



COMMONWEALTH OF PENNSYLVANIA
PENNSYLVANIA PUBLIC UTILITY COMMISSION
P.O. BOX 3265, HARRISBURG, PA 17105-3265

IN REPLY PLEASE
REFER TO OUR FILE

March 27, 2012

Rosemary Chiavetta, Secretary
Pennsylvania Public Utility Commission
P.O. Box 3265
Harrisburg, PA 17105-3265

Re: Pennsylvania Public Utility Commission, Bureau of Investigation and
Enforcement v. The Yellow Cab Company of Pittsburgh
Docket No. C-2012-2223667

Dear Secretary Chiavetta:

Enclosed for filing, please find an original and three (3) copies of the Bureau of Investigation and Enforcement's (I&E) Answer to the Combined Interrogatories and Request for Production of Documents of the Yellow Cab Company of Pittsburgh (Yellow Cab) in the above-captioned matter. Please be advised that on March 20, 2012, Yellow Cab, through its counsel Paul S. Guarnieri, provided I&E with a twenty (20) day extension of time within which to file Answers to the Interrogatories.

Copies have been served on the parties in accordance with the Certificate of Service.

Very truly yours,

Stephanie M. Wimer
Prosecutor

Enclosures

cc: Certificate of Service

RECEIVED
2012 MAR 27 AM 9:21
PA PUC
SECRETARY'S BUREAU

**BEFORE THE
PENNSYLVANIA PUBLIC UTILITY COMMISSION**

Pennsylvania Public Utility Commission :
Bureau of Investigation and Enforcement :
: **Docket No. C-2012-2223667**
: **v.** :
: **The Yellow Cab Company of Pittsburgh** :

**ANSWERS TO COMBINED INTERROGATORIES AND
REQUEST FOR PRODUCTION OF DOCUMENTS**

The Pennsylvania Public Utility Commission's (Commission) Bureau of Investigation and Enforcement (I&E), through its counsel, Stephanie M. Wimer, files these Answers to the Combined Interrogatories and Request for Production of Documents of the Yellow Cab Company of Pittsburgh (Yellow Cab or Respondent) pursuant to 52 Pa. Code § 5.342.

1. Please identify each witness by name, address and telephone number of any individual that you contacted in the investigation and preparation of the Complaint filed in this matter.

ANSWER: I&E contacted the following individuals throughout the course of this investigation and preparation of the Complaint:

Lawrence Wolfson
2408 East Springwood Drive
Glenshaw, PA 15116
(412) 486-6235

Julie Armstrong
Yellow Cab Company of Pittsburgh
1301 Beaver Avenue
Pittsburgh PA 15233
(412) 323-4728

Dawn Romitz
Allegheny County Airport Authority
1000 Airport Blvd.
Pittsburgh, PA 15231
(412) 472-5538

James Lasky
Yellow Cab Company of Pittsburgh
1301 Beaver Avenue
Pittsburgh PA 15233
(412) 321-8100

RECEIVED
2012 MAR 27 AM 9:21
PA PUC
SECRETARY'S BUREAU

Christine Kolcun
Super Shuttle
1825 Liverpool St
Pittsburgh, PA 15233
(412) 322-8507

Officer Gary Double, Jr.
Pennsylvania Public Utility Commission
Bureau of Investigation and Enforcement
245 William Pitt Way
Pittsburgh, PA 15238
(412) 565-3553

Robert Bingaman
Pennsylvania Public Utility Commission
Bureau of Technical Utility Services
Motor Carrier Compliance
P.O. Box 3265
Harrisburg, PA 17105
(717) 787-1168

RECEIVED
2012 MAR 27 AM 9:21
PA PUC
SECRETARY'S BUREAU

- 2. With respect to all individuals in the proceeding interrogatory, please:**
- a. state whether you are in possession of any statement, written or oral, for the aforementioned individual;**
 - b. provide copies of any such statement, including notes or memoranda of any oral interview taken by anyone, exclusive of attorney work product;**
 - c. state whether you are in possession of any written summaries of statements from the aforementioned individuals/witnesses; and**
 - d. provide copies of those written summaries.**

ANSWER:

- a. I&E possesses a complaint from Lawrence Wolfson and a report prepared by Motor Carrier Enforcement Officer Gary Double, Jr. Lawrence Wolfson and James Lasky made oral statements to Officer Double, which are contained in his report.
- b. Copies of Lawrence Wolfson's complaint and Officer Double's report are attached to these Answers as "Attachment A" and "Attachment B," respectively.
- c. I&E does not possess written summaries of statements, other than what has been summarized in Officer Double's report.
- d. Officer Double's report is attached as "Attachment B."

3. Please identify all individuals that the Commission intends to call as witnesses at the hearing to be scheduled in this matter.

ANSWER: At this time, I&E intends to call the following witnesses at the hearing: Lawrence Wolfson, Officer Gary Double, Jr. and Robert Bingaman.

4. Please identify and produce any and all documents provided by Yellow Cab Company of Pittsburgh to Officer Gary Double that are applicable to the investigation and the filing of the Complaint in this matter.

ANSWER: To the best of I&E's knowledge and belief, the Yellow Cab Company provided the following documents to Officer Double that pertain to this investigation: (1) a log sheet for January 3 to the early morning hours of January 4, 2011; (2) a vehicle schedules report from January 2 to January 8, 2011 verifying that James Lasky drove Cab 432 on the date in question; and (3) an Independent Contractor Enrollment Form for James A. Lasky. These documents are attached as "Attachment C," "Attachment D," and "Attachment E," respectively. Yellow Cab's counsel may verify the information that his client provided by speaking to Yellow Cab.

5. Please provide copies of any and all Officer Reports prepared in the investigation and the filing of the Complaint in this matter.

ANSWER: Officer Double's report is the only report that was prepared in the investigation and filing of this Complaint. It is attached as "Attachment B."

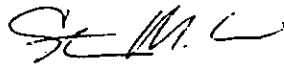
6. Please identify the source of the information to substantiate the allegation contained within Paragraph 3 of the Complaint that alleges "the first two occupants were dropped off and paid a fare between \$38.00 and \$39.00. As the vehicle neared Glenshaw, the meter read approximately \$70.00."

ANSWER: The source of information with respect to the above-quoted portion of Paragraph 3 of the Complaint is the passenger, Lawrence Wolfson.

7. With respect to the proceeding Interrogatory, please identify any and all documents, if any, that substantiate the allegations as set forth in Paragraph 3 of the Complaint filed in this matter.

ANSWER: The document that substantiates the allegations set forth in Paragraph 3 of the Complaint is Lawrence Wolfson's complaint, which is attached as "Attachment A."

Respectfully submitted,



Stephanie M. Wimer
Prosecutor
Bureau of Investigation & Enforcement
Pennsylvania Public Utility Commission

P.O. Box 3265
Harrisburg, PA 17105-3265

Date: March 27, 2012

RECEIVED
2012 MAR 27 AM 9:22
PA PUC
SECRETARY'S BUREAU

VERIFICATION

I, Michael E. Hoffman, Manager, Bureau of Investigation and Enforcement, hereby state that the facts above set forth are true and correct to the best of my knowledge, information and belief and that I expect the Bureau will be able to prove the same at any hearing held in this matter. I understand that the statements herein are made subject to the penalties of 18 Pa. C.S. §4904 relating to unsworn falsification to authorities.

Date: March 27, 2012



Michael E. Hoffman, Manager
Bureau of Investigation and Enforcement
PA. Public Utility Commission
P.O. Box 3265
Harrisburg, PA 17105-3265

(717) 783-5010

RECEIVED
2012 MAR 27 AM 9:22
PA PUC
SECRETARY'S BUREAU

ATTACHMENT A

RECEIVED

2012 MAR 27 AM 9:22

PA PUC
SECRETARY'S BUREAU

RECEIVED FEB 02 2011

Public Utility Commission

Taxi Complaint Form

If you have a complaint against a taxi company in Pennsylvania, except for in Philadelphia, you can use this form to file a complaint with the **PA Public Utility Commission**. You must provide the information on 1, 4, 6, 7, 8 and 10. We will contact you by telephone or by e-mail within 15 business days.

Do **not** fill out this Form if you have a complaint against a Philadelphia taxi. As of April 10, 2005, Philadelphia taxis fall under the jurisdiction of the **Philadelphia Parking Authority**. For taxi complaints in Philadelphia, you may contact the Philadelphia Parking Authority at (215) 683-9600.

Personal Information

1. Name LAWRENCE WOLFSON
2. Address 2408 E SPRINGWOOD DR
3. City GLENSHAW State PA Zip 15116
4. Daytime Phone 412-486-6235
5. E-mail Address NICEDAY357@YAHOO.COM

Incident Information

6. Date 1/5/11
7. Time ABOUT 2:30 AM PM
8. Location of Incident 2408 E SPRINGWOOD DR, GLENSHAW, PA 15116
9. Taxi (PUC) Number DO NOT KNOW

10. Name of Taxi Company YELLOW CAB (GUESS)

11. What happened? Please check any of the appropriate boxes.

- No air-conditioning
- Interior of vehicle not clean
- Driver refused to transport passenger
- Driver Discourteous
- Operated vehicle in a dangerous manner
- Trunk compartment not clean
- Failed to take most direct route
- Fare receipt not provided
- Overcharged
- Tariff rates not posted
- Taximeter not working, not used, not visible
- Doors and/or windows did not operate easily or close securely
- Other (please describe) _____

12. Please explain the Nature of Incident _____

SEE ATTACHED PAGE

Complainant's Signature Lawrence Wolfson

To file your complaint or opinion, print the form and mail it to the District Office nearest to where the incident occurred:

PA Public Utility Commission
Bureau of Transportation & Safety
PO Box 3265
Harrisburg, PA 17105-3265
(717) 787-7598

PA Public Utility Commission
Room 320 State Office Bldg.
100 Lackawanna Avenue
Scranton, PA 18503
(570) 963-4590

PA Public Utility Commission
Transportation & Safety
245 William Pitt Road
Pittsburgh, PA 15238
(412) 423-9310

PA Public Utility Commission
1601 Eleventh Avenue
Altoona, PA 16601
(814) 946-7320

PA Public Utility Commission
801 Market Street
Philadelphia, PA 19107
Bureau of Transportation & Safety
(215) 965-3721

PUC Utility Commission Taxi Complaint Form
Complaint from Lawrence Wolfson
Item 12, Nature of the Incident

Our flight was supposed to arrive at PIT on January 4, 2011 just before midnight but weather and mechanical issues at the departure city caused a delay that resulted in us landing at PIT on January 5, 2011 at about 1:30am. We had a Super Shuttle reservation but Super Shuttle said our wait would be at least an hour so chose instead to take a taxi.

The only taxi remaining already had 2 male passengers going to an address near Liberty Ave in Pittsburgh. The driver said he would take us (my wife and I) as well to our house in Glenshaw after dropping the first two. I do not know how the driver approached the first two passengers about this arrangement but based on the driver's instructions, my wife and I got into the cab. There was no conversation between my wife and I and the two men regarding the fare or the arrangement.

I guess that we left the airport about 2am. The driver ran the meter the entire trip, dropping the two men at their destination and then taking us to ours. In Pittsburgh and before the first destination, we stopped at a convenience store at the request of the two men where they picked something to eat. The driver was a very nice man and there was conversation the entire trip so I was not paying attention to the meter. I think that the fare for the first two passengers was between \$38 and \$39 and they paid with a credit card.

When we arrived at our address in Glenshaw, I think it was about 3am. The driver, my wife and I got out of the cab. The driver and I unloaded the baggage from the trunk. I then asked the driver how much thinking that he would check the meter and charge us the difference. I did remember noticing the meter when we were a couple of miles from our house and remember that the fare was in the low \$70 range. The driver said that he knew that the trip from the airport was about \$65.

He was such a nice guy and we were completely exhausted from our trip so I assumed that he was rightfully charging us the flat rate for the separate trip. I paid him \$65 plus a \$10 tip all in cash, a total of \$75. He did not give me a receipt.

The next day, the incident continued to come up in my mind. I discussed it with my wife and we agreed that we both felt that we should not have paid the \$65 but should have paid the difference between the two fares. That is when I called PUC to file a complaint.

ATTACHMENT B

RECEIVED
2012 MAR 27 AM 9:22
PA PUC
SECRETARY'S BUREAU

Officer's Report

This report is in reference to BP8 case #2223667. The complainant in this case alleges that the driver of Yellow Cab of Pittsburgh #432 over charged them for a cab fare.

On March 2nd, 2011 at approximately 1310 hours I spoke with the complainant Larry Wolfson on the telephone. Mr. Wolfson's address is 2408 East Springwood Drive, Glenshaw, PA 15116. Mr. Wolfson advised the information on the complaint form that he sent in was accurate. On January 5th, 2011 he and his wife were picked up at the Pittsburgh International Airport by an un-identified Yellow Cab and transported to their home. Both locations are with-in the county of Allegheny and are with-in the service area of Yellow Cab.

The time of the pick-up was approximately 0130 hours in the morning. Mr. Wolfson advised that he had originally reserved a trip using Supper Shuttle to take him home. His flight was delayed which caused his arrival in Pittsburgh to be later than expected. When he went to the Supper Shuttle desk they advised him it would be at least an hour so they decided to take a taxi instead. When they walked out to the curb there was only one Yellow Cab available and the cab already had two passengers in it. Mr. Wolfson was unsure if the driver asked the other passengers if it was ok to share the ride or not, but the driver did say he would take both groups. They arrived at the first stop near Liberty Ave. in the city and dropped off the other two individuals. The first group paid the driver the fare on the meter, which was approximately \$38 to \$39 dollars. The driver also kept the meter running during this first stop before continuing on to their home in Glenshaw. Upon arrival at their home the meter fare was approximately \$70 dollars, but the driver asked for \$65.00 stating that the trip would have been about \$65.00 if the first stop was not included. Mr. Wolfson paid the \$65.00 fare plus a \$10.00 tip and he did not ask for a receipt. After thinking it over the next day he thought that they should have paid the difference of the meter, not the entire fare. I advised Mr. Wolfson that I would do my best to determine the cab number and driver in reference to his complaint. Mr. Wolfson advised that he would testify if needed and they wanted to be notified by the PUC in writing when a final determination is made.

On March 2nd at approximately 1600 hours, Mr. Wolfson called me back and said that he would be willing to drop the complaint if he was refunded the overcharge amount.

I then contacted Dawn Romitz of the Airport Authority and asked for assistance in obtaining the correct cab number. Ms. Romitz e-mailed me the transponder list for the morning of January 5th, but she advised the complainant's description that only one cab was at the curb did not appear accurate during the time frame's he gave.

On March 4th, at approximately 1614 hours I again spoke with Mr. Wolfson by telephone to verify times and obtained a description of the driver of the cab. Mr. Wolfson described the driver as an outgoing, older, Caucasian male approximately 5'6 to 5'8". He had gray hair, was clean shaven and had advised them during the cab ride that he drove for Trailways until it folded and then drove bus for another company. At this time Mr. Wolfson stated that the trip actually occurred on the morning of January 4, not January 5, as he originally stated.

Upon getting the new information I contacted Ms. Romitz and again received the airport transponder list for all Yellow Cab's at the airport for the time period provided.

On March 10th, 2011, I was at the office of Super Shuttle in Pittsburgh investigating BP8:2223372. While speaking with Super Shuttle Manager, Christine Kolcum, I asked if she had documentation on Mr. Wolfson's cancelled trip on January 4. Ms. Kolcum provided the Wolfson's reservation cancellation that stated that the Wolfson's did not check in at the Super Shuttle kiosk until 0200 hours on the January 4. In Mr. Wolfson's original statement, he and his wife checked in at the kiosk between 0100 and 0130 and that he had cancelled the Super Shuttle while he was in the cab at approximately 0125 hours.

On March 10, 2011, I spoke with Mr. Wolfson over the telephone and asked him if he was positive about the times he gave me as things do not correspond. Mr. Wolfson advised he needed to speak with his wife to verify things and he would call back. Mr. Wolfson called back a few minutes later and advised that the correct time is between 0200 and 0230 hours. His flight was from Minnesota which was central time or one hour behind. The flight was supposed to arrive at 2235 hours on the January 3. The actual arrival time of Delta flight 2846 from Minnesota was 0136 hours on the January 4. They checked in at the kiosk, decided to take a cab instead and they were on their way home by 0230 hours. He called Super Shuttle to cancel the reservation

from inside the cab at approximately 0225 hours. The correct timing of the start of the trip was about 0214 hours to 0230 hours. Mr. Wolfson apologized for all of the inaccurate information that he had provided.

Ms. Romitz was again contacted and she advised that with the new time periods provided cabs 418 or 259 were potentially the ones involved.

On April 11, 2011, I responded to Yellow Cab of Pittsburgh's terminal and spoke with manager Julie Armstrong. The driver descriptions failed to match with the drivers of cabs 418 or 259. Ms. Armstrong expanded the airport transponder search and found that the correct Yellow Cab was #432. The cab exited the airport at 0210 hours on January 4, 2011. The driver was identified as James Lasky, male, Caucasian, DOB 10/5/1943. He has a PA driver license of 22825121 and he is listed as 5'9" on the driver license. The driver description matched and upon checking Mr. Lasky's application that he filled out when he applied to be a cab driver we found that he worked for Trailways from 1970 to 1989.

On April 4, 2011, at approximately 1453 hours I spoke with driver James Lasky by telephone. Mr. Lasky had no recollection of a trip that occurred on January 4. Mr. Lasky advised that he basically lives at the airport and could not recall a trip last week let alone two months prior. Mr. Lasky advised that in the situations described he advises the customers that he will take them if the first customers do not mind. He also advises all parties that the fares are separate fares for each. Mr. Lasky advised that if he did not charge the full fare to the second party then he believed it would be like giving the second party a free trip to downtown. Mr. Lasky always charges his multiple party fares this way. At this time I explained to Mr. Lasky the PUC regulations that state that on non-exclusive fares the total payment cannot exceed what the fare for the overall trip is. Mr. Lasky advised he will adjust the way he handles these types of trips from now on. I then asked Mr. Lasky if this trip will be found on his trip sheet. Mr. Lasky advised that he tries to list them all, but when he is busy sometimes he forgets. I advised Mr. Lasky that per PUC regulations all trips must be listed on the trip sheet. This surprised Mr. Lasky and he verified this statement three times with me.

On Thursday May 5, 2011, Manager Julie Armstrong of Yellow Cab e-mailed me Mr. Lasky's trip sheet for the early morning of January 4, 2011.

My investigation found that the complainants used Yellow Cab #432 and driver James Lasky to transport them from the airport to their home in Glenshaw, PA on January 4, 2011. The trip was a non-exclusive trip, however the first party involved that would need to provide approval has not been identified. The complainants advised they were charged a flat rate of \$65.00 which added to the first party payment of approximately \$38.00. The driver was paid approximately \$103.00 for a fare that read approximately \$70.00. The complainants were over-charged by the driver, Mr. Lasky, for approximately \$33 dollars. Both Mr. and Mrs. Wolfson were involved in providing the information. Even though I only mentioned Mr. Wolfson as the individual I spoke with, often times Mr. Wolfson would re-ask the questions I asked him to his wife to verify that his answers were correct. I could hear Mrs. Wolfson discussing the incident with her husband while I was on the phone with him. Mr. Wolfson also advised that he never requested a receipt from the driver. It was approximately 0330 hours in the morning, they were tired from a long trip and they just wanted to go to bed.

Upon reviewing the trip sheet one trip was found at the time in question, however driver Lasky only listed Bloomfield as the destination. Bloomfield is the possible location of the first stop without more detailed information I cannot verify this is the trip in question.

Potential PUC Violations:

1. 29.313(c)(4): The times and places of origin and destination of each trip including the odometer or meter mileage at the origin and destination of each passenger trip. Origin and destination places shall contain a street name and address or, if unavailable, an identifiable landmark. Driver Lasky uses general descriptions such as Oak Dale and Shadyside.
2. 29.313(c)(7): The meter readings at the beginning and end of each shift, if applicable. The meter readings appear to be odometer readings and not the meters trip numbers.
3. 29.314(b)(7): Each meter charge shall be collected only once regardless of whether the vehicle is being used in exclusive service or in nonexclusive service. Driver Lasky charged the fare twice and treated the same trip as two individual trips.

4. 29.316(a)(1): The amount as is calculated and registered on the meter. Total fare collected was in excess of \$100.00. Complainants advised meter stated approximately \$70.00.

Compliance review should review this report and the potential violations listed to determine if they are correct or if other violations are present.

On May 11, 2011, I contacted Mr. Wolfson and left a message advising him that the report was completed and will be forwarded to Harrisburg for review.

Attachments info-mapped by WRO Clerk:

1. Driver Lasky's trip sheet for January 4, 2011.
2. Yellow cab form verifying Mr. Lasky was in Cab 432 on date in question
3. Driver Lasky application stating he drove for Trailways
4. Super Shuttle reservation cancellation
5. Yellow Cab fare estimator for trip from PIA to Glenshaw
6. PIA transponder page of Yellow Cabs for date in question.

Gary Double Jr.

May 11, 2011

Badge #4

ATTACHMENT C

RECEIVED

2012 MAR 27 AM 9:22

PA PUC
SECRETARY'S BUREAU

ATTACHMENT D

RECEIVED
2012 MAR 27 AM 9:21
PA PUC
SECRETARY'S BUREAU

Vehicle Schedules Report

Printed On 4/28/2011

Printed For PITTSBURGH (1/2/2011 To 1/8/2011)

PITTSBURGH

Open Schedules as of: 1/2/2011 To 1/8/2011

Vehicle ID	Driver ID	Schedule ID	Last Name	First Name	Lease Amount	Start Date	Due Date	UserID
YC1D								
432	5099	45251	HUGHEY	CALVIN	77.00	01/03/2011	01/03/2011	KKOZIAR
432	5099	45484	HUGHEY	CALVIN	77.00	01/04/2011	01/04/2011	KKOZIAR
432	5099	45685	HUGHEY	CALVIN	77.00	01/05/2011	01/05/2011	KKOZIAR
432	6050	45863	LASKY	JAMES	77.00	01/05/2011	01/06/2011	CSINGLETON
432	5099	45909	HUGHEY	CALVIN	77.00	01/06/2011	01/06/2011	KKOZIAR
YC1N								
432	6050	45429	LASKY	JAMES	77.00	01/03/2011	01/04/2011	HREID
432	6050	46080	LASKY	JAMES	77.00	01/06/2011	01/07/2011	HREID
YC2A								
432	6050	46132	LASKY	JAMES	128.25	01/07/2011	01/08/2011	WSPARBANIE
YC6A								
432	6050	44917	LASKY	JAMES	64.00	01/01/2011	01/02/2011	WSPARBANIE
YC6D								
432	6050	46504	LASKY	JAMES	38.50	01/08/2011	01/09/2011	CSINGLETON
YC7A								
432	6050	45064	LASKY	JAMES	32.00	01/02/2011	01/03/2011	WSPARBANIE

2

1/8/2011 3:47

ATTACHMENT E

RECEIVED

2012 MAR 27 AM 9:21

PA PUC
SECRETARY'S BUREAU

6032

This is not an application for employment; this is an enrollment form to be used by an Independent Contractor applying for a lease.

INDEPENDENT CONTRACTOR ENROLLMENT FORM

Date 7/28/06

PERSONAL

Name James A. Hasley
Address 34 Gansler St City Pgh Zip 15223
Phone No. 412-281-5394 Cell Phone No. 412-628-2548
Social Security No. [REDACTED] Are you at least 25 years of age? yes

LICENSE AND DRIVING INFORMATION

PA Driver's License No. 22 825121
Years of Professional Driving 25
Does your current address appear on your driver's license? yes
Have you had your driver's license for at least 5 full years? yes
Has your license ever been suspended or revoked in the past 12 months? no
If yes, specify the date of the and reason for the suspension/revoking _____

BUSINESS AND EMPLOYMENT EXPERIENCE

List your current or most recent employer or business first.

Employer OWN Buss Address _____
Phone Number _____ Employed From _____ To _____
Job Title _____ Reason for Leaving _____
Supervisor _____ May we contact for reference? _____

Employer Jenny Ross Fed Address Opette Shannon
Phone Number _____ Employed From 1991 To 2002
Job Title Sales Reason for Leaving change of Buss.
Supervisor Dave Maroney May we contact for reference? _____

Employer Continental Trailways Address Pgh, & Dallas TX.
Phone Number _____ Employed From 1970 To 1989
Job Title Driver Reason for Leaving out of Buss
Supervisor _____ May we contact for reference? _____

(3)

BFB: 2223667



Certificate of Service

I hereby certify that I am this day serving the foregoing documents in accordance with the requirements of 52 Pa. Code § 1.54 *et seq.* (relating to service by a participant).

Service by First Class Mail:

Paul S. Guarnieri, Esquire
Malone Middleman, P.C.
Northridge Office Plaza
117 VIP Drive, Suite 310
Wexford, PA 15090

Dated: March 27, 2012



Stephanie M. Wimer
Prosecutor

RECEIVED
2012 MAR 27 AM 9:21
PA PUC
SECRETARY'S BUREAU