SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

October 29, 2026

Justin J. 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 of a Line of Railroad – in Elk and Jefferson Counties, Pa.; Status of Environmental Review

Dear Mr. Marks:

By letter dated February 9, 2026, the Surface Transportation Board's Office of Environmental Analysis (OEA) placed the environmental review for Lampwrights LLC's (Lampwrights) proposed construction and operation of an approximately 3.87-mile rail line to serve the Superior Greentree Landfill in Elk and Jefferson Counties, Pennsylvania (the Line) on hold. The environmental review was placed on hold because the Brockway Area Sewage Authority (Authority) had informed OEA that the Line could not be constructed on top of approximately 1.5 miles of sewer line located within the proposed right-of-way and that the sewer line could not be relocated.[1]

In the February 9th letter, OEA directed Lampwrights to provide confirmation that a negotiated settlement had been reached with the Authority to relocate the sewer line, along with the proposed location of the relocated sewer line, or an alternative alignment (or alignments) in order for OEA to move forward with the environmental review.[2] On September 21, 2026, Lampwrights provided OEA with confirmation that a negotiated settlement had been reached with the Authority and the proposed location of the sewer line to be relocated. Accordingly, OEA will now remove the hold and begin the environmental review based on the revised proposal below.

On May 8, 2026, while the environmental review was on hold, Lampwrights submitted a supplemental filing to the Board modifying its original proposal as follows:

- relocation of the private industry track to the northeast of the existing landfill from the southwest;

[1] (Env't Comment EI-33965.)
[2] (Env't Comment EO-4081.)

- extension of the common carrier track by approximately 7,147 feet (1.35 miles); and
- an increase in the anticipated operations to one in-bound and one empty out-bound train per day, six days per week from one in-bound and one empty out-bound train per week.

Lampwrights further clarified by email, dated October 16, 2026, that it would be adding approximately 8,245 feet (1.56 miles) of industrial sidetrack to be constructed parallel to the common carrier track.

Because Lampwrights has substantially modified its original proposal, OEA will restart the environmental review in this proceeding from the beginning to ensure adequate consideration of the potential environmental impacts in the Board's decision making process pursuant to the National Environmental Policy Act, 42 U.S.C. 4321-4370m-11, and related environmental laws. OEA continues to believe that the potential environmental impacts of the Line would not be significant, and that any impacts could be addressed through appropriate mitigation measures. Thus, the preparation of an Environmental Assessment (EA) is appropriate for Lampwrights' revised proposal. However, should the EA process disclose unanticipated impacts that are significant and unable to be mitigated, OEA would require the preparation of an EIS at that time. The date of this letter starts the one-year statutory timeframe to complete the EA. See 42 U.S.C. 4336a(g)(B)(i).

If you have any questions, please feel free to contact Karen Stevens of my staff at 202-245-0304 or by email at Karen.Stevens@stb.gov.

Sincerely,



Danielle Gosselin
Director
Office of Environmental Analysis