

FIGHT THE FREIGHT YARD

Important Information



Proposal

This regional train yard 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. It will add approximately 5000 feet of new common carrier railroad. The proposed location is a chain link fence away from established residential neighborhoods in Kings Park and is in very close proximity to residential homes in Greenlawn, Commack, Fort Salonga, Northport, and East Northport. It will pass feet away from homes, schools, playgrounds, businesses and residential roads – all along Port Jefferson’s one track line.

Need

We know this freight yard has been marketed as a way to address Long Island’s need for waste disposal. We understand this a real concern, but this proposal is not a real answer. **Gershow & Omni Brentwood Rail Transfer together can accept more C&D than is being lost with the closing of Brookhaven Landfill. Surplus capacity now exists for C&D.**

Regarding incinerator ash, Town of Brookhaven Supervisor Dan Panico recently announced that the **Brookhaven Landfill will remain open to accept ash until 2027 or 2028.** WM is moving forward with a recycling facility and rail transfer station on 228 acres in Yaphank, very far from homes, not on 82 acres, 150 feet away from a residential community like this project.

Moreover, Suffolk County Executive Ed Romain has called for a **regional plan** when it comes to waste disposal in the county, not a piecemeal approach such as this project.

Reality

Will Only Grow A Private Trucking Business

This is simply a project intended to grow a private trucking business. The site plan shows bays for 50 diesel tractor trailers and the business owner has stated that **initially** two locomotives will arrive daily at night and drop off 27 cars and pick up 27 cars. The business owner states the freight cars will not come back to the yard empty on return trips. Commodities will be unloaded and trucked out from the site by tractor trailer using OUR local roads.

Who Is Impacted

Not only residents in Kings Park, Fort Salonga, Commack, East Northport, and Northport, but everyone on the Port Jefferson line. Also, people bought their houses knowing what was behind them, they knew there was a large buffer of **residentially zoned land**. They never thought there would be heavy industrial use as close as 150 feet from their property. They never thought there would be a regional freight yard in their backyard.

Also, derailments of freight cars are very common. Even a derailment without a catastrophic hazardous material spill will cause huge delays on the one track Port Jefferson commuter line.

More Trucks on Local Roads

There will be a tremendous amount of diesel tractor trailers added to our local roads. This will lead to added accidents, pollution, noise and associated damage to our roads.

CarlsonCorp/Townline Rail acknowledges 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 all over Long Island by CarlsonCorp's existing 50+ fleet of diesel tractor trailers.

This will be adding more trucks to our already overburdened local streets, including Pulaski Road, Townline/Commack Roads, Indian Head Road, and Jericho Turnpike, just to name a few. Also, every ton to be shipped by rail will first arrive by truck, and each truck will then make a return trip after it deposits its cargo.

Federal Preemption

Federal control of rail transportation is far reaching. In the world of the railroad industry, when federal preemption is pitted against local zoning, environmental, and safety regulations - local authorities lose. The federal government and the courts have an extremely broad view of federal preemption, determining that many railroad actions holding even the slightest association with the movement of rail freight are not subject to state or local regulations.

What makes this proposal particularly alarming is the legal responsibility that a **common carrier, which the business owner is seeking to become, cannot refuse to haul hazardous materials**. These include crude oil, chlorine, anhydrous ammonia and sodium hydroxide solution, among others. (the last two Covanta uses and chlorine is used at Suffolk County Sewer District #6 in KP).

Transloading hazardous materials by Townline Rail would not only be required, it would be quite simple.

Hazardous materials shipped by rail can be packed in drums, IBCs, or other bulk or non-bulk packaging - packed inside box cars or strapped to flat cars. Hazmat shipped by rail can also be shipped in rail tank cars. Carlson Corp's transload station would be unnecessary to either load or unload these dangerous materials. Anything from a simple forklift & yard ramp to a truck-to-rail or rail-to-truck vehicle would accomplish this on any side rail.

The law of federal preemption will rip control away from all local governments on such matters as zoning adherence, ordinances/codes regarding noise, lights, vibrations, and the activities of tractor trailers travelling to and from the site, such as the number of, routes, size, and times. Moreover, neither the Town of Smithtown, nor the Town of Huntington, can enter into a binding agreement with the owner to excuse itself from any of its common carrier obligations.

Water Pollution

The proposed site is situated directly atop Long Island's major Hydrogeologic Zone I Deep Flow Recharge Area. This proposed project site is squarely in a Suffolk County Article 7 restricted area. 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.

It will degrade the groundwater quality within the all-important key 'deep flow recharge area, affecting all Long Islanders.

Health Risks

Studies have conclusively found a link between freight-railyard pollution and asthma-related pediatric health issues. Children attending schools near railyards are more likely to exhibit airway obstruction with higher prevalence of abnormal peak expiratory flow and more likely to have values suggesting airway inflammation.

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 other heavy industrial uses, legal, illegal, and unchecked and in operation for decades. Adding freight-railyard pollution will most certainly harm the health of residents, especially children, the elderly, and already compromised community members.

Community Support

There have been two community meetings where opposition to the CarlsonCorp/Townline Rail freight yard was unanimous. There have been over 250 letters and petitions with well over 5,000 signatures in opposition sent to the Surface Transportation Board and the Town of Smithtown. The letters and signatures continue to grow daily.

Call To Action

If you would like to help with this aspect of the battle,
please send your donation, no matter how small, to:
Townline Association, Inc., PO Box 119, Commack, NY 11725
or **Venmo Townline Association** at:

Fight The Freight Yard

@TownlineAssociation

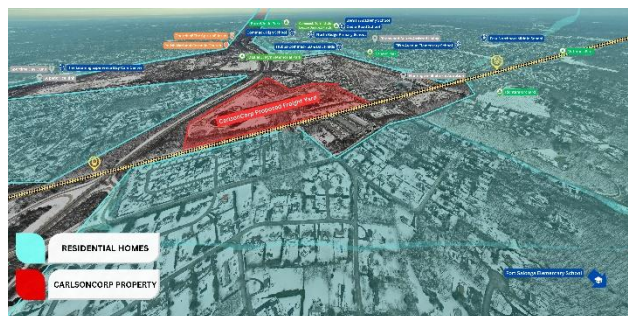


venmo

Every little bit helps!

Thank you!

The Townline Association Board



Visit <https://vimeo.com/846474352>

www.TownlineAssociation.org

*Townline Association, Inc. is a nonprofit 501(c)3 organization and as such your donation is tax deductible.