



COMMONWEALTH OF PENNSYLVANIA
 PENNSYLVANIA PUBLIC UTILITY COMMISSION
 COMMONWEALTH KEYSTONE BUILDING
 400 NORTH STREET
 HARRISBURG, PENNSYLVANIA 17120

IN REPLY PLEASE
 REFER TO OUR FILE

October 3, 2024

A-2024-3049330

TO ALL PARTIES OF RECORD

Application of the Department of Transportation of the Commonwealth of Pennsylvania for approval to alter eight (8), in total, public at grade crossings by the installation of upgraded railroad warning devices, new crossing surfaces, and the abolition of a crossing where various state and local routes cross, the tracks of SEDA-COG Joint Rail Authority, operated thereon by North Shore Railroad Company located in Selinsgrove Borough, Penn Township, and Middlecreek Township, Snyder County, all in accordance with the Federal Grade Crossing Safety Program and the allocation of costs incident thereto.

To Whom It May Concern:

This matter is before us by reason of an application received by the Commission on May 29, 2024, by the Department of Transportation of the Commonwealth of Pennsylvania (Department) seeking Commission approval to alter eight (8), in total, public at grade crossings by the installation of upgraded railroad warning devices, new crossing surfaces, and the closure of a crossing where various state and local routes cross, at grade, a single track of SEDA-COG Joint Rail Authority (JRA), operated thereon by North Shore Railroad Company (NSHR) located in Selinsgrove Borough, Penn Township, and Middlecreek Township, Snyder County, as identified below:

<u>No.</u>	<u>Route/ Location</u>	<u>DOT No.</u>	<u>ADT</u>	<u>% Trucks</u>	<u>Municipality</u>
1	Water St.	517 518 P	422	2	Selinsgrove Boro.
2	Strawberry Aly.	517 519 W	100	1	Selinsgrove Boro.
3	S.R. 2017 (Market St.)	517 520 R	6,185	6	Selinsgrove Boro.
4	West Pine St.	517 521 X	422	5	Selinsgrove Boro.
5	University Ave.	517 522 E	422	5	Selinsgrove Boro.
6	S.R. 2016 (Clifford Rd.)	517 523 L	1,573	8	Penn Twp.
7	Pawling Station Rd. (T-462)	950 926 P	30	1	Penn Twp.
8	Freeburg Rd. (T-418)	517 535 F	211	2	Middlecreek Twp.

Upon receipt of the application a field investigation and conference was arranged by a Commission staff engineer and held on June 18, 2024, at the site of each of the subject crossings. Representatives of Selinsgrove Borough, Penn Township, Middlecreek Township, JRA, NSHR, Diamondback Signal, LLC, and the Department were in attendance. Although notified by letter sent via electronic mail dated June 13, 2024, there were no representatives from Snyder County, Aqua Pennsylvania, Inc., Eastern Snyder County Regional Authority, PPL Electric Utilities Corp., Service Electric Cable Tv, Inc., UGI Utilities, Inc., or Verizon of Pennsylvania in attendance.

At the field conference, it was noted that Water Street at Crossing No. 1 (DOT 517 518 P), is a curbed, two (2) lane, bi-directional asphalt paved roadway with sidewalks that crosses, at grade, a single track of JRA. The existing railroad crossing consists of an asphalt and rubber rail seal crossing surface and is equipped with existing railroad warning devices comprised of crossbuck (R15-1) signs, "Yield" (R1-2) signs, and emergency notification (I-13) signs. Grade crossing pavement markings and stop lines were present on each roadway approach to the crossing, however grade crossing advanced warning (W10-1) signs were missing.

Strawberry Alley at Crossing No. 2 (DOT 517 519 W) was noted as being a single lane, bi-directional asphalt paved roadway that crosses, at grade, a single track of JRA. The existing railroad crossing consists of an asphalt and rubber rail seal crossing surface and is equipped with existing railroad warning devices comprised of crossbuck (R15-1) signs, "Yield" (R1-2) signs, and emergency notification (I-13) signs. Grade crossing advanced warning (W10-1) signs and stop lines were missing on both approaches to the crossing.

State Route (S.R.) 2017 (Market Street) at Crossing No. 3 (DOT 517 520 R) was noted as being a curbed, two (2) lane, bi-directional asphalt paved roadway with sidewalks that crosses, at grade, a single track of JRA. The existing railroad crossing consists of an asphalt and rubber rail seal crossing surface and is equipped with existing railroad warning devices comprised of eight (8) sets of cantilever mounted automatically operated flashing light warning signals, crossbuck (R15-1) signs, and emergency notification (I-13) signs. Grade crossing advanced warning (W10-1) signs, pavement markings, and stop lines were present on both approaches to the crossing. West and East Spruce Street parallel the tracks and intersect S.R. 2017 (Market Street) approximately 75-feet to the north and 85-feet to the south of the crossing respectively. Grade crossing advanced warning signs were missing on both roadway approaches to the crossing on West and East Spruce Street.

West Pine Street at Crossing No. 4 (DOT 517 521 X) was noted as being a curbed, two (2) lane, bi-directional asphalt paved roadway with sidewalks that crosses, at grade, a single track of JRA. The existing railroad crossing consists of an asphalt and rubber rail seal crossing surface and is equipped with existing railroad warning devices comprised of four (4) sets of mast mounted automatically operated flashing light warning signals, crossbuck (R15-1) signs, and emergency notification (I-13) signs. Grade crossing advanced warning (W10-1) signs, pavement markings, and stop lines were present on both approaches to the crossing. Orange Street and N. Liberty Alley parallel the tracks and intersect West Pine Street approximately 80-feet to the west and 100-feet to the east of the crossing respectively. Grade crossing advanced warning signs were missing on both roadway approaches to the crossing on Orange Street and N. Liberty Alley.

University Avenue at Crossing No. 5 (DOT 517 522 E) was noted as being a curbed, two (2) lane, bi-directional asphalt paved roadway with sidewalks that crosses, at grade, a single track of JRA. The existing railroad crossing consists of an asphalt and rubber rail seal crossing surface and is equipped with existing railroad warning devices comprised of four (4) sets of mast mounted automatically operated flashing light warning signals, crossbuck (R15-1) signs, and emergency notification (I-13) signs. Grade crossing advanced warning (W10-1) signs, pavement markings, and stop lines were present on both approaches to the crossing.

S.R. 2016 (Clifford Road) at Crossing No. 6 (DOT 517 523 L) was noted as being a two (2) lane, bi-directional asphalt paved roadway with shoulders that crosses, at grade, a single track of JRA. The existing railroad crossing consists of an asphalt and rubber rail seal crossing surface and is equipped with crossbuck (R15-1) signs, "Yield" (R1-2) signs, and emergency notification (I-13) signs. Grade crossing advanced warning (W10-1) signs, pavement markings, and stop lines were present on both approaches to the crossing.

Pawling Station Road (T-462) at Crossing No. 7 (DOT 950 926 P) was noted as being a two (2) lane, bi-directional asphalt paved roadway that crosses, at grade, a single track of JRA. The existing railroad crossing consists of a timber and asphalt crossing surface and is equipped with crossbuck (R15-1) signs, "Yield" (R1-2) signs, and emergency notification (I-13) signs. Grade crossing advanced warning (W10-1) signs and stop lines were missing on both approaches to the crossing.

Freeburg Road (T-418) at Crossing No. 8 (DOT 517 535 F) was noted as being a two (2) lane, bi-directional asphalt paved roadway that crosses, at grade, a single track of JRA. The existing railroad crossing consists of an asphalt and rubber rail seal crossing surface and is equipped with four (4) sets of mast mounted automatically operated flashing light warning signals, crossbuck (R15-1) signs, and emergency notification (I-13) signs. Grade crossing advanced warning (W10-1) signs and stop lines were missing on both approaches to the crossing.

JRA, has agreed to upgrade the crossing surfaces and warning devices at the subject crossings by 1) installing new cantilever signal supports at Crossing No. 1 and 3 through 6; 2) installing new signal masts at Crossing No. 4, 5, 7, and 8; 3) installing upgraded 12-inch LED automatically operated flashing light warning signals, bells, and all associated equipment, circuitry and cabling at each of the subject crossings except for Crossing No. 2; 4) installing gates at Crossing No. 8; and 5) replacing the existing crossing surfaces at Crossing No. 3 and 6 with heavy-duty concrete tub crossing surfaces, and at Crossing No. 7 and 8 with timber crossing surfaces; all at the Department's sole cost and expense.

JRA, has agreed to improve the approaches to the subject crossings by 1) reconstructing approximately 18-feet of the curbed sidewalk on the southeast side of Crossing No. 3; 2) extending and connecting the existing sidewalk through Crossing No. 5 making the sidewalk ramps ADA compliant with the addition of detectible warning surfaces; 3) performing as needed tree trimming at Crossing No. 5 and tree trimming/ removal for approximately 300-feet along the track approaches to Crossing No. 6, and 4) installing a new cross pipe at Crossing Number 8; all at the Department's sole cost and expense.

In its application the Department proposed closing Crossing No. 2 (DOT 517 519 W), and various options were discussed with the parties at the field conference. Following the field conference a Commission staff engineer via telephone contacted Selinsgrove Borough to further discuss the closure of Crossing No. 2 at which time the Borough indicated that it had no future plans to utilize the crossing, and it wished to vacate its right-of-way and abolish the crossing. JRA has agreed not to levy any future costs for the continued occupancy of any existing facilities of non-carrier public utility companies located at the subject public crossing.

JRA, at Crossing No. 2 has agreed to 1) remove the existing crossing surface, railroad warning signs, and approach roadway pavement to points approximately 15-foot from the centerline of track on each side of the crossing; and 2) place concrete barriers with Type 4 end of roadway object markers or approved red and white striped Type 3 barricades on each side of the crossing located at the end of the remaining pavement and extending across the full width of the roadway; all at the Department's sole cost and expense.

JRA agrees to perform the necessary alterations, provide for maintenance and protection of highway and pedestrian traffic during the time the work is being performed, and agrees to the future maintenance of all railroad facilities at the subject crossings including the active railroad warning devices and the crossing surfaces, at its sole cost and expense.

JRA agrees to prepare and submit construction plans and situation plans to all parties of record for review and to the Commission for approval and submit detailed circuitry plans to the Department for review and to the Commission for approval, at the Department's sole cost and expense.

Selinsgrove Borough, at its sole cost and expense has agreed to 1) install grade crossing advanced warning (W10-1) signs on the Water Street roadway approaches to Crossing No. 1; 2) install grade crossing advanced warning (W10-4) signs on the West and East Spruce Street roadway approaches to Crossing No. 3; 3) install grade crossing advanced warning (W10-4A) and (W10-2) signs on the Orange Steet and Liberty Street roadway approaches to Crossing No. 4 respectively; and 4) maintain the sidewalk approaches to Crossing Number 1 and 3 through 5 including snow, ice, and debris removal.

Selinsgrove Borough, at the Department's sole cost and expense has agreed to install "No Outlet" (W14-2) signs on the Strawberry Alley roadway approaches to Crossing No. 2.

Penn Township, at its sole cost and expense has agreed to install grade crossing advanced warning (W10-1) signs and stop lines on the Pawling Station Road (T-462) roadway approaches to Crossing No. 7.

Middlecreek Township, at its sole cost and expense has agreed to install grade crossing advanced warning (W10-1) signs and stop lines on the Freeburg Road (T-418) roadway approaches to Crossing No. 8.

The Department, Selinsgrove Borough, Penn Township and Middlecreek Township agree to maintain their respective highway facilities in advance of and at the subject crossings including the roadway surfaces, advanced grade crossing warning signs, pavement markings, and stop lines, at each respective parties' sole cost and expense.

Non-carrier public utilities or municipalities will be directed to relocate their facilities, at their initial cost and expense, if necessary. It will not be necessary for the Commission to appropriate railroad property to accommodate the improvements.

In its application the Department stated that it was necessary and proper to perform the proposed alterations for the safety and convenience of the public. The Department provided a general description of the proposed work at each crossing as well as the Average Daily Traffic (ADT) volumes and percent truck traffic as detailed above.

The project will be funded through the Federal Highway Grade Crossing Safety Program, disbursed through the Department with an estimated project cost of \$3,400,000.

The proposed alterations were discussed in detail at the field conference with all attending parties of record and none have advised that they object to the issuance of a Secretarial Letter, prior to hearing, approving the alteration of the crossings.

The Commission hereby establishes its jurisdictional limits at each of the eight (8) subject public crossings as the area within the confines of the railroad and highway right-of-way.

The Commission has exclusive jurisdiction in crossing alterations and is the final arbiter of any fees associated with a crossing application. Any conditions, including fees associated with a crossing application, must be approved by the Commission.

Upon full consideration of the matters involved and inasmuch as no objection has been filed with the Commission, we find that a Secretarial Letter can be issued approving the application without a formal hearing.

The Commission issues this Secretarial Letter in accordance with Section 2702 of the Public Utility Code and finds that the alteration of the subject public crossings is necessary and proper for the service, accommodation, convenience, or safety of the public; THEREFORE:

1. The caption of the subject proceeding is hereby revised as shown herein.
2. The seven (7) subject public crossings; Crossing Number 1 (DOT 517 518 P), Crossing Number 3 (DOT 517 520 R), Crossing Number 4 (DOT 517 521 X), Crossing Number 5 (DOT 517 522 E), Crossing Number 6 (DOT 517 523 L), Crossing Number 7 (DOT 950 926 P), and Crossing Number 8 (DOT 517 535 F) where various state and local routes cross, at grade, a single track of SEDA-COG Joint Rail Authority, operated thereon by North Shore Railroad Company in Selinsgrove Borough, Penn Township, and Middlecreek Township, Snyder County be altered as directed herein.
3. The public Crossing Number 2 (DOT 517 519 W) where Strawberry Alley crosses, at grade, a single track of SEDA-COG Joint Rail Authority, operated thereon by North Shore Railroad Company in Selinsgrove Borough, Snyder County, be and is hereby abolished upon satisfactory completion of the work directed herein.
4. SEDA-COG Joint Rail Authority, at the Pennsylvania Department of Transportation's sole cost and expense and prior to the start of construction, shall submit final construction plans for Crossing Number 2, 3, and 5 through 8 to all parties of record for review and to the Commission for approval.

5. SEDA-COG Joint Rail Authority, at the Pennsylvania Department of Transportation's sole cost and expense and prior to the start of construction, submit situation plans for each of the subject public crossings, except for Crossing Number 2, to all parties of record for review and to the Commission for approval.

6. SEDA-COG Joint Rail Authority, at the Pennsylvania Department of Transportation's sole cost and expense and prior to the start of construction, submit detailed circuitry plans for each of the subject public crossings, except for Crossing Number 2, to the Pennsylvania Department of Transportation for review and to the Commission for approval.

7. SEDA-COG Joint Rail Authority, at the Pennsylvania Department of Transportation's sole cost and expense, furnish all material and perform all work necessary to establish and maintain any detours or traffic controls that may be required to properly and safely accommodate vehicular and pedestrian traffic during the time all eight (8) in total public crossings are being altered.

8. SEDA-COG Joint Rail Authority, at the Pennsylvania Department of Transportation's sole cost and expense, furnish all material and perform all work necessary to furnish any watchmen, flagmen, inspectors, and/or engineering services that may be deemed necessary to protect the railroad's operations or facilities during the time the facilities are being altered.

9. SEDA-COG Joint Rail Authority, at the Pennsylvania Department of Transportation's sole cost and expense, furnish all material and perform all work necessary to 1) install new cantilever signal supports at Crossing Number 1 and 3 through 6; 2) install new signal masts at Crossing Number 4, 5, 7, and 8; 3) install upgraded 12-inch LED automatically operated flashing light warning signals, bells, and all associated equipment, circuitry and cabling at each of the subject crossings except for Crossing Number 2; 4) install gates at Crossing Number 8; 5) replace the existing crossing surfaces at Crossing Number 3 and 6 with heavy-duty concrete tub crossing surfaces, and at Crossing Number 7 and 8 with timber crossing surfaces; 6) reconstruct the sidewalk at public Crossing Number 3, and extend and connect the existing sidewalk through public Crossing Number 5 as detailed above; 7) perform various tree trimming/removal at Crossing Number 5 and 6 as detailed above; and 8) install a new cross pipe at Crossing Number 8; all constructed in accordance with the approved plans, Part 8 of the Manual on Uniform Traffic Control Devices, and this Secretarial Letter.

10. SEDA-COG Joint Rail Authority, at the Pennsylvania Department of Transportation's sole cost and expense, furnish all material and perform all work necessary to 1) remove the existing crossing surface, railroad warning signs, and approach roadway pavement to points approximately 15-foot from the centerline of track on each side of Crossing Number 2; and 2) place concrete barriers with Type 4 end of roadway object markers or approved red and white striped Type 3 barricades on each side of Crossing Number 2 located at the end of the remaining pavement and extending across the full width of the roadway; all constructed in accordance with the approved plans, Part 8 of the Manual on Uniform Traffic Control Devices, and this Secretarial Letter.

11. Selinsgrove Borough, at its sole cost and expense, furnish all material and perform all work necessary to 1) install grade crossing advanced warning (W10-1) signs on the Water Street roadway approaches to public Crossing Number 1; 2) install grade crossing advanced warning (W10-4) signs on the West and East Spruce Street roadway approaches to public Crossing Number 3; and 3) install grade crossing advanced warning (W10-4A) and (W10-2) signs on the Orange Steet and Liberty Street roadway approaches to public Crossing Number 4 respectively; all in accordance with Part 8 of the Manual on Uniform Traffic Control Devices and this Secretarial Letter.

12. Selinsgrove Borough, at the Pennsylvania Department of Transportation's sole cost and expense, furnish all material and perform all work necessary to install "No Outlet" (W14-2) signs on the Strawberry Alley roadway approaches to public Crossing Number 2, in accordance with Part 8 of the Manual on Uniform Traffic Control Devices and this Secretarial Letter.

13. Penn Township, at its sole cost and expense, furnish all material and perform all work necessary to install grade crossing advanced warning (W10-1) signs and stop lines on the Pawling Station Road (T-462) roadway approaches to public Crossing Number 7, in accordance with Part 8 of the Manual on Uniform Traffic Control Devices and this Secretarial Letter.

14. Middlecreek Township, at its sole cost and expense, furnish all material and perform all work necessary to install grade crossing advanced warning (W10-1) signs and stop lines on the Freeburg Road (T-418) roadway approaches to public Crossing Number 8, in accordance with Part 8 of the Manual on Uniform Traffic Control Devices and this Secretarial Letter.

15. Any relocation of, changes in and/or removal of any adjacent structures, equipment or other facilities of any non-carrier public utility company or municipal authority, which may be required as incidental to the alteration of the crossing be made by said public utility company or municipal authority at its initial cost and expense, and in such a manner as will not interfere with the alteration of the crossings; and such relocated or altered facilities thereafter be maintained by said public utility or municipal authority at its sole cost and expense.

16. All parties involved herein cooperate fully with each other so that during the time the work is being performed, vehicular, pedestrian and railroad traffic will not be endangered or unnecessarily inconvenienced, and so that the requirements of each of the parties will be provided for and accommodated insofar as possible.

17. SEDA-COG Joint Rail Authority, cooperate with the non-carrier utilities involved, so that during the alteration of the involved crossings, the facilities of the non-carrier utilities will not be endangered or unnecessarily interrupted.

18. SEDA-COG Joint Rail Authority, at least seven (7) prior to the start of work, notify local emergency management services and all parties of record of the actual date on which work will begin.

19. The alteration of the crossings be completed on or before December 31, 2025, and that on or before said date the Pennsylvania Department of Transportation, report in writing the date of actual completion of the work to this Commission and certify to the parties of record and this Commission that the work has been satisfactorily completed in accordance with this Secretarial Letter.

20. SEDA-COG Joint Rail Authority, Selinsgrove Borough, Penn Township, and Middlecreek Township, at each party's respective sole cost and expense, pay all compensation for damages, if any, due to the owners of property taken, injured, or destroyed by reason of the alteration of the crossings in accordance with this Secretarial Letter.

21. Upon completion of the alteration of public Crossing Number 1, 4, 5, 7, and 8, SEDA-COG Joint Rail Authority, at its sole cost and expense, furnish all material and perform all work necessary thereafter to maintain its railroad facilities at the subject crossings, including the active warning devices and all appurtenant equipment, and maintain at all times in a safe, smooth and satisfactory condition the crossing surfaces for the full width of the roadway, shoulders, and sidewalks located between the rails and for a distance of twenty-four (24) inches beyond the outermost rails; all in accordance with the approved plans, Part 8 of the Manual on Uniform Traffic Control Devices and this Secretarial Letter, and provide Selinsgrove Borough, Penn Township, and Middlecreek Township at least ten (10) business days advance notice when performing any work as directed by this paragraph that may affect their respective facilities.

22. Upon completion of the alteration of public Crossing Number 3 and 6, SEDA-COG Joint Rail Authority, at its sole cost and expense, furnish all material and perform all work necessary thereafter to maintain its railroad facilities at the subject crossings, including the active warning devices and all appurtenant equipment, and maintain at all times in a safe, smooth and satisfactory condition the high-type concrete tub crossing surfaces for the full width of the roadway, shoulders, and sidewalks; all in accordance with the approved plans, Part 8 of the Manual on Uniform Traffic Control Devices and this Secretarial Letter, and provide the Pennsylvania Department of Transportation, Selinsgrove Borough, and Penn Township at least ten (10) business days advance notice when performing any work as directed by this paragraph that may affect their respective facilities.

23. Upon completion of the abolition of the former public Crossing Number 2, SEDA-COG Joint Rail Authority, at its sole cost and expense, furnish all material and perform all work necessary thereafter to maintain its railroad facilities at the subject crossing, including any concrete barriers, barricades or signs associated with designating the end of the roadway; all in accordance with the approved plans, Part 8 of the Manual on Uniform Traffic Control Devices and this Secretarial Letter, and provide Selinsgrove Borough at least ten (10) business days advance notice when performing any work as directed by this paragraph that may affect their facilities.

24. Upon completion of the alteration of public Crossing Number 1, 4, 5, 7, and 8, Selinsgrove Borough, Penn Township and Middlecreek Township, at each respective party's sole cost and expense, furnish all material and perform all work necessary thereafter to maintain their respective highway approach roadways of the subject crossings to points twenty-four (24) inches beyond each outside rail, and in addition, maintain the grade crossing advance warning signs, pavement markings, and stop lines, if required; all in accordance with the approved plans, Part 8 of the Manual on Uniform Traffic Control Devices and this Secretarial Letter, and provide SEDA-COG Joint Rail Authority at least ten (10) business days advance notice when performing any work as directed by this paragraph that may affect their facilities.

25. Upon completion of the alteration of public Crossing Number 1, 4, and 5, Selinsgrove Borough, at its sole cost and expense, furnish all material and perform all work necessary to maintain the approach sidewalks of the subject crossings, including snow, ice, and debris removal to points twenty-four (24) inches beyond each outside rail; all in accordance with this Secretarial Letter.

26. Upon completion of the abolition of the former public Crossing Number 2, Selinsgrove Borough, at its sole cost and expense, furnish all material and perform all work necessary thereafter to maintain its highway facilities including the Strawberry Alley roadway approaches, "No Outlet" (W14-2) signs, and any other applicable signage in a safe and satisfactory condition; all in accordance with this Secretarial Letter.

27. Upon completion of the alteration of public Crossing Number 3, Selinsgrove Borough, at its sole cost and expense, furnish all material and perform all work necessary to maintain the approach sidewalks of the subject crossing, including snow, ice, and debris removal up to the high-type concrete tub crossing surface; all in accordance with this Secretarial Letter.

28. Upon completion of the alteration of public Crossing Number 3 and 6, the Pennsylvania Department of Transportation, at its sole cost and expense, furnish all material and perform all work necessary thereafter to maintain the highway approach roadways of the subject crossings up to the high-type concrete tub crossing surfaces, and in addition, maintain the grade crossing advance warning signs, pavement markings, and stop lines, if required; all in accordance with the approved plans, Part 8 of the Manual on Uniform Traffic Control Devices and this Secretarial Letter, and provide SEDA-COG Joint Rail Authority, Selinsgrove Borough, and Penn Township at least ten (10) business days advance notice when performing any work as directed by this paragraph that may affect their respective facilities.

29. Upon completion of the alteration of public Crossing Number 1, 3, 4, 5, 6, 7, and 8, each non-carrier public utility company and municipal authority, at its sole cost and expense, furnish all material and perform all work necessary thereafter to maintain its respective facilities, existing or altered, located within the limits of the improvements.

30. Upon completion of the abolition of the former public Crossing Number 2, each non-carrier public utility company and municipal authority, at its sole cost and expense, furnish all material and perform all work necessary thereafter to maintain its respective facilities, existing or altered, located within the limits of the former public crossing.

31. Upon completion of the work herein directed, and upon written request from any party of record, this proceeding be scheduled for a hearing at a time and place to be determined by the Commission, for the purpose of taking testimony upon the final allocation of any costs incurred by the non-carrier utility companies and municipal authorities and other matters relevant to this proceeding.

The Parties are reminded that failure to comply with this or any Order or Secretarial Letter in this proceeding may result in an enforcement action seeking civil penalties and/or other sanctions pursuant to 66 Pa. C.S. § 3301.

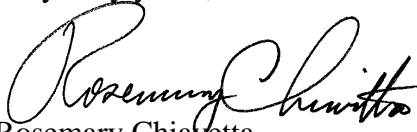
All formal documents must be filed with the Secretary of the Commission. Documents must be eFiled, mailed or hand delivered. All filings should be addressed to the Secretary, PA Public Utility Commission, 400 North Street, Harrisburg, PA 17120. The Commission will not accept documents delivered by fax or by e-mail. Parties are encouraged to file formal documents by eFiling with the Secretary of the Commission by opening an eFiling account through the Commission's website (the account is free of charge) and accepting eservice at <https://www.puc.pa.gov/filing-resources/efiling/>.

If your filing contains confidential material, you are required to file by overnight delivery to ensure the timely filing of your submission. There are certain filings that cannot be eFiled, such as filings containing confidential or proprietary material. These must be submitted to the Secretary by overnight delivery, priority, or certified mail to allow tracking of your filing.

If you are dissatisfied with the resolution of this matter, you may, as set forth in 52 Pa. Code §§ 1.31 and 5.44, file a Petition for Reconsideration from Staff Action (Petition) with the Commission within twenty (20) days of the date of this letter. The Petition shall be eFiled with the Secretary of the Commission or sent to: Secretary, PA Public Utility Commission, 400 North Street, Harrisburg, PA 17120, and must be filed within twenty (20) days, or if no timely request is made, the action will be deemed to be a final action of the Commission.

The Petition MUST include: (1) a written statement (divided into numbered paragraphs) outlining the reasons for the request; (2) the case docket number (it is provided for you at the top right-hand corner of this letter); (3) the party on whose behalf the petition is made; (4) a Certificate of Service on the other parties of record; and (5) a Verification with original signature in accordance with 52 Pa. Code § 1.36.

Very truly yours,



Rosemary Chiavetta
Secretary