



SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

July 17, 2025

Justin Marks
Clark Hill
1001 Pennsylvania Avenue, NW
Suite 1300 South
Washington, DC 20004

By email at jmarks@clarkhill.com

RE: Docket No. FD 36833, Lampwrights LLC – Construction and Operation
Exemption – Line of Railroad in Elk and Jefferson Counties, Pennsylvania;
Information Request No. 1

Dear Mr. Marks:

Consistent with 49 C.F.R. § 1105.7(f), the Surface Transportation Board's (Board) Office of Environmental Analysis requests the information below, which is needed to support the environmental review in connection with the above-referenced proceeding.

1. Rail Construction

- A. Identify and map the project-related construction footprint, including all permanent and temporary areas of disturbance. Maps are preferred in GIS format, if available. The map(s) should identify:
 - i. All temporary access areas from the roadway network to the construction footprint, including equipment staging and laydown areas.
 - ii. The conceptual location of any new ancillary buildings or facilities potentially constructed as part of the proposed rail line, including footprint and use.
- B. Confirm whether the alignment of the proposed roadbed track deviates from the existing roadbed at any point and describe the deviation.
- C. Describe the various anticipated construction methods for the proposed rail line. Include description and diagrams/graphics if applicable.
- D. Provide an estimate of the timing and duration of the construction period for completion of the proposed rail line.

- E. Describe the construction methods for repairing, rehabilitating, or replacing bridges or bridge abutments along the roadbed track. Would any of the existing bridge abutments from the existing roadbed be used for the project? If so, which? Provide conceptual plans, locations, and methods for rehabilitating or reconstructing any bridge abutments.
- F. Describe any property acquisition required for the proposed rail line and landfill track and include any maps or tables regarding the locations of structures potentially displaced.
- G. Provide the total acreage of tree removal for all components of the project, including along the existing roadbed and temporary staging areas and access roads for construction.

2. Rail Operations

- A. Confirm that the estimated one in-bound train and one empty out-bound train per week would stay consistent for five years after the date of the anticipated year of the issuance of a final decision from the Board.¹
- B. For the project, provide estimates of the average number of locomotives per train and their length.
- C. Provide average train speed at each roadway/rail at-grade crossing.
- D. Describe how the interchange of freight rail cars between the Buffalo & Pittsburgh Railroad, Inc. line and the roadbed track would occur around the O-I Crenshaw Glass Plant.
- E. Describe the anticipated rail operations on the landfill track, including whether it would be used for loading, storage, or switching; who or what entity would be operating the trains and directing operations; and whether all rail operations and commodities carried would be related to the landfill.
- F. Confirm that Lampwrights (or Noble Environmental, LLC, its parent company) owns or intends to own the landfill track and underlying property.
- G. Identify the owner of the locomotives and hermetically sealed intermodal containers that would be used to transport waste, as well as any other equipment that would be used on the landfill track.
- H. Describe who or what entity would maintain the landfill track.

¹ For example, if the Board's anticipated final decision would be issued in 2026, the forecast year for transaction-related rail traffic should be 2031.

3. Waste-by-Truck Operations

A. Describe the waste-by-truck traffic to and from the Greentree Landfill.

- i. Confirm that there are no anticipated changes in authorized maximum daily volume of waste based on projections five years after the date of the anticipated year of the issuance of a final decision from the Board.
- ii. What percentage of the daily landfill truck traffic is local waste and what percentage is long-haul waste? Discuss whether the breakdown of local and long-haul truck traffic is anticipated to change within the next five years.
- iii. What is the average capacity of a local waste truck? What is the average capacity of a long-haul truck?
- iv. Confirm that the project would primarily be used to serve long-haul waste and that local waste would continue to be delivered by truck.

4. Alignments Considered

A. Provide details on any other rail alignments considered and dismissed. Include a description of any other alignments considered with location maps and the reason for dismissing the alignment.

Please provide your response as soon as possible and no later than August 4, 2025. If you have any questions, feel free to contact Elizabeth Webster of my staff at 202-360-0742 or by email at Elizabeth.Webster@stb.gov. Thank you for your assistance in this matter.

Sincerely,

A handwritten signature in black ink, appearing to read "Danielle Gosselin".

Danielle Gosselin
Director
Office of Environmental Analysis