

Bishop Jack Wisor

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First Apostles' Doctrine Church

Bishop Jack Wisor Ministries

Heaven's Acres Homesteading

IRA Ministry Publications

Pittsburgh Outreach to Homeless

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2021

310310

November 20, 2025

To: Surface Transportation Board

Re: Statement of Opposition – FD 36833

Lampwrights LLC Petition for Exemption to Construct Rail Line

ENTERED
Office of Chief Counsel
November 20, 2025
Part of
Public Record

Letter of Support – State Representative Mike Armanini EI-310242

Letter of Support – State Representative Brian Smith EI-310244

I am filing this statement of opposition to the two letters of support, referenced above.

My opposition is based on:

1. Violation of the Oath of Office that both Representative Armanini and Representative Smith took to uphold the Constitution of the Commonwealth of Pennsylvania, most specifically, violation of Article I (1) Inherent Rights of Mankind

“All men are born equally free and independent, and have certain inherent and inalienable rights, among which are those of enjoying and defending life and liberty, of acquiring, possessing and protecting property and reputation, and of pursuing their own happiness.”

They have also failed to uphold their oath to uphold the Constitution of the United States, most particularly, their obligation to “promote the general Welfare”, as specified in the Preamble to the Constitution.

In my filing of today with the Board to be a Party of Record With Comment, I shared the accounts of great emotional and mental stress that this proposed rail line has created in the lives of many in this local community, including members of my congregation and the guests of the Just for Jesus Challenge Homeless Outreach Ministry. Guests of the ministry are truly worried that if this petition is approved, they will lose their home, a home that has been provided to over 2500 homeless persons over the last 25 years, including many veterans, former inmates and many persons with physical, emotional and mental challenges.

If this petition is approved, the resulting rail line would cause irreparable harm to the congregation of the First Apostles' Doctrine Church, along with the Just for Jesus Ministry, as well as the Brockport United Methodist Church down the road.

There are many other property owners and residents of this community who are vehemently opposed to the potential construction of this rail line.

I can assure you that approval of this petition **will certainly not lead to members of the local community, property owners and the two churches, plus the homeless ministry, being able to enjoy their lives or pursue their happiness. On the contrary, approval of this petition would cause great harm.**

The oath of office these representatives have taken also deals specifically with **the right to acquire, possess and protect property.**

This petition, if granted, would deny all of the impacted property owners of their constitutionally-guaranteed inherent right.

As I also identified in the comment I filed this morning, Lampwrights LLC, through written documents published, as delivered to the Board and its Office of Environmental Analysis, has clearly expressed that it “will own all the land necessary to construct the proposed rail line”. Making such a bold statement is blatantly in **violation of the constitutionally guaranteed rights of individuals and private property owners to acquire, possess and protect their property.** Lampwrights has assumed that the petition is already granted, is a done-deal, without the process playing out, and without having any discussion with the impacted property owners.

Both Representatives have been contacted by numerous individuals and property owners in the community to express their total opposition to this proposal.

2. The 5th Amendment to the US Constitution states: “....nor deprived of life, liberty, or property, without due process of law; nor shall private property be taken for public use, without just compensation.” The 14th Amendment likewise addresses the deprivation of property without due process, under the jurisdiction of States.

I maintain that the Representatives have failed to uphold the protections afforded to me and every other landowner in this land, as stated in the 5th Amendment. Due process has clearly not been observed nor implemented in this current matter. The residents of both Pennsylvania House Districts have vocally expressed opposition to this proposed rail line, and have made those feelings known to the Office of Environmental Analysis as well.

Due process has been violated when both Representatives came expressing their unqualified support for the proposed rail line when so many facts and evidence have yet to be determined or revealed. How can you support something when the potential environmental impact has not yet been determined. That is a decision that the Board is charged with. How can you support this when the impact on property owners and the community at large has not been fully analyzed? And very telling in their letters of support is the fact that they were written over 5 months ago, even before any environmental information was provided to the OEA by Lampwrights. And finally, the community and property owners became aware of this intended petition only several days before the Representatives wrote their letters of

support. There was certainly no time given for their constituents or the community at large to express their concerns to their elected representatives,

A gross violation of due process has occurred in the matter of these letters of support, and it is evident from language and information contained in their letters, that the talking points were provided by Lampwrights.

This is very concerning, and should be very concerning to anyone involved in this matter. Without facts, evidence and due process, these letters of support could only have been generated based on a desire to enrich a very few, and not based on a documented need – and certainly not based on a “public benefit for the general welfare.”

As I noted earlier, Lampwrights has clearly expressed that it “will own all the land necessary to construct the proposed rail line”. That says to me that this is destined to be an eminent domain situation if the Board approves the Petition for Exemption.

Where does Due Process begin and where does it end? Undoubtedly it has begun and we are somewhere in the process. Yet I am dealing with letters of support from two state representatives who had no facts, no environmental analysis, little public input, no input from me or any other property owner who would be adversely affected by this proposed rail line. The actions of these representatives reflects “bad faith” towards due process and procedures, and subsequently, has violated my constitutional protections of due process.

I find it necessary to clearly state that these letters of support from officials who are supposed to be representing me and my community have already violated my due process and that of many others.

3. Both Representatives as well as the Board have been previously informed of the very serious concern that approval of this petition may be in violation of the Religious Land Use and Institutionalized Persons Act – impacting two churches and the largest faith-based homeless ministry in Pennsylvania.
4. Many individuals and organizations have documented **REAL** environmental concerns for this project. Serious concerns about the impact on the environment, not just along the proposed track, but just as significantly, impact on the air, soil, groundwater and surface waters of the Commonwealth that the Greentree Landfill discharge into. Increasing the volume of waste disposed of at Greentree will only increase the potential risk for more contamination of the environment.

Noble Environmental’s history with two of its other landfills is of very serious concern – two other properties that have a long history of severe, on-going environmental violations resulting in fines, penalties, consent decrees from the PA Department of Environmental Protection, and documented environmental contamination to soil, groundwater and waterways.

5. Both Representatives are solely basing their support for this petition on “making more money” – most of all for Noble Environmental, Inc., owner of Greentree, but also for the state, Elk County and Fox Township, in terms of user fees.
6. Granting a Certificate of Public Convenience and Necessity is supposedly based on clear and indisputable evidence that a project is in the **public interest**, as well as being needed. There is so much evidence that has already been provided by so many sources that this project is **NOT in the public interest** – there will be clear and detrimental harm caused to so many, not the least of which is the two churches and the homeless ministry that would be irreparably harmed.
7. The last comment I will make with this filing is that both Representatives have pointed out that one of the benefits of the petition would be to reduce the amount of truck traffic on roadways. This is a claim that Lampwrights has made repeatedly. I have provided the Office of Environmental Analysis with documentation that many of Lampwrights claims about out-of-state waste and truck traffic are patently false and completely undocumented. There has been absolutely no evidence provided that construction of this rail line would have any impact on the current waste stream arriving by truck.

It is highly unfortunate that Representative Smith and Representative Armanini have not listened to the concerns of so many of their constituents and have chosen to support the petition solely because it will enrich Noble Environmental and a limited number of government entities.

Thank you for the opportunity to submit this Statement of Opposition.

Sincerely,

Bishop Jack Wisor

Cc: Parties of record

Bishop Jack Wisor

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November 20, 2025

To: Members of the Surface Transportation Board

Re: Lampwrights LLC Petition for Exemption - Docket FD36833

This petition, if granted by the Board, would have a catastrophic impact on what the First Apostles' Doctrine Church and the Just for Jesus Challenge Homeless Outreach Ministry, under my leadership, have been providing to the community, the entire Commonwealth of Pennsylvania, and beyond, for more than 25 years.

I have provided a home to over 2500 homeless individuals, families, veterans, recently released inmates and countless persons with mental and emotional disabilities - people who have been rejected by every other private and public human service agency.

Additionally, the church and ministry have fed thousands of people who have been dealing with starvation and hunger, and who literally have no clothing or any items needed for basic human survival when they come to the church and ministry.

I have previously documented in great detail to the Office of Environmental Assessment how this proposed construction of the rail line through my property where the church and ministry exists will create irreparable harm to the church and ministry. I would hope that a 25-plus year history of providing housing, food and the essentials of life to thousands of people would be judged to be a more important need and benefit than a trash train that is designed to benefit only Noble Environmental, Inc., owner of the Greentree Landfill.

I wish to acknowledge and make this Board aware of the great emotional and mental stress and anguish that this petition and the potential construction of the rail line for the trash train is causing for the church and the guests of the homeless ministry, who are wondering and worrying if they will have a church or a home if this petition were to be granted.

I am also expressing to this Board, and sharing my deep concern for the mental and emotional stress this is causing for the overall community and property owners, since Lampwrights LLC has already noted in letters and documents filed with this Board and the Office of Environmental Analysis that they own or intend to own all of the property needed to make this rail line a reality. Their rhetoric is sending a clear picture to the community and property owners that this petition is already a done-deal. I certainly hope and pray that is not the case.

In regards to the Religious Land Use and Institutionalized Persons Act (RLUIPA), I am asking this Board if the provisions of this Act are being considered in your deliberation of the petition, specifically as it relates to the church and homeless ministry that would be irreparably harmed if this petition is granted. I would greatly appreciate hearing from this Board if the RLUIPA is being considered in your deliberations.

As additional documents, I am also attaching copies of my previous letters to the OEA, documenting my concerns and objections in great detail.

EI-34132	Posted 9/30/25
EI-34128	Posted 9/12/25
EI-34113	Posted 9/1/25
EI-33986	Posted 5/23/25

I am more than willing to participate in any hearings or other proceedings related to the above-named petition.

I can be contacted at [814-590-3898](tel:814-590-3898) or jwisor@windstream.net.

Sincerely,

Bishop Jack Wisor

I am writing in response to the proposed garbage train right of way using the abandoned Erie Lackawanna Railroad grade going through Brockport, Pennsylvania, north to the Greentree landfill.

Since the abandonment of said railroad, all maintenance has ceased along both the north and south embankments of the railroad grade, causing water damming, wetlands developing, harboring pockets of water containing sulfur and possibly other contaminants from the prior decades of mining north of the railroad grade.

This has created flooding issues due to the lack of maintenance and drainage. Therefore, the new railroad company being developed by Landrights, LLC will need to rectify all drainage issues along the said railroad.

The Toby Creek has been a great testimony of how a community cleaned up the sulfur caused by years of mining and now there is a wonderful trout fishing creek and much freshwater wildlife and wetlands wildlife and plants.

Due to the lack of maintenance and drainage, the serious issue is Toby Creek would not be able to accept the extra volume of water that all the “proper” drainage and drainage repair would cause the extra flow of water along with any sulfur and contaminants that will be leached into the Toby Creek Clean Up Project.

As of now, the Creek floods over US Route 219 at various locations. To add volumes of water and new drainage will only cause a more serious and emergency situation, due to the fact that the flood water, and pressure, will back water up into the Brockport area.

Raising the flood plain will damage property, wildlife and years of bringing Toby Creek up to the beautiful fishing creek it is. With this said, the only possible remedy would be to dredge or stretch the Toby Creek creek bed, which would introduce massive volumes of sulfur and destroying decades of progress to the Creek in this community, for absolutely minimal gains to the community, and instead, only severe loss.

This will also affect the several trout streams that run into the Toby Creek.

The railroad bank is acting as a dike, harboring many unseen flooding dangers and environmental issues that would outweigh opening it up again, to the very works that caused the issues mentioned, it is only right, ethical and proper to let the young wetlands grow and not disturb what Mother Nature is repairing due to man’s mistakes.

There will be massive amounts of wetlands disturbed and ruined along with major flooding issues, environmental issues, and safety issues, to the areas that the train will travel

through. Due to the coal mining, removing timber on the north side of the old railroad grade, the railroad grade has, along with nature, controlled to some degree the 50-100 year rainfall, by holding back much of the runoff water flowing south to the Toby Creek. If disturbed, there will be dangerous flooding and environmental issues to live with and the reciprocating profit to the community is far from fair or reasonable.

Now, we must have God and His creation repair the scar that has been across this land for over a hundred years. This community has successfully been part of bringing nature back. To dig up the past will only damage and cause additional harm.

Respectfully submitted,

Bishop Jack Wisor

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2021

September 30, 2025

Ms. Danielle Gosselin

Ms. Elizabeth Webster

Ms. Karen Stevens

Office of Environmental Analysis

Surface Transportation Board

395 E Street, S.W.

Washington, DC 20423

Dear Ms. Gosselin, Ms. Webster and Ms. Stevens:

Upon further review of Justin Marks' letter and accompanying maps to the OEA of [September 19](#), 2025 it is extremely important that I bring to your attention the following information:

1. When I first met with Keystone Acquisition Services Corporation on [April 15](#), 2025 (the firm retained by Lampwrights to acquire property necessary for their plan), they were made very aware of the full use of my property by the First Apostles' Doctrine Church and the Just for Jesus Challenge Homeless Outreach Ministry, and which buildings, structures and facilities on the property are utilized by the church and ministry, as well as their specific locations on the property.

I had specifically asked Keystone if they were an eminent domain company. They assured me that they were not.

2. As I have pointed out previously, Lampwrights is intending to eliminate the use of the primary access driveway to:

- My private residence
- Both indoor and outdoor church sanctuaries
- My barn and fields
- Carpentry, mechanics, paint shop, automotive restoration shops used for providing trade opportunities for the homeless
- Storage trailers
- Parking areas for the church congregation

3. Lampwrights is intending to create a **private railroad grade crossing across what would be the only (primary) access to my property**, that crosses in front of the parsonage and homeless

outreach (which will become virtually useless since the proposed right of way surrounds 3 sides of the house)

4. My research has shown that the Federal Railroad Administration nor the Federal Highway Administration, nor the Surface Transportation Board regulate private railroad crossings. Rather, they are regulated by private agreements between a landowner and the operating railroad.

5. Private crossings are intended for the use of the property owner and their invitees, **not the general public**.

6. The First Apostles' Doctrine Church, which exists on my property, **is open to the general public**. The church has both indoor and outdoor sanctuaries, fellowship grounds, and sponsors annual events that are open to the general public from a large geographic area, including but not limited to an annual tent revival, camping and recreational opportunities, softball games, fishing tournaments and tours of Biblical scenes on the property, **I am gravely concerned that the creation of this private crossing, which would become the ONLY access to all buildings and structures on my property, including all church-related buildings and facilities, will have the intended result of restricting, hindering or eliminating public access to the church and its facilities. This would be a complete violation of the Religious Land Use and Institutionalized Persons Act of 2000.**

7. With Lampwrights proposing to eliminate my current primary driveway access and creating a private crossing across what would become the only access to the property, I am seriously concerned about the consequences if emergency medical, first responders or firefighters would need to access my property, and the private crossing was blocked by a train. In reviewing the available information about private railroad crossings, there is no regulation limiting how long a train may block a private rail crossing. The 5 minute limitation on a train blocking a rail crossing only exists for public rail crossings.

8. From time to time, people come to visit on my property, including their desire to attend worship services or church fellowship activities, on bicycle and on foot. From what I can determine, it is **illegal for anyone to cross a private railroad crossing in anything other than a motorized vehicle**. Namely, anyone crossing on a bicycle or on foot would be committing an illegal act, subject to charges of trespassing on railroad property.

9. I need to be as clear as I possibly can that if this proposal goes through, it would literally prevent anyone from coming onto my property for any purpose whatsoever if they were not in a motorized vehicle, because my primary access would be eliminated and the only other access would involve this proposed private crossing.

10. Safety devices or warnings are typically not installed by railroads at private crossings, which significantly increases the risk to anyone who chooses to use that private crossing.

11. A copy of the map showing the private crossing and the elimination of my primary access is attached.

It is unconscionable to realize what Lampwrights is proposing – not just wanting to deprive me of the use and enjoyment of my own property, but severely hampering, if not eliminating the constitutional rights of the First Apostles' Doctrine Church to invite the general public to participate in worship and fellowship.

In light of this newly-released footprint of the proposed rail line, its right-of-ways and calamitous impact on my personal property rights, as well as the horrific impact on the church and ministry, and Lampwrights now claiming that they will be pursuing eminent domain by stating that “**they will own the land after the STB grants their petition**” I am now considering these proposed actions by Lampwrights to be a violation of my 1st Amendment Rights, harassing in nature, and are causing a great deal of emotional, mental and spiritual stress for me, the local community and the members of the church.

I would appreciate a response to these grave concerns at your earliest opportunity.

Respectfully,

Bishop Jack Wisor

Cc: Congressman Glenn Thompson
 State Senator Cris Dush
 State Rep. Mike Armanini
 State Rep. Brian Smith
 Elk County Commissioners
 Horton Township Supervisors
 A Noble Cause

September 1, 2025

Ms. Danielle Gosselin
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Ms. Elizabeth Webster
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Ms. Karen Stevens
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Dear Ms. Gosselin, Ms. Webster and Ms. Stevens:

I am writing in regards to your letter of July 8, 2025 to Justin Marks at Clark Hill, concerning the “trash train” that is trying to run through my property at 5375 Route 219 in Brockport, Pennsylvania.

In particular, my questions address paragraph (2) describing a portion of your justification as to why the OEA was granting Lampwrights LLC request for the project to be considered utilizing an Environmental Assessment, as opposed to a thorough Environmental Impact Statement:

2. OEA visited the project site on June 17, 2025 (at the northern end of the proposed project in the vicinity of Route 153) to understand the existing conditions in the project area. Most of the proposed line would be within former railway roadbed,

reducing the potential for construction-related disturbance to environmental or cultural resources.

My questions:

1. In addition to the area visited at the northern end by Route 153, was the entire length of the proposed rail line construction inspected during that site visit? I am the owner of several parcels that encompass the original railbed. I am wondering if my property was inspected on that day as part of the site visit. I have previously filed an environmental comment, and I am seriously concerned about the environmental impact on the parcels of land I own, as well as the impact on land owned by others in the community.
2. When the OEA conducts site visits, does it notify property owners of its intended presence?
3. While some of the proposed new construction may lie along the former railbed, a substantial portion of the proposed construction does not (the green line on Lampwrights map showing the proposed landfill track in the vicinity of Route 153). I am particularly bewildered at how a conclusion could be made that there will be an acceptable level of environmental impact from new construction for this segment of the proposed project, considering the flood plain, wetlands, beaver dam, well-stocked trout creek, native trout tributaries, just in this one location north of the proposed right-of-way near Route 153.
4. In regards to the environmental assessment for the entire project, and not just the site visit conducted on June 17th, what consideration has been given to the fact that the proposed right of way/easement for the proposed new construction is slated to be 100 feet, while the right of way/easement for the existing railbed averages 30-50 feet, with select locations where it is 60 feet? The current proposal would generally double or triple the existing right of way/easement, that involves the same: flood plain, wetlands, etc.

From your letter of July 8: OEA visited the project site on June 17, 2025 (at the northern end of the proposed project in the vicinity of Route 153) to understand the existing conditions in the project area. **Most of the proposed line would be within former railway roadbed,** reducing the

potential for construction-related disturbance to environmental or cultural resources.

The statement in bold italics, underlined, is not accurate. The green line track would all be newly constructed and there is no existing rail bed. Even for the portion of the line that would run where the former right-of-way existed, take note, in the paragraph above, that the right-of-way under the proposal would double or triple the prior right-of-way.

I am asking the two questions below (#5 and #6) because neither I or any of my neighbors or other property owners I am aware of were informed of your planned visit on June 17th. The lack of communication from the OEA has led myself and others to have concerns about the identities of those making decisions based on the site visit and their qualifications and credentials. I have the same concern about who will be making the final environmental recommendations to the STB Board and their qualifications and credentials. It seems that Professional Environmental Assessors would clearly see and recognize the tremendous effect this will have on this community.

According to your letter of July 8, 2025 to Justin Marks of Clark Hill, it is stated in the second paragraph:

“Pursuant to 49 C.F.R. 1105.6 (d), the Surface Transportation Board’s (Board) Office of Environmental Assessment (OEA) is granting your request. Based on the information available to date, OEA believes the potential impacts would not be significant, and any impacts could most likely be addressed through appropriate mitigation measures. Therefore, OEA has determined that the preparation of an EA is appropriation in this case for the following reasons:”

Therefore:

5. Who were the individuals conducting the site visit, who made the determination that the potential for construction-related disturbance to environmental resources was “reduced”, and what are the qualifications and credentials of those who rendered that decision? See below:

From your letter of July 8: OEA visited the project site on June 17, 2025 (at the northern end of the proposed project in the vicinity of Route 153) to understand the existing conditions in the project area. Most of the proposed line would be within former railway roadbed, **reducing the potential for construction-related disturbance to environmental or cultural resources.**

6. What are the qualifications and credentials of the OEA staff who evaluate and render decisions on the environmental impact of the entire project, not just those who were involved in the June 17th visit?

I/we would request an additional opinion from other sources to verify that proper and accurate assessments are being done, as we are being “left in the dark” as to the truth in this serious matter.

Also, many are experiencing mental and emotional stress due to the actions in this matter.

Public opinion is needed, but as Professional Environmental Assessors, it is your responsibility to present accurate truth about the hazards and harm that will surely happen in the approximately 5 mile stretch of railroad right-of-way. More evidence of the flood plain issues, wetlands, dredging, contamination and public harm will be made available upon receiving your answers to said questions.

Thank you in advance for your consideration of my questions. I sincerely appreciate and look forward to a response from you at your earliest opportunity.

You may also contact me by email at jwisor@windstream.net or at 814-590-3898.

Respectfully,

Bishop Jack Wisor

Cc: Congressman Glenn Thompson
State Senator Cris Dush
State Representative Mike Armanini
State Representative Brian Smith
Elk County Commissioner Matthew Quesenberry
Elk County Commissioner Gregory Gebauer
Elk County Commissioner Fritz Lecker

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September 12, 2025

Ms. Danielle Gosselin

Ms. Elizabeth Webster

Ms. Karen Stevens

Office of Environmental Analysis

copy to Environmental Comment FD-36833

Surface Transportation Board

395 E Street, S.W.

Washington, DC 20423

Dear Ms. Gosselin, Ms. Webster and Ms. Stevens;

I am writing to remind you again of what I spoke about in the September 10th call about the significant impact a decision to approve Lampwrights LLC application would have on the First Apostles' Doctrine Church and the Just for Jesus Challenge Homeless Outreach Ministry (which is a 501 (c) 3 charitable organization).

I am making the case that providing a church and faith-based homeless outreach with many opportunities for those who need them, with a track record of over 2600 people served in the last quarter century, along with providing community services to the elderly and others in need of assistance, food for the hungry, transportation for those in need, and much more, to our tri-county area and beyond. The church and the ministry continually provides help and assistance to the State Police and local police departments, all of the hospitals and mental health units in the region, Adult Protective Services, Area Agency on Aging, Community Action Agencies in the region, and many other human service agencies. What the church and ministry provides to this community and beyond is far greater "in the public interest" than building a rail line that would help destroy that effort, not to mention all of the other serious harm that building that rail line would result in.

Many of the guests that I have helped over the years, through my homeless outreach ministry, are mentally-challenged. I have been able to provide them with a quality of life that cannot be easily found elsewhere in Pennsylvania. Many of the mentally-challenged have been inmates or addicts who are trying to re-integrate into society.

The church has both indoor worship and outdoor worship facilities on my property that would be negatively impacted by construction of a new rail line and expansion of an existing rail bed right of way. These are permanent facilities, utilized 24/7, 365 days a year. Construction of a new rail line would eliminate the primary access to the property, including my home and both church facilities, along with all

outdoor church fellowship areas that have been created for use of the congregation, denying a home for the homeless and life skills being taught for over 20 years.

It would also eliminate the majority of parking areas for members of the congregation and visitors.

Major expansion work has just been completed on the indoor church, which was to be used until we build our permanent church.

The parsonage that currently houses homeless guests as part of the Just for Jesus Outreach Ministry is the proposed site of the new church that is to be built adjacent to it. This is situated at or near the proposed construction of the rail line, which if approved, would eliminate the building of the new church and disrupt the current use of the parsonage.

The recently completed expansion as well as the plan for building a permanent church now stands in jeopardy depending on the decision that the Board makes in this matter.

Construction of a new rail line would also eliminate the existence of a sawmill I built some years back, to support the need for rough lumber materials for the church and ministry, but more importantly, for a much-needed opportunity to help generate income for the church and ministry, while helping to supply the local community with quality, rough-cut lumber.

I also mentioned to you about the various “shops” on the property that are provided as a way of teaching homeless guests of the ministry important life and job skills – to not just give them practical skills in the employment world, but to give them an important sense of value and self-worth, which pretty much all homeless individuals severely lack.

Access to these shops as well as all of the other areas used for church and ministry purposes will be severely impacted, if not completely eliminated, by a decision to allow this rail line to be constructed. I have been providing this homeless ministry for over 25 years and have provided a home, food, clothing, the necessities of life and truly a chance to set their life on a new path while having an opportunity to connect with Jesus Christ, their Lord and Savior. Over 2600 people have been given this opportunity in the last 25 years.

The 1st Amendment to the U.S. Constitution establishes that “**Congress shall make no law respecting an establishment of religion, or prohibiting the free exercise thereof....**” Additionally, the **Religious Land Use and Institutional Persons Act of 2000** established protections for churches, places of worship and other religious organizations from overly-burdensome land use actions and decisions by all units of government – federal, state and local.

“No government shall impose or implement a land use regulation that:

- A) Totally excludes religious assemblies from a jurisdiction; or
- B) Unreasonably limits religious assemblies, institutions, or structures within a jurisdiction

I believe the information I have provided you in this letter makes a compelling case that a decision by the Surface Transportation Board to approve the application from Lampwrights LLC would definitely result in:

- Denying a congregation their ability to practice their belief and fulfillment of Matthew 25:31-46 to help all people
- Denying homeless people in need from having housing, food, transportation and all of the many benefits and services that they are entitled to from a church and faith-based homeless ministry
- A severe restriction to if not elimination of access to church and homeless ministry buildings, structures and facilities, resulting in a restriction or elimination of the ability to assembly for religious purposes
- Elimination of the church's plan to build a new church adjacent to the existing parsonage
- Elimination of the church and ministry's ability to generate funds from the existing saw mill

There is also another church ¼ mile north of here that would face negative impacts in terms of loss of their parking area for use of their congregants as well as other land use restrictions.

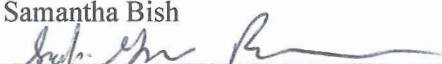
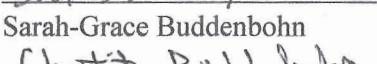
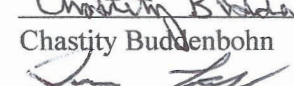
I have enclosed an information packet for you to learn more about the church and ministry that will be allowed to continue and flourish or severely impacted, based on the decision that you make on Lampwrights LLC application.

In closing, I hope that it is convincingly clear that what the church and ministry provides to this community and beyond is far greater "in the public interest" than building a rail line that would help destroy that effort, not to mention all of the other serious harm that building that rail line would result in.

Respectfully,


Bishop Jack Wisor and the
Board of the First Apostles' Doctrine Church

CC: Congressman Glenn Thompson
State Senator Cris Dush
State Rep. Brian Smith
State Rep. Mike Armanini
Elk County Commissioners


Samantha Bish

Sarah-Grace Buddenbohn

Chastity Buddenbohn

James Lagle