in the Township of Smithtown but Smithtown. This will impact Commack, Kings Park, Fort Salonga and East Northport. If you drive through these surrounding neighborhoods you can't seem to notice all the dead and dying trees. What's causing that?

We are an extremely overburdened area. There are many areas across Long Island that are more suitable for a freight rail terminal. A suggestion would be through Pilgrim State Grounds off of the railroad line in Deer Park next to the Long Island Expressway.

Before you make this critical decision, which would impact thousands of people, I implore you to visit the area to see all the residential neighborhoods this decision would impact. Our homes are our Castles, no matter how big or small, they are and for most of us the biggest investment of our lives which will be negatively impacted by a positive decision by your board. Please consider everyone's letter as they are all a plea for their piece of the American Dream.

Thank you,

Janet A. Husted

Janet A. Husted

19 Candy Lane
Commack, NY 117.

The Honorable Martin J Olberman

Chairman

Surface Transportation Board

395 E. Street, S.W.

Washington, D.C. 20423

Re: Surface Transformation Board Decision, Doc. No. FD-36575

Dear Sir,

As resident of Kings Park, NY I am very troubled by the proposed construction of the so called Townline Rail Terminal LLC by Carslon Corp on their property at 140 Old Northport Road in Kings Park. The property is located within feet of my home on Glen Lane in Kings Park. Additionally, it is located in close proximity to several other densely populated residential neighborhoods in Fort Salonga, Northport, East Northport, Commack, Smithtown, Greenlawn and Elwood. My children and grandchildren live within these areas as well and my concern for them is paramount! The property is located near many schools, playgrounds, ball fields and nursing homes. Our children, the elderly and people with lung conditions and allergies are particularly in danger to these pollutants.

According to Carlson Corp's plans, the proposed freight train rail terminal would have freight trains coming and going between 10:00PM and 5:00AM, while other operations related to loading toxic incinerator ash, aggregates (concrete, building materials, asphalt, etc.) and unloading of commodities (new cars, lumber, etc.) will take place any time during the day.

This freight yard will create several types of pollution: sound (horns, screeching from trains, trucks, forklifts, machinery sounds), light (sight 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. My family's quality of life and health is in jeopardy.

The proposed construction of the Townline Rail Terminal would be a detriment to the health, safety and well-being of my family as well as all residents in the surrounding area. There are better suited areas on Long Island for this terminal.

Please Vote NO on Doc. No. FD-36575!

Sincerely,

Karen Vultaggio

19 Glen Lane
Kings Park, NY 11754
631-889-0424
Len.vultaggio@gmail.com

The Honorable Martin J Olberman

Chairman

Surface Transportation Board

395 E. Street, S.W.

Washington, D.C. 20423

Re: Surface Transformation Board Decision, Doc. No. FD-36575

Dear Sir,

As resident of Kings Park, NY I am very troubled by the proposed construction of the so called Townline Rail Terminal LLC by Carslon Corp on their property at 140 Old Northport Road in Kings Park. The property is located within feet of my home on Glen Lane in Kings Park. Additionally, it is located in close proximity to several other densely populated residential neighborhoods in Fort Salonga, Northport, East Northport, Commack, Smithtown, Greenlawn and Elwood. The property is located near many schools, playgrounds, ball fields and nursing homes. Our children, the elderly and people with lung conditions and allergies are particularly in danger to these pollutants.

According to Carlson Corp's plans, the proposed freight train rail terminal would have freight trains coming and going between 10:00PM and 5:00AM, while other operations related to loading toxic incinerator ash, aggregates (concrete, building materials, asphalt, etc.) and unloading of commodities (new cars, lumber, etc.) will take place any time during the day.

This freight yard will create several types of pollution: sound (horns, screeching from trains, trucks, forklifts, machinery sounds), light (sight 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. My Families quality of life and health is in jeopardy.

The proposed construction of the Townline Rail Terminal would be a detriment to the health, safety and well-being my family as well as all residents in the surrounding area. There are better suited areas on Long Island for this terminal.

Please Vote NO on Doc. No. 0-36575!

Sincerely,

Leonard Vultaggio

19 Glen Lane

Kings Park, NY 11754

631-889-0422

Len.vultaggio@gmail.com

Carol DiGrandi
51Peppermint Road
Commack, NY 11725
Carolann098@outlook.com

February 9, 2023

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

RE: Surface Transportation Board Decision, Docket No. FD_36575

Dear Chairman Olberman:

My family and I live on Peppermint Road in Commack – we are a few football fields from the site where Carlsoncorp wants to build the Townline Rail Terminal. We are the original owners of our home and we have lived here for 58 years. When we moved here years ago from the Bronx the whole area was mostly farmland. We have watched as the farms and open space disappeared and were replaced with other homes, schools, and stores. We have enjoyed our years here and it has been a great place to raise our 3 daughters and our grandchildren.

I am extremely concerned about the possibility of a regional freight rail terminal so close to our home. I am 82 years old and suffer from several medical conditions including chronic obstructive pulmonary disease (COPD). There are days I can barely breathe and I am on several medications to help me breathe better. A regional freight rail terminal nearby that would add even more diesel fumes to the air from the trains and the trucks would definitely make my daily battle to breathe much harder.

Aside from myself, I am also worried about my family. My husband is 89 and is very nervous about what the freight train terminal will mean for our property value. He literally has been losing sleep over this. Our 56 year old daughter and her two daughters live with us. Our daughter suffers from Lupus and so many things in the environment seem to exacerbate her condition. Once again, the pollution from the freight trains and additional trucks will not help her health at all. My eldest granddaughter is 28 and profoundly developmentally disabled. She does not understand many things and is frightened easily by loud noises. I worry that the noise from the train horns and brakes will cause her great distress. My other granddaughter that lives with us is 17. She is a new driver and I worry about her driving on Townline Road because of all the trucks that speed on this local road past her high school. She has had a few close calls on that road since she started driving. The thought of more trucks on there really makes me worry.

Never could I have ever imagined that there would someday be a regional freight rail terminal so close to our home. We purposely moved here from the Bronx years ago because we wanted to get away from things like that. This plan is not appropriate for this area. People live here!

Sincerely,

Carol DiGrandi
Mrs. Carol DiGrandi

February 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

My name is Jeanett Russo I am a resident at 28 Peppermint Rd, Commack, NY 11725 for the last twentyfive years.

I truly believe that allowing this diesel railroad & a regional freight rail terminal will effect the communities health and the health of our children and grandchildren! I plead this proposal be denied!!!

Sincerely,

Jeanett Russo

28 Peppermint Rd,

Commack, NY 11725

Richard DiGrandi
51 Peppermint Road
Commack, NY 11725
Carolann098@outlook.com

February 9, 2023

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

RE: Surface Transportation Board Decision, Docket No. FD_36575

Dear Chairman Olberman:

My family and I live on Peppermint Road in Commack – we are a few football fields from the site where Carlsoncorp wants to build the Townline Rail Terminal. We are the original owners of our home and we have lived here for 58 years. When we moved here years ago from the Bronx the whole area was mostly farmland. We moved to "the country" because we wanted peace and quiet.

I am extremely concerned about the possibility of a regional freight rail terminal so close to our home. I am 89 years old and for many years worked as a cement mason on all sorts of commercial and residential properties. There is no way you can build a freight railroad terminal in that area without driving piles in the ground to support it. The vibration caused by driving those piles will most likely crack everyone's foundations in this area as well as damage the inground pools. I am also concerned about the effect the vibrations will have on the Iroquois Natural Gas Pipeline that runs behind my block and the methane venting system in the Huntington Landfill. The vibrations can cause damage to either of those and could result in explosions. Freight trains will also cause vibrations that can over time can crack concrete in the area and cause damage to those pipes.

I am also concerned about the pollution this will create in the area. We already have enough. My wife has COPD and can barely breathe. This won't be good for her at all. I'm also concerned about my daughter who lives with us and has lupus. The doctors really don't know what sets off her illness and pollution could pose a problem for her. I'm also concerned about my granddaughter who is very developmentally disabled. Noises scare her and when she is scared she gets very out of control. It is hard for us to calm her down when she gets scared like that. The pile driving would be a huge problem for her and so would the horns and noises from the brakes on the trains.

We moved here from the Bronx to get away from big projects like this. There are way better places to build freight yards on Long Island where the area has way less homes. Please stop this insane plan!

Sincerely,

Richard
DiGrandi
Richard
DiGrandi

The Honorable Martin J Olberman

Chairman

Surface Transportation Board 395 E Street,
S.W.

Washington D.C. 20423

We are strongly opposed to the Carlson Corp's request to build a Diesel

Railroad Spur and a Regional Freight Rail Transfer on their property located at 140 Old Northport Road located in Kings Park off of Pulaski Road. This area is already overburden by many sources of pollution. Within a five mile radius we are exposed to toxic pollution from Northport Power Plant, Huntington Incinerator, medical waste incinerators at Northport VA and St Catherine's Hospital just to name a few. The property is located within feet of residential homes on Meadow Glen Road, Glen Road, and Glen Lane in Kings Park. Additionally it is in close proximity to densely populated residential neighborhoods in Ft. Salonga, Northport, East Northport, Commack, Smithtown, Greenlawn and Elwood.

It is also located on federally designated deep recharge area of a sole source aquifer which if leakage occurs would affect drinking water of all of Long Island.

It is located close to many schools, playgrounds, ball fields and nursing homes.

In our neighborhood we already have elderly along with young children , people with lung issues, allergies etc, incidents of breast cancer, disabled adults/ young adults , schools close by.... just to mention a few .

Sincerely,

Martin and Judith Mullarkey and family

18 Delmar Lane

Commack, NY 11725

February 12, 2023

The Honorable Martin J. Olberman
Chairman
Surface Transportation Board 395 E Street S.W.
Washington, D.C. 20423
RE: Surface Transportation Board Decision, Docket No. FD_36575

Dear Mr. Olberman:

We urge you to DENY the CarlsonCorp's request to build a Diesel Railroad Spur and a Regional Freight Rail Terminal on their property located at 140 Old Northport Road in Kings Park, Long Island, NY.

We are concerned for the health of the families in our community, including our three-year-old granddaughter and ourselves, as senior citizens with health challenges. We live within two miles of CarlsonCorp's proposed project.

Our area is already overburdened by many sources of pollution, including, within a five mile radius, toxic pollution from the Northport Power Plant, the Huntington (Covanta) Incinerator, the medical waste incinerators at the Northport VA and the St. Catherine's Hospitals, several capped landfills and their methane venting systems, and several businesses that add pollutants from sand mining, concrete crushing and asphalt production. There are emissions from the many trucks that serve businesses in the area, as well as the emissions from the Long Island Railroad diesel trains.

We must not allow further pollution sources to endanger the health of the children, elderly and families in our nearby heavily populated neighborhoods, impacting schools, playgrounds, ball fields and nursing homes. These include Kings Park, Fort Salonga, Northport, East Northport, Commack, Smithtown, Greenlawn and Elwood.

In addition, it is important to take into consideration that the property is located in a federally designated deep recharge area of a sole source aquifer. If this highly sensitive area of the aquifer is compromised by the leakage of hazardous materials, it would affect the drinking water for all of Long Island.

We urge you to recognize the serious health threats to our Long Island communities and to our own family and DENY CarlsonCorp's request.

Sincerely,

Mark Osipow

Jo-Ann Osipow

Mark and Jo-Ann Osipow

8 Marshmallow Drive

Commack, NY 11725

February 11, 2023

The Honorable Martin J. Olberman
Chairman
Surface Transportation Board 395 E Street, S.W.
Washington, D.C. 20423
RE: Surface Transportation Board Decision, Docket No. FD_36575

To Whom It May Concern:

I am writing this letter in regards to CarlsonCorp's proposed plan to build a railroad spur and a regional freight rail terminal in Kings Park, New York. As a Smithtown resident, I am very concerned about this proposed project and how it will affect the nearby communities. The area where this project is proposed is already overburdened by many sources of pollution. Within a five mile radius we are exposed to toxic pollution from the Northport Power Plant, the Huntington (Covanta) Incinerator, the medical waste incinerators at the Northport VA and St. Catherine's Hospitals, several capped landfills and their methane venting systems, and a cornucopia of businesses that add more pollutants from sand mining, concrete crushing and asphalt production. There are also the emissions from the numerous trucks that serve the businesses in the area and the emissions from the LIRR diesel trains. The residential neighborhoods including Kings Park, Fort Salonga, Northport, East Northport, Commack, Smithtown, Greenawn and Elwood should not have to endure any more pollutants in the area. As a Smithtown resident, I am concerned about the negative health effects this will have on my family. The property is also located near many schools, playgrounds, ball fields and nursing homes. Children, the elderly and people with lung conditions and allergies are particularly sensitive and at risk to these pollutants. Additionally, 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. This location is not suitable for such a proposed project and will severely and negatively affect my family's quality of life. I sincerely urge you to consider the negative effects this will have on not only my family, but the many families and communities in this area.

Thank you for your consideration in this matter.

Silvana Vernice

17 Stuyvesant Ln

Smithtown, NY 11787

To: The Honorable Martin Olbermann February 12.2023

Chairman Surface Transportation Board

395 E. Street, S.W.

Washington D.C.20423

RE: Surface Transportation Board Decision, Docket No. FD_36575

We are residents of Fort Salonga and live very close to the location where. Toby Carlson wants to build a Rail terminal and we are totally against this for the following reasons.

The area is already overburdened by many sources of pollution. Within a 5-mile radius we are exposed to toxic pollution from the Northport Power Plant, the Huntington (Covanta) incinerator, the medical waste incinerators at the Northport VA and St. Catherine's Hospitals, several capped landfills and their methane venting systems, and many businesses that add more pollutants from sand mining, concrete crushing and asphalt production. There are the emissions from the numerous trucks that serve the businesses in the area and the emission from the LIRR dieses Trains.

The property is near several densely populated residential neighborhood in Ft. Salonga, Commack, Greenlawn and Elwood. The property is also located in a federally designated deep recharge area of a sole source aquifer. If this highly sensitive area of the aquafer is compromised by the leakage of hazardous materials it would affect the drinking water for all Long Island. 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. Mr. Toby Carlson owner of Carlsoncorp failure to involve the community in its plans although this plan has been in the works for almost 2 years. He and many town officials have tried to keep this secret and the only way that the community found out about this was thru the town newspaper writing about was going to be built there. There was no community involvement. Well, there certainly is now. There will be increased truck traffic on local streets.

For all the above reasons we are against this project going forward.

Thank You

Joy Stolfi

2 Rose Ct.

Ft. Salonga N.Y. 11768

To: The Honorable Martin Olbermann February 12.2023

Chairman Surface Transportation Board

395 E. Street, S.W.

Washington D.C.20423

RE: Surface Transportation Board Decision, Docket No. FD_36575

We are residents of Fort Salonga and live very close to the location where. Toby Carlson wants to build a Rail terminal and we are totally against this for the following reasons.

The area is already overburdened by many sources of pollution. Within a 5-mile radius we are exposed to toxic pollution from the Northport Power Plant, the Huntington (Covanta) incinerator, the medical waste incinerators at the Northport VA and St. Catherine's Hospitals, several capped landfills and their methane venting systems, and many businesses that add more pollutants from sand mining, concrete crushing and asphalt production. There are the emissions from the numerous trucks that serve the businesses in the area and the emission from the LIRR dieses Trains.

The property is near several densely populated residential neighborhood in Ft. Salonga, Commack, Greenlawn and Elwood. The property is also located in a federally designated deep recharge area of a sole source aquifer. If this highly sensitive area of the aquafer is compromised by the leakage of hazardous materials it would affect the drinking water for all Long Island. 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. Mr. Toby Carlson owner of Carlsoncorp failure to involve the community in its plans although this plan has been in the works for almost 2 years. He and many town officials have tried to keep this secret and the only way that the community found out about this was thru the town newspaper writing about was going to be built there. There was no community involvement. Well, there certainly is now. There will be increased truck traffic on local streets.

For all the above reasons we are against this project going forward.

Thank You

Joseph Stolfi

2 Rose Ct.

Ft. Salonga N.Y. 11768

February 11, 2023

The Honorable Martin J. Olberman
Chairman
Surface Transportation Board
395 E Street, S.W.
Washington, D.C. 20423
RE: Surface Transportation Board Decision, Docket No. FD_36575

To Whom It May Concern:

I am writing this letter in regards to CarlsonCorp's proposed plan to build a railroad spur and a regional freight rail terminal on their property at 140 Old Northport Road in Kings Park, New York. Until now, the community has had no opportunity to weigh in on this plan because it was kept hidden from everyone, including the members of the community it directly and negatively impacts. Despite the fact that this plan has been in the works for almost two years, Toby Carlson owner of CarlsonCorp, Smithtown Supervisor Edward Wehrheim and Suffolk County Legislator Robert Trotta have kept this plan a secret and have failed to involve the community in their plans. The community only found out about this project when a story about it by David Ambro appeared in the Smithtown News in January 2023. The property where this plan is proposed is located within feet of residential homes on Meadow Glen, Glen Road, and Glen Lane in Kings Park. Additionally, it is located in close proximity to several densely populated residential neighborhoods in Fort Salonga, Northport, East Northport, Commack, Smithtown, Greenlawn and Elwood. My house is on Glen Lane, just FEET from where this freight train terminal is proposed. As an expecting mother, I am deeply concerned about the pollution that this project will produce. 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. It would be an absolute tragedy to have the many children who live in these neighborhoods, including my own, playing in their backyard and breathing in these toxic materials. In addition, the property is located in a federally designated deep recharge area of a sole source aquifer. If this highly sensitive area of the aquifer is compromised by the leakage of hazardous materials, it would affect the drinking water for all of Long Island. This proposes major health and environmental concerns that simply cannot be overlooked. According to CarlsonCorp's plans, the proposed freight train rail terminal would have freight trains coming and going between 10pm and 5am, 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.

I am a Kings Park resident who was born and raised in Kings Park. I am now starting my own family in the very neighborhood I grew up in on Glen Lane. It is utterly devastating to think that my family's health, well-being and quality of life could be so directly and negatively impacted by such a proposed project. I urge you to consider the residents, like myself, in the

many neighboring communities that this will affect. This location is completely inappropriate for such industrial business as it is highly residential. Please consider the severity of the situation, as our families' lives depend on it.

Thank you for your consideration in this matter.

Melissa Vernice

19 Glen Lane

Kings Park, NY 11754

February 7, 2023

55 Peppermint Road
Commack, NY 11725

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

Dear Honorable Olberman,

I am writing in opposition to Carlsoncorp's request to build a railroad spur and regional freight train terminal on their property at 140 Old Northport Road in Kings Park, New York, This property is an inappropriate location for a project such as this and I implore you to consider the negative effects it will have on the community and vote to stop this project in its tracks.

Despite the fact that this plan has been in the works for almost two years, Toby Carlson, owner of Carlsoncorp, Smithtown Supervisor Edward Wehrheim, and Suffolk County Legislator Robert Trotta have kept this a secret. The community only found out about this project when a story about it by David Ambro appeared in the Smithtown News. What do they not want the public to know?

I live with my husband and three children in Commack, New York, under a mile from this site. My husband and I have owned this home for 20 years and I fear what this project will do to us and our neighbors. It will certainly affect our home values, our quality of life, and most importantly, our health.

Below are issues that I feel you should be aware of when making your decision...

1. This property is located within feet of residential homes and is located in close proximity to several densely populated residential neighborhoods in Ft. Salonga, Northport, East Northport, Commack, Smithtown, Greenlawn and Elwood.

2. If the aquifer is compromised by the leakage of hazardous materials, it would affect the drinking water for all of Long Island.

3. The property is located near many schools, playgrounds, ball fields, and nursing homes. Children, the elderly, and people with lung conditions and allergies are particularly sensitive to these pollutants. My husband suffers from asthma and the pollutants from a diesel train will only exacerbate his condition.

4. 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.

5. Our quality of life will be compromised by noise pollution (horns, screeching from trains, trucks, forklifts, machinery sounds) and air pollution (diesel fumes, dust, particulate matter, etc),(potential infiltration of the sole source aquifer), not to mention the constant lights from the site and vibrations from the freight trains moving on the tracks.

6. 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.

7. 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.

8. For most people, their largest asset is their home. This project will decrease residential property values in the surrounding communities.

For the reasons above and many more, please deny Carlsoncorp's request to build this train spur and yard. This ill-conceived project has no place in this location, which will negatively affect the surrounding residents for years to come,

Thank you so much for your time!

Yours truly,



Wendy Haberman

Robert & Dorothy Aversano 4 Candy Lane

Commack, New York 11725

The Honorable Martin J. Oberman Chairman, Surface
Transportation Board

395 E Street, S.W.

NO FD_36575

Washington, D.C. 20423DO

Dear Sir,

As I am sure you are aware, Carlsoncorp has requested to build a railroad spur and a regional freight rail terminal at 140 Old Northport Road in Kings Park, N.Y. for the purpose of hauling toxic ash, construction & demolition debris in addition to goods and commodities. The plan is for commodities to be shipped to this site via freight trains and then trucked away through local streets.

What you may not be aware of is that this location is in an area zoned for Light Industry/ Residential and rightfully so. This property is located in the middle of populated residential areas and all that comes with a residential community. There are schools and nursing homes, a skating rink, a sports complex that caters to young children, a ball field, churches, a VA hospital and many homes that have been an established part of the community for decades.

The thought of allowing a corporation to build a train yard that would house 161 freight trains and 50 tractor trailers allowing for all the pollution associated with this project (including possible infiltration of a federal sole source aquifer) within feet of residents and barely over a mile from a primary school seems, at the very least, irresponsible. I cannot believe our local legislator Robert Trotta, and town supervisor, Edward Wehrheim have kept this a secret from their tax paying constituents who had to learn of this plan through the local media!

This community already does its fair share of shouldering the burden of unpopular industry that benefits the larger community. Within this community there is a power plant, a resource recovery plant, medical waste incinerators and several capped landfills with methane venting. Adding to this by building a private freight yard is "overkill". This is a private, profit-making endeavor at the cost of a longstanding tax-paying community.

In reviewing this matter, we ask that you take into account the hard working citizens of this community and the quality of life that we all deserve. My son has asthma, there are children living within a mile with Type 1 diabetes, others with autoimmune disorders and others with many, many forms of cancer. Some of these conditions could be associated with the pollutants already infiltrating this area (methane venting, medical waste incinerators), but ALL would be exasperated by toxic ash flying off of trucks and emissions from diesel trains!

We, as a community, implore you to look carefully at the impact of your decision to our lives. We hope and pray that you can be influential in helping us to protect our quality of life. We anxiously await your review!

W!

Robert & Dorothy Aversano

Robert & Dorothy Aversano

Robe & Dorothy

Walter Ebe
43 Heights Road
Fort Salonga, New
York 1 1768

February 11, 2023

Danielle Gosselin, Director
Office of Environmental Analysis
Surface Transportation Board
395 E Street SW
Washington, DC 20423

RE: Opposition to Townline Rails Terminal, LLC
Hamlet of Kings Park, Town of Smithtown, Suffolk County, New
York Docket Number: FD36575

Dear Ms. Gosselin:

The Townline Rails Terminal LLC plans to build a train yard and several freight rails in our residential neighborhood. As a long time community resident close to the project, I know many railcars will be loaded and unloaded, many with toxic garbage ash. This project has no place in the area of this densely populated residential community that surrounds the project. This objection is especially true given that the planned intensive operations will occur late at night through early morning, disrupting residents with their rest and sleep.

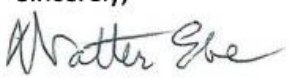
I am a U.S. Air Force Disabled American Vietnam War Veteran who has lived in my current home with my wife in Fort Salonga for nearly 50 years. We have raised four children here who are now married and now live in neighborhoods within five miles of our home. Between the four of my children, they have raised my 10 grandchildren. The children still attend schools in our area and participate in team sports jn outdoor fields in our area. My entire family will be exposed to the dangers of this project. This is unacceptable.

From an environmental and humanitarian standpoint, the project is a mistake. Incredibly, a recharge basin filtering water for Long Island's only water supply (underground aquifer) stands about thirty feet from the proposed site. The population of Long Island stands to be poisoned by the toxic garbage ash contamination of the water supply. Agencies have not conducted a complete environmental impact study. Private family homes also exist only yards away from this poisonous pit of garbage ash, dust, dirt, diesel fuel stench, intolerable noise, and artificial light. Thousands of other homes are less than a mile away.

Schools operate within walking distances of the project's site. The neighboring communities already suffer from statistically significant increases in childhood leukemia, and the area is already overburdened with a garbage recycling plant.

I opposed this ill-conceived, poorly planned, and dangerous railroad project. Please refrain from approving any documentation that allows permission for its advancement.

Sincerely,



Walter Ebe

26 Josephine Lane
Fort Salonga, N.Y. 11768
February 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 live with my elderly parents near the Carlson Corps property. We are incredibly upset and worried about the proposed sale to Carlsoncorp.

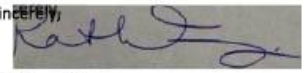
This property is located in a federally designated deep recharge area of a sole source aquifer. If this is compromised by the leakage of hazardous materials it would affect the drinking water for all of Long Island.

The existence of a freight yard will also bring the following woes:

Sound pollution
Light pollution
Air pollution

As a survivor of a violent crime, living out here with my parents has been a balm to my soul, mainly for the peace and quiet, unlike where I was brutally attacked in the five boroughs. I find almost any industrial noise at night to be extremely triggering, and I wake up in a panic that I am being assaulted again. Knowing that my safe haven might be taken away from us is incredibly distressful, and my post-traumatic stress disorder has flared up to the point where I need to take more medication than I normally would.
In addition, our neighborhood is home to many elderly people, all with various health conditions. Please do not take away their slice of happiness and comfort in their final years.

Sincerely,



Kathleen Fais

26 Josephine Lane

Fort Salonga, N.Y.

11768

February 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;

My family and I are living close to Carlson Corps property, within one half mile.

This property will become a freight rail terminal. The zoning would be changed to Heavy Industry Zoning which would allow the regional freight terminal.

I strongly object to this change happening! The air pollution from diesel fumes and dust, the water infiltration of our aquifer, the noise day and night, and the light pollution at night will affect and occur in our neighborhood and on our property.

There are many health concerns involved. I have environmental allergies, my husband's health is weakened by Lyme Disease, and our daughter's allergies will also be affected. My husband and I are seniors and are susceptible to health problems which worsen with these conditions.

Please help us by not allowing the current zoning to be changed.

Sincerely,

Lillian Fais

Richard and Jacqueline Fanelli
2 Wesleyan Road
Commack, NY 11725
RFanelli1189@yahoo.com

February 12, 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

Dear Honorable Oberman,

It is with great concern that we request your reconsideration in approving the above-mentioned docket. The area is already overburdened by many sources of pollution. Within a five-mile radius we are exposed to toxic pollution from the Northport Power Plant, the Huntington (Covanta) Incinerator, the medical waste incinerators at the Northport VA and St. Catherine's Hospitals, several capped landfills and their methane venting systems, and a cornucopia of businesses that add more pollutants from sand mining, concrete crushing, and asphalt production. There are the emissions from the numerous trucks that serve the businesses in the area and the emissions from the LIRR diesel trains. The property is in a federally designated deep recharge area of a sole source aquifer. If this highly sensitive area of the aquifer is compromised by the leakage of hazardous materials it would affect the drinking water for all of Long Island.

Additionally, this railroad spur and a regional freight rail terminal would be extremely disruptive to the community at large; residential homes are within feet of the proposed project and there are elementary schools and a nursing home in proximity, as well. Property values would decrease.

The Town of Smithtown would need to change the existing zoning on the site to make this proposal even possible. 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. The negative effects would be endless.

Furthermore, the community was not afforded the opportunity to be advised of these plans from the onset. We are asking that you consider the same important question: would you approve of this railroad spur and freight rail terminal in your own backyard, your own community?

Thank you for your consideration,

Richard Fanelli

Richard and Jacqueline Fanelli

Jacqueline Forelli

46 Cross Bow Lane

Commack, NY 11725

February 12, 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

Dear Honorable Mr. Oberman,

My family and I have lived in Commack, New York for over 4 decade and love our community. It is a warm, beautiful, earthy and strong residential area that has it's share of heavy industrial facilities in our backyard. There is a Power plant, Solid Waste Incinerator, Medical waste incinerator, sand mining operation, concrete crushing facility, asphalt production and several trucking businesses which burden our local small residential roads and distribute our share of ground and air pollutes.

It is my judgement, as a Registered New York State Architect, who has constructed Solid Waste Facilities, Transfer Stations, prepare and been involved in Environmental Impact Assessment that the request to build a railroad spur and regional freight rail terminal on 140 Old Northport Road, Kings Park is an abomination of the land use in our community. The property is zoned light industrial/residential with the Town of Smithtown and located in a federally deep recharge area.

Just based on those points alone, full environmental studies, traffic studies, life safety studies should be required prior to any consideration of the construction of this type of facility. Based on my knowledge, this type of facility should not, cannot be built in good consciences in this residential community without grave consequence to life as we know it in our community.

I request that you seriously consider rejecting this proposal. If you should consider having a discussion, please do not hesitate to contact me at 631 804-9905.

Thank you,

Maria Galvez-Mesimeris, RA

Danielle Gosselin, Director
Office of Environmental Analysis
Surface Transportation Board
395 E. Street SW
Washington, DC 20423

February 12, 2023

Re: Opposition to Townline Rail Terminal, LLC
Hamlet of Kings Park, Town of Smithtown, Suffolk County, NY Docket # FD36575

We are writing this letter to express my strong opposition to allowing the proposed Townline Rail Terminal Docket #FD36575.

First of all, as resident/property owners at 23 Glen La, Kings Park, NY, it has come as quite a surprise to my family and neighbors to recently hear that 140 old northport rd was a proposed site for a 161 toxic ash-garbage railroad hub. The proposed ash railcars would be 0.6 miles (less than 1 mile) from my property line. I am shocked and somewhat suspicious that as some of the people that would be most affected by this proposal, we have never been notified by anyone from The Town of Smithtown. We have only recently heard of this proposal by word of mouth from our neighbors in Kings Park community.

A primary concern is the health concerns from the 161 railcars being loaded daily with toxic garbage ash. With our houses being so close to the railroad, it is of great concern that the air quality would be destroyed. We have 3 young children ranging in ages 10-15 years old. What will be the health concerns for their young lungs and bodies?

Another issue that also does not seem to be adequately considered is the noise and artificial lights running between the hours of 10:00 pm-5:00 am, when will we sleep? The area was not structured to implement such a railroad hub, with densely populated, residential communities so close to the proposed site.

Finally, what is the environmental impact of the Railroad hub in the proposed area? We have yet to see an Environmental Impact Study! If any information is available, our community should have a right to review the results of such studies.

We reject the Rail Hub!!! Sincerely,

:ly,
Hassan Tina Hassan
Sharif, and Tina Hassan

JOSEPH P. VIRGA
21 Royal Lane
Northport, New York 11768
Email: JPVIRGA@Hotmail.com
917-642-0408

The Honorable Martin J. Oberman, Chairman February 12, 2023 Surface Transportation Board 395 E Street, S.W.
Washington, D.C. 20423
RE: Surface Transportation Board Decision, Docket No. FD 36575

Dear Mr. Oberman,

I am writing to you over my extreme concern surrounding Carlsoncorp's request to the Surface Transportation Board (STB) to build a railroad spur and a regional freight rail terminal on their property at 140 Old Northport Rd in Kings Park. I live approximately 350 feet from the railroad tracks.

Of greatest concern to me, and I'm sure most troubling to the surrounding community, is how these apparently two (2) year old plans were developed by Toby Carlson (owner of Carlsoncorp), Smithtown Supervisor Edward Wehrheim and Suffolk County Legislator Robert Trotta without ANY input from the surrounding community. Essentially, the plans were kept secret. Yet, the proposed change in zoning from Light Industrial/Residential to Heavy Industry will have a significant impact on countless homes on Meadow Glen Road, Glen Road and Glen Lane in Kings Park as well as several densely populated residential neighborhoods in Ft. Salonga, Northport, East Northport, Commack, Smithtown, Greenlawn and Elwood.

According to Carlsoncorp's plans, the proposed freight train rail terminal would have freight trains coming and going between 10:00 pm and 5:00 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.

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

The fact that something of this magnitude would be kept from the communities affected diminishes my trust in this company and our elected officials, who intentionally did not share the plans with their constituency. It causes me concern that the stated intent of these changes is not the true long-term intent. These proposed changes will already infringe upon our rights of enjoyment of our homes, and it

seems that if this plan is allowed to proceed, it will only lead to more changes that further impact the health, safety and rights of homeowners within these townships.

Some additionally and very important points, in support of my request for you to deny this request:

- The Carlsoncorp property is in a federally designated deep recharge area of a sole source aquifer. If this highly sensitive area of the aquifer is compromised by the leakage of hazardous materials, it would affect the drinking water for all Long Island.

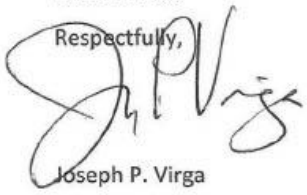
- The property is located near many schools, playgrounds, ball fields and nursing homes. Children, the elderly and people with lung conditions and allergies are particularly sensitive to these pollutants likely to be produced should this plan go through.

- The area is already overburdened by many sources of pollution. Within a five (5) mile radius we are exposed to toxic pollution from the Northport Power Plant, the Huntington (Covanta) Incinerator, the medical waste incinerators at the Northport VA and St. Catherine's Hospitals, several capped landfills and their methane venting systems, and a cornucopia of businesses that add more pollutants from sand mining, concrete crushing and asphalt production. There are also the emissions from the numerous trucks that serve the businesses in the area and the emissions from the LIRR diesel trains.

- Potential depreciation of residential property values is a real concern for my neighbors and me. I have no idea, with the numerous regulations and zoning laws in place for this very reason, how anyone would be able to succeed in attempting to run a heavy industrial site directly adjacent to residential communities.

Families move to suburban residential communities to escape heavy industry, crowding, noise, pollution. It seems unfathomable to me that the interests of one businessman, under the guise of serving the community, will outweigh the interests of 100s, if not 1000s, of families within these local communities.

Respectfully,



Joseph P. Virga

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

Dear Honorable Mr. Oberman,

Please help us stop the proposal to construct a railroad spur and regional freight terminal on 140 Old Northport Road, Kings Park New York from being construction. Carlsoncorp is not an honest operator of many of his organizations and we feel that they will continue to operate any business with violating it operational restrictions.

The proposed freight yard is expected to operate 24 hours a day with horns, screeching trains, idling diesel trucks and a hostess of other loud operational practices. It addition, our concerns are with environmental pollutes to our area and poisoning our sole source aquifers that we depend on for fresh water to drink.

We need your help to stop this project now.

Thank you,

Cristopher G. Mesimeris

46 Cross Bow Lane

Commack, NY 11725

February 12, 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

Dear Honorable Mr. Oberman,

It is with grave concern that I am writing this letter concerning the proposal to construct a railroad spur and regional freight terminal on 140 Old Northport Road, Kings Park New York. As a doctor, associated with Stony Brook Hospital and Southshore Hospital, I see my share of the increase cancer in our local area over the last 10 years. In addition, the increase truck traffic passing through our local community roads have increased the amount of serious truck traffic accidents.

I implore that you consider rejecting this proposal as it will not provide any benefit to our local area and only increase the deadly consequence with its association. The owner of this property has showed in the pass, his disregard for local codes, laws and regulation with his operation of the property. This location is not the location to build a railroad spur and freight terminal.

Thank you for your consideration.

Regards,

Dr Vasilios D. Mesimeris

February 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 Mr. Oberman:

It has come to our attention very recently that a project is already underway near our home which gives us great concern as to the secrecy of the project and the effect it may have on our neighborhood; including the following issues:

- The area is already overburdened by many sources of pollution. Within a five-mile radius we are exposed to toxic pollution from the Northport Power Plant, the

  Huntington (Covanta) Incinerator, the medical waste incinerators at the Northport VA and St. Catherine's Hospitals, several capped landfills and their methane venting systems, and a cornucopia of businesses that add more pollutants from sand mining, concrete crushing and asphalt production. There are the emissions from the numerous trucks that serve the businesses in the area and the emissions from the LIRR diesel trains.
- The property is located within feet of residential homes on Meadow Glen Road, Glen Road and Glen Lane in Kings Park. Additionally, it is in close proximity to several densely populated residential neighborhoods in Ft. Salonga, Northport, East Northport, Commack, Smithtown, Greenlawn and Elwood.
- The property is in a federally designated deep recharge area of a sole source aquifer. If this highly sensitive area of the aquifer is compromised by the leakage of hazardous materials it would affect the drinking water for all of Long Island.
- The property is located near many schools, playgrounds, ball fields and nursing homes. Children, the elderly and people with lung conditions and allergies are particularly sensitive to these pollutants.
- 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.

- Carlsoncorp's failure to involve the community in its plans. Even though this plan has been in works for almost two years, Toby Carlson owner of Carlsoncorp, Smithtown Supervisor Edward Wehrheim and Suffolk County Legislator Robert Trotta have kept this a secret. The community only found out about this project when a story about it by David Ambro appeared in the Smithtown News.
- Potential depreciation of residential property values in the surrounding communities. • 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, • 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.

We are hereby requesting that this project be properly vetted and communicated with the community before any further action is taken.

Thank you for your help in this matter.

Sincerely:



The Scholem Family 17
Candy Lane

Commack, NY 11725

Kevin C. Steiger
34 Marshmallow Drive
Commack, W 11725
631-368-5516

February 12, 2023

The Hon. Martin J. Oberman

Chairman, Surface Transportation Board

395 E Street S.W.

Washington, D.C. 20423

RE: STB Decision
Docket No. FD 36575

Dear Mr. Oberman:

It has recently come to my attention that Carlsoncorp is requesting to build a railroad spur and freight tenninal in Kings Park, New York.

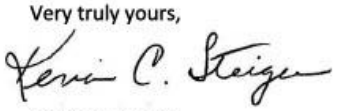
I have been living in my home for over 27 years. The proposed site is located approximately one mile from my house. I chose to live here because it is a safe and quiet neighborhood. Approving Carlsoncorp's request would create a high noise level and, more importantly, create a health hazard from the pollution created by such an operation. As someone with health issues, I am extremely concerned.

In addition, there is a grammar school, a high school, and nursing homes about one mile from the proposed site. It is unconscionable to allow Carlsoncorp to expose thousands of children and elderly to the pollution created by this proposed endeavor.

To conclude, I ask that Carlsoncorp's request be disapproved for the reasons stated above.

Thank you.

Very truly yours,



Kevin C. Steiger

Mary Ann Steiger
34 Marshmallow Drive
Commack, NV 11725

631 368-5516

February 12, 2023

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

RE: STB Decision
Docket No. FD 36575

Dear Mr. Oberman:

I understand that Carlsoncorp is requesting permission from the STB to build a railroad freight yard in Kings Park, New York.

My home is located about a mile from the proposed location. My husband and I chose to purchase our home in 1995 because it is a quiet, residential neighborhood and in a good school district. Allowing Carlsoncorp to continue with this project would be detrimental to the surrounding residential neighborhoods, as well as schools, hospitals, and senior living facilities. It would create air, water, and noise pollution. As a person with health issues, I am concerned that the pollution created would be detrimental.

Please do not allow Carlsoncorp to destroy what is now a beautiful area of Suffolk County. We pay a tremendous amount of property tax for the privilege of living in such a nice community.

Therefore, I ask that you please deny Carlsoncorp's request.

Thank you.

Very truly yours,

Mary Ann Steiger

Mary Ann Steiger

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

RE: Surface Transportation Board Decision, Docket No. FD_36575

I am writing in regards to the Carlsoncorp's request to build a railroad spur and a regional freight rail terminal on 140 Old Northport RD in Kings Park which is located less than a mile from my home. Currently, the area is already burden by pollution. Within a five mile radius we are exposed to toxic pollution from Northport Power plant, the Huntington Incinerator, the medical waste incinerators at Northport VA & St. Catherine's Hospital, several capped landfills and a cornucopia of business that add more polluants from sand mining, concrete crushing & asphalat production. The endless caravan of diesel freight trains & container truckers will cause fumes pollution, congestion, & innumerable health risks. The property is located in a federally designated deep recharge area of a sole aquifer. If this highly sensitive area of the aquifer is compromised by the leakage of hazardous materials it would affect the drinking water for all Long Island. For unknown causes Long Island already as a higher rate of cancer As a cancer survior (dx at the age of 33) this is very concerning for families in the area.

The Honorable Martin J. Oberman 2/12/2023 DOCKET # FD-36575

Dear Sir

I am a high functioning adult who has Aspergers syndrome and disabled. I am home a lot and I am scared of the toxic material that will be in the air and could get into our water as well. Could you please see what you can do to stop Carlson Corp Freight Yard from getting approval from your office.it would be a great thing you would do to help all the people of our community. God please you and I hope you see what I say is true. We have enough poison in the air throughout many neighborhoods

Thank You

Daniel IJadi

31 Marshmallow Drive
Commack NY 11725

46 Cross Bow Lane

Commack, NY 11725

February 12, 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

Dear Honorable Mr. Oberman,

I am writing this letter concerning the proposal to construct a railroad spur and regional freight terminal on 140 Old Northport Road, Kings Park New York and request the denial of its construction for many reasons.

The property is located near many schools and recreational facilities which I have attended as a local resident. Several of my good friends with asthmas always had difficulty with our outside sports and activities from the heavy pollutants generated by Northport Power Plant and Covanta incinerator. The construction of the new proposed spur and terminal would only exasperate the health concerns in our area. There are approximately 40,000 residents in the Commack School District and another 60,000 residents in local area that would be affected by the construction of this unhealth facility. There are alternatives that should be applied in this case.

Thank you for your consideration.

Regards,

Demetrios V. Mesimeris

Medical Student

46 Cross Bow Lane

Commack, NY 11725

February 12, 2023

I was also informed 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 this happens it is likely that other businesses in the area will also make similar zoning change request, potentially depreciation of residential property values in the surrounding communities and negatively impacting them. If this is something that you and your family would not want near your home please help by voting this project and Carlson Corp's plans.

Concern resident,
Daniel Bachert
8 Candy Lane, Commack.

Howard & Lynn Wib
20 Candy Lane Commack NY 11725

February 11, 2023

The Honorable Martin J Obermen Chairman

Surface Transportation Board

395E Street, S. W
Washington: OC 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 contaminants. We do not want the 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 out property values.Projects like this need to be placed in industrial areas with no residential properties within I000 yards. Our community will fight this tooth and nail

Our futures, and the futures of our children are at stake.

Our area already is 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 businesses 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.

Sincerely,

Howard & Lynn Witz

Najmussaqib Sayed / Supa Zamir
ss: 27 Parkwood Dr. Northport NY 11768
516 233 9928
nsaiyed10@gmail.com

February 11, 2023

Danielle Gosselin, Director
Office of Environmental Analysis
Surface Transportation Board
395 E Street SW
Washington, DC 20423

Re: Opposition to Townline Rail Terminal,LLC
Hamlet of Kings Park, Town of Smithtown, Suffolk County, NY
DOCKET # FD36575

I am in complete and total agreement with the salient points made in this correspondence. In addition, I am steadfastly opposed to this ill-conceived, poorly-planned, and dangerous railroad hub because:

It can devalue the area/neighborhood.
Environmentally not good for the community.
Our community has a lot of children who need their rest and should not be exposed to that kind of pollution.

As a resident of the community that is in close proximity to the proposed Townline Rail Terminal I know that a major rail hub, with 161 railcars being loaded daily with toxic garbage ash, has no place in the densely populated, residential communities that surround the proposed location of this ridiculous railroad suggestion. This is especially so, given that the site will be operated using massive artificial light stanchions between the hours of 10:00 P.M. — 5:00 A.M. WHEN WILL WE SLEEP!

From both an environmental and humanitarian standpoint, the project is absolutely inconceivable. Incredibly, a RECHARGE BASIN filtering water for Long Island's ONLY water supply (underground aquifer) stands a mere TEN YARDS AWAY from the proposed site of this abomination. The entire population of Long Island literally stands to be poisoned by the toxic garbage ash contamination of the water supply! WHERE IS THE
ENVIONMENTAL IMPACT STUDY!

Private family homes also sit only ten yards away from this would-be. toxic pit of garbage ash, dust and dirt, diesel fuel stench, intolerable noise and artificial light. Thousands of other homes are less than a mile away. North Ridge Elementary School sits within walking distance from the site. The neighboring communities already suffer from drastically significant increase in Childhood Leukemia. The area is already overburdened with a garbage recycle plant. I reject the Rail Hub!!!

ies already suffer from a statistically sig
ı is already overburdened with a garbage recycling

Sherri L. Kaplan
56 Peppermint Road
Commack, New York 11725
(631) 806-7255

February, 20, 2023

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

Re: Surface Transportation Board Application; Docket No. FD_36575

Dear Chairman Oberman:

I write to you with regard to the above docket number, and my opposition to the proposed request of CarlsonCorp to obtain permission to build a diesel railroad spur and a regional freight rail terminal on its property located on Old Northport Road in Kings Park, New York. I live at 56 Peppermint Road, Commack, New York; having bought my home in 1999. Before I purchased my house, I performed my due diligence about the surrounding area so I could make an educated decision about whether to purchase the property. After weighing everything I determined it was a great place to purchase a home.

While I do not live at the proverbial "Ground Zero" of the proposed site, my house is approximately 0.04 mile away from CarlsonCorp's property. I should have received notification of this request when the process first started, but I never received any notice. Neither did my neighbors. The proposed facility is surrounded by six (6) residential communities including: Fort Salonga, East Northport, Northport, Commack, Smithtown, Greenlawn, and Elwood. I only learned about what was happening in my own backyard thanks to an article in the *Smithtown News*. Seemingly we were kept in the dark on purpose.

A review of the area where CarlsonCorp seeks to add this facility is already overburdened with numerous sources of pollution already present in that area. Located within close proximity to the proposed site are: the Northport power plant; the Huntington Covanta incinerator; and medical waste incinerators at the Northport VA Hospital and St. Catherine's Hospital. There are also several capped landfills with methane venting. And that is in addition to the businesses engaging in sand mining, concrete crushing, and asphalt production located on Old Northport Road. Without question the area is a very concentrated and dense area with many different sources of pollution. It cannot withstand another one, and the addition of CarlsonCorp's proposal will only add to it. Likely there are better suited locations by other operators better suited to do what CarlsonCorp wants to do on its property in this already overly dense area.

CarlsonCorp claims that if approval is granted this will in turn decrease the truck traffic on Townline Road. But the argument is disingenuous since the trains coming into the area will be loaded with consumables needed to be loaded onto trucks for distribution around Long Island. So, any claim of reduced truck traffic by CarlsonCorp is inaccurate and unsupportable. Notably, CarlsonCorp's plan includes space for 50 tractor trailers. So additional, and not fewer emissions will be the new norm if

CarlsonCorp's plan is approved. Any reduction in truck traffic from removing incinerator ash from this area will be offset by the new truck traffic needed to distribute the consumables coming into the area. Also, of additional concern is the existence of two (2) schools bordering on Townline Road. A long-standing problem with trucks routinely failing to obey the speed limit while going through the school zones already exists. Additional truck traffic will only exacerbate the problem.

As I understand the process, in order for the freight rail terminal to be built, the town of Smithtown must vote to change the existing zoning on the proposed site. Currently the area is zoned as residential and light industrial. CarlsonCorp seeks to change it to heavy industrial. If the request is granted, there is no question that other businesses along Old Northport Road will seek similar changes to maximize and change the use of their property. This domino effect would be disastrous for the thousands of residents who live close to and surrounding the proposed site.

I was informed that CarlsonCorp's request seeking a change in zoning has been in the works for almost two years. Yet no governmental official bothered to notify the public about what was being sought by CarlsonCorp so that residents could learn about the request and voice their position. Our local officials failed to timely advise their constituents, homeowners, and concerned citizens of what was being considered in their neighborhoods. As a home owner and taxpayer, it is insulting and infuriating to be kept in the dark when it has a direct effect and affect on your well-being, health, and finances.

It is anticipated that the freight yard will create numerous types of pollution, including sound, light, air, and water; and this is of concern. Those living close to the proposed area will no doubt hear trains idling, applying their breaks, and sounding their whistles, among other related train noises. In addition, there will be noise from the buildings and machinery needed to perform the desired work. The area in question will need to be illuminated at nightfall. Those residents located closest thereto will be burdened with lights during the night. There is also the concern of diesel fume emissions, particulate matter, and dust. And for those residents living close to the train tracks and property, if approved, they may feel their houses vibrating and shaking as a result of the project and their foundations and driveways may crack. Lastly there is a viable concern about water pollution based upon potential infiltration of the sole source aquifer.

Finally, there is little question that if this approval is granted the value of my home will immediately be impacted and reduced. The same goes for thousands of Long Islander's homes who surround the proposed area. Respectfully, there must be a better location for such a project. CarlsonCorp's profits should not be given greater weight than the realistic concerns of residents who will be negatively impacted by the proposal, both healthwise and monetarily. Too little is known about the many impacts this regional freight terminal will have on the residents.

I respectfully request that you deny CarlsonCorp's application. Alternatively, if you are inclined to consider CarlsonCorp's request please conduct a full and complete Environmental Impact Study (EIS) of the area as opposed to a less stringent Environmental Assessment (EA), and perform full due diligence into all relevant considerations before any decision is made by the Board.

Thank you for your attention to this matter.

Very truly yours,
Sherr L. Kapla
Sherri L. Kaplan
CC: Townline Association

February 18, 2023

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

Re: Docket No. FD_36575

Honorable Olberman:

I write to you today to voice my opposition to Carlsoncorp's request to build a railroad spur and regional freight train terminal at 140 Old Northport Road in Kings Park, NY. This is an extremely poor idea, and I urge you to consider its detrimental effects for the surrounding communities and residents. I personally reside just over a mile from this site, with my husband and two children. I am concerned about the damage to our environment, home values, nearby elementary and high schools, and, most importantly, our health.

This proposed project will not only increase noise pollution (trains running overnight and blaring their horns), but it will also increase air pollution due to diesel fumes, dust, and particulate matter from the transfer of incinerator ash. Excess overhead lights needed for nighttime operation will impact our neighborhoods as will the increased vibrations from the weight of freight trains (these rails currently transport passenger trains which is more akin to light rail activity). There will be increased truck traffic on secondary roads... roads that are already filled with too many trucks that should not be using them (but do) to transport items from the industrial area that is adjacent to the proposed Carlson site. We do not need more trucks on local streets, especially as Townline Road passes both an elementary school (grades K-2) and a high school. We cannot afford to have Carlsoncorp change the current Light Industry/Residential zoning to Heavy Industrial zoning to accommodate this project.

Mr. Chairman, ask yourself whether you would welcome this to your neighborhood. Would you be happy to see your home value decrease, to worry about possible long-term health complications for you and your children, and to have constant truck traffic and noise near your schools and your beautiful home that you raised your children in and invested in? There are, I'm sure, more isolated locations away from homes, neighborhoods and schools that would be wiser, safer alternatives for a project of the caliber that Carlsoncorp proposes. Please, please do the right thing and vote this proposal down.

Sincerely,
Erica Greenberg
65 Cornflower Lane
East Northport, NY 11731

February 22, 2023

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

Re: STB Decision Docket #FD 36575

Dear Sir:

I am opposed to the above referenced project.

This project will add to an area already overburdened by multiple sources of pollution. Within 5 miles of this site we have the Northport Power Plant, a Covanta incinerator and capped landfills continuously emitting methane gas.

This project is within FEET of residential homes!

This project is located in a federally designated deep water recharge area which is a major aquifer providing drinking water to the area.

The project has not been adequately disclosed, zoned or environmentally assessed.
Please vote NO on this project.

Very truly yours,

s/ Anita Rivman-Teicher
30 Paddock Drive
Fort Salonga, NY 11768
bijouxar@optonline.net

February 25, 2023

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

To Chairman Oberman,

Re: Townline Rail Terminal, LLC – Docket # FD 36575

This letter is to express my concern regarding the above proposed Townline Rail Terminal and freight yard in Kings Park, New York. We are 100 % against this project.

My family resides approximately ½ mile from this location and the traffic already in this area is terrible. Trucks are constantly cruising at high speeds along Bread and Cheese Hollow Rroad. We get the flow of traffic from the VA hospital employees along with truck traffic We pay extremely high taxes to live in this area ($23,076.93) and expect a better quality of life. By putting this facility in the area would greatly diminish our air quality, more congestion in the area, excessive noise, and greatly depreciate the value of our homes. We don't deserve this.

This is not the right location for this freight yard. It is surrounded by residential homes and schools only within 1-2 blocks.

We ask that the proposal be DENIED.

Sincerely,

Steven and Marie Deutchman
16 Brewster Avenue
Fort Salonga, New York 11768
Email: hairsmarie@optonline.net

Richard Oakley
4 Rochelle Lane
Fort Salonga, NY 11768

2/24/2023

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 you today to indicate my opposition to the above referenced proposal to build a Townline Rail Terminal and freight yard in Kings Park, New York, less than a mile from my house. While there are a lot of reasons why the location of this proposed yard is terrible, I will try and stick to a brief few:

- The property in question is very close to residential areas as well as schools, and there will be a lot of noise, light and emission pollution emitted at this site, mostly at night.
- The site will be handling ash – presumably hazardous. It sits on top of a highly sensitive area of an aquifer that provides drinking water for Long Island. Any leakage of hazardous materials into this aquifer will be a disaster for Long Island. Think Flint, Michigan type issues.
- The rail line is not electrified, and will not be for many years (if ever). This means in addition to the carbon emissions from the new truck traffic bringing ash to the site, the diesel trains that will be added for this traffic will contribute even more greenhouse gas emissions to our climate change issue.
- There are other alternate sites on Long Island that are much further from densely populated areas and could also be reached via electrified train lines.

I respectfully request that this proposal be denied.

Sincerely

Richard Oakley
Richgo3@verizon.net

February 11, 2023

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

REF: Surface Transportation Board Decision, Docket No. FD_36575

We live in a very comfortable area and work hard to keep it clean and safe. Our neighborhood is next to a busy industrial area with an existing incinerator that already causes pollution. This is evident by the ash that blows onto our cars.

We understand there is a plan that will include some additional congestion and pollution which will effect our nice community. My daughter and her family recently moved to this area in Commack with her three young children. I am fearful this will impact their health and growth. I do not want them to be asthmatic if this project should go forward.

I urge that this project not be passed and to keep this area safe so that future generations can enjoy playing and growing up in the neighborhood that we have been enjoying for so many years.

We urge that this project be rejected and hopeful that you will be able to make a difference in so many lives.

Carolyn and Vinny Colapietro
25 Candy Lane
Commack, New York 11725

Daniel Rouse
48 Heights Road
Northport, NY 11768

February 24, 2023

The Honorable Martin J. Oberman, Chairman Surface Transportation Board
395 E street, S.W.
Washington, DC 20423

Regarding: Surface Transportation Board Decision, Docket No. FD 36575

Dear Honorable Oberman,

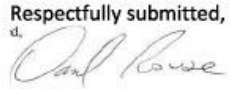
I am writing to you to let you know how concerned I am about a potential Townline Rail Terminal and freight yard in Kings Park, NY. The Fort Salonga area is a quaint and peaceful town and this would be extremely detrimental to all the neighboring communities. This will impact Kings Park, Commack and Fort Salonga.

I've only moved to the area 3 years ago, and am very concerned to hear of these potential changes. The environmental impacts, including noise, dust, odors, light pollution, ground and surface water contamination, and heavy truck traffic, will have a devastating affect on the residents in these communities. We already have traffic issues in the area and are not looking to make things worse and damage the roads further. We already have significant noise from trucks in the area to add freight noise will be substantially worse. We moved to this area for the small town feel and quaint surroundings and now are rethinking that decision.

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.

The Townline Rail Terminal freight yard would be a chain link fence away from established residential neighborhoods. **I ask that this proposal be denied.**

Respectfully submitted,



Daniel Rouse
48 Heights Road, Northport NY 1 1768
Drouse358@gmail.com

Angelina Rouse
48 Heights Road
Northport, NY 11768

February 24, 2023

The Honorable Martin J. Oberman, Chairman Surface Transportation Board
395 E street, S.W.
Washington, DC 20423

Regarding: Surface Transportation Board Decision, Docket No. FD 36575

Dear Honorable Oberman,

I am writing to you to let you know how concerned I am about a potential Townline Rail Terminal and freight yard in Kings Park, NY. The Fort Salonga area is a quaint and peaceful town and this would be extremely detrimental to all the neighboring communities. This will impact Kings Park, Commack and Fort Salonga.

I've only moved to the area 3 years ago, and am very concerned to hear of these potential changes. The environmental impacts, including noise, dust, odors, light pollution, ground and surface water contamination, and heavy truck traffic, will have a devastating affect on the residents in these communities. We already have traffic issues in the area and are not looking to make things worse and damage the roads further. We already have significant noise from trucks in the area to add freight noise will be substantially worse. We moved to this area for the small town feel and quaint surroundings and now are rethinking that decision.

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.

The Townline Rail Terminal freight yard would be a chain link fence away from established residential neighborhoods. I ask that this proposal be denied.

Respectfully submitted,

A Rouse

Angelina Rouse
48 Heights Road, Northport NY 11768
Rouseaa9@gmail.com

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, and Fort Salonga. The environmental impacts, inciuding noise, dust, odors, light pollution, ground & surface water contamination, and heavy truck traffic, will have a devastating affect on the residents in these communities.

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.

The Townline Rail Terminal freight yard would be a chain link fence away from established residential neighborhoods. I ask that this proposal be denied.

Respectfully submitted,

Name Mr and Mrs. Jeffrey Sondersted

Address 1 Heights Rd, Ft. Salonga, NY 11768

JNSFS @ AOL. com

2/23/2023

February 21, 2023

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

Re: STB Decision Docket #FD 36575

Dear Sir:

I am opposed to the above referenced project.

This project will add to an area already overburdened by multiple sources of pollution. Within 5 miles of this site we have the Northport Power Plant, a Covanta incinerator and capped landfills continuously emitting methane gas.

This project is within FEET of residential homes!

This project is located in a federally designated deep water recharge area which is a major aquifer providing drinking water to the area.

The project has not been adequately disclosed, zoned or environmentally assessed.
Please vote NO on this project.

Very truly yours,

s/ Lawrence Teicher, CPA
30 Paddock Drive
Fort Salonga, NY 11768
Lft155@optonline.net

JESSICA MASINO

5 Glen Road Kings Park, NY 11754 (631) 525-9278 jessdorre@yahoo.com

The Honorable Martin J. Oberman

Chairman Surface Transportation Board

395 E Street, S.W.

Washington, D.C. 20423

DEAR HON. OBERMAN,

I write this letter with a heavy heart urging you to review Carlsoncorp's request to build a railroad spur and a regional freight rail terminal on their property at 140 Old Northport Rd in Kings Park. As a mother of two children living with asthma this project would directly impact the quality of life for my children. Our backyard is adjacent to the proposed freight line and will have significant impact both on our health as well as our property value.

Currently, the area is already overburdened by many sources of pollution. Within a five-mile radius we are exposed to toxic pollution from the Northport Power Plant, the Huntington (Covanta) Incinerator, the medical waste incinerators at the Northport VA and St. Catherine's Hospitals, several capped landfills and their methane venting systems, and a cornucopia of businesses that add more pollutants from sand mining, concrete crushing and asphalt production. There are the emissions from the numerous trucks that serve the businesses in the area and the emissions from the LIRR diesel trains.

The property is located within feet of residential homes on Meadow Glen Road, Glen Road and Glen Lane in Kings Park. Additionally, the property is located in a federally designated deep recharge area of a sole source aquifer. If this highly sensitive area of the aquifer is compromised by the leakage of hazardous materials it would affect the drinking water for all of Long Island. 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.

I find it very disturbing that his request has been able to move forward without involvement from the community that would be directly impacted. Despite the fact that this plan has been in works for almost two years, Toby Carlson owner of Carlsoncorp, Smithtown Supervisor Edward Wehrheim and Suffolk County Legislator Robert Trotta have kept this a secret. The community only found out about this project when a story about it by David Ambro appeared in the Smithtown News. Since this story has been made public Carlsoncorp has made 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. Lastly, 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. The existing zoning was put in place to protect the health and safety of those members of the community it close proximity of these businesses, what would the rationale be that the safety of the community is no longer a concern except to further line the pockets of a corruption that has continuously shown disregard for the community where they are located.

Thank you for taking the time to review my concerns regarding both my family as well as my neighbors and community.

Sincerely,

Jessica Masino

Jessica Masino

February 10, 2023

The Honorable Martin J. Oberman

Chairman

Surface Transportation Board
395 E Street, S.W.
Washington, DC 20423
RE: Surface Transportation Board Decision, Docket No. FD 36575

Dear Mr. Oberman:

I am writing you today to express my opposition with regard to the above mentioned Docket. Below are some of my concerns:

The area is already exposed to toxic pollution from the Northport Power Plant, the Huntington incinerator (Covanta), medical waste incinerators at Northport VA and St. Catherine's Hospitals, several capped landfills and their methane venting systems and an abundance of businesses that add more pollutants from sand mining, concrete crushing and asphalt production. In addition, there are the emissions from the numerous trucks that serve the businesses in the area and the emission from the LIRR diesel trains.

The property location is within close proximity to several residential neighborhoods in Kings Park, Ft. Salonga, Commack, Northport, Smithtown, Greenlawn and Elwood. It is also located within feet of residential homes on Meadow Glen Road, Glen Road and Gfen Lane in Kings Park.

This property is located in a federally designated deep recharge area of a sole source aquifer. What would happen if this highly sensitive area of the aquifer were to be compromised by the leakage of hazardous materials? How would that affect the drinking water for all of Long Island?

The property is located in an area where there are numerous schools, playgrounds, ball fields and nursing homes. Residential property values in these areas would more than likely depreciate.

According to Carlsoncorp's plans, the proposed freight train rail terminal would have freight trains arriving and departing from 10 PM and 5 AM. Other operations related to loading toxic incinerator ash, aggregates (concrete, building materials, asphalt, etc.) and unloading commodities such as new cars, lumber, etc. will take place anytime day and night.

This proposal of a freight yard will further burden the area with many types of pollution: sound (horns, idling of trains as well as screeching trains on the tracks, trucks, forklifts and other types of construction vehicles that beep when backing up), light (the site must be illuminated at night), air (diesel fumes, dust, particulate matter, etc.), water (possibility of infiltration of the sole source aquifer) and vibrations from the freight trains traveling on the tracks.

Carsoncorp has failed to involve the community in its plans. Despite the fact that this plan has been in works for nearly two years, Toby Carlson, owner of Carlsoncorp, Smithtown Supervisor Edward

Wehrheim and Suffolk County legislator Robert Trotta have kept this from the communities they serve. The community was only made aware of this project when it was reported by David Ambro in the Smithtown News.

The truck traffic on local streets would increase. This would include streets where schools are located as well as residents. 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.

The Town of Smithtown would need to change the existing zoning on the site in order for this freight rail terminal to be built. A change to Heavy Industry Zoning would set a precedent in the Old Northport Light Industrial area. If 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.

I thank you in advance for your attention to this urgent matter.

Sincerely,



Anthony Scaccianoce
Commack NY Resident

February 10, 2023

The Honorable Martin J. Oberman
Chairman
Surface Transportation Board
395 E Street, S.W.
Washington, DC 20423
RE: Surface Transportation Board Decision, Docket No. FD 36575

Dear Mr. Oberman:

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The property location is within close proximity to several residential neighborhoods in Kings Park, Ft. Salonga, Commack, Northport, Smithtown, Greenlawn and Elwood. It is also located within feet of residential homes on Meadow Glen Road, Glen Road and Glen Lane in Kings Park.

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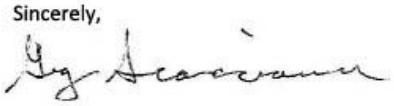
Wehrheim and Suffolk County legislator Robert Trotta have kept this from the communities they serve. The community was only made aware of this project when it was reported by David Ambro in the Smithtown News.

The truck traffic on local streets would increase. This would include streets where schools are located as well as residents. 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 incfuded 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.

The Town of Smithtown would need to change the existing zoning on the site in order for this freight rail terminal to be built. A change to Heavy Industry Zoning would set a precedent in the Old Northport Light Industrial area. If 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.

I thank you in advance for your attention to this urgent matter.

Sincerely,



Greg Scaccianoce
Commack NY Resident

February 10, 2023

The Honorable Martin J. Oberman

Chairman
Surface Transportation Board
395 E Street, S.W.
Washington, DC 20423
RE: Surface Transportation Board Decision, Docket No. FD_36575

Dear Mr. Oberman:

I am writing you today to express my opposition with regard to the above mentioned Docket. Below are some of my concerns:

The area is already exposed to toxic pollution from the Northport Power Plant, the Huntington incinerator (Covanta), medical waste incinerators at Northport VA and St. Catherine's Hospitals, several capped landfills and their methane venting systems and an abundance of businesses that add more pollutants from sand mining, concrete crushing and asphalt production. In addition, there are the emissions from the numerous trucks that serve the businesses in the area and the emission from the LIRR diesel trains.

The property location is within close proximity to several residential neighborhoods in Kings Park, Ft. Salonga, Commack, Northport, Smithtown, Greenlawn and Elwood. It is also located within feet of residential homes on Meadow Glen Road, Glen Road and Glen Lane in Kings Park.

This property is located in a federaliy designated deep recharge area of a sole source aquifer. What would happen if this highly sensitive area of the aquifer were to be compromised by the leakage of hazardous materials? How would that affect the drinking water for all of Long Island?

The property is located in an area where there are numerous schools, playgrounds, ball fields and nursing homes. Residential property values in these areas would more than likely depreciate.

According to Carlsoncorp's plans, the proposed freight train rail terminal would have freight trains arriving and departing from 10 PM and 5 AM. Other operations related to loading toxic incinerator ash, aggregates (concrete, building materials, asphalt, etc.) and unloading commodities such as new cars, lumber, etc. will take place anytime day and night.

This proposal of a freight yard will further burden the area with many types of pollution: sound (horns, idling of trains as well as screeching trains on the tracks, trucks, forklifts and other types of construction vehicles that beep when backing up), light (the site must be illuminated at night), air (diesel fumes, dust, particulate matter, etc.), water (possibility of infiltration of the sole source aquifer) and vibrations from the freight trains traveling on the tracks.

Carsoncorp has failed to involve the community in its plans. Despite the fact that this plan has been in works for nearly two years, Toby Carlson, owner of Carlsoncorp, Smithtown Supervisor Edward

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The truck traffic on local streets would increase. This would include streets where schools are located as well as residents. 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.

The Town of Smithtown would need to change the existing zoning on the site in order for this freight rail terminal to be built. A change to Heavy Industry Zoning would set a precedent in the Old Northport

Light Industrial area. If Carlsoncorp receives the zoning change from Light Industry/Residentiai 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.

I thank you in advance for your attention to this urgent matter.

sincerely,



Linda Scaccianoce
Commack NY Resident

February 12, 2023

58 Peppermint Road
Commack, NY. 11725

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

RE: Surface Transportation Board Decision, Docket No. FD_36575

Dear Honorable Oberman,

I am writing in opposition to Carlson Corp's request to build a railroad spur and regional freight train terminal on their property at 140 Old Northport Road in Kings Park, New York. This property is an inappropriate location for a project such as this and I implore you to consider the negative effects it will have on the community and vote to stop this project in its tracks.

Despite the fact that this plan has been in the works for almost two years, Toby Carlson, owner of Carlson Corp, Smithtown Supervisor Edward Wehrheim, and Suffolk County Legislator Robert Trotta have kept this a secret. The community only found out about this project when a story about it by David Ambro appeared in the Smithtown News. What do they not want the public to know?

I live with my husband and two children in Commack, New York, under a mile from this site. My husband and I have owned this home for 19 years and I fear what this project will do to us and our neighbors. It will certainly affect our home values, our quality of life, and most importantly, our health.

Below are issues that I feel you should be aware of when making your decision...

This property is located within feet of residential homes and is located in close proximity to several densely populated residential neighborhoods in Ft. Salonga, Northport, East Northport, Commack, Smithtown, Greenlawn and Elwood.

If the aquifer is compromised by the leakage of hazardous materials, it would affect the drinking water for all of Long Island.

The property is located near many schools, playgrounds, ball fields, and nursing homes. Children, the elderly, and people with lung conditions and allergies are particularly sensitive to these pollutants. My husband suffers from asthma and the pollutants from a diesel train will only exacerbate his condition.

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.

Our quality of life will be compromised by noise pollution (horns, screeching from trains, trucks, forklifts, machinery sounds) and air pollution (diesel fumes, dust, particulate matter, etc),(potential infiltration of the sole source aquifer), not to mention the constant lights from the site and vibrations from the freight trains moving on the tracks.

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 tractortrailers 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.

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.

For most people, their largest asset is their home. This project will decrease residential property values in the surrounding communities.

For the reasons above and many more, please deny Carlsoncorp's request to build this train spur and yard. This ill-conceived project has no place in this location, which will negatively affect the surrounding residents for years to come.

Thank you so much for your time!

Yours truly,

Cecilia Kraus

Cecilia Kraus

53 Heights Road
Fort Salonga, NY 11768

February 12, 2023

Re: STB Decision, Docket NO. FD_36575

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

Dear Sir:

My husband and I are 77 years old. We have built and maintained a beautiful home in the bucolic community of Fort Salonga, where we've resided with our now-grown family since 1974. The recently revealed secret about the proposed railroad spur and freight terminal has shaken us to the core. This project is quite close to us; huge, unhealthy, unsightly and completely inappropriate for a residential hamlet like ours.

We entertain frequently and spend a good deal of time in our lovely gardens. Our cul-de-sac includes many young children who regularly play outdoors. The thought of increased noise and vibration, ballpark lighting, air and water pollution from diesel fuel fumes and particulates, additional heavy traffic from outsized trucks hauling and transferring trash, debris and toxic ash from numerous incinerators and sites on Long Island and the NYC boroughs throughout the day and night has frazzled our elderly nerves and created more stress and anxiety than we can bear. My husband has suffered with asthma since he was a child. Both of us deal with serious sleep issues. To reach the "golden years" only to be confronted with egregious environmental assaults is unacceptable, disrespectful and downright dangerous to our well-being.

We beg that you consider the gravity of this situation and the extreme unsuitability of this plan that most residents believe was dreamed up by unscrupulous individuals looking to make a killing on the backs of hard-working families. When the proposition came to light, concerned citizens questioned whether other more suitable options had been explored. None could be given.

Respectfully,
Karen Welki

Virginia and Michael Davicino

22 Candy Lane, Commack, NY 11725

February 12, 2023

To: 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

To Whom it May Concern:

We are writing this letter to express our grave concern and opposition for the project that concerns the railyard are in the industrial park north of our home in Commack, N.Y. Ramifications of the project that we do not want are ground water contamination, noise, dust and air pollution that will certainly occur if this project is allowed to move forward. You may not realize how far a train whistle carries during the winter, but it is surprisingly loud and audible. We can only imagine the noise an industrial-size freight train running all night long will create. Putting a toxic, pollution-spewing facility in the middle of a residential area is unfair to the residents. Potentially, it may destroy the way of life built by the excellent schools and community. In addition, it will most certainly affect the property values we have worked so hard to maintain. Having worked in corporate America, we know firsthand the promises companies make to get the deal done but fall short when the dotted line is signed. Furthermore, there has been a complete failure from Carsoncorp to include the community on any plans over the past 2 years. This is indicative of deceptive business practices already in play.

Projects such as these should be located in industrial areas with no residential properties within 1000 yards. It seems the convenience of business is presiding over this decision as opposed to the health and safety of our community members. We as a family, along with our neighbors have no intention of allowing this to move forward. 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 businesses at the same site, including concrete crushing machinery, asphalt production and the HUNDREDS of trucks that serve these businesses.

Our drinking water will be threatened, as this is a sole-source aquifer region. We kindly ask you to reconsider the location of your project.

Virginia and Michael Davicino

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

The proposed Carlsoncorp's request to build a railroad spur and a regional freight rail terminal on their property at 140 Old Northport Rd in Kings Park is literally 500 feet from my home. The artist's rendering I saw in our Long Island newspaper even included the edge of a property with a pool/patio. That would be my house and there are other houses that are just as close but not depicted in the artist's rendering.

I have two small children who live outside in our backyard all Spring/Summer/Fall. Especially in the summer when they play in the pool all day. This railyard would severely impact the health of my children. Besides the obvious pollution from the diesel engines, there is the noise pollution, light pollution and pollution from all the debris being carted in and out of the facility. This would increase the pollution from all of the trucks coming in and out as well to get the debris to the trains. It would be noisy all night long with trucks entering and exiting the facility and the trains running. There are already many pollution causing things in our area. From Covanta waste facility to the Northport power plant, landfills and medical waste facilities. This rezoning is in essence making my house and neighborhood part of an industrial complex that would be devastating to not only our health, but our property values as well.

There is an aquifer close by that, if affected, could impact the drinking water for ALL of Long Island.

As a resident so close to these plans, I was not informed of anything until recently. I feel this was done purposefully by Carlsoncorp as do not draw attention to the many negative aspects of this plan.

The long-term effects for my children could be disastrous. There are other properties on LI already zoned for this type of commercial activity that doesn't sit 500 feet behind a neighborhood where kids are always playing. Thank you for your consideration.

Michael Masino
5 Glen Rd
Kings Park, NY 11754
631-241-2081

February 12, 2023

Carol and James Pappas
18 Candy Lane
Commack, NY 11725

To: The Honorable Martin J Oberman, Chairman Surface Transportation
Board 395 E Street, S. W.
Washington, DC 20423
Re: Surface Transportation Board Decision, Docket No F_36575

To whom it may concern,

We are writing this letter to express our grave concern and opposition for the project that is proposed for the railyard area in the industrial park north of our home in COMMACK. Ramifications of this project that we do not want are ground water contamination, noise, dust and pollution that will certainly occur if this project moves forward. You may not realize how far a train whistle carries during the winter, but it is surprisingly loud and audible. We can only imagine the noise an industrial sized freight train running all night long. Putting a toxic, pollution-spewing facility in the midst of a residential area is unfair to the residents and will destroy the way of life built by the schools and community. On top of that, it will certainly affect our property values that we have worked so hard to uphold. Having worked in corporate America, we know firsthand the promises companies make to get the deal done but fall short when the dotted line is signed. Furthermore, there has been a complete failure from Carsoncorp to include the community on any plans over the past 2 years. This is indicative of deceptive business practices already in play.

Projects such as these should be located industrial areas with no residential properties within 1000 yards. It seems the convenience of business is presiding over this decision as opposed to the health and safety of our community members. We as a family along with our neighbors have no intention of allowing this to move forward. 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 businesses at the same site, including concrete crushing machinery, asphalt production and the HUNDREDS of trucks that serve these businesses. Our drinking water will be threatened, as this is a sole-source aquifer region. Please reconsider the location of your project.

Sincerely,

Carol & James Pappas

James & Carol Pappas

February 14, 2023. From: Dr. and Mrs. Herbert Landau
7 Bridle Court
Ft. Salonga, 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 Mr. Oberman,

My name is Dr. Herbert Landau. My wife and I live in Ft. Salonga, NY, about 250 yards from the proposed project to build a railroad spur and a regional freight rail terminal at 140 Northport Rd in Kings Park, NY. I am a lung cancer survivor. This proposed project would be a direct threat to my health as well as those in the area suffering from respiratory disorders.

The area is already overburdened by many sources of pollution. This includes the Northport Power Plant, The Huntington (Coventa) Incinerator, several capped landfills and the LIRR diesel trains. The property is located near many schools, playgrounds, and nursing homes.

This freight yard will create several types of pollution, sound from horns, trains, trucks and machinery. 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 deleterious precedent that would allow other businesses in the area to make similar zoning change requests.

Your attention to this vital matter is greatly appreciated.

Respectfully yours,

Dr. Herbert Landau

Joseph & Lee Anne Simeone
3 Glen Road Kings Park, NY 11754
631-897-0835 icslam@optonline.net

February 15, 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

I am steadfastly opposed to this ill-conceived, poorly planned and dangerous railroad hub. I understand that Long Island is facing an impending garbage crisis but there are many, many other location options on Long Island that are more appropriate, better suited and don't endanger residents or destroy their quality of life.

As a resident of the community, I am in close proximity to the proposed Townline Rail Terminal, I know that a major rail hub, with 161 rail cars being loaded and unloaded daily with toxic garbage ash, has no place in our densely populated, residential community that surrounds the proposed location. Not to mention the site will be operated using massive artificial light stanchions between the hours of 10:00 PM to 5:00 AM. Additionally, these incoming train cars will not arrive empty. This would make no financial sense. The owner has already indicated that the trains will transport in, lumber, autos/trucks, building supplies, other construction material. This will result in continuous noise and light pollution throughout the night. There will also be an increase of truck traffic added to our already overburdened local roadways to move all this material.

From both an environmental and humanitarian standpoint, the project is absolutely inconceivable. Incredibly, a recharge basin which filters water for Long Island's ONLY water supply (underground aquifer) stands just below the proposed site. The entire population of Long Island literally stands to be poisoned by the toxic garbage ash contamination in our water supply.

WHERE IS THE ENVIROMENTAL IMPACT STUDY???

Private family homes also sit only a few yards away from this would be toxic operation of garbage ash dust and dirt, diesel fuel stench, intolerable noise and artificial light. Thousands of other homes are less than a mile away. NORTH RIDGE ELEMENTARY SCHOOL sits within walking distance from the site. The neighboring communities already suffer from a significantly increased risk of (various) cancer incidences. As it is, the area is already overburdened with a garbage recycling plant and incinerator.

PLEASE DENY THE APPLICATION OF THIS TYPE OF FACILITY AT THIS LOCATION!!!

Joseph Simeone

Lee Anne Simeone

James LoDolce
17 Eileen Ct
Commack, NY 11725

February 17, 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

The Honorable Martin J. Oberman:

I am writing this letter to state my opposition to the request by Carlsoncorp to build a railroad spur and a regional freight rail terminal on their property at 140 Old Northport Road in Kings Park. It has only recently come to the attention of myself and my neighbors that this project was being considered. I am angered that as a tax paying resident of the Town of Smithtown, neither I nor my neighbors were informed or notified by anyone of this project. I am angered that Carlsoncorp, Smithtown Supervisor Edward Wehrheim and Suffolk County Legislator Robert Trotta all have been less than forthcoming with information to the residents of the area. This project has been in the works for over 2 years. That gave those spearheading the project plenty of time to ask for the input of all residents. Failure to notify residents gives us little time to organize and have our concerns not only addressed but considered when proposals and paperwork are being submitted and reviewed in order to move this project forward. For instance, it gave us little time to address the very request submitted to you by Carlsoncorp that I am writing to you about today.

I have been a resident in Commack for 25 years. I purchased my home because of what the immediate area had to offer such as good schools, a quiet, peaceful neighborhood and a great quality of life to raise a family. I relocated here because the area where I lived was more congested and noisier.

Within feet of the proposed railroad spur is a residential area and not far from that are many other densely populated residential neighborhoods. One of those neighborhoods is in Commack where my family and I reside. There are schools, playgrounds, sport fields and nursing homes within close proximity of the proposed site. Within those communities are residents, including children and the elderly, with various health issues and allergies, who would be negatively impacted by the pollutants that would occur if this proposal should move forward.

Not only has Long Island been overburdened by many sources of pollution but so has the immediate area to the proposed site for the railroad spur and a regional freight rail terminal. In the vicinity of Commack, we are exposed to toxic pollution from the Northport Power Plant, the Huntington Incinerator, the medical incinerators at the Northport VA and St. Catherine's Hospitals, several capped landfills and their methane venting systems and a slew of businesses that add more pollutants from sandmining, concrete crushing and asphalt production. My home backs up to Indian Head Road where there is a flow of trucks that service many of the businesses that I mentioned. These trucks are often loud and emit smells as they travel along the roadway. You can already hear the sound of the trains as they travel along the existing track of the Long Island Railroad. I remember when homes just to the north of us had issues with their wells because of a plume of polluted water that had seeped into the

The Honorable Martin J. Oberman
Chairman
Surface Transportation Board
35 E Street S.W.
Washington DC 20423

Re: Surface Transportation Board Decision, Docket No. FD 36575

Dear Sir,

I am a resident of the township of Smithtown, New York. Recently I learned of Carlsoncorp's plan to build a regional freight rail terminal on their property on Old Northport Road in nearby Kings Park, New York. This plan has been in the works for almost two years but was kept hidden from the area residents. If this plan wasn't exposed in the Smithtown News by David Ambro, our community would still be in the dark.

I am not opposed to freight trains, but I am opposed to a regional freight rail terminal being built a mere stone's throw from residential homes in Kings Park and in close proximity to several densely populated residential neighborhoods in Ft. Salonga, Northport, East Northport, Commack, Greenlawn, Elwood and Smithtown.

Our area is already overburdened by many sources of pollution. Within a 5 mile radius we are exposed to toxic pollution from the Northport Power Plant, the Huntington (Covanta) Incinerator, the medical waste incinerators at the Northport VA and St. Catherine's Hospitals, several capped landfills and their methane venting systems, and a cornucopia of businesses that add more pollutants from sand mining, concrete crushing and asphalt production.

Enough is enough!

Now that I am aware of this ill-conceived plan, I want to strongly express my opposition to the Carlsoncorp's proposed regional freight rail terminal also known as "Townline Rail Terminal, LLC".
Sincerely,

rely,

Irene Dinerstein

Irene Dinerstein
16 Cross Bow Lane
Commack, NY 11725

February 13, 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 express strong opposition to CarlsonCorp.'s request to build a railroad spur and freight rail terminal (Townline Rail Terminal) in Kings Park, New York.

The Townline Rail Terminal will be a detriment to the quality of life of the residents that live next to and near the proposed Townline Rail Terminal.

There will be air pollution (diesel fumes, dust, etc.) and noise pollution which will greatly affect the residents and the residential community.

Just imagine trying to go to sleep or being asleep and all of a sudden a freight train blows its horn, having the vibrations of the freight train moving on the tracks, and then the freight train screeches to a stop. There is the noise of trucks, forklifts unloading freight from the freight train. There are some trucks that make a beeping noise when backing up.

The change from the light industrial zone to heavy industrial should not be allowed. If the light industrial zone is changed to heavy industrial other businesses may make similar zoning change requests thus allowing more development of heavy industrial businesses in the area.

There are families who moved from Queens, New York City and Brooklyn to the suburbs of Suffolk County to have a better quality of life and to enjoy the peace and tranquility of the suburbs.

I hope that you will take the aforementioned concerns into consideration when making your decision.

Thank you for allowing me to provide input with regard to this matter.

Sincerely,

Kathleen O'Malley
144 Church St., Apt 2C Kings Park,
New York 11754

e-mail: kathyLil17@yahoo.com

February 14, 2023

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

RE: ***Surface Transportation Board Decision, Docket No. FD_36575***

The area is already overburdened by many sources of pollution. We are exposed to toxic pollution from the Northport Power Plant, the Huntington (Covanta) Incinerator, the medical waste incinerators at the Northport VA and St. Catherine's Hospitals, several capped landfills and their methane venting systems, and a cornucopia of businesses that add more pollutants from sand mining, concrete crushing, and asphalt production. There are the emissions from the numerous trucks that serve the businesses in the area and the emissions from the LIRR diesel trains.

The property is located near many schools, playgrounds, ball fields and nursing homes and residential neighborhoods in Ft. Salonga, Northport, East Northport, Commack, Smithtown, Greenlawn and Elwood. Children, and the elderly with lung conditions and allergies are particularly sensitive to pollutants and this is a federally designated deep recharge area of a sole source aquifer. If this aquifer is compromised by the leakage of hazardous materials, it would affect the drinking water for all Long Island.

Toby Carlson owner of Carlsoncorp, Smithtown Supervisor Edward Wehrheim and Suffolk County Legislator Robert Trotta have kept this a secret. They have failed to involve the community in its plans, even though these plans have been in the works for almost two years and the community only found out about this project when a story was written by David Ambro in the Smithtown News.

This new plan will depreciation residential property values in the surrounding communities and Increased truck traffic on local streets. Carlsoncorp claims that it will decrease truck traffic, how is that possible? 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.

Thank you for your attention to this matter.

E. Darlene Selario

47 Woodland Lane

Smithtown, NY 11787

Eleanor Kane
4 Lumber Drive
Kings Park NY, 11754
momeek611@aim.com

February 15, 2023

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

RE: Opposition to Townline Rail Terminal, LLC
Kings Park, Town of Smithtown Suffolk County NY
DOCKET# FD_36575

As a resident of the community that is in close proximity to the planned Rail terminal, I am very concerned with the proposed one hundred and sixty one (161) rail cars being filled with toxic chemicals, garbage, ash etc. The noise of moving freight trains will be all day and night. The overall odor and pollution will also create an increased health risk for the nearby community.

My backyard has a water recharge basin (county S9). This basin goes about 10 yds from the proposed site. Mr. Carlson has been known for illegal activities. Recently property at 65 meadow glen Rd was once a 1112 square foot single family home, surrounded by trees. The trees have been all removed and the home was crushed & buried. This property is backed up to the same county S9 sump. This can't be good for our underground aquifer. The DEC needs to look into this and a full environmental impact study needs to be done. I cannot believe this was waived by your department.

The smell is already so bad from the so called "organic mulch", I never had allergies in the past, now since this being done, I've been having allergy issues. Mr.Carlson claims there will be less trucks, yet he plans to also have a truck depot. He owns 50 + tractor trailers which will also be brought to our neighborhood, more diesel particulates.

The taxes we pay now are very high. This will make our homes hard to sell and devalue them greatly. This will ruin our neighborhood. Please don't approve this!

Sincerely,
Eleanor Kane

Dr. Alan Feigelson
32 Marshmallow Drive Commack,
NY 11725
Feigjual41@gmail.com

February 13, 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 Sir:

I am writing to your board to voice my opinion regarding the Carlsoncorp's request to build a railroad spur and a regional freight terminal on their property at 140 Old Northport Road, Kings Park, NY. I am opposed to this proposal at the present time on several grounds. It is my understanding that our local county legislator, Mr. Trotta and Town Supervisor, My Wehrheim have written to support this project. But they certainly don't seem to represent neither my community nor me. This project has been stealthily in the planning stages for almost two years but neither the Carlsoncorp nor our local politicians have bothered to inform the local present affected (East Northport, Commack, Kings Park, Fort Salonga, Northport, Smithtown, Greenlawn and Elwood) nor have they sought to promote any community input. This is a travesty. Fortunately, I found out about it through my subscription to a local community newspaper. I cannot understand why the Carlsoncorp and the Smithtown Board have failed to see community input. If I were to seek a zoning variance for a modification to my house or property, I would have to post a large sign on my property as well as inform my neighbors by certified mail. Certainly, a zoning modification is needed for the Carlsoncorp property. If this rail spur and freight terminal were needed at this location, why would they keep it a secret.

Second, the purpose of this rail spur and freight terminal is supposedly to ship incinerator ash from the nearby Covanta Incinerator to a new disposal site out of state since the present landfill accepting ash is slated to close in a year or two. Have the local politicians who are supporting this proposal examined any alternatives? Since they haven't made any attempt to make the community aware of this proposal not to solicit input and involvement, I would conclude that NO, they have not considered any alternatives to the Carlsoncorp project. Why not? (I would love to know how much Toby Carlson, his aforementioned politicians as they ran for office.)

The site where Carlsoncorp wants to build its freight yard is already overburdened by the pollution from the incinerator itself and all the local refuse pick-up trucks going to the incinerator as well as numerous diesel particulate spewing trucks from the concrete, asphalt and other industrial businesses located adjacent to the Carlson property. This Carlsoncorp project is not an altruistic community benefitting proposal of shipping ash from the incinerator, but rather an ambitious money-making proposition of being a regional trucking and freight rail magnate adding pollution and particulate matter to an already overburdened community.

Third, incinerator ash disposal is not just a local Smithtown problem but a Long Island regional problem. One alternative that seems to make more sense is the Winter Brothers freight yard that is located on 230 acres of land in Yaphank, NY. The 228 acres of land is in a much less populated area and Winter Brothers has indicated it will keep almost 70 acres of that property (almost the size of the entire Carlsoncorp property) undeveloped and unused and just leave it as a green space buffer. The Covanta incinerator presently disposes of its ash at the Brookhaven landfill – it would be a lateral maneuver for them to take the ash to the Winter Brothers freight yard in Yaphank thus creating a harmonious solution for all communities involved. The closest neighbor to the Yaphank property would NOT be just a few hundred feet away from the sound pollution of train horns, screeching train brakes, forklifts, backup light beeping, machinery, vibrations from freight trains moving on the track, etc. Nor would it be a few hundred feet from 12 hours of night lighting, diesel fumes and particulate matter. It would be many acres away.

In conclusion, I believe that the proposed Carlsoncorp proposal for a rail spur and freight transfer station is totally premature and inappropriate. The development of the proposal avoided community awareness as well as community input. It appears that not much thought has been given to other alternatives. If thought has been given, then why not were we so informed? Ash disposal is a regional issue affecting many Long Island towns. Why aren't they getting together to create a regional solution?

Respectfully submitted,

Alan Feigelson

Dr. Alan Feigelson, PhD

Judy Feigelson
32 Marshmallow Drive
Commack, NY 11725
Feigjual41@gmail.com

February 13, 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 Sir:

This proposal site is not only located very close to residential homes and many neighborhoods, but also in a federally designated deep recharge area of a sole source aquifer. I'm sure that you are aware that if there is a mishap or act of nature or God that causes leakage of hazardous material at this site, it would affect the quality of the drinking water for much of Long Island.

I am also very concerned that by the nature of the Carlsoncorp proposal, diesel freight trains and diesel spewing tractor trailer trucks will be coming and going throughout the night, disrupting the sleep of both adults and children who live in the neighboring communities. Carlsoncorp claims that there will be less polluting truck traffic on our local streets. I don't see how that is possible since they have included space for 50 tractor trailer trucks on the site plan. These 50 diesel and particulate matter spewing trucks that can make multiple trips throughout the day and night will be delivering commodities such as concrete, building materials, new automobiles, lumber and other materials which will have been brought by freight trains to the transfer station to locations all over Long Island. These diesel trucks must use local roads to get to the expressway, traveling through local neighborhoods with residential homes, schools, and nursing homes negatively affecting the air we breathe. As a senior citizen who lives very close to this project site, I am very concerned about the negative impact this truck traffic will have on my health and the health of the many children living in the area.

I am sure there are other more suitable sites for a rail spur and freight transfer station that would not impact so many communities. I urge you to deny the Carsoncorp request.

Respectfully yours,

Judy Feigelson
Judy Feigelson

Dear The Honorable Martin J. Olberman,

My name is Natalia Metzger and I live on Candy Lane in Commack. My older two daughters have also sent you letters in hopes of you voting "NO" to converting our local area to heavy industrial zoning.

Our whole neighborhood is called the Candy Section because the streets are Candy, Caramel, Marshmellow, Coconut and Peppermint. It's strange but cute. There are many families that live here with their small children. All of these small kids enjoying their backyard...playing in the yard. I don't want to have to limit their time outside because I'm worried about the chemical levels in the air because freight trains are carrying more and more dangerous cargo. I don't want to have to wonder if our choice to live here will make our youngest daughter's already bad asthma worse.

People live here. We put all of our savings and hopes and dreams into growing roots in a town with a good school district and strong sense of community. It's not a decision any of us took lightly. Please take us into consideration as you make this choice.

Sincerely,
Natalia Metzger
12 Candy Lane Commack

Dear The Honorable Martin J. Olberman,

My name is Aria Metzger I'm 8 years old. I live on Candy Lane in Commack. I have heard that you are the person who will be aproving building a railroad spur and a regional freight rail terminal on the property at 140 Old Northport Rd in Kings Park a little bit less than a mile away from my home. I would very much apricieate it if you said NOT to build it. I will give you a few reasons to do so. One reason is, it will be so noisy causing the out come of me and my sisters (Sarina and Laila) not being able to focus and sleep. Another reason is, my sister Sarina who is only 3 years old has asthma so some of the chemicals coming from the trucks could get into the air that we breath and make really sick. My third and finally reason is, the area is already overburdened by many sources of pollution. Within a five mile radius we are exspesed to toxic pollution from the Northport Power Plant. So, in conclusion I think you should say not to build this tracks.



From your hopeful friend
- Aria Metzger

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 protest against the proposed industrial rail terminal at the Meadow Glen Road by Pulaski Road in Northport. This development will change the zoning of this area from light industrial to full heavy industrial activity without our knowledge, input or consent. It will be bringing in toxic ash, construction and demolition debris. If this goes through it will subject the residential communities of Commack, East Northport, Northport and Fort Salonga to constant truck traffic, diesel engines idling all day, air pollution from fumes, light pollution i.e. all the effects of increased garbage disposal and industrial activity.

This is not only a quality of life issue, it also threatens the actual health of the people and the surrounding natural environment. These communities have not been advised of this plan, and will face the inevitable decline of the values of their homes. No provisions have been made for all these negative impacts.

As a lifelong resident and recent college graduate I had intended to reside in this community and invest in a home. However, I see many threats to the quality of life here and this rail/garbage disposal project is the most serious of all. Therefore, I ask you to reconsider and reject this ill considered plan.

Sincerely yours,
Erik Lea 317 Bread and Cheese Hollow Road, Northport

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.

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This is not only a quality of life issue, it also threatens the actual health of the people and the surrounding natural environment. These communities have not been advised of this plan, and will face the inevitable decline of the values of their homes. No provisions have been made for all these negative impacts.

I grew up in Fort Salonga and am now working as a nurse at Mather Hospital In Port Jefferson. My husband and I were planning to buy a home in the Northport area, however I see many threats to the quality of life and am seriously reconsidering this notion. I will be searching for a community that values its residents. As a result I ask you to reconsider and reject this plan.

Sincerely yours,
Ingrid Lea 317 Bread and Cheese Hollow Road,
Northport

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 the Fort Salonga-Northport area, I am appalled by the proposal to build a new rail line comprised of two massive buildings and five railroad tracks with a 617 freight car capacity. These trains will haul ash, construction and demolition debris and add thousands of pounds of pollutants to our area.

The proposed train yard will only be five hundred feet from the established residential neighborhood of Kings Park and very close to homes in Fort Salonga, East Northport and Commack affecting thousands of residents. Community members have been blindsided by this outlandish proposal and were never informed by our elected officials of any of this. Our health is at risk as Townline Rail was able-**somehow-** to receive a waiver to forgo a full environmental impact statement.

We are near a deep recharge area for Long Island's sole source aquifer and will undoubtedly suffer many health impacts from this ill-conceived plan. The Carlson Corporation is building something far more than is needed to carry ash away from the Covanta facility and we, in our area and beyond, will be made to suffer for it.

Please for the sake of thousands of people whose lives will be adversely affected, reconsider this plan. We are already prone to high cancer rates and must stop adding more pollutants to the environment. We only need to look at the recent rail disaster in Ohio to see where our future lies if this scheme comes to pass.

Sincerely yours,
Nigel Lea 317 Bread and Cheese Hollow Road, Northport, NY

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,

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We are near a deep recharge area for Long Island's sole source aquifer and will undoubtedly suffer many health impacts from this ill-conceived plan. The Carlson Corporation is building something far more than is needed to carry ash away from the Covanta facility and we, in our area and beyond, will be made to suffer for it.

Please for the sake of thousands of people whose lives will be adversely affected, reconsider this plan. We are already prone to high cancer rates and must stop adding more pollutants to the environment. We only need to look at the recent rail disaster in Ohio to see where our future lies if this scheme comes to pass.

Sincerely yours,
Lois Nelson 317 Bread and Cheese Hollow Road, Northport, NY

wells contaminating their drinking water. To allow this project to move forward will only increase these types of pollution. They will adversely affect the quality of life of all those living in the surrounding areas. Freight trains noisily coming and going during the night. The glow of the extra lighting needed to allow night work to take place. The sounds of loading and unloading cargo from the freight trains. And of course, there is always the concern of pollutants seeping into the ground water.

Another issue of concern that Carlsoncorp has failed to mention is the space allotted in their plans for 50 tractor trailers. Their intentions are to have commodities shipped to their site via incoming freight trains for distribution via trucks all over Long Island. Again, another issue that would increase truck traffic on local streets, noise and air pollution. Indian Head Road already has a heavy flow of truck traffic which services the businesses in the area. Adding more would negatively impact all residents.

One issue that is of great concern is in the news currently. The train derailment in Ohio. Issues like this need to be considered when proposing such a project in a highly populated residential area. The movement of toxic incinerator ash, concrete, building materials asphalt, etc. through the area all pose a threat to the environment on a regular basis. Bringing in unknown commodities to be unloaded at this site for distribution all over Long Island also poses even more potential environmental problems. But to also have to factor in a possible accident on the site that would be devastating to the community needs to be taken into consideration as well.

Residents will need to be concerned about the adverse effect of having such a project move forward. Not only will it affect people's quality of life, but it will negatively impact the value of our homes. Who would want to live in an area with all of the noise, air and land pollution that will come along with a project such as this? We moved into the area because of all the positive things that Commack had to offer. A project like this does not belong in a high-density residential area such as this. This area was not meant to be the gateway to an area that would need to be rezoned as a heavy industry zone.

Please consider the concerns and input of the residents who live within a small radius of the proposed railroad spur and a regional freight rail terminal when reviewing Carlsoncorp's request.

It is sadly obvious that Toby Carlson of Carlsoncorp, Smithtown Supervisor Edward Wehrheim and Suffolk County Legislator Robert Trotta have failed to do so.

Thank you for your time and patience.

Best,



James LoDolce

Name Laila
Age: 6
Noise!
Plez no trains.
Smoke in lungs!
Chemicals in the air!
cough
cough

February 17, 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 Mr. Oberman,

I am writing in regards to the Townline Rail Terminal project that is proposed to be built in the town of Kings Park, New York. I am deeply concerned that should this freight yard be built, it will severely impact the health of my family as it is less than a quarter mile from my front door.

If you were to come to my home on any given day, you would see my three young daughters playing basketball in the street or tag with nearly 20 other children who live on my block. We love to be outside. However, in the back of my mind, I am also worried. As a Kings Park resident, there is a five mile radius of environmental hazards that my children are already exposed to. There is toxic pollution from the Northport Power Plant, the Huntington (Covanta) Incinerator (just a half mile away from my home), the medical waste incinerators at the

Northport VA and St. Catherine's Hospitals, several capped landfills and their methane venting systems, and a cornucopia of businesses that add more pollutants from sand mining, concrete crushing and asphalt production. There are the emissions from the numerous trucks that serve the businesses in the area and the emissions from the LIRR diesel trains. I know a lot of people ask why I would choose to live here with all of these exposures, but to be honest, it is one of the only places that we could afford to live on this expensive Island. The fact that there could potentially be a freight yard built directly next to the block in which I live only exacerbates the constant worry that I have regarding the health of my children.

What also concerns me with this proposed freight yard is that I was not made aware of the project even after my town legislator, Robert Trotta, sent a letter of support to the STB in September, 2022 stating that he is aware that this project will impact a community next to the proposed site. That is my community. I live on the block where this is supposed to be built, yet no one thought it was important to tell me about this proposal. I feel as if the government has failed my family and I. Their job is to protect the health and safety of their constituents and their support of this project shows that their only concern is money.

Many people in my community share my concerns with this project. This is evident through the change.org petition that I created which currently has over 2500 signatures. If you would like to view the petition you can find it by CLICKING HERE. I have also attached the list of signatures to this letter. The list is from March 2, 2023. The number of signatures grows each day.

I hope that you take my concern into consideration while reviewing the proposal from the Townline Rail Terminal.

Sincerely,

Keegan Harris
44 Glen ln,
Kings Park, NY 11754

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 CarlsonC0Q'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 ofthis 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 ü•ains 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 Northpot 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



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 devasting 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,



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 Industrusty 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-ahalf-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 **Cell 631-747-7582**
Northport, NY 11768 **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.



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 Industrusty 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

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,

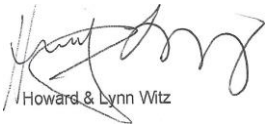
I am writing this letter on behalf of my family to express my concern for the project that is proposed for the railyard area in the industrial park north of our home in COMMACK. We do not want our ground water contaminated, we do not want the noise, dust and pollution that will certainly occur if this 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, iricluding 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,



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

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

Kim Zubrinic, D.O.
33 Orchard Drive
Fort Salonga, NY 11768
Email: kzubrinic@live.com
March 6, 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

Honorable Oberman,

I am writing to protest the proposed construction and operation of a new rail line by Townline Rail Terminal, an affiliate of Carlson Corp., Inc in the hamlet of Kings Park, Long Island, New York. Carlson Corp. intends to convert its acreage into an organic waste processing facility. The purpose of this proposed new rail line is to feed organic waste to the site. The property is located in a federally designated deep recharge area of a sole source aquifer. The site will also accommodate 161 freight cars and 50 tractor trailers. The freight trains will also be hauling incinerated ash, aggregates such as asphalt, concrete, building materials, etc. Incinerated ash and other commodities carried into and out of the freight yard will be transported by trucks to surrounding merchants/businesses.

I am a resident of Fort Salonga and a board certified Internal Medicine physician with extensive pulmonary experience. I reside approximately 1/4 mile from the proposed rail line and freight yard. The proposed new rail line will be constructed as close as 500 feet from some residential homes in Kings Park and Fort Salonga. The new rail line will also affect neighboring towns of Commack, East Northport, Smithtown, Greenlawn and Elwood.

Carlson Corp has failed to involve the community in its plans. And, most egregious, our elected officials, Smithtown Supervisor Edward Wehrheim and Suffolk County Legislator Robert Trotta have known about this plan for over one year and have not notified the community. In fact, this plan has been intentionally concealed from the community with the purpose of averting organized community opposition. Residents only found out in January 2023 when a story in the Smithtown news was written by Dave Ambro.

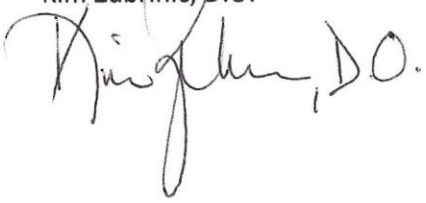
The new rail line will operate through several densely populated communities with families, schools, play yards, ballfields, hospitals, and nursing homes. Therefore, children, elderly and infirm will be especially impacted by this rail line, organic waste facility and freight yard. The adverse health consequences of diesel exhaust particles, noise pollution, incinerated ash fly and water contamination from toxic byproducts of incinerated waste have been well documented. Diesel exhaust contains more than 40 toxic air contaminants. The immediate effects include cough, eye irritation, throat and nose irritation, airway hypersensitivity and asthma exacerbations. Children, elderly and those with underlying pulmonary issues are more susceptible. The long term health consequences include pulmonary fibrosis and lung cancer. In 1998 the results of the California Environmental Protection Agency's Office of Environmental Health Hazard Assessment (OEHHA) comprehensive health assessment of diesel exhaust found that long term exposure to diesel exhaust particles poses the highest cancer risk of any toxic air contaminant evaluated by OEHHA.

Diesel locomotive noise reaches a decibel level of 85dB at close proximity and horn blasts can reach decibel levels of 96dB to 110dB. The WHO has documented seven categories of adverse health effects of noise pollution. These include hearing impairment, interference with spoken communication, sleep disturbances, cardiovascular disturbances, disturbances in mental health and negative social behavior and annoyance. These effects begin to be seen with long term daily exposure at noise levels above 65dB or acute exposure to noise levels above 80 to 85dB. Children who live in noisy environments have been shown to have elevated blood pressures and elevated levels of stress-induced hormones.

Research shows adverse health outcomes in populations near waste incinerators, including cancers and reproductive dysfunction.

My home is located 1/4mile from the expansive industrial site on Townline Road in Commack/Kings Park that is the proposed site of the Carlson Corp. Waste Management facility and freight yard. This site includes the Huntington (Covanta) incinerator which spews toxic and malodorous sulfur dioxide, nitrogen oxide, bisphenols, fluorinated compounds, heavy metals and other toxic byproducts of waste incineration into our community on a daily basis. A plethora of other pollutant producing businesses including concrete crushing, asphalt production and sand mining industries are also located at this industrial complex. The site also includes several capped landfills with methane venting systems. Additional sources of pollutants that me and my family are exposed to include the Northport Power Plant and medical waste incinerators from Northport VA and St Catherine's Hospital which are located within a five mile radius of my home. The approval of an organic waste management facility, with the potential of leakage of hazardous materials into the aquifer, will contaminate the drinking water of surrounding communities and all of Long Island. Furthermore, the approval of the new rail line requires a change in zoning from light industry to heavy industry setting a precedent for future heavy industries in the ar ea. My family and the residents of Fort Salonga and neighboring communities are already unduly exposed to a plethora of toxins. The approval of a diesel freight train line and an organic waste management facility on this industrial site will cause a significant adverse burden on my health, the health of my family and the health of the community as a whole. In addition, the increased truck traffic on locat streets carrying incinerated ash and other commodities will reduce the quality of life of local residents. A heavy industrial zone in the heart of our densely populated communities will not only negatively impact the health and quality of life of our residents but also cause a depreciation of our home values. Based on the points I outlined above I urge you to oppose the re zoning of the industrial complex in Kings Park, NY and prevent the construction of the organic waste facility and freight rail line in our community.

Concerned citizen,
Kim Zubrinic, D.O.



Marlene N Kasman. PhD

March 18, 2023
163 Town Line Road
East Northport, NY 11731

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 Honorable Martin J Oberman:
I am a clinical psychologist who lives and has a private practice on Town Line Road, less than a mile from the proposed railroad spur and regional freight terminal at 140 Old Northport Road in Kings Park. (The Docket number is FD 36575.) I have lived and practiced here for over 50 years. I enjoy our beautiful treed property and have enhanced our property over the years. My intent is to live here for the rest of my life.
I am very disturbed and opposed to the above-mentioned proposal for many reasons. I am concerned about the impact on our air quality which will cause terrible health risks. The trains will be hauling toxic materials day and night. There will be significant fumes, air pollution, unbearable noise and traffic hazards which will affect nearby schools, play grounds, nursing homes and residents.
I implore you not to allow this dangerous Rail Terminal in our lovely residential area.
Thank you for your consideration of this crucial problem.
Sincerely,

Marlene N Kasman, PhD
PHONE 631 368-5566 E MAIL DRMKASMAN@YAHOO.COM

March 17, 2023

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

Attn: Surface Transportation Board Decision, Docket No. FD_36575

Honorable Martin J. Oberman:

I write to you today regarding Carlsoncorp's proposed plan to build a railroad spur in my local community, which will be addressed in Docket No. FD_36575. To say that I am a concerned resident is an understatement.

Moving to this community over 20 years ago was a place of suburban serenity and safety for those of us moving out of the city environment. We were thrilled to raise our young families in an area free of constant noise, disruption and pollution. The proposed railroad spur is a stone's throw from my home in Kings Park, New York. The potential detrimental effects on those living in this surrounding area are endless. Hardworking residents purchased homes in this area only for the threat of depreciating property value should this plan come to fruition. Not to mention, our property taxes continue to rise and place a burden upon us. Yet, zoning is being proposed to change this area to a Heavy Industry Zone. This is a deplorable thing to do to the residents in this area. We incur the expense in order to maintain a quality of life, and now this is clearly being threatened. The potential detrimental health effects of the pollutants will only add to my own personal health issues, as I'm asthmatic. Surrounding nearby areas are homes to various school campuses and playgrounds. What is the thought process behind such a project? It seems to simply be dollar signs for the powers that be. Our community is not the appropriate place for such an establishment. I've only touched upon a couple of the concerns. I know I speak not only for myself when it comes to this topic.

I respectfully request that this proposal be considered carefully. There is so much at stake for us. Thank you for your time and consideration in this matter.

Respectfully,
Gina Savage
33 Old Northport Road
Kings Park, NY 11754
ginam.savage@gmail.com

Pamela & Alan Feinstein
24 Coconut Drive
Commack, NY 11725
Afeinstein1@yahoo.com

March 12, 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 Mr. Oberman:
I am writing to express our utmost concern over the planned CarlsonCorp Freight Yard. Having been a Commack resident for 36 years, we have never felt so threatened by an environmental risk, as to what this freight yard is proposing.
The area is already overburdened by many sources of pollution. Within a five mile radius we are exposed to toxic pollution from the Northport Power Plant, the Huntington (Covanta) Incinerator, the medical waste incinerators at the Northport VA and St. Catherine's Hospitals, several capped landfills and their methane venting systems, and a cornucopia of businesses that add more pollutants from sand mining, concrete crushing and asphalt production. There are the emissions from the numerous trucks that serve the businesses in the area and the emissions from the LIRR diesel trains.
The property is located in a federally designated deep recharge area of a sole source aquifer. If this highly sensitive area of the aquifer is compromised by the leakage of hazardous materials it would affect the drinking water for all of Long Island.
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.

Pamela & Alan Feinstein
24 Coconut Drive
Commack, NY 11725
Afeinstein1@yahoo.com

While this plan has been in the works for 2 years, we were only advised about 6 months ago, with little to no recourse as to how this would be managed. We have immune-compromised in our home and in light of the recent train disaster in Ohio, you have no way of assuring the local citizens that this will be a safe functional area. Your plans require reconsideration.
You are making decisions that impact our health, our property values and wellness of the community. We were never exposed to potential options and as the president of a Long Island based company, it is far from being a good business decision. If this pattern continues, it is clear you will see life time Long Islanders vacating Long Island, due to poor government decisions.

I would urge further consideration.

Best Regards,

Alan Feinstein

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

Re: Townline Rail Terminal, LLC-Docket number: FD 36575
Dear Chairman Oberman,

I am writing to oppose the proposed Townline Rail Terminal in Kings Park. This construction and the future operation of removing ash and transporting it via trucks would be detrimental to the surrounding neighborhood communities. (Pollution, noise, traffic, ground and surface contamination, for example) This freight yard is not necessary! There are alternate sites in Yaphank that are less populated, and have a larger perimeter in order to accommodate this endeavor.

On behalf of my family and neighbors, I am pleading with you to deny this proposal.

Sincerely,
Karen Gellert
167 Middleville Rd
Fort Salonga, NY 11768

3/14/23
Jason Brottman
37 Long Bow Lane Commack, NY 11725
jbrottman@aol.com

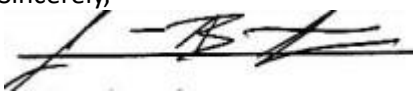
The Honorable Martin J. Oberman
Chairman
Surface Transportation Board 395 E Street S.W.
Washington, D.C. 20423
Re: Surface Transportation Board Decision, Docket No. FD_36575

I am writing regarding my opposition to Carlson Corp's Freight Yard request to a build a railroad spur and a region freight rail terminal on their property at 140 Old Northport Road in Kings Park, NY. There are countless reasons I do not feel that this would be a good fit for our community and the environment, given that this area is very close to an abundance of residential housing, parks, schools, etc.

Significant concerns of pollution are rampant such as airborne pollutants / air quality, contamination of drinking water, noise pollution, light pollution, etc. Depreciation of home value and an increase in the volume of traffic within the community is a concern, especially given the weight restrictions and other commercial vehicle restrictions in the area.

All in all, Carlson Corp's proposal is not a good fit for our community or the environment, and I will continue to show a firm lack of support as needed. I appreciate the opportunity to share the thoughts of my family and neighbors.

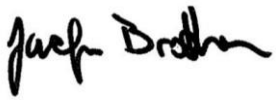
Sincerely,



Jason Brottman

3/14/23
Jaclyn Brottman
37 Long Bow Lane Commack, NY 11725
jaclyndagostino@aol.com

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
I am writing regarding my opposition to Carlson Corp's Freight Yard request to a build a railroad spur and a region freight rail terminal on their property at 140 Old Northport Road in Kings Park, NY. There are countless reasons I do not feel that this would be a good fit for our community and the environment, given that this area is very close to an abundance of residential housing, parks, schools, etc.
Significant concerns of pollution are rampant such as airborne pollutants / air quality, contamination of drinking water, noise pollution, light pollution, etc. Depreciation of home value and an increase in the volume of traffic within the community is a concern, especially given the weight restrictions and other commercial vehicle restrictions in the area.
All in all, Carlson Corp's proposal is not a good fit for our community or the environment, and I will continue to show a firm lack of support as needed. I appreciate the opportunity to share the thoughts of my family and neighbors.
Sincerely,



Jaclyn Brottman

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
Sir,
I have lived in the beautiful town of Commack, NY for 37 years and have seen the closing of the town dump and a win not to allow low energy incinerator be built in the same Kings Park area as this freight yard is being considered to be developed.
How do we win one argument, but a new one is being considered that would be a concern to the environment and to the noise levels in a quiet neighborhood. Over the last few weeks there have been many derailments of freight trains. The Town of Huntington and Smithtown struggle to maintain the condition of the following roads: Town Line Road, Old Indian Head Road, Indian Head Road.
How would the increased truck traffic on these streets be controlled. It's a mess now and I see this being a major issue considering these trucks would travel past the Commack High School , and the Elementary School.
There are many reason we should not allow any more hazardous land development in a residential area. This area is zoned for a residential development as our NY Governor is trying to build more houses this would go against most new initiatives.
Please do not approve this proposal and let's build additional houses that are needed.

Regards, Alan Feigenbaum 28 Long Bow Lane Commack, NY alanfeigenbaum@yahoo.com

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
March 18, 2023
Dear Honorable Martin J Oberman:

I am writing to express my great concerns over the proposed rail freight terminal at 140 Old Northport, Rd in Kings Park. (Docket Number FD36575).
I am an 85 year old man who is currently being treated successfully for cancer. My home is on Town Line Road, less than a mile from the proposed site. I have lived here for over 50 years and have made many improvements to my beautiful property. I intend to live here for the rest of my life but I am very concerned about the likely depreciation of my property value.
As survivor I am vulnerable to the fumes and water pollution that would result from traffic. My son has severe allergies and would also be significantly impacted by the many forms of pollution. We are already exposed to many sources of air pollution from the Northport Power Plant, the Huntington Incinerator and several local hospitals . We do not need to add to this existing problem.
The terminal and train traffic would be located above the natural gas pipeline which would quickly go up in flames in the event of a gas leak. This is a very disturbing possibility.
I implore you to hear my concerns and oppose this dangerous proposal.
Sincerely,

Dr Richard Kasman
163 Town Line Road
East Northport, New York, 11731
drrbk@yahoo.com
631 368-5607

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

I am writing to express my concerns regarding the proposed construction of a new freight yard and rail terminal in the suburb of Smithtown. I strongly believe that this project is not a good fit for the area, given the existing pollution burdens and potential negative impacts on the environment and the community.

First and foremost, the proposed location is situated in a federally designated deep recharge zone for a sole source aquifer. This means that any contamination from the proposed freight yard and rail terminal would have a direct and irreversible impact on the local drinking water supply. Given that Smithtown is already burdened by pollution from multiple sources, including heavy traffic and industrial facilities, the construction of a new freight yard and rail terminal would only exacerbate the existing environmental challenges.

Furthermore, the proposed location is in close proximity to children's sports fields, residential homes, and nursing homes. These vulnerable populations are particularly sensitive to the negative impacts of pollution, noise, odor, and light pollution. The construction of a new freight yard and rail terminal would not only create significant noise and air pollution, but it may also damage the native animals' local habitat.

In addition to these environmental concerns, the construction of a new freight yard and rail terminal would require the town of Smithtown to change its existing zoning laws. This may have a cascading effect on other businesses in the area and could lead to further environmental degradation and community dislocation.

Therefore, I urge the Surface Transportation Board to carefully consider the potential negative impacts of this proposed project and to prioritize the health and well-being of the Smithtown community and the environment. Thank you for your attention to this important matter.

Sincerely,
William J. Scully

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

My name is Suzanne Scully and I reside at 35 Maridon Lane, Commack N.Y. My family and I live within a few miles of the proposed Carlsoncorp's freight train rail terminal. We are deeply concerned about this on so many levels, not to mention how appalling that this is something that's been basically kept a secret from the community.

Most importantly are the obvious health concerns. If you are not aware, this location is heavily populated with residential homes and not conducive to this type of industry. We are all familiar with the pollution this will create on top of what we already bear from The Northport Power Plant, Huntington Incinerator, Hauppauge Industrial Center and several mountainous landfills with methane vents. Enough is enough. I have resided locally my entire life as did my parents and some of my grandparents and the pollution has significantly worsen with every generation. What you may not be aware of is that our location was mainly farmland. It is now being discovered to have massive pollutants that were buried and poured into the grounds that schools are built on, specifically the Northport School District which is the town right next door to Kings Park where this proposed plan is being made. Many children have fallen ill.

I am a full time Licensed Real Estate agent of almost 20 years. Professionally I can tell you how terribly this will affect property value. Let me be clear that this is not a few miles away from residential homes or even a mile away but within FEET of residential homes!!! How this is even a consideration is mind blowing to me. This is not a case of, "not in my backyard"...it's a case of it, "should not be directly in anyone's backyard." Homeownership, The American Dream, is typically a person's most valuable asset that can essentially be reduced to practically worthless if this plan gets approved on so many levels. Not only is the worry over air pollutants but the noise pollution, light pollution and potential to pollute the sole aquifer!! This property is located in a federally designated deep recharge area of this sole aquifer.

I could go on and on about how this is a disaster if gets approved. I firmly believe that this is not a scenario of "if" something goes wrong or "if" adults, children and/or animals fall ill, but a case of when. I have to believe you would not want to be connected in any way with this potential disaster. I hope and pray you will do the right thing for our community. Actually, I beg that you do the right thing.

Sincerely,



Suzanne Scully

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

March 13, 2023

Re: Surface Transportation Board Decision, Docket No. FD-36575

Dear Chairman Oberman,

I am upset to find out that the CarlsonCorp plans to build a railroad spur and terminal right here in Kings Park and that the plans have gone this far without notifying the people who live in Kings Park and will be affected by this obnoxious plan.

Do you realize how close this terminal would be to the people whose homes are next door? The noise of the engines running all day and all night, bright lights overnight, screeching breaks. Have you ever been near even just one train coming into a train station? Imagine that noise night and day.

Please take into consideration the families that bought homes in a quiet neighborhood, a little bit of Heaven, and will have their dreams smashed with a train terminal in their backyard.

Sincerely,

Maryann Helldorfer
77 Hawthorne Road
Kings Park, NY 11754
mhelldorfer@yahoo.com

Robert Genna
2 Linwood Lane
Fort Salonga, New York 11768
The Honorable Martin J Oberman
Chairman
Surface Transportation Board 395 E Street, S.W.
Washington, D.C. 20423

March 19, 2023

Re: Surface Transportation Board Decision, Docket No. FD_ 36575

Dear Mr. Chairman,
I am writing this letter to you as a family representative in the Huntington Smithtown community in opposition to the Townline Rail Terminal affiliate with Carlson Corporation. It is my understanding that In addition to the proposed rail tracks, these trains will be hauling tons of toxic ash, construction demolition debris, and other garbage related items.
It would be a shame for a project like this to be placed smack within the communities surrounding these activities. Directly in the nearby homes of families trying to live a normal decent life, raising young children and taking care of their elderly.
Neither of these families, their children, or the elderly, should be exposed to the dangerous and toxic gases and fumes resulting from transporting and burning these items.
It remains highly likely, as seen in other similar scenarios to this one, that your organization and any other company affiliate with this project should be prepared for law suits in the future when local families, children, and elderly start to develop medical conditions related to the environment that will no doubt be created by this project.
I respectfully request you re-consider your decision to ruin the surrounding communities and potentially endanger the lives of those people living in these areas. I trust that you yourself would not want to place your family in an environment that will do harm to them as well.
Sincerely yours



Robert Genna

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, 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.
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.
The Townline Rail Terminal freight yard would be a chain link fence away from established residential neighborhoods. I ask that this proposal be denied.
Respectfully submitted,

Name Barbara Gallagher

Address 17 Shag Drive, Kings Park

E-Mail [lo]gal 1@verizon.net

Date 3/11/23

The Docket Number FD-3675

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

March 25, 2023

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

Dear Chairman Oberman,

I live in Kings Park and I am vehemently opposed to the establishment of a regional freight train terminal by the Carlson Corporation that will negatively impact the surrounding areas of Kings Park, Northport, Commack and Fort Salonga. It's inconceivable to me that the Carlson Corporation would attempt to impose this terminal on the community that will bring noise, trucks coming and going, in view of the tragedy in East Palestine, Ohio that has rendered the community to sickness, tainted water and dead animals. There is so much of community support for healthy communities, cleaning up trash and the environment that I am saddened that the Carlson Corporation turns a blind eye to how much communities do not want interference by large corporations that only want to cash in whatever way they can, without thought.

I've driven by and have seen that the Carlson Corporation has already begun building and have ignored the concerns of the surrounding communities. So much for their review and research among those who will be deeply impacted by this intrusion. The Carlson Corporation does not care nor regard any of the community's concerns and will eventually continue to impose this on us.

But I am asking the Ceo of the Carlson Corporation to reconsider and think about one thing. Would he want this in an area where his mother, father, aunts, uncles, siblings live? My guess would be a big NO! Put yourself in the shoes of those who moved there wanting a better life for their families and who now have to put up with smells and sounds of a regional freight train terminal that, by all odds, does not belong, and will affect their lives in more ways than none.

Count me in among those who oppose this outrageous infringement on our rights as home dwellers, and I hope and pray that this will go away without impact to those who care and who live in the area.

Sincerely,
Joan Amato

March 26, 2023

The Honorable Martin J. Oberman
Chairman
Surface Transportation Board
RE: Surface Transportation Board Decision, Docket No. FD_ 36575

Dear Sir:

I write to voice my concerns with the proposed Carlson Corp's freight rail terminal. Like many residents, I only became aware of this proposal a few short months ago. I am unaware of any community input. I have concerns regarding its potential impact on health and quality of life for nearby existing residents.

The proposed yard is located within feet of homes in the town of King's Park. It is in close proximity to residential neighborhoods from the surrounding communities of Fort Salonga, Northport, East Northport, Commack, Smithtown, Greenlawn, and Elwood. It is near schools, playgrounds, ballfields, and nursing homes. It is located near a federally designated deep recharge area of a sole source aquifer. One has to question the potential for pollution from this proposed endeavor. The residential communities are already burdened by sources of pollution from nearby incinerators, landfills, and construction related businesses.

Is it truly the proper location for a rail terminal, especially if existing zoning would need to be changed to Heavy Industrial, in order to accommodate it? The recent catastrophe in East Palestine, Ohio, in which freight train cars derailed, ignited and caused an evacuation of 2,000 residents, only heightens the concerns with the proposed freight yard with respect to its close proximity to residential neighborhoods and the aquifer.

Another concern with the rail terminal centers on truck traffic. It is proposed that toxic ash and aggregates will be hauled away via freight train. And incoming freight cars will be bearing goods and commodities to be unloaded at the yard and distributed via trucks all over Long Island. Our local roads and residential areas were not built for this increased truck traffic with all its attendant noise and pollution. I live near Indian Head Road and the traffic noise and number of accidents is already concerning. School buses use this road to bring students to the local high school, intermediate school, elementary schools and the middle school across town. Increased truck traffic and school buses sharing the same road is not in the best interests of local families who chose to live here before this proposal.

It is my understanding that there are other proposals for removing ash off Long Island. Hence, the Carlson Corp proposal in King's Park is not the last resort with respect to the issue of garbage removal.

I have heard the argument that some people will have to bear the brunt of this project for "the greater good of the community." I would caution against this edict. Perhaps with more thought, there can be a better solution without sacrificing one another's' health and home.

Thank you for consideration of this matter,

Claire Scanlon -Kohlroser
45 Half Hollow Rd
Commack, NY 11725

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

March 22, 2023
Re: Townline Rail Terminal, LLC - Docket Number: FD 36575

Dear Chairman Oberman,

I am writing to express my frustration upon learning about the proposed CarlsonCorp Freight Yard Project.

This would have a tremendous impact on our residential area.

This freight yard will create several types of pollution:
SOUND POLLUTION-Horns, Screeching from Trains, Trucks, Forklifts backing up, Machinery sounds
There are people sleeping in their houses mere FEET From this proposed site.
LIGHT POLLUTION-the site will be illuminated all night
Again- There are people trying to sleep their houses mere FEET From this proposed site.
AIR POLLUTION-Diesel fumes, dust, particulate matter, smells
Again- There are people trying to live and play in their yards mere FEET From this proposed site.
WATER POLLUTION-Potential infiltration of the sole source aquifer
This would affect water quality on Long Island

I live on Pups Path and am awaken every morning between 6:30-7AM due to the sound of heavy trucks. Now this will go on all night??!!

There will definitely by increased heavy truck traffic on our local streets---there are 2 schools on Townline Road…the heavy trucks will now be mixing in with the School Bus traffic and other light trucks going to the area to create even more traffic---and it will be slowed to a crawl due to the increased heavy trucking traffic!

Carlsoncorp claims it will decrease traffic on our roads by removing 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.

I cannot imagine how our local streets will be able to handle this additional heavy truck traffic thru our neighborhoods. This is very upsetting.

Sincerely,
Dawn Aitchison
4 Pups Path
Northport
Dawna20@verizon.net

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 22, 2023

Dear Chairman Oberman,
I am writing to express my frustration upon learning about the proposed CarlsonCorp Freight Yard Project.

This would have a tremendous impact on our residential area.

This freight yard is located within feet of residential homes!

There are Schools, Playgrounds, Ball fields and Nursing Homes.

There will be an increase in AIR POLLUTION-Diesel fumes, dust, particulate matter, smells

There are people trying to live and play in their yards mere FEET From this proposed site.

The proposed site is a federally designated deep recharge area of a sole source aquifer. If this highly sensitive area of the aquifer is compornised buy the leakage of hazardous materials it would affect the drinking water for all of Long Island!

This would affect water quality on Long Island

There will definitely by increased heavy truck traffic on our local streets---there are 2 schools on Townline Road…the heavy trucks will now be mixing in with the School Bus traffic and other light trucks going to the area to create even more traffic---and it will be slowed to a crawl due to the increased heavy trucking traffic!

Carlsoncorp claims it will decrease traffic on our roads by removing 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.
I cannot imagine how our local streets will be able to handle this additional heavy truck traffic thru our neighborhoods. This is very upsetting.

Sincerely,
Grant Aitchison
4 Pups Path
Northport

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 22, 2023
Dear Chairman Oberman,

I am writing to express my frustration upon learning about the proposed CarlsonCorp Freight Yard Project.
This would have a tremendous NEGATIVE impact on our residential area.
This freight yard is located within feet of residential homes!
There are Schools, Playgrounds, Ball fields and Nursing Homes.
Negative Impacts:
Traffic
Water quality damage
Sounds overnight
Smells
Depreciation of Property Values in the area
Zoning change to HEAVY INDUSTRY ZONING—in the middle of residential neighborhoods???!!!!!
What are the Positive impacts?
Less heavy trucks on the LIE removing waste??? –but increased heavy trucks thru Commack and Northport-more traffic than ever! Carlsoncorp claims it will decrease traffic on our roads by removing 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.
What is positive about this project?
I cannot imagine how our local streets will be able to handle this additional heavy truck traffic thru our neighborhoods. This is very upsetting.
Sincerely,
Julie Aitchison
4 Pups Path
Northport

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 3657

March 22, 2023
Dear Chairman Oberman,
I am writing to express my frustration upon learning about the proposed CarlsonCorp Freight Yard Project.
This would have a tremendous NEGATIVE impact on our residential area.
This freight yard is located within feet of residential homes!
There are Schools, Playgrounds, Ball fields and Nursing Homes.
There will be an increase in AIR POLLUTION-Diesel fumes, dust, particulate matter, smells
There are people trying to live and play in their yards mere FEET From this proposed site.
The area is already overburdened by many sources of pollution. Within a 5 mile radius we are exposed to toxic pollution from the Northport Power Plant, the Huntington (Covanta)_Incinerator, the medical waste incinerators at the Northport VA and St. Catherine's Hospitals, several capped landfills and their methane venting systems, and a cornucopia of businesses that add more pollutants from sand mining, concrete crushing and asphalt production. There are the emissions from the numerous trucks that serve the businesses in the area and the emissions from the LIRR Deisel trains.
Now with this project for proposed work at night we will just be a complete stinky noisy congested mess day and night!
There will definitely by increased heavy truck traffic on our local streets---there are 2 schools on Townline Road…the heavy trucks will now be mixing in with the School Bus traffic and other light trucks going to the area to create even more traffic---and it will be slowed to a crawl due to the increased heavy trucking traffic!
Carlsoncorp claims it will decrease traffic on our roads by removing 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.
I cannot imagine how our local streets will be able to handle this additional heavy truck traffic thru our neighborhoods. This is very upsetting.
Sincerely,
Michael Aitchison
4 Pups Path
Northport

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 been a resident of the lovely and peaceful community of Fort Salonga for nearly 45 years. I am writing to express my opposition to the Freight Train Rail Terminal.

This project is being built bordering a residential area of a neighborhood where children live and play. There is a health risk associated with diesel exhaust polluting our air, and a health risk with incinerated ash that will be loaded on diesel trains, (potentially unknown materials are burned in the ash).

The rail spurs will be located directly behind residential homes with children. Diesel trains are to operate between 10pm and 5am when children are supposed to be sleeping (and many adults as well). This all will impact the quality of life of the surrounding residential neighborhoods, in addition to the noise nuisance it will present in the evening, the vibration and rumbling of the ground, as well as the additional pollutants that we are already overburdened with. This project can also impact the aquifer that supplies Long Island's water. There will have to be some type of crossing and there will be much traffic on the main road of this residential area. The property value will definitely go down. Fort Salonga and the surrounding neighborhoods that we all love so much, will unfortunately and sadly be seeing their demise.

A very informative and important article to read is in the Journal of community health. The article is called "Respiratory Health Risks for Children Living Near a Major Railyard". The website with the article is http://www.ncbi.nlm.nih.gov/pmc/articles/PMC4703713/

The Smithtown News says that there was no opposition to this project, however, that is because the public was never formally informed.

I am hoping our elected officials will help us in this fight. This project poses an environmental and health risk. Please stand with us as we oppose Townline Rail Terminal.

Thank you,

Dorothy Bosco
Chestnut Stump Road
Fort Salonga, NY 11768
email address DOROTHYB55@aol.com

Alexei Sokolsky
133 Seaview Terrace Northport, NY 11768
asokolsky@hotmail.com

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 only recently became aware of the above referenced petition approximately four weeks ago, when an article appeared in a local newspaper, the Smithtown News. Local government officials knew of this project for approximately a year, if not longer, yet never advised the community of this significant proposal. This is a project that will severely affect the residents in the orbit around this proposed regional freight rail yard.
According to the four corners of the November 17, 2022 petition, this regional 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. It notes that Townline is willing to accept a common carrier obligation and to "hold out" to provide rail service to the public at large. According to the petitioner, there will also remain an area that will be used for an existing fleet of 50 trucks already operating on the site. If approved, Townline's proposed line intends to serve as a truck-rail transloading facility which will allow companies to move the longest leg of transport by hauling via rail and then moving the items to a truck when closer to the delivery.

Although the petitioner and Town Supervisor Ed Wehrheim continue to utter there will be only one train per day, for five days, the duly sworn petition does not support this claim. The 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 use of the word initial is critical in understanding the scope of this freight yard. Couple this language with the parameters the petition outlines, including a "161-freight car capacity," community members are correct in their understanding that this project will not be a sleepy rail spur, as characterized by Mr. Carlson and the town's supervisor. It will be a far-reaching regional freight yard.

This freight yard would be a chain link fence away from established residential neighborhoods in Kings Park (See photos) and in very close proximity to residential homes in Fort Salonga, Northport, East Northport and Commack, all which tightly border the projected area. There are several schools, stables, playgrounds and a nursing home in close proximity to the proposed yard. The surrounding communities already bear 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. How much of a burden is this one community expected to take? The freight yard's proposed location is on the edge of a residentially zoned area (R43), plainly in the back yard of families, with inground pools and playsets. It is important to understand that in no way did anyone move into this area thinking they were going to be living right behind a diesel freight yard.

This proposed project will also have a detrimental impact on Long Island's sole source aquifer as it sits atop a deep recharge basin. Suffolk County Department of Health Services notes in its correspondence to the US Office of Environmental Analysis Surface Transportation Board (OEA), dated July 22, 2022, "The project site is also in the 25–50year groundwater contributing area to Smithtown Bay… It should be noted that this project site is in an Article 7 restricted area and storage of any toxic or hazardous materials, as defined in Article 7 of the Suffolk County Sanitary Code, is severely restricted."

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, the petitioner was looking to site an indoor compost facility on this property. Community members were invited into town hall and shown a detailed PowerPoint presentation of that proposal. There has never been any type of communication that plans had changed for Mr. Carlson's property.

The NYSDOT, in correspondence to the US Office of Environmental Analysis Surface Transportation Board (OEA), also dated July 22, 2022, advises, "In addition, it appears that the line being proposed will be constructed in or around a residential area. To that extent, NYSDOT recommends that public outreach be conducted regarding the proposal…" This was never done. Both the NYSDOT letter and the Suffolk County Department of Health letters, in response to OEA's June 22, 2022 correspondence looking for information and comments regarding the proposal, noted that only limited information was provided by OEA. NYSDOT directly stated, "Without additional information, the NYSDOT is unable to provide detailed information at this time regarding what, if any, environmental resources may be affected by Townline's proposal." A review of the STB site reveals no additional information was provided in order to help these interested parties provide informed input. In a letter dated September 29, 2022, the OEA granted the petitioner's request for a waiver of 49 C.F.R. § 1105.6(a), which normally provides for the preparation of an EIS for rail line construction proposals, noting, "Based on the information available to date, OEA believes that the potential environmental impacts would not be significant, and any impacts could most likely be addressed through appropriate mitigation measures." (See attached letter dated September 29, 2022)

This conclusion by the OEA is predicated on incomplete information provided to interested parties, such as the NYSDOT and the Suffolk County Department of Health. The OEA knew further information was needed before it granted the waiver. The OEA was directly told so. A waiver should not have been granted and should, for the sake of fairness and justice, be reversed.
This is a petition that appears to be on a fast track, to the detriment of the community. A few local elected officials have quietly supported this project for years, without a vote, without a resolution, without community input. They had a choice, and they chose to ignore the local community.

Based upon the above, I am respectfully requesting this petition be denied. Thank you in advance for your consideration.

Respectfully submitted,
Alexei Sokolsky

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

Dear Mr. Oberman;
I am writing to you with great concern over the possible change in zoning and development of the property on 140 Old Northport Road in Kings Park, Long Island, New York. Our neighborhood certainly has many light industrial areas. To change the zoning to a heavy industrial zoning would put this neighborhood on a slippery slope allowing other companies to do the same.
Having the Covanta incinerator, sand mining, concrete crushing, and asphalt production in this small area and then adding a rail terminal that runs diesel freight trains and container trucks all hours of the day and night would be deplorable to the health and quality of life to the people in the many residential areas, schools, the Northport Veterans Hospital, playgrounds, and nursing homes here. This operation would be sitting on the sole source aquafer for Long Island, home of seven million people. What about potential infiltration? The creation of more sound, light, and air pollution will compromise our quality of life. The light pollution negatively affects our trees producing our oxygen.
As a lymphoma cancer patient with no family history, air quality is of super importance to me. My lungs are compromised. My neighbors with blood and breast cancers, and all those with asthma also have legitimate concerns. We need healthier neighborhoods, not more toxic.
This community is just that, a residential area of one laned roads where people do not want to live with the health problems affiliated with having this railyard.

Thank you.
Sincerely,
Diane Aiello
25 Rose Court
Fort Salonga, NY 11768
DOCKET NUMBER FD_36575

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

Dear Mr. Oberman:
I am writing to voice my concern over the regional freight rail terminal. This neighborhood would be destroyed by allowing such a heavy industry within feet of residential properties. The types of pollution created would weaken our air quality, add to light pollution, noise pollution, and put the main aquafer of Long Island at risk.

As a diabetic, my immune system is already compromised. A fright rail terminal is a terrible idea and would be detrimental to my quality of life and others in my community. It does not belong near homes, schools, parks, hospitals, nursing homes, and trails.

Thank you.
Sincerely,
John Aiello
25 Rose Court
Fort Salonga, NY 11768
DOCKET NUMBER FD_36575

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

Dear Mr. Oberman:

I am writing with great concern over the possible construction of a regional freight and rail terminal in the residential area I call home.
The sound, air, and light pollution that would be created at 140 Old Northport Road in Kings Park does not belong here. It should be in a heavy industry zoning area, not in close proximity to homes, schools, trails, hospitals, nursing homes, schools, playgrounds, and parks. That is why this area has been zoned as light industrial.
Please protect our quality of life. Protect our aquafer, our single laned roads, and especially our air. My mother has had multiply lung surgeries. Please do not put her and the rest of the residents here at more risk.
Thank you,
Jason Aiello

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

March 23, 2023

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

Dear Honorable Martin J Oberman,

I grew up in Kings Park and now live in Smithtown. The idea of a freight rail terminal in town is appalling to me. It will, not only diminish property values, but severely impact the quality of life in our town.

My parents are in the same house for over 60 years in Kings Park. I hope the same essence of the town they have lived in for so long continues and is not destroyed. My daughter and her family, and my brother and his family, all live in this Township. Adding a rail terminal is maddening and very sad. I urgently ask you to reconsider.

Very Sincerely,
Holly Ferruso
96 Brooksite Dr
Smithtown, NY 11787
(631) 804-3945

Joe Aiello
25 Rose Court Northport NY 11768
jaaiello@yahoo.com

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

Dear Sir.
I am writing you about a proposed freight yard built in kings park near the existing incinerator and landfill.
This freight yard would be very close to homes, etc and would put a highly concerning amount of pollution in an already heavily burdened location with the incinerator and landfill right across the street.
This location is NOT zoned for heavy commercial activity and there is a reason for that. There are too many homes, schools, and places of human concentration to have such a facility. The noise, light, and sounds of an operation running seven days a week, 24 hours a day, is disruptive to the local area.
We have already paid the burdens of the incinerator and landfill. Cancer rates in the area are very high, and adding more environmental load will not help.
There are better ideas than this for our area. We have too much already.
Regards,
Joe Aiello

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

To the Honorable Martin J Oberman,

I, Dora Chan am opposing the rail yard project. My sister Diane Calderone and her family resides in Northport and I'm very concerned for their health and well being. Please stop and reconsider these plans as they are unnecessary and the risk involved is too great. It would be a huge mistake, one that would be difficult to reverse once it is completed. So please, I ask you to halt these plans so we can change the plans for a better tomorrow. One that is safe for all beings in this beautiful community. Thank you in advance.

Dora Chan

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

March 24, 2023

RE: Surface Transportation Board Decision, Docket No. FD_36575

Dear Chairman Oberman:

The proposed regional rail terminal in Kings Park presents an unfair burden on the communities in close proximity. There are already existing sources of pollution located in this area. It is unfair to add additional environmental hazards to this neighborhood which is very populated. Our town and surrounding neighborhoods should not be subject to more toxins. Please consider the impact this will force upon an area already housing more than its fair share of unpleasant but necessary sites. Move this proposed terminal and accept that Kings Park is already doing their part for Long Island.
Thank you for considering the health and well being of our residents and abandoning this location for the rail project.

Very truly yours,
Jeanette Koenig

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

Dear Honorable Chairman Oberman,

We are completely opposed to the Carlsoncorp's request to build a railroad spur and regional freight rail terminal on their property at 140 Old Northport Road in Kings Park, Long Island, New York.

This will result in an endless caravan of diesel freight trains 24 hours a day causing noise, fumes, pollution, vibrations, additional heavy trucks, road congestion, and health risks.

Additionally it is close to homes, schools, and nursing homes. It is located in a federally classified deep recharge area for a Sole Source Aquifer.

It is more than a simple quality of life issue and therefore imperative that plan be rejected. Thank you in advance for your concern.

Respectfully,

Bruce and Phyllis Cordes
26 Terry Lane
Commack, NY 11725
Bcordes26@msn.com

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
Dear Chairman Oberman,

I am writing to express my concerns regarding the request to build a railroad spur and regional freight rail terminal at 140 Old Northport Road in Kings Park. Both as a homeowner and social worker who suffers from a long history of asthma and sees many clients in this area, I have serious concerns regarding this request and at this point feel the negatives far outweigh the positives.
This property is surrounded by schools, playgrounds, nursing homes, ball fields and private homes. Many of these people (elderly, children, and others with lung disease like myself) are particularly sensitive to pollutants. I have been living in this area for 30 plus years and am well aware of the health risks this project would pose. This geographical area already has several sources of pollution within a 5 mile radius (Huntington (Covanta) Incinerator, several capped landfills with their methane venting systems, businesses such as sand mining, concrete crushing and asphalt production). Needless to say, not only would this potentially cause many health crises, but also would devalue our homes. (I would not have moved here myself faced with this prospect.)
There would also be the drastic increase in noise pollution in what is supposed to be a quiet residential area due to trucks, forklifts, machinery sounds, etc. as well as the threat to our water with a potential infiltration of the sole source aquifer.
I do not understand why the community did not know of these plans until recently. I have learned that for almost two years Toby Carlson, owner of Carlsoncorp, Smithtown Supervisor Edward Wehrheim and Suffolk County Legislator Robert Trotta have kept this a secret. I am thankful that this was discovered and printed in the Smithtown News.

Thank you for your attention to this.
Very Sincerely,
Robin Kaplan, LCSW
40 Annandale Road
Commack NY 11725
RobinKaplanLCSW@aol.com

Feb 27, 2023

The Honorable Martin J. Oberman
Chairman
Surface Transportation Board
395 E Street, S.W.
RE: surface transportation Board Decision, Docket No. FD 36575

Dear Sir:

I write to protest proposed Carlson freight Yard. The proposed yard is near schools, hospitals, nursing homes and residential areas. The area is already overburdened by many sources of pollution. The addition ofa garbage transfer station will make this worse.
The current local road system is already overburdened with truck traffic. The proposed transfer station will draw trucks from across long Island which will cause the local conditions to worsen.

The site is in a federally designated deep recharge area of sole source aquifer.

Please vote to stop this project.

Sincerely

James G. Kohlroser
45 Half Hollow Rd
Commack, NY 11725
Washington D.C. 20423

Feb 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 Sir:

I write to protest proposed Carlson freight Yard. The proposed yard is near schools, hospitals, nursing homes and residential areas. The area is already overburdened by many sources of pollution. The addition ofa garbage transfer station will make this worse.

The current local road system is already overburdened with truck traffic. The proposed transfer station will draw trucks from across long Island which will cause the local conditions to worsen.

The site is in a federally designated deep recharge area of sole source aquifer. This project may lead to water contamination.

Please vote to stop this project.

Sincerely

Max J. Kohlroser
45 Half Hollow Rd
Commack, NY 11725

Lisa Vlacancich
16 Daron Lane
Commack, NY 11725
Lisaval4@aol.com

March 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 on Daron Lane in Commack – we are a few football fields from the site where Carlsoncorp wants to build the Townline Rail Terminal. We moved here because it was a lovely area with a wonderful school district where we could raise our children. My husband and I have spent a lot of money remodeling our home over the years to accommodate our growing family. We have been very happy here and it has been a wonderful place to raise our children. In fact, our youngest child is getting ready to graduate high school and go off to college.

I am extremely concerned about the possibility of a regional freight rail terminal so close to our home and what it will do to our property values. It is likely that my husband and I will look to downsize in several years after our children are all grown and flown and our proximity to the proposed regional rail terminal will not be good for our resale value.

This proposed site is way too close to homes. There are many homeowners aside from us that stand to be negatively impacted by this ill-conceived project. We all bought our homes with the expectation that our local zoning codes would ensure harmony with our neighbors. Carlsoncorp is looking to change their residential and light industrial zoning to heavy industry. That is totally incongruent with all the residential properties and their owners who live in the areas surrounding their property.

It is my hope that you will not approve Carlsoncorp's regional freight yard proposal. It is the wrong place to put this proposed freight yard. This plan is not appropriate for this area. People live here!

Sincerely,
Lisa Vlacancich

Michael Vlacancich
16 Daron Lane
Commack, NY 11725
Mikeval@cordco.com

March 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:

I am extremely concerned about the possibility of a regional freight rail terminal so close to our home. We live in a beautiful home in a lovely area but our area is also subject to pollution from a number of sources such as the Covanta Incinerator, Carlsoncorp's concrete crushing and mulching businesses, 2 capped landfills and their methane venting, etc.

There are days that our air quality is very poor. This is not good for the many thousands of people that live and work in this area. There are many people who live here who suffer from respiratory illnesses, allergies and different types of cancer. We should be making every effort to remediate the pollution rather than adding to it. Carlsoncorp's regional freight yard would only serve to increase diesel fumes and particulate matter in the area from the diesel-powered trains and trucks. This would have further negative impacts on the people who live and work here.

It is my hope that you will not approve Carlsoncorp's regional freight yard proposal. It is the wrong place to put this proposed freight yard. This plan is not appropriate for this area. People live here!

Sincerely,

Michael Vlacancich

Honorable Martin J. Oberman

Chairman

Surface transportation board

RE: Docket number FD_36575

Good afternoon my name is Karen Mullady I am a resident of Fort Salonga Long Island New York. I am writing this letter as I strongly oppose the Railroad spur and a regional freight rail terminal on the property of 140 Old Northport Rd. in Kings Park New York.

I was never made aware of this proposal until recently and I was never given an opportunity to discuss this issue. We live in close proximity to this potential development of this rail terminal which I am strongly against this as I have a child with medical and psychological health issues and needs.

My child was born with a congenital cardiac abnormality and an immune deficiency. He is immunocompromised and I am greatly concerned about air pollution and the potential effect it will have on his lungs and his heart. I have discussed this with his cardiologist his immunologist and pulmonologist Who feel this could be extremely harmful to his health. I do have medical documentation if you would like me to provide it to you I am more than happy to do so.

My child is also emotionally and developmentally challenged with hearing abnormalities which we are greatly concerned about noise pollution as this can cause further related problems and hearing loss. Additionally, noise pollution can lead sleep deprivation causing more physical stress on his mind and body and any potential lack of sleep could affect his ability to learn and decrease his performance in school both academically and socially.

Noise pollution and lack of sleep can also cause a great deal of stress on the heart and lead to hypertension and in a person who is already cardiac compromised he does not need this extra burden on his heart. Why should my son have to suffer because of this rail terminal ??? My son already has a rough life and struggles as it is I don't need this to make him worse and god forbid it does !!!!! I'm certain you can find somewhere else to build this rail terminal without affecting local citizens Especially local citizens who have major health concerns. Are we not protected by the clean air act ?? I do not like my son breathing in any toxic fumes or chemicals.

I do hope you hear the concerns of this community, myself on behalf of my child and look beyond a monetary gain and don't put the citizens of this community at a Health risk and STOP The development of this rail terminal. Thank you for your time and consideration and please think of my child.

Sincerely

Karen Mullady

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 The Honorable Martin J. Oberman,

I am writing you on behalf of the Northport, New York Community in regards to the proposed railroad spur and regional rail terminal by Carlsoncorp. This proposed terminal and spur will be at 140 Old Northport Rd in Kings Park. Until now, the Kings Park community as well as the surrounding communities, including Northport, had no opportunity to weigh in on this plan as it was kept hidden from everyone. Northport, where I live, is under a different jurisdiction then Kings Park, as Northport is in the Town of Huntington. The proposed spur and railyard are in Kings Park, in the Town of Smithtown. Carlsoncorp and The Town of Smithtown officials never let their residents know until recently. This does not only impact the Kings Park area, but many areas outside their jurisdiction, my home in Northport. I live at 42 Royal Lane in Northport. My backyard directly backs up to the LIRR Port Jefferson/ Huntington train tracks. I have lived there since 1996. The entire spring through fall we live in our backyard, entertaining, bird watching and swimming. The current passenger train passes by occasionally. These proposed diesel trains will be taking ash, waste etc, directly behind my house, 10 feet from the tracks, all day and all night. This endless caravan of diesel trains will operate all the time and cause noise, fumes, pollution and vibrations. This railroad also borders schools, nursing homes and playgrounds. The actual spur and railyard will be located in a federally classified deep recharge area for a Sole Source Aquifer.

Please do not allow this project to proceed as that will have a huge negative impact on this entire area.

Jeanne Wroblewski
42 Royal Lane
Northport, NY 11768

Geraldine Ferrara

7 Glen Road
Mailing Address: PO Box 625
Kings Park, NY 11754
Tel: 631-786-6738
Email: gferrara618@gmail.com

March 27, 2023

Honorable Martin J. Oberman

Chairman Surface Transportation Board
395 E. Street SW
Washington, DC 20423 RE: Transportation Board Decision, Docket # FD_36575

Honorable Oberman,

Good morning. My name is Geraldine Ferrara, I am 64 years old, Asthmatic, retired and reside e at 7 Glen Road for approximately 30 years. My property line is just about 100 feet from the Carlson Corp property line. Which puts me directly behind this proposed project.

Due to the neglect, abuse and disregard for current ordinances and neighboring properties that the Carlson Corp has demonstrated over the years, we have no faith he has anything but his best interests and profitability in mind when promoting this project.

This property is within feet of residential homes on Glen Lane, Glen Road, Lumber Drive, Meadow Glen and other highly populated communities in Ft. Salonga, Northport, East Northport & Commack.

There are schools & playgrounds, in the area, I have 8 small grandchildren who play in my yard and swim in my pool. There are ball fields and nursing homes in the area. We

have so many pollutants to deal with already do we need more? This project will bring more:
Noise pollution, Light pollution, additional Air pollution, possibly water pollution and in addition the opportunity for a catastrophic event.

I fear for the health and well being of my community, and myself as I suffer from a lung condition.

I would have liked to speak out sooner especially because of my location however our elected officials along with Mr. Carlson failed to alert the community, even those of us bordering the project of their intentions. instead, they tried to fast track this project.

In addition to all of my other concerns, I also know that this project will reduce my property value and quality of life. I am in my retired years and my home is my main asset. Please consider all of us in the neighboring communities, the little people when ruling on this project. Don't let us "the little people" get lost in the narrative of "the big picture and the greater good" of this project when we all know it's about the bottom line for Carlson like it's always been.

Regards,
Geraldine Ferrara

Sabrina J. Villano
4 Lindsey Place
Commack, NY 11725
sabrinajvillano@gmail.com

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

To Whom It May Concern,

I am writing in regards to the Carlsoncorp's request to build a railroad spur and regional freight rail terminal on their property at 140 Old Northport Road in Kings Park, NY. My husband, James, and I with our soon to be three children, Giavanna 4, Mikayla 2, and third child due end of April live right around the corner from Old Northport Road. We love the community we live in and the ways in which this freight rail terminal would change that are drastic.

First off, the increase in train derailments around the country and spilling of toxic chemicals is very concerning. Next, there is a preschool in the process of being built on the corner of Old Northport Road and Indian Head Road. To have a freight train built so close to not only this preschool but other schools, playgrounds, and communities is unacceptable. The level of noise, air, light, and water pollution that this freight train could add is tremendous. Noise pollution from horns, screeching from trains, trucks, forklifts, and machinery sounds. Air pollution from diesel fumes, dust, particulate matter and more. Light pollution due to the site needing to be illuminated at night. Water pollution from potential infiltration of the sole source aquifer. In addition to all the possible sources of pollution, the increased traffic is another area of concern within a community of schools, playgrounds, and ball fields as well as housing communities with a very large number of children living in those communities. They have included space for 50 tractor trailers on their site plan and those trucks will be distributing the commodities that come in on the trains all over Long Island.

In conclusion, this freight train would not be beneficial to the surrounding communities. It would do great harm and I strongly urge you to deny the Carlsoncorp's request to build this railroad spur and regional freight terminal on their property.

Thank you so much for your time.

Sincerely,
Sabrina J. Villano

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

Re: Surface Transportation Board Decision, Docket NO. FD_36575

We are writing this letter in opposition of the CarlsonCorp Freight Yard. We are long time residents of Kings Park and we feel that this rail terminal would have a huge negative impact on our community. Living within close proximity at 40 6th Avenue for over 40 years, this will add a tremendous impact with the noise pollution, traffic congestion and other sources of pollution being less than 1 mile away from where we live. Having other facilities already like our local dump, and incinerator in this area that contribute to pollution, we strongly feel that adding a freight yard at the location suggested, would not be helping the existing concerns for too much pollution already here in this area.

Kings Park has always been the dumping ground for our township and it must stop now!!!

The value of our homes, schools, and health must be first priority before dumping more noise, trucks, fumes, congestion, and health risks into an area where we live, work and play.

I am urging you to reconsider this proposal for the safety and health of all of the people living in Kings Park and the surrounding areas.

With complete opposition,
James and Patricia Golding
40 Sixth Avenue
Kings Park, NY 11754
Email 7385@optonline.net

GERALD BLUM
5 Munsee Way
Commack, New York 11725

March 30, 2023

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

Re: Surface Transportation Board Decision, Docket No. FD36575

The application by CarlsonCorp to put a railyard at 140 Old Northport Road in Kings Park is totally outrageous.

I live in the Country Estates development off Indian Head Road in Commack. My property backs onto Old Northport Road. When we moved in 27 years ago, we recognized that Old Northport Road was zoned "light industrial," but this goes way beyond that. This proposal will overburden surrounding residential properties with vastly increased truck traffic and noise and air pollution, which is totally unacceptable. It will also set a precedence for every other property along Old Northport Road to request a re-zoning to "Heavy Industrial.',

I am a 75 year-old Vietnam Veteran, who in the next 10 years, will probably be looking to sell my house. I served my country and worked hard all my life. To now see my major retirement assets devaluated because of a project like this not only angers me, but it is downright wrong. Additionally, due to my combat experience, I have recurring bouts of PTSD, which can be brought on by loud and constant noise pollution.

I demand that you reject this proposal. My suggestion is to ask Toby Carlson, Town Supervisor Ed Wehrheim and Suffolk County Legislator Robert Troth to work together to find another location, preferably one that is closer to one of their residences.

Extremely upset!

Very truly yours,



Gerald Blum

Vincent Ferrara

7 Glen Road
Mailing Address: PO Box 625
Kings Park, NY 11754
Tel:631-544-4440
Email: vcf123@aol.com

March 27, 2023

Honorable Martin J. Oberman
Chairman Surface Transportation Board
395 E Street SW
Washington, DC 20423 RE; Transportation Board Decision, Docket # FD_36575

Honorable Oberman,

Good afternoon, my name is Vincent Ferrara, 64 years old, retired and residing at 7 Glen Road, Kings Park for just about 30 years. My property backs up the Carlson Property within 100 feet. This makes me directly impacted by the purposed railyard project.

Being a neighbor to this property for over 30 years starting as wooded property, then becoming an over 100 ft deep by ¼ mile wide sand mine, it still maintained a wooded buffer. Then this "hole" began becoming a land fill and storage area and more & more of the buffer was taken away. Next the land become a processing plant and storage yard producing recycled concrete, asphalt hence the name "Power Crush". Since then, to date they process & use machinery, loaders & trucks from the wee hours of the morning into the evening and weekends constantly, all day long. The buffers have been removed, the property expanded and the piles of processed material dwarf our trees and our homes.

The point I am trying to make is that Carlson has done whatever works for him and his bottom line with no regard for the surrounding communities for over a generation. Now purposing another project that will impact the surrounding communities for generations to come. It will bring addition, Noise pollution, additional trains, Light pollution especially to those closest because of night time hours. Smell, Air Pollution caused by

additional trucks and diesel fuel. Every time a piece of equipment backs up, it's reverse beepers can clearly be heard inside my air-conditioned house and throughout the neighborhood.

I am concerned for the community, our health, our seniors, our children and my investment. This project has more negatives than positives and with the owners track record, I have no faith that we the people will be considered at all. I have worked my whole life to be able to afford a safe, happy & healthy lifestyle and this is being threatened. My wife is asthmatic I fear how the additional pollutants will affect her along with others with health issues. My property value will decrease, the area will become nosier in the evening, and closing the doors and windows will not help

I am an original Kings Parker, my family came to San Remo, Kings Park in the early 1900's because of its beautiful landscape, surroundings and a healthy, safe community for families. All we are trying to do is preserve our community for years to come for the next generation of families so all will want remain here and raise there children. Carlson is also a longtime original family, it's a shame that Carlson wants to continue impacting our community and drive people away, all to line his pockets. It has nothing to do with the "greater good" as they are preaching. I can't believe that our elected officials are supporting this and even applied to fast track without community notice or input. Please do not approve this project.

Please consider our community and our quality of life when making your ruling,

Thank you,
Vincent Ferrara

March 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,

My name is Diane Calderone and I have been a resident of Fort Salonga for the past 15 years. This is the first home my husband and I brought together after we got married in 2007. We live in a historic farm house built in 1890 on a well-known rural road named Bread and Cheese Hollow Road. I live here with my husband, 13 year old son and 10 year old daughter. I was horrified to hear about the freight yard rail terminal being proposal by the CarlsonCorp, which is right down the road from me. When we moved here 15 years ago, I was comfortable with Covanta and I'm really happy that they've implemented a way to generate power from the burning of garbage. But this proposed freight yard is going to be detrimental to our community, nobody wants freight trains running through their back yards. The pollution from these trains will be hazardous to our environment and we fear for what health and safety risks it will introduce to our family, friends and residents. We strongly oppose this from being developed, especially being so close to residential houses. This is really unfair to families like mine, that have worked so hard to make Fort Salonga this special place that is about to be dumped on. I work a full-time job where I am commuting into Manhattan and caring for my family. For the past month and until this ordeal is settled, I now have to spend my quality time that should be spent with my family and hard earned salary, on protesting against this monstrosity that I strongly believe will destroy this neighborhood.

I urge you to think about the hard working families of this community as you make the ultimate decision about this freight yard. Is it going to make this town better and will it be in the best interest of the families and residents? Has anyone asked the families and residents for their opinions?

Thank you for your time and consideration.

Regards,

Diane Calderone
269 Bread and Cheese Hollow Road
Northport, NY 11768
Diane.chan716@yahoo.com

March 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,

I have been a resident of Fort Salonga for 15 years. I live here with my wife and kids and this is the place where we lived as a young couple raising our children. My children are in the Kings Park intermediary and middle school. I plan to stay here well beyond after they graduate, this is our home.

I hope to live here for many more years to come. And so I strongly oppose the freight yard rail terminal, which is right down the road from my house. A freight yard would be detrimental to our community; nobody wants freight trains running through their back yards. The pollution from these trains will be hazardous to our environment and we fear for what health and safety risks it will introduce to our family, friends and residents. We strongly oppose this from being developed, especially being so close to residential houses. This is really unfair to the families of Fort Salonga and neighboring towns. I fear many will start putting their houses up for sale and moving off of Long Island. The thought has provoked me as well, but I write to you in hopes of persuading you and your team to decline the proposal.

As you make your decision, please think about the people of this community and their families. Please think about the strain and health risks this freight yard will place upon the local families that will have to endure the pollution, noise, disturbance and fear that this new project will introduce. I have faith that you will listen to the concerns of the residents and will do what's best for us.

Thank you for your time and consideration.

Regards,

Mike Calderone

269 Bread and Cheese Hollow Road

Northport, NY 11768

Meekala66@yahoo.com

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

Dear Honorable Oberman:

I am writing to express concern regarding the proposed Townline Rail Terminal at 140 Old Northport Rd, in Kings Park, Long Island, NY.

The potential impacts of such a terminal are reportedly numerous and my particular concern is for the environmental and health risks posed to members of the community. While I do not live on Long Island, I have particular health concerns for an elderly relative who lives near the proposed terminal.

I trust that you and the Board will carefully and conscientiously consider the quality of life and environmental risks that would be in play should an approval of the rail terminal be granted. I respectfully request that you please decline Carlsoncorp's request.

Kind regards,
Cheryl Beacock
68 Dave's Lane
Southport, CT. 06890
Cherylhb@optonline.net

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

Dear Honorable Oberman:

Sir, you must be made aware of the vast community outrage to this project. The last time this property was considered for development was in 2018. From that point on no suggestion of development has been suggested. We have been blindsided by this without the ability to comment. This project will have a direct impact on the environment. It is located within a deep recharge sole source aquifer and will be essentially in the backyard of its neighbors. Our neighborhood already has sources of environmental blight including recovery facilities, power plants, methane burning vents and a medical waste incinerator. There are plans on Long Island for this type of transportation hub in more appropriate areas namely in Yaphank and Babylon.

I urge you to reconsider your approval of this devastating project.

Roy Sperrazza
1 Yellow Brick Ct.
Northport NY 11768
bnrteach@optonline.net

March 19, 2023

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

RE: Surface Transportation Board Decision, Docket No. FD_36575

Dear Mr. Olberman,

I am writing in regard to the Townline Rail Terminal project that is proposed to be built in the town of Kings Park, New York. I am deeply concerned that should this freight yard be built, it will negatively impact the health of my family. The site is less than a quarter mile from my front door. I have two young children and I am pregnant with a third. My two boys love to play outside, along with the other neighborhood children. Within the year, I will be taking my newborn for walks in her stroller around our neighborhood.

As a Kings Park resident, there is a five mile radius of environmental hazards that my children are already exposed to. There is toxic pollution from the Northport Power Plant, the Huntington (Covanta) Incinerator (just a half mile away from my home), the medical waste incinerators at the Northport VA and St. Catherine's Hospitals, several capped landfills and their methane venting systems, and a cornucopia of businesses that add more pollutants from sand mining, concrete crushing and asphalt production. There are the emissions from the numerous trucks that serve the businesses in the area and the emissions from the LIRR diesel trains.

My husband and I chose to live in this neighborhood because even as two working professionals, it is one of the only places that we could afford to live on Long Island. We would love to stay on Long Island as we have built careers here and we would love for our children to remain within the Kings Park school district. In addition to the health hazard concerns, which we are well aware of as two medical professionals; we are also concerned about the significant depreciation in our home value which will occur with this project.

Lastly, the members of my neighborhood were not made aware of the project even after my town legislator, Robert Trotta, sent a letter of support to the STB in September, 2022 stating that he is aware that this project will impact a community next to the proposed site. That is my community. I live on the block where this is supposed to be built, yet no one thought it was important to tell me about this proposal. I feel as if the government has failed my family and I. Their job is to protect the health and safety of their constituents and their support of this project shows that their only concern is money.

I hope that you take my concern into consideration while reviewing the proposal from the Townline Rail Terminal.

Sincerely,
Jacqueline Lichtenstein
45 Glen Lane
Kings Park, NY 11754

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

Re: Townline Rail Terminal, LLC- Docket #: 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 detrimental to all neighboring communities, most specifically to Kings Park, Commack and Fort Salonga. The negative environmental impacts are numerous. Noise and light pollution, dust, odors, ground and surface water contamination as well as consistent heavy truck traffic will have a devastating effect on the residents of these communities. I live less than a half mile from this site. The area is already overburdened by other sources of pollution. Within a five-mile radius we are exposed to toxic pollutants from Northport Power Plant, the Huntington (Covanta) Incinerator, the medical waste incinerators at the Northport VA and St. Catherine's Hospital, several capped landfills and their methane venting systems, not to mention several local businesses that add more pollutants from sand mining, concrete crushing and asphalt production. This property is located near schools, playgrounds, ball fields and nursing homes. Children, the elderly and people with lung conditions are particularly sensitive to these pollutants. The freight yard is not necessary. Although the Brookhaven Landfill is to begin closing incrementally in 2024, There are far better locations moving forward to tackle the issue of removing ash from Long Island. One example is the Winter Bros. 228-acre site in Yapank, which is almost 3 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 be a chain link fence away from established residential neighborhoods. I ask that this proposal be denied.

Respectfully submitted,

Kim Gilbert

235 Bread and Cheese

Hollow Rd Ft. Salonga,

NY 11768

kimgil@hotmail.com

March 28, 2023

March 27, 2023

The Honorable Martin J. Obermann

Chairman

Surface Transportation Board

RE: Surface Transportation Board Decision, Docket No. FD_ 365755

Dear Sir:

I would like to voice my concerns with the proposed Carlson Corp's freight rail terminal. Like many residents, I only became aware of this proposal a few short months ago. I am unaware of any community input. I have concerns regarding its potential impact on health and quality of life for nearby existing residents.

The area is already overburdened by many sources of pollution. Within a five mile radius we are exposed to toxic pollution from the Northport Power Plant, the Huntington (Covanta) Incinerator, the medical waste incinerators at the Northport VA and St. Catherine's Hospitals, several capped landfills and their methane venting systems, and a numerous businesses that add more pollutants from sand mining, concrete crushing and asphalt production. There are the emissions from the numerous trucks that serve the businesses in the area and the emissions from the LIRR diesel trains.

This freight yard will create new and/or exacerbate several types of pollution: SOUND

POLLUTION-Horns, Screeching from Trains, Trucks, Forklifts backing up, Machinery sounds. LIGHT POLLUTION-the site will be illuminated all night. AIR POLLUTION-Diesel fumes, dust, particulate matter, odors. WATER POLLUTION-Potential infiltration of the sole source aquifer.

We are also already subject to periodic "burning" by the Covanta Plant that causes eye distress, odor that permeates our homes and sinus/asthma exacerbations from the plant. To my knowledge this has never been investigated.

We know that there have been many instances where toxic waste has been dumped and gone undetected on Long Island: e.g., including Roberto Clemente Park in Brentwood, which was closed when the debris was found.

This certainly begs the question about our ability to monitor and manage hazardous waste materials being disposed of throughout our lovely island despite our best efforts.

I would also like to point out that we do live in a rather windy corridor, and as we all know the wind can carry small particles, noise, odors and debris for many miles, thus jeopardizing residents, even those not in immediate proximity to the proposed site.

In view of the tragedy in East Palestine, Ohio that has rendered the community to sickness, water pollution and dead animals the heightened concerns of the residents have to be taken very seriously.

Another concern with the rail terminal centers on truck traffic. It is proposed that toxic ash and aggregates will be hauled away via freight train. And incoming freight cars will be bearing goods and commodities to be unloaded at the yard and distributed via trucks all over Long Island.

Our local roads and residential areas were not built for this increased truck traffic with all its attendant noise and pollution. School buses use this road to bring students to the local high school, intermediate school, elementary schools and the middle school across town. Increased truck traffic and school buses sharing the same road is a recipe for problems. Those roads are already bearing heavy truck traffic with no regard for the speed limit or safety of the residents.

A change to Heavy Industry Zoning would set a precedent in the Old Northport Light Industrial area. Once the zoning is changed 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.

Thank you for taking the time to read this letter,

Sincerely,

John J Gazzo

120 Caramel Rd

Commack NY 11725

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 have a lively neighborhood Please do not ruin it by putting a railroad terminal on Townline Road

It will cause extra traffic, noise and pollution into our beautiful neighborhood

Kathy Karanzias

Hidden Ponds Circle

Smithtown, NY

(Previously Commack)

To: 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 strong opposition to the proposed construction of a Freight Train railroad and terminal only 2 miles away from my home on 5 Silo Road in Commack. This rail yard would have a detrimental impact on the health and well-being of the residents of this densely populated residential area.

As you are aware, the trains carrying hazardous waste and construction debris would emit toxic pollution that would contaminate the air and the underground aquifer. This poses a serious health risk to the residents, particularly the children who attend North Ridge elementary and Commack High school located just 1 mile away from the proposed site.

Furthermore, the disposal of incinerated ash from the Convanta waste facility on Town Line Road in East Northport, which is one of the proposed uses of this train, would only exacerbate the already dire situation of air pollution in the area. This poses a serious threat to the environment and public health. Not only will this freight yard create air pollution from diesel fumes, dust, and particulates, but there will also be noise pollution from the sound of horns, screeching from trains, trucks, forklifts, and other machinery. In addition there is the potential of water pollution from the infiltration of contaminants into long island aquifers, the sole source of drinking water for the entire population of Long Island.

We have all witnessed the disastrous consequences of train derailments in other states, and the possibility of such an event occurring in our backyard is simply unacceptable. We cannot allow the safety and well-being of our community to be compromised for the sake of corporate profit.

Moreover, in order for this freight train rails to be approved, the zoning laws would have to be changed, setting a dangerous precedent for other companies to do the same. This would only lead to more harm being inflicted upon our community and the environment.

Therefore, I urge you to reconsider the approval of the proposed freight train railroad and terminal. Instead, I request that you take into account the safety and well-being of the residents of Commack, Kings Park and East Northport and prioritize their interests over the profits of corporate entities.

Thank you for your time and consideration.

Sincerely,
Michele Drotman
Shellydrot@hotmail.com

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

RE: TOWNLINE RAIL TERMINAL, LLC, DOCKET NUMBER. FD 36575

Honorable Martin J. Oberman,

Please save our family neighborhood. Stop Carlson corp's request to build a railroad spur and regional freight yard terminal at their property at 140 Old Northport Road, Kings Park, NY. They have attempted to hide this application from our community. This community is not appropriate for such a large Industrial operation. It will add much noise, pollution, traffic and is a danger to our families Health, Wealth and Happiness. It will bring down all our Home Values we have worked years to maintain.

Thank you,

Blaise & Maritza Baumgarth
5 Sallys Path
Fort Salonga, NY 11768
516-807-1310

March 30, 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,

The plans to construct and operate a new rail line in the hamlet of Kings Park, New York, will be damaging to our community. Townline Rail Terminal, LLC, an affiliate of CarlsonCorp, Inc. wants to extend approximately 5,000 feet on a portion of its property that would run parallel to the Long Island Railroad (LIRR) Port Jefferson Line. It will be a regional train yard with 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.

The train yard will be only 500 feet away from established residential neighborhoods in Kings Park and very close to residential homes in Fort Salonga, which is where I live. The other neighborhoods that will be negatively impacted are East Northport and Commack, which all also border the projected area. There are several schools, playgrounds, and a nursing home nearby the proposed rail yard. There is also a federally classified deep recharge area for a sole source aquifer.

These trains will be hauling not only ash, but also unassociated construction and demolition debris. Since the freight terminal also has the capability to provide rail service to other carriers, any future hauls of potentially hazardous materials could bring about possible toxic exposures to our communities.

The surrounding communities were never advised by local state or federal officials about these plans, and now that we are all becoming aware of this disastrous plan for the freight yard and all that it encompasses, we are loudly voicing our opposition! Please put a stop to this freight yard!

Sincerely,

Maria Pusateri

Maria Pusateri

8 Dolores Lane

Fort Salonga, NY 11768

The Honorable Martin Oberman, Chairman
Surface transportation Board
395 E. Street, S.W.
Washington DC 20423

Re: Surface Transportation Board decision, Docket No. FD_36575

Dear Chairman Oberman,

As long time residents of Fort Salonga, NY, we have 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. We are absolutely opposed to this plan.

First of all, the plans fail to show that the train years will be only 500 feet from residential neighborhoods in Kings Park and, almost as close, to Fort Salonga. This site is also close to thousands of homes in East Northport, Northport and Commack.

There are eight schools within a two-and-a-half mile radius to the proposed rail year. What is not stated is that the area includes a federal government classified deep recharge area for a sole source aquifer. The last the community knew, there was going to be an indoor compost facility on this property (2018), not a regional train yard with five tracks totaling 10,000 feet, two buildings with one almost 2 ares in size, along with a freight car capacity for 161 cars, totaling 10, 456 feet of train, all neighboring homes with young children.

No reasonable person would believe that a berm would ever hide the noise, fumes, site, and most importantly, not minimize the numerous health risks this yard threatens. With the proximity to residential neighborhoods and to the deep recharge sole source aquifer, we cannot understand how 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, surrounding families will be affected and will be the ones paying the price with their health and the health of their children.

It is important that you know that our communities already bear the burden 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.

We respectfully ask that the Surface Transportation Board revisit the OEA's decision on revising the move from an EIS to an EA based on prior operations of CarlsonCorp and its subsidiaries. There are better solutions for the use of this property and we will be happy to work with any stakeholders to solve this important problem.

Sincerely
Barbara and Irwin Jebaltosky
4 Amanda Court
Fort Salonga, NY 11768 631793-1300 ijaye@aol.com

George Korsanos
2 Stirrup Lane
Northport, NY 11768 gkorsanos@gmail.com

April 3, 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 # FD_36575

I am in steadfast and total agreement with the salient point made in this correspondence. In addition, I am steadfastly opposed to this ill-conceived, poorly-planned, un-thoughtful, inconsiderate and dangerous railroad hub because:

1) For my entire life I worked hard to purchase a house for my family, just to have someone come in and devalue the house to peanuts.

2) I pay over $20,000 in Real Estate Taxes, to soon have a Toxic Rail Terminal built a stone throw away from the house.

3) I have two children that attend Kings Park High School, just to be awake all night long due to transportation of toxic elements during the night. The next morning they will be in terrible shape to attend class. Lets us not forget the toxic fumes they will be breathing.

4) For my $20,000 in Real Estate Taxes my family will be getting a special dosage of toxic materials. I wonder if your office investigated that Long Island faces significant problems with Leukemia, Breast Cancer, autism and other?

5) Did you analyze that a few feet away, a Recharge Basin, filtering water for Long Island's ONLY water supply (underground aquifer) exists???

6) Did you consider that the entire population of Long Island literally stands to be poisoned by the toxic garbage ash contamination of the water supply??? Did you consider the potential of hazardous spills???

7) If I understand correctly, the current owner of the property proposed for the Rail Terminal will be getting paid. Did anyone calculate that the destruction to the area, (values of houses, health, lack of sleep, etc.) is much greater???

8) In summary, one individual benefits and thousands suffer!!! I thought America is the number one democracy in the world. Unfortunately the aforementioned actions/decisions are not democratic!!!

9) All the decisions to built this Rail Terminal are made in Washington D.C.. Come and visit Kings Park, Northport or Long Island.

10) How would you like someone coming and building something similar outside of your residence??? You would fight it. Same here!!!

Thank you for reading my letter and please re-evaluate your plans. If you have any questions, please contact me. **I reject the Rail Hub!!!**

George Korsanos

April 8, 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 name is Cheryl Calderone. I live in Fort Salonga with my husband and 2 children. We purchased our house 4 years ago in this beautiful hamlet surrounded by nature. I was very surprised to hear about the proposed freight yard by Carlson Corp in the Commack and Kings Park area. It just didn't make sense as to why that would be developed here and so close to residential houses. As with many of my neighbors, we are bewildered by this proposal. And we certainly do not wish to have this so close to our house and community. My first concern is the pollution and air quality issues this introduces. I do not wish to breathe that in or have my 10 and 3 year old children exposed to that. Exhaust from freight trains is frightening. I hear this proposal is for a 5 to 7 track rail spur. That's a lot of tracks and makes me really question, how many freight trains will be rolling in? Besides health risks, my second concern are environmental concerns. This all sounds so bad for our environment, could this contaminate land and water? That could really lead to serious future issues. I really hope in depth environmental testing is being conducted in helping to render a sound and safe decision. I have not heard of any testing that's been conducted thus far and the results. My other concern I'll raise, are the quality of life expectations. How will operating freight trains all through the night allow families to sleep undisturbed? I just don't see how that won't be compromised. There have been a lot of houses for sale since Covid and new families coming in. I worry there will be a mad exodus with the news of the freight yard. It makes me question the longevity of my own tenure in Fort Salonga. When we bought our house 4 years ago, it was our forever house. But this freight year is forcing me to rethink the longer-term plan.

I hope you will think about the concerns I express and can keep these in mind as you determine the fate of this community and their families. This is not the right place to operate a freight yard. I strongly urge you to reject this freight yard proposal for the residents and the future for our children.

Thank you for your time and consideration.

Regards,

Cheryl Calderone
67 Sunken Meadow Road
Northport, NY 11768

April 7, 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 name is Janice Fagan and I have been a resident of Huntington Station all my life. I was born and raised here and now own a house with my husband. My elderly parents live in Centerport and most of my siblings live in the surrounding area too. But my brother, his wife and children live in Fort Salonga, up the road from the proposed freight yard in the Commack and Kings Park area. They are very upset about the possibilities of this freight yard being built. The thought of the exhaust and pollution that will be generated from the freight train traffic and the operation of increased trucks is terrifying. They live in such a beautiful l hamlet. It would be such a shame to see their neighborhood be changed for the worse. I mostly fear for what health risks will be introduced with this freight yard. I worry about them, their children and my elderly parents being exposed to the toxins that would come from the freight yard. I'm also concerned about the impact of this to all of Long Island, as the freight trains would travel across the island passing through my town and many others. I understand the freight trains will run during the night, creating noise and disturbing those within earshot. I can hear the trains currently from my house and I can only imagine it being worse with this, waking us and many others all through the night.

I urge you to think about the families of Long Island as you make the ultimate decision about this freight yard.

Thank you for your time and consideration.

Regards,

Janice Fagan

291 Nassau Road

Huntington, NY 11743

April 7, 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 name is Matt Fagan and I have been a resident of Huntington Station for the past 10 years. I bought my house and live here with my wife. I have come to hear about the proposed freight yard by Carlson Corp in the Commack and Kings Park area. I understand this is being stood up to resolve the garbage ash problem with the Brookhaven landfill closing in the very near future. I just don't understand why each township is dealing with this problem in isolation. We should be talking to the other townships and coming up with a centralized solution. It doesn't make sense to have multiples of these rail spurs to deal with the garbage ash problem. And the one in Kings Parks that accounts for the garbage ash from Huntington is being proposed in an area so close to residential houses. I would be very upset if that was running next to my back yard. The exhaust and pollution that will be generated from the passing freight trains and the operation of the freight yard all through the evening is going to be creating lots of noise disturbing families trying to sleep. How will they be able to sleep? My house is about 2 miles from the Huntington train station and I can hear the trains. I can't even imagine how I would be able to sleep if that noise was happening all through the night and louder with freight trains.

I write this letter in hopes of you and your team thinking of us Long Islanders as you make your decision to approve or reject the Carlson Corp application. I strongly encourage you to reject this freight yard proposal.

Thank you for your time and consideration.

Regards,

Matt Fagan
291 Nassau Road
Huntington, NY 11743

April 8, 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 name is Normal Calderone. I grew up in Freeport Long Island, moved to Huntington Station when I married and raised my children and now live with my 95 year old husband in Centerport. My son, daughter and their children live in Fort Salonga. My granddaughter and her family also live in Fort Salonga. They informed me of the proposed freight yard by Carlson Corp in the Commack and Kings Park area. I understand this is being stood up to resolve the garbage ash problem with the Brookhaven landfill closing in the very near future. A freight yard so close to their houses just horrifies me. I think you can understand the worries I would have of pollution and toxins being breathed in by my loved ones. I fear for my grandchildren and great grandchildren, they range from the ages of 13 to 3. It upsets me to think of the freight train and truck exhaust that will be generated that they will be exposed to. Will it be safe for them to play in their backyards? Will it be safe for them to breathe in that air as they play soccer on the nearby fields? Will it be safe for them to play outside at school recess? Will it be safe for them to take in that air quality riding bikes with their friends? This is not good for them and their health. This would also be damaging to their quality of life. How will they be able to sleep through the night with freight trains operating all through the wee hours? Will they no longer be able to open their windows to get fresh air? Will they need to shield themselves however possible from the pollutants and noise? Is a freight yard so close to residential areas safe? This raises a lot of concerns and I worry for their safety.

I hope you will think about the concerns I express and can keep these in mind as you determine the fate of this community and their families. This is not the right place to operate a freight yard. I strongly urge you to reject this freight yard proposal.

Thank you for your time and consideration.

Regards,

Norma Calderone
120 Hayes
Centerport, NY 11721

April 8, 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 name is Richard Calderone. I grew up in Huntington and purchased my first house there with my wife and raised our 7 children there. I now live with my 90 year old wife in Centerport. My son, daughter and their children live in Fort Salonga. My granddaughter and her family also live in Fort Salonga. They informed me of the proposed freight yard by Carlson Corp in the Commack and Kings Park area. I understand this is being stood up to resolve the garbage ash problem with the Brookhaven landfill closing in the very near future. A freight yard so close to their houses just horrifies me. I think you can understand the worries I would have of pollution and toxins being breathed in by my loved ones. I fear for my grandchildren and great grandchildren, they range from the ages of 13 to 3. It upsets me to think of the freight train and truck exhaust that will be generated that they will be exposed to. Will it be safe for them to play in their backyards? Will it be safe for them to breathe in that air as they play soccer on the nearby fields? Will it be safe for them to play outside at school recess? Will it be safe for them to take in that air quality riding bikes with their friends? This is not good for them and their health. This would also be damaging to their quality of life. How will they be able to sleep through the night with freight trains operating all through the wee hours? Will they no longer be able to open their windows to get fresh air? Will they need to shield themselves however possible from the pollutants and noise? Is a freight yard so close to residential areas safe? This raises a lot of concerns and I worry for their safety. Our other daughters and sons also live in neighboring communities in Huntington and Centerport. The proposed freight yard is not in our backyards but it's still too close to our houses too. This proposal affects all of us and I am speaking on our behalf too.

I hope you will think about the concerns I express and can keep these in mind as you determine the fate of this community and their families. This is not the right place to operate a freight yard. I strongly urge you to reject this freight yard proposal.

Regards,

Richard Calderone
120 Hayes
Centerport, NY 11721

April 3, 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:

Although I am not a resident of the community which will certainly be impacted if the Townline Rail Terminal, LLC proposal passes, I have family and friends who are. I am absolutely appalled that this potential venture is even being entertained. I cannot help but think about the tragic events that recently unfolded in East Palestine, Ohio.

Children who reside in the immediate area, as well as the surrounding areas, will undoubtedly be negatively impacted, and as a result, their growth and development will be compromised. What about the adults....should they not be permitted to live a life free of disease that incinerated ash, debris and all the toxins related to this project will surely produce? These toxins will leave a trail of health issues and environmental devastation that most certainly will continue for many years to come.

In addition to the above-mentioned, the lives of these people will never be the same — there will be noise pollution, water pollution and the list goes on and on.

Due to the negative impact on the environment, real estate is bound to take a nose dive. If this proposal passes, current homeowners will surely be fleeing the area in droves, and thereby suffering a financial blow if by chance their property even sells at all. As we alt know, anyone who is researching the purchase of a potential new home, does a deep informational dive into their area of interest. Soon they will be privy to all that has transpired. Even if they perceive they are getting a "deal" on a potential home, their minds will quickly change as they become increasingly aware of the imminent danger they and their families will face. Health and a clean environment come first and foremost over anything else, as you cannot place a monetary value on ones' right to live and flourish in a safe area.

To all of those concerned and involved community residents who have been working tirelessly over the last several months to try and put an end to this madness, we appreciate your efforts, and thank you for all you have done, and still are continuing to do.

Now I am looking to you Mr. Chairman, to do the right thing, and take the ONLY course of action, and reject this proposal.

Very truly yours,



Israela Saper
269-10 Grand Central Parkway
Apt. A
Floral Park, NY 11005 israelasaper@gmail.com
April 6, 2023

Honorable Martin J. Oberman

Chairman

Transportation Surface Board

395 E. Street, S.W.

Washington, D.C. 20423

RE: Surface Transportation Board Decision, Docket No. FD_36575

Dear Honorable Chairman Oberman,

I am opposed to the development of this freight yard. The environmental and biological impact will negatively affect the delicate balance of our communities and residents involved. The proposed area is already burdened with chemical, light and noise pollution from truck emissions sand mining, concrete crushing and asphalt production.

According to Carlsoncorp's plans, the proposed freight train rail terminal would have freight trains transporting toxic waste materials like incinerator ash and unloading commodities like cars and lumber, at any time throughout the day and night. Diesel locomotives are noisy, running constantly in colder weather.

Please do not support the change from Light Industrial zone to Heavy Industrial zone to allow this freight yard development in our precious residential communities.

Sincerely,

Roseann Moran

15 Ripley Drive

Northport, NY 11768

tntrmoran@yahoo.com

April 3.2023

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

RE: Surface Transportation Board
Docket No. FDD_36575

Mr. Chairman:

With reference to above, I oppose the Carlson Corp Freight Yard in Kings Park pending decision.

This has been kept very quite and residents have had no input.

The area being considered is already saturated with heavy construction trucks due to mason and rock businesses), a bus company, recycling center and town dump. (Which recently has been re-opened)

Isn' t that enough for our town?

ENOUGH!

Valerie Meis
Valerie.meis@gmail.com
Kings Park

Donna Peluso
7 Bernard St
Northport, New York 11768

April 5, 2023

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

Subject: Surface Transportation Board Decision, Docket No. FD 36575

Chairman Oberman,

I am writing to express my strong opposition to the proposed CarlsonCorp freight yard that would be located in Kings Park, New York. I moved to the Fort Salonga area (very close to the proposed project location) several years ago after enduring for decades the crowdedness, noise and pollution of Queens in New York City. Now I face the prospect of some of those things following me out on to Long Island. I cannot adequately express my disappointment and outrage at this notion.

I have moderate COPD, which will likely be aggravated by increased particulate pollution that will be an unavoidable result of this project. Moreover, the increased noise, light pollution, and train traffic will greatly diminish the quality of life I thought I had finally secured after decades working my ass off in Queens and saving my money to escape the blight and degradation of that area.

I urge you to hear my and the other voices opposing this project and please do the right thing. Do not let this project proceed. I put my faith and trust in your wisdom.

Sincerely,

Donna Peluso (signed electronically)

Donna Peluso
donnashea64@live.com
347-356-5966

April 6th, 2023

From: Joseph R. and Susan Franco
2 Marcelle Ct.
Ft. Salonga, NY 11768

Re: Townline Rail Terminal (Kings Park, Fort Salonga, NY)
Surface Transportation Board Decision, Docket No. FD_36575

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

Dear Honorable Oberman,

We implore you to reconsider the construction of this rail yard, for several key reasons:
Infringement on residential neighborhood residents (pollution, noise, potential contamination of the sole source aquifer) and most importantly, the <u>will of the people!</u>

Historical nature of our community will be lost, since Ft. Slongo in the Revolutionary era carries our basic premise of: pursuit of freedom, happiness and one with nature.

Residents inhabit this area as a refuge from all things this rail yard represents.

We do have the will and persistence to stop this (land grab) for industrial development by our votes within either party.

<u>PLEASE STOP THIS NOW!!!</u>

Jane and Randy Kay
22 Empire Ct.
Commack, NY 11725
randykaydds@gmail.com

April 2, 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 Sir:

My wife and I are very concerned about Carlsoncorp's request to build a railroad spur and a regional freight rail terminal at 140 Old Northport Rd. in Kings Park. Where we live is already overburdened by industry that exposes us to pollution such as the Huntington (Covanta) Incinerator, two, now-capped landfills and their methane venting systems and many light industries such as sand mining and asphalt production along with the trucks that continuously serve their businesses. Most of these operations were built since we moved into our house 35 years ago. It seems this is the go-to area for industries even though it is in such close proximity to densely-populated residential areas. Enough is enough! Carlsoncorp's plans to have a freight train railroad terminal operating between 10pm and 5am is not showing any concern for our families.

It is also disconcerting that Carlsoncorp's did not involve the community in its plans. This was kept very quiet until an article appeared in the local paper, Smithtown News. That is not how to convince a community that you understand their concerns.

Please deny this request for a freight rail terminal. Thank you for your consideration,

Sincerely,
Jane and Randy Kay

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

This Freight Yard will cause irreparable damage to our community and environment. My grandfather farmed here on our property and I grew up drinking well water which is now totally non-potable as a result of projects such as this. Carlson's had a yard between T.J. Max and 1st Ave where I grew up and when they abandoned the sight it was littered with rotting heavy machinery, broken concrete rings and rusting hunks of forsaken machinery. The Pollution, Toxic chemicals, Noise pollution, and traffic congestion are but a few of the totally unacceptable and inevitable consequences of a yard such as this.

Our community surrounds this site and is already suffering from the results of having the incinerator in our back yard. The process by which this proposal has been fast tracked, the proper EPA and Environmental assessments being waived, without any public notice and no chance for the people of the community to voice their concerns is nothing less than abhorrent. This must not be approved.

Thank you for your consideration

Sincerely,

Karl Crowley
88 1st Ave
Kings Park, NY, 11754
kcrowley@nanz.com

18 Pimlico Drive
Commack, NY 11725
April 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 Mr. Oberman:

I am writing to you regarding the upcoming Surface Transportation Board review Of the Carlson Corp's request to build a railroad spur and a regional freight train terminal on their property at 140 Old Northport Road in Kings Park. This regional train yard, with seven 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 enable the hauling toxic ash, construction and demolition debris, and goods and commodities around the clock. As a Professional Civil Engineer, with years of experience with construction, from the Staten Island Expressway to my last twenty years at Brookhaven National Laboratories, I am uniquely qualified to evaluate the dangerous impact of pursuing this project in this location.

This site is in close proximity to residential communities, and yet we were never included in, or made aware of, the planning that went on over the past two years. The site is 500 feet from families in Kings Park, and is tightly bordering homes in Commack, East Northport and Fort Salonga. There are schools, playgrounds and senior health facilities in these mostly residential neighborhoods.

We are senior citizens, and we chose to remain and spend our retirement years in our town - because of its uncongested streets, quiet, and clean air. Our daughter opted to raise her own family in nearby East Northport, motivated by the healthy, quiet and safe suburban environment. Endless caravans of diesel freight trains and container trucks coming at all hours of the night and idling all day, the noise, the fumes, the pollution, and the vibrations all are frightening but inevitable prospects . Additional trucks will cause congestion, traffic hazards, and more dangers.

Furthermore, the approval of the Carlson Corp plan would establish a dangerous precedent. To accommodate Carlson Corp, the Town of Smithtown would need to change the existing zoning, Light Industry/residential to Heavy Industry. This will undoubtedly encourage other businesses to make similar requests.

Consider the vulnerable residents who breathe the air and use the streets and roads. Do the right thing and deny the request by Carlson Corp. The quality of life for young and old would be more than compromised; it will be totally destroyed.
If you have any further questions regarding this issue, my wife and I can be reached at Jackshell1@mac.com Thank you for your prompt and serious attention to this disgraceful matter.

Yours truly,

Jack Feldman

Jack Stephen Feldman

18 Pimlico Drive Commack, NY 11725
April 10, 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 Mr. Oberman:
The Surface Transportation Board will soon be reviewing the Carlson Corp's request to build a railroad spur and a regional freight train terminal on their property at 140 Old Northport Road in Kings Park. It will be a regional train yard with seven tracks, totaling 9,400 feet, two buildings totaling 100,000 square feet and a 161- freight car capacity, totaling 10, 456 feet of train. Trains will be hauling toxic ash, construction and demolition debris, and goods and commodities.

This is quite a project! Of course, it has been in the works for over two years, and yet we were kept in the dark until now. Our community only learned about it from a story by David Ambro in *The Smithtown News.* That was the first we heard about it. Nobody reached out for our input or addressed the impact it would have on us. That is unconscionable! As a long-time resident of my home, since 1968, I want to voice my strong objections to this plan. There are several obvious arguments against their proposal. First, the location is a drastically ill-advised choice. It is 500 feet from families in Kings Park, tightly bordering homes in Commack, East Northport and Fort Salonga. There are schools, playgrounds and senior health facilities in these mostly residential neighborhoods. My daughter opted to raise her own family in East Northport, motivated by the healthy air and quiet and safe suburban environment.
The threat of endless caravans of diesel freight trains and container trucks coming at all hours of the night and idling all day, the noise, the fumes, the pollution, and the vibrations all are frightening.

Additional trucks will cause congestion, traffic hazards, and more dangers. The quality of life for young and old will be more than compromised; it will be totally destroyed.

Approval to Carlson Corps would establish a horrific precedent and invite a domino effect. To accommodate Carlson Corp, The Town of Smithtown would need to change the existing zoning, Light Industry/residential to Heavy Industry. This will undoubtedly encourage other businesses to make similar requests.

I pray that you consider the vulnerable residents who breathe the air and use the streets and roads and that you reject the request by Carlson Corp. The quality of life for young and old will be more than compromised; it will be totally destroyed. I would hate to be prevented from leaving the house now that we are retired.

If you have any further questions regarding this issue, my husband and I can be reached at Jackshell1@mac.com Thank you for your prompt and serious attention to this pressing matter.

Yours truly,
Dr. Rochelle Feldman
Dr. Rochelle Feldman

April 1, 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

We are writing in extreme opposition to the proposed railroad spur and regional freight rail terminal on the Carlsoncorp's property at 140 Old Northport Rd. In Kings Park. We have lived close to this property (1/2 mile away) for over 40 years. We are both retired in our 70's and work hard to maintain a healthy lifestyle. This area is already over exposed to many sources of pollution coming from trucking along Indian Head Road leading to the industrial area and proposed site. These trucks travel close to many schools including a daycare center located on the corner of the access road to this location. This operation will lead to excessive nighttime noise and light caused by freight trains coming between 10 pm and 5am and the associated operations surrounding them. Daytime noise and pollution at the Carlsoncorp's location related to loading toxic incinerator ash, concrete, building materials, asphalt, etc. will be ongoing. There will also be unloading of commodities such as new cars, lumber, etc. creating excessive noise and truck traffic and pollution. In addition, this plan requires a change of zoning from light industry/residential to heavy industry, setting a precedent for other businesses in this area to follow.

We understand that this area is located in a federally designated deep recharge area of a sole source aquifer. If this highly sensitive area of the aquifer were stop become compromised by the leakage of hazardous materials continuously being loaded at this site, it would affect the drinking water for all of Long Island.

We just became aware of the proposals for this site recently. However, it seems that Carlsoncorp's owner, Toby Carlson has proposed this plan nearly 2 years ago with the knowledge of the Smithtown Supervisor, Edward Wehrheim and Suffolk County Legislator Robert Trotta but the plan was kept secret from the community. Carlson's greed and desire for financial gain at the expense of the community is apparent.

I ASK YOU…. WOULD YOU WANT TO LIVE NEAR THIS SITE? Please vote "no" to this proposed railroad spur!

Thank You,

Klas and Gloria Johnsson
106 Fulton Blvd.
Commack, N.Y. 11725
johnsson@optonline.net

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

Honorable Chairman,

With Concern to Carlsoncorp's request to build a railroad spur and regional freight rail terminal at 140 Old Northport Rd Kings Park Long Island. I am writing on the behalf of the health and safety of my community and environment. For too long these cornerstone institutions have been neglected in this area, wreaking havoc on our local health and way of life. One only has to look at the news to see how such careless regulation has turned entire townships upside down. The risks to our children's health and future quality of life is at stake. Pollution, litter, vibrations, noise, and added traffic are already a problem on Long Island and we will not stand for more. Many areas of Long Island have for decades been victims of water pollution into our aquifers, poisoning our Families. These actions must STOP.

Thank you for your consideration.

Sincerely,
Derek Pippin
Long Island Resident
89 Annanias Ave
Patchogue, NY 11772
crittertime99@gmail.com

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 at 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.

This proposal doesn't make sense in such a highly populated residential area! According the npr.org, there are about 3 US train derailments per day! Having a train spur only elevates the possibility of a dangerous situation in our community and this is on top of the increased pollution and additional traffic this project will cause.

I did not move to Northport to subject my family to a dangerous living environment the train spur will create. Please listen to the community residents rather than the money driven opportunist that do not care for my family's or the community's health. We do NOT want this railroad spur to be created in our backyard.

Sincerely,

Dr. Millie Marchese

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,

OPPOSITION TO THE FREIGHT RAILWAY PROPOSAL IN KINGS PARK, NY:

As a resident of the village of Northport, I am deeply distressed by the fact that plans have been made for several years without community discussion and transparency.

Please do not add insult to injury by siting this polluter in our area. I am opposed to the increased industrialization proposed by Carlson Company. We already are saturated by the pollution of the stacks in Northport Power Plant and the medical waste incinerator at the VA hospital. It is unfair to saddle us with more pollution of all forms. As it is, I have soot on my window sills that accumulate each week. I'm sure I have the lungs of a smoker.

In addition, this site is above an important aquifer and in close proximity to a very densely populated area of Suffolk County.

I hope you will consider all these factors in your decision. Thanks for your courtesy and consideration.

Carolyn McQuade

April 14, 2023
14 Johnston Ave
Northport, NY 11768
liddylatter@hotmail.com

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'm writing to urge you to reject the CarlsonCorp Townline Rail Terminal proposal to build a 5,000ft. rail spur and train yard that would include a transfer station and warehouse and 50-truck trucking station, all beside a residential neighborhood. The transportation of incinerator and construction debris and the truck traffic will contribute to noise and air and water pollution and will put the health of the neighbors at risk.

Sincerely,

Linda Latter

Ashley Scully
35 Maridon Lane
Commack, NY 11725
Sscully36@yahoo.com

April 13, 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 you regarding Carlsoncorp's request to build a railroad spur and regional freight rail terminal on property located at 140 Old Northport Road in Kings Park NY. As a concerned resident of the area, I am writing to express my opposition to this project.

The proposed site for the freight rail terminal is way too close to the homes on the northside of the railroad tracks. This freight yard would be disastrous to all the people that live there. While they all purchased homes near the railroad tracks, I am positive none of them ever anticipated that they would have a regional freight train terminal a few hundred feet from their homes.

The proposed site is also way too close to several large towns (Commack, East Northport, Northport, Fort Salonga, Kings Park and Smithtown). This proposed project would pose a threat to the thousands of people who live close to the Carlsoncorp site. It should be noted that Fort Salonga Elementary School, North Ridge Elementary School, Commack High School and East Northport Primary School are less than a half mile away from the site. There are many children who suffer from asthma and pediatric cancers that attend those schools and they (or any for that matter) should not be exposed to yet another source of pollution from the diesel trains and trucks that would be at that site and traveling through the area on a daily basis.

I respectfully ask that you consider my concerns as you review the petition for the Carlsoncorp rail terminal. This rail terminal does NOT belong here!

Sincerely,

Ashley Scully

Elizabeth Bruen
9960 South Ocean Drive
Jensen Beach, FL 34957

April 14, 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 you to express my overwhelming opposition to Carlsoncorp's request to build a railroad spur and regional freight rail terminal on property located at 140 Old Northport Road in Kings Park NY.

I was a lifelong resident of Northport until I moved to Florida full time this last winter. While I no longer live in the area, I do have my 4 adult children, their spouses and all my grandchildren that live in Commack, East Northport and Fort Salonga. I also have many friends that still live in the area who are retired, on fixed incomes and just trying to live their remaining years peacefully. Everyone I have spoken to is very opposed to this proposal. I am writing to you to express my opposition to Carlsoncorp's request to build a railroad spur and regional freight rail terminal on property located at 140 Old Northport Road in Kings Park NY.

I am well aware of the location and composition of the Old Northport Road area. This area is already overburdened with pollution generating entities. The addition of a regional freight yard right next to residential neighborhoods would be horrible for everyone who lives there. It would also set a dangerous precedent by allowing Carlson to change the zoning from residential and light industrial to heavy industrial. I'm sure all of the other property owners around Carlson would want to change their zoning to heavy industry too. That would endanger my family's health, safety and drive their property values into the ground so even if they wanted to relocate, they would be doing so at a huge price loss.

In Florida the freight trains are generally traveling on rail lines where there are multiple tracks next to each other. This helps to prevent trains having to compete for space on the tracks and keeps them moving. Recently it seems like there have been a lot of derailments. I can't help but worry about that happening on the Port Jefferson line – at best the commuters that use that line would have to find another way to get to the city. At worst, there could be another event like East Palestine, Ohio and that terrifies me because my family and friends would suffer greatly!

It is my hope that you will consider this proposal carefully and make the only right decision which is to deny permission to Carlsoncorp. There are too many people's lives at stake to allow this project to move forward. It is my opinion that any potential benefits are outweighed by the potential risks.

Thank you for your attention to this matter.
Sincerely,

Elizabeth Bruen

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

April 16, 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 Commack, I am writing this letter to share my strong opposition to the Carlsoncorp freight rail terminal project.

I grew up in Kings Park, NY within a mile of the Carlson property. For as long as I can remember that property was always a blight upon our community. When I married 30 years ago my husband and I moved to our present address to start our lives and the rest of my family moved to a different part of Kings Park to get away from the noise, smells and dust that blew through our windows all the time from the illegal sand mining that took place there.

Eight years ago, I was diagnosed with cancer in my leg. I have had several operations to remove the cancer and then to have skin grafted from my back to fix my leg. Then I had radiation. Unfortunately, the cancer resurfaced in 2 spots in my lungs and I had to have surgery to remove the cancer. Most recently, I had to have another surgery to have a titanium rod placed in my leg to support the existing and weakened bones. As a result of all of these surgeries and treatments I am told I have to avoid exposure to anything that could compromise my immune system any further. The last thing I need is yet another source of pollution in our already over polluted area.

I have read that Covanta has not even committed to using Carlson's freight train terminal (if it is built) to transport their ash off Long Island yet every week Carlsoncorp runs ads on facebook and the Smithtown News saying that this freight yard's purpose is to remove ash from the Covanta Incinerator. Which incinerator are they talking about I ask? If it is the Covanta Incinerator then Covanta must not have received the memo!

This is the totally wrong place to put a regional freight yard – too close to homes, will only add to the pollution here, and the purpose he claims this is for (hauling Covanta's ash) hasn't even been established. I implore you to deny Carlsoncorp your approval.

Regards,
Frances Sartoris

Leonard Bruen
9960 South Ocean Drive
Jensen Beach, FL 34957

April 14, 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 you to express my overwhelming opposition to Carlsoncorp's request to build a railroad spur and regional freight rail terminal on property located at 140 Old Northport Road in Kings Park NY.

I was a lifelong resident of Northport until I moved to Florida full time this last winter. While I no longer live in the area, all of my children, their spouses and my grandchildren live in the areas that surround the site. I also have many friends that still live in the area. Everyone I have spoken to is very opposed to this proposal. I am writing to you to express my staunch opposition to Carlsoncorp's request to build a railroad spur and regional freight rail terminal on property located at 140 Old Northport Road in Kings Park NY.

I remember when that area was forest and farmland. Over the years the business owners that bought land there have turned the Old Northport Road area into a huge mess. Many ran illegal sand mining operations and then when the sand was gone or the town got on them they ran illegal dumping so they could backfill the craters left from the mining. Now they look to do other things to make even more money there. It makes me so angry because I remember a time when people took care of that land. That time, however, is long gone! It is time to clean up that area not make things worse by putting a regional freight terminal there.

Carlsoncorp's freight yard will tank property values in all the neighborhoods surrounding that area making it impossible for people to get a decent price for their properties. I am very concerned on the impact that would have on my children who worked very hard to stay in the area and raise my grandchildren there. I'm also concerned for my friends who live there and count on the worth of their homes to see them through their retirement.

Please say "NO" to this ridiculous freight yard! I appreciate your attention to my letter.

Sincerely,

Leonard Bruen

Liam Scully, Jr
35 Maridon Lane
Commack, NY 11725
Sscully36@yahoo.com

April 13, 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 you regarding Carlsoncorp's request to build a railroad spur and regional freight rail terminal on property located at 140 Old Northport Road in Kings Park NY. As a concerned resident of the area, I am writing to express my opposition to this project.

My primary concern with this project is the potential for pollution and noise. The proposed rail terminal is located near residential neighborhoods and I fear that the increased traffic and activity could have a negative impact on the air and water quality in the area. Noise pollution from the trains and the terminal could also disrupt the peace and quiet of our community.

Another concern is the possible effect on drinking water. The proposed rail terminal is located on top of a federally designated deep recharge area of the sole source aquifer, which is a source of drinking water for 3.3 million people on Long Island. There is a risk that the project could contaminate our drinking water. We do not know what kind of chemicals and hazardous materials will be transported through the rail terminal, and this uncertainty is a cause for concern.

Finally, I am worried about the effect of this project on property values in the area. If this rail terminal is built, it could decrease the value of nearby properties and make it harder for homeowners to sell their homes. This would have a negative impact on our community and the local economy.

I respectfully ask that you consider these concerns as you review the petition for the Carlsoncorp rail terminal. I urge you to consider the potential for pollution, noise, and property value reduction, as well as the impact on our drinking water. I believe that the potential risks and negative impact of this project outweigh any potential benefits, and I respectfully request that you deny the petition.

Thank you for your attention to this matter.

Sincerely,

Liam Scully, Jr

Lindsay Scully
35 Maridon Lane
Commack, NY 11725
Sscully36@yahoo.com

April 13, 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 you to express my opposition to Carlsoncorp's request to build a railroad spur and regional freight rail terminal on property located at 140 Old Northport Road in Kings Park NY. I am a resident of Commack, NY and live in walking distance to the property.

The proposed site for the freight rail terminal is way too close to the homes on the northside of the railroad tracks. This freight yard would be disastrous to all the people that live there. While they all purchased homes near the railroad tracks, I am positive none of them ever anticipated that they would have a regional freight train terminal a few hundred feet from their homes.

I am very concerned about the health not only of the people who live nearby but also their pets and the wildlife in the surrounding areas. This area is home to a wide variety of animals – dogs, cats, many species of birds, deer, foxes, bats, turtles, snakes, chipmunks, squirrels, etc. Just as people get sick when they are exposed to toxins, so do animals. The humans and animals are already exposed to too much pollution in this area from the Northport Power Plant, the Huntington Covanta Incinerator, two medical waste incinerators, capped landfills that vent methane, and businesses that produce toxins and particulate matter.

We need to be better stewards of our environment. I hope you will say “NO” to the Carlsoncorp Freight Rail Terminal.

Sincerely,

Lindsay Scully

Lois Kittenplan
26 Cedar Drive
Huntington, NY 11743 malkitt@yahoo.com

April 16, 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 on Cedar Drive in Huntington, New York. I am writing in strong opposition to the Carlsoncorp freight rail terminal project.

We live in Huntington about a mile away from the Port Jefferson line of the Long Island Railroad. Therefore, my family and I (and all our neighbors) will be adversely impacted by the addition of daily freight trains to and from the Carlsoncorp property. We can clearly hear the warning horns as the trains pass through the crossings in and out of the Huntington area. The Huntington Station is a busy one and the last thing we need is more noise, especially in the middle of the night when we are trying to sleep!

I am a retired RN and currently work as a teacher and tutor. Many of my students suffer from respiratory issues like asthma, allergies or have other issues such as immune disorders and cancer. I have been doing research and have come across a number of studies that document that children that live near rail yards suffer from a way higher rate of respiratory issues that are caused by exposure to diesel fumes and other toxins generated by the trains. I am very concerned about the effect this will have on my students and the other children in the area.

My family and I used to live in East Northport and I am very familiar with the area where the proposed site of the Townline Freight Terminal is located. If you could see this site, you would see that it is located right next to people's homes and amidst several densely populated suburban communities. This freight terminal would have an enormous negative impact on the people who live in that area. This is absolutely a ridiculous place to put a freight yard!

It is my hope that you will use common sense when you consider this proposed freight yard and deny Carlsoncorp's proposal. It is just all kinds of wrong!

Sincerely,

Lois Kittenplan

April 10, 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 name is Merlin Martinez and I don't agree with the freight yard project I'm a mother of two toddlers and I think that this project will negatively affect my family.

Regards,

Merlin Martinez

venturamerlin17@gmail.com

Mitchell Kittenplan
26 Cedar Drive Huntington, NY 11743
malkitt@yahoo.com

April 16, 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 on Cedar Drive in Huntington, New York. I am writing in strong opposition to the Carlsoncorp freight rail terminal project.

While I do not live near the Carlson property, I do live near the Huntington railroad station of the Port Jefferson Long Island Railroad. Therefore, my family and I will be adversely impacted by the addition of daily freight trains to and from the Carlsoncorp property. We can clearly hear the train horns as the trains pass through the crossings in and out of the Huntington area and the last thing we need is more noise, especially in the middle of the night when we are trying to sleep.

My understanding is that these freight trains will run on diesel fuel. I am extremely concerned about the addition of further pollution to our area from the clouds of diesel fuel these trains will spew into our air. I suffer from asthma so air pollution is definitely a trigger for me. These trains would only serve to make it harder for me to breathe.

Frankly, I understand that the Brookhaven landfill is closing and that garbage will now have to be exported off of Long Island. However, it makes no sense to use the Port Jefferson LIRR line for this as it isn't electrified and only has a single track. If there is a derailment or other problem on that set of tracks there is no other alternative for the railroad to run on.

Lastly, my heart goes out to the people in Kings Park and the surrounding areas that will have to deal with the full effects of living near a regional freight yard. I am originally from East Northport and know that area very well. I just cannot see how a regional freight terminal could fit into the surrounding communities without tanking property values and having a huge negative impact on the quality of life for the many thousands of people that live there.

I hope you will consider my concerns and refuse to approve this ill-conceived project.

Sincerely,

Mitchell Kittenplan

Mrs. Nina Adamo
29 Twin Oaks Drive
Kings Park, NY 11754

April 17, 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 because I strongly oppose the Carlsoncorp freight rail terminal proposal. The site is indisputably way too close to peoples' homes. It is also way too close to schools in Kings Park and several of the surrounding towns. The proposed freight rail terminal will disrupt and destroy many peoples' lives that live and work around here.

My husband and I moved here years ago from New York City because we wanted a quiet, safe area to raise our family. It has been a great place to live. However, if Carlsoncorp is allowed to build a regional freight terminal here I fear the area will deteriorate rapidly. The necessary change to heavy industry zoning to accommodate the freight train yard so close to homes will cause property values to drop drastically. There will be a ripple effect felt across many neighboring areas. This will not be a good thing at all for all of us who have invested a significant amount of money into our homes. We will lose our biggest asset so that Carlson can line his pockets with even more wealth. We were hoping to leave our home to our children someday but if the regional freight yard goes in our home will be worth way less than it is now. This is all so unfair!

I beg of you to think of the hard-working residents who have so much invested in their homes. We are the ones who will suffer if this freight yard comes to pass. Please do not allow Carlson to build a freight yard here.

Sincerely,

Mrs. Nina Adamo

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

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 awaken, 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

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 Honorable Martin J. Oberman,

My name is Maria O'Brien and I am a resident of the Fort Salonga community. As a resident of this beautiful area, I am writing to you to voice my opposition to the building of a railroad spur and a regional freight rail terminal at 140 Old Northport Rd in Kings Park. The community has had no opportunity to weigh in on this because it was hidden from the residents of this community. That in itself should give you pause for alarm!

This rail spur/terminal will negatively impact the surrounding communities devaluating home values and more importantly negatively affecting the health and welfare of the residents and their children. Please consider our plight and do not permit this project to proceed.

Thank you for taking the time to read this letter and allowing me to share with you my voice in this matter.

Sincerely,

Maria O'Brien

21 Trescott Path

Fort Salonga, NY 11768

Cell 516-650-8827

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 have been a Commack resident since 1988 and an active community member and nursing professional. When I learned of the new rail line in the center of Kings Park, I became deeply concerned. Since there are multiple schools, playgrounds and a nursing home in close proximity, I believe the danger is clear. The pollution from hauling ash and debris can't possibly be a good idea for our future generations health. It appears that the freight yard would also be in close proximity to all the surrounding towns. These communities already house a resource recovery facility, power plant, multiple landfills with methane burners, and medical waste incinerators. Our sole source aquifer, soil will be impacted significantly. I sincerely hope that you will reconsider the placement of this freight yard and support our united communities.

Sincerely,
Elaine Mangino
9 Heather Crescent
Commack, NY 11725

Elaine Mangino RN MSN
Smithtown High School West
Health Office
631 382-2926
Fax 631 382-2930

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

RE: Writing In Opposition to the Townline Rail Terminal Docket # FD_ 36575

To The Honorable Martin J. Oberman,

My name is David Pontillo, and I reside in Kings Park, New York. I am a lifelong New Yorker, and a resident of Long Island since 1988. I am writing to you in order to once again voice my opposition to the Townline Rail Terminal (Docket Number FD_36575). This project will have a large impact on several communities, most notably my own, here in Kings Park.

I have written previously to you about this terminal and freight yard project that is being considered for the town of Kings Park. I have already expressed my concern about how the construction and operation of this freight yard will have a tremendous negative impact on this community. The project will certainly cause a massive increase in noise and air pollution in Kings Park. Those that live right in the vicinity of the freight yard will also face safety concerns with the trains that close- trains that will be almost literally in their backyards.

However, I am writing to you now because I just read an article in my local newspaper, *The Smithtown News*, *which* has caused me great alarm. In the article from May 18, 2023, it was revealed that the company that will run this project, CarlsonCorp, will have to accept hazardous waste materials. That means that harmful waste products will be on these trains, and certainly in the freight yard as well, the same freight stations that will actually be in the backyards of people's homes. This is not the opinion of the newspaper or a concerned citizen; rather, the revelation that the CarlsonCorp train lines and yard will be handling hazardous materials comes from legal briefs filed by CarlsonCorp's own law firm.

This revelation is both shocking and ironic. It is shocking that this hazardous material will be in our town at all. We already have trains and some industrial plants. Now we will have hazardous waste as well? The revelation is ironic considering that Mr. Carlson himself has stated (nay, promised) many times personally and on the internet that CarlsonCorp will NOT handle such hazardous materials. However, his own lawyers in their legal briefs now say that CarlsonCorp will indeed have to handle such waste. That begs the question: Did Carlson not realize this fact (in which case he does not know what he is doing and should not be trusted with the project), or was he deliberately obscuring the truth in his statements (in which case, he was deceptive, and thus should not be trusted with the project)? Either way, this is very bad news for the people of Kings Park. The citizens of this town have not gotten the full facts since day one. I was told earlier this year by a local representative that there was no "real" opposition to the Townline Rail. Perhaps that is because the public did not know the truth?

As a citizen and a taxpayer, I am exercising my right to complain to you about this. The fact that Kings Park may now be the home of hazardous materials is shameful. The fact that CarslonCorp had not told the public the full story is appalling. The fact that it took legal action from a civic organization to get

this information is embarrassing. Kings Park is a great community to live and raise a family. This rail project would ruin Kings Park- not as a subjective quality of life issue, but as now as a real, objective safety issue, thanks to the transport and storing of hazardous waste.

I hope that you, as my elected official, will investigate this matter and see that the residents in the area will be terribly 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.

Sincerely,

David Pontillo
18 Raleigh Lane
Kings Park NY 11754

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 Honorable Martin J. Oberman,

My name is James O'Brien and I am a resident of the Fort Salonga community. As a resident I am writing to you to voice my opposition to the building of a railroad spur and a regional freight rail terminal at 140 Old Northport Rd in Kings Park. The residents of the surrounding communities were not given the opportunity to express their view about this project because it was concealed from them. This lack of transparency is very concerning to me.

The building of a railroad spur and regional rail terminal will negatively impact our beautiful communities. It will have a detrimental impact on home values causing them to plummet. More importantly it will negatively affect our air quality with homes being so close to it impacting the health and welfare of its residents and their children. Please help us and do not allow this proposed project to proceed.

Thank you for your time.

Sincerely,

James O'Brien

21 Trescott Path

Fort Salonga, NY 11768

Cell 516-650-7717

The Honorable Martin J. Oberman

Chairman - Surface Transportation Board 395 East Street S.W.
Washington, D.C. 20423
Mr. & Mrs. Portalatin
501 Meadow Road
Kings Park NY 11754

RE: SURFACE TRANSPORTATION BOARD DECISION, DOCKET 36575

May 15, 2023

Dear Chairman:

My family and I moved to Kings Park NY from Baldwin NY at the height of the COVID Pandemic. My husband is an active first responder and I am a retired first responder. When I retired and I was home in Baldwin and began to notice the area change. We then decided to move to kings Park. We love it here!

Although, my husband has added an hour to his daily commute he wouldn't change moving his family to Kings Park. What we love the most about Kings Park is the nature. When we moved here, we were unaware of the sources of pollution in Kings Park. These sources of pollution include the Northport Power Plant, Covanta Incinerator, the medical waste incinerators at the Northport VA Hospital and St. Catherine's Hospitals. In addition to several other landfills along with their methane venting systems and pollutants from businesses such as sand mining, concrete crushing and asphalt production.

We understand that Townline Rail Terminal plan to construct and operate a new rail line in the hamlet of Kings Park. In addition to the railway being built practically in families' backyards the added pollution this railway will bring is unbelievable and unconscionable.

My family and I respectfully request that the Surface Transportation Board revisit it's decision and stop this ill -conceived project in its tracks. Please think of all the families like mine that this decision will affect.

If you have any questions or want to have a conversation, please email us a boldnfine9018@vahoo.com
Thank you in advance for your consideration.

Respectfully yours,

John and Bertha Portalatin

Bradley Husted
19 Candy Lane
Commack, NY 11725

May 15, 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 reside in Commack, New York about ¼ of a mile away from the proposed site of the Carlsoncorp Townline Rail Terminal regional freight yard. I strongly oppose this proposed freight yard in Kings Park, New York.

There are so many reasons that Carlson's property is the wrong site to place a freight rail yard and transloading facility:

- This area is already overburdened with many sources of pollution. There are 3 capped landfills that vent methane (one is leaking a plume of toxins that has contaminated well water all the way north to the Long Island Sound), we breathe the exhaust from the Northport Power Plant on a daily basis, there are 3 incinerators (Covanta, the VA Hospital and St. Catherine's Hospital medical waste incinerators), asphalt and concrete crushing businesses (one of which is owned by Carlson on the proposed site) and several superfund sites that need to be remediated. We are exposed to way too much toxins and particulate matter already.
- The proposed site is located way too close to homes – the closest being those on Meadow Glen Road, Lumber Road, Glen Lane, Glen Road and Pulaski Road in Kings Park. There are also thousands of homes that are located nearby (including my family's home) in Commack, East Northport, Fort Salonga, Northport, and Smithtown.
- The Port Jefferson Line of the LIRR from Huntington eastward is only a single set of tracks that is flanked by homes, schools, playgrounds and local stores. These freight trains filled with cargo (some of it potentially hazardous material) traveling in the middle of the night will affect every person who lives within earshot of the line. People living right along the tracks will experience vibrations as the trains pass through. Homeowners have the right to sleep undisturbed. Furthermore, because the Port Jefferson line is only a single, unelectrified line, there would be no workaround if a problem were to occur on that line. Commuter and freight trains alike would grind to a halt until whatever the problem was could be fixed. Also, because it does not have electric capability only the oldest and most polluting diesel trains could be used on that line.
- The Carlson property is located on top of a very sensitive deep recharge area of a sole source aquifer. This area is strictly protected by Article 7 of the Suffolk County Health Code and

hazardous materials are prohibited. This freight yard could potentially cause irreparable damage to the only source of drinking water for over 3 million people on Long Island.

- Our area is already overburdened with truck traffic. The railroad terminal would create even more truck traffic on our local streets because all of the commodities being shipped in or out on

this common carried obligation railroad would have to be hauled to or away from the railyard would be done so on trucks. This would serve to add even more trucks to our local roads.

- Prior to its current uses, the Carlson property was a sand mining and dumpsite. It is my concern that the land might not be capable of bearing the weight of all the tracks, trains, buildings, commodities, etc. that a regional freight terminal would create.
- The Carlson property is not zoned for a regional freight railyard. Currently the largest percentage of the Carlson property is zoned for residential use. Zoning would have to be changed by the Town of Smithtown to heavy industry to accommodate a freight rail yard. It is really not fair to the long-established neighborhoods that surround the Carlson property that the zoning next door might change from residential to heavy industry. Many of the nearby in Fort Salonga date back to the 1600's and 1700's. Every effort should be made to protect the integrity of the foundations of these homes – the vibrations caused by the trains could damage these historical treasures.

For all these reasons, and the ones I have failed to mention, in my opinion the Carlsoncorp property is not the right place for a regional freight terminal. It is my hope that you will reject this inappropriate proposal.

Sincerely,

Bradley Husted

Brian Husted
19 Candy Lane
Commack, NY 11725

May 17, 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 request that you and the other members of the Surface Transportation Board deny the Carlsoncorp's Townline Terminal Rail petition to build a rail spur and railroad track on Carlson's property located at 140 Old Northport Road, Kings Park, NY 11754.

This regional freight rail yard, if built, will in my opinion have a tremendous negative impact on all the communities that surround it. This railyard will cause all types of pollution – air pollution from the diesel trains and trucks, noise pollution and light pollution. Our area is already burdened with pollution producing entities. A regional freight yard would only add to that.

The rail yard would also cause a huge increase of truck traffic on our local streets. The streets in our area were never designed to handle commercial tractor trailer traffic yet they are inundated with garbage trucks, school buses and all types of delivery trucks. The rail yard would create even more truck traffic as it would be a waystation for all sorts of goods and commodities that would be shipped there on the freight trains and also from the trucks from other places on Long Island that would bring commodities and C&D waste to the site to be shipped on the trains. Our streets can not handle the current traffic let alone any extra traffic from Carlsoncorp's shipping business he wishes to expand once he owns his own freight rail terminal.

I recently read an article that stated that Carlsoncorp would have to carry hazardous materials on their railroad if requested. If there was ever any type of catastrophic incident like a derailment or some other type of accident there would be absolutely NO WAY to evacuate the surrounding residential neighborhoods. People may think this is a very rare event but according to The Bureau of Tranportation Statistics there have been 54,539 train derailments between 1990 and 2021, with an average of 1,704 a

year in the United States. What is to prevent another situation like East Palestine from happening here? I must repeat that there would be no way to evacuate the surrounding residential neighborhoods if necessary, as most of our streets are one lane each way. This is the wrong place to build a regional freight terminal.

It is my hope that you will reject this proposal. There are other viable solutions on how to get the ash from Covanta off Long Island once the Brookhaven landfill closes. There are other better situated freight terminals on Long Island that can haul away the ash. I hope you take that into consideration. One landowner's greediness should not supersede the right of thousands of homeowners to enjoy their homes without the intrusion of a regional freight yard being built in their midst.

Regards,

Brian Husted

May 13, 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 regional 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, Fort Salonga, Northport, East Northport, Smithtown and Greenlawn. The environmental impacts, including noise, diesel fumes, particulate matter, odors, light pollution, ground & surface water contamination, and heavy truck traffic, will have a devastating effect on the residents in these communities.

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. It does not make sense to locate a regional freight yard on the LIRR Port Jefferson line. It is only one set of tracks, which makes it impossible to have a “plan b” in the event of a problem on the line. It also is not electrified beyond Huntington thus only able to accommodate diesel trains. If a goal of using freight rail instead of trucks is to remove sources of air pollution, one would think that trains that rely upon diesel, a fossil fuel, would not be a viable solution.

The Townline Rail Terminal regional freight yard would be only a few hundred feet away from long established residential neighborhoods. For all these reasons and those unmentioned in this letter, I respectfully ask that this proposal be denied.

Sincerely,

Daniel Goldstein

djagold@aol.com

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 been following the posts on Carlsoncorp's Facebook page regarding Townline Rail Terminal and their claim that they will never carry any sort of hazardous material in their freight cars. Last week I read an article in the Smithtown News regarding Carlsoncorp's attorney stating that Mr. Carlson is aware that as a common carrier obligation railroad he would have to carry hazardous material if requested to do so.
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When I think of this it angers me for several reasons. First, why would Mr. Carlson lie to the public? How can anyone trust him to follow the rules if he can't even see fit to tell the truth to the public?

My next concern pertains to Mr. Carlson's ability to be honest with the public. On one hand, Carlsoncorp's attorney says that Townline Rail Terminal, as a CCO, would have to carry hazardous material if requested. However, they also claim that the transloading facility that will service the railroad spur and terminal Carlsoncorp wants to build will be a separate entity which will not seek to be licensed or equipped to handle hazardous materials. What is to prevent Mr. Carlson from applying for a license to permit hazardous materials at the transloading facility at some later date? Mr. Carlson has twisted his details to the public in the past so why should anyone trust him not to do the same thing again? According to his plans, the transloading facility is located only a few hundred feet from homes and will be on land that has always been zoned residential even though Mr. Carlson and his family have always disregarded the zoning codes and used that land for purposes that did not comply with its zoning. Mr. Carlson will need a zoning change from the Town for his transloading facility. Wouldn't it have made sense for him to apply to the town for that zoning change prior to seeking permission from the STB to build a rail spur and 5,000 feet of track? What happens if the Town will not grant a zoning change?

Finally, the thought of hauling hazardous materials via the Port Jefferson LIRR line is mind boggling given its proximity to so many homes, schools, ballfields, etc. The neighborhoods that this line passes through as well as the terminus at Carlsoncorp's property do not have sufficient infrastructure for people to evacuate swiftly in the event of a catastrophic event. This seems like a very poor plan. There are other places near rail lines on Long Island that are in way less densely populated areas.

This proposal should be denied!

Sincerely,

Janet Goldstein
djagold@aol.com
May 12, 2023

May 3, 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 in opposition to the Carlsoncorp's Townline Rail Terminal proposal. It is my hope that you deny this proposal.

A project of this nature and magnitude does not belong so close to people's homes. It does not belong near schools where children spend most of their time. It will only drive down property values and create even more traffic than we already have on our local roads. This does not belong here.

As I said before, it is my hope that you will deny this proposal.

Sincerely,

Marie Matthews

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

Dear Mr. Chairman:

I am writing you now as a Kings Park resident concerned about the potential hazards to our community once the Carlson Corp rail spur/freight train is constructed.

We are a community of families whose children will be victims of hazardous materials for years to come. Our children swim in our backyard pools, play ball and barbecue right across the street from where Carlson intends to transport hazardous waste to be dumped into railcars.

Please consider our health concerns, and direct Carlson to conduct business elsewhere, far away from residents who will be exposed to toxins for many years to come.

Thank you for taking the time to consider this request for continued safety for our families. Your consideration of this matter is greatly appreciated.

Respectfully,
Lorelei Rossi
63 Hilden Street
Kings Park, NY 11754

Sherri L. Kaplan
56 Peppermint Road
Commack, New York 1 1725
(631) 806-7255
May 31, 2023

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

Re: Surface Transportation Board Application: Docket No. FD-36575

Dear Chairman Oberman:
I last wrote to you on February 20, 2023 concerning the above referenced application, and now find the need to write again due to additional information and concerns.

This time the focus is not on what CarlsonCorp has told us but rather what was omitted intentionally, or otherwise from its application making it not only inaccurate, but deceptive. We were told that "absolutely no hazardous materials will be transported in or out of any facility at any point at any time."

Now we learn that if approved CarlsonCorp would be required to receive and ship hazardous materials upon request. This is more than a significant omission; it is a falsehood. And once brought in by rail, these hazardous materials will need to be distributed by diesel trucks all over Long Island, so any claim of reduced truck traffic is a falsehood.

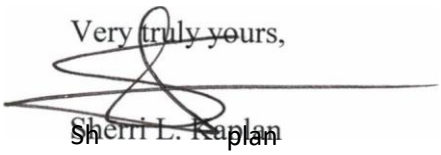
Additionally, CarlsonCorp's claim that it will cater only to local businesses is disingenuous. As I understand it, it would be obligated to provide rail service to any entity that requests service. So the amount of potential business for CarlsonCorp is limitless.

And if we cannot take what has been disseminated as true, then I cannot help but be concerned about what other information CarlsonCorp has purposefully omitted or watered down. It makes me question the truth and veracity of everything we have been told to date. It is one thing to try and deceive home and property owners, it is another to deceive a governmental agency

Since CarlsonCorp has not come to the table with full transparency it's application must be considered under a microscope to ensure that all CarlsonCorp is claiming is accurate and factual. This matter is far too serious to take it at its word, when its word keeps alarmingly changing. We do not want any important environmental concerns overlooked or omitted because a company attempted to bury those problems and keep them from the public directly affected.

Greed, at the expense of parents and children is an abhorrent fact. Deceit of the public is repugnant and necessitates the utmost scrutiny. As a result of the half truths, and deceptive conduct it is requested that CarlsonCorp s application be denied.

Thank you for your attention into this matter.



Sh plan

cc: Townline Association, Inc.

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

Roberta Traynor

5 Terrill Lane
Kings Park, NY 11754
Rtrayrt87@optimum.net
(631)896-3453

This letter is in reference to DOCKET NUMBER FD-36575

Dear Honorable Oberman,

My name is Roberta Traynor, I have been a resident of Kings Park, NY my entire life. I know the ins and outs of Our small town. There are many reasons the freight railyard projected for Kings Park, will be detrimental to our community and way of life.

First traffic and infrastructure, there are 2 main roads in Kings Park, Indian Head and Main street/25A. The freight is planned for this area and will stop all traffic through out the town. Something as simple as 2 trains switching tracks in KP can take up to 7 minutes. In that time we have had instances that blocked our volunteer Firemen to responding to house fires and accidents.

Second pollution, the pollution brought on by the trains are in close proximity to our schools and residential areas. This is NOT why we pay high taxes. We've purchase homes in this area not knowing what the future would hold. A freight yard will change the neighborhood from the quiet area originally purchased, to a polluted, loud, dangerous back yard!!

Finally, Property value. KP is home to hard working, middle class, tax paying families, who work in the community and raise their family here. Our neighborhoods will no longer be safe by the unwanted, nonresident people, these types of areas bring. Such as, drug dealing, homelessness and loitering.

We are Kings Park, we are beaches, parks, families and peaceful neighborhoods. This is why we live here. This is why we pay high taxes. This is why we choose to raise a family here. Please, do not allow this project to pass. If it does we lose everything we work so hard for!! Please, don't change our community and way of life.

Thank you, Be well.

Respectfully,
Roberta Traynor

June 10, 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 say I oppose the Townline Rail Terminal being proposed by Carlsoncorp at 140 Old Northport Road, Kings Park. I respectfully request that you reject this proposal.

This proposed project is located way to close to peoples' homes. The closest homes are only a few hundred feet away from where the railroad tracks, freight trains and transload facility buildings will be. Given that the freight trains will be traveling to and from the site between 10 pm and 5 am, this will greatly impact the sleep of the people living in the neighboring communities.

This freight terminal will also drive down the property values – something that homeowners rely upon as an investment for their future. This is not fair to the people who have invested in the surrounding communities.

The property that Carlsoncorp owns is not zoned for a freight terminal (and rightfully so). How can he possibly apply to you for a freight terminal that his local zoning does now allow? Two thirds of his land is zoned for residential usage. People bought homes in that area with the assurance that the neighboring land was zoned for residential usage – how can a proposal like this even be up for consideration? It makes absolutely no sense that thousands of homeowners should suffer the consequences of having a regional freight terminal in their midst so that a greedy, private businessman can get richer.

Please reject the Carlsoncorp Townline Rail Terminal. It does not belong at that site!

Sincerely,

Bryce Husted

Brenden Husted
19 Candy Lane
Commack, NY 11725

June 9, 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:

Every day I read online about another derailment that has occurred somewhere in the United States. Some are worse than others and some like the derailment that happened in East Palestine are catastrophic. I was reading about East Palestine and saw that they immediately had to evacuate a one mile by two-mile area of land. Ultimately, a 10-mile-wide radius around the derailment was negatively impacted.

My family and I live on an island – there is simply no place to go. On this island we live in a densely populated suburban neighborhood. We have two roads that run north to south – 1 is a single lane road (Townline Road) and the other is a 2-lane road in each direction (Indian Head Road). We have 4 main roads that run east to west. Three are 1 lane roads (Pulaski Road, Cedar Road, and Burr Road) and 1 two lane road (Jericho Turnpike). The rest of our roads are tertiary roads that meander through the individual residential developments. On an average day there is so much traffic on all our roads that it is difficult to get anywhere quickly. I am very concerned that if there was a need to evacuate swiftly in an emergency situation, we all would be stuck.

Furthermore, Carlson claims that his rail yard will reduce truck traffic on our roads because he will use his rail terminal to cart out ash and C&D. However, he fails to talk about the other part of his business model which is to become a major terminal for goods shipped by rail which he will then distribute around the island via his fleet of trucks. While having a rail spur and terminal may allow him to eliminate the few trucks each day that currently haul the ash from the Covanta incinerator to the Brookhaven landfill, his shipping business will increase by leaps and bounds and will add way more trucks to our already overburdened roads.

It is my hope that you will deny Carlson's request to build Townline Rail Terminal on his property. There are other places on Long Island that are located in way less populated areas and way closer to the Long Island Expressway (the only island-wide highway that allows trucks and commercial traffic). These places provide a way more sensible place for a regional freight terminal than Carlson's property in Kings Park, New York.

Regards,

Brenden Husted

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

Date:6/7/23

Dear Sir:

Please **do not** allow this (Docket No. FD 36575) to proceed.

The Townline Rail Terminal (a subsidiary of CarlsonCorp) is seeking permission from the Surface Transportation Board (STB) in Washington, D.C. (Docket No. FD 36575) to construct and operate a private line of railroad. This regional freight terminal will have 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.

Many schools are in close proximity, including Fort Salonga Elementary School, North Ridge Primary School and Commack High School.

CarlsonCorp/Townline Rail Terminal has finally had to acknowledge that it will be required to receive/ship hazardous materials upon request, based on the Surface Transportation Board's common carrier railroad obligation which it is currently seeking from the federal agency.

It will also be obligated to provide rail service to any entity that requests it, not just local businesses, thus bringing goods into the yard, then shipped out by diesel trucks across Long Island. This will cause more truck traffic on our local streets, including Pulaski Road, Townline/Commack Roads, Indian Head Road, and Jericho Turnpike. You might not be aware, but our local streets are already horribly overburdened with truck traffic.

Studies have conclusively found a link with freight-railyard pollution to asthma-related pediatric emergency room hospital visits. Children attending school near railyards were more likely to exhibit airway obstruction, with higher prevalence of abnormal peak expiratory flow and more likely to have values suggesting airway inflammation. Our community already bears the burden of several major sources of environmental blight. This proposed project will also have a detrimental impact on Long Island’s sole source aquifer, as it sits atop a deep recharge basin

This concern/protest in not just a NIMBY issue as our community has already done it's fair share with Northport PSEG Power Plant, Covanta incinerator, Medical waste incinerator at Northport, NY VA and St. Catherine's Hospital in Smithtown within a 5 sq. mile area of this proposed freight yard.

Please **do not** allow this (Docket No. FD 36575) to proceed.

Best Regards,
William Strong
27 Bea Ave.
East Northport, NY 11731 bstrong0@gmail.com

June 10, 2023

55 Peppermint Road
Commack, NY 11725

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

Re: Surface Transportation Board Decision, Docket No. FD_36575

Dear Honorable Oberman,

Hello. I am a resident of Commack in Suffolk County, New York and I am writing in opposition to the train yard project being proposed for Kings Park. A project such as this has no place on a site in the middle of a community close to homes and schools. I am losing sleep at night thinking of the negative impacts this project will have on my family if it moves forward. I think about the consequences it will have on our quality of life, the value of our home (our biggest investment), and most importantly, the health of my family.

There are so many negative impacts that this project will have, too many to list here. But I implore you to put yourself in my shoes and those of my neighbors. How would you feel if you purchased a home and over the last 20 years spent hard-earned money to improve the interior, exterior, and yard, only to have it significantly drop in price due to a train yard built less than a half a mile away? How would you feel if you and your family were awoken every single night by the noise from a possible 160+ car diesel train and the sound of its horn blowing frequently as it rolls by your house? How would you feel if you knew that every time you and your family inhaled, you were breathing in diesel particulates that lead to serious lung diseases? How would you feel knowing that there are on average three train derailments per day and that if it happens when this train is carrying hazardous materials, your entire family can be killed? How would you feel if the person proposing this ill-conceived project hid this from the members of the community that would be most affected? I could go on and on with the questions, but I'll tell you how you'd feel. You would feel angry, upset, frustrated, and scared out of your mind.
Please do the right thing and vote no to this train yard. It does not belong here.

Thank you,

Anthony Haberman

Jacqueline A. Gallo
32 Coconut Drive
Commack, NY 11725

June 10, 2023

The Honorable Martin J. Oberman
Chairman Surface Transportation board
395 E. Street S.W.

Washington, D.C. 20423

Re: Surface Transportation Board Docket #FD_36575

Dear Sir,

It has come to my attention that a proposal to allow Carlson Corp to build a freight line carrying hazardous material in our town next to homes, schools and businesses has been under way for some time. It only came to the residents' attention not very long ago. I find this behavior disgraceful and undermining. I am extremely concerned and confused about who is looking out for our best interest. By now I'm sure that there have been many letters sent as to why this is an extremely dangerous proposal, and it would be simple for me to reiterate all those reasons and concerns. There are so many of them, and they are all valid and reasonable. However, I would like to take a different approach.

So…here goes…I am saddened and disappointed that this is something that we must fight to stop. We elect officials to watch over and safeguard our lives, quality of life, homes that we have worked hard to afford. It seems to be obvious that this proposal by Carlson Corp is being made because of greed. They claim they want to help our community by disposing of our garbage, however that is no longer an issue. We do NOT have a "trash crisis!" Please do not allow them to sway you with false inuendoes. It is solely based on greed, but is greed an allowable reason to put human lives, pets' lives and future generations along with our environment in danger? I think not and I implore you, as our elected and most trusted officials, to say the same. Please give a resounding no to this proposal.

I thank you in advance for making the safe and correct choice in this matter.

Sincerely yours,

Jacqueline A. Gallo

Lawrence R. Gallo
32 Coconut Drive
Commack, NY 11725

June 10, 2023

The Honorable Martin J. Oberman Chairman Surface
Transportation Board 395 E. Street S.W.

Washington, D.C. 20423

Docket # FD-36575

Dear Sir,

It has come to our attention that there is a proposal by Carlson Corp. to build a private diesel-powered freight yard in Kings Park, just one block north of Commack and one block east of East Northport.

There are many serious issues that could arise. Due to what has come up in recent communications…it has become apparent that Carlson Corp has lied numerous times when they claimed that they would "never" transport hazardous materials. They have recently refuted that claim. Hazardous material will be transported. Have we not learned from history? An accident would impose life threatening situations for many residents in many towns.

I would encourage more research in finding another location for this proposed freight line. There are other places in less populated areas with more barriers between an industrial site and residential properties that should be considered.

Thank you for your attention to this matter.

Sincerely,

Lawrence R. Gallo

Michael A. Gallo
32 Coconut Drive
Commack, NY 11725

June 10, 2023

The Honorable Martin J. Oberman
Chairman Surface Transportation board
395 E Street, S.W.

Washington, D.C. 20423

Re: Docket # FD_36575

Dear Sir,

As a young adult that resides in Commack NY, it is with great concern that I write this letter. It has come to my attention that Carlson Corp has proposed to build a freight line that would create many dangerous situations for both human lives and our environment.

Is it conscionable to transport hazardous materials on the local Port Jefferson line, passing often within yards of our schools, homes, businesses and on our local roads?

The answer is NO! and that is the same answer that I am respectively asking our officials to give when this proposal comes before you.

One day I hope to marry and raise a family here in my hometown. In all good conscious if this proposal isn't shut down…. Would it be a safe place to live?

Thank you for your help in helping our community.

Sincerely,

Michael A. Gallo

Andrea Feinstein
65 Monroe Street
Massapequa Park, NY 11762

June 7, 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 person who has several family members and close friends that live in Commack and Greenlawn, I am writing to express my dismay over the proposed regional freight rail yard in Kings Park, NY by Carlsoncorp. A freight rail yard of this nature will significantly impact the quality of life for my loved ones. They all moved to Commack and Greenlawn over the years to improve the lifestyles of their families. A regional freight yard and the increased truck traffic would not be beneficial to them at all. I am concerned about the pollution this will create in the area. Cancer runs in our family and in the last few years we have lost two family members who lived in Commack to cancer. Both were barely 60 years old and died way before their time. I am very concerned about the effect that additional pollution and PM 2.5 could have on my other loved ones there.

As a Long Islander, I rely upon our sole source aquifer for our drinking water. The proposed site for the rail yard sits atop a federally designated deep recharge area of the sole source aquifer. This area is protected because it can easily be compromised by toxins from the surface. In my opinion, a regional freight yard of this magnitude should never be built on top of such a sensitive area of the only source of drinking water for everyone on Long Island.

I would appreciate it if you would reject this inappropriate proposal. The site is the wrong one for a project of this nature and magnitude.

Regards,

Andrea Feinstein

Carol DiGrandi
51 Peppermint Road
Commack, NY 11725
Carolann098@outlook.com

June 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 suffer from severe COPD and take several medications so that I can breathe. This week between our regular level of air pollution and particulate matter coupled with the smoke and PM 2.5 from the wildfires in Canada I could not breathe. Ultimately, I had to call an ambulance and was admitted to Huntington Hospital for four days.

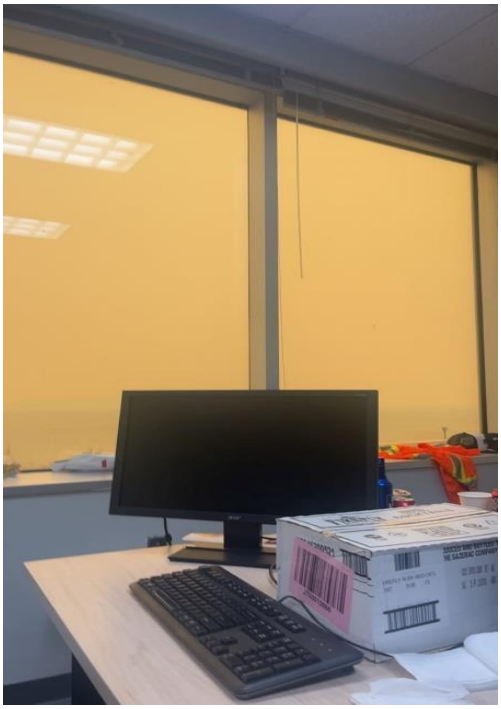
The thought of adding diesel fumes from freight trains and increased truck traffic to my local air from the proposed Townline Rail Terminal terrifies me. I might as well take up permanent residence at the hospital if that rail terminal is allowed to be built.

I don't know if you or any of your colleagues suffer from lung issues but I will tell you that it is no joke when you gasp for breath and feel like you're drowning. The medications only partially alleviate this issue so every breath you do take reminds you that you're still not breathing normally. It is truly terrifying. I am attaching a photo from the day I went to the hospital that my neighbor took from her office window only a few miles from our home.

Our area already has some of the worst air quality in the United States. On a “normal” day it is hard for me to breathe. Please, I beg of you do not make our air quality any worse by allowing Carlsoncorp to build Townline Rail Terminal on their property. Me and other people like me who suffer from respiratory issues will be severely negatively impacted.

Respectfully,

Carol DiGrandi



June 10, 2023

55 Peppermint Road
Commack, NY 11725

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

Re: Surface Transportation Board Decision, Docket No. FD_36575

Dear Honorable Oberman,

I am a resident of Commack, New York and I am writing in opposition to the proposed train yard that threatens the well-being of me, my family, and my community. This train yard site is less than a half mile from my home and even closer to many others. Please look at the map of this area. You will see that it is not the right place for a project like this. For one thing, the immediate area is already overburdened with heavy industrial businesses. Just north of my home is the Covanta incinerator, a capped landfill, a sand mining business, and others. We already have more than our fair share. More importantly, is the health and well fare of my family and community. We don't want to be breathing in the pollution from diesel trains, or awakening every night to the sound of freight trains sounding their horns, or having our homes shake from the vibration of the trains rolling past. We don't want to live in fear that an accident like the one in Ohio, will threaten our lives in the middle of the night. An accident like that would literally wipe out those of us that live so close to this site.

This is not the right place for a project like this. My family and I are counting on you to do the right thing.

Thank you,

Avery Haberman
June 10, 2023
55 Peppermint Road
Commack, NY 11725

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

Re: Surface Transportation Board Decision, Docket No. FD_36575

Dear Honorable Oberman,

My name is Justin Haberman and I live with my family in Commack, NY. I am writing in opposition to the train yard that is being proposed less than a mile from my family's home. It angers me that my parents have to fight, once again, against a private company that wants to come in and threaten the lives of our community, only to make money. My family does not live extravagantly. We have a nice home in a nice community. My parents only care is for the health and well-being of their children. How is it fair that a business owner, that doesn't even live around here can come in and ruin all of this? Just the fact that we, who live so close to the site, didn't even know about this until it was reported in the paper, is cause for serious alarm. If this is supposed to be good for the community, why weren't we told about it? This is not a business owner that cares about the residents of our community.

I am imploring you to please look at the map of the proposed site. Please note how close it is to the residents in the community and consider the consequences of what a project like this will do to us. Please vote no to this train yard.

Thank you,

Justin Haberman

June 10, 2023

55 Peppermint Road

Commack, NY 11725

The Honorable Martin J. Oberman

Chairman

Surface Transportation Board

395 E. Street, S.W.

Washington, DC 20423

Re: Surface Transportation Board Decision, Docket No. FD_36575

Dear Your Honor,

My name is Reece Haberman. I am 18 years old and a soon-to-be high school graduate. I am from Commack, New York, and have lived in my house for my entire life. I love living in Commack. My friends are here, my job is nearby in Kings Park and my family is here. And now, this is all being threatened by a proposed train yard that if built, will be less than a half mile away from my home. I am young and still have plenty to learn, but I did some research and I can't understand why someone would want to put a train yard so close to where people live. When the windows in my room are open at night, I can hear the passenger train go by and blow its horn maybe one time. I looked up on YouTube what a diesel train sounds like and I can't believe how loud it is, especially the horn, which is going to blow much more than a passenger train. My parents told me these diesel trains are going to run at night. How are we going to get any sleep? The other thing I saw online is the pollution that comes from these trains. I saw the pictures of the trains with that black cloud of smoke coming from them. It's disgusting! All we hear constantly is this one has cancer and that one has cancer. There are kids in my school who have passed away from cancer. The particles in that smoke are going to fly through the air and land on our houses and schools. Little kids are going to be playing on the school playgrounds and parks with that stuff in the sand and grass. This is not the right place for a project like this. I'm sure there is a better solution.

Thank you,

Reece Haberman

Ronald and Candis Bergida
26 Willow Ridge Drive
Smithtown, New York 11787

June 6, 2023

The Honorable Marn J. Oberman

Chairman
Surface Transportaon Board 395
E Street, S.W.

Washington, D.C. 20423

Dear Mr. Oberman:
I am writing you this letter to convey my and my wife's objection to the request by the CarlsonCorp Inc. to build a railroad spur and regional freight rail terminal on their property located at 140 Old Northport Road in Kings Park, NY. Our objection is not only about quality of life and environmental concerns, but also safety and rail traffic impact on vehicle traffic in our area.

This regional train yard with 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 be operating only 500 feet from established residential neighborhoods in Kings Park! The Port Jeff line goes through communities that would be severely impacted by the additional rail traffic that not only would add delays to local vehicle traffic, but with the recent history of the hazards of railroad spills is just not something any of our communities need to experience.

We know that options exist for other less densely populated areas on Long Island. Our local representatives have not properly conveyed the depth of opposition to this plan so it is now up to individual citizens to express their views. It is our opinion that as more people become aware of this plan this opposition is going to grow. We ask you to please take this letter as evidence that this matter is not as well understood by communities that will be impacted by it if this project is allowed to proceed. When the rail, truck and road congestion hit the outcry from the uniformed will make front page news.

On behalf of myself, my wife, and others we ask for your rejection or delay in having this project proceed until a truly informed, mul-community hearing can be conducted with ample notice and opportunity for residents to comment.

Respecully y ours,
Ronald Bergida

Ronald Bergida

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

July 13, 2023

I have recently found out about the plan to build a regional diesel freight rail yard just 2 miles from my home.

I am disappointed to have learned this from my neighbors and not from the town. I am reading that no application was made to do this. My home abuts the LIRR line which for the 30 years I have been here, has been for commuting passengers and very occasional line repair equipment. Now, I'm reading that those same rail lines would be used for heavy and noisy freight style trains hauling ash and demolition debris right through my back yard.

I very much resent that this new project was being developed with no notice to any of us living here. I can't help but feel the parties involved were trying to sneak this through with no recourse after it was completed.

We bought this home 30 years ago knowing that a passenger train runs on that line and it's generally fairly quiet especially with the newer diesel trains. I can live with the occasional LIRR that doesn't carry pollutants of ash and demolition debris. I suffer from asthma and am already frustrated by the possible health issues stemming from the Covanta plant that is only 2 miles from my home.

Bottom line is I do not want noisy diesel trains running in my backyard day or night. And, I don't want more crap going into the air that I breathe. To think this could now become a frequent occurrence exasperates me.

I have lived on Long Island nearly my entire life and between the property taxes, increasing congestion from all of the densely occupied housing complexes being built in Huntington township and the most recent mess with LIPA being allowed to escape their agreement to pay into the tax base, please don't give me yet another reason to want to leave my home. If this keeps up, no one is going to want to live here.

Sincerely,



Robert J Aulet
30 N Hill Dr
E Northport, NY 11731

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

July 13, 2023

I have recently found out about the plan to build a regional diesel freight rail yard just 2 miles from my home.

I have also discovered that it will be hauling ash and demolition debris using the LIRR rails. As those rail lines run directly behind my home, I am especially concerned about the additional noise and more hazardous materials in the air that I breathe.

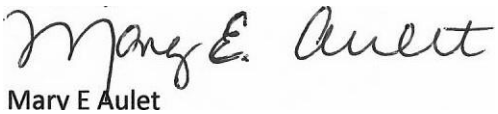
Further, I am disappointed to have learned this from my neighbors and not from the town. I am reading that no application was made to do this.

There are so many reasons to love Long Island but actions like this just reduce our quality of life here.

This is not progress.

I'm already becoming disenchanted with New York so please don't give me yet another reason to want to leave my home. We have made a considerable investment in our home and it seems that another government project is going to reduce the value of it.

Sincerely,



Marv E Aulet
30 N Hill Dr
E Northport, NY 11731

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

I JOIN MY NEIGHBORS AND TOWNLINE ASSOCIATION INC. IN OBJECTING TO THE PROJECT THAT WOULD BUILD A RAILROAD SPUR AND A REGIONAL FREIGHT RAIL TERMINAL AT 140 OLD NOTRHPORT RD IN KINDS PARK. APART FROM THE HORRENDOUS NOISE THAT HAS BEEN INCRESING IN MY AREA, IT IS OF THE UTMOST CONCERN LIVING ON LONG ISLAND WHERE THE RISK OF BREAST CANCER DUE TO ENVIRONMENTAL PROBLEMS AND HOT SPOTS PUTS OUR HEALTH AT RISK TO NOW HAVE THIS REGIONAL FRIEGHT YARD TOWNLINE RAIL TERMINAL ADDING HAUL ASH AND OTHER UNASSOCIATED CONSTRUCTION AND DEMOLITION DEBRIS AND AGGREGATES!!!!!

LIVING ON LONG ISLAND HAS LOST ITS LUSTER AND ATTRACTION AS IT IS. ADDITION MORE TOXINS TO OUR LIVING AREAS WILL ONLY SERVE TO ALIENATE THOSE OF US THAT WISH TO REMAIN.

PLEASE RECONSIDER THIS DECISION.

Chantal Chassagne

392 Townline Road

Commack, NY 11725

6 Dryden Way
Commack, NY 11725-1913
July 16, 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 Mr. Oberman:

After reading Town Line Rail Terminal LLC's ("LLC") published justification for their proposed "private diesel-powered freight yard" to be located in Kings Park, New York – and after reading the Townline Association's ("TA") published statements in opposition to this proposal – I was reminded of Thomas Jefferson's statement in the Declaration of Independence that said **"…governments are instituted among men, deriving their just powers from the consent of the governed…"**.

The "governed" in this matter are the citizens and homeowners residing in Fort Salonga, Northport, East Northport, Commack, Greenlawn, Elwood, and Smithtown, New York. TA has previously publicly asserted that…

- these communities were *never* initially informed by federal, state, and local officials of this freight yard proposal by LLC, and that a prior "town hall" meeting had been held to discuss **only** an "indoor compost facility" at the Carlson Corporation site in Kings Park; and,

- a local Town Supervisor and a County Legislator supported LLC's freight yard proposal even before they informed their citizens of this proposal that they were supporting…there was NO vote by the "governed", NO presented resolution to the "governed", and NO community input!

LLC's own website claims that "Final plans will conform to all regulatory requirements and will receive local public input…". Do "regulatory requirements" include keeping the "governed" uninformed in the past, while at the same time limiting "local public input" to a few duly elected local representatives of the "governed"? Also, why would LLC's website seemingly fail to mention its anticipated "common carrier obligation"?

Does STB want to risk another possible derailment of hazardous materials like that seen in the Norfolk Southern derailment in East Palestine, Ohio…without even the prospect of a Public Hearing with the "governed" citizens living in the above-mentioned communities participating?

As an independent Federal Agency, I am hopeful that you and your colleagues at the Surface Transportation Board will appreciate the great opportunity it has to recognize and give witness to Jefferson's "right of the people" in this critically important matter.

Very truly yours,

Mark M .Trolio Anna M. Trolio

July 15th, 2023

Docket Number FD_36575

The Honorable Martin J. Oberman

Chairman

Surface transportation Board

395 E Street SW

Washington D.C. 20423

Dear Chairman Oberman

140 Old Northport Road is less than a mile from my home of 30 years. The tracks on which the trains traverse back up to my neighbors back yards. The vibration of the LIRR felt throughout the neighborhood. *The LIRR will not be able to install batteries on existing trains to make travel on the Port Jeff line greener and quieter for all of our neighborhoods. The last thing our environment needs is MORE POLLUTION, ground, air, light and noise by the by the proposed Townline Rail terminal, with the running of diesel freight trains in the middle of the night. I am a health care provider, I know we are in no shortage of pulmonary and cancer patients on Long Island. Our ground water and air already affected by the Northport power plant and Covanta incinerator plant as well as the capped landfills that have created a ground plume affecting our aquifer and extending into the waters of Long Island sound. Freight trains hauling ash, construction debris and aggregates are an unwelcome addition to the already compromised towns of East Northport, Northport, Commack and Kings Park. Pulaski road, already congested with commercial vehicles would be overwhelmed with the addition of more vehicles during the construction AND hauling that debris to and from the terminal. This county road cannot handle any more traffic.*

WHERE ARE THE ENVIRONMENTAL IMPACT STUDIES? WHERE IS THE INFORMATION AND EDUCATION ON THIS PROPOSED HUB?? WHERE ARE OUR ELECTED OFFICIALS? This proposed abomination will affect our homes, our property, our towns, our health, our lives. When do we get a chance to voice our concerns?

Sincerely

Lore vonHoffen-Greenstein

35 Ketcham Court

East Northport, New York 11731

Stephen R. Keeler

5 Pups Path

Fort Salonga, 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 Mr. Oberman,

I'm writing to you to voice my objection of the proposed Freight Yard to be build close to my house. To have these trains and trucks operating during the late hours of night in a residential area is unacceptable. The local trains and airport do not operate through the night. As it is I am a light sleeper and get woken up through the night by load vehicles going down the street. The added noise and diesel fumes are not good for the environment. Also, this proposed sight is right over our aquifer. Our clean water is already in jeopardy of being contaminated by what is already hear and know with this proposed Freight Yard is increasing the chances of a toxic accident contaminating our water source. The building of this Freight Yard will also devalue the surrounding neighborhoods causing a tax to lose for the county. To bring this Freight Yard into fruition existing zoning laws will have to be change allowing for more industry like business to operate in the area. Our roads are not built to have heavy machinery driving on them daily.

Sincerely

Stephen R. Keeler

To: 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

From: Anthony Zumpano, 21 Grace Park Drive, Commack, NY 11725 (antzump@aol.com)

Dear Members of the Surface Transportation Board,

I’m wri.ng to strongly oppose the proposal by CarlsonCorp to construct a private dieselpowered freight yard in Kings Park. The proposed location, in close proximity to residen.al neighborhoods and schools, raises significant concerns about the safety and well-being of our community. Transpor.ng hazardous materials near our schools, homes, and local roads is unacceptable and poses unnecessary risks. Furthermore, the additional truck traffic and poten.al environmental impact of this project are of great concern.

It's also worth no.ng that the necessity of this project is questionable. The existing waste management facilities, such as Omni Recycling and Gershow Recycling, already handle a significant amount of construction and demolition debris (C&D), and the closure of the Brookhaven Landfill doesn’t create a crisis that requires the establishment of Townline Rail Terminal.

I respectfully urge the Surface Transportation Board to reject CarlsonCorp's request for permission to construct and operate this freight yard. I implore you to prioritize the safety and well-being of our residents. Thank you for your attention to this matter. We trust that you will carefully consider our concerns and make a decision that reflects the best interests of our community.

Sincerely,

Anthony Zumpano

To: 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

From: Jennifer Gidman, 21 Grace Park Drive, Commack, NY 11725 (jgidman@gmail.com)

Dear Members of the Surface Transportation Board,

I'm writing to express my strong opposition to the proposal by CarlsonCorp. to construct a private diesel-powered freight yard in Kings Park, near residen.al neighborhoods. As a concerned member of one of the surrounding communi.es, I firmly believe that this project poses significant risks and nega.ve impacts that shouldn't be ignored.

The proposed location of the freight yard, just one block north of Commack and one block east of East Northport, places it in close proximity to established Kings Park residen.al areas and several schools, including Fort Salonga Elementary School, North Ridge Primary School, and Commack High School. The poten.al hazards associated with the transportation of hazardous materials, as acknowledged by CarlsonCorp. itself, raise serious concerns for the safety and wellbeing of our children, residents, and businesses. We cannot accept the increased risks posed by the movement of hazardous materials passing so closely to our schools, homes, and local roads.

Furthermore, the proposed freight yard would not only contribute to the already burdensome truck traffic on our local streets, but also have a detrimental impact on Long Island's sole source aquifer, given its location atop a deep recharge basin. The poten.al pollution and environmental impact associated with the operation of this facility, including its effect on air quality and water resources, can't be taken lightly.

I strongly request that the Surface Transportation Board carefully consider the detrimental effects this project would have on our community's health, safety, and quality of life. We urge you to reject CarlsonCorp's request for permission to construct and operate this private dieselpowered freight yard. Our community is committed to working together to protect the wellbeing of our residents and the environment. We kindly request your thorough consideration of our concerns and an equitable resolution that prioritizes the safety and interests of our community.

Thank you for your attention to this matter.
Sincerely,
Jennifer Gidman

Elaine Sefcik
2 Captain Richards Lane
Fort Salonga, NY 11768
creekesl@gmail.com

28th July 2023
The Honorable Martin J. Oberman
Chairman
Surface Transportation Board 395 E Street, S.W.
Washington, D.C. 20423
RE: Surface Transportation Board Decision, DOCKETNUMBERFD36575
Dear Honorable Oberman,
I hope this letter finds you well. I am writing to express my deep concern and strong opposition to the proposed establishment of the private diesel-powered freight yard by CarlsonCorp in our community. As a concerned resident and advocate for environmental sustainability, I believe this proposal poses significant risks and has the potential to inflict irreversible harm on both our environment and the health and well-being of our community members.

Impact on Property Values, Health, and Well-Being:

The establishment of a freight yard in close proximity to residential areas would likely result in a decrease in property values for homeowners. Prospective buyers and investors may be discouraged from considering properties in the vicinity of the freight yard due to concerns about increased traffic of trucks, pollution, noise, and other associated issues. This could have a long-lasting negative impact on our community's economy and the financial well-being of its residents.

Our community's health, environment, and well-being should be paramount in any decision-making process.

I trust that you will take these concerns into consideration and act in the best interest of our community. I look forward to hearing about any revisions or alternative plans that prioritize the well-being of our environment and residents.
Thank you for your attention to this important matter.

Sincerely,
Elaine Sefcik.

August 25, 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,

Local communities 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 newly discovered 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 (LIRR) Port Jefferson Line.

What is troubling to us is 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. What 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. What is not included is that the area includes a federal government classified deep recharge area for a sole source aquifer.

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.

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.

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.
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. 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. Moreover, with its proximity to residential neighborhoods and to the deep recharge sole source aquifer, it is beyond our 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.

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 (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. 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.

I appreciate your attention to this project.

Sincerely,

Mike and Robin Doyle
12 Seneca Street
E. Northport NY 11731
917-359-2520

August 25, 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,

When the community finally found out about the Townline Rail petition for an exemption to the STB, Mr. Toby Carlson, owner of both CarlsonCorp and Townline Rail, started telling the community hazardous materials cannot and will not ever be accepted, nor shipped, by Townline Rail. Once Townline Association hired a lawyer, Townline Rail was forced to admit under a CCO, "Townline Rail understands that if its petition is granted, upon exercise of the Board's authority, it will have to provide service upon reasonable request, including reasonable requests to transport hazardous materials."

What is happening now is Mr. Carlson is writing letters to the editor of a local paper and putting on Facebook that while it may be "very technically true" that Townline Rail could be required by the STB to receive and/or ship hazardous materials on reasonable request as a common carrier - this is really just "illusionary." CarlsonCorp's argument is it will not seek approval from the Town of Smithtown or the New York State Department of Environmental Conservation ("DEC") for authorization to transload hazardous materials in its proposed facility.

CarlsonCorp could ask the DEC for a permit to transfer hazardous materials from its proposed transload facility. In general, a facility could be exempt under 6 NYCRR Parts 372 and Part 360 for 10-day storage, and a 364transporter permit could be issued with a destination facility that was authorized under that exemption. It could also seek permission from the town for a use variance/exception.

This project is proposed on an approximately eighty-acre site, leaving plenty of other locations where goods/materials could be transported from train car to truck without using the proposed transload facility. There are many ways to transfer containers from train to truck for the purpose of transport.

CarlsonCorp/Townline Rail will have no choice but to accept the shipments on the railroad as a common carrier. For example, directly across the street from the proposed site, Covanta Huntington uses anhydrous ammonia during its process, while chlorine is used in wastewater treatment at Suffolk County Sewer District #6 in Kings Park, less than five miles away. Townline Rail would have absolutely no choice but to transport these hazardous materials if requested.

CarlsonCorp is fond of saying the transload facility is distinct and separate from Townline Rail, therefore a CCO would not attach. What has never made any sense is that its complete name is Townline Rail Terminal. The word terminal, in the context of transportation, means the end of a transport route, or a station at such a point. Here, the end of the transport route, the terminal, would be the transload facility, where freight cars would pass through to be unloaded. This transload facility is the heart of Townline Rail Terminal, it is not functionally separate nor distinct.

What Townline Rail/CarlsonCorp is really doing is trying to expand its trucking business using the CCO, while simultaneously and purposefully trying to shield itself from the long-established responsibilities that come with holding a CCO. The common carrier obligation is a core tenet of the Board's regulation of the freight railroad industry and is a pillar of the railroads' responsibility to our country's economy.

In layman's terms, CarlsonCorp wants to have its cake and eat it too. I respectfully request this petition be denied.

Sincerely,

Kathleen O'Malley
144 Church Street
Kings Park, NY 11754

August 20, 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 compelled to write to you to say I oppose the Townline Rail Terminal being proposed by Carlsoncorp at 140 Old Northport Road, Kings Park. I respectfully request that you reject this proposal.

Carlsoncorp has been placing advertisements in our local newspaper (The Smithtown News) practically every week for the past several months. A number of Carlsoncorp's advertisements state that they will never transport hazardous materials even though they are "technically" supposed to if requested as a CCO because their transloading facility will not be licensed to handle hazardous material. This makes no sense to me at all – either Townline Rail is a CCO and transports hazardous material as reasonably requested or it isn't. Can someone please clarify this for me?

I feel it bears mentioning that if there was ever a catastrophic release of hazardous materials in our area (such as anhydrous ammonia or chlorine) there would be no way to safely and swiftly evacuate the residents that live in the surrounding communities. Our local roads are primarily single lane in either direction and are just not designed to accommodate a mass evacuation. I understand that Carlson owns land that happens to be located next to the LIRR tracks. Just because his land is located next to the LIRR tracks it does not mean that it is an appropriate place for a regional freight yard and trucking business. In reality, his land is just a small piece of land located in the midst of thousands of acres of residential land with homes and schools. Furthermore, a good portion of Carlson's land is currently zoned for residential usage. This is simply not the right location for a regional freight yard.

Once again, I respectfully request that you consider the thousands of residents that live in the surrounding communities as well as the thousands of students that attend school near the Carlsoncorp property when making your decision and that you say "NO" to Carlsoncorp.

Sincerely,

Andrew Axelrod
23 Coconut Drive
Commack, NY 11725
Andrew.Axelrod13@gmail.com

August 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,

I am a resident of Commack, New York for almost 25 years and live less than half a mile from the Carlson property where a regional freight train yard is being proposed. I am extremely opposed to this proposed freight yard. I am concerned about all the negative impacts this freight yard would have on the surrounding communities. Our property values will suffer and residents will be exposed to all sorts of annoying and unhealthy things like noise, light, increased truck traffic, vibrations and diesel fumes. This is terribly unfair to everyone who lives here!

I hope that the STB will consider all the people who will be negatively impacted just so that Mr. Carlson can grow his personal wealth. Please stop this insane proposal!

Best Regards,

Lisa Vlacancich

16 Daron Lane

Commack, NY 11725



Old Northport Road Lawrence Road Task Force

Response regarding Toby Carlson (Power Crush) Rail Yard.

The comments brought up by Toby Carlson and others in government are FALSE. There is no way whatsoever that the garbage fee in our taxes will ever go from $300 to $4000 as stated by others. Ash was hauled off Long Island from these plants once before when there was an issue at the TOB landfill. This will not alleviate truck traffic in our area. This will ONLY increase it!! Truck will pour down roads past homes, churches, and more importantly schools. This is like a puzzle piece that does not fit.

This railyard WILL increase truck traffic down residential roads not major thoroughfares like other railyards on Long Island, or in other areas of the country that give these yards its own exit off major roadways. This Kings Park site is buried in residential, and more importantly Toby Carlson has used and abused his property for decades. This property is currently zoned, HI, LI, and Residential. But you would never know that by driving down there. His yard drains into town roads which is another town code violation that goes unpunished.

While there will be at the start 26 rail cars, this is only the beginning. More cars to come that need to be filled. These cars will be filled after hours causing noise and debri to be emitted and dumped on the surrounding homes. Noise complaints already exist with Covanta from the back up alarm on the payloader. This alarm is required by OSHA, but something this small already causes an issue when in use and is used rarely, not like the every day use Toby will be doing. Material will be hauled in during the day, loaded at night, and now railed out during the evening hours. The roads that will be bombarded with transfer trailers (Indian Head Rd., Townline Rd, Jericho Tpke, Commack Rd., Pulaski Rd, Main St, Larkfield Rd, and many other smaller Roads.)

While rail works, it just does not work here.

We highly encourage any/all who are voting on this matter to Deny this application.

Sincerely
Tom Unverzagt

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

September 10, 2023

Dear Chairman Oberman,

I firmly believe it needs to be brought to the attention of the STB that there have been over 40 violations/summonses cited to the Carlson property (140 Old Northport Road, Kings Park) from the Town of Smithtown in the recent past.

Some include:

- Voluminous violations for failure to obtain site plan approvals, including for the petitioner's above referenced permitted recycling facility
- "Hazard To Health & Safety to The Community" violation
- Improper storage of garbage and rubbish
- Zone violations
- Excess unregulated vehicles
- Allowing sand and gravel processing in residential areas
- Unlicensed containers
- Open roll-off container without license
- Unmarked roll-off containers
- Roll-off in street
- Operating private dump in residential area
- Failure to obtain approval for newly constructed building
- Allowing waste to be stored in open non-waterproof containers

… and the list goes on. (Copies available upon request)

The one thing we learn from history is that it very often repeats itself if we are not careful.

Some Long Island history may also help in your reaching a decision on this matter. In the late 1970s, the Long Island Regional Planning Board completed a major study called The Long Island Comprehensive Waste Treatment Management Plan. The plan divided the island into eight hydrogeologic zones. These zones were codified into the Suffolk County Sanitary Code as ''Groundwater Management Zones" and affording a high degree of legal protection. Portions of two of these zones are in Smithtown. Zone I is a deep recharge zone where water recharges the Magothy and Lloyd aquifers.

This proposed project site is squarely in an Article 7 restricted area (Zone 1) and storage of any toxic or hazardous materials, as defined in Article 7 of the Suffolk County Sanitary Code, is severely restricted. A spill, leak or any size breach at this Zone 1 location will leach into the aquifer, thereby harming Long Island's drinking supply. Protecting Long Island aquifers are exactly why Suffolk County codified critical restrictions to protect the groundwater quality in this zone.

Couple the high degree of vital protection and the history of the mis-management of the proposed site, it is clear this project should not be approved. There is way too much at risk.

Respectfully,
Diane Calderone
269 Bread and Cheese Hollow Road
Northport, NY 11768

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

This is to let you know of the extreme opposition to the rail yard proposed in the Fort Salonga, Kings Park, Commack and East Northport area. This would greatly diminish the quality of life for the residents of the area due to the transport of hazardous materials and disposal of incinerated ash and construction debris using diesel freight trains. This would affect all communities along the LIRR Port Jefferson Line.

Katherine Kovins
Secretrary
Fort Salonga Association

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

September 10, 2023

Dear Chairman Oberman,

It's come to my attention that Carlsoncorp's has requested to build a railroad spur and a regional freight rail terminal on their property at 140 Old Northport Rd in Kings Park. As a resident of Kings Park, since 2014, I am gravely worried that this endeavor will not only negatively affect our community, but also negatively impact the health and well-being of my 8 1/2-year-old daughter.

I am strongly encouraging you vote down this terrible freight terminal, in this wonderful, quaint town we call home. If this measure is passed, it will undoubtedly affect the residents of Kings Park, and my growing daughter for untold years to come.

Thank you, Chairman.

Sincerely,

David "Gunther" Kay
14 Raleigh Lane
Kings Park, NY 11754
(516) 647-3450
DavidBenjaminK@aol.com

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

September 9, 2023

RE: Surface Transportation Board Decision, Docket No. FD_36575

Dear Honorable Martin J. Oberman,

I am a resident of Kings Park, New York, and live in close proximity to 140 Old Northport Rd. in Kings Park, which is where Carlsoncorp's has requested to build a railroad spur and a regional freight rail terminal on their property.

I oppose this from occurring for many reasons, tops being that hazardous material will be received and shipped, as well as an increase in traffic and tractor-trailers on the roads (many of which are only a single lane).

I propose that this should not be built in an area that is surrounded by neighborhoods and in a residential area, such as Kings Park, New York.

Sincerely,

Greg Prato
7 Peary Lane
Kings Park, NY 11754

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

September 9, 2023

RE: Surface Transportation Board Decision, Docket No. FD_36575

This letter is written on behalf of myself and my family who are personally affected by the unrelentless barrage of dump trucks tractor trailers and associated waste transport flatbeds constantly traveling up and down Townline Rd in Commack.
I purchased in 1986 one block north of Jericho Tpke off Dovecote La at a time when traffic was as intended for single family residences with room for expansion for the same residential model. Unfortunately for us, we have seen Townline become a major pass for commercial vehicles transporting waste to the Covanta facility with large loads carrying who knows what with the markings of MUNICIPAL WASTE hand written on the sides of the bales. Now these ugly dangerous loads are either on the way to incineration up the block or are of the toxic waste residues to be trucked out of state due to the lack of an answer locally, never ending and about to increase in numbers.

Just recently our daughter was forced off the road by such a vehicle as she was traveling south across Jericho Tpke as a driver abruptly chose to switch lanes. Case # 239229TC with the Department of Transportation as reference for a possible solution. If this were not a large transport vehicle this would not have happened.
I object to the plan to add rail transport facilities to this once tranquil area and all of its intended and unintended consequences. I will do whatever it takes to support the drive to squash this ridiculous idea. Looking at the map from above I can see how dangerous this actually is for the once closest to this disaster. Please reference the increase in derailments over the last few years and its results.

In 2023, there have been **more than a dozen rail accidents reported in the US**. The Ohio train derailment of February 3, 2023, in which 38 cars of a Norfolk Southern freight train carrying hazardous materials derailed, caused several railcars to burn for more than two days, with emergency crews conducting a controlled burn of several railcars which released hydrogen chloride and phosgene into the air.[1] Two major train derailments occurred in less than 12 hours this week, less than two months after the catastrophic train derailment and chemical spill in East Palestine, Ohio.[0] In Michigan, a train derailed on February 18, 2023, with several cars veering off track in Van Buren Township.[2] CSX, a freight train supplier, said the train derailed in Sandstone after it "struck a rockslide."

As an ongoing concern for accidental and maybe even intentional derailments besides the intense increase in traffic on our local roadways, I energetically and passionately will engage with all to be front and center in protecting our beautiful neighborhoods against this horrible injustice against our community based upon convenience and intended profits by those who could care the least. How about investing in appreciating assets with positive outcomes gaining true support from the residents?

Kevin Barnikel
2 Mangin Rd.
Commack N.Y. 11725

September 6, 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 have recently become aware of the regional freight yard that Carlsoncorp wants to build on Old Northport Road in Kings Park. I am writing this letter in strong opposition to this proposed rail yard. The property is located way too close to residential neighborhoods – the closest homes only 150 feet away from where the rail yard would be located. That is sheer insanity! I'm sure none of those people living there bought their homes with the notion that some day the neighboring property zoned primarily as residential with some light industry would become the future sight to a REGIONAL FREIGHT YARD! A development of that magnitude should be built far away from homes and schools not a mere 150 feet away from it.

I respectfully request that you reject Carlsoncorp's request for permission to build a rail spur and regional freight yard at that site.

Sincerely,
Jessica Kahn
22 Shirley Court
Commack, NY 11725

September 6, 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 have recently become aware of the regional freight yard that Carlsoncorp wants to build on Old Northport Road in Kings Park. I am writing this letter in strong opposition to this proposed rail yard. Our local roads are terribly clogged with traffic – so much so that it takes me almost 20 minutes to drive a few intersections on Jericho Turnpike which is our main road through our town. A regional freight yard and trucking business would put even a further burden on our local roads. It should be noted that our town was never designed for traffic like the kind this project would create. Most of our main roads are only single lane roads in each direction. The larger roads have two lanes in each direction and are flanked by homes, schools, and small strip malls that house our local stores. More trucks on our roads would create more traffic and increase the number of traffic accidents.

For the sake of our area I respectfully request that you reject Carlsoncorp's request for permission to build a rail spur and regional freight yard at that site.

Sincerely,

Matthew Kahn
22 Shirley Court
Commack, NY 11725

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

September 5, 2023

RE: Surface Transportation Board Decision, Docket No. FD_36575

I am a resident of Fort Salonga and live very close to the location where Toby Carlson wants to build a Rail terminal and we are totally against this for the following reasons.

The area is already overburdened by many sources of pollution. Within a 5-mile radius we are exposed to toxic pollution from the Northport Power Plant, the Huntington (Covanta) incinerator, the medical waste incinerators at the Northport VA and St. Catherine's Hospitals, several capped landfills and their methane venting systems, and many businesses that add more pollutants from sand mining, concrete crushing and asphalt production. There are the emissions from the numerous trucks that serve the businesses in the area and the emission from the LIRR dieses Trains.

The property is near several densely populated residential neighborhood in Ft. Salonga, Commack, Greenlawn and Elwood. The property is also located in a federally designated deep recharge area of a sole source aquifer. If this highly sensitive area of the aquafer is compromised by the leakage of hazardous materials it would affect the drinking water for all Long Island. 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.

For all the above reasons I am against this project going forward.

Thank You
Joseph Stolfi
2 Rose Ct.
Ft. Salonga N.Y. 11768

Honorable Martin J. Oberman September 4, 2023

32 Chestnut Stump Rd

Northport, NY 11768

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 and Marie Konop

Sherri L. Kaplan
56 Peppermint Road
Commack, New York 1 1725
(631) 806-7255

September 28, 2023

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

Re: Surface Transportation Board Application: Docket No. FD-36575 Dear Chairman Oberman:

I write to voice my continued opposition to the above referenced application.

I recently viewed a video showing the exact area that would be affected by the proposal if granted. The video was not offered by CarlsonCorp, but rather was prepared by Townline Association, Inc. It was quite informative and eye opening. Reading about something is one thing, but when they say "a picture is worth a thousand words", that really hits the mark here. Even though I live in the community, it was shocking to see just how close the proposed train tracks are to so many schools, homes, and playgrounds. And knowing that the trains will be carrying hazardous materials raises significant and numerous concerns.

CarlsonCorp has purposefully failed to include all relevant and necessary information and the information it has disseminated to date has been suspect at best. Instead of directly addressing the issue of the proximity of the train tracks and the hazardous materials the trains will carry (and then trucks - thereby not decreasing truck traffic as claimed), CarlsonCorp has instead either ignored the obvious questions and concerns or has engaged in deception.

CarlsonCorp cannot be trusted. I sure don't want to rely on CarlsonCorp when it comes to my health and safety, or the health and safety of my family and my neighbors and community. As local residents, we all deserve better.

CarlsonCorps application should be denied in its entirety.
Thank you for your attention into this matter.

Very truly yours,

Sherri L. Kaplan

cc: Townline Association, Inc.

Video Link

https://vimeo.com/846474352?share=copy&fbclid=IwAR3iwrGCtThn9GFG7d1f_ypWaxnQNnREMi-SyaJ4msJlbF7icbgB7gEzKg0

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

October 1, 2023

Dear Chairman Oberman,

I am writing this letter to ask that you deny Townline Rail's application.

I am a mother of two young children and the idea of an unnecessary freight yard in our community is very troubling. The negative environmental and quality of life effects this will have on my family, friends, and neighbors is alarming.

This proposed freight yard would sit on top of a protected, sole-sourced aquifer, the land has been illegally sand mined, and is just feet away from many homes. The petitioner requested a waiver of the FEIS long before anyone in the community knew about this proposal, even before the petition was submitted. Many of the issues regarding this property were not identified before the waiver was granted.

This project has nothing to do with solving any upcoming waste issues, it is simply a way for a private company to grow its trucking business.

More trucks will be brought into our community, a community that does not have the infrastructure to handle it. This property and location are wrong for such a project. Tractor trailers should not be traversing our small local streets in order to get to the Long Island Expressway to deliver cargo.

Over the past three years in Nassau and Suffolk counties, 515 people have been hit, injured or killed while walking or biking. Adding so many tractor trailers to our local roads will see this already horrifying number increase.

There are better suited locations for this type of truck traffic, in front of our homes and schools is not one of them.

I have a special needs child and our own yard should be a safe place for her to play. If this project goes through, she will not be able to play outside due to the increased traffic and pollution in our neighborhood. Due to her high level of need, its very hard to take her to other places. This will keep her trapped inside. That is not why moved to Fort Salonga.

Please deny the petitioner's petition. There is too much wrong with it, and too much that has not been told to the STB.

Thank you,
Laura Sarowitz
Fort Salonga

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

October 1, 2023

Dear Chairman Oberman,

Townline Rail Terminal, if allowed to move forward, will have a terrible impact on our community.

More truck traffic on our local roads, more noise, more pollution from both the diesel trucks and trains in our community and a substantial risk to our water supply, are just some reasons this project should be denied.

A freight yard in this location would significantly impact residents' lives, causing significantly more local pollution of the air and water (it would sit on a protected recharge basin). There will be increased noise, and injury to the community's aesthetics. Such a use on this site will cause significant and irreversible damage to the community and, most importantly, the children and families living here.

I am a father of two young children and my wife and I bought our house just a few short years ago in this area to ensure our children have happy and healthy lives. Our baby has asthma and the impact of this project will absolutely harm his breathing. He won't be able to play outside and enjoy this neighborhood the way we intended when choose this neighborhood. This project would work against our goals to give our children the safest place they can play and call home.

Thank you,
Gabe Nacelewicz
Fort Salonga

09/16/23

To: The Honorable Martin J. Oberman
Chairman
Surface Transportation Board
395 E Street, S.W.
Washington, DC 20423

RE: Surface Transportation Board Decision, Docket No. FD_36575

I hope this letter finds you in good health. This request is an opportunity for you to be a hero and save our communities quality of life for generations to come. Our community has had NO opportunity to weigh in on this plan. It has been kept hidden from everyone and I am confident that if aware, more members of this community would state their distaste for this idea.

Unfortunately, a great number of our residence are too young to have an opinion, too old to navigate through the website to find the letter writing option and sit down to type this letter due to not being computer savvy and like many other residences just too busy in the rat race trying to balance work and family not allowing dedicated time to write this letter. They are working hard to provide a good life for themselves and their families. A safe, happy and "HEALTHY" life.

This is what brings many members of the community to this town including myself. Now raising a two-year-old and four-year-old child. I chose this town to plant my roots and begin a family coming from nothing and working my behind off to provide a "HEALTHY" stable life style for my children. This idea of the Freight Yard can have long lasting effects on the members of this community and the surrounding environment. Many families in this neighborhood never leave. The children inherit the family's home and choose to stay here and raise their own families being so fond of the neighbor. There still is a sense of history and tradition in this neighborhood that has been far long removed in many other neighborhoods. That is just another factor making the town of Kings Park such a desirable area to live.

In closing, I don't know who in their right mind would choose to live in a neighborhood with a freight yard admitting chemicals and hazardous materials into the air, ground, atmosphere and environment. It is my hope, that this one of many letters that will be submitted registers with someone with common sense, someone that would not want this in their own backyard effecting their family and the quality of life for generations to come. Please, if you have any discretion in this matter please consider relocating or cancelling the decision to formulate a Freight Yard in any neighborhood or town especially Kings Park.

Sincerely,
Mr. Stoler
Kings Park Resident

09/17/23

To: The Honorable Martin J. Oberman
Chairman
Surface Transportation Board
395 E Street, S.W.
Washington, DC 20423

RE: Surface Transportation Board Decision, Docket No. FD_36575

I chose the area of King Park to move, live, and raise a family. I would have never chosen this area knowingly if there was going to be a Freight yard established in our town. I find it to be even more disturbing that this idea has been kept a secret from all the members of this community. I have two young children, and as a mother I am very concerned for their health being exposed to whatever toxins that will be emitting from this Freight Yard. Has there been any long-term studies showing results of exposure to these chemicals? Long Island already has other issues with water contamination and pesticides. We do not need another reason to be exposed to more junk that will ruin our bodies and hurt our young children. Please do not allow this to happen in our town.

Sincerely,
Mrs. Stoler
Kings Park Resident

September 13, 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 Honorable Oberman,

I am opposed to the Townline Rail Terminal being proposed near residential neighborhoods. It would have a huge impact on the quality of life of many towns in the area. There are schools in close proximity to the proposed site.

Carlson Corp/Townline Rail Terminal will be required to receive/ship hazardous materials upon request. It will also be required to provide rail service to any entity that requests it therefore bringing goods into the yard, then shipped out by diesel trucks across Long Island. This will create more traffic which we do not need. We already are overburdened with truck traffic.

Please vote NO to the Townline Rail Terminal.

Yours truly,
Janet McCabe
83 Twin Oaks Drive, Kings Park, N. Y. 11754
mccabejt@optonline.net

6 Sandpiper Lane Northport, NY 11768 rr2vlad@yahoo.com

October 19, 2023
The Honorable Martin J. Oberman
Chairman Surface Transportation Board
395 E. Street, SW
Washington, DC 20423
Re: Docket No: FD_36575

Dear Honorable Sir:

I am a 25-year resident of Northport, NY who resides less than one mile from the proposed construction of the CarlsonCorp's railroad spur.

I can speak on behalf of hundreds of residents, including many children who also live near the proposed construction site who are vehemently opposed to this project which will become an environmental and health disaster. This is because the owners of CarlsonCorp want to operate very noisy diesel locomotives 24 hours a day, seven days of week within yards of many residential homes which will cause and contribute to significant air, noise, and light pollution over a large geographic area that will go unregulated by any governmental agency.

Politicians throughout our nation now talk about reducing greenhouse gas emissions but this project will be hypocritical to mitigating climate change which all scientists know gets worse and worse every year leading us to a catastrophe. Many people will suffer pain from the long-term effects from pollution as being proposed by CarlsonCorp who will eventually become sick and die prematurely.

It's obvious that CarlsonCorp is only interested in making huge profits at the expense of families with children and elderly parents who are not extremely wealthy. They do not care except for making money. I have no problem with corporations making a profit but they should not be making astronomical profits where nearby residents may suffer devastating consequences which is not right.

Therefore, I urge you to reject the CarlsonCorp train yard proposal based on the reasons mentioned above as soon as possible.
Sincerely,

Richard Vadimir



RV:rv

Peter Liguori
34 Orchard Drive
Fort Saionga, NY 11768
peterliguori@yahoo.com

23rd October 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 name is Peter Liguori, a resident of Fort Salonga. I'm writing to urge you not to approve Carlson Corp's request to build a railroad spur and a regional freight rail terminal on its property at 140 Old Northport Road in Kings Park.

The neighborhood immediately north of this property is home to many growing families with young children including my own. I am concerned with the ramifications this project would have on the long term health of the residents particularly the young children who play outside and attend school in the area.

Furthermore the health of the elderly residents in the area should also be considered. My father is a 9/11 first responder who suffers from sarcoidosis and as a result is sensitive to changes in air quality and fumes. He and many others' quality of life would be negatively impacted by this decision if approved.

I hope you will consider the well-being and safety of these residents in your upcoming decision. Thank you for your time and consideration in this matter.

Sincerely,

PetcrLiguo

The Honorable Martin J. Oberman, Chairman
Surface Transportation Board
395 E Street, SW
Washington, DC 20423
October 15, 2023

Re: Surface Transportation Board Decision, Docket No. FD_36575

Dear Sir:

I am writing this letter as a concerned citizen living in Kings Park since 1974. I am expressing my plea to NOT approve the request to build a private diesel powered railroad spur & regional freight rail terminal at 140 Old Northport Road in Kings Park.

The request to build this is all about the money with no concern for the town & the people living here. Kings Park is a small community & all of this railroad traffic & what is being transported would be detrimental to this lovely community. It will be noisy with the diesel & the pollution it will create would be unhealthy especially to those children attending schools close by. Our community already bears the burden of several major sources of environmental issues. I understand that the proposed project will also have a heavy impact on Long Island's sole source aquifer & a diesel freight yard would negatively affect our groundwater, harming the quality of the recharge water which supplies Long Island's drinking water reserves. Why wouldn't we be concerned about protecting & preserving this resource instead of harming it & just lining the pocket of Townline Rail Terminal (subsidiary of Carlson Corp). This does not belong in such close proximity to residential neighborhoods.

I beg you to NOT approve Townline Rail Terminal's request.

Thank you for your time & consideration.

Jean Trojanoski

97 Hawthorne Road

Kings Park, NY 11754

Email: telarina@verizon.net

Dr. Peter J. Mancuso

14 Pups Path

Fort Salonga, NY 11768

(Town where Elijah Churchill was awarded the first Badge of Military Merit(todays Purple Heart) from George Washington.

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

Attention: Honorable Martin Oberman and Members of the Board

I write to you regarding the proposed freight rail terminal at 140 Old Northport Road in Kings Park. I am requesting you do not approve this request by the CarlsonCorp. My home is located in the much desired beautiful hamlet of Fort Salonga which I chose to raise my children. My home is feet from this proposed site which I am informed will be used to load, transport waste and ash in diesel trains. My children have allergies and as a physician I am rightfully concerned about the air pollution and health risks associated to my family and our community.

I urge you to fight on the side of the people living here as Mr. Churchill once did.

Best Regards

Dr. Peter J. Mancuso

09/18/23

To: The Honorable Martin J. Oberman

Chairman

Surface Transportation Board

395 E street, S.W.

Washington, DC 20423

RE: Surface Transportation Board Decision, Docket No. FD 36575

I have been a resident of Kings Park for over forty years. The mere thought of this Freight Yard makes me sick. I have raised my children and grandchildren here. I would never have wanted them to be exposed to any of this hazardous material. I am concerned for the wellbeing of myself along with my fellow neighbors and their children if this Freight Yard gets approved to be put into place. I am against this and I would like my voice and opinion to be heard, honored and put into file.

Thank you,

Estrella Fermo

Kings Park Resident



The Honorable Martin J. Oberman

Chairman, Surface Transportation Board
395 E street, S.W.
Washington, DC 20423

RE: Surface Transportation Board Decision, Docket No. FD 36575

I am most concerned about plans for a rail yard in Northport. Retrofitting a project of that magnitude into an area that was not zoned for it is WRONG.

People invest their lives in a community and neighborhood with expectation of stability.

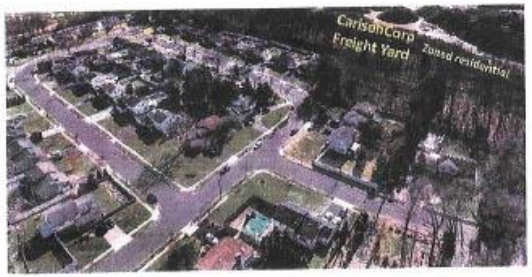
Public officials should never be able to change zoning to fit their agenda.

Leave Long Island alone. We don't need increased density. No more trains and buses. We choose to live on Long Island because we don't want urban neighborhoods. Respect people's choice. We are the taxpayers. We don't want our tax dollars working against us.

Take your urbanization upstate somewhere where people may want it.

Most sincerely,
Sonya Reid.
Northport, NY

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

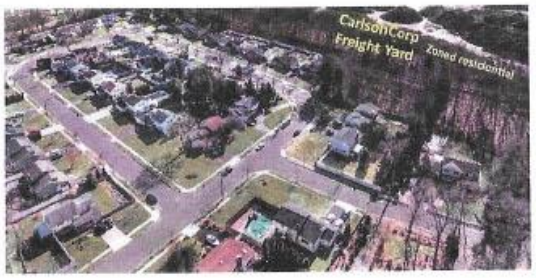


Dear Chairman Oberman,

Townline Rail Terminal is seeking to construct and operate a private freight yard at 140 Old Northport Road, Kings Park on the Port Jefferson line. The plan shows the prospect of 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 would be a chain link fence away from established residential neighborhoods. The Port Jeff line passes within yards of our schools (Commack, Elwood, Kings Park, Harborfields, Northport, Fort Salonga, East Northport, Huntington), houses, businesses and our local roads. This regional freight yard is unnecessary and only serves to financially benefit the petitioner, while harming our communities. **I respectfully request this petition be denied.**

Name	Address	E Mail
Lorraine Hartnett	55 Railroad St. Greenlawn NY 11740	
Henry Muchtin	2362 Sycamore Ave. Wantagh 11793	
Desiree Booth	909 6th St. E.Npt NY 11731	dadikes@aol.com
Philippos Patsalis	241 Arabian Common, Smithtown	patsalis@live.com
Frank Alesia	18 Heather Crescent Commack NY 11725	
Vivian Roenig	19 Caroline Ct, ENPT	VROENIG@OPTONLINE.NET
Sarah Roenig	19 Caroline Ct E. Npt	
Barbara Kessler	218 1st Street E. Npt.	barbara.kessler2@yaho
Madeline Silvers	19 Graystone Dr Elwd	
Jim Zanghi	6 Butler Ave Glen Cove	
*Mario Mattera	55 King Arthur Ln St. James N.Y. 11780	* Resident NYS Senator Mario Mattera
Faith Nichol	1188 Fifth Avenue E Northport	

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Surface Transportation Board, 395 E Street, S.W.
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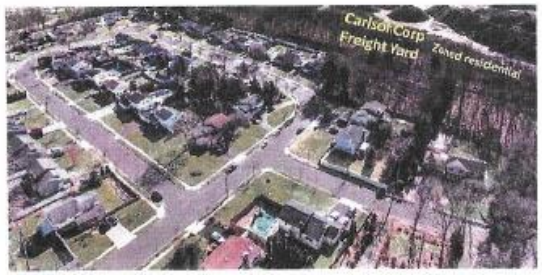


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Name	Address	E Mail
DAMON BARRITEAU	51 Heights RD Fort Salonga NY 11768	barritoes@gmail.com
Rachel Cernigrani	54 Heights Rd Fort Salonga NY 11768	
KarenDeFalco	52 Heights Rd Fort Salonga NY 11768	karendefalco@gmail.com
	44 Heights Rd. Fort Salonga 11768	
	44 Heights Rd Northport 11768	
Jan Rouse	48 Heights Rd 11768	
JageRouse	11 St	11768
Patricia Tapes	46 Heights Rd. Northport 11768	
Ramiro Tapes	46 Heights Rd. Northport NY 11768	
Allison Perretta	11 Rochelle Ln Northport NY 11768	
Evan Sar	43 Height Rd. Ft. Salonga NY 11768	
Colleen Hubas	8 Rochelle Ln Ft. Salonga NY 11768	

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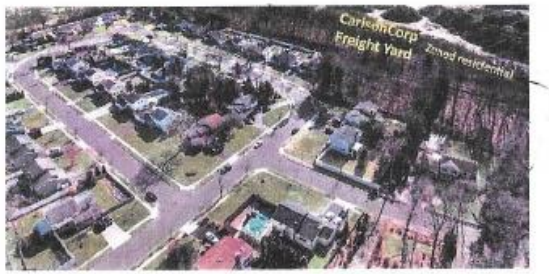


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Name	Address	E Mail
Carol Denicker	7 Rochelle Lane, Northport	caroldenicker@gmail
Barbara Oakley	4 Rochelle La Northport	rob01114@verizon.net
Shari Hermanowski	42 Heights Rd. Northport	teach24@optonline.net
Erin Sullivan	2 Rochelle Lane Northport	erinsullivan92@gmail.
JOSE E. QUILES	41 HEIGHTS RD NORTHPORT NY	93Quills@gmail
CRAIG MAURER	36 HEIGHTS RD NORTHPORT NY	
Carl Mealie	33 Heights Rd Northport NY	
Dennis Labriola	3 Lisa CT. Northport.	ceolabriola@gmail
Christina Giangrandi	29 Heights Rd Northport NY 11768	cmgentile13@gmail.com
Rosa Laviano	27 Heights Rd Northport NY 11768	TRLaviano@Yahoo.com.
Paul Nowicki	21 Heights Rd Northport NY 11768	
William Hubert	16 Heights Rd Northport NY 11768	wcadrube@yahoo.com

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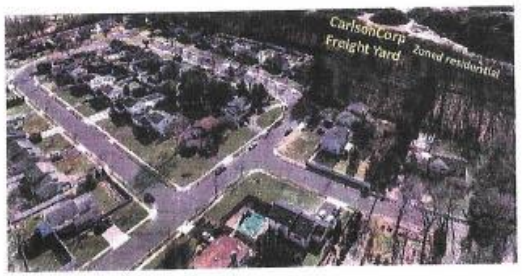


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Name	Address	E Mail
Joe Vano	4 Wyndefield Ct Huntington NY 11743	JoeYang19@charter.com
K Crocker	172 Ave B Holtsville NY	kfc@aol.com
A. Torres	588 Plainview Rd Plainview 11803	Anthonyt2225@yahoo.com
C Tamer	356 Winthrop Ness Lane EnPt	tamer44@optonline.net
M Byrne	24 Collins Ave K.P.	
Debbie Reinhardt	26 Villas DR Melville 11747	debbiereinhardt@c5wife.com
Dana Figueroa	17th W 19th St. Huntington Sta, NY 11746	
[illegible]	257 Stewart Ave Bethpage NY 11714	marino.doncaggio@gmail.com
[illegible]		
[illegible]	Prospect Rd. Centerport NY 11721	
[illegible]	48 Terrace Dr. E. NPT.	
Edward Chan	2 Danville Dr	

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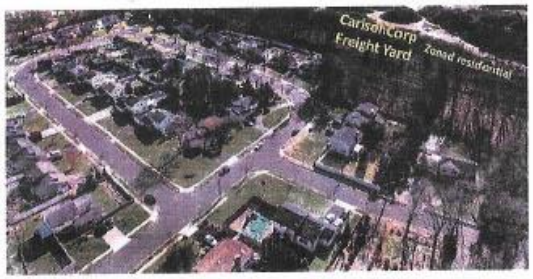


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Name	Address	E Mail
Michael Luca	11A Norton Dr. E. Northport	tinmandrafting@aol.com
Robyn Luca	11A Norton Dr. E. Northport	Robyn427@aol.com
Mya Dunigan	53 Brookside Dr. Smithtown	myadunigan@gmail.com
Mary Verdon	61 Plainfield Rd. Albertson	12zyverdu@gmail.com
Donna Reed	1063 Highland St. Baldwin NY 11510	donnatreednsn@aol.com
ED GEMRKE	102 8TH AVE E. NORTHPORT 11731	EDWARD.GEMRKE@YAHOO.COM
Gerard Romano	15 Fox Lane Commack NY 11725	GRomano@CommackFD.org
Ann Maghani	16 ESSEX PL 11725	swlc@gmail.com
Jen Cheshire	39 Monmouth ENpt	jclmcm@gmail.com
Alyssa Patmore	25 Glenview Ave Npt	alyssapatmore@yahoo.com
JASON MACAGNONE	607 6TH ST. E NPT	JMAXIMUM@VORIZON.NET
Samantha Kovacs	482 Pulaski Greenlawn	samanthakovacs@gmail.com

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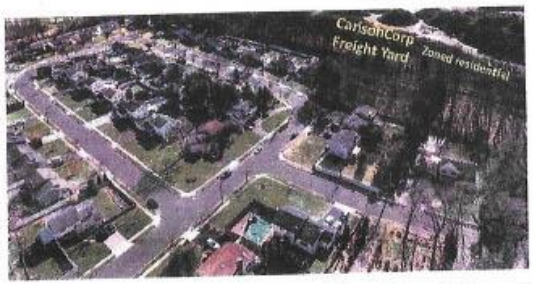


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Name	Address	E Mail
Leiann McGrory	73 Upland Dr. ENpt	Leiann.mcgrory@gmail.com
ANNIE SEMERS	185A Bellerose Ave ENPT	
Amir Riven	128 Merrick Ave NY 11566	
Suzy Abbott	87 Beacon Lane ENorthport	JnS111602@gmail.com
Gio Russo	47 Lourae Drive [illegible]	[illegible]
Kim Thorne	7 Pebble Hill Drive Northport	Kathorne114@gmail.com
Matt Boehm	9 Gilder Ct Northport NY	[illegible]
Kaitlin Boehm	"	kaitlin.keenan5@gmail.com
Nick Pesola	114 Lenell Rd Lynbrook	Npesola@gmail.com
Bianca Pesola	↑ same	
Joan McDowell	9 Howard Ct E. Hpt NY 11731	joan.emcd28@gmail.com
William McDowell	9 Howard Ct ENPT NY 11731	wiltmcdowell@yahoo.com

The Honorable Martin J. Oberman, Chairman
Surface Transportation Board, 395 E Street, S.W.
Washington, D.C. 20423
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Name	Address	E Mail
Jose Pabllo	35 Columbine Kings Park NY	Cfernandez@aol.com
Jeanette Nothdurft	3106th St., E. Npt, NY	JeanetteNothdurft@yahoo.com
Kristen Muller	310 6th St. E. Npt, NY	kristen.maria@hotmail.com
Alyssa Romano	15 Fox Lane, Commack	alyssalynnromano@gmail.com
Linda Romano	15 Fox Lane, Commack	adjromano@yahoo.com
Spencer Teplin	17 Magnolia Ave Lake Grove	teplin99@yahoo.com
Elizabeth Teplin	" " " "	"
Lauren Sardelli	53 Sandy Hollow Dr Smithtown	LRossi929@yahoo.com
Gladys Smith	12 Fifth Ave. East Npt.	
Heather Borza	7 Bruce Ln. E. Northport	heatherh.1.2@gmail.com
JOANN DIDONIS	3 Mapleview Pl Kings Park	Joann d425@gmail.com
Pamela Lombardi	47 Laurie Dr. Massapequa Pk NY 11762	PAL226@aol.com

The Honorable Martin J. Oberman, Chairman
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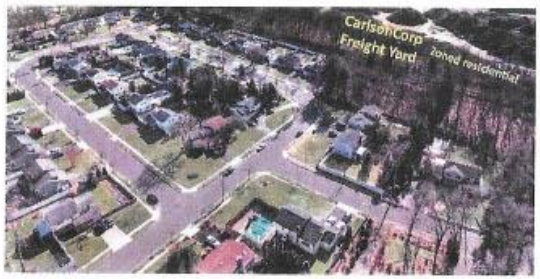


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Name	Address	E Mail
Kevin Dattatreyan	12 Grover Ln	kevtrey@gmail.com
Charles Cassata	10 Van Wyck Lane	Charles.W.Cassata@gmail.com
Andrew Peters	6 Watchview Ln	ajpeters3@gmail.com
Jessica Peters	6 Watchview Ln	JSPeters@yahoo.com
Teresa Fabrizio-Kane	11 Bettina Ct.	Teresaf1974@yahoo.com
K Wightman	1 Centerport Rd	KMarieWightman@yahoo
Patty Ferrato	8 Gartland E. Nort	PCFERRATO@Nilesoil.com
Dan Reiter	16 Vernon Place	Flyxxud@yahoo.com
Tomas Ingram	201 Main St	T.Ingram@Cablevision
Dena Suarez	46 Kew Ave	dlamparter@verizon.net
Priscilla Sanchez	[illegible]	Priscilla5611@gmail
[illegible]	8 Del Place	LGeiler@hotmail.com

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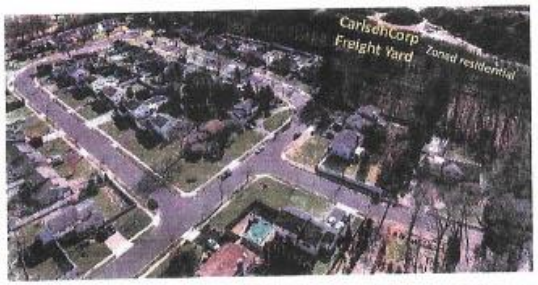


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Name	Address	E Mail
MARCELLA Norwood	73 ERIC POINTE E NPT 11731	MARCELLA.NORWOOD@gmail.com
ANN Dabkowski	15 Klaiber La E NORTHPORT 11731	abdabkowski@gmail.com
Melissa Benfanti	35 Columbine Ln	—
V. Laskaris	200 8th Ave. E. Northport	
C. MASTERS	74 WOODBURY Rd HUNTINGTON	
J LERMAN	60 SUTTON PL So. New York	
Jack Kumer	60 Sutton PL So N.Y. N.Y	
Balca Okkan-Kisla	8 Klaiber Ln. East Northport, NY	balcaokk@gmail.com
Mustafa Kisla	" " "	
CHRIS MOLNAR	522 5th STREET EAST NORTHPORT N.Y. 1173	
[illegible]	522 5th St. E Npt Ny 1173	
Joseph Cutaia	845 E Walnut St long beach NY	Joseph.cutaia@aol.com

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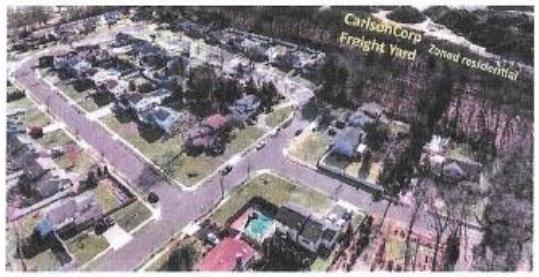


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Name	Address	E Mail
Ena DiLiberto	18 Vine lane East Northport	marice1m458@hotmail.com
Anisha Kayume	48 Rotary Dr. ENpt	isha226@aol.com
Brian Kuj	25 Spinning Wheel, Dix Hills	
Michele Sinicropi	202 7th Ave E. Northport	
Matthew Bauer	69 Bellerose Ave	
Kathleen Bauer	" " "	
Calum McAlister	27 norton drive	
Jeanette Santos	86 Stephen St Levittown	JTkayla@hotmail.com
Jose Santos	" " " "	" "
Kerri SPERANZA	27 WOODY LN Northport 11768	
Nicole Koscik	602A 1st Street ENPT	
Rebecca Aran	12 Grover Ln E. Northport	

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

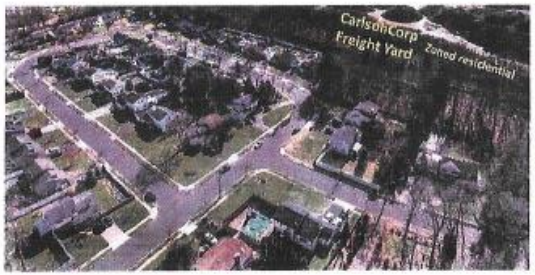


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Name	Address	E Mail
Jake Frank	28 Smith St., Greenlawn 11740	
Daniel Berg	27 Kimberly Dr, E. Nprt	
Jenny Lothgren	20 Scenic Ct, Plainview NY 11803	
B Natale	123 Stonehollow Rd E Nrhpt	
Frank Pashay	15 Udell Way E Nrp	
Veronica Greene	458 Duncan Eldridge Dr.	
	43 Circo Rd E. Northport	
Mary Ellen Sheldon	43 Chesterton St. E. Nprt NY	
James Donely		
Geoff Wells	601 2nd St N. E. Northport	
Robyn Clarson	10 Grand Place E N NY	
	1635 Wayside Lane	

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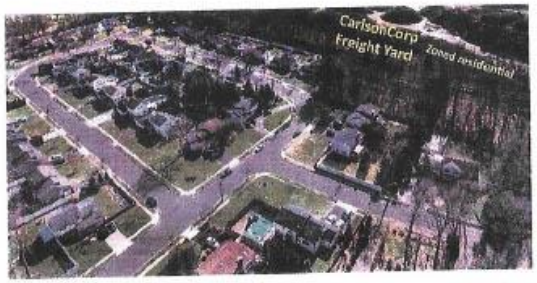


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Name	Address	E Mail
Eric Steinberg	18 Cusick Ave Kings Park NY 11754	
Sean Bozzello	14 Gull Hill Dr. Northport NY 11768	
Cin Goodhart	5 Hamlet Dr Hauppauge 11788	
Claire Doppman	1811 Meadowbrook Rd Merrick	
Aaron Edwards	64 Timber Ridge Rd Dr 11743	
HARVEY HYMAN	70 RINALDO ROAD	
Jon Nelson	317 Bread & Cheese	
Nigel Lya	"	"
Cheryl Schaffle	544 Jefferson Pl 323 PJS, N 11776	
Pauline DiBari	280 Lourdes Ave. Huntington Station NY 11746	
Gordon Lewis	6 Patrician Dr E. Northport	
Kim Lewis	6 Patrician DR E Northport NY 1173	

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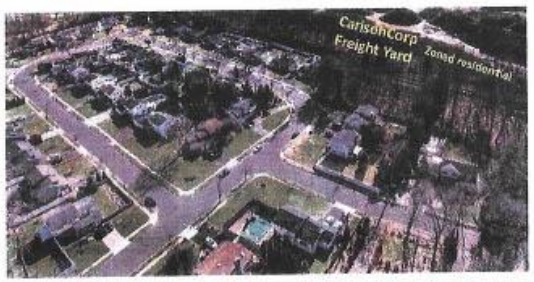


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Name	Address	E Mail
DON MCKAY	16 SAWIN CT. DIX HILLS	DONMCKAY@OPTONLINE.NET
Laura Sarosiek	10 Old Rte 25A Northport	Laura.Sarosiek@gmail.com
Linn DeMilta	24 Mantack Path	Kings Park demi412@gmail.c
PAUL DEMILTA	73 BIRCH LANE V.S.N.Y 11787	WW12423@Aol.com
Erik Lea	317 Bread & Cheese Hollow Road	leaerik725@yahoo.com
Sandy Rawson	0027 HR DH	Sunshine@optonline
DONNA RAWSON	"	DONNARAWSON
ALICE EIFERT	19 SPRINGMEADOW DR KINGS PARK	aeifertz39@gmail
Thomas D'Loreto	704 5th St E Northport	
Samantha Lewis	14 Perth Pl	
Karen Redondo	41 Bull Ln, E.N	
	48 Orchard Drive NPT	

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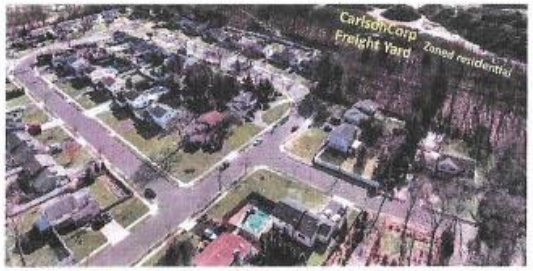


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Name	Address	E Mail
[illegible]	29 Bonnie Drive Ft Salonga	bill.greenbaum29@gmail.com
Linda Greenbaum	29 Bonnie Dr. Ft. Salonga, NY	linandbill29@gmail.com
[illegible]	15 Gail Lane E Npt	usmagali@gmail.com
Kevin [illegible]	317 Broad & Cheese Hollow rd	kevind491@gmail.com
Cassandra Pierre	14 Ashland Place E Npt	cpierre6498@gmail.com
Virginia M	14 Ashland Place, E Npt	gmilleryf@gmail.com
David Anderson	19 Heath Ln, E Npt	davecableguyz.yahoo.com
M Ciancimino	150 McNeil st, Syosset	davecableguy@yahoo.com
Maria Diega	46 Knight Ln, Kings Park	[illegible]
Nicholas Allegretti	705 10th Ave EAST NORTHPORT	Nicholas.Calley@[illegible]
Jennifer Werner	3 Sycamore ln Commack	Jawerner29@gmail

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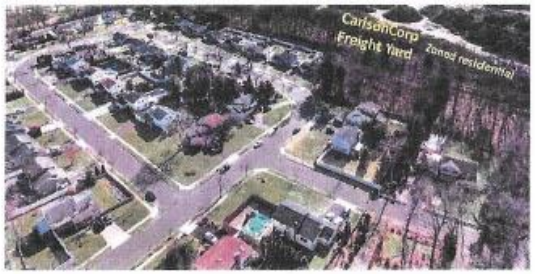


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Name	Address	E Mail
Fred Cekal	15 Heights Road	
Lawrence Hauser	6 Catherine St South E.N.	
Rob HATHAWAY	122 Franklin Ave E.NPT	
MARY JANE HOWARD	14 MANOR RD HUNT	
TARA FLYNN	263 Clay Pitts Rd E Npt	
Bill White	20 Wilson St E. Nprt	
Lawrence Sweet	PO Box 801 E. Northport NY 11731	LawrenceBSweet@gmail.com
Michael Schanij	6 N. Dr. Centerport NY 11721	Michael.schanij@gmail.com
Pamela Barbieri	5 Cynthia Ln Npt 11768	Fallows3@hotmail.com
Michael Lawrence	60 Old Commack Rd Kings Park	
Yuriana Leon	60 Old Commack Rd Kings Park	
Scott Shartman	3 Woodhaven Place, East Northport. 11731.	

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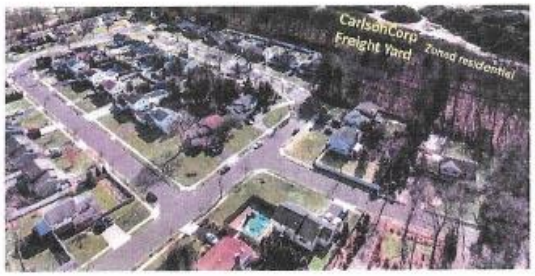


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Name	Address	E Mail
Eric Ingebrigtsen	816 phipps Ct	ericemi22@Yahoo.com
Holly Dean	816 Phipps ct Yaphank	Tigg9192@yahoo.com
Robert Cabrera	235 CLAY PITTS RD E. NORTHPORT	RCabrera12345@gmail.com
Lisa Lang	411 5th Ave, E. Northpt	LISALANG1224@gmail.com
James Hudson	710 th street, west Babylon	
William Cavanagh	21 Frontier lane E. Northport	Cavanagh-electric@gmail
Jenn RAU	38 Scholar Lane Commack	JENNRAU.RM@gmail.com
Angela Cicalo	71 Watercress La E. NPT	acicalo@gurwin.org
Joe Cicalo	71 Watercress La E NPT	Cicalojo@Optonline.net
Stacey Scholem	17 Candy La	Commack stacy814@optonline.net
K.J. Russo	606 1ST N,	E Nprt
Tim Walsh	45 Talisman, Dix Hills	

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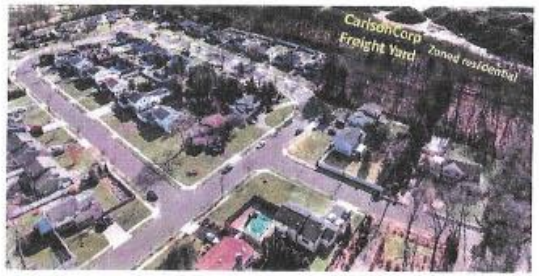


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Name	Address	E Mail
Robert BLAIKIE	14 Columbia Terrace Hunt. Sta. 11746	
Isabella O'Brien-Curcie	20 Hilton Avenue Northport 11768	Curcie.isabella@gmail.com
Lauren Morrell	4 Pauline Pl East Northport 11731	laurenmorrell8@gmail.com
RUTHANN T. DREWITZ	2 ACORN DR., E. NORTHPORT NY 11731	
Chris Dentego	7 Oasis E Northport NY 11731	
Jill Galina	12 Sugarwood LN Commack 11725	
Cheyenne Lopes	10450 102nd St. Ozone Park NY 11417	
Linda Kavener	107 Hunting Ct East Nthpt 11731	
Melissa Timmins	685 Brookhaven Ave Bellport, NY 11713	
A. MANZONE	11 Rambling Rd. Northport 11768	
ERIK BAUER	122 COLD SPRING RD 11791	
CHRISTINE EIFERT	268 LAUREL RD. NY 11791	

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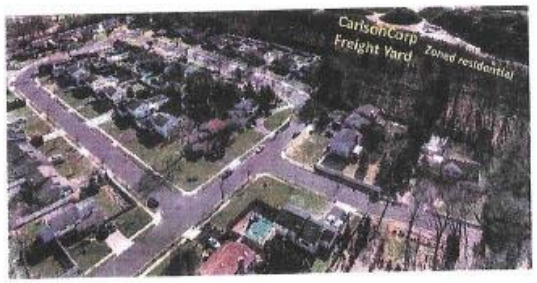


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Name	Address	E Mail
Danny Appelatos	3 Memas Ct Dix Hills NY 11746	Dannyappelatos@aol.com
Salvatore Lovesolo	3 Memas Ct, Dix Hills	Lovesolo32@gmail.com
Chris Rucco	42 Bauss Rd, Nesconset	Crucco84@gmail.com
Carolina Sharfman	3 woodhaven pl East Northport	Carolina51981@Icloud.
Carol Brosie	70 sandview Ave, East Northport	cjeattamirano@gmail.com
Scott Brosie	70 sandview Ave, East Northport	scottbrosie@gmail.com
Jason Harvey	603 7th Ave East northport	JnaHarvey@verizon.net
Lawrence Salina + Erica	314 west 11th St deer Park	Lsalina1944@optonline.net
Erica Salina		
Deanna Donohue	880 Fort Salonga Road Northport	deannadonohue02@gmail.com
Angie Canales	1019 Pulaski Rd., East Northpolt	angiecanales714@gmail.com
Cheri Lubeck	54 Crest Dr ENorthport	slubeck239@gmail.com

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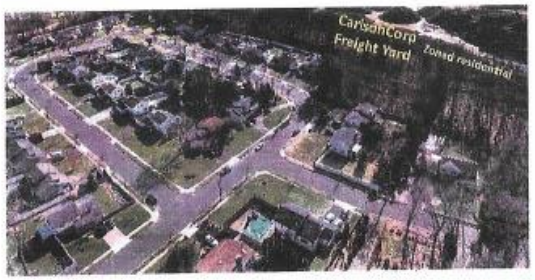


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Name	Address	E Mail
Ronnie Mori	3 Enste Ct Commack	Ronbosteel@AOL.com
Maria Mori	3 Enste Ct Commack	MariaMori35@AOL.com
Jaclyn Alesia	18 Heather Cres Commack	jaclynalesia06@gmail
Benita Rollis	28 Wilson St. E. Npt.	
John Rollis	" " "	
Dua Snowden	2 Kelay Drive N	d.alabadi@gmail.com
Lori McDonald	527 2nd Street East Northport, NY 11731	lori7100@yahoo.com
Melanie Formosa	13 Deland St	
Luke Kaicher	13 Deland St	
Kerri Ramirez	401 Pulaski Rd Greenlawn 11740	Kerris18@gmail
Goran Cassagne	35 Jasmine Court KP	gdcassagne@hotmail.com
Doreen Cassagne	35 Jasmine Ln KP.	dbc517@hotmail.com

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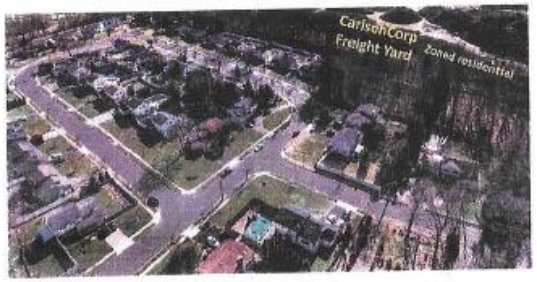


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Name	Address	E Mail
Jessica McCann	58 Village Lane	jessicamccann214@yahoo.com
Dallas Calderone	~~769~~ broadend Cheesi Hollow Roads fsny	Dallascalderone@gmail.com
Jade calderone	"	"
Andrea Roshkowski	51 Villanova Lane	DH 11746
Joseph Roshkowski	51 Villanova Lane	DH 11746
[illegible]	1 Sandpiper Lane	Npt 11768 RJXP9@yahoo.com
Elise Quinn	1 Sandpiper Lane	Npt 11768 ERM098@XAHOO.Com
H. Fuerto	1 Marlwood Rd	E. Npt
Mildred M Templeton	81 Maple Ave	Northport NY 11768 Millct73@gmail.com
Ronald Templeton	81 Maple Ave	NPT. NY 11768
DEBRA PEREA	6 ARDEN DALE RD.	E. NORTHPORT N.Y. 11731
LAURA DOREY	25 Clarke Dr.	E Npt NY 11731 radofnpt@verizon net

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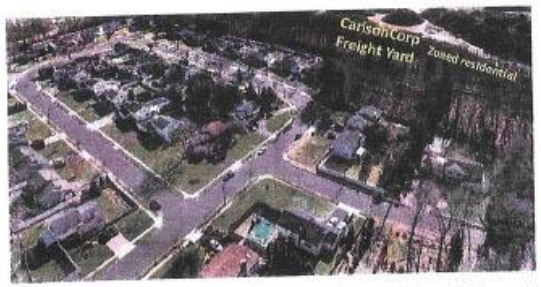


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Name	Address	E Mail
Lisa Mohlmann	35 Water Dr E Northport NY 11731	LJMama@HotMail.com
Jim Aguilar	88 Brookside Dr Smithtown	Jimpossible0@hotmail.com
Cynthia Aiuto	15 Kew Hill E Northport NY 11731	CrAuston@Hotmail.com
BILL MILLER	1 STANHAVEN PLACE EAST NORTH PORT NY	BILLMILLER1978@YAHOO.COM
Danielle Norton	24 Marilyn St EL 11730	
Bonnie Springsteen	62 west 13th st Huntington Sta.	
GRACE DOCES	2 Charmian St Huntington Station	
Youssef Salama	326 Larkfield rd E Northport, NY 11731	youssefsalama@gmail.com
Jen Reilly 9050	11 Sandra Ct Middletown NY 11953	Jen730830@gmail.com
Adele Sondermann	74 Pleasant St Huntington, NY 11743	AMS1212@AOL.COM
Maria Maineth	53 Hamson Dr E Northport 11731	maria.maineth10@gmail.com
Nick Camoia	91 oakland Ave Farmingville NY 11738	Nick0091@optonline.net

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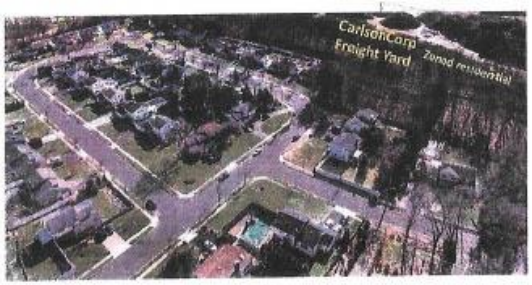


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Name	Address	E Mail
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
Elder [illegible]	[illegible]	elder4813@gmail.com
Lisa Mallgraf	78 Gun Club Rd Npt 11768	lmallgraf@gmail.com
Abby Mallgraf	78 Gun Club Rd Npt	abbymallgraf@gmail.com
Geena Skeats	1 Dublin Ct E.Npt	geenaskeats27@Gmail.com
Veronica [illegible]	202 E 23rd St. Huntington	vkollive@gmail
Patricia Warren	2 Acre View DR NPT	Qwarren207@gmail.com
Mira Thomas	510 Lynn Ave	
Mail Expert	14 Vernon Pl. E Npt	
JoAnn Talarico	6 Central St, Greenlawn	

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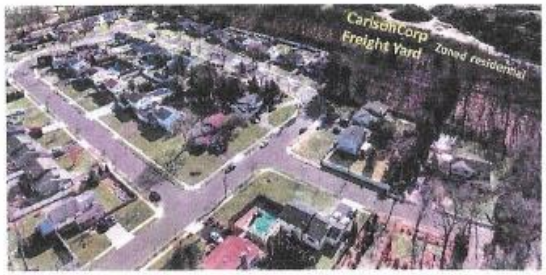


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Name	Address	E Mail
Katherine Meyer	meyer.katherine16@gmail.com	24 Mohawk St Centerport NY
Jordan Meyer	24 Mohawk St centerport NY	Jmeyer89@gmail.com
Marie Vevante	5 Windsor Ln Eapt	marie@yahoo.com
Steven Silber	7 Leroy Ct, commack	stevensilber67@gmail.com
Marietta Silber	7 Leroy Ct Commack	
Daniel Prendergast	808 6th St, East Northport NY	daniel.prendergast521@gmail.c
Sandra Prendergast	808 6th St East Northport NY	sandy.castuera@gmail.com
Steven Ferraro	60 Circle Dr. East Northport	Stevenjferraro@aol.com
Krystal Bollo	"	"
William Searing	525 4th Street	CSearing@gmail.com
Kenny Searing	" "	" "
Victor M. Chacon	COMMACK NY	vchac0409@gmail.com

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

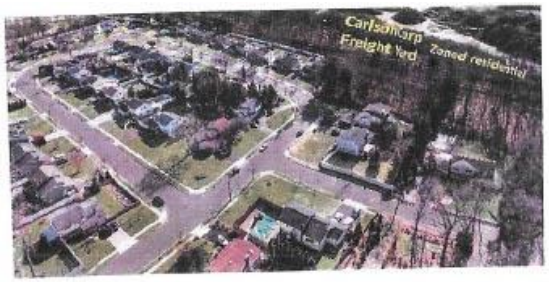


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Name	Address	E Mail
George Sambus	8973 Redonda Dr FL 34114	willitbell@yahoo.com
Frank Lovaglio	3 Mamas Court Dix Hill	Frank@CityCountyPawn.com
Christina Ahern	50 Heights Rd	christinaahern@yahoo.com
Jacqueline Rossi	2065 elliot place merrick NY	jacquelinerossi5@gmail.com
Alexa Rossi	2065 elliot place merrick	alexarossi15@gmail.com
Kieran Ahern	1529 Broadway St	Kieran@kieranahern.com
Joann Mossner	2 Revere Ct Bethpage	Joann Mossner
Margaret Scaggnamiglio	129 Bedford Ave SI. N.Y	
Elaine Lovaglio	3 Mamas Ct Dix Hills NY	emlova13@gmail.com
James Rossi	2065 Elliot Pl Merrick	JimRossi18@Gmail.com
Gina Ruocco	42 Bauss Rd Nesconset	Gmossner88@gmail.com
Angela Agglatas	3 mamas ct Dix Hills NY 11746	angelotaylor@gmail.com

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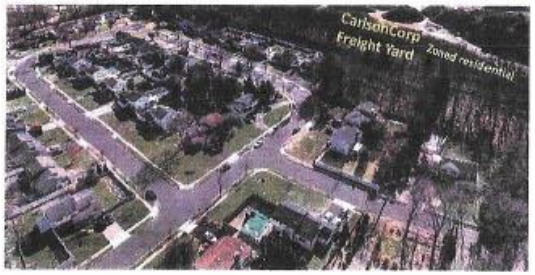


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Name	Address	E Mail
Michael Husslein	6520 Lions Gate Ct., Blacklick, OH 43004	MFHusslein@gmail.com
Erin Husslein	6520 Lions Gate Ct Blacklick OH 43004	Huss6520@aol.com
Joanne Asfour	54 Cedar Ridge Ln Dix Hills	jomike234@yahoo.com
Michael Ash	54 Cedar Ridge Ln Dix Hills	" "
Paul Cohen	2931 Oak Ct. Oceanside NY 11572	paulsusan@gmail.com
Susan Cohen	2931 Oak Ct Oceanside NY 11572	Susan.cohen7@gmail.com
Joe Mellen	249 Hunnewell Ave Elmont NY 11003	JaMJ5555@aol.com
Robert Backus	89 Central Parkway Merrick, NY 11566	Rbackus10@gmail.com
Maria Mellen	249 Hunnewell Ave Elmont Ny 11003	Ria12@aol.com
Lisa ROSSI	2065 Elliot Place, Merrick NY 11566	Lisarossi15@gmail.com
Leigh-ann Genaro	139 Killian Ave Trumbull, CT 06611	Lgenaro@gmail.com
Marie Sanders	8925 Redonda DR Florida Naples	msanders@gmail.com

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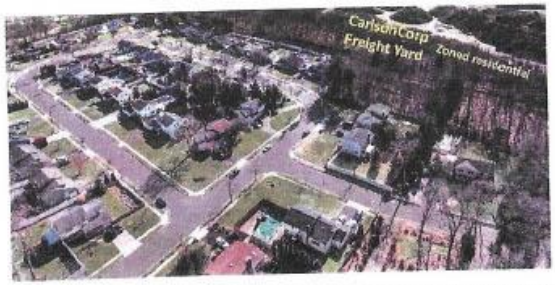


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Name	Address	E Mail
Michael Browne	11 Ellsworth Place E Northport	Michaelbrowne112@gmail.com
Lynn McNeill	9 Sandy St E Npt	
John McNeill	9 Sandy St E Npt.	
Mary Reilly	27 Carol Place Greenlawn	MariaDuaba1aw5J@gmail.com
Michael King	759 Bennis Ave FR. 50 11010	FRSQ759@gmail.com
JOHN WOLF	33 ROYAL LN NEW NY 1126	JWOLF2158@AOL
Kenneth Burns	33 Colby DR.	EAST Northport
Cheryl Harris	22 CATALPA	EAST NORTHPORT NY
Fred Hemp	22 Catalpa	East Ny
	907 3RD	E. NORTHPORT
Matt Kelly	80 Winnecomac Circle	Kings Park mattjkelly13@gmail.com
Simon Childs	37 Bernard Lane	Commack 11725

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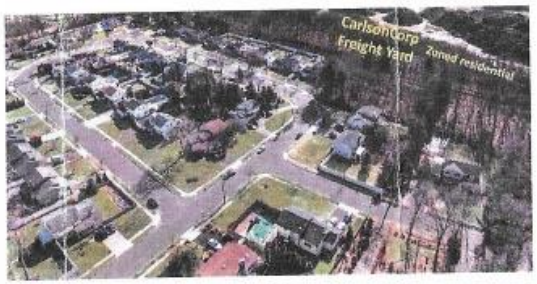


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Name	Address	E Mail
Felisa Hoffman	6 Max Way, Commack, NY 11725	Felisa1218@optonline.net
Dean Gregory	15 Elder Drive, Commack NY 11725	deangreg@buffalo.edu
Maria Hernandez	7 meadow Haven Lane, E. Northport Ny 11731	2001mariann@gmail
Lauren Rook	5 fifth avenue smithtown NY 11787	laurenrook30@gmail.com
Daniel Acebedo	33 Holly Drive, Commack NY 11725	dacebedo01@gmail.com
Jillian Guntlak	12 Rumford Rd, Kings Park NY 11754	Bill1aun@aol.com
Daniele Volpe	109 Old Post Dr. Hauppauge, NY. 11788	
Thomas Volpe	109 Old Post Dr. Hauppauge NY 11788	
Bill Boyd	16 Bluff Circle Hauppauge, NY 11788	
Carolyn Boyd	16 Bluff Circle Hauppauge NY 11788	
Kim Aronica	165 Haynick Lane, Commack NY 11725	Kimaronica@aol.com
Len Aronica	165 Haynick Lane, Commack NY 11725	

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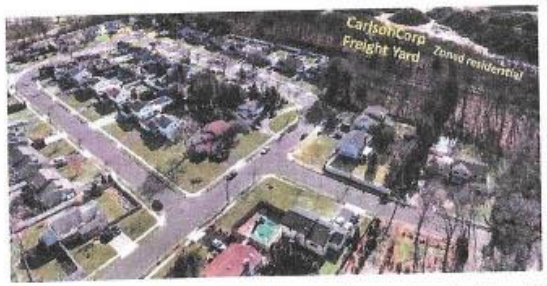


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Name	Address	E Mail
Courtney Arconica	165 Haynick Lane, Commack, NY 11725	caronica24@gmail.com
Ellen Tarnow	9 Beach Hill Drive Fort Salonga	
LEIGH WEBSTER	74 Norwood Rd Npt. NY 11768	leighway5@ Netzero.net
LISA CARACCIOLA	45 Brush Lane Greenlawn NY 11740	LISA.CARACCIOLA@gmail.com
Stephanie Bernhardt	47 WATERSide Ave Northport NY 11768	sbernhardt1@optonline.net
CASEY NIKUREN	119 LEWIS RD NORTHPORT, NY 11768	
Tracey Holland	19 Longfellow Dr Kings Park NY 11754	traceykhollandd@yahoo.com
Colleen Hartner	8 Longstreet Dr Lake Grove 11755	colleenehartner@gmail.com
Susan Vasselman	36 Peppermint Rd, Commack 11725	svasselman@gmail.com
Fred Vasselman	36 Peppermint Road, Commack 11725	vasselaw@gmail.com
Mark Mahler	20 cecily Lane Commack NY 11725	gracie1323@gmail.com
Kim Bridgwood	20 Cecily Lane Commack NY 11725	kimmi1013@msn.com

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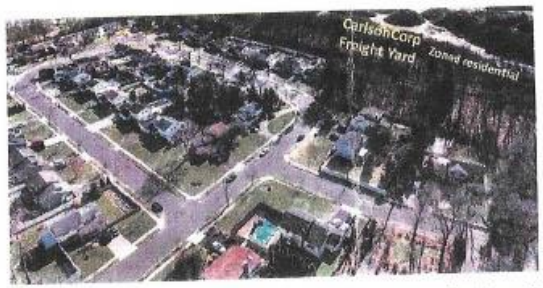


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Name	Address	E Mail
Mandy Mann	31 Orchard Dr Fort Salonga, NY 11768	Oliviabellisa@gmail.com
Olivia Fernan	40 washington Ave, East Islip	turgutoken@yahoo.com
MATT GILL	1 WYOMING ST 11725 COMMACK NY	
Julianne Merz	6 John Pl, Commack NY 11725	merzj2@gmail.c
Robert Lodovichetti	2359 38th St, Astoria NY 11105	robblodo12@gmail.com
Ricky Lodovichetti	1828 lenox Ave, East meadow NY 11554	rickylodovichetti@yahoo.c
Kristyn Nothalt	2359 38th St 3, Astoria NY 11105	KANothalt@gmail.com
Brooke Rollero	10 Pebble Way, Riverhead NY 11901	brookelynnr1@gmail.com
Elizabeth Kahen	28 Manchester Blvd. 11798 NY	elizabeth.kahen3@gmail.
Jen + Rob Lynagh.	10 Pepper mint rd	profelynagh@gmail.com
James & Brandelle Dinda	2 peppermint Rd	James.NCL@Icloud.com
Mariana Harris	179 Hayrick lane Commack NY	Mariana.harris@gmail.
Chad Harris	179 Hayrick lane Commack NY	Chadharris75@gmail.c

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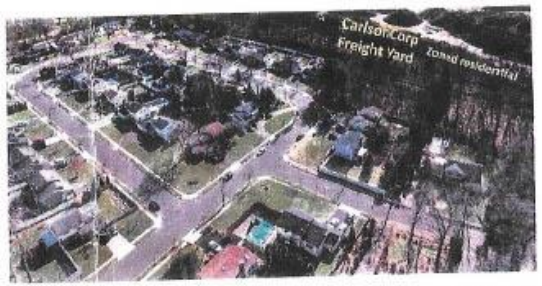


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Name	Address	E Mail
Dodo Samxaraauli	27 Josephine Ln; Ft. Salonga NY 11768	
Tim Mark	41 Kosciuszko St	Brooklyn NY 11205
Sharon Gerber	200 E 18th St #4F	Brooklyn, NY 11226
James J. Gerber	200 E 18th St #4F	Brooklyn, NY 11226
Joanna Dudley	21 Rustic Pines	Pittsford NY 14534 jfdudleybmc@gmail.co
Nadia Galyas	41 Kosciuszko St.	Brooklyn, NY 11205
Charlotte Muchnik	6 Oaktree Lane	Hunt., NY 11743
Margaret B. Palmer	16 Russet Lane	Hunt. NY 11743
Charles C. Palmer	16 Russet Lane	Huntington NY 11743
Nikolas Apraharnian	41 Meadow Rue Lane,	East Northport NY 11731
Nicole DiAmato	28 Williams Blvd Apt 1H	Lake Grove, NY 11755 ndamato510@gmail.com
Nicholas LoSchiavo	28 Williams Blvd,	Lake Grove, 11755

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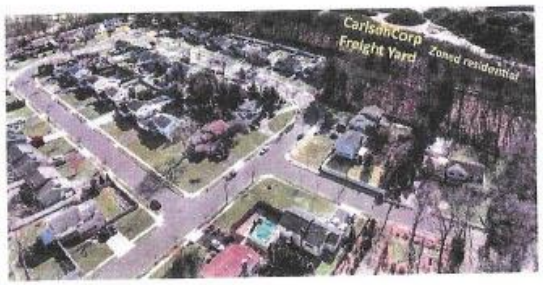


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Name	Address	E Mail
Tom Johnson	4 N Hampton Ave Mastic Pl. NY.	TomJohnson@amerigate.com
Casie Hargett-Kelly	19 Prospect St Selden NY 11784	casie.hargett.kelly@gmail.com
Christine DiFede	12 Gaul Rd N Setauket, NY 11733	cldifede@optonline.net
Lenia Robbins	3 Hyllopia Orpington Kent NY	
SUSAN DIELMAN	7 BRIDLE PATH LA. PORT JEFF. NY. 11777	SUSAN320X@GMAIL.COM
Tina Scala	19 Stimson Pl. Huntington, N.Y. 11743	Scala05@optonline.net
Anne McLaughlin	238 Main St E Setauket NY	11733
Stephen Healy	4 Humphrie Rd SB NY 11790	Sted1099@Aol.com
Jacqueline Clancy	666 River Heights Drive 11787	JackieNolan86@Gmail.com
Joe Clancy	666 River Heights Drive 11787	Joseph.F.Clancy@Gmail.com
Sue Nektrutman	30 Erland Rd 11790	
Edward Collins & Josephine	50 42nd St	Eddie bet@gmail

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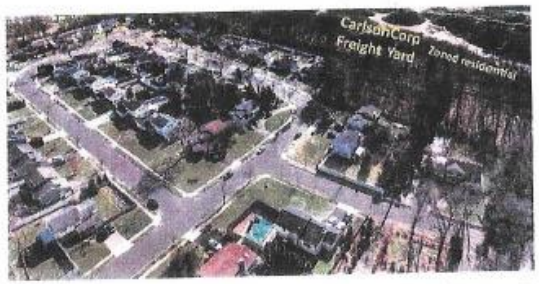


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Name	Address	E Mail
DAVID BLUMBERG	87 STOATHOFF RD EMP	DBLUMBERG82@GMAIL
Kim Prinzivalli	220 9 Townhome Way Huntington	Kimberlyp@me.com
Rich Bollinger	220 9 Townhome Way Huntington	Kimberlyp@me.com
Nicole Tamer	5 Jay Court Northport	nicdefish@yahoo
Tom Kennedy	78 Elms Ave, Northport NY 11768	tomkennedy513@gmail.com
Dave Ratoski	3 Sandpiper, NPT, 11768	Amy@Ratoski.me
Cindy Steward	12 Linwood dr Commack 1172[illegible]	Cindysteinbach@yahoo.com
Nicky Scala	[illegible] 61 Homeland Dr 11793	NickyScala88@
Bonnie Gifferman	18 Cosmo 11725	bonnieg(pa)ymail
JEFF MALYNIAK	127 Crescent Rd 11725	MJMALYNIAK@gmail.com
Ian Shovlin	7 peppermint road, Commack, NY 11725	ishovlin18@gmail.com

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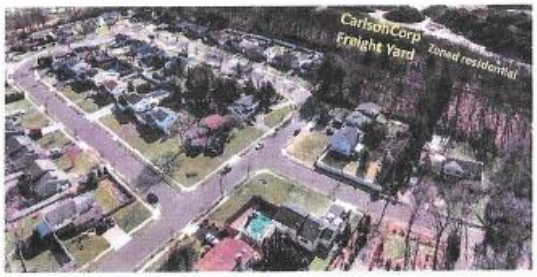


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Name	Address	E Mail
Joseph B Henrickson	22 Dickerson Ave. Stony Brook, N.Y.	
[illegible]	387 Pipe Stave Hollow Rd Mills Pond NY	
HERBERT J. SEUS	27 JOSEPHINE LA. FT. SALONGA	
Kathleen Flanagan Cooper	85 Meadow Glen Rd Northport NY 11768	
James Catanzaro	24 Maplewood Dr Northport, NY 11768	
Betty Small	40 Andover Dr " " 11729	
Susan Vail	14 Schooner Rd Northport, NY 11768	
Noreen Bartis	113 Caramel Rd Commack NY 11725	
Greg Bartis	113 Caramel Rd Commack NY 11725	
[illegible]	27 Eastburn Ln Commack NY 11725	
George [illegible]	7 PEPPERMINT RD COMMACK NY 11725	
J Smith	7 Peppermint Rd Commack NY 11725	

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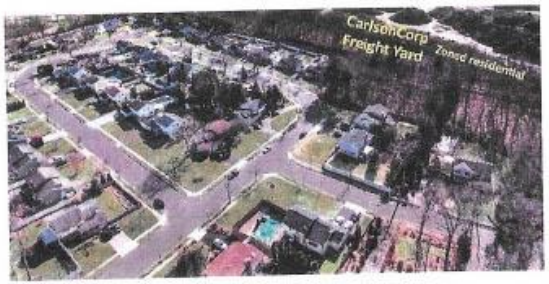


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Name	Address	E Mail
David Haase	33 Grove Street Smithtown, NY	
Eric Martinez	94 Farrell Long Beach NY 11561	
Dora Chan	20 West Lake Dr. Patchogue NY 11772	
Po Chai Chan	42-35 Main St Flushing NY 11355	
Shui Yuen Chan	42-35 Main St Flushing NY 11355	
Kam Chan	2 Jay Ct Sayville NY 11782	
Sabrina Lui	94 Main St. Sayville NY 11782	
Mimi Lam	15 Jay Lane Holbrook NY 11741	
MaryKay Diehl	11 Dudley Lane, KP NY 11754	
Diane Calderone	269 Bread and Cheese Hollow Rd Nesconset, NY 11768	
Mike Calderone	269 Bread and Cheese Hollow Rd Nesconset NY 11768	
Dallas Calderone	269 Bread and Cheese Hollow Rd Nesconset NY 11768	

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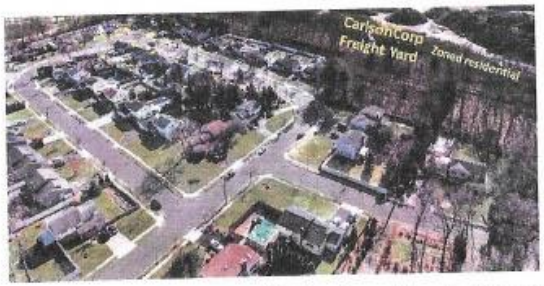


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Morris Wine	44 Timber Ridge Dr. Commack NY 11725	Karate95@live.com
Concetta Van Winckel	24 Brewster Ave Fort Salonga NY 11768	cacun207@aol.com
Daisy Chaudhury	15 Brayton ct South setauket NY 11720	Sayeda2k2@yahoo.com
Asma Chaudhury	22 Spring Meadow dr, Kings Park, NY 11754	Asmachaudhry01@gmail.c
Niamul Haque	15 Brayton ct S, South Setauket 11720	niamulhaque2@gmail.c
Hamida Rahma	22 Spring Meadow Dr Kings Park NY 11754	As3737@aol.com
Alfred Haase	35 Timber Lane FSalonga NY 11768	
Kathleen Curtiss-Haase	35 Timber Lane, Fort Salonga, NY 11768	
Jennifer Haase	35 Timber Lane, FOA Salonga, NY 11768	
Cathy Gultz-Feldman	26 Twin oaks Drive	Kings Park NY 11754
Rory Feldman	26 Twin oaks Drive	Kings Park NY 11754
Brian Van Winckel	24 Brewster Ave Fort Salonga NY 11768	BrianWinckel123@gmail.com

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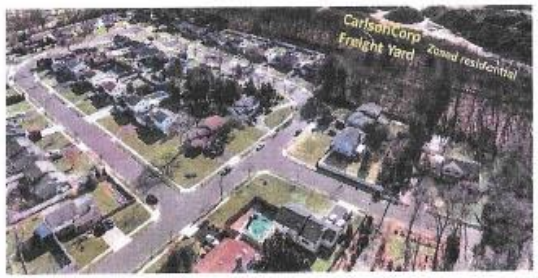


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Name	Address	E Mail
John Colacino	3 Salonga Woods Rd	jocolo8ecptonline.net
Chris Colacino	"	CMColabtc@aol.com
Jen Ferrazzi	1 Salonga Woods	Yanks1630@gmail.com
Ken Ferrazzi	1 Salonga Woods	" "
Helena Chaves	7 Orchard	Kingswoodowners@aol.com
Fred Chaves	" "	
Cathy San Abenberg	22 Orchard Drive,	TELEMPRES@AOL.COM
Mark Abenberg	22 Orchard Drive,	Freefleet@AOL.COM
Richard Zuclich	3 Paddock Drive	Zucclicci@aol.com
CAROL PERES	6 PADDOCK DR. Npt	WILKIE2CSW@ICLOUD.COM
RAY PERES	6 PADDOCK DR. Npt	NITECAPT@GMAIL.COM
Dina DiVittorio	36 Orchard Dr	Dina865@optonline.net

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

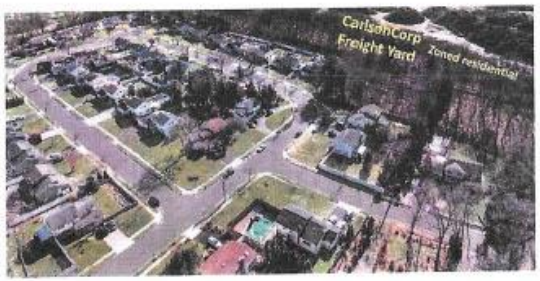


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Name	Address	E Mail
Kim Zubrinic	33 Orchard Dr Fort Salonga NY 11768	KZubrinic@live.com
DAN MAZZOTTA	33 ORCHARD DR. FORT SALONGA NY 11768	MJZZ@MSN.COM
Anthony Bocchi	16 Orchard Dr. Fort Salonga N.Y. 11768	anthbocchi@gmail.com
DANNY STANDRIDGE	28 orchard Dr Fort Salonga NY 11768	dspeedyeymail.com
Lauren M STANDRIDGE	28 orchard Dr Fort Salonga NY 11768	laurstandridge@yahoo.com.
Meghan Liguori	34 Orchard Dr. Fort Salonga NY 11768	mmenart92@gmail.com
Peter Liguori	34 Orchard Dr. Fort Salonga NY 11768	peterliguori@yahoo.com
Dan Spinato	7 Lakeview Dr Kings Park, NY 11754	PASNDJJS@HOTMAIL.COM
Melissa Langino	9 Orchard Dr ~~Kings Park~~ Fort Salonga 11768	mlangino@gmail.com
Mike Langino	9 Orchard Drive Fort Salonga 11768	mtlangino@gmail.com
Susan Crispino	4 Salonga Woods Rd. Fort Salonga 11768	susancrispino@optonline.net
Victor Crispino	4 Salonga Woods Rd Fort Salonga 11768	vcrispi4g@gmail.com

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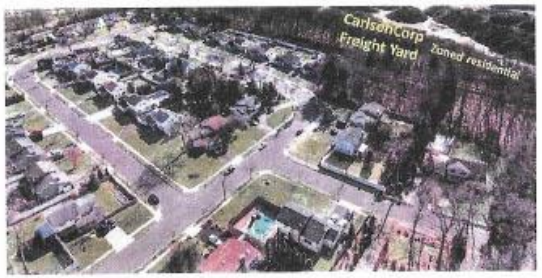


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Name	Address	E Mail
Diana Cascino	35 Orchard Dr Fort Salonga NY 11768	Dianacascino1@gmail.com
Anthony CASCINO	35 orchard Dr, Fort SAlonga NY 11768,	Anthony.CAscino@gmail.com
Michelle Garvey	53 Orchard Dr. Fort Salonga, NY 11768	mgarvey.ot@gmail.com
Tom Garvey	53 Orchard Dr. Fort Salonga, NY 11768	thomas.garvey@gmail.com
Maureen Wolf	42 Lawrence Rd, Kings Park, NY 11754	maureenwolf165@gmail.com
MARILYN BOHAN	54 ORCHARD DRIVE, NORTHPORT, N.Y. 11768	MARBOHAN@OPTONLINE.NET
Kathleen Montemurro	51 Orchard Dr. Northport NY. 11768	RedMontes53.
Joseph Montemurro	51-Orchard Dr. Northport NY 11768	@G.Mail.com
Anthony D'Adamo	47 ORCHARD DR. NORTHPORT, NY 11768	Carmen D'Adamo
Lena Bongiorno	45 orchard Dr. F.S 11768	lcbongiorno@gmail.com
marc Bongiorno	15 Tarleton Lane F.S 11768	Slybongiorno@
EDWARD Flynn	46 Orchard Drive F.S. 11768	EDFlynn715@yahoo.com

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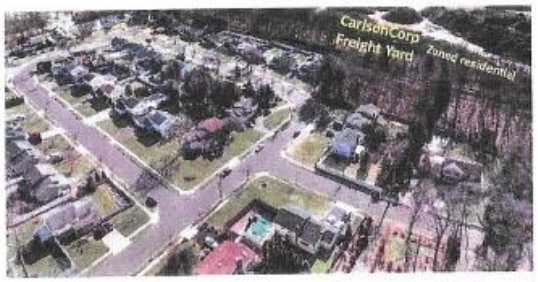


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Name	Address	E Mail
Sean Martin	31 HASTINGS DR NORTHPORT 11768	SMGATEWAYS@GMAIL.COM
Kayla Singh	14 James St, Farmingdale NY	kaylasingh44@gmail.co
ERIC ANASTASIO	500 4th Ave, EAST NORTHPORT NY 11731	ericanastasio@gmail.com
Virginia Cancroft	15 Canterbury Dr Northport NY 11768	VCancroft@gmail.com
Elena Mazzocca	115 Lawrence Ave Hauppauge, NY 11788	Mazzpeach@aol.com
Mary Silberstein	151 Reservoir Ave Northport 11768	MS.ibe5054@aol.com
Maria Cotuta	Yonkers NY 10701	mariacotuta@hotmail.com
Teresa Bernard	31 Curtis Path E Npt 11731	tbernardcpa@gmail.com
Gregg Bernard	31 Curtis Path E Npt 11731	" "
[illegible]	3484 Major Dr. East Wantagh 11793	
Mike Giuffrida	45 Sound View Avenue East Northport NY 11731	mgiuffrida1224@gmail.com
Anna Kurzyna	58 Maspeth Ave 2D, Brooklyn NY 11211	annakurzyna@yahoo.com

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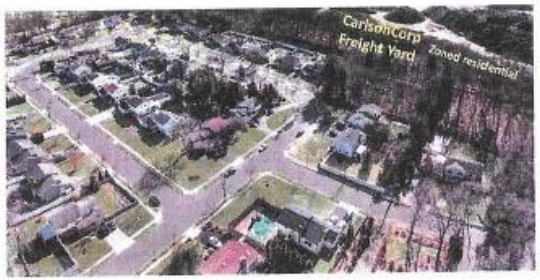


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Name	Address	E Mail
John Simpson	7 Captain Richards Ln, Northport NY	jsimpson@ncdirect.com
Cheryl Erikson	1 Marlingale Gate	Northport, NY 11768
Peter Erikson	1 Marlingale Gate	Northport N.Y. 11768
ARSEN STEPANIAN	1 Capt. Richards Lane	Ft. Salonga 11768
WILLIAM SEFCIK	2 CAPT. RICHARDS LANE	FT SALONGA 11768
ELAINE SEFCIK	2 CAPT RICHARDS LANE	FORT SALONGA 11768
~~Jim Osthing~~	~~7 Churchill Rd~~	~~JMOSTLING@~~
Jim Osthing	7 Churchill Rd Npts NY 11768	Jmostling87@gmail.com
John Feely	35 Jonquil Ln KP NY 11754	Jonnyfeely67@gmail.com
Carol Gonshak	2 Kimberly Ct LK Grove 11755	CGonshak@gmail.com
Jackie Mazzeo	57 Bayberry Dr KP	tazmaz25@optonline.net
Chris Conte	96 Chester Street ENPT 11731	ChrisCon128@gmail.com

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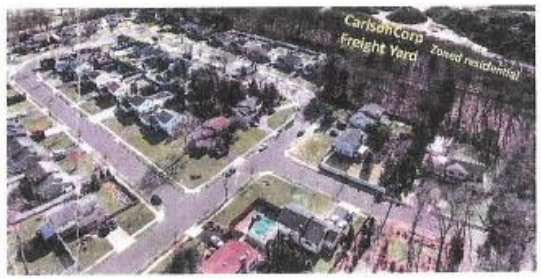


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Name	Address	E Mail
Wendy Stettine W. [illegible]	1 Timber Ln. Ft. Salonga, NY	WStettine@aol.com
Doris E. Walker-Smith, Doris E. Walker Smith	8 Timber Lane, Northport	
PETER C. SMITH Peter C. Smith	8 TIMBER LN, Npt	SMITHPC@MSN.COM
Nancy Lanigan Nancy Lanigan	17 Timber Ln Npt	Npt nglan@optonline.net
Linda Martella Linda Martella	15 Timber Lane Npt.	lindamartella@yahoo
ALLISON SHERMAN A. Sherman	21 TIMBER LANE	ALLI-RODRIGUEZ@yahoo.com
Colleen Oliva	7 Timber Lane Npt.	ColleenOlivaC@gmail.com
Pete Martin	9 Captain Richards Lane	Northport ny 11768
Freia Boechel	12 Timber Lane	Northport NY 11768
Glenn Tyrrell	12 Timber Lane	Northport NY 11768
ALMA THOMBIE	25 CAPTAIN RICHARDS LANE	NORTHPORT NY 11768
PETER ZGOMBIC	25 CPT RICHARDS LN,	NORTHPORT, NY 11768 pzgombic@domain.net

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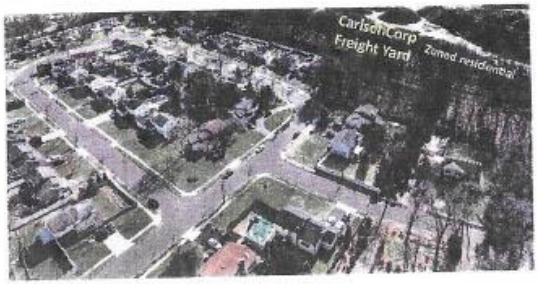


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Name	Address	E Mail
Max Milligan	36 Hillside Ave., Williston Park, NY 11596	mgm1227@gmail.com
Allison Kihlberg	261 Fernwood Terrace, Stewart Manor, NY 11530	Wihlbergaa@gmail.com
Suzanne Hazelwood	46 Crescent Beach Dr Huntington 11743	sue.haze@hotmail.com
Stephanie Hannington	19 Banbury La Lloyd Harbor 11743	
Julie Pabst	28 Huntington Rd Huntington 11743	
Allyn Adams	7 Grace Ct Greenlawn 11740	
Toby Soldy	32 Bart Ave Northport 11768	
MAUREEN GEORGE	15 E 16TH ST HUNTINGTON STATION 11746	
Cat Harley	12 Pups Path, Ft Salong, 11768	
Robert Szarek	6 Pups Path Ft. Salonga 11768	
Kathleen Fais	26 Josephine Lane, Fort Salonga, NY 11768	
Lorraine Zelnick	11 Rose Ct. Northport NY 11768	

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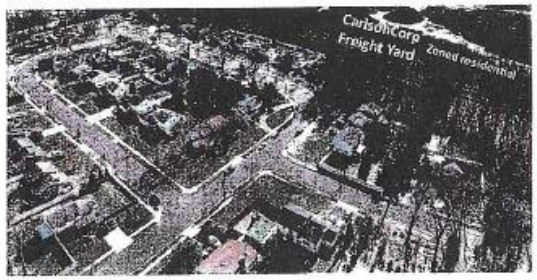


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Name	Address	E Mail
Robert Vetere	60 Peppermint RD Commack NY	RV2779 Gmail.com
Madeline Vetere	60 Peppermint RD Commack NY	Valencia1983 Gmail.com
Anthony Vetere	27 Chassyl RD Commack NY	Vetere77 Gmail.com
Jeanine Vetere	27 Chassyl RD Commack NY	JW877 Gmail.com
Luigi Vetere	310 Woods Road N. Babylon NY	
Lisa Gardner	320 Woods Road N. Babylon NY	Vet75 Gmail.com
Lidia Vetere	310 Woods Road N. Babylon NY	
Tony Chalao	1133 5th Ave E. Northport NY	TonyC76 Gmail.com
Maria Chalao	1133 5th Ave E. Northport NY	MCh12 Gmail.com
Jeff McCabe	1135 5th Ave E. Northport NY	Mcabe26 Gmail.com
Pat White	37 Howell Dr Smithtown NY	PA37 Gmail.com
Jerry Goldberg	7 Chester Street Smithtown NY	JGold37 gmail.com

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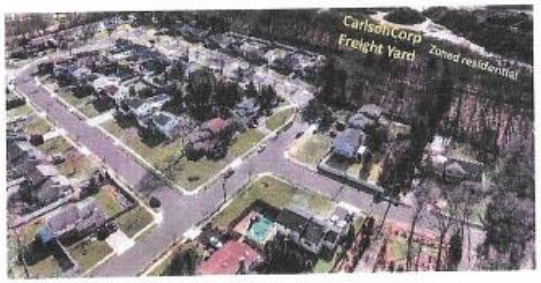


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Name	Address	E Mail
David P. Lin	53 Peppermint Rd, Commack, NY 11725	woodsguest223@gmail.com
Smyrna Gibson	1137 Udall Rd, Bay Shore NY 11706	smyrnagibson@yahoo.com
Lisa Borrusso	21 Fern Ter, West Babylon, 11704	lborrusso@gmail.com
Nancy Lin-Smith	44 Dunster Lane, Winchester, MA 01890	kessalin@icloud.com
Yvonne Kwok-Lin	53 Peppermint Rd Commack NY 11725	Darling_eyes@net
Rebecca Lin	9 Menlo St., Brighton, MA 02135	rebecca.lin@me.com
Emily Lin	53 Peppermint Rd Commack NY 11725	emily.lin@me.com
Brianna Lin	1311 Jackson Ave, LIC, NY 11101	brianna.lin@me.com
Joel Lat	1311 Jackson Ave, Long Island City, NY 11101	Jlat2830@gmail.com

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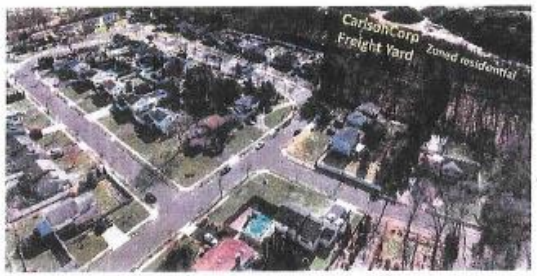


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Name	Address	E Mail
Leila Toomey	52 Verbena Drive Commack NY	Leilatoomey2023@gmail.com
AVA Greenberg	65 Cornflower Lane E.Northport NY	avagreenberg05@gmail.com
Julie Thomas	7 Fisher Road commack NY	Juliethomas189@gmail.com
Jack DiBartolo	22 Orchard lane Commack NY	jackdibs99@gmail.com
Reece Habermen	55 Peppermint Road Commack NY	reecehabermen@icloud.com
Kathleen Twohig	29 Whitstone a. commack	ktwohig@aol.com
Alisea Lombardi	15 Lexington Ct. E.Northport NY	AL92362@MSN.com
Joe Lombardi	15 Lexington Ct. E. Northport, NY	Confidentcarp@optonline.net
Nick Lombardi	15 Lexington ct. E. Northport, NY	NickLombardi590@gmail.com
Olivia Lombardi	15 Lexington Ct. E. Northport, NY	AL92362@MSN.com
Vincent Vanecek	2 Ottawa Ave. Centerport NY	VVanecek@AOL.com
Tara Lombardi	9 Zorraine Dr. E. Northport	ATLOMbardi@MSN.com

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Name	Address	E Mail
Stephen Keeler	5 Pups Path Fort Salonga	StephenKeeler80@Gmail
Brian Caiola	9 Pups Path Fort Salonga	bleciola@gmail.com
ANTHONY CAVALLARO	1 PUPS PATH FT SALONGA	PUPSPATH@AOL.COM
Doris Cavallaro	1 Pups Path Ft Salonga	pupspath@aol.com
CHARLES SABATINO	2 PUPS PATH FT. SALONGA	charles sabatino
KAREN CUOMO	7 Josephine Lane Ft. Salonga	KaKiCuomo@optonline.net
Scott Kuzick	88 Meadow Glen Rd	
Margaret Doctrow	175 West 72 Street NY NY 10023	
John Vidulich	106 Caramel Road Commack, NY 11725	
Sinead McAlister	110 Caramel Rd Commack NY 11725	Sinead_mcne@yahoo.com
LARRY McAlister	110 Caramel Rd, Commack, NY 11725	LMAC1820@aol.com
Brett Simmons	965 Broadway Ave	Kit 11742 Brett832@optonline.net

Sent from my iPhone

7/17/23, 6:40 AM Mail - Lorelei Ross - Outlook

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Surface Transportation Board, 395 E Street, S.W.
Washington, D.C. 20423
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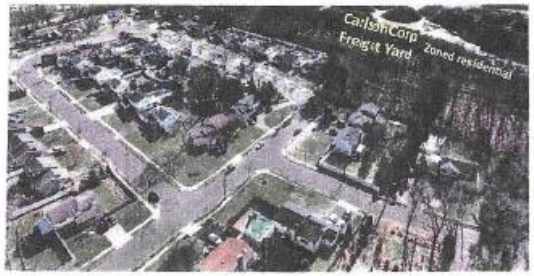


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Name	Address	E Mail
Lori Rossi	63 Hilden ST, Kings Pk, NY 11754	loriteach12@hotmail.com
Michael Mallgraf	65 Hilden st. Kings Park, NY 11754	LLprop1@gmail.com
Karen Mallgraf	65 Hilden St. KP NY 11754	Twoyorkie, KM@aol.com
Jacqueline Mallgraf	65 Hilden St. KP NY 11754	mall11987@aol.com
Theresa Lombardo	65 Hilden St Kings Park NY 11754	Ho352@yahoo.com
Jessica Mallgraf	105 Hilden Street Kings Park, NY 11754	Socceranne@aol.com
Victim Schopp	56 Hilden ST Kings Park NY 11754	RASconstruction56@Yahoo.com
Lori Schopp	56 Hilden St Kings Park NY 11754	LoriSchopp@yahoo.com
Anthony Schopp	56 Hilden St Kings Park NY 11754	Schoppanthony@yahoo.com
Grace Hehr	62 Hilden St. Kings Park NY 11754	[illegible]
Steve Dellacerra	63 Hilden St. Kings Pk, NY 11754	Stephendellacerra@yahoo.com
Wendy Skulnik	169 Haystick La. Commack NY 11725	[illegible]

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Name	Address	E Mail
ARNOLD FINK	52 PEPPERMINT RD COMMACK NY 11725	ARMAR 5V @ YAHOO.COM
MARIAN FINK	" " " " " "	MARAR 5V @ YAHOO.COM
[illegible]	11 Clubhouse ct East Setauket NY 11733	mitchg30@yahoo.com
Michael Shulman	21 Walker Court Commack NY 11725	MichaelShulman446@Gmail.com
Marin Meiss	26 Marshmallow Dr. Commack NY 11725	mmeiss@ieee.org
David Horan	118 Oakside Dr Smithtown	
[illegible]	226 Hidden Pond Circle Smithtown	leonardmanhack@gmail.com
[illegible]	128 OAKSIDE DR Smithtown 11787	
Barbara Glaf	61 Hofstra Dr. Smithtown 11787	
[illegible]	61 HOFSTRA DR SMITHTOWN	
Alli Skulnik	169 Haywick Lane, Commack	
Colleen Vida	100 Caramel Rd Commack NY 11725	avchef1@optonline.net

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,

Townline Rail Terminal is seeking to construct and operate a private freight yard at 140 Old Northport Road, Kings Park on the Port Jefferson line. The plan shows the prospect of 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 would be a chain link fence away from established residential neighborhoods. The Port Jeff line passes within yards of our schools (Commack, Elwood, Kings Park, Harborfields, Northport, Fort Salonga, East Northport, Huntington), houses, businesses and our local roads. This regional freight yard is unnecessary and only serves to financially benefit the petitioner, while harming our communities. **I respectfully request this petition be denied.**

Name	Address	E Mail
Anne Carlin	21 Bowman La KP, NY 11754	annecarlin@msn.com
Robert J Carlin II	21 Bowman Ln KP NY 11754	RFCarlin@gmail.com
John Carlin	21 Bowman La KP NY 11754	gateghost@Live.com
Luke Carlin	21 Bowman Ln KP NY 11754	Virgil8723@live.com
Kathy McDonald	225 Third Street St James 11780	KMcDonald91@Hotmail.com
Andrew Toomey	36 Genl ST Smithtown NY	
CAROL KELLY	15 LAKERIDGE DR S, KP 11754	CDK2934@GMAIL.COM
	54 Rovenwood Dr KP	
Christine Dabrowski	40 Marvin Dr, KP NY. 0754	
Ted Dabrowski	" " " " "	
	" " " " NY. 11	
Jill Cummings	47 Lakeridge Dr So KP	

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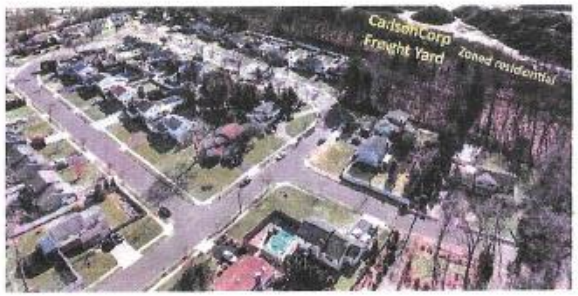


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Name	Address	E Mail
Martha J. Roche	54 Ravenwood Dr Kings Pk	
Jeffrey Lowen	31 Landview Drive Kings Park NY.	
Patricia Barley	2 Sweet Hollow Ct. St. James, NY	
Nettie Libut-Weiner	34 Asbury Drive Smithtown, NY	
Randy Weiner	" " "	
Luidji Dormeus	954 Park Ave Huntington, NY	
PATRICK BRANNIGAN	208 FIRST ST. E. NORTHPORT, NY	
Emily Ryan	147 West Granada Ave Lindenhurst NY	
JAN BARSON	7 STILLWATER RD, ST. JAMES, NY	
John Henninger	1 Meadowood Ln, Fort Salonga, NY 11768	

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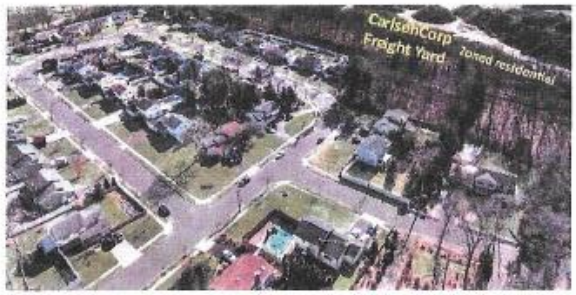


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Name	Address	E Mail
Gillian Terrone	8 Candy Lane Commack NY 11725	gillian_terrone@yahoo
JASON ANEW	2 Long Bow Court Commack NY 11725	janew
Celeste Haller	61 Half Hollow Rd Commack NY 11725	hotmail.com
Edwina Kurklon	24 Dolmar Lane Commack NY 11725	JEKF@optonline.net
JOHN KURKLON	24 DOLMAR LANE COMMACK NY 11725	JEKF@optonline.net
RODGER SCHILLER	5 DARON LA. COMMACK NY 11725	RODG71566@AOL.COM
Sara Alba	8 Marshmallow Drive Commack, NY 11725	
BARBARA KIERNOZEK	4 Long Bow Ct, Commack NY 11725	basia4k@gmail.com
Kamil Kiernozek	4 Long Bow Ct, Commack NY 11725	Kiernozek@gmail.com
Michael Sandle	147 Rumford Rd KINGS PARK, NY	MSAN72@gmail.com
Jerry Albis	338 Richard Street, West Hempstead, NY 11552	galbis@optonline.net
Michael PELLEGRINI	48 Lexington Ave. Fr. Sq. NY 11010	

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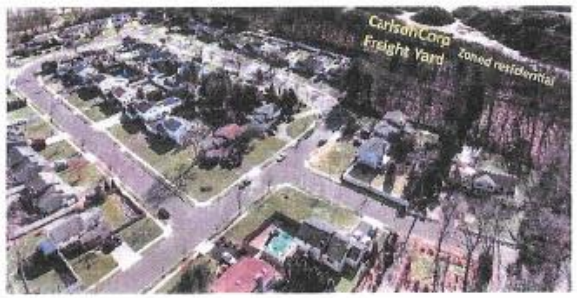


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Name	Address	E Mail
Sean Oldham	5 Empire Court commack, NY, 11725	Seanoldham8@gmail.com
Michael Sicoli	12 Siegfried Place, East Northport, NY, 11731	michaelsicoli2@gmail.com
Colin Shorter	7 Peppermint Road, Commack NY 11725	
Denise Elmore	30 Candy Lane Commack NY 11725	delmore74@gmail.com
Hongtede Liu	6 Candy Ln. Commack NY 11725	
MARJORIE SERATOFF	14 CANDY LA COMMACK NY 11725	
Jay Schnitzer	26 Candy Lane commack NY 11725	hjschnitzer@optonline.net
Heidi Schnitzer	26 Candy Lane Commack, NY 11725	"
Joe Zino	9 Candy Lane Commack NY 11725	jzino@gmail.com
Sharon McReynold	5 Candy Lane Commack NY 11725	sharonbyrne? hotmail.com
Elm Jung Park	6 candy lane commack NY 11725	
Dany Baden	8 candy lane commack NY 11725	

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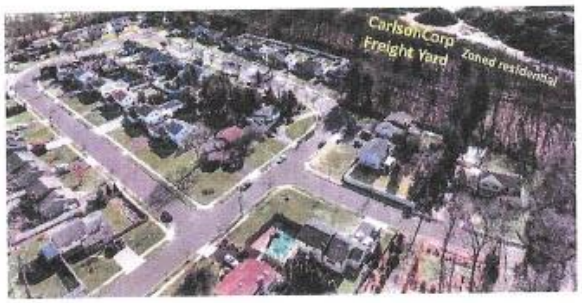


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Name	Address	E Mail
Vasanti Rampersaud (via)	82 Meadow Glen RD	vsookhai.livre@gmail.com
Vijay Rampersad	82 Meadow Glen RD	Vijayrampersad@me.com
Meena Persaud	82 meadow Glen RD	
Brian Kalat	84 meadow Rd	BrKT9@gmail.com
Alexa Devarro	84 Meadow Rd	Anderair@gmail.com
Allison Most	7 Candy Lane	alli.feinstein1119@yahoo.com
Austin Aronica	165 Haycrick lane	austinaronica@gmail.com
Rose Hochbruecker	23 Candy lane	Rosehoch@ymail.com
Nicolette Kavanagh	23 candy Lane	nmhoch3@aol.com
Ryan Kavanagh	23 Candy Lane	nmhoch3@aol.com
Martina Nadel	15 Candy lane	marti11648@aol.com
Eric Nadel	15 Candy lane	enlb324@aol.com

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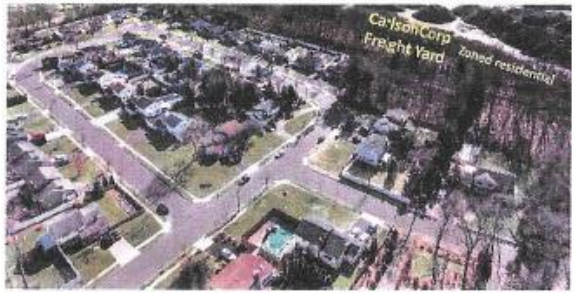


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Name	Address	E Mail
Patricia Whitberg	71 Meadow Glen Rd. Fort Salonga NY 11768	RWAXIS@aol.com
Sophia E. [illegible]	732 E. Park Ave Long Beach N.Y 11561	505011392@gmail.com
Robert Whitberg	71 Meadow Glenn Road F.S. N.Y. 11768	RWAXIS@AOL.COM
Beda Stucke	1 Nav Ln Northport, NY 11768	
Stoge Jin	1 Nav Ct Northport NY 11768	
Megan Luke	5 Josephine Lane	
John Luke	5 Josephine NY	
Elizabeth Seus	27 Josephine Lane NY	trussoesqlawyers.com
THOMAS S. RUSSO ESQ.	72 MEADOW GLEN RD., FT. SALONGA	
ANNA BUSHUEVA	72 MEADOW GLEN RD. FT. SALONGA	annabushle yahoo.com
Nick Mitrages	12 Cindy Lane Commack NY 11725	
Jeff Most	7 Cassidy Lane Commack N.Y 11725	dmost@yahoo.com

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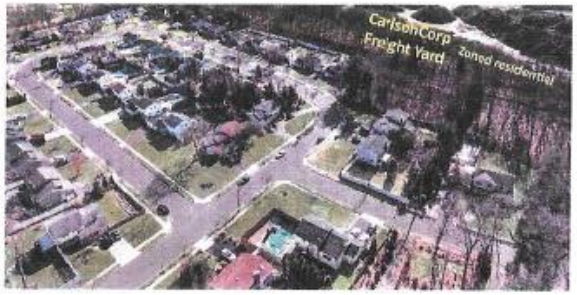


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Name	Address	E Mail
WILLIAM SHURIFF	20 DELMAR LN COMMACK NY 11725	WSHURIFF@GMAIL.COM
Edwina Kurklen	24 Delmar Lane Commack NY 11725	JEKFE@optonline.net
JOHN KURKLOW	24 Delmar Ln Commack NY 11725	JEKFE@optonline.net
Samantha Leace	25 Delmar Ln Commack NY 11725	samileace@gmail.com
Tina Florentino	26 Delmar Ln Commack NY 11725	tinamarief421eyahoo
Scott Florentino	26 Delmar Ln Commack NY 11725	scott.florentino@gmail
Risa Fenster	29 Delmar Ln Commack NY 11725	risafenster@gmail.com
Corey LoBello	30 Delmar Ln Commack NY 11725	corey.lobello@gmail.com
Jamie Gargiullo	30 Delmar Ln Commack, NY 11725	jamiegargiullo@gmail
Tracey Hiller	32 Delmar Lane Commack NY 11725	traceyhiller@gmail.com
Ira Lipton	34 Delmar Lane Commack NY 11725	allbilb@aol.com
DAVE SUAVEDO	30 CANDY LANE COMMACK NY 11725	SUAVEDOG@aol.com

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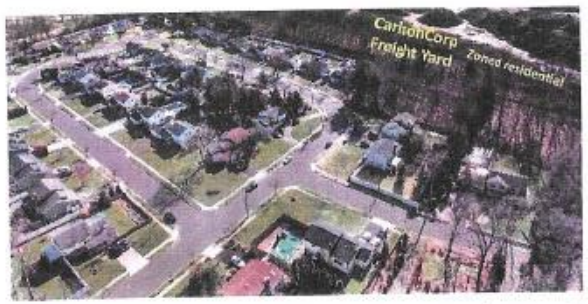


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Name	Address	E Mail
Andrew Hancock	hancockandrew33@gmail.com	36 Delmar lane Commack NY, 11725
Raymond S. Hancock	36 Delmar lane Commack, NY 11725	ray.hancock96@gmail.com
Greg Scaccianoce	9 Delmar Lane, Commack NY 11725	Scatin46@yahoo.com
Linda Scaccianoce	9 Delmar Lane Commack NY 11725	scaccianoce@optonline.net
Joe Kumar	8 Daron La	
Nathan Gold	11 Daron Lane Commack N.Y. 11725	Nate4962@AOL.com
Lisa Iadevaia	15 Daron Lane Commack N.Y	11725
Marcie Sillam	24 Candy La. Commack N.Y	
Theodore Sillam	" " " "	
Carolyn Colapietro	25 Candy Lane Commack NY	11725
Vincent Colapietro	25 CANDY LANE COMMACK NY	11725
Fred Brubner	28 Candy Lane Commack NY	11725

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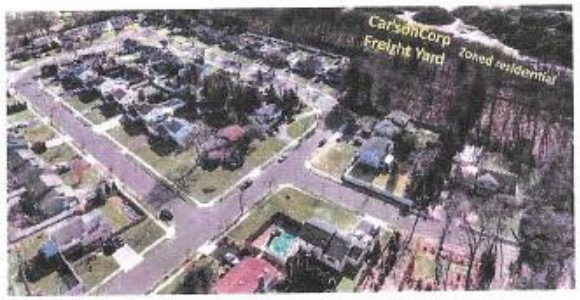


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Name	Address	E Mail
Diane Iannelli	233 Maple Valley Rd.	diannelli122@aol.com
Edie DiNardi	86 Kurtis Lane Kings Park	ediegypper@optonline.net
Lissette Feliz	71 Bruce Dr.	lissettefeliz@yahoo.com
Cyndi Malloy	23 Starlight Dr Commack	Cyndi.Malloy@gmail
EDIN TARAFDER	48 CLARKE ST BRENTWOOD	Refnat2@gmail.com
Nick Martin	12 Valleyview Drive Northport	
Chris Milo	273 harned Pl Commack	
James Bradley	17 mountain view Dr Northport	Bradleyjam127@gmail
Elisa Levine	11 Regina Drive Commack	elisalevine1@verizon.net
Chester Kozlowski	4635 Express Drive Ronkonkoma	
Fredys Maldonado	269A WRIGHT ST WESTBURY NY 11590	
Christian diaz	235 boot st Westbury NY 11590	x5diaz@gmail.com
Pedro Martinez	236 Brown Pl Bethpage NY 11714	thekidangelic@gmail.com

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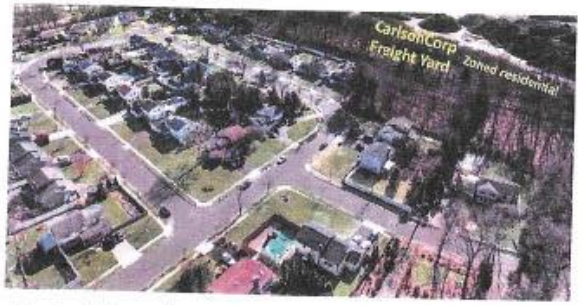


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Name	Address	E Mail
Chris P. Garone	1372 Hancock St Elmont N.Y 11003	
Nadine Jordan	28 Cedar Road Amityville NY 11701	
Janette Asch	31 Washington Blvd Commack NY 11725-1721	
Noel Nieves	10 east Dr, Apt 1.D, Brentwood, NY 11717	
Cathy Gurreri	150 W. 6th St Deer Park, NY 11729	
Ariana Dinan	3 Iroquois Ln Commack NY 11725	arianasd09@gmail.com
Russell Broeckel	8 Daisy Dr Kingspark	
Gaston Bourdon	1264 Suffolk Ave Brentwood NY 11717	
Scott Casucci	108 Saddle cove Rd Bohemia 11716	scottcas12345@gmail.com
Dora Jahan	96 Stonehurst lane Dix hills 11746	
Henry Stampfer	441 2nd Al ENP 11731	
Richard Tesoriero	45 Beacon Lane East Northport NY 11731	

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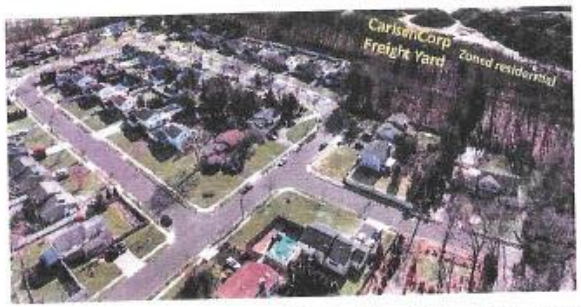


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Name	Address	E Mail
	71 Dawes Dr Commack 11725	
Dayonte Williams	1 Woodline St Brentwood 11706	dwilliams1000@gmail
MARIA Cuevas	6 Winecomac Ave 11725	
Cory Abbe	21 Parsons Dr. Dix Hills	
Bruno THOMAS	546 DURYEA AVE WYANDANCH	
Nicholas Rodriguez	76 Old Indian Rd. Commack 11725	NickyD.D.76@gmail
Jack Passela	128 Shelly Street East Northport 11731	JFPas6000@gmail.com
ANTHONY MARINO	22 ELTON DR. E. NORTHPORT NY 1173	
BONNIE ALLEN	45 Neil Dr. Smithtown, NY 11787	
Tom Avzt	" "	" "
Scott Colgrave	10 Debra Court E Northport NY 11731	
Eileen Roberts	97 Manchester Ln. Stony Brook NY 11790	

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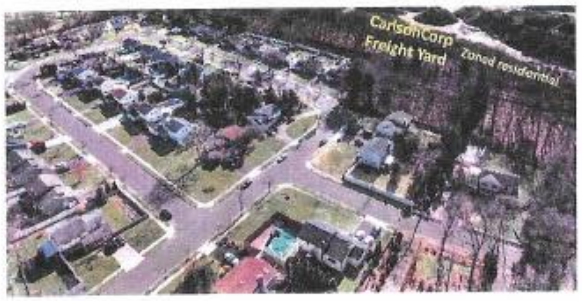


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Name	Address	E Mail
Kathryn Spencer	21 Fifth Ave Kings Park 11754	
Priscilla Catapano	35 Gull Hill DR. Northport NY 11768	
Linda Farrell	36 Royal Lat NY 11768	
Barbara young	85 Fairfield Way Commack, NY 11725	
Amanda Young	85 Fairfield Way Commack, NY 11725	
Tara Wanco	69 Autumn Dr Hauppauge NY 11788	
Rachael Calhoun	209 Serpentine Lane commack NY 11725	
Debra Jones	37 Mayfair Ln. Manhasset NY 11303	
Nicole Rosenblatt	76 Watercress La E.N.pt 11731	
Kelly Horch	5 Pitch Pine Court Northport	KMoorell17@hotmail.com
June Moore	5 Pitch Pine Court Northport	
[illegible]	4 [illegible] Smithtown 11787	

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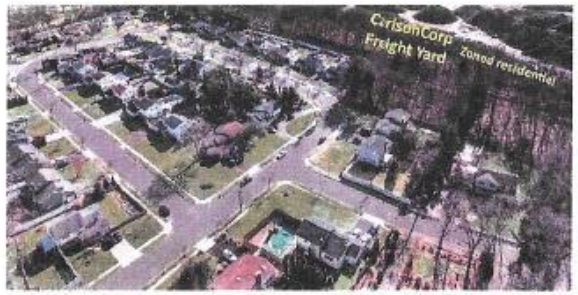


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Name	Address	E Mail
Kiya Cooke	45 orient Avenue, Brentwood NY 11717	
[illegible]	24 MEADOWDALE DR. SMITHTOWN NY 11787	
[illegible]	44 Applewood RD SMITHTOWN NY 11787	
[illegible]	273 Community Dr Smithtown 11787	
Tamie Greene	188 Smithtown BLVD 11787	
Carol Greene	171 ARO to Ave Kings Park	
Nancy Froisi	491 Townline Rd Commack 11725	
Zach Smith	140 Lincoln Drive, Kings Park 11754	
Donna Bredin	11 carl dan RD Commack NY 11725	
TAT FORTUNE	3 DWIGHT CIRCLE COMMACK NY, 1725	
Christ Bennett	50 Arlon Ln. Dix Hills, NY 11746	
Linda Bennett	" " " "	

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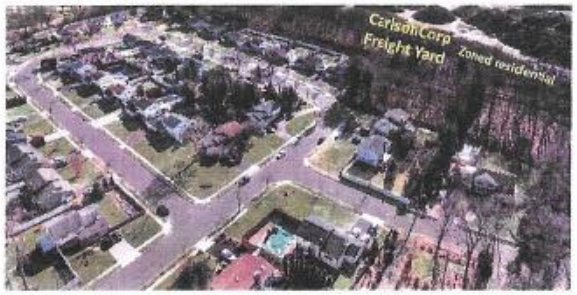


Dear Chairman Oberman,

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Name	Address	E Mail
[illegible] McClellan	4 Woodcliff Dr. Smithtown NY 11787	
M K Bender	Hillspark Ln	mbender248@aol
E Loeb	116 Edgewood Dr. Sm.	
B Wyman	19 Poplar Ln	BellaWireman15@gmail
[illegible]	7 ULSTER CT COMMACK	LIFMWORKORDERS@GMAIL.com
Linda Scaring	86 Ridge Road Smithtown	linda6460@gmail
Karen Trivitt	11 Hazel Drive Smithtown NY 11787	karentrivitt@yahoo.com
Margaret Sierkiewicz	60 Schuyler Dr Commack 11725	
Sue Cardelli	239 Woodbridge Dr. Kings Park 11754	
Flo Masino	81 Carver Dr E. Nort 11731	
Dawn R Ri	175 Hampton ave 11950	
Kat Jamarelle	19 Stanwich Rd Smithtown NY 11787	

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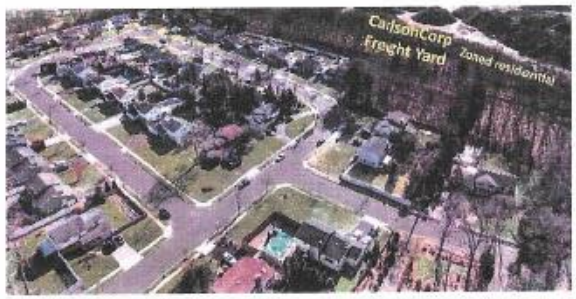


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Name	Address	E Mail
Bruce Lerner	68 Shinbone La. Commack, NY 11725	blerner2@gmail
Russell Chao	11 Bethal Lane Commack, NY 11725	russchaoman@gmail.com
Natalie Crispino	123 Boof st commack	Boopie5@gmail
Jess Ocsman	181 Ellen Drive KP	natallen@gmail.com
Alison Corgno	29 Bruce Ln S KP	alisonc@gmail.com
Marisa Castrillon	5 Feather Lane Commack	marisacastrillon18@gmail.com
Andrew Castrillon	"	"
Jody Burke	2 Concord Dr FtSalonga, NY	jody.burke2@gmail.com
DON BARFIELD	12 Spock Ct. COMMACK	DON@Quality-Line.com
BOB SWYSTER	235 OLD WILLETS PATH SMITHTOWN,	BOBI2AM@AOL.COM
Peter Gonatas	49 Timber Lane Ft Saloga	psonatas12@gmail.com
George Gonatas Sr	49 Timber Lane Ft Saloga	gbenz22@optonline.net

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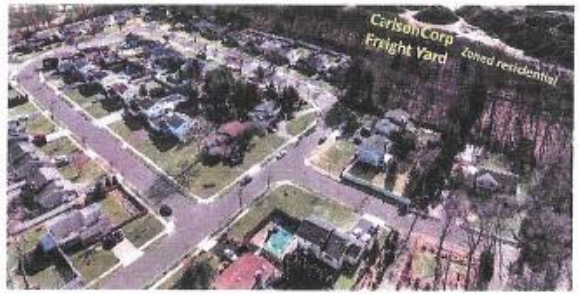


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Name	Address	E Mail
Simone Regude	368 Townline Rd	simoneny60@yahoo.com
Kelly DiBoris	92 Wichard Blvd. Commack	
Monty Pessa	1925 Wantagh ave	Montypessa0011@gmail.com
Ryan Chowdhury	72 Indian Head Rd	ryan.chowdhury@mydhsd1.org
Peter Gonatas	49 Timber Lane Northport	pgonatas13@gmail.com
Dany Caron	7 Cisley Ln, Melville Cutler, NY	jgron@gmail.com
JAMES ICOHI SOSES	45 Half Hollow Road commack NY	NY6t Mod @msn.com
Claire South-Kohlroser	45 Half Hollow Rd Commack	gchrisgir14@gmail.com
Mike Masino	5 Glen Rd HP	mmasino@boyshareschools.org
Connor DeFeo	24 7th ave. KP 11754	
Denise DeFeo	24 7th Ave. Kings Park NY 11754	
Jack Pihlkar	18 Eastover Drive 11731	jackpihlkar@gmail.com

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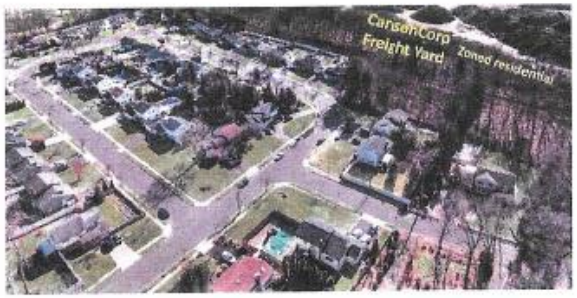


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Name	Address	E Mail
Nigel Lea	317 Bread and Cheese Hollow Rd. N.P. 11768	leanigele@yahoo.com
Lois Nelson	317 Bread/Cheese Hlw Rd Northport 11768	leanigel@yahoo
John Muscat	10 Arsden Valley Syosset 11580	
Donna Sadoff	3 Marshall La. E. Northport, NY 11731	
Erika Lea	317 Bread/cheese Hlw. Rd. Northport 11768	leaerik725@yahoo
Ricky Picard	Huntington Station NY 11746	
Rose Fadgen	Huntington Sta 11747	
Mija Rowley	Southdown NY	
Daniel Racinos	18 Waverly Dr Shirley NY	Daniel.racinos.jr@gmail.com
Frank Stoffers	35 Thomkin Commack NY	
Mary Hemont	94 Lake Bridge Ct.	Wiseman 65 option line NET

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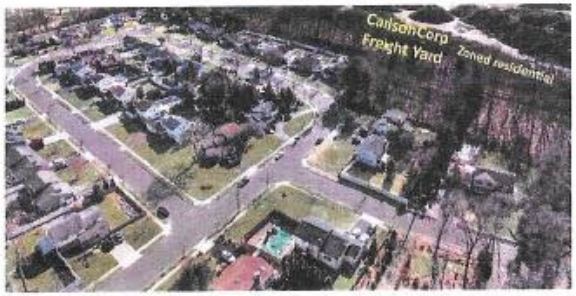


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Name	Address	E Mail
Wayne Miller	12 Eastwood Place Commack	wmiller4141@AOL.com
Thomas Heinink	39 Calvert AVE Commack	makina4 makina4164@aol.com.
Barbara DeBonne	34 Comco Rd Comsewogue	bdes@optonline.net
Lesly Zaldana	5 Penataquit ave Bayshore	
Claudia Ramirez		
URSULA Wedler	10 HARE CRESCET COMMACK N.Y. 11725	
Danielle Schaefer	4 Lincoln Dr	desbler2@yahoo.com
Cynthia Lambert	2946 Bond Dr Merrick NY 11566	cindylee lambert a gmail.com
Eileen Esposito	20 Woodhollow Lane Fort Salonga NY 11768	
Dana Suppan	1343 BENDER AVE. HOLLY HILL FL 32117	
Lois Kaplan	39 Fuller St Dix Hills NY	LDK1783@yahoo.com
Christopher Ritchie	16 Byrd Ct. Kings Park NY 11754	

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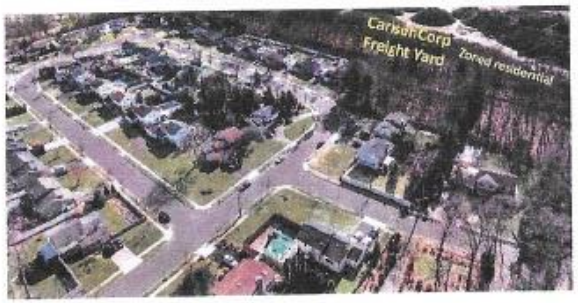


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Name	Address	E Mail
Peter Forgione	5 Stone Edge Ln, Nissequogue, NY 11767	peterforgione6@gmail.com
Mike Fabiano	10 Wheelwright Way, Smithtown	Michaelfabiano12@gmail.com
Liam Scully	35 Maricon Lane Commack NY	Liamscully1728@gmail.com
Suzanne Scully	35 Maricon Lane Commack NY	sscully36@Yahoo.com
Liam Scully	35 Maricon Lane Commack NY	Lscully34@Yahoo.com
Kyle Kaplan	39 Fuller Street Dix Hills NY	Kaplankyle5@gmail.com
Michael Kaplan	39 Fuller St Dix Hills NY	DMKT@yahoo.com
Brandon Greyo3	12 dovecote lane Commack	Bkeyer3@gmail.com
Jessica Moore	167 westwood dr Brentwood NY	jessicamoore@iclaud.com
Diana Ampopardi	47 Strand Place E. Northport	diana22027122@gmail.com
Madisen Akpovwa	167 westwood Dr. Brentwood	Makpovwa22@gmail.com
George Gonatas	49 Timber Lane Northport, NY	georgegonatas21@gmail.com

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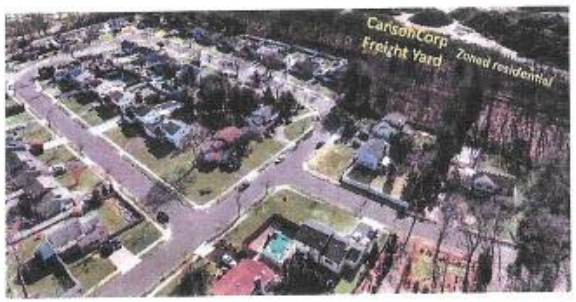


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Name	Address	E Mail
Ashley Swails	92 Marvin Lane, Commack, NY	Ashley_bleem@hotmail.com
Jeff Swails	92 Marvin Lane, Commack, NY	swailsjeff@gmail.com
Angelina Oshana-Mills	162 claywood Dr. Brentwood	angelina.sorea@gmail.com
Kathy O'Malley	144 Church St NPT Jc Kings Park, NY 11754	kathyLi117@yahoo.com
Jennifer Singer	152 Lakebridge Dr Kings Park 11754	jan.singer152@gmail.com
Jody Burke	2 Concord Dr, Northport (Ft Salonga)	jody.burke2@gmail.com
Wendy Haberman	55 Peppermint Road Commack, NY 11725	wkhaberman@verizon.net
Nigel Tea	317 Read and Cheese Hollow Ft Salonga NY	eangel@yahoo.com
James Lang	40 Bradford Lane Bethpage, NY 11714 Timbo 315	icloud.com
Barbara Lang	40 Bradford La Bethpage NY 11714	
Ella Rannelli	172 Hickory Rd KP. 11754	Ranarag5@aol.com
Caroline O'Brien	100 Woodley Circle 11747 Melville	

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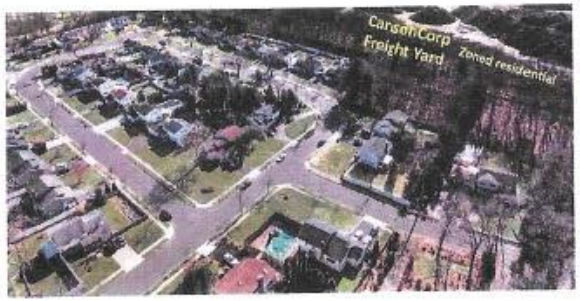


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Name	Address	E Mail
Denise Pihlkar	18 Eastover Drive, E. Npt, NY	BDpihl@optonline.net
Robert Pihlkar	18 Eastover Dr. E. Npt NY	BDpihl@gmail.com
Nicolette McKean	56 McLane ct. Dix Hills NY	Nmckean2467@gmail.com
Rachel Goonan	26 Heather Crescent Commack NY	rgoonan1@yahoo
Taylor McKean	56 McLane ct. Dix Hills NY	Tmckean64@gmail.com
Ann McKean	56 McLane ct. Dix Hills NY	Spitzy98@yahoo.com
Jeremy Vlacancich	16 Daron Lane, Commack, NY	Jeremyv41876@gmail.com
Michael Gallo	32 Colonial Drive Commack NY	mikegallo34@yahoo.com
Brian Meyers	4 Forsythe Drive, East Northport	brianmeyers2@g
James Boyd Jr	121 Ketay Drive South, East Northport, NY 1173	
[illegible]	245 Exton Lane West Islip NY	JCHill2373@gmail.com
Martin Harris	23 Coconut Drive, Commack, NY	Martyaxe@aol.com

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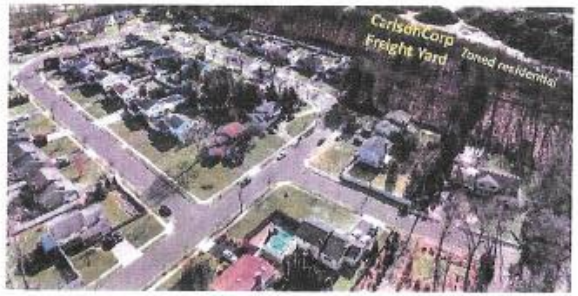


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Name	Address	E Mail
Craig Pihlkar	18 Eastover Dr E Nprt NY	craigpihlkar@gmail.com
Matthew Vicari	19 Tollgate Drive East Northport	Matthew.Vicari@Yahoo.com
Daniel Sedlack	58 Cross Bow Lane Commack, NY 11725	sedldw@aol.com
Jack Pihlkar	18 Eastover Dr. E. NPT	jackpihlkar@gmail.com
Ben Mangels	20 Burford dr. Commack NY	benmangels333@gmail.com
Thomas Botticelli	29 Sarina Drive - Commack NY	thomasbotticelli7@gmail.com
Ryan Burke	115 Washington Blvd Commack	ryan_burke2003@icloud.com
Dillon Mortensen	16 Bull lane, East NPT	Mortensendillon@gmail
Joe Archipolo	39 Hurd Ln Commack	joearchipolo32@gmail.com
Maria Meyers	4 Foisy Hts Dr. E. Nprt	mariammj2@hotmail.com
Peter Hart	245 Eaton Ln W Islip	hartofli@optonline.net
Jodi Hart	245 Eaton Lane W Islip	Jetrc@verizon.net

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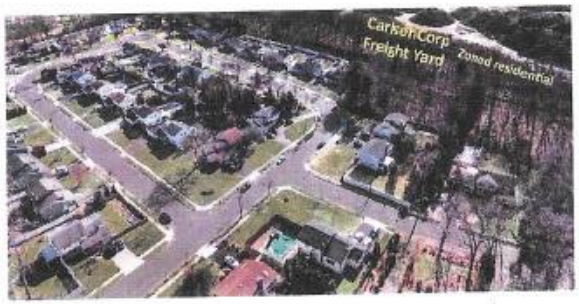


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Name	Address	E Mail
Montell Johnson	8 Delmar Lane Commack, NY 11725	monte1270@gmail.com
Karen Johnson	8 Delmar Lane Commack, NY 11725	
THERESA OCONNOR	7 DELMAR LA, COMMACK NY 11725	
Rudis Mata	1 Delmar Ln, Commack NY 11725	rudis.mata@gmail.com
Patti Tripoli	2 Delmar Lane, Commack, NY 11725	ptripoli75@gmail.com
Arlene Schneider	4 Delmar La Commack NY 11725	N/A
Eric Levine	12 Delmar Lane Commack, NY 11725	ECKL03@yahoo.com
RICHARD GARDOS	16 DELMAR LANE COMMACK NY 11725	rich_gard@yahoo.com
Martin Mullarkey	18 Delmar Lane Commack ny 11725	martrunner@optonline.net
LOU AVILA	15 DELMAR LN COMMACK NY 11725	MOREDAVE@MSN.COM
Judy Mullarkey	18 Delmar La Commack NY 11725	judymm1@optonline.net
Delores Cascio	17 Delmar Lane Commack NY 11725	

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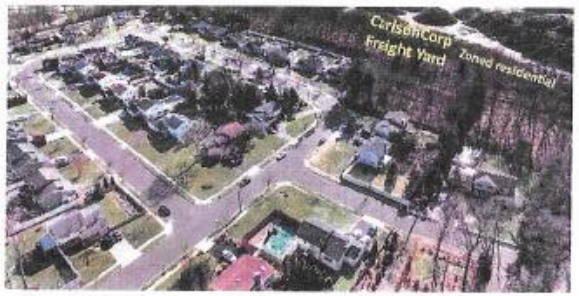


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Name	Address	E Mail
James Boyd	121 Ketay Dr. South ENP JBoyd62@optonline.net	
Kellin Hays	3307 Brandywine DR Wilmington DE, 19807	hayskf19@wfu.edu
Cmender	36 Eastaver DR ENpt	Catiemender@gmail.com
Emily Fox	34 Seneca Drive Commack, NY 11725	emilyyfox99@gmail.com
Coleen Morley	@coleenmorley17@gmail.com	46 McCulloch Dr Dix Hills NY 11746
Timmy Boden	609 4th Ave East Northport NY	Timmy@gmail.com
Emily Feit	609 4th Ave East Northport NY	Emily.feit@gmail.com
Claire S-Kohlroser	45 Half Hollow Rd Commack	gchriggirl4@gmail.com
Claudia Boyd	121 Ketay Drive S., E. Northport, NY 1173	
JAMES Kohlroser	45 Half Hollow Road Commack NY	NYCJMAN@msn.com
Gavin Newman	30 Fern drive	Commack Gavinnewman999@gmail.com

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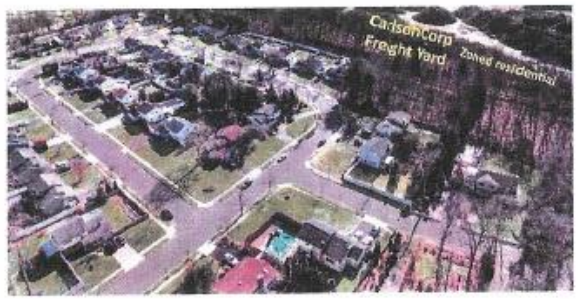


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Name	Address	E Mail
ANDREW HOFFMAN	1087 Davis St, Franklin Square, NY 11010	grNSeda@yahoo.com
Grace Mahler	20 cecily Lane, commack, NY 11725	gem82102@gmail.com
Robert Schokim	17 CANDY LANE commack NY 11725	rschokim@gmail.com
Fa Yi	16 Ottawa Lane Commack NY 11725	Louwp@AOL.COM
Ellen Giaia	16 Candy Lane Commack NY 11725	ellegio@aol.com
Thomas Schumacher	29 Pimlico Drive Commack NY 11725	Snoey025@gmail.com
RICHARD FANELLI	2 WESLEYAN RD COMMACK NY 11725	RFanelli1189@YAHOO.COM
Dorato Guglione	41 MARSHMALLOW Dr, COMMACK 11725	gragl@optonline.net
Ann DORGAN	41 MARSHMALLOW Dr COMMACK 11725	Liirish@optonline.net
Jackie Fanell	2 Wesleyan Rd. Commack, NY 11725	RFanelli1189@yahoo.com
Dawn Jansen	3 Annandale Rd Commack NY 11725	CBKC@optonline.net
Laurie Tan	3 Annandale Rd Commack NY 11725	MLPRVoat Netzero.com

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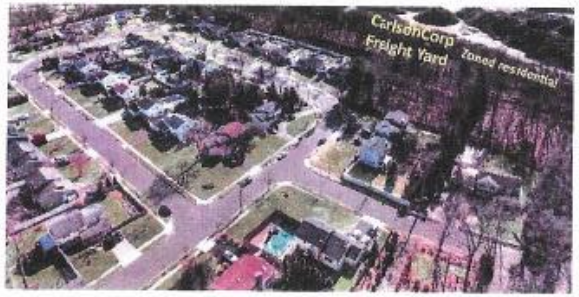


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Robert Eric Wihlborg	772 East Park Avenue, Long Beach NY 11561	wihlburgr@gmail.com
Mary Ann Gobbo	24 Josephine Lane Ft. Salonga	wmagobbo@aol.com
William Gobbo	24 Josephine Lane Ft. Salonga	wmagobbo@aol.com
JOSE QUINTANA	54 HORSEBLOCK D APT 48	JOSQUINT23@AOL.COM
Jennifer Marotta	22 Josephine Lane Ft. Salonga	Jennya41984@aim.com
Robert Marotta	22 Josephine Lane Ft. Salonga	" "
Candice Matlach	7 crestwood Dr. Ft Salonga	Candicedurso@gmail.com
Paul Schreck	20 Josephine Lane, Ft. Salonga	schreckpgh@gmail.com
Ken Mckenna	18 Josephine Lane 11768	
Keri McKenna	18 Josephine Lane 11768	KeriMckenna411@gmail.com
Robert Barnikel	16 Josephine Lane 11768	RBARNIKEL@verizon.net
Debra Barnikel	16 Josephine Lane 11768	dbarnikel@yahoo.com

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

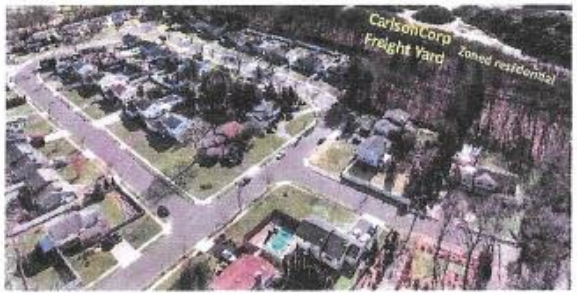


Dear Chairman Oberman,

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Name	Address	E Mail
Timothy G. Brown	8 ELDORADO DR E.NORTHPORT	nydot@juno
Irene Roeder	6 Wildwood Lane Commack	Roeder1951@AOL.com
P Lucey	64 Franklin St Northport	NY
Gerri Merr.	40 ARBOR LANE DIX HILLS NY 11746	
Francine Grodd	108 North Dr. East Northport NY 11731	
Rita Bilda	304 9th AVE E Northport NY 11731	
Lillian Fais	26 Josephine Lane Ft. Salonga, NY 11768	lillyfais61@gmail.com
Robert Fais	26 JOSEPH LA FT SALONGA NY 11768	
Lu Hum	74 Meadow glen Rd, Northpt	LorettoVCommins@gmail.com
Chris Commins	74 Meadowglen Rd northport NY 11768	
X KEVIN COMMINS SR	74 Meadow glen Rd northport NY 11768	
Joyce Sanders	80 Meadow Glen Rd Npt. NY 11768	

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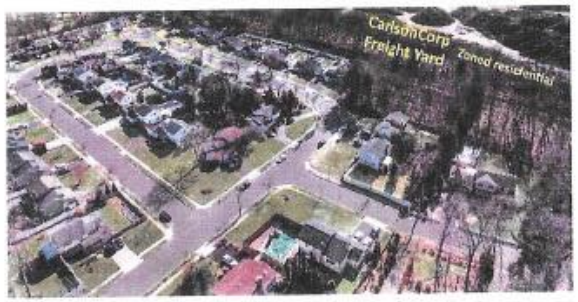
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Name Signature	Address	E Mail
Marlayne Fazio	14 Josephine Ln	fazio1804@gmail.com
Robert Fazio	14 Josephine Ln	ZZRbob@gmail.com
Kristen Bellini	10 Josephine Ln	Kbellini23@icloud.com
Michael Bellini	10 Josephine Lane	mikedbellini@optonline.net
WALTER MORRIS	7 NARO LANE	WALTMORRIS@OPTONLINE.NET
PATRICK FRACCALOSSI	4 NARO LANE	PFRACC@GMAIL.COM
NICOLE	4 Naro Ln.	nicolefracc511@gmail.com
	2 Naro Ln	JeffAraco@me.com
Emily Araco	2 Naro Lane	emilyaraco@yahoo.com
	4 Josephine Ln	
	4 Josephine Lane	
	3 Josephine Lane	

Lori Frank

Robert

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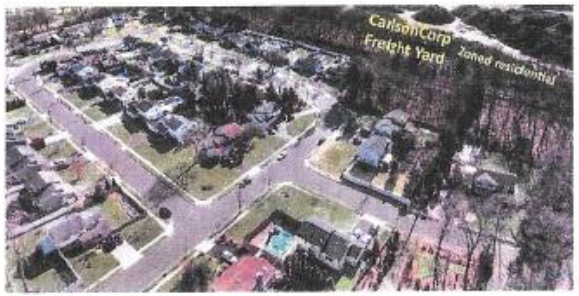


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Name	Address	E Mail
Sandra Fant	53 Steers Ave - Npt. N.Y 11768	
Lynn Mazzola	2 Hollacher Dr, Npt, NY 11768	
[illegible]	36 MAPLE HILL RD HOPE, NY 11743	
Mike Cronin →	4 4th AVE K.P. NY 11754	
Jan Schonsky	28 Lisa Dr, Northport, NY 11768	
Cindy Mack	97 Lisa Dr. Northport, N.Y 11768	
[illegible]	9 Kleland St. Northport NY 11731	
Maria Murray	87 Morley Circle, Melville, NY 11747	
Dan Lee Hedman	28 Val St Northport, NY 11768	
Linda D. Unkovic Flanagan	81 Meadow Glen Road, Northport, NY 11768	
[illegible]	81 MEADOW GLEN RD NORTHPORT, NY 11768	
[illegible]	8 Radcliffe Rd Commack, NY 11725	

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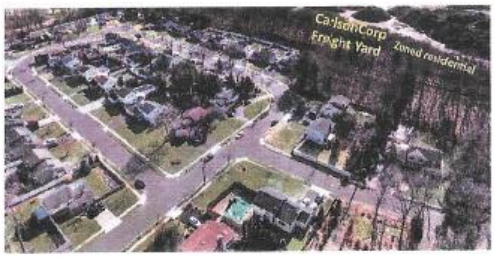


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Name	Address	E Mail
Erika Efstratopoulos	15 Josephine Lane	
Amanda Dzurko	15 Josephine Lane	
Mary Burke	21 Josephine Lane	redhead667@aol.com
Kenneth Burke	21 Josephine Lane	Kburke@gmail.
Lisa Benedetto	23 Josephine Lane	Leesayville@ydhoo.com
Jason Benedetto	23 Josephine Lane	
Samantha Benedetto	23 Josephine Lane	
Susan Jones	25 Josephine Lane	Firsttovejs@hotmail.com
Mark Jones	25 Josephine Lane	Vmjones@gmail.com
MARIA GRELLANA	17 Josephine Lane Fort Salonga	
	17 Josephine Lane Fortsalonga	TiTo1.BEAS@ Gmail.com
Christina Micallef	19 Candy Lane, Commack	christina.elissabeth@gmail.com

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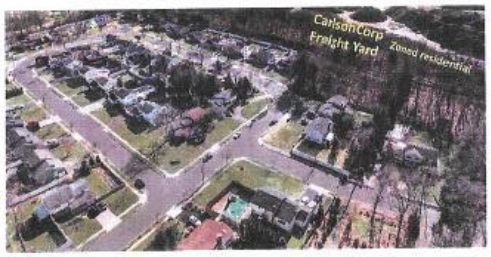


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Name	Address	E Mail
Scott Resnick	19 Ashley Loop Fort Salonga N.Y. 11768	Scott@totalappliance service.com
Geri McCarthy	2 Nan Place KP NY 11754	Gerymac9@AOL.com
Brian McCarthy	" " " " " "	Brianmacnewyork@gmail.com
Mildred Bernstein	33 Gaymor La Commack NY	mbernstein@nilsbec@gmail.com
FRED KLEINER	185 LAKEBRIDGE DR, KINGS PARK NY	fgkleiner@gmail.com
ROSEMARY FINOCCHIO	25 OLD COMMACK RD, KINGS PK, NY 11754	ROSIERNTT@AOL.com.
HENDRIK VAN OPHEMERT	27 WOODLAND DR, KP, NY	HENDRIK@DUBBAL.com.
KATHLEEN HEITSEL	629 LANDING RD Kings Park NY	KPLITRNG YAHOO.COM
Peter Romano	19 Elm Rd. Kings Park NY	promano@sense associates.com
Valentina Palladino	19 Elm Rd. Kings Park NY	
Dianne Calman	107 Mary Lou Trail Kings Park NY	dcalman@optonline.net
Gilda Axelrod	33 Coconut Drive Commack NY 11725	gilax@verizon.net

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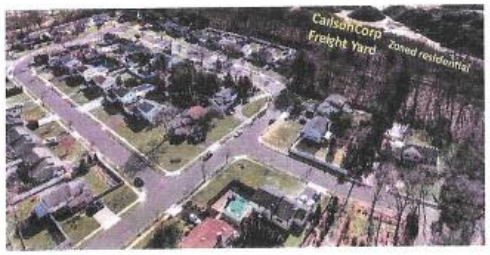


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Name	Address	E Mail
Dana MUSSO	267 Old Commack Rd, KP	Dmusso282@gmail.com
Antoinette Hemberger	201 Pulaski Rd	mrmrshemberger@gmail.com
Mary McGee	95 Grove Rd KP	95Kingpark@gmail.com
Tom BELL	P.O. Box 1242 W. Hills, NY, 11978	
Chris Shaffer	221 Palaski Rd KP	
	12 Berri Rd	
Thomas Daniel	6 Weston LA. Smithtown	
Lucina Lubawski	3 Ravenwood Dr., KP	3cinalub@gmail.com
Carolyn VanOphem	27 Woodland Dr KP NY	photoophe@optonline.net
Danelle Costenza	128 Couse Rd Commack	Scwork929@optonline.net
JIM NESTEROFF	209 JUNIPER RD, KP, NY	
ERIC ALEXANDER	164 MAIN ST WESTBURY NY 11590	

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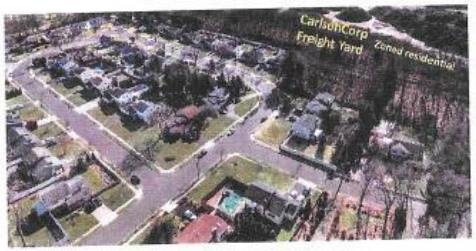


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Name	Address	E Mail
CHAITALYA GUMMI	28 BIRCH ROAD	chaitanyagummi@gmail.com
James Villano	4 Lindsey Pl. Commack	Sabrinajvillano@gmail.com
Jack Manzi	14 S. Station Ct Beacon	jmanzi5@verizon.net
Jillian Bienz	2 Fortune ct. Commack	Jfkisses86@aol.com
Brian Yoos	47 Morewood Dr Smithtown	Brianyoos@gmail.com
Jaime Yoos	47 Morewood Dr. Smithtown	peanutjaime@gmail.com
William Fox	16 GREENWICH RD SMITHTOWN	———
Raquel Trostny	12 harbor oaks dr K.P.	Raquel T@allstate.com
Rossell	18 Roundtree Drive	———
Rosanna Gallo	32 Coconut Dr Commack	forunner@verizon.net
Lawrence Gallo	"	"
Mike Gallo	"	"

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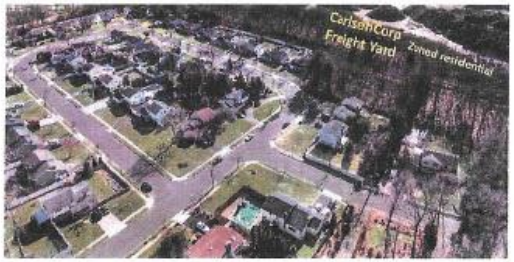


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Name	Address	E Mail
Daniel Clark	48 Edmund Dr. Commack ny	dfclark500@gmail.com
Theresa Shaffery	46 Lakebridge Dr KP	
Joseph SHAFFERY	46 Lakebridge Dr KP	
Debra Cowan	25 Lakebridge Drs KP	
Jill Cummings	47 Lakebridge Dr S KP	
Betty Vorys	12 Cedarwood Court Commack	
Mitchell Kittenplan	26 Cedar Rd Huntington NY	Mitkit@aol.com
Lois Kittenplan	"	"
Adam Witz	20 Candy lane Commack NY	adamwitz10@gmail.com
Austin Witz	20 Candy Ln Commack, NY 11725	witzaustin@gmail.com
CAROL PAPPAS	18 CANDY LANE COMMACK, NY 11725	CAROLPS00@GMAIL.COM
JAMES PAPPAS	18 CANDY LANE COMMACK, NY 11725	JRPCPA68@GMAIL.COM

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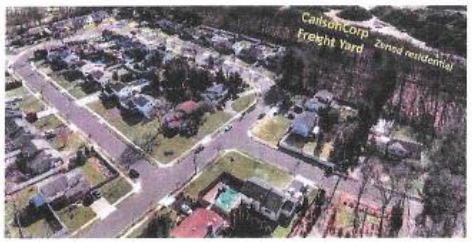


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Name	Address	E Mail
Lisa Schmidt	23 Park Woods Lane KP	LSCHMIDT234@verizon.net
Anna Vannucci	310 Wolf Hill Rd, Dix Hills	aVannucci01@yahoo.com
Victor Calderon	310 Wolf Hill Rd, Dix Hills	tatocalderon204@gmail.com
Debbie Finke	34 Rowley Dr.	crystal11768@yahoo.com
Joanne Miola	15 Caravan Drive, EN	rmiola1@optonline.net
michele mignano	17 Bark Lane NPT	misty6923@gmail.com
Carl Finke	34 Rowley Dr	Kona11768@yahoo.com
Alan Neitlich	33 Siracusa Blvd.	
Lila Benzinger	79 Lou Ave	Lzinger4@gmail
ANDREW BENZINGER	79 Lou Ave.	
Laura Cairns	15 Pedham Pl	
Eileen Santarsiero	21 Rumford Rd	

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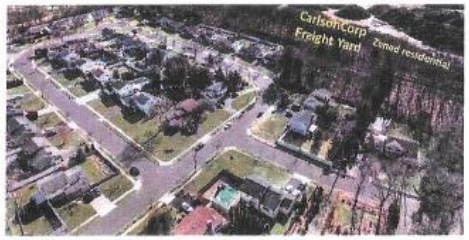


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Name	Address	E Mail
Joyce A. Holochuck	213 Bishop Rd Smithtown	JoyceHolochuck@gmail.com
Amanda Rudowicz	42 Riviera Drive Kings Park	amandascube@aol.com
Maggie Marchese	18 Breezy Hill Dr, Northport	
Marc Farino	23 Raven Dr. Commack, NY	
Paul Marchese	36 Brewster Ave, Northport	
Margarita Marchese	36 Brewster Ave, Northport	
Elizabeth Koumniotes	41 cross Bow lane, Commack, N.Y.	LizKoumniotes529@Gmail.com
Denise Daniels	31 Belfast Lane Commack NY	cookie374@gmail.com
Brian Daniels	31 Belfast Lane Commack, N.Y.	SILVER1123@gmail.com
Sabrina Villano	4 Lindsey Pl Commack NY 11725	sabrinajvillano@gmail.com
Angela Boyle	39 Primrose Lane KP 11754	
[illegible]	2 Lido Ct. E. Northport NY 11731	[illegible]@AOL.com

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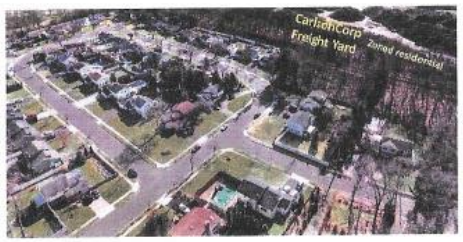


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Name	Address	E Mail
Alyssa Gillen	56 Twin Oaks Dr	alyssagillen6@gmail.com
Joe Gillen	56 Twin Oaks Dr	joe.gillen6 gmail. com
DAN FEELEY	5 RALEIGH LANE KP NY	
CHRISTINE Feeley	5 Raleigh LA K.P NY	
Joseph Walling	102 Twin Oaks Dr NJ	
JANINE GASBY	7 COUNTRY OAKS DR.	bravointernational@yahoo.com
Matt Spatoro	7 Country Oaks Dr. KP. " " "	
Lucille Short	146 Church St. KP, NY	
Elise Pollack	4 Peppermill Ct, NY	happyep@AOL.com.
Matthew Pollack	4 Peppermill Ct NY	drmspollack@aol.com
Fran Sartoris	4 Poppy Lane Commack NY 11725	
JOHN SARTORIS	" " "	

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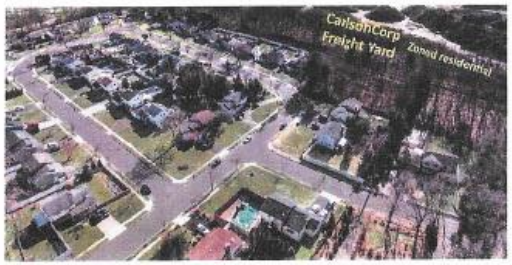


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Name	Address	E Mail
Holly Manzi	18 Fieldview Dr	hmanzi@Verizon.net
JAMES Rooney	38 TWIN OAKS DR KP	JAMES.Rooney1978@gmail.com
STEPHANIE Rooney	〃	SSTMOOFY@gmail.com
Lisa Avagliano	223 Kohr Rd KP	LJSKDMG03051 2@gmail.com
Diane Dietzler Lehmann	4 Gehrig St Commack	dianedietzler@yahoo.com
Carl Lehmann	4 Gehrig St Commack	〃 〃
Brian Nagaitsky	47 Cedar st Kings Park 11754	kg2mh@optonline.
Susan Peckham	47 Cedar St KP NY 11754	
Anthony Abbinanti	3 Quaker St KP NY 11754	
John Verme	34 Hilden St KP NY 11754	John.Verme@gmail.com
Marlena Graziano	34 Hilden St. KP NY 11754	Marlena.Graziano@gmail.com
JoAnn Kullack	29 Graystone Dr E. Nort 11731	jkullack@optonline.net

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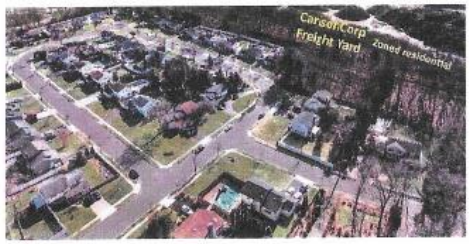


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Robert Lobel	74 Annandale Rd Commack NY 11725	boblobel@optonline.net
Pam Lobel	" "	pamlobel@optonline.net
Janie Lobel	" "	janielobel@gmail.com
Caroline Lobel	" "	lobelcaroline@gmail.com
Maura Ippolito	3 Riviera Drive Smithtown	Maria.mitos@gmail pippolito2@yahoo
Paul Ippolito	" "	
JIM BROWN	39 RUMFORD Rd K.P.	THEMIS8762@GMAIL.COM
Kathy Murphy	14 Dawson Ave.	Kmurphy@ucp-suffolk.org
Karen Napolitano	PO Box 568 Smithtown NY 11787	Karuba.06@gmail.com
Nick Garbanard	PO Box 91 NPTNY 11768	
Maryann Wieczorek		maw5391@yahoo.
Robert Wieczorek		bobbycats@yahoo

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

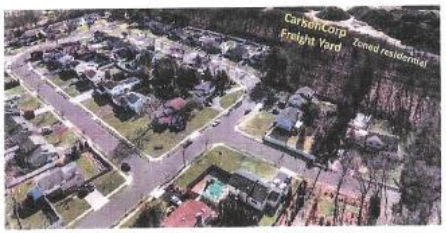


Dear Chairman Oberman,

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Name	Address	E Mail
Patrick T. Reilly	825 Meadow Rd Smithtown	1178741621 Patrick.tj.reilly@gmail.com
Kelly O'Reilly	95 Boxwood Dr., KP	Kelazeo@gmail.com
Anthony Pineda	11 Willow Ln, KP, NY	apineda1974@gmail.com
Karin Pineda	11 willow ln KP NY	Karin.pineda@gmail.com
MATTHEW GLIMEN	68 BERG AVE, KINGS PARK, NY	matt@dnacreative.net
Geoff Silwarth	10 Barbara Rd Commack NY	geoffogame@yahoo.com
Robbin Schwartz	10 Barbara Ct Commack	robin Schwartz
Mara Maguire	154 Boxwood Dr	MMM126@gmail.com
Kim HASIN	6 Raleigh Rd E Northport	KHASIN@AOL.com
D. RUPERT	4 DONALD DRIVE KINGS PARK.	rupert.dcarrot2@gmail.com.
C. CLARK	11 11	chris.rebirth.nyc@gmail.com
PAT Boyle	39 Primrose Lane Kings Park	PANGBOY1@Verizon.net

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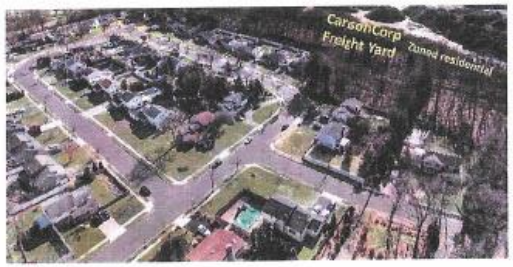


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Name	Address	E Mail
Antoinette Hayes	P.O. Box 1011 Kings Park NY 11754	Justoni418@gmail.com
David Brandman	3 Robin Ln. Kings Pk, 11754	brandman.david@gmail.com
Chris Brandman	" " "	lilsigeme.com
K. Straven	132 Hickory Rd Kings Park NY 11754	Kyle.D.Straven@gmail.com
Debbie Fuestelles	28 Candy lane COMMACK NY	
Ginger Davicino	22 Candy Lane Commack NY 11725	gingerdavo@gmail.com
Michael Davicino	22 Candy Lane Commack N.Y. 11725	"
Matthew Davicino	22 Candy Lane Commack, NY. 11725	"
Stacey Scholen	17 Candy Lane Commack NY 11725	staceyny@optonline.net
Theo Joyce	24 CANDY LA " "	
MARCIE SILLAM	24 CANDY LA Commack NY 11725	
BRYCE Husted	19 Candy lane Commack NY 11725	

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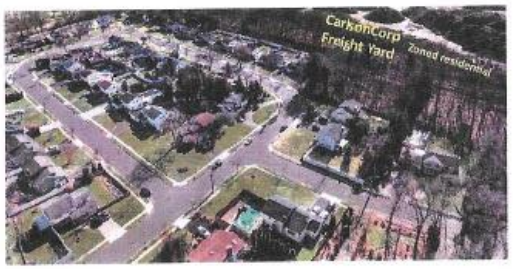


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Name	Address	E Mail
[illegible]	E. Northport	
[illegible]	11 Lincoln Ave Smithtown	
[illegible]	11 Lincoln Ave Smithtown N.Y.	
Lauren Walker	25 Glen Lane Kings Park NY	
Mary Alvar	3 Bryce Lane E. Northport	
Pam Muno	698 Fort Salonga Rd. Northport N.Y. 11768	
[illegible]	100 Old Northport Rd Kings Park	
Dona Swinarski	29 Henry St., Kings Park, NY 11754	
John Catalfi	3 Mulberry Dr, Smithtown, NY 11787	
Sandra Schaller	136 St Nicholas Av Smithtown	11787
Sue Muller	136 St. Nicholas Ave Smithtown	11787
Caitlyn Scharf	12 Patsy Street, Kings Park, NY 11754	

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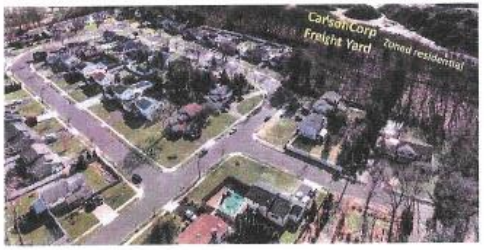


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Name	Address	E Mail
FRED FRANKE	26 DOGWOOD RD KINGS PARK NY	wb2nfo@verizon.net
Kristin Griffin	31 Marvin Dr. KP NY	31MARVIN@GMAIL
minho kim	17 maple Ave. kp NY	mobonny@gmail.com
Stacey Guardado	35 St. Nicholas Ave Smithtown	
Dorothy Maerkle	21 Carlson Ave Kings Park NY	polkadotty52@AOL.com
Alyssa Lopaso	51 Winslow Lane Smithtown NY	Alyssa.marozzi@gmail.com
Jim Dyer	22 [illegible] KP	JD9196@[illegible]
RAY AMBROSIO	18 OAK HILL LN KP	RDAGO2@YAHOO.COM
Brian Lavallo	55 Johnson Ave South	Kings Park	Brianlovallo@gmail.com
Jonathan YACOVO	18 Kelly CT	"	Jonathan.yacovo@hotmail.com
DAMIAN BARRITEAU	51 Heights RD	Fort Salonga NY	barritoss@gmail.com
Diane Ambrosio	18 Oak Hill Ln KP, NY	tolife44@yahoo.com

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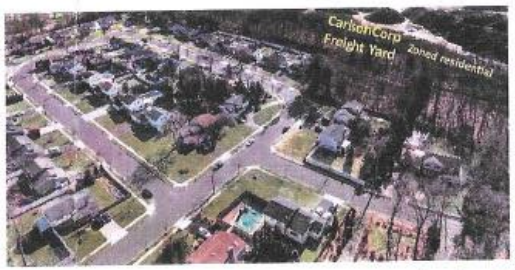


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Name	Address	E Mail
Andrew D'Agostino	184 Hawthorne Road Kings Park NY 11754	drewdag11784@gmail.com
Claudia Sokolski	184 Hawthorne Rd KP NY 11754	csokolski@yahoo.com
Michael Abbondando	8 country oaks Drive Kings Park NY 11754	mikeabbo64@yahoo.com
Andrea Abbondando	8 Country Oaks Dr. Kings Park NY	andrea76226@hotmail.com
Frank Pa[illegible]	170 Cutchogue Rd Kings Park NY	gmanb184@comcast.net
Mike McDermott	41 Carlson Ave Kings Park NY	Nxm1114@gmail.com
Katharine Charach	16 Cusick Ave Kings Park NY 11754	Kcharach17@gmail.com
Adam Charach	16 Cusick Ave. Kings Park NY 11754	JBadam69@yahoo.com
Anita Schniman	34 Spencer Way KP NY	[illegible]@aol.com
Sean O'Reilly	95 Box wood Path Kings Park NY	I am Sean OReilly@gmail.com
James Sherrard	2 Daphne Ct Smithtown NY	[illegible]@yahoo
Judy Feigelson	92 Marshmallow Dr Commack NY 11725	Jual@optonline.net

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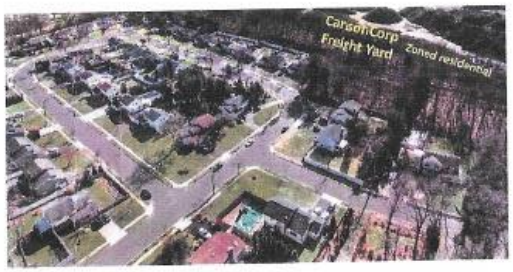


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Name	Address	E Mail
Ben Schure	12 Patiky St Kings Park NY 11754	
Ken Mealey	27 Primrose La. K.P NY. 11754	
CA mealey	27 primrose ln KP NY 11754	
Pat O'Brien	122 Lakebridge Dr. N KP NY 11754	
Shannon McDermott	41 Carlson Ave KingsPark NY 11754	
Dinah Hamilton	41 Carlson Ave Kings Park NY 11754	
Elizabeth Burke	86 Fifth Ave Kings Park NY	
Diane Yacenda	3 Hudson Dr Kings Park NY 11754	
Jeannette Kaeter	46 Gristill Dr. Kings Pk, NY 11754	
David Taiclet	9 Beverly ct Fort Salonga, NY 11768	
Jessica Guzman	4 Raleigh Lane Kings Pk 11754	
Jennifer Botte	21 Coconut Drive Commack NY 11725	

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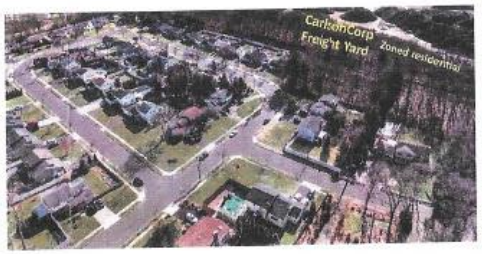


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Name	Address	E Mail
[illegible] W Trenman	24 Spruce ST	
[illegible]	54 Cedrus Ave E. Northport	rancewicz@phmcco.com
Jill Macleese	51 Heights Rd Fort Salonga 11768	dsspike@aol.com
Debbie Klein	29 Elder Dr Commack	
[illegible]	71 KING ST K.P.	
William G. Hast	47 Nichols Rd Nesconset	holst47@aol.com
[illegible]	[illegible]	
Stephanie Gradel		
Deborah Brodersen	7 Pine Rd, KP, 11754	brodetool@aol.com
Todd Schaeffer	7 Helen Dr KP 11754	
Jessica Schaeff	7 Helen Dr KP 11754	
Miriam Arthur	29 Estate Rd, Smithtown NY	mchavely@msn.com

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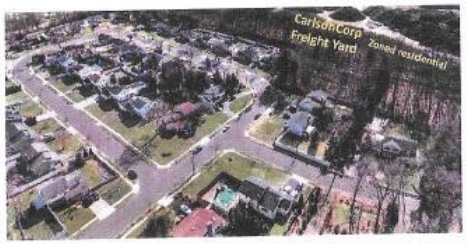


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Name	Address	E Mail
JOHN VERZINO	12 colby DRIVE	JAMJV28 @ G-MAIL.COM.
Maria Verzino	12 Colby Dr KP	Miav1017@gmail.com
MICHAEL PERICO	20 LINCOLN DR K.P	DRP821 @ optonline.net
Dianne Perico	20 Lincoln Dr KP	drp821@optonline.net
Dina Saitta	65 Ashland Dr KP.	dsaitta2004@gmail.com
M. D'ERARIO	28 Black Green Tree Ln KP	mderario@gmail.com
M D'Errico	"	mmmjm@aol.com
Kerri Mahoney	5 Marvin Dr KP	keamahoney@gmail.com
Andrew Shiffrin	5 Marvin Dr KP	awshiffrin@gmail.com
Beth Hain	66 Rumford RD KP	bthpurdy@yahoo.com
Julia Hain	66 Rumford RD KP	juliahain11154@gmail.com
Amy Gillen	56 Twin Oaks dr KP	Joe.gillen@gmail.com

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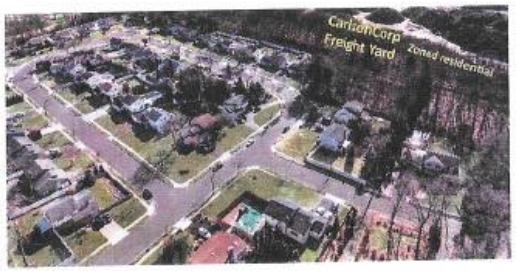


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Name	Address	E Mail
Roy Kullack	29 Graystone DR. E. Npt 11731	jkullack@optonline.net
Carol Ann Killeen	56 Wiltshire Dr Commack NY 11725	CarolAnnKilleen@aol.com
Michael Manzelli	84 Winnecomac Circle Kings Park NY 11754	mmanz137@aol.com
Peter Kennedy	42 Eugene Dr KP NY 11754	pbkennedy14@live.com
Ynet Conde	6 Nan Place KP NY 11754	Ynet-Rodriguez@hotmail.com
Tony Napolitano	P.O. Box 368 Smithtown NY 11787	
Geraldine Chirco	144 Church St Apt 4A Kings Park 11754	gcmiscmail@optonline.com
Susan Cipolla	11 Edgar Drive Smithtown NY 11787	CIPOLAS@OPTIMUM.NET
Vince Cipolla	11 Edgar Drive Smithtown 11787	VCIPOLA@OPTIMUM.NET
Donna Schumann	14 Russett Ct KP 11754	donnaschumann104@gmail
Thomas Schumann	14 Russett Ct KP 11754	tom.schumann@yahoo
Martin Axelrod	73 Coconut Drive, Commack NY 11725	Martaxe@gmail.com

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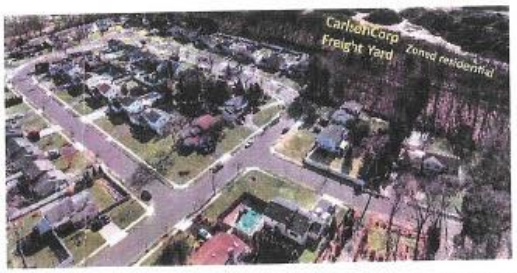


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Name	Address	E Mail
Carol Holzman	5 Tulane Ct. 11768.	
Alex Gross	56 Annandale Rd 11725	
Ilene Draphkin	106 Lakeridge 11754	
Andre Ranalho	35 Carlson Ave 11754	
Meghan Davenia	28 Trescott Path Fort Salonga 11768	
Kathy FitzPATRICK	19 Gristmill Dr Kpny 11754	
Margaret McGuire	41 Primrose lane Kpny 11754	
Kelly Fitzpatrick	19 foothill lane, smithtown, NY	
Joan Cardoiro	7 Territt LA K.P 11754	
Jose Cea	113 GROVE RD. 11754	
Jamie Colangelo	11 WINDHAM CR. Kings Park	
ELEANOR LIBASCI	29 RUMFORD RD	

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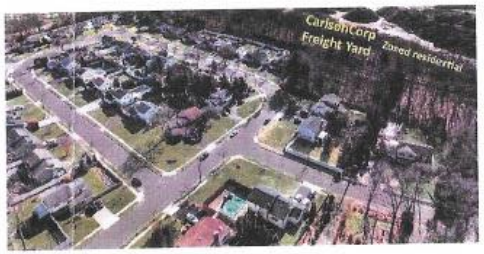


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Name	Address	E Mail
B. Scali-Hall	#161 ST NICHOLAS AVE SMITH	bscalihall@gmail
Ashley Meise	6 Susan DRIVE, NORTHPORT, NY 11768	ashleymeisegeorge@gmail.com
Henry Krukowski	11 Dianas Cir, Roslyn NY 11576	HK59@AOL.com
Elizabeth Krukowski	11 Dianas Circle, Roslyn 11576	BettyKru@AOL.COM
Marissa Kenary	4 Cedar Pl, Kings Park NY 11754	Roxieq143@aol.com
K DiPavia	8 Valley Rd KP NY 11754	DK61502@aol.com
Marie Cada	5 Reiben St Bellport NY 11713	CharlesAngel915@AOL.com
Philip Sesto	9 Cyfair Dr. Smithtown	
Wallis Pfeffer	28 Bates St KP	wallispfeffer@gmail.com
Kimberly Mitchell	43 Bowman Ln KP NY 11754	K.R.BICKOFF@GMAIL.COM
Mike Mitchell	" " " "	MJMITCHELL221@GMAIL.C
Jackie Gallo	31 Locust Drive Commack 11725	

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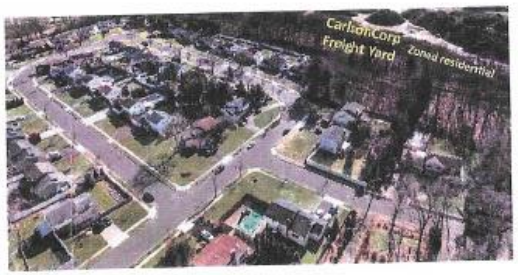


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Joie Burkhardt	10 Magellan Av. KP 11754	Joie724@gmail.com
Courtney Clark	10 Kim Place KP 11754	courtney.clark1103@gmail.com
Meghan Pickard	15 Kingfisher Dr 11781	mdumler@gmail.com
Hayley deJong	21135 23rd Ave 11360	hsds46@gmail
Paul Kenissbers	16918 67Ave 11365	
Bill Reynolds	23 Parkrap dr Nst 11768	breyl056@yahoo.com
BK Lane	10 Indian Trce KP 11754	Lanewriter@hotmail.com
Gary Cipoletti	41 ellen court KP 11754	GaryCipolettiBgmail.com
Georgiann Oliveri	28 Seminole Drive Commack 11725	
Amanda Hoin	66 Rumford rd KP	amandahoin1142@gmail.
Valerie Gibson	44 Half Hollow Road Commack 11725	valegib@yahoo.com
Janet Singer	15 Lakebridge Kings Park 11754	jansinger152@gmail.com

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Bennett	604 Marion Drive KP	Sbennett3604@aol.com
Challis	3 Dean Ct Commack	11725
A. PAGE	12 OLD RD K.P	REDWOMAN1209@GMAIL.COM
Ann Bienz	17 Greene Drive Commack NY	aebienz2@gmail.com
Lynn Bryan	51 9th Ave, K.P	none
Winnie Kelley	12 Verdi St Smithtown	
ELLEN MCCROSKY	18 BALIS DR. K.P.	dancingwithellen@gmail.com
Linda Eds from	19 Beverly Court N.Pt	
Sharon L Tuttoro	52 Terrill Lane K.P.	
MaricarBlock	11 DOROTHY LN, KP	maricarblock@yahoo.com
Brian Block	11 Dorothy Ln, KP	ABFANCTR@hotmail.com
LORRAINE GARI	128 Montclair Ave St. James	lorrainegari@gmail.com

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



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Townline Rail Terminal is seeking to construct and operate a private freight yard at 140 Old Northport Road, Kings Park on the Port Jefferson line. The plan shows the prospect of 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 would be a chain link fence away from established residential neighborhoods. The Port Jeff line passes within yards of our schools (Commack, Elwood, Kings Park, Harborfields, Northport, Fort Salonga, East Northport, Huntington), houses, businesses and our local roads. This regional freight yard is unnecessary and only serves to financially benefit the petitioner, while harming our communities. **I respectfully request this petition be denied.**

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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

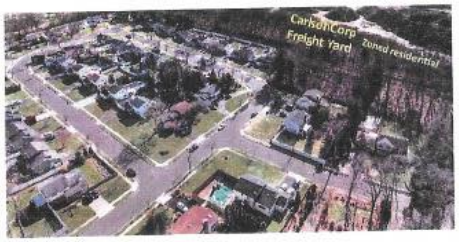


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The Honorable Martin J. Oberman, Chairman
Surface Transportation Board, 395 E Street, S.W.
Washington, D.C. 20423
Re: Townline Rail Terminal, LLC - Docket Number: FD 36575



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Change.Org Petition In Opposition To Townline Rail Terminal

*Updated 8.24.23 – 91 pages

https://www.change.org/p/we-oppose-townline-rail-terminal?recruiter=626419106&recruited_by_id=7b559820-a778-11e6-9b87-772f30ca45b7&utm_source=share_petition&utm_campaign=share_petition&utm_term=share_petition&utm_medium=copylink&utm_content=cl_sharecopy_35484003_en-US%3A8

Name	City	State	Postal Co
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Crystal Igneri	East Northport	NY	
Mark Igneri	Staten Island	NY	
Tiffany Allen	Wesley Chapel	FL	
Holly Campanelli	Kings Park	NY	
Jessica Masino	Brooklyn	NY	
Brian Kalaf	Fort Salonga	NY	
Marianne Derario	Northport	NY	
Alexa Derario	East Northport	NY	
Michelle D'Erario	New York	NY	
James Fitzsimons	Fort Salonga	NY	
Tina Hassan	Kings Park	NY	
John Dorre	Medford	NY	
DIANE LANCIOTTI	Northport	NY	
Jessica Derario	Huntington	NY	
John Lercara	Commack	NY	
Lisa Scro	Palm City	FL	
Nora McNamara	Lutz	FL	
Terri Swinarski	Massapequa	NY	
Simone L	Miami	FL	
Michael Swinarski	Massapequa	NY	
Karen Kalaf	Floral Park	NY	
Pauline Damiani	West Islip	NY	
Francesca Eannuzzi	Centereach	NY	
Sherry D'Angelo	Massapequa	NY	
Caitlyn Caputo	Ridge	NY	
Odalys Igneri	Staten Island	NY	
Jimmy Caruso	Staten Island	NY	
Hannah Kuerbitz	Oviedo		
Amparo Caruso	Staten Island	NY	
Jacqueline Lichtenstein	Kings Park	NY	
ava newman	cicero		
ciara carruthers	Granite City		
Adam Lichtenstein	Kings Park	NY	
Carmel Sanderson	Northport	NY	
William Martin	Newark	NJ	

KRYSTLE KANE	Kings park	NY
Melissa Vernice	New York	NY
Lee Anne Simeone	Ronkonkoma	NY
Jenny Turzer	Northport	NY
Jennifer Calafati	Kings Park	NY
Janice Lercara Fernandez	Long Island City	NY
Karen Vultaggio	Saint James	NY
Dolores G	Kings Park	NY
Amanda Abrams	New York	NY
Grace Shealy	Middletown	NJ
Christine Sepe	Farmingdale	NY
Alannah Boccard	Smithtown	NY
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Kyle Kremlacek	Omaha	
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Marion levesque	Bristol	
Leonard Vultaggio	Kings Park	NY
Cynthia bruder	Massapequa Park	NY
Keith Macartney	Fort Salonga	NY
Sharif Hassan	New York	NY
Alissa M	Queens	NY
Andrew Lang	Commack	NY
Jody Burke	Fort Salonga	NY
Juliana Trapote	Staten Island	NY
Kathleen LaFranca	Smithtown	NY
Eric H	Lake Grove	NY
Alice Du	Troy	
Jairus Nazario	Little Falls	
Rob T	Manorville	NY
Laura Farina	Sound Beach	NY
Millie Marchese	Northport	NY
Bryan Cannon	Rochester	
Wyatt Pitts	Panama City	
Tania Sanchez	Brooklyn	
Taelor Norwood	Lakeland	

Harror Gemin	New York		
Hoa Tam	Lynnwood		
Daniel OConnell	Northport	NY	
Bryan Deng	San Francisco		
Argenis Alfonzo	Plano		
joe staszeski	Warwick		
Quinn Gipson	Rochester		
Barbara LoDolce	Commack	NY	
Amber Misener	Liverpool		
Glitch Wolf			
Kimberly Traylor	Atlanta		30314-20
Susan Hecht	kings park	NY	
Adam Nevel	Ellsinore		
Frank Botte	Commack	NY	
Jacob Vasquez	Humble		
Josh Standiford	Lake Zurich		
Courtney Millen	Bristol		
Mikyla Crawford	Cleveland		
Al Capone			
Alix Rump	Evansville		
Kim Katz	East Northport	NY	
Anthony Hoda	Hempstead	NY	
Pamela Brock	Orlando		
Gordon Badeaux	Porter		
Ann Byrne	Santa Maria	CA	
Lisa Koyama	Bozeman		
Kelly Mullen	Centereach	NY	
Doreen Freda	Centereach	NY	
Elizabeth LeVin	Tustin		
John Campbell	Tacoma		
Paul Storey	Brooklyn		
Maryam Shahbazi	Los Angeles		
Janet Albanese	Baldwin	NY	
Guiti Kelly	Pompano Beach		
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Alin Chis	Chicago		
Sami Mansour	Katy		
Ali Deldar	Los Angeles		
Cassaundra Smith	Denver		
Emily Hosseini	Bristow		
Amir Maghanlo	Parsippany		
Drina Nikzad	New York		
Holly OBrien	Kings Park	NY	
David Stuart	Chicago		

Aex Tarhi	Woodland Hills	
Kathleen Connolly	Fort Salonga	NY
Jessica Trabing	Cumberland	
Kari-Ann Garrant	Centereach	NY
Debra Spinelli	Northport	NY
Jennifer Pisani	Fort Salonga	NY
Helen Rios	Riverhead	NY
Jeff Velastegui	East Northport	NY
Alberto Ribaudo	Smithtown	NY
Kelly Ribaudo	Smithtown	NY
Sabrina Ribaudo	Smithtown	NY
Diane Calderone	East Northport	NY
LeeAnn Trevino	Pendleton	
Anita Rivman	Northport	NY
Christopher Burke	East Northport	NY
Kristine Hogan	Kings Park	NY
Dominick Vernice	Kings Park	NY
Maryann Rowe	Commack	NY
Tara Arnone	Staten Island	NY
Daniela Vernice	Commack	NY
Carrie Ann Borkowski	Kings Park	NY
Gilda Axelrod	Commack	NY
Heather Merkle	Rocky Point	NY
Cathleen Seaquist	Northport	NY
Cathie Iglio	Kings park	NY
kevin Gillin	East Northport	NY
Richard Hoda	Kings Park	NY
Richard Hoda	East Northport	NY
Joan Seery	Fort Salonga	NY
Bob Kalaf	Bronx	NY
DOREEN SPEAR	Kings park	NY
Andrew Russell	Kings Park	NY
Steven Weinberger	Lake Grove	NY
Jillian Callahan	New York	NY
Patrick McGrath	West Babylon	NY
Nikki Adams	Mount Laurel	NJ
Jennifer Botte	Commack	NY
John Curran	Suffolk	NY
Matt Vorraro	Shirley	NY
Michelle Vultaggio	Kings park	NY
Joseph Fallon	Brooklyn	NY
Lisa Feit (CHSS 1985)	Commack	NY
James Medower	Kings Park	NY
Victoria Vultaggio	Lake Grove	NY
Christina Vultaggio	Lake Grove	NY

Anthony Vultaggio Junior	Kings Park	NY
Marybeth Wozniak	Kings Park	NY
Sherri Stern	Northport	NY
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Lauren Bilancia	Stony Brook	NY
Kathleen Cooper	Northport	NY
Maria Mayo	Lake Grove	NY
Shannon Veitch-Storms	Commack	NY
Anthony Vultaggio	Lake Grove	NY
VC McNamee	Old Bethpage	NY
Bree Catalano	Brooklyn	NY
Brody Taber	Dracut	
Sarah Burke	Brooklyn	NY
Michael Biren	Winter Garden	
Diane Veitch	Valley Stream	NY
Sabryna-Joi King-Bell		
Nancy Ohare	Northport	NY
Debbie E	Felton	
Amy Chae	Kings Park	NY
MaryEllen Stajk	Northport	NY
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Mary Bahab	Deerfield	
Ava D	Nc	
Nagito Komeda	Woodruff	
Deonte Robinson	Lewisburg	
Tina Khosravi	New York	
Reza Khomzade	San Francisco	
Michael Boyd	Pounding Mill	
Lean Snipes		
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M Jaksn	De	
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Christopher Bifulco	Commack	NY
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Victoria Floyd	Urbancrest	
Rachel Y	New York	
Ben Pupillo	Utica	

Mason Baggett	Camillus	
Waleed Malik	New York	
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Kitsune Martin	McDonough	
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Robert Storms	Commack	NY
Emersen Butler	brunswick	
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Cecile Mathes	Monroe	NC
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Eileen Lombardo	Kings Park	NY
Debbie Korba-Rapp	Kings Park	NY
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Greg Signorile	Commack	NY
Diana Michel	Commack	NY
Carolyn van Ophemert	Kings Park	NY
Thomas Driscoll	Lake Grove	NY
Daniel Percell	Syosset	NY
Marissa Delaiarro	Commack	NY
Lisa Recek	Commack	NY
Michele Maher	Boynton beach	FL
Angela Cancemi	East Northport	NY
David Pontillo	Northport	NY
Edward D'Auria	Sayville	NY
Kimberly Giannattasio	Commack	NY
Anna Mikhaylenko	Brooklyn	NY
Aixa Fielder	Los Angeles	
Kayla Sjursen	Smithtown	NY
Katie D'Aquila	Centerport	NY
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Elise Rubin	Commack	NY
Gianna Susco	Syracuse	
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Vincent Giovannettone	Kings Park	NY
Kathleen Regan	Hauppauge	NY
Kristin McBride	Greenlawn	NY
Kerim Odekon	Brookhaven	NY

Yaibeth Sanfelici	Kings Park	NY
Denise Cohen	Northport	NY
Mary Arnold	Glendale	NY
Danielle Herbert	Commack	NY
Karen Clark Nagy	Hobe Sound	FL
Geraldine Ferrara	Lake Placid	FL
Robert Vultaggio	Wethersfield	CT
Jo-Ann Sarro	Valley Stream	NY
Laura Schaefer	Commack	NY
Brian Harris	New York	NY
Chris Allen	Wesley Chapel	FL
Jane Thorne	Norman	OK
Lynn Zazzi	east northport	NY
Peter Uglialoro	Northport	NY
Meryl Brecher	Smithtown	NY
Mary KAIPIO	Hancock	MI
Carol Pappas	Huntington	NY
Judy Condon	Smithtown	NY
Linda Hinton	Bremerton	WA
Catherine Moonis	Kings Park	NY
Erinn Vaiano	Brooklyn	NY
Suzanne scully	Huntington	NY
Kimberly Carroll	staten island	NY
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Dani Anello	Commack	NY
Barbara Restivo	Naples	FL
PhilPhilipPhilio Buzzanca	Smithtown	NY
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John Dougherty	Kingspark ny	NY
Nicholas Vultaggio	Commack	NY
Michelle Blain	Lynn	MA
Allison Spota	Kings park	
Dina Stramara	East Northport	NY

Robert Stramara	East Northport	NY
Katherine Yarrusso	Orange Park	FL
Alyssa Cotrone	Centereach	NY
Lawrence Lycksell	Kings Park	NY
Marci Burger	Hauppauge	NY
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Lisa Reisch	Deer Park	NY
Beth-Ann Tolentino	East Hampton	NY
Marjorie Kantor	Brooklyn	NY
Lisa Seabury	Kings Park	NY
Ken Gutmann	Centereach	NY
Anthony Igneri	Staten Island	NY
FELISA HOFFMAN	Northport	NY
Jeanne Benson	Commack	NY
Joe Patterson	Buffalo	NY
Valarie Kania	Glenmoore	PA
Nikki Dean	Deer Park	NY
Carrie Anne Cmarada	Fort Lauderdale	FL
JENNIFER Catapano	Smithtown	NY
Barbara O'Connor	Huntington Station	NY
Leigh DAngelo	Bay Shore	NY
Lisa Camastro-Galea		
Israela Saper	Queens	NY
Ryan Angela	Plainview	NY
CLAY SCANLAN	MASSAPEQUA	NY
William Arvidson	Kings Park	NY
Ashleigh Coughlan	New York	NY
Mauricio Romero	Uniondale	NY
Phyllis Riccobono	Commack	NY
Christine Miele	Huntington Station	NY
Arshia Kho	Ashburn	
Mahnaz Doosti	Long Beach	
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Dolores Murphy	East Northport	NY
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Pippa Ross	Centereach	NY
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Renee Davis	Centereach	NY

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Eleanor Kane	Kings Park	NY	
Doug Castellano	Commack	NY	
Kleomenis Eliopoulos	Northport	NY	
Deirdre Moore	Floral Park	NY	
Elizabeth Roos	King park	NY	11754-38
Marietta poisson	Nesconset	NY	
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Rebecca Dinces	Kings Park	NY	
George Loizou	Kings Park	NY	
Lauren Kuriloff	Smithtown	NY	
Kristen Kaufherr	Smithtown	NY	
Christopher Glier	Baldwin	NY	
Joseph Geoffrion	New York	NY	
Danielle Short	The Bronx	NY	
Dave Cooper	Levittown	NY	
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winnie esoff	Smithtown	NY	
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Michelle Wilson	E Setauket	NY	
Susan Stavrakos	Smithtown	NY	
Maria Manson	New York	NY	
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Viola Derario	Centereach	NY	
April Haupt	Queens	NY	
Chris Giordano	Queens	NY	
Caitlin Loizou	Kings Park	NY	
Christine Graziano	Brooklyn	NY	
Izzy Benetos	Queens	NY	
Peggy Gilmartin	Kings Park	NY	

Geri Williams	Kings Park	NY
Humeyra Etik	Kings Park	NY
Joel Beja	Commack	NY
Shari Billotti	East Northport	NY
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Patty Geoffrion	New York	NY
Danielle Williams	Selden	NY
Louise Thayer	Commack	NY
Jolene Prince	Buffalo	
Jenna Ware	East Falmouth	
Mary Sicari	Centereach	NY
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Eileen Poisson	Naugatuck	CT
Brian Zone	New York	NY
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Solianni Cabrera	Sicklerville	
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Darrin Devin	Seattle	
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Brandon Johnston	Greenville	
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Paula Stanley	Washougal	WA
Kelly Crawford	Los Angeles	
Moli Casey	Houston	
Ava Clarkson	Mercer Island	
Elena Budesheim	Kings Park	NY
Javad Rahimzade	Los Angeles	
Christopher Calix	Irvine	
Mhs Mhs	Dallas	
Amir Ghahreshi	San Francisco	
Min Zhang	Queens	
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Warrior Nun	Elmhurst	
Liya Temesgen	Auburn	
Diego Bolaños	Capac	
Robert DiGiacomo	Greenlawn	NY
emma sarlanis	fort salonga	NY

Asha Shaw	Commack		NY
Craig Budesheim’s	Kings Park		NY
Janice Fagan	Huntington		NY
Bethany Pisani	Kings Park		NY
Tim Trapanotto	Nesconset		NY
Suh San Aronberg	East Northport		NY
Bob Pisani	Kings Park		NY
Erin Felicetta	Commack		NY
Mitra Bozorgi	West Hollywood		
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Hamed Ghf	Portland		
Toneicia King	ferguson		
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Christopher Tom	Pleasantville		
Chelsea Sicari	Coram		NY
Brianna Brown	Jacksonville		
Natalie Campanelli	Syosset		NY
Francesca Reilly	Kings Park		NY
Allan Berman	Suffolk		NY
Tom Reilly	East Setauket		NY
Alessandra Reilly	Kings Park		NY
AnnMarie Major	Northport		NY
Pam Zaid	East Northport		NY
Stefan Major	Northport		NY
Michelle Mizwa	NY		NY
Angela Abreu	Kings Park		NY
B Hain	Kings Park		NY
Tina Drago	Smithtown		NY
Iris Ziporkin	East Northport		NY
Jennifer Doran	Freeport		NY
Dana Ryan	Shoreham		NY
Cheryl Kaplan	East Northport		NY
Judi Vogel	Huntington		NY
Rose Ptak	Northport		NY
Leanne Pulvirenti	East Northport		NY
Yvonne Masino	Farmingdale		NY
Vincent Tulipano	Calverton		NY
Gina Ocello	Commack		NY
Brian Seims	Huntington Station		NY
jill catalano	Northport		NY
Spencer Irving	East Northport		NY
Michael Ditkowsky	Commack		NY
Marty Axelrod	East Northport		NY

Joseph Lanzetta	Smithtown	NY
Lili Hargne	Miami	
Vie Est	Wilmington	
Reza Rad	San Jose	
Stephanie Gardner	Massena	
Pratikkumar Bhatiya	East Northport	NY
Karrye Moreno	DeRidder	
Stephanie Moreno	Hobe Sound	FL
Logan Czech	Frederic	
Tracy Speed	Smithtown	NY
Jay Garrel	Cedarhurst	NY
Ian Dickson		
Barbara Lynch	Northport	NY
Juan Barrios	New Hyde Park	NY
Dayna Fitzpatrick	Kings Park	NY
Marilyn Filingeri	New York	NY
Dan De Yo	Yorba Linda	
Jeffrey Weiss		
Melia DiRusso	Kings Park	NY
Lori Kenavan	kings park	NY
Cheryl Kenavan	Selden	NY
Christine Zafonte	East Northport	NY
Christie Garrecht	Kings Park	NY
Aubrey Minton	Kings Park	NY
Jazmen Davis	Bremerton	
Mike D	Northport	NY
Wanda Forte	Smithtown	NY
Stephanie Sedlack	Commack	NY
Barbara Lowe	East Northport	NY
Kelly Lam	Skokie	IL
Aura Tuzinowski	Commack	NY
Patricia Baricevac	Kings Park	NY
Kathleen Chiara	Smithtown	NY
Donald OKeefe	Kings park	NY
Nancy Holliday	Medford	NY
Jade Mamma	Virginia Beach	
Divya Nagendran	Aurora	
Angela DeBrodt	Lake Grove	NY
Nicole Mulholland	Northport	NY
Linda Jurs	Northport	NY
anthony mirando	kings park	NY
Monica DeLuca	Shirley	NY
Donna Harris	Northport	NY
Dominic Sciancalepore	East Northport	NY
Cristina Hirst	Northport	NY

Michael Hirst	East Northport	NY
Stephen Shannon	Northport	NY
Anthony Perrotta	Northport	NY
Anthony Haberman	Commack	NY
Sean Rella	New York	NY
William Brown	Kings Park	NY
Aphrodite Mesimeris	Northport	NY
Mary Schlotter	Huntington	NY
Christine Bezmalinovic	East Northport	NY
Janine Victor	Northport	NY
S J	West Hills	
K. Svartstrom	Newton	
Jafar Nouri	San Francisco	
Faheem Dyson	Lansing	
Heather Hautau	Bellmore	
Ashley Mastro	Bedminster	
Korosh Parvin shoar	Malden	
M A	Ashburn	
John Stacy	Granbury	
Molly Sem	Bethlehem	
Victoria Denaro	Brooklyn	NY
Stephan Linardic	Queens	NY
Nicole Oliveri	Smithtown	NY
Spencer Seaman	Queens	NY
Cheryl Crotty	Brooklyn	NY
Helen Corso	Commack	NY
Roseann Sciancalepore	East Northport	NY
Christopher Kraus	Commack	NY
Linda Scaccianoce	Commack	NY
Melissa Polito	East Northport	NY
Yuriana Leon	Kings park	NY
sonia ferolito	Northport	NY
Maria Fohsz	East Setauket	NY
Helen Cirano	East Northport	NY
Jeanne Johnson	Smithtown	NY
Tara Zone	Smithtown	NY
Gabrielle Veltry	Brooklyn	NY
Anita Pereira	Commack	NY
Mitch Slotnick	Kings Park	NY
Sandy Dijanic	East Northport	NY
Erzsebet Borbely	East Northport	NY
Kristin Crane	Smithtown	NY
Nina Mirando	Northport	NY
Lauren Walker	King park	NY
Brian Walker	Kings Park	NY

Mary Alvar	East Northport	NY
Marta Wronska	Commack	NY
Marc Kelly	Brooklyn	NY
Melissa Bosco	Lake Grove	NY
Christopher Leonardi	Kings Park	NY
Melissa Dippolito	Ronkonkoma	NY
Paul Dippolito	Northport	NY
Susan Mullen	East Setauket	NY
Victoria Maryon	Mastic	NY
Lauren Zagelbaum	Smithtown	NY
Don Crotty	Commack	NY
Catherine Morales	Bay Shore	NY
Marissa Alvar	Northport	NY
Danielle Johnson	East Northport	NY
Michele Pettignano	Brentwood	NY
Michael Johnson	East Northport	NY
Joann lanza	Garden City	NY
Robert Freeburg	Kings Park	NY
Dawn Cudahy	Northport	NY
F & M DeSilvio	Fort Salonga	NY
Michael Coggins	Brooklyn	NY
Anna Park	Holtsvilke	NY
Thomas Cudahy	Northport	NY
Amanda Meyer	Fort salonga	NY
Chris P	Kings park	NY
E Burger	Northport	NY
Kings Park Parent		
Helen Neploch	Smithtown	NY
Joseph Stolfi	Fort Salonga	NY
Jaimie Grothmann	King park	NY
Kimberly Mitchell	Smithtown	NY
Anthony Sturchio	Smithtown	NY
Stefanie Hanley	Kings Park	NY
Kathleen Sisti	Kings Park	NY
Nicole Skalkos	Queens	NY
Peter Bergin	Kings Park	NY
MaryAnn Sheehan	East Northport	NY
Susan Crispino	Fort Salonga	NY
Kimberly Francisci	Kings Park	NY
Lisa Mallardi	East Northport	NY
Allie Keegan	Smithtown	NY
Lauren Kenedy	Kings Park	NY
Nancy Boyce	Commack	NY
Edward Zitek	East Northport	NY
Kim Zubrinic	Northport	NY

Peter T. Bergin	Northport	NY
Amanda Bergin	Kings Park	NY
Audra Desjardins	East Northport	NY
Stephanie Rooney	King Park	NY
Mike Perinchief	East Northport	NY
Tiffany Tedesco	Middle island	NY
Julia DiGiacomo	Huntington	NY
Kathleen Boyle	Northpory	NY
Kathy Tringali	Commack	NY
Kevin Murray	Huntington Station	NY
Jean Pilato	Brooklyn	NY
KATHERINE BLATT	Warrensburg	MO
Michael Hall	Commack	NY
Anthony Caroselli	West Islip	NY
briana tutone	New York	NY
Geri Gazzo	Commack	NY
Barbara Walker	Kings Park	NY
areti monias	Northport	
Lorena Hickey	North Brunswick	NJ
Brianna Cuiffo	Selden	
Dawn Savidge	Fort SALONGA	NY
Amy Savage	Smithtown	NY
Joe A	Huntington Station	NY
David Anderson	Huntington	NY
Michael Kucza	East Northport	NY
Andrew Aguirre	New York	NY
Dakota Ejnes	Queens	NY
Theresa SIMEON	Brightwaters	NY
Nancy Walsh	Northport	NY
Alan Sokol	Northport	NY
Frederick Inyard	East Northport	NY
Mark Vaiano	Staten Island	NY
Rose Mendiola	Houston	TX
Colleen Bauer-Dobias	East Northport	NY
Lauren Nyard	East Northport	NY
Hannah Tiso	Somers	NY
Noah Wampler	Bristol	
Jess Rupprecht	Tucson	
Linda Freeman	Yuba City	
M K	New York	NY
Maria Luiza Gondim	Pompano Beach	FL
Sandra Lane	Wasco	
Khabirah CM	Philadelphia	
caterina palmieri	Commack	NY
sina ramezanzadeh	Fremont	

Dorothy Sam	Dublin		
Ivory Littlefield	Vineyard Haven		
D M	Cleveland		
bee kennedy	Cincinnati		
Landon Lawson	Marrero		
Kimberly Zelko	Roslyn Heights		
Jessica Buttery	Boulder		
Josephine Amari	East Northport	NY	
Jeanmarie Drnek	New York	NY	
jerrilyn jorti	Gladstone		
Pietrina Nardelli	Saint James	NY	
Maggie Prunty	Commack	NY	
Andrea Abbondondolo	Smithtown	NY	
Meredith Iannoli	Leeds	MA	
Andrew Lippman	Northport	NY	
Lauren Standridge	East Northport	NY	
Margaret Gurlides	Kings Park	NY	
Amanda Caruso	Smithtown	NY	
Lisa Mcclancy	Queens	NY	
Mauricio Belanic	East Northport	NY	
Marjorie Ottaviano	Northport	NY	
Bonnie Sibener	Smithtown	NY	
Jeanine McCrann	E. Northport	NY	
Jayanth Sambaraju	San Jose		
Hamid Parsa	Fremont		
Kyle Bernard	Union		
roxane montgomery	lake charles		
Tamara Tyler	Birmingham		
Rich Johnson	Clarksville		
Josephine Messina	Kings Park	NY	
Azin Behzadi	Alexandria		
Si Thu	Chicago		
PAUL A TEBO	Plainview		
Abby Roof	Louisville		
Luke Droeger	Port Orchard		
Abigail Verburgt	Cary		
Molly Mazure	Seattle		
Matin Ghadiri rad	Ashburn		
Teodora Tsvetanska	Mount Prospect		
Ry’niera Peoples	Baltimore		
Belen Rivera	Houston		
Brian Bier	New york		10030-14
Nyasia Grimes	Greenville		
Patricia Cardin	Roanoke		
Elma Pisano	Smithtown	NY	

Kristen Guetter	Commack		NY
Rachel Fligman	Smithtown		NY
Stephanie Tuorto	Port Jefferson Station		NY
Holly Gillin	New York		NY
Brian McQuade	Commack		NY
Deborah Litsch	East Northport		NY
James Cambridge	Fort Salonga		NY
Eileen Boylan		11731	NY
John Scarpulla	Commack		NY
Tara Gaiss	Kings park		NY
Thomas Gumbrecht	Nesconset		NY
John carmody Carmody	East Northport		NY
Anthony Cascino	Fort Salonga		NY
Donald wleklinski	Terre Haute		IN
Howard Danielson	East Northport		NY
Lauren Harnick	Freeport		NY
valerie raineri	Northport		NY
Nicolo Caputi	Fort salonga		NY
Carol Francisci	Queens		NY
Katie Bifulco	Commack		NY
Kristen Latuga	Brooklyn		NY
Edith Scott	Northport		NY
Jackie Arnold	Northport		NY
Concetta Pena	Northport		NY
David Lin	Commack		NY
Brisn Amato	Queens		NY
Dan Arnold	East Northport		NY
Wilbert Andrews	Bronx		
Pantea Rashidi	Tehran		
K Glosson	Washington		
Karen Wittry	Washington		
Kourosh Asd	Hillsboro		
samar ghadamian	Ashburn		
Salatoon Yazdanpanah	New York		
Jennifer Kolanovic	East Northport		NY
NATALIE HANSSON			
Janet Levins	Hauppauge		NY
Mariel Goldman	Queens		NY
Tara Buete	Fort Lee		NJ
Christopher Allen	Wesley Chapel		FL
Charles Durso	Fort Salonga		NY
Maria M.	New York		NY
Josette DeCorato	Staten Island		NY
shirley offman	Commack		NY
Carla Ribeiro	Montclair		NJ

Luna G	Napa	
H Ri	New York	
Paul Major	Fort Salonga	NY
Ali Sali	Boiling Springs	
Robert Nash	Rahway	
Farzaneh Akbari	Santa Clara	
Denise Semprini	Commack	NY
Mahtab Ahmadi	Oklahoma City	
Jasier Jasier	Cedar Knolls	
Patricia Johnson	Commack	NY
CitrusPlus Fan	Middletown	
Lester Hamiter	Columbus	
Tavish Grant		
cathleen landers	Idabel	
Richard McConnell	Olympia Fields	
Brett Rosen	Cherry Hill	
Dawn Wadsworth	Wetumpka	
Layla Gettle		
Georgia Cross	Milwaukee	WI
Ashley Scott	Augusta	
Theodore Sampson	Oakhurst	CA
Derek Gendvil	Las Vegas	
Richard Joseph Robles	Springfield	
Robert Schindel	East Northport	NY
Thomas Radgowski	Hauppauge	NY
Osvaldo Diaz	Hollywood	
Angel Haegeland	Northport	NY
Azar Tavakoli	Ashburn	
Seann Glanton	New York	
Dave Levinski	Seattle	
ruben venegas	Goodyear	
Scott Whitney	Washington	
Edwin Valerio	Wayne	
Jayden Yates	Los Angeles	
Joseph Whitney	Washington	
Terrica Hill	Sanford	
Tanin Momeni	New York	
Glenford Arjona	San Diego	CA
Elahe Yousefi	Chicago	
Ben Kearns	Marion	
tara wheeler	Oakton	
Thomas Capito	Commack	NY
Rastin Taghavi	Temecula	
Thomas Flood	Cobleskill	
G Collina	Myrtle Beach	

Hasti Bakhteyari	Portland	
Daniyal Hatefi	Ashburn	
Regina Capito	Brooklyn	NY
Shaahin Hoghooghi	Richardson	
Linda Michaud	Athol	
Saleha Akhtar	ALEXANDRIA	
Scott Hahn	Fort Salonga	NY
Christina Capito	Fairfield	CT
Christina Giangrandi	Fort Salonga	NY
Elana Grant	Kings Park	NY
Christina Hatkewitz	Bellport	NY
Andrew Giangrandi	Fort Salonga	NY
Anthony F	Smithtown	NY
Ashley Zanetis	East Islip	NY
Kristi Cory	Commack	NY
Matthew Masino	Farmingdale	NY
William Beckenhaupt	Wyandanch	NY
lynda castellano	sound beach	NY
Patrick Iannoli	Leeds	MA
Cindy Troise	Elmont	NY
Stephanie Capito	Bridgeport	CT
Alan Rodriguez	Brentwood	NY
Lori White	Sterling	VA
Kimberly Morello	Commack	
Paul D'Alessio	East Northport	NY
Steven Toto	Hauppauge	NY
Doreen Zolga	East Northport	NY
Susanne Wukich	Hauppauge	NY
ANNA M BEIGELBECK	Kings Park	NY
Teresa Ahlstrand	Northport	NY
Brian Israel	Smithtown	NY
Nicole Abbate	Commack	NY
Lisa Browne	East Northport	NY
Audrey Hardy	East Northport	NY
Carolyn Greco	Sistersville	
Michelle Mattia	Commack	NY
Jamilyn Dimucci	Fort Salonga	NY
Judith Smith	Holbrook	NY
Michael Morello	Kings Park	NY
Alice Pancir	Huntington Station	NY
Charlene Darenberg	New York	NY
Susan Husch	Brooklyn	NY
Ann Guaglione	Commack	NY
Joann Stupar	Hicksville	NY
Nicole Calderone	West Islip	NY

Joseph Vernice	Smithtown	NY
Silvana Vernice	Smithtown	NY
Steve De	Kings Park	NY
Jennifer Soorko	Queens	NY
Erica Harris	New York	NY
Jonathan Maher	Sackets Harbor	NY
Kourtney Donohue		
Christopher Harris	Brooklyn	NY
Jean Damato	Northport	NY
MaryJane Donohue	West Islip	NY
Emily Morello	Ronkonkoma	NY
Chris Meyer		
Jon Sprinkle	Ronkonkoma	NY
MaryAnn Harris	Bohemia	NY
CJ Sprinkle	New York	NY
Kristen Maher	Seaford	NY
Stephanie Riccardi	Farmingdale	NY
Erin DeNicola	Melville	NY
Jennifer Garside	Smithtown	NY
Bethani Hilton	Lindenhurst	NY
Christopher denicola	Greenlawn	NY
Ron Lustberg	East Northport	NY
Joann Galletta Hahn	Huntington Station	NY
Susan Landau	Brooklyn	NY
Shannon Richard	Port Jeff Station	NY
Victoria Martino	Oakdale	NY
Lorraine Leone	Smithtown	NY
Michael McManus	Staten Island	NY
Adrienne Doddato	Kings Park	NY
Jill White	Colorado Springs	CO
Kim Zambito	Kings Park	NY
Kim Greenber	Commack	NY
Pam Lobel	Commack	NY
Sarah Taiclet	East Northport	NY
Jennifer Alongi	Norty	NY
Ashley Morello	Commack	NY
Kerri Paulis	East Northport	NY
Rosa Gadaleta	Kings Park	NY
Adam Tomko	Huntington Station	NY
Ann Loud	Port Jeff Stat	NY
Anthony Vernice	Commack	NY
patricia spence-kotch	Kings Park	NY
Thomas Laviano	Northport	NY
Shawn Scattergood	Northport	NY
Richard Murphy	Port Jefferson Station	NY

Birgit Burton	Winter Garden	FL
Christine Tomasello Pond	Kings Park	NY
Maria O'Brien	Fort Salonga	NY
Wendy Cabrera	Bakersfield	
Joseph Athanasio	New York	NY
Rukaiya Noordeen	Bakersfield	
Pauline Varghese	Commack	NY
Denise Hancock	Commack	NY
Lillian Ercole	Kings Park	NY
Mitchell Baculy	Smithtown	NY
Donna Mcgann	Owasso	OK
Lisa Dinan	West Islip	NY
Donna Peluso	Northport	NY
Samantha Schwartz	East Islip	NY
Jennifer Carpenter	Commack	NY
Vielka Ramirez	East Northport	NY
Catherine Farraday	Commack	NY
Jennifer Hagemann	Commack	NY
Linda Babolcsay	Northport	NY
Barbara Pirnat	Commack	NY
Robyn H	Brooklyn	NY
Pamela Massa	Islip Terrace	NY
Victoria Cisek	Ronkonkoma	NY
Danielle Beaudu	White House	TN
Michele Rubin-Geffner	Commack	NY
Patricia Walsh	Naples	FL
Jennifer Geiger	Northport	NY
donna davino	Commack	NY
Edmée García Pagán	Bayamon	
Luther Tamayo	Fort Salonga	NY
Albert F. Gender	Honey Brook	PA
Eileen Booth	Kings Park	NY
Daniel Carreira	Charleston	
Debra and Mike Cates	Miami	
meredith cable	everett	
Ben Toska	Union	
Caitlin Maceno	East Setauket	NY
Nicole Benedict	East Northport	NY
Sonia Belanic	East Northport	NY
Louis Gioia	Centereach	NY
Ellen Gioia	Commack	NY
John Mancino	Fort Salonga	NY
Janasia Thomas	Waldorf	
Ayse Etik	Kings Park	NY
Cathy Mancino	Miami Beach	FL

Jennifer Burton	Commack	NY
Fiorella Garrido	New York	NY
Jenifer Van Deinse	Fort Salonga	NY
Lisa Glogower	Brooklyn	NY
kam chan	Selden	NY
Katie McCabe	New York	NY
Maureen Benson	Kings Park	NY
Kasey Parente	Queens	NY
Lisa Blaustein	Dix Hills	NY
Tom Cipriano	Brooklyn	NY
Annmarie Mullady	Northport	NY
Robert Israel	Kings Park	NY
Debbie Hein	Brooklyn	NY
Marla Tenny	Commack	NY
Jennie Siesener	NORTHPORT	NY
Lily Taverna	Long Island	NY
Zoie Brenner	Glen Cove	NY
Stacey Scholem	Commack	NY
Melissa Stamatiades	Miller Place	NY
Mark Warren	Queens	NY
Grace Ann Baker	Kings Park	NY
Maria Barnych	Commack	NY
Kim Lynch-Mahoney	Commack	NY
Donna Vidulich	Northport	NY
Eleanor Weeks	Mastic	NY
Kathleen Cuff	Kings Park	NY
Kate Tagariello	Northport	NY
Susan Pospisil	East Northport	NY
Carole-Lynn Hobart	Huntington	NY
Dylan Thompson	Northport	NY
Austin Carbone	Northport	NY
chloe tagariello	Northport	NY
Mike Geringer	Smithtown	NY
Patricia Donohue	Baldwin	NY
John DePaul	East Northport	NY
BROOKE ENGLEHART	FREEPORT	
Pamela Bensin	East Northport	NY
Diane Geringer	Queens	NY
Leigh Boodoo	Northport	NY
Jacqueline Rivera	Kings Park	NY
Patricia Mallon	Smithtown	NY
Reece Haberman	East Northport	NY
Barbara Chiarelli	Smithtown	NY
Corinne Allen	Islandia	NY
Susan M Vasselman	Brooklyn	NY

Rob Cohen	East northport	NY	
Catrina Gable	Arlington		
Linda Conroy	Northport	NY	
Susan Dambrosio	Mineola	NY	
Louis Isidora	Smithtown	NY	
Marina NW	Toronto		M9N 1J8
Leslie Hansen	Smithtown	NY	
Michael Gornicki	Commack	NY	
Matthew Podolski	East NorthportNorthport	NY	
Lindsay Podolski	East Northport	NY	
Erin Cancro	Northport	NY	
Anneke Jens	Aztec	NM	
Solange Inglis	Merrick	NY	
Marina Krikorian	Northport	NY	
James Preissler	Northport	NY	
Edward Ho	East Northport	NY	
Martin Waitz	Northport	NY	
Tiffany Planter	Fort Lauderdale		
Dena Aalto	Northport	NY	
Anton Angelich	Fort Salonga	NY	
Laura Marr	Northport	NY	
Argie Velez	Northport	NY	
Angelina Rouse	Ronkonkoma	NY	
Daniel Rouse	Smithtown	NY	
Armen Arshakyan	North Hollywood		
Adam Mobley	Springfield		
Nancy Reyburn	Forestdale		
Steve Ganiaris	Northport	NY	
Behnam Mohammadi			
H L	Ashburn		
Saghar Nn	Ashburn		
Andrew Flanagan	Denver	CO	
Adel Ghasemi	Secaucus		
Michael Lynch	Fort Salonga	NY	
Majid Gomari	Portland		
Alish Ali	Ashburn		
elham saroie	Ashburn		
Nargs A	New York		
Julie Stilley	Stokesdale		
Irwin Jebaltosky	Flushing	NY	
Sh Gh	Newark		
FW Vasselman	Northport	NY	
Charlie Carson	Northport	NY	
Dominick Lucido	Fort Salonga	NY	
Nancy Scrivano	Northport	NY	

Anthony Scorcia	East Northport	NY
Bonnie Miller	Commack	NY
Beth Considine	Commack	NY
Anthony Nicoletta	East Northport	NY
Stephanie Ierano	East Northport	NY
Bryan Cancro	Northport	NY
Caryn Barcus	Commack	NY
Kathleen Peper	East Northport	NY
Ann Marie Femenella	Marlboro	NJ
Christina Bonomo	East Northport	NY
debora van deinse	Campton Lower Village	NH
Luci Kemnitzer	Kings Park	NY
Jason Ellis	Cincinnati	
Dawn Kotsailidis	Manorville	NY
Destiny Coleman	Farmington	
Dave Katusa	Northport	NY
Gerry Fitzpatrick	Northport	NY
Brock Siler	Toledo	
Jason Accardi	Fort salonga	NY
Michael Finnegan	Commack	NY
Daniel O'Brien	MILTON	
Mohammad taghi Ashtiani	Newark	
don roder	Woodbridge	
Marcecelo Tavares	Astoria	
john bias		
Mojtaba Beh	New York	
Javid Arian	Los Angeles	
Rachel Holtschneider	Stafford	
Jennifer Levinson	Commack	NY
Eli Baghi	New York	
Tara O’Grady	Northport	NY
Christine Cass	Fort Salonga	NY
Chantell Chambers	Waynesboro	
William Ramos	Tampa	
lu luster	Santa Cruz	
Troy Buffington	Portland	
Sogol Behboudi	Tehran	
Ciaran Clark	Fort Salonga	NY
Ray Finnegan	Mahwah	
kdmvjilrehkmfbjkewoi;/dkbm,ehjkj.hkj k.lci/oue.khejwlkdcwj.kne,q		
Mandy Buffington	Hillsboro	
Joy Aiello	Fort Salonga	NY
Allison David	Slidell	LA
Jake Anders	Pueblo	
Christian Stoll	Massapequa	

Justin Aubin	Juneau	
Patrick Kirby	Smithtown	
Natalie Shaw	Stone Mountain	
Jon Aiello	Northport	NY
Marcelo Arthur DE OLIVEIRA Araújo	Hollywood	
Diane Kuehn	Fort salonga	NY
Gordan Ostojic	Fort Salonga	NY
alex okin	Northport	NY
Daniel Rogers	Northport	NY
Alyssa Polansky	Commack	NY
Jennifer Fillekes	Northport	NY
Isani Panigrahi	West Lafayette	
Kevin Blair	Madison	
Brandalynn Williams	Oklahoma City	
Maria Espar	Orlando	
Michael Ehrmantraut		
Azar Allahveran	Ashburn	
Davood Gholami	San Mateo	
Lou Marciano	East Northport	NY
Lake Best	Chattanooga	
claudia Wallen-Logalbo	Northport	NY
Laura McKeon	Kings Park	NY
Chelsea Russo	East Northport	NY
J Blancher	Angleton	
Alyssa Giungo	Dresher	
VALFREDO JULIO CUNHA	Fort Myers	FL
Diana Hnatov	Huntington	NY
Pinakin Patel	Davenport	
Anna Long	Westminster	
N Richy	Northport	NY
Dimbo Matshi	Houston	
nella KALOUONI	New York	
Jill Mayer	Farmington	NM
Ali Fatemi		
Steven Wenzler	Fort Salonga	NY
Alan Johnson	New York	NY
Kiera Johnson	Athens	GA
Michele Pomara	Fort Salonga	NY
Frank M Dusek	Huntington Station	NY
Gary Tompkins	Northport	NY
Kim Wenzler	Northport	NY
Matthew Brenner	Commack	NY
Diane Catalano	Northport	NY
Russell Cass	Fort Salonga	NY

Amaris DeRossett	Fort Salonga	NY	
ROBERT GENNA	Northport	NY	
Kathleen Marlek	Centerport	NY	
Kenneth Burke	Northport	NY	11768-27
Majid Falah	North Bergen		
Kristin Gunn	Portland		
Sheida Ebrahimi	Santa Clara		
Caydence Chandler	Crawfordsville		
Claudia Scheelin	Northport	NY	
James Sacca	Boston		
Mary Gibbons	Smithtown	NY	
Linda Libby Libby	Brooklyn	NY	
Franklin Matias	New York		
andy meow	Kenner		
Kevin Barkan	Northport	NY	
Vanessa Wenzel	Northport	NY	
Vahid Shahnazi	New York		
Ali Tehrani	New York		
ian plachy	California		
Fabian Martinez	East Northport	NY	
Lancey Lamb	Hendersonville		
Danny Gilbert	Findlay		
rhoda bogobiri	Ephrata		
Nicole Martinez	East Northport	NY	
faustine White	Brooklyn	NY	
HUDSON Utue	Miami		
Vito Romagnuolo	Northport	NY	
taylor wenzel	Northport	NY	
Kathy Schlegelmilch	Smithtown	NY	
Hannah Luscombe	Mohnton		
Linda INFANTE	West Granby		
Karen Welkis	Albany	NY	
Stelanie Poalillo	Fort Salonga	NY	
Nicholas litterello	Commack	NY	
Bartosz Dembowski	Leeds		LS9 8PD
Jamie Goodspeed	East Northport	NY	
Jeff Wenzel	Huntington Station	NY	
Ariana Curcio	Northport	NY	
Rosa Kucza	East Northport	NY	
Jonathan Gutleber	East Northport	NY	
Yvonne Maddiona	Fort Salonga	NY	
Jim Kotsailidis	Brooklyn	NY	
Edward Giarrusso	Farmingville	NY	
Rita Felicetta	Northport	NY	
Louis Frontario	Fort Salonga	NY	

Brian McKenna	East northport	NY	
Bill Mckenna	Hollywood	FL	
David Wettengel	Northport	NY	
Antonella Modruson	Northport	NY	
Ronald Feddersen	Northport	NY	
Erica Berkowitz	Northport	NY	
Leslie Kerievsky	East Northport	NY	
Tom Wenzler	Farmingdale	NY	
Mitch Levy	New York	NY	
Maria GALLO	Northport	NY	
Dorothy Rowan	Brooklyn	NY	
david taggart	Woodbridge	VA	
Tom LaCascia	Commack	NY	
Seth K	East Northport	NY	
Barbara McKenna	East Northport	NY	
Stephany Bonura	Commack	NY	
Linda Funk	Northport	NY	11768-24
Ryan Modruson	Northport	NY	
Margaret M Cash	Brooklyn	NY	
Shaun McMahon	Northport	NY	
Thomas Plastaras	Ft. Salonga	NY	
richard gadder	El Cajon	CA	
Michael Kucza	Northport	NY	
Catherine Costantino	Huntington Station	NY	
Mark Munnelly	Fort Salonga	NY	
Harvey KERIEVSKY	East Northport	NY	
Susan Jones	Northport	NY	
Christopher Thomas	Fort Salonga	NY	
James Callahan	Fort Salonga	NY	
Donald Warner	Kings Park	NY	
Carol Book	York	PA	
Donille Murray	Brooklyn	NY	
David Luft	Northport	NY	
betty winholtz	morro bay	CA	
carl litt	northport	NY	
Liz Erpelding-Garratt	Saint Augustine	FL	
Barbara Gallagher	Kings Park	NY	
Alex Kowtun	Hornell	NY	
Jaime Turgeon	Richmond	VA	
JEFF BERTUCCIO	Fort Salonga	NY	
Jeanne D'Brant	Fort Salonga	NY	
Christena Murphy	Kings park	NY	
Melissa Gallagher	Brooklyn	NY	
Frederick Leonardo	Fort Salonga	NY	
William smith	Commack	NY	

Michael D Bellini	Northport		NY
Anna Laidler	East Stroudsburg		
Susan Sagistano	Northport		NY
Alexander Caro	Fort Salonga		NY
Thomas DeMaio	Northport		NY
Stephen Angerame	Lynbrook		NY
Rondi Saslow	Tracy		CA
Karen Ingram	Commack		NY
Kathy Sutter	Lake Worth		FL
Joseph Callahan	Northport		NY
Kevin Claus		111	NY
Ryan Logan	Fort Salonga		NY
Mark Lessner	Ridgecrest		CA
Tracy Bernard	East Northport		NY
Denise Curci Schwartz	East Northport		NY
Dave Bush	Centerport		NY
Jim Head	Oak Park		MI
Sharon Reichman	East Northport		NY
Jack McManus	Uniondale		NY
Mike Clemente	Northport		NY
Deborra Fontana	East Northport		NY
Kacie Roc	Huntington		NY
Ricardo Rodriguez	Saint James		NY
Scott Pham	San Diego		CA
Peplinski Steven	Northport		NY
Barbara Martella	Commack		NY
Libia Burke-Clemente	Northport		NY
John Lembo	Corpus Christi		TX
Matthew Criscuola	East Northport		NY
Samantha Williams	Fort Salonga		NY
Mark Jones	Northport		NY
Giovanni Acosta	East Northport		NY
Jeri Williams	Easley		SC
Linda Waslin	East Northport		NY
Gerard Kabacinski	Northport		NY
Antonio Fusco	Kings Park		NY
Christina Paterno	Kings Park		NY
Charles Hoffarth	Brooklyn		NY
Karen Chapman	Commack		NY
Gina Salinger	Commack		NY
Nick Bouzas	East Northport		NY
Olivia Salinger	Commack		NY
Alex Savastano	Commack		NY
Danielle Augustine	East Northport		NY
Richard Merz	Commack		NY

Domenick Provenzano	Kings Park	NY
Despina Kaloudis	Northport	NY
Nick Fusco	Kings Park	NY
Gus Schmidt	Brooklyn	NY
Adil Mehta	Chatsworth	CA
Robert Salinger	Commack	NY
Haiwen Ma	Northport	NY
Heaven Mills	Brooklyn	
Nellz Carrington	Brooklyn	
Patti & Steve Conte	Fort Salonga	NY
Taylor Carney	commack	NY
Katherine Kovins	New York	NY
Janice Natale	Brooklyn	NY
Matthew Michael	Kings park	NY
Evelyn Mendez	Smithtown	NY
Ashley Meise	Northport	NY
Sonia Lichtenberger	East Northport	NY
Loraine Izzo	Mount Sinai	NY
Ella Roselli	Los Angeles	
Paul Blackburn	Elizabethtown	KY
Evan Jones	Brooklyn	NY
Matzen Kyle	Coram	NY
Kirk Sabnani	Livingston	NJ
William Glover	Fresno	CA
Cheryl michaels	Smithtown	NY
Marie Konop	East Northport	NY
pamela hamilton	Palo Cedro	CA
Danielle Costanza	Commack	NY
Chrissy James	Commack	NY
Rosemary Stanton	Commack	NY
Leon Rossello	Commack	NY
Chrys Marquez	Smithtown	NY
Maribel Gomez	Commack	NY
Rosalie Clements	Chicago	IL
Denise Furst	Commack	NY
Jan Lawless	Commack	NY
Jeffrey Sondersted	Northport	NY
Kim Gilbert	Northport	NY
Paul Yong	East Northport	NY
Denise Brennan	East Northport	NY
Dakota Marquez	Smithtown	NY
Danielle Sykora-Genduso		
Michael Fettig	Smithtown	NY
LaVonna Murry	Hinesville	
Dylan Marquez	Brooklyn	NY

Julie Van Schuyler	Northport	NY
Michael Wasielesky	Smithtown	NY
Holly Manzi	Brooklyn	NY
Lindsay Bergin	West Babylon	NY
Susan Koehler-Titone	East Northport	NY
Megan O'Brien	Kings Park	NY
Herbert Seus	Smithtown	NY
Fred Nadelman	Savannah	GA
Ellen Katz	Huntington	NY
Brett James	Commack	NY
Elizabeth Famiglietti	Northport	NY
Steven Famiglietti	Brooklyn	NY
Timothy Kelly	Brentwood	NY
Anthony Nikolic	East Northport	NY
Maria Psilakis	East Northport	NY
Ginny Devine	Chatham	NJ
Marie Trabosh	East Northport	NY
Georgia Psilakis	East Northport	NY
Carole Famiglietti	East Northport	NY
Patricia Bloom	Brooklyn	NY
Andrew Karpf	East Northport	NY
Audrey Neglia	East Northport	NY
diego guadalupe	East Northport	NY
esther acevedo	East Northport	NY
Dana B	Port Jefferson	NY
Elvira Olson	Kings Park	NY
Kerry Chiara	East Northport	NY
Joseph Virga	East Northport	NY
Nicole Piurek	East Northport	NY
Maryjo Murphy	East Northport	NY
Ronni Deserto	Northport	NY
Caroline Seus	Brooklyn	NY
Tom Wood	Brooklyn	NY
Lauren Huntsman	Northport	NY
Jorfan Stanley	Northport	NY
Judy Ambrosius	Northport	NY
Domenick Provenzano	Kings Park	NY
Diane Aiello	East Northport	NY
N Price	Kerrville	TX
Donna Foley	East Northport	NY
Zach James	Commack	NY
Tyhiem Butler	Brooklyn	
Barbara Johns	Philadelphia	PA
Deborah Chalmers	Northport	NY
Joanna Zerlin	Northport	NY

MATTHEW FUSARO	Northport	NY	
Loryn Diaz	Middle River	MD	
Joe Aiello	Northport	NY	
Sean Bozzello	East Northport	NY	
Fawn King	New York	NY	
Mairead Kelly	East Northport	NY	
Moira Murphy	Northport	NY	
Erick V	Rochester	NY	
John Richy	Smithtown	NY	
Rhonda Novak	East Northport	NY	
Paul Monasch	Commack	NY	
Will Johnson	Milwaukee		
Elizabeth Richy	Fort Salonga	NY	
Donna Weber	Commack	NY	
Sara Salazar	Northport	NY	
Ed Maloney	Commack	NY	
Eloise Thompson	Melville	NY	
Lindsey C	Huntington	NY	
MaryAnn Pagnutti	Commack	NY	
Steve Edwards	Hempstead	NY	
Michael Salayka	Brooklyn	NY	
Lauren Spatola	Northport	NY	
Ron Raz	Ferndale	PA	
Linda Gruhn	East Northport	NY	
Colleen Vereline	Commack	NY	
Brian Infanzon	Smithtown	NY	
Pablo Idez	East Northport	NY	
Desiree Brimhall	Cumberland		
Erika Rikhiram	Clermont		
Desiree Benn	Huntington Station	NY	
Cecilia Kraus	Commack	NY	
Andrew Edgar	Northport	NY	
Regina Seus	Northport	NY	
Mary Lester	Northport	NY	
Thomas Liguori	Port Jefferson Station	NY	
Sarah Murphy	Stony Brook	NY	
Nicholas Genua	HAUPPAUGE	NY	11788-33
elizabeth ARCHER	fort salonga	NY	
Judy Johnson	Northport	NY	
William Goodspeed	East Northport	NY	
Ronni Frazier	Columbus	OH	
Kathy Schildhorn	East Northport	NY	
Kali Psihos	Northport	NY	
WILLIAM SCHMIDT	Northport	NY	
Kevin M Shapiro	Sayville	NY	

Angelo Clemente	Northport	NY
Kathleen Salvemini	Selden	NY
Catherine Liguori	Kings park	NY
Elaheh Rastgoo	Atlanta	
K C	Scotch Plains	
Sheeba Johnson	Northport	NY
Caden Swisher	Concordia	
Samara Wilson	Chicago	
Luis Perez	Los Angeles	
Shad Vasigh	Los Angeles	
Barbara Schmidt	Northport	NY
Georgia Holder	Commack	NY
Michele Cutrone	East Northport	NY
Lisa Cutrone	East Northport	NY
Angela Cowie	East Northport	NY
Michelle Romano	East Northport	NY
Seana Rudnick	FORT SALONGA	NY
William Rudnick	Northport	NY
James Cuiffo	East Northport	NY
Odysseas Svolos	Kings Park	NY
Andrew Edmundson	Kings Park	NY
Angela Basile	kings Park	NY
Catherine Mackiewicz	East Northport	NY
Daniel Mezzafonte	East Northport	NY
Tina Sweeney	Commack	NY
Anthony Cutrone	East Northport	NY
Lida Shannon	Lake Grove	NY
Sam Janami	Carlsbad	
olive oil	Forest	VA
Mehki Smith	Camden	
Sean Whiteburg	Downey	
Jacqueline Mosley	Dallas	
James Newbery	Hopewell Junction	
Andrew Floyd		
Nacho Business	Austin	
Huh Wat	Sauk Rapids	
G. Diane Matthews-Marcelin	Carson	
Walter Lin	Chicago	
Mahher Mazhar	Hollywood	
Marquelle Keeling	Gardner	
juan Estrada	Glendora	
Sydni Kjellgren	Tampa	
Deborah Lynn Hoster	Tucson	
Mido Ahmed	Kuala Lumpur	
Lynn Wang	Commack	NY

Mary Loyd Shell	Ridgecrest	
Stacy Svolos	Kings Park	NY
Stacey Tloczkowski	Kings Park	NY
Diane Chinkel	Kings Park	NY
Walter Chinkel	Kings Park	NY
Dondee Halverson	Cherokee	IA
Elliot Kaplan	Queens	NY
Michael Tuffy	East Northport	NY
kensley austin	Cleveland	
Brooke Offermann	Northport	NY
William McGeever	East Northport	NY
David Rizzo	Huntington	NY
Rita Kenefick	Huntington Station	NY
LaChelle Coleman	Los Angeles	
Mike Kenefick	East Northport	NY
Perla Martinez Gamboa	E. Northport	NY
Jim Costello	Northport	NY
Brett Arlin	East Northport	NY
Bella Romeo	Huntington	NY
Jaimie Herman	East Northport	NY
Colleen Mahoney	East Northport	NY
Kristopher Utt	Toms River	
stefania glusic	hicksville	NY
Ashley Zarkowski	New York	NY
Russell Sachs	East Northport	NY
Grace Radner	Commack	NY
Laura Ward	Cleveland	
Donna Punis	Northport	NY
Sam Ebrahimzadeh	Houston	
Chaniece Moore	Roanoke	
Mariawna Robinson	Cincinnati	
James Sheridan	Northport	NY
Layne Ibarra	Greenville	
Ann Keese	Victoria	
meysam najafi	Ashburn	
heaven renee	Cincinnati	
Young Hsu	Westfield	
Yasmine Horton	Bessemer	
mary busbin	Snellville	
Cooper Minni	Oxford	
Jimmy Shaw	Atlanta	GA
Arica Thomas	Forest Park	
Faycal Khaled	Philadelphia	
Morab Tonaj	Los Angeles	CA
Kathleen Quen	Franklin	

Shehroze Tanveer	Tulsa	
Christine Apollo	East Northport	NY
Josue Osorio García	Cleveland	
Neal Bloom	East Northport	NY
jeffery graham	Milwaukee	
Circe Flores	Laredo	
Fati Faatau	Magna	
Michael Friedmann	Bronx	
Sydney Howell	Helena	
Becky Evans	Dallas	TX
Mohsen Nateghi	New York	
Jessica Stephens	lebanon	
chris carroll	pocatello	
Ron Lafalce	Ballston Spa	
Cynthia Corso	Northport	NY
David Kohrumel	Huntington Station	NY
izabela Swiecka	glendale	NY
Stefania Mattio	New York	NY
Cortney Mezzafonte	Northport	NY
Sarah O'Brien	East Northport	NY
Dina Chavarria	East Northport	NY
Samantha Cuomo	Northport	NY
An Tac	State College	
Paul Eliea	Marco Island	FL
Cole Drew	Brooklyn	NY
Fran Kanellopoulos	Commack	NY
Helena Chaves	Northport	NY
WROBLEWSKI Jeanne	East Northport	NY
Robert Wroblewski	East Northport	NY
Debra Commins	Northport	NY
Laurel Fee	New York	NY
Kayla Robinson	Hampton	
Anthony Coconato	Kings Park	NY
Jennifer Kelly	Kings Park	NY
Maricar Block	Kings Park	NY
Diana DeSanto	East Northport	NY
Mary Kay Diehl	Brooklyn	NY
Kathy Armstrong	Smithtown	NY
Gina Lind	Kings Park	NY
Anne Sciacca	East Northport	NY
Billy Valladar	Southampton	NY
Linda McGovern	Kings Park	NY
Roxanne Forlano	Northport	NY
Michelle Aro	Commack	NY
AnnMarie Monaghan	Brooklyn	NY

Eamon McGovern	Kings Park	NY
Brian Block	Smithtown	NY
Bernadette Davniero	East Northport	NY
Ariella Werner	Smithtown	NY
Marie Wojcik	Kings park	NY
Kelly Escobar	Kings Park	NY
Lori Rossi	Long Island	NY
Tyler Pennec	North Babylon	NY
Susan Werner	Smithtown	NY
Trudi Gilligan	Huntington	NY
Patricia Smith	Lindenhurst	NY
LaMantia Mindy	Brooklyn	NY
Nina Walters	Oakdale	NY
Lisa Panetta	East Northport	NY
Deborah Culbert	Miami	FL
Lara rasmussen	Selden	NY
Owen Treacher	Pearl River	NY
Christopher Gorman	Northport	NY
Susan Shelton	East Northport	NY
James Shelton	East Northport	NY
Dennis Labriola	East Northport	NY
Faith Lieberman	Huntington	NY
Dara Campbell	East Northport	NY
Antonietta Palmiero	Port Saint Lucie	
Deana Turner	York	
Jennifer Flood	East Northport	NY
Deborah Mahoney	East Northport	NY
Kevin Flood	East Northport	NY
Jenny Deighan	East Northport	NY
Kathleen Rowe	East Northport	NY
Christine Hopkins	northport	NY
Arnold Palumbo	Naples	FL
Christine Stevens	Northport	NY
Ellen OKeefe	Kings Park	NY
Lesley Levine	East Northport	NY
Melissa Clayton	Bay Shore	NY
Ethan Spatz	Lebanon	
Paula Woolsey	Brooklyn	NY
Sandra Aglietti	Kings Park	NY
Robert Kilty	Stoneham	
Declan Tolley	South Dennis	
Lara Murphy	East Northport	NY
Theresa Achaval	Ft. Myers	
regina mcinerney-lopez	east northport	NY
Anna Kadian	Commack	NY

Julie Petruzzi		East Northport	NY
Laura Palumbo		Billerica	
Kadi Cuneo		Brooklyn	NY
Ena DiLiberto		Huntington Station	NY
Patricia Vissichelli		Northport	NY
John ottaviano		Kings Park	NY
Sarmistha Mukherjee		Mineola	NY
Denise Kelly		East Quogue	NY
Kevin Reilly		Myrtle Beach	SC
Elizabeth Baron		Huntington	NY
Michael Flanagan		New York	NY
jane lotz		northport	NY
Nadine Maritato		Northport	NY
Sonia Acosta		Brooklyn	NY
Andrew Florez		Flushing	
Mariel Murphy		Northport	NY
Stephanie Weiss		East Northport	NY
Sarah Miller		Northport	NY
Greg Miller		Northport	NY
Christine Okolski		Northport	NY
Andrew Okolski		East Northport	NY
Brian Murphy		Brooklyn	NY
Michelle Miranda		New York	NY
Emmanuel Rene		Brooklyn	NY
maria venditto		garden city	NY
Gina Miranda		Northport	NY
Austin Berry		Tallahassee	
Danielle McQuade		Northport	NY
	بابک خرمدین	Clifton	
Lynn Lupo		Northport	NY
KAREN GUIBAS		East Northport	NY
Jessica Beyer		East Northport	NY
Lore von Hoffen		Northport	NY
Lianna Greenstein		Northport	NY
Kelly Tepper		Smithtown	NY
Greg Tepper		Long Beach	NY
Maria DeDonato		Smithtown	NY
Robert Greenstein		Northport	NY
Marisa Pino		Brick	
Monkey Idk		Arlington	
Bidar Sadegh		Denver	
Cathy Martin		Smyrna	
John Punis Jr		East Northport	NY
Nicole McGovern		East Northport	NY
Melissa Radgowski		Northport	NY

Blessing Mcdowell	Bessemer City	
evelin muniz	Little Rock	
Heather Grove	Canton	
Angel Hovis	Arlington	
patrick Dang	Flushing	
Deriya Sabb	Bryant	
Mykylia Williams	Houston	
Jody Greenstein	New York	NY
Paulette DiGangi	Commack	NY
Kristina Bevilacqua	Huntington Station	NY
Jeannie Dunkel	East Northport	NY
Elizabeth Martin	East Northport	NY
jordan mackado	Little Rock	
Cayden Baxter	Benton	
Leah Hicks	Benton	
Ali Watson	Benton	
denise schlenker	huntington	NY
Karen Maritato	Huntington	NY
Taylor Tedeschi	Massapequa	NY
Mary Scott	Commack	NY
Laurie Corben	East Northport	NY
Loriann Pineo	East Northport	NY
Patricia Gaughan	Northport	NY
mark zaharis	northport	NY
Gael Garibay	Mabelvale	
Joanne Dreiss	Northport	NY
donna paul	Huntington Station	NY
Patrick Deegan	Greenlawn	NY
Karla Block	Commack	NY
Giovanni Stanco	East Northport	NY
Dawn Moeller	Kings Park	NY
George Cappadona	Massapequa	NY
Ginny Murphy	Northport	NY
joseph garzero	east northport	NY
Kimberly Kuhn	East northport	NY
SANDRA HEITZ	Kings park	NY
Stephanie Laudato	New York	NY
Theresa Silva	Kings Park	NY
Mary Aulet	East Northport	NY
Jessica Dillon	New York	NY
Charly Julien	Northport	NY
Ally Palma	Detroit	
LuLu Bo	Shady Spring	
Melissa Heithaus	Mckinney	
Elizabeth Avila		

Kevin Ivins	The Bronx	NY
Gabriella Argyros	Jamaica	NY
Laura Grillo	East Northport,	NY
Jazmine Austin	Bryant	
Ashley Diaz Ordonez	Little Rock	
Tatiayana Murry	North Little Rock	
Antoinette Ivins	Glen Head	NY
Erin Hlenski	Smithtown	NY
Donald Walsh	Kings Park	NY
Yehor Kar	Brooklyn	
Joanne Walsh	Kings Park	NY
Paula Mejia	Chicago	
Simon Kudlov	Chicago	
Valerie Zaverdas	Commack	NY
Alexandra Simonelli	Brooklyn	NY
R. Reichardt	Smithtown	NY
Victor Rios	Chicago	
Linda Munno	Lake Grove	NY
Douglas St. John	East Northport	NY
N Lope	East Northport	NY
Dawn Trovato	East Northport	NY
Nicholas Simone	Huntington Station	NY
Jacklyn Mcknight	Ronkonkoma	NY
Ann Gill	east northport	NY
Kristen Sedacca	Smithtown	NY
Allison Halloran	East Northport	NY
Aris Spathis	East Northport	NY
Tedy Spathis	East Northport	NY
Geri Miller	South Orange	
Matthew Jeffress	London	IL
LYNN D'ONOFRIO	Lakeland	
Dustin Downey	Denison	
Ryan Mcgowan	Commack	NY
Mehrdad Mokrian	Orlando	
Luke Ryan	Muncie	
Beth Bush	Spencer	
Rocco Giannangeli	State College	
Kayla Foster	Newark	
DHAVAL PATEL		
Zach Johnson	San Antonio	
Andrew Rossi	Centerville	
Ami Flynn	Jacksonville	FL
Hayla Monte	Newark	
Axel Wolarik	Medford	
Alexandra Hellinger	Fort Salonga	NY

Sharon Swailes	Kings Park	NY	
MARC BONGIORNO	Northport	NY	
Matt Gill	East Northport	NY	
Christi Rocco	East Northport	NY	
Adeline Budd	East Northport	NY	
Mark Trolio	Commack	NY	
Laurie Keller	Kings Park	NY	
Christina Pecoraro	Commack	NY	
Maryanne Hickey	Kings Park	NY	
Pat Garvey	East Northport	NY	
Katharine Walsh	East Northport	NY	
Dana Driscoll	East Northport	NY	
Justin Walsh	East Northport	NY	
Kimberly Austin	East Northport	NY	
Paul Colacicco	Brooklyn	NY	
Morgan Cimino	East Northport	NY	
Christopher Austin	Palmyra	PA	
Candace McDade	East Northport	NY	
Gina Ovaitte	Brooklyn	NY	
Barbara Madden	Brooklyn	NY	
Anthony Zimmerman	Commack	NY	
Laura Field	Northport	NY	
jody sokol	Boca Raton	FL	
Lydia Butler	Brooklyn	NY	
Dan Lugo	Northport	NY	
Marcella Norwood	Huntington	NY	
GEORGE MENG	Denver		
Cole Lester	Phoenixville		
Alice Gard	Naples		
Jace Jacobs			
Daniel Conway	Lincoln		
Louis Griffis 3	Keystone Heights		
Margi Barsamian	Edmonds		
Jackson McElwee	Philadelphia		
Arturo Alcaraz	Maxwell		
John Paul Riboldi	East northport	NY	
Daniel McHenry	Kansas City		
Roxi Geer	Phoenix		
Aralynn Burge	Apex		
Miss Lee	Tampa		
Alexandra Nochez	Riverview		
Leticia Lopez	El Paso		
Jake Peres	Roseville		
Jessica Williams	Queens		
Cait Clar	Carlisle		Na

Haley Adkins	Harts	
Peggy Marinello	Freeport	NY
Federico Álvarez		
Zora Caters	Washington	
Noah Pinto	Fredericksburg	
Aimen Kharroubi	Doylestown	
Laura Phares	Chester	
Brian Guggenheim	Huntington	NY
Greta Burke	Brooklyn	NY
Evelyn Knaus	Northport	NY
Michael Pecoraro	Commack	NY
Karen Mullady	Northport	NY
JoAnn Adamo	Stony Brook	NY
Stephanie Mayernik	East Setauket	NY
Barbara Devanna	East Northport	NY
Peter LaMacchia	Baltimore	MD
Meagan Petrone	Northport	NY
Ryan Brege	Crofton	
Steve Jordan	Nevada	
Evan Levin	Warminster	
Hosein Darvish	North Bergen	
Svea Craft	Burbank	
Barbara Spadaro	East Northport	NY
Maxwell Rollins	Las Vegas	
Joshua Sloan	Centreville	
Paul Markillie	Grand Blanc Township	
DAVIDA Tiller	REYNOLDSBURG	
Marlene Lorenzo		
Ligia Parejo	Kissimmee	FL
Rebecca Davison	Clarkson	
Susan Menghi	Waterford	
Melanie Sciochetti	Holland	
Joey Scott	Plattsmouth	
Anony Mous	St Louis	
Rasheed Eubie	Lawrenceville	GA
Hajar Shakhali	Los Angeles	
Edward Garbarino	Huntington	NY
Feick Walter	Havre De Grace	
Ann Carter	Charlotte	
Jennifer Cortina	Miami	
Malachi McCarthy	Hillsdale	
Steven Galdamez	Newark	
Christopher Rhinehart	Birmingham	AL
Robert Magowan	Hayward	
Virginia Kapuscinski	Westfield	

Robert Puls	Hutchinson	
Robyn Vailliant Viera	Taunton	MA
Ayden Rogers	Wilmington	
Faisal Alghamdi	Rochester	
Mr Futch	San Francisco	
Erin Morton	Warrington	
Regina Brooks	Pittsburgh	
Mitra Frigerio	San Francisco	
KAREN WHITE	Denver	CO
Joshua Reed	Port Gibson	
Rhonda Hazley	Joplin	
Armand Khavar	Dallas	
Pat Carney	Ridgefield Park	
Sharyl Jackson	Fayetteville	
Paige Bluemel	Chandler	
Alex Van Der Biest	Miramar	
Patrick Enock	Louisville	
Victoria Skalland	Los Angeles	
Nicole Lugo	East Northport	NY
Josephine Ciro	East Northport	NY
Kimberly Riboldi	East Northport	NY
Amy Kern	Greenlawn	NY
Christopher Arlotta	East Northport	NY
janet katz	Commack	NY
Emily Cappiello	Brooklyn	NY
Taylor Palumbo	Brooklyn	NY
Violet Alexopoulos	East Northport	NY
Viva Manchester	East Northport	NY
Ana Zoia	East Northport	NY
jackie white	Commack	NY
Dawn Dougherty	Kings Park	NY
Kim Lubrano	Northport	NY
Robert Ferrigno	Massapequa	NY
Sharon Ciuffo	Massapequa	NY
Marilynn McGrorty	West Babylon	NY
Elizabeth Graziosi	Glen Cove	NY
kelly paliotta	kings park	NY
Mark Koenig	East Northport	NY
George Weissinger	Massapequa	NY
Cynthia Gaskin	Jacksonville	FL
Bazzicalupo Nicholas	East Northport	NY
Danielle Woods	East Northport	NY
Janine Bowles	Farmingdale	NY
Marcy Wang	Brooklyn	NY
Caitlynn Schare	Mineola	NY

Jon Larson	Centerport	NY	1172-
Richar Cantalupo	North Babylon	NY	
Christine Maddox	Uniondale	NY	
Laura cassar	East Northport	NY	
Christopher Malfi	East Northport	NY	
Tanya Brandes-Plackis	East Northport	NY	
Sophia Kohlberg	Northport	NY	
Melanie Marzano	East Northport	NY	
Kristen Pauxtis	East Northport	NY	
Carolyn Elmore	Naples	FL	
Christine Pennacchia	East Northport	NY	
Lindsay Woods	East Northport	NY	
Alfred Pennacchia	East Northport	NY	
Melissa Barvels	Staten Island	NY	
Elizabeth Woodward	East Northport	NY	
Frederick Fooy	Brooklyn		
Marilena Ruffino	Brooklyn	NY	
Jennifer Schmitt	Smithtown	NY	
Erik Knudsen	Whitesboro	NY	
Amy Vath	Northport	NY	
Ryan Lupo	Northport	NY	
Sabrina Klemballa	Kings park	NY	
Barbara Robinson	Northport	NY	
tami helfrich	Asheville	NC	28804-24
Jayne Giannini	Deer Park	NY	
Vincent Ferrara	Kings Park	NY	
Donna Labarca	Smithtown	NY	
Jayne Black	Northport	NY	
Gloria Luna	Flushing	NY	
Theodore Black	Northport	NY	
Peter Mulay	Commack	NY	
Carolyn Savacchio	Northport	NY	
Larry Mcalister	Commack	NY	
Sinead Mcalister	Commack	NY	
Linda Bell	East Northport	NY	
Michael Innamorato	Huntington Station	NY	
Kevin Richard	New York	NY	
John Neary	Commack	NY	
Edward Perez	East Northport	NY	
Nicole Neary	Huntington	NY	
Lorraine LoCurto Muzio	Northport	NY	
steven lippolis	Northport	NY	
jennifer clements	Northport	NY	
Mark Aronberg	Northport	NY	
Maria McCutcheon	Brooklyn	NY	

Oscar Pineda	New Canaan	
David Hunt	Northport	NY
antonietta griesch	East Northport	NY
Kristen HACHEMEISTER	Smithtown	NY
Karen Acompora	Fort Salonga	NY
Joseph LoGalbo	Kings Park	NY
Matthew Fee	Northport	NY
Matt G	Northport	NY
Jina Munz	Lindenhurst	NY
Brendan Murray	Northport	NY
Linda Martella	Commack	NY
Mark Pinto	Northport	NY
Cynthia Gurian	Huntington	NY
Nicole Deneergaard	Northport	NY
Geris Hernandez	Northport	NY
Cindy Mansberger	Mansontown	
Tony Marino	Scottsdale	
Nicole Trincilla	Las Vegas	
Joseph White	Uniontown	
PAULA ALLEN	Ritzville	
Shelly Risinger	Williamsburg	
Lindsey Davis PA		
Ellie Lewis	Orlando	
Linda Candia	Northport	NY
David Babolcsay	Northport	NY
Peter Griesch	Northport	NY
Teresa Donovan	Northport	NY
WALTER MORRIS	Northport	NY
Charles Foster	Ballston spa	
Makenzie Crawford	Canonsburg	
Stacey Merrill	Mason	
Christy Kaiserman	Palatine	
Niteen Nevrekar	Zionsville	IN
Laura Ott	Pottstown	
Courtney Eggert	Oklahoma City	
Rachelle Malone	Los Angeles	
Tiffany McEachern	San Antonio	
Ken Schenke	Fort Salonga	NY
Clyde Miller Jr	Smyrna	
Edwin Cortez	Gretna	
Jennifer Thomas	Jacksonville	
Aragaw Shibeshi	Garland	
Brian Cordes	Sycamore	
richard helms	Charlotte	
john ott	Huntington Station	NY

MARTIN MURPHY	East Northport	NY
Michael Laucella	Northport	NY
Andrew Singh	East Northport	NY
Judith Hunt	Northport	NY
Rosanne Laucella	Northport	NY
Douglas Munch	fort salonga	NY
Richard Stewart	Northport	NY
Robert Romano	Fort Salonga	NY
Robert Fais	Fort Salonga	NY
Kathleen Fais	Fort Salonga	NY
Doreen Talbot	Northport	NY
Nicholas Emanuel	Centereach	NY
Richard Fontana	Smithtown	NY
Cynthia Gonatas	Northport	NY
Marion Munch	Fort Salonga	NY
Melissa Conti	Smithtown	NY
Yulieth Molina	East Northport	NY
Michael Hanley	Northport	NY
Lisa Loffman	Smithtown	NY
Angela Wright	Northport	NY
nancy schuman	East Northport	NY
William Greenbaum	Northport	NY
Lisa Pancir	Plainview	NY
Cathy Argentieri	Smithtown	NY
Carl Curcio	Fort salonga	NY
Lynn Trupiano okeefe	New York	NY
Nikolaos Argyros	Lynbrook	NY
Michele Hanley	Northport	NY
Renee Carlin	Kings Park	NY
Michael Carlin	Kings Park	NY
Star Wilson	Sicklerville	
Henok Kibru		
Diana Luna	Flowery Branch	
caitlyn flynn	Margate	
Ava Reinert	Philadelphia	
Yenifer Hernandez	Minneapolis	
lily siaton	Philadelphia	
Ross Kimbrell	Little Rock	
Maribel Marulanda	New York	
Kareem Mitchell	Philadelphia	
farzad kordi	Richardson	
elizabeth felix	Lexington	
Abbey Lucas	Fairfax	
Logan Kern	Phoenixville	
Max Allen	Weatherford	

Tanyaa Gallegos	Odessa	
Lydia Ravnikar	East Northport	NY
Helen Quenzer	Northport	NY
Christine Mehilentze	Smithtown	NY
Robert Mendes	West Islip	NY
Lisa Chirco	Huntington	NY
Jennifer Conte	Kings park	NY
Corinne McCune	Commack	NY
Natalie Conlin	Bohemia	NY
Darlene Conlin	Bohemia	NY
Jonathan Chen	Stony Brook	NY
Tom Pinou	FORT SALONGA	NY
Heather Toumey	Kings Park	NY
Antonio Conte	East Northport	NY
Patrick Warner	Bay Shore	NY
Vince Russell	Bay Shore	NY
Christopher Ciejka	Bay Shore	NY
Vincenzo DeGuglielmi	Kings Park	NY
Michael Smith	East Northport	NY
Branko Yurisak	Kings Park	NY
Rene Yurisak	Brooklyn	NY
John Hogan	Ft Salonga	NY
Joe Aliano	New Port Richey	FL
Sam Fischer	East Northport	NY
Kevin Boone	Babylon	NY
Nancy Norrby	Smithtown	NY
Dimitri Pippis	Northport	NY
Anita Slade	East Northport	NY
M McCormack	Commack	NY
Steve Wolf	Sayville	NY
Stacey Eckel	Hollywood	
Robert Vetere	Northport	NY
Jeffrey McCabe	East Northport	NY
Anthony Rosa	The Bronx	NY
Patrick White	Brooklyn	NY
Madeline Valencia	Commack	NY
Tina Marchetta	East Northport	NY
Michael Marchetta	East Northport	NY
Lisa Patruno-white	Smithtown	NY
Robert Scrima	Brooklyn	NY
Lisa Fried	Brooklyn	
James Modico	Kings Park	NY
Nancy Baldi	Commack	NY
Nancy Kamel	Kings Park	NY
Mara Bollettieri	Brooklyn	NY

Melyssa Christofilopoulos	Brooklyn	NY
Brianna Bollettieri	Plainview	NY
Thomas McClintock	Rocky Point	NY
Lisa Vetere	Lakewood	NJ
Geoffrey Hughes	West Babylon	NY
Nicole Johnson	Commack	NY
John Korsiak	Deer Park	NY
Robert Colosa	Commack	NY
Joseph Perez	Whitestone	NY
Anthony Parrinello	Northport	NY
Jessica Ochalek	Flat Rock	MI
Rachel Kim	Laurel	
Luz Marina Blandon	Miami	FL
Tina Mercadante	Downingtown	
Caleb Perez	Gary	
Soraya Elaraj	Kissimmee	
Mykenna Pavich	Battlement Mesa	
Nyasiah Hargrove	Newark	
Gabriel Rodriguez	Orlando	
Sebastian Patrowich	Harboro	
Marina Khitrov	Santa Clara	
Briaisa Johnson	Glen Burnie	
Daryl Helwig	Royal Oak	
APRYL PERKINS	Peachtree City	
Anthony Vetere	Commack	NY
Stella Michalos	Hauppauge	NY
Kathleen O'Brien	Kings Park	NY
Paul R	Commack	NY
Joseph Guarnieri	Massapequa	NY
Rosa Laviano	Northport	NY
Christine Colacino	Fort Salonga	NY
Uzi Midget	Panorama City	
Sophie Fales	Newport	
Abigail Doll	Redlands	
Ayalia Martinez w	Bell Gardens	
Hunter Pugh	Villanova	
Sharnida Dorsey	DeSoto	
Dean McBride	Irvine	
Eryn Rayford	Decatur	
Erica Walker	Dunbar	
Peyton Sheridan	Waterloo	
Denny Briley	Olathe	KS
Draya Brubaker	Sherman	
Michael Harden	Chicago	
Collin Chan		

Angelo Guerra	Indianapolis	
Eli McKenzie	Queens	
Mary Conde	Commack	NY
Melissa Ryan	Kings Park	NY
Adrienne Scamardella	Northport	NY
steve bell	Smithtown	NY
Avigayil Klein	Lakewood Ranch	
Nahara Reed	Coos Bay	
Grace Akinfenwa	Keene	
Butt Hole	Brookneal	
T. TRÉ Trawick	Oakland	
Uriah Brown	Pahoa	HI
Cody Rhodes- Concepcion	Neenah	
Sara Richardson	Sacramento	
Michelle Curry	Aurora	
Nurullah Baltakıran	New York	
Andres Arias	Los Angeles	
McKenzie Thomas	Charlotte	
Courtney Washington	Runnemede	
Brian Cooney	Bohemia	NY
H. Michael Lynch	Fort Salonga	NY
Gina Karp	Commack	NY
Shuangyi Bai	Pullman	
Erin E	Laramie	WY
Jeanette Hammer	Pullman	
Ernest Mannix	East Northport	NY
Jeanette Bartholomew	Hillsborough	
frederick munch	The Villages	FL
robert fitting	New York	NY
Kim Springstead	Port Jefferson Station	NY
Mary Jane Rohan	East Northport	NY
Mike Rohan	East Northport	NY
MarkEast Lippman	East Northport	NY
Sean O’Reilly	Kings Park	NY
Kelly O’Reilly	Kings Park	NY
Zabrina Barile	Commack	NY
Joseph Barile	Fort Salonga	NY
Pete Schumacher	Commack	NY
Eric Lewis	Coventry	
Michael Pollens	Commack	NY
Jessica Caruso	Smithtown	NY
Jessica Carpenter	Centereach	NY
James Kennedy	East Hampton	NY
Catherine Varrialle	Smithtown	NY
Cheryll Meddis	Centereach	NY

Cassandra Wildberger	Kings Park	NY	
Chris Defranco	Mastic	NY	
Kerri Rowles	Northport	NY	
Richard Harris	New York	NY	
Bonnie Foley	Kings Park	NY	
Taylor DiGiacomo	Kings Park	NY	
Steven Gerardi	Dix Hills	NY	
Amanda Toimil	Kings Park	NY	
Lara Scher	East Northport	NY	
Leslie Parisi	Northport	NY	
Gina Maurici	Kings Park	NY	
Ellen Schuckman	Huntington	NY	
Tim Rodriguez	Kings park	NY	
David Albrecht	Farmingville	NY	
Daunne O'Farrell	Bothell		
jenise robles	Springfield		
Ben Wrasman	Delphos		
Andrew Siemers	Huntington Beach		
Nolan Sinkwitts	Brighton		
Sheila Kenney Watkins			
Ilko Mari	Hidalgo		
Lauretta Padgett	Sullivan		
Eric Guerrero	Sacramento		
Ahlam Al Mohammad	Royal Oak		
Emily Moody	Camp Hill		
Breanne Patterson	Republic		
Manuel Alicea	New York		
Jiovanni Jaimes	Covington		
Steve Tchoupe Homsi	Rockville		
Brittany Bussa	Jacksonville		
amanda !			
Giampiero Mariani	Brooklyn		11223-27
Louis Christian	Houston		
Nina Saltagic	Frisco		
Dana Beau	Kings Park	NY	
Douglas Lee	Northport	NY	
Ben Tidwell	Oceanside		
Rosanna Francese	Lindenhurst	NY	
Kristina Boccalino	Brooklyn	NY	
Stephanie Mignano	Bayport	NY	
Jolyne Pisano	Flushing	NY	
Kristen Rodrigues	Smithtown	NY	
Caren Razov	Northport	NY	
Pauline Wimmer	Kings Park	NY	
Brian Chung	Holbrook	NY	

Stacey Sanders	East Northport	NY
Kristen Dekenipp	East Northport	NY
Laura Petriccione	Huntington	NY
Barbara Meddis	Bay Shore	NY
Devon Meddis	Bay Shore	NY
Marzena GARBULEWSKI	East Northport	NY
Kristin Fallon	Kings park	NY
Rain Freeman	Washington	
Theresa Marchia	Kings Park	NY
sean marchia	Kings Park	NY
tanja israel	Mahwah	NJ
Nicholas Mastronikolas	Beaumont	TX
Lawrence Teicher	Northport	NY
Christian Conlon	Saint James	NY
Henry Silvester	Huntington Station	NY
Andrea Garippa	Smithtown	NY
Rosanna Semetsis	Commack	NY
Danielle Larson	Commack	NY
Amy Eagen	Englewood	NJ
Kathien Egan	East Northport	NY
Anna Lippiello	Commack	NY
Ana Razi	East Northport	NY
Elizabeth Fiscina		NY
Richard Oreiro	Commack	NY
Meagan Petrucci	Oyster Bay	NY
Lucrezia DiRico	Commack	NY
Michael Kayitmaz	Smithtown	NY
Danielle Casilli	Kings Park	NY
Amanda Gosselin	Commack	NY
Angela Brugnoni	Islip	NY
Daisha Boccard	Commack	NY
Ashley Vella	Kings Park	NY
Nicole Palmer	Commack	NY
Nicole Zaino	Smithtown	NY
Donald Lanciotti	Northport	NY
Parker Deem	Washington	
Donnie Shepherd	Indianapolis	
Robert Jones	Portland	
Jose Velazquez	New York	
Kristi Gooden	Spring Lake	
Tajeer Robinson	Maplewood	
Natalia Serhiienko	Clearwater	
abteen ahoora	Miami	
Jeff Sciucco	Monroe	NY
Barbara Smith	Oviedo	

Jose Calihua	King City		
Helene Nicholes	Kings Park	NY	
Sugarr Kitten	Memphis		
JT Tucker	Springfield		
Aaden Nielsen	Omaha		
Jimmy Koah	Stoughton		
Delynn Moulton	Clare		
Stanley Robinson	Lawrenceburg		
Joe Schneberger			
Martins Aims	St Louis		
stef any			
Prince Kess	Dallas		
Adewale Adegbite	Grand prairie		
Lyanna Vetere	East Northport	NY	
Amy Kasten	Kings Park	NY	
Samantha Gunnell	Smithtown	NY	
Linda Rossomano	Smithtown	NY	
Janie Boillotat	East Northport	NY	
Kelly Wisniewski	Ft. Salonga	NY	
Mary Feder	Commack	NY	
Hyeyong Messer	OCEANSIDE		
Mark Thomas	Pullman		
Carol Dannenberg	Northport	NY	
George Husted	Commack	NY	
Elizabeth Ryan	Brooklyn	NY	
Bebe Barbour	Fort Salonga	NY	
Tanya DeMaio	Fort Salonga	NY	
Claudia Mass benitt	Commack	NY	
Sheila Geraci	Satellite Beach	FL	
Peter Bosshard	Melville	NY	
Leslie Tory	Northport	NY	
David Lombardo	Fort Salonga	NY	
Lillian Senesi	Fort Salonga	NY	
Sofia Pedroso	Grand Rapids		
Ruth Amdore	Atlanta		
Katherine Hernandez	Huntington Station		
Stacy Berk	Nokesville		
Bree King	Martinsville		
Brynne Lemanski	Goodells		
Joanne Kechejian	Fort Salonga	NY	11768-26
Jenny Pearlman	Northport	NY	
Joseph Graziano	East Northport	NY	
Victor Massina	Northport	NY	
Kate Harder	Glen Ellyn	IL	
Joe Salazar			

James Fitzpatrick	Kings Park	NY	
Angie Duran	Chicago	IL	
kathleen Colodny-Failla	Northport	NY	
Ernest CHISENA	Lake Grove	NY	
Edward Markushewski	Huntsville	AL	
Andreia Dhanram	Northport	NY	
Lisa Piazza-Vera	Forest Hills	NY	11375-16
Kate Ho	Northport	NY	
N A	Marblehead	MA	
Shane G	Saint James	NY	
Dorothy Bosco	Northport	NY	
Kara Bacigalupo	Northport	NY	
Patty Berardi	Commack	NY	
Kristi Verano	Kings park	NY	
Kate_lars@yahoo.com Larson-M	Anchorage		
Bailey Pruett	Birchwood		
Zanna Shwalb	D'Iberville		
Ryan Taylor	Oberlin	OH	
Victoria Trillo	Fort Lauderdale		
Natalia Rivas	Whittier		
LaReina Rivera	Durham		
kiki wilson	Raleigh		
daniel c. cudone	Fort Pierce		
Klaire Stinson	Friendsville		
Bella Connolly	Jacksonville Beach		
Kayla Granados	Doraville		
Cassandra Bourgeois	Medford		
Gg Hh	Pittsford		
Matt Zillhardt	Bethlehem		
NO Reading-Name	Florence		
Allison Smith	Prairieville		
Mia Robertson	Safety Harbor		
Kathy Buckner	Owingsville	KY	
Ameen Veach	Los Angeles		
Michala Burnes	West Memphis		
Yalitza Toribio	Naples		
Luna Gacha	Fort Lauderdale		
Robert Marraro	Corpus Christi		
Mia Vitale	Norfolk		
Lora Her	Wausau		
Juana Hernandez	Baytown		
Emylee Richardson	Makawao		
Adrianna LaBerge	Ansonia		
Ava Johnson	O Fallon		
Janelle Delgado	Richmond		

Suness Ruiz	Lochbuie
Akintunde Akinniyi	Newark
Raul Alvarez	Los Angeles
Kaydence Chavez	North Hollywood
Maria Jenkins	Belleville
Ava Suranofsky	Erie
Robert Greer	Mountain City
Yakelin Flores	Houston
conner berry	Beaumont
jack hoff	Dublin
Sossi Strong	Witchta falls
Brittany Rogers	Portage
Maggie Buecker	Springfield
Ava Matthews	Idaville
Sanai Larry	Teaneck
Seren McRee	Lubbock
zoey belle	Mill Valley
Liana LeMay	Ledyard Center
Chelsea o’connor	Westland
Hannah Trimble	Honeybrook
Miley Conley	New Brighton
maya trees	waverly
modesty espinosa	Phoenix
Olha Polna	Brooklyn
Nessa Nolte	Eaton
Federico Bonfanti	Bloomington
Anneliese Musahl	Pittsburgh
Kylee Richardsom	Abington
Catherine Waller	San Antonio
Laikynn Berry	Karns City
kathy danielkebir	Salem
Rylah Tanyhill	Patton
Lucy Yori	Phoenix
Tami Lukachy	Henderson
lilly ryce	Gettysburg
Sofia Pichardo	Flushing
Rhianna Stewart	Graham
Lesly Rodriguez	Manassas
Christopher Mitchell	Cambria Heights
Tyler Guss	Columbus
Debbie C Frederick	Leland
Bill Azeree	Emeryville
Ausmas Vanhouten	Georgetown
Yolanda Rodriguez	Irving
Sienna Coltan	New Rochelle

Janice Baez	Phoenix	
Javier Flores	Dallas	
Kool Dust	Evansville	
Miles Stephens	Stamford	
Robln Johnson	Temple Hills	
Gretchen Anderson	Wilson	
Jake Crash	Houston	
George Herrick	Saint Petersburg	
Addy Smith	Milford	
Sanjana Madhavan		
Ema Milian	Bridgeport	
Lilianna Reish	Wilmington	
Michaela Mccormick	Woodway	
Jocelyn Acevedo	Elgin	
Kaylin Dellinger	Garrett	
Sharon O`Boyle	Saint Paul Park	
Brynne Greeley	Houston	
Aubrey Longmore	Millersville	
Garon Gumpy	Albuquerque	
Julia Potter	Noblesville	
Michael Yacovone	Washington Township	
Isailys Martinez	Humble	
Zaniya Ferguson	Apple Valley	
Brayden Chivis	Commerce	
Laramie Burke	florence	
Barbara L Corcoran	Toms River	NJ
David Pena	Los Angeles	
Katelynn Campbell	Mountain City	
Andrew G	Hamburg	
Julisa Balderas	Arlington	
Sabreena Phillips	Laveen	
Alayna Kjolhede	Urbandale	
Claire Brinkman	Columbia	
Jon Aiello	East Northport	NY
Randy Miller	Northport	NY
Brittany Young	Hamilton	OH
Warren Cooperstein	Fort Salonga	NY
Steve Errick	Northport	NY
Alison Logan	Northport	NY
Eric Nyktas	Hilliard	
Gabriel Araos	Teresa	
Samantha Sobolewski	Jasper	
Tallulah Severino	San Diego	
Katty Pineda	Van Nuys	
Caroline Moore	Bronxville	

khadijah washington	Davenport		
Alex Hanson	Minneapolis		
alicia quinones	Palm Coast		
Nikko Mondello	Longmont		
Jennifer Dowling	Indianapolis		
Riley Balducci	New Prague		
Kayden Kendall			
Emma Sligar	Oklahoma City		
nathan miller	Hoschton		
Guadalupe Ortega	San Diego		
millie caref	Chicago		
Bowen Bjerkaas	Longmont		
Caleb B	Lagrange		
Aiyana Parker	San Diego		
Ruby Sanders	Overland Park		
Illuso Torres	Houston		
Claire Bonnet	Superior		
Cynthia Crump	New York		
yanalis martinez	Tampa		
Danyelle Huffam-Gregg			
Ooga Booga	Plano		
Yami Montes	Muscatine		
Mari T	Los Angeles		
Debriell Wooten	Byhalia		
Ava Patag	Las Vegas		
Gwynn Kane	Cambridge		
Nicole Akumatey	Ijamsville		
Theresa Strickland	Winter Haven		
Janine McFarland	North port		
Aashi Shah	Acton		
Allison Castillo	Overland Park		
Adriana O'Dell	Vail		
Emma Smithhart	Lapeer		
Hailey Barajas	Wendell		
Jack Ofalltrades	Cincinnati		
Yaretzi Velazquez	El Cajon		
Eddie Gonzalez	East Orange		
Mia Irvine	Tulsa		
Sav fry	new york		S9H
Roselynn Harvey	Kayenta		
Robert Bacigalupo	Northport	NY	
FRANK THUMHART	East Northport	NY	
Marge Dakouzlian	New York	NY	
Etzar Cisneros	Birmingham	AL	
John Finnerty	Kings Park	NY	

Theresa Panas	Kings Park	NY
Anita Beall	Miller Place	NY
Steven Coiasi	Kings Park	NY
Megan Coiasi	Kings Park	NY
Richard Dumola	East Northport	NY
Danielle Donohue	Kings Park	NY
Linda Watson	Northport	NY
Ophelia Petrosyan	Philadelphia	
Keith Donohue	New York	NY
Michael DArpa	New York	NY
Allison Plati	Brooklyn	NY
Joe Plati	Northport	NY
Michele Gervat	Brooklyn	NY
Peter Filippidis	New York	NY
Thomas Viola	Palm Bay	FL
Maureen Fritch	Northport	NY
Melissa Katterson	Crescent	
Alexis Martin	Evansville	
carolina rodriguez	coral springs	
Tucker Bosse	Meriden	
Brea Fahey	Grayslake	
Michael Assani	Katy	
Bryan Romero	East Hartford	
Jackeline Penaran	Watonga	
Christopher Adams	Tampa	
Darian Newland	Fargo	
Sawyer Keahey	Dallas	
Erron Cook	Jacksonville	
Cheyne Mainzinger	Monroe	
Katara Harding	Newburyport	
Hasita Mandadapu	Milpitas	
Natalie Hunter	Erie	
Oliver Mannan	Claremore	
Caroline Swain	Stone Mountain	
jules ron	greensburg	
Shea Hammer	Coeur d'Alene	
Andy Nguyen	Houston	
Fiori Diamanti	New York	NY
Lukas Campbell	Pittsburgh	
Charles Hart	Mount Bethel, PA	
David Fields	Baltimore	
J Le	Fountain Valley	
Rylee Dice	Kent	
Lourdes Canales	West New York	
Hailey Curtner	Piqua	

Rose Williams	Portland	
jt ward	raccoon	
LaGe' Niles	Fredericksburg	
Rob Rizzo	Kings Park	NY
Tara Bucci	Wayne	PA
Linda Pulvermacher	Melville	NY
Suzanne Marino	Coram	NY
Alison Gervat	Troy	MI
Elissa Lewin	Commack	NY
Deer Anon	dont worry	
Bodhi Taubitz	Fenton	
Joshua Sugg	Aransas Pass	
Carissa Clottey	Nashville	
Jack Huang	Secaucus	
RJ Richardson	Broken Arrow	
Yashab rivera	Gardner	
Abi Cisne.	Mesa	
talya capps	Panama City	
Ebyan Abdullahi	Minneapolis	
Hafsatou Barry	Savannah	
Lauren Gaghan	Torrington	
Hanna Ogden	Normal	
Jeremy LaFaver	Lawrenceville	
Nate Joy	Miami	
Tiffany Erhardt	Ohio	
Miriam Lopez	ALEDO	
Gabby A	Antioch	
Barbara Tragna	Commack	NY
Alan Flicker	Huntington	NY
MaryAnn Chirichella	Franklin	MA
Luba J Kaczun	northport	NY
Christine Hauk	East Northport	NY
Jeannette Deschesnes	Sebastian	FL
Jayden Fernandez	Atlanta	
Julianne DeSilva	East Northport	NY
Alex Van Dyke	Salt Lake City	UT
Corey LoBello	Commack	NY
Jamie Gargiulo	Commack	NY
John LoBello	East Northport	NY
Randi Seideman	East Northport	NY
Heather Lucido	Northport	NY
Bruce Seideman	East Northport	NY
Tom Gilmartin	East northport	NY
Jaye Johnson	New York	NY
Valerie Cammiso	Long Beach	NY

Larraine Darienzo	Kings Park	NY
wendy canestro	Brooklyn	NY
S Brod	Smithtown	NY
Eileen Stolz	Naples	FL
Kim Turansky	East Northport	NY
Lori Butler	Commack	NY
Charles Springstead	Port Jefferson Station	NY
Ainek Dominguez	Las Vegas	
Debbie Varone	Commack	NY
Christopher Quarlena	Port Jefferson Station	NY
Nigel Lea	Bronx	NY
Andrew Samela	East Northport	NY
Roseann Pizzo	Northport	NY
Edmund Nielsen	Northport	NY
Kevin Lynch	Northport	NY
Randy Skaggs	East Northport	NY
Zhiwei Ma	East Setauket	NY
Donna Storm-Lynch	Northport	NY
Montell Johnson	Brooklyn	NY
Pamela Barbieri	Northport	NY
Daljit Mundi	Buena Park	
Emika Yven	Naples	
rachael Glogovsky	Lake Geneva	
Aradia Eris	New Philadelphia	
Tom Cruise	Beverly Hills	
Nomy Nomz	Seattle	
Seth Compas	St. George	
Mercedes Carpio	Alexandria	
Jocelyn Fernandez	Pacoima	
Barrett Hogue	Chattanooga	
Jeff Kerr	Miamisburg	
Xerxes Mania	BOLIVAR	
Adam Linick	Eugene	
Sammy Natal	Jersey City	
Mya Amstutz	Lima	
Shannon Elyard	Washington	
Balwinder Kaur	Sunnyvale	
Devon Jones	Los Angeles	
Amelia Dunn	Fairfax	
Shirley Lehman	Jamestown	NY
Alla Buzhduga	Damascus	
Ivania Portillo	Durham	
Ally Wire	Hartford, Ct	
N. Dumser	NORTHPORT	NY
Maria Pusateri	Northport	NY

Anita Filippi-D'Anca	Halesite	NY
Jacqueline Watson	Northport	NY
William Watson	Brooklyn	NY
William O'Donnell	East Northport	NY
Jennifer Bosco	Northport	NY
Ginger Davicino	Commack	NY
Brianne K	East Northport	NY
Colleen Sander	Northport	NY
Frances Roberts	East Northport	NY
Elizabeth Annese	Northport	NY
Zulma Restituto	Huntington	NY
Lona Russo	Kings Park	NY
Lauren Trevino	Garden Ridge	
Veronica A Harley	La Plata	
Virginia Forbes	Northport	NY
Jane Snyder	northport	NY
Michael Black	Northport	NY
Suzanne Gambino	Brooklyn	NY
Laura Hilgarth	Kings Park	NY
Henry Ford	Northport	NY
John Gazzo	Commack	NY
Marilyn Fulton	East Northport	NY
Nordeen Accardi	East Northport	NY
Jill Gilliard	East Northport	NY
Olivia DiFede	Islip Terrace	NY
Robert DiFede	Commack	NY
chris mullady	ft salonga	NY
Joe Joyce	Northport	NY
Tina Kistner	Commack	NY
P. Hallock	Smithtown	NY
ART REILLY JR	COMMACK	NY
Christina Mirro Paino	Commack	NY
Patricia MacDonald	Commack	NY
John Dunn	Morristown	NJ
Patricia Oguzturk	Commack	NY
John Garramone	Manorville	NY
Elizabeth Ruddy	Dix Hills	NY
Marie Garramone	Ronkonkoma	NY
Kelsey Fiala	Flushing	NY
Dawn Kowaleski	Ronkonkoma	NY
Diana Maliar	Weston	
jim thoms	Ronkonkoma	NY
Chris Mathews	Huntington	NY
Ashley Zedi		NY
Lynn Butler	Northport	NY

Katie Sikes	Massapequa	NY
Jeanmarie Sikes	Lake Grove	NY
Mariana Perry	Simpsonville	
Emerald Yee	Bloomington	
Kayla Serrano	Chicago	
Krima Patel	Homer Glen	
Kevin Tuttle	East Northport	NY
Bob Oldham	Commack	NY
Chris Poulos	Kings Park	NY
Phillip Cuiffo	Melville	NY
Fran Posner	East Northport	NY
Christine Ballow	Northport	NY
Nicholas Frisch	Brooklyn	NY
Pati Pericli	East Northport	NY
Kristina Moore	East Northport	NY
Charles Solana	Brooklyn	NY
Al Renz	NORTHPORT	NY
Lindsay Coiscou	East Northport	NY
Christina Bellini	Greenlawn	NY
Jaime Oliveira	East Northport	NY
Mindy Kolomeysky	East Northport	NY
Patricia R. Wildgen	East Northport	NY
Allison Moraitakis	Patchogue	NY
Patricia Conte	Deer Park	NY
Grace Morea- Tinto	East Northport	NY
Joann Lane	Greenlawn	NY
Rahul Gilani	Commack	NY
Lauren Resnikoff	Commack	NY
Jenna Resnikoff	New York	NY
Daniella Jorge	East Northport	NY
Michael Resnikoff	New York	NY
Joseph Hoo	King park	NY
Jason swift	Northport	NY
Paul Del Barrio	Wantagh	NY
Christina Hoo	Kings Park	NY
Amy Hiller	New Albany	
Danielle Swift	Northport	NY
Karla Allegro	Northport	NY
Brendan Mullady	Lake Grove	NY
Gilda Axelrod	Commack	NY
Maria Rowan	East Northport	NY
Maria Ricardo	Miami	
Dominique Zimmerman	Paterson	
kaya boughan	Richwood	
Franco V	Orland Park	

Arlena Guevara	Fort Lauderdale	
Emma Farrell	Elkridge	
Erin Lopez	West Milford	
Brian Bird	Linden	
Yazmin Munoz	New York	
Jack Stewart	Boone	
William Zimontas	Miami	
Manning Voice	Houma	
Reggie Dunbar II	Decatur	
Cinthia Morales	Lexington	
Hong Zheng	Riverside	
Chenille Wilson	Williamsport	
Brittney McDonald	Anderson	
Jennifer smith	berkleu	
James McCormick	Utica	
Big Boy	Orland Park	
Ann Hackler	Smyrna	
Anna Prokopenko	Hollywood	
Kaylee click	Shepherdsville	
Tenzin Choezom	Evanston	
Jennifer Pavelchak	Commack	NY
Andrew Axelrod	East Northport	NY
Lynda Brown	Flushing	NY
Maureen Odonovan O'DONOVAN	Smithtown	NY
Marla Bay	Ronkonkoma	NY
Brian Skulnik		NY
Lisa Makowski	Commack	NY
David Shmil	Pompano Beach	FL
chris chiusano	Northport	NY
Kristine Chiusano	Northport	NY
Carla Irizarry	Centerport	NY
Rich Mamolite	Commack	NY
Ellen Schare	Commack	NY
Jaimie Shapiro	Holbrook	NY
Gregory Tchabovsky	Centerport	NY
Lynn Cromeyn	Northport	NY
Erik Kucich	Northport	NY
Aldo Mugno	Huntington	NY
Luis Barradas	East Northport	NY
Susan Clarke	West Islip	NY
Maria Monda	Northport	NY
Monica Zenyuh	Northport	NY
Lauren Fitzgerald	Mercer	PA
Barbara Crisci	Bellmore	NY

Sudan Delgado	Plainview	NY	
Barbara Dwane	Wayne	NJ	
Yarnell Culler	College Park	GA	
Caleb McCormick	Bartlesville		
Jay Griffin	Nashville		
Luiza Borba	Fort Lauderdale		
Jamela Adams	Kansas City		
Dora Chan	Mercer	PA	
Asma chowdhury	Brooklyn	NY	
Rosemarie Peduto	Northport	NY	
Bryan Sescila	Brooklyn	NY	
Renee Acerno	Brooklyn	NY	
Lori Cary	Brooklyn	NY	
Diego Olarte	Miami		33126-60
Manny Goldstein	Brooklyn		
zhongli Liu	Concord		
Jack Calder	Hollywood		
Kathleen ROMERO			
Hicham Dhibi	Boulder		
melia mallett	Miramar		
Pulak Debnath	Miami		
David Blake	Craigsville		
Yingqi Hong	The Bronx		
Rahchel Leach Brim	Seattle		
gabbi vieira	Erie		
Isaiah Malec	West Haven		
chase wilmot	Milford		
Ice Cream	Burien		
Andrea Villatoro	Miami		
Soumia Zahir	Queens		
Estella Yu	Chantilly		
Laila Maaf	Philadelphia		
Zea Grey	Overland Park		
Sofia Wedderburn	Kings Park	NY	
Karen McCarthy	Huntington	NY	
Sophia Peduto	Northport	NY	
Jeanette Manolarakis	New York	NY	
Jen Bamberger	Melville	NY	
Stefanie Shmil	New York	NY	
Heather JOHNSON	Smithtown	NY	
Michael Chiusano	Brooklyn	NY	
jeanette christian	East Northport	NY	
Shawn Christian	East Northport	NY	
Ezio Mirarchi	Flushing	NY	
Dawn FitzMaurice	East Northport	NY	

Louis Anetrella	Commack	NY
Donna Kane	Centereach	NY
Jennifer Limongelli	Northport	NY
Rony Nehme	Northport	NY
Carolyn Woolverton	New Burnside	
Kendrick Collins	Harrisburg	
Marc Russell	Cambridge	
Jeffrey Ramos	Jersey City	
Alex Stockman	Sandia Park	
Alivia Saradin	Eustis	
Dinah Smith	Trenton	
Heidi Stahl	Huntington Beach	
Paula Garcia	Los Angeles	
Lisa Owens	Keller	
Katherine Hutchins	Phoenix	
Romualdo Agustin	Pacific Palisades	
James Riley	Kings park	NY
Bryan Obi	Carrollton	TX
Douglas Limongelli	Fort Salonga	NY
Taylor Hoggle	Tuscaloosa	
Lex Sokolsky	Northport	NY
Jennifer Kellar	Caliente	
Ivy Singh	Clinton Twp	
Xu Ling	los altos	
Maryam Nazari	Ashburn	
Tela Patterson	Richmond	
Annette Munoz	Monterey Park	
Justin Truong	San Francisco	
Jeanne Young	Austin	TX
Julie Brandeberry	Jamestown	IN
layla bonilla	Pearland	
David G	Houston	
Jota Kujo	Manchester	
Saucy Saucy	Yonkers	
Mathew Koshy	Lawrenceville	GA
Lucas Pelayo	Chula Vista	
Lal Prasad	Duluth	
Cameron Bowman	Woodside	
LaRon Doss	Houston	
Valerie Dorset	Commack	NY
Vanessa Brooks	San Diego	
Kaitlyn Cappetta	kings park	NY
Ophir Sadeh	Commack	NY
jane tuohy	Northport	NY
Mark Kulesza	New York	NY

Mike Penna	Smithtown	NY
Anthony Ortiz	Commack	NY
Mike Arbia	East Northport	NY
Daniel Coxson	Olney	MD
Kristine chiusano	East Northport	NY
Jessica Beaudoin	Smithtown	NY
Melissa Wentzel	Kings Park	NY
Erin Lawrence	New York	NY
Peri Allen	Northport	NY
Robert Timpa	East Northport	NY
Mallary Timpa	East Northport	NY
Michael Szabo	Kings Park	NY
Tom TIERNEY	Kings Park	NY