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August 5, 2025

Ms. Danielle Gosselin, Director
Ms. Elizabeth Webster
Office of Environmental Analysis
Surface Transportation Board
395 E Street, S.W.
Washington, D.C. 20423

Re: STB Docket No. FD 36833 Lampwrights LLC– Construction and Operation
Exemption–In Elk and Jefferson Counties, PA; Partial Response to Information
Request Number 1

Dear Ms. Gosselin and Ms. Webster:

Lampwrights LLC is submitting this letter to partially respond to OEA's Information Request No. 1. OEA's Information Request No. 1 is organized in four sections. This letter will respond to portions of Section 2, Rail Operations and Section 3, Waste-by-Truck Operations. Thank you for your patience as Lampwrights works with its consultants and future rail operator to collect the information request for Sections 1 and 4, and the balance of information requested for Section 2.

2. Rail Operations

- 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.
 - Confirmed
- For the project, provide estimates of the average number of locomotives per train and their length.
 - One locomotive per train. Trains will be at a maximum of 7,000 feet.
- Provide average train speed at each roadway/rail at-grade crossing.
 - Response to be forthcoming in a future response to Information Request No. 1.

- 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.
 - Response to be forthcoming in a future response to Information Request No. 1.
 - 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.
 - The landfill track will store empty and loaded cars. A gantry crane or container style forklift will offload the intermodal containers from the flat cars and place said containers on off-road articulated rock trucks. Rock trucks will transport the intermodal containers to the working face (on landfill property) for ultimate disposal at the active working face. Empty containers will be returned to the landfill track and placed back on the flat cars. All rail operations and commodities will be landfill related.
 - Confirm that Lampwrights (or Noble Environmental, LLC, its parent company) owns or intends to own the landfill track and underlying property.
 - A wholly owned subsidiary of Noble Environmental, Inc will own the landfill track and underlying property.
 - 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.
 - Buffalo and Pittsburgh Railroad will own the associated locomotives. Intermodal containers may be owned by a subsidiary of Noble Environmental and various third parties shipping waste to Greentree Landfill.
 - Describe who or what entity would maintain the landfill track.
 - A wholly owned subsidiary of Noble Environmental will maintain the landfill track.
3. Waste-by-Truck Operations: Describe the waste-by-truck traffic to and from the Greentree Landfill.
- 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.
 - There are currently no anticipated changes, however this is subject to change based on landfill operations. Changes to the maximum daily volume accepted at Greentree Landfill are regulated by Pennsylvania Department of Environmental Protection (PADEP). A separate regulatory approval process for an increase in maximum daily volume would be performed.

- 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.
 - Approximately 50% of landfill volumes are associated with long-haul waste. Given the trend in northeast solid waste movements, Lampwrights believes long-haul waste will continue to materially rise as disposal capacity continues to decrease in the northeast United States.
- What is the average capacity of a local waste truck? What is the average capacity of a long-haul truck?
 - Local Waste Trucks: 10-18 Tons depending on configuration.
 - Long Haul Trucks: 20-25 Tons depending on configuration.
- Confirm that the project would primarily be used to serve long-haul waste and that local waste would continue to be delivered by truck.
 - Confirmed

In addition to the responses provided above, Lampwrights is providing an application filed by Greentree Rail, LLC (another entity in the Noble Environmental corporate family) to the PADEP for Greentree Rail to operate a non-common carrier transloading facility – the Brockway Transload Facility. The Brockway Transload Facility is a separate project from the Proposed Line and it does not fall under Surface Transportation Board jurisdiction.

The Brockway Transload Facility is being developed to facilitate waste-by-rail until construction of the Proposed Line is completed. Lampwrights is providing this application as it contains information that OEA may find useful as it analyzes the environmental impacts of the Proposed Line. Sections of the PADEP application containing personally identifiable information have been redacted.

If you have any questions about this partial response, please let me know.

Sincerely,



Justin J. Marks
Counsel to Lampwrights LLC

Enclosure:

<https://www.imanageshare.com/pd/24sMZ42au5t>