



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

May 30, 2025

IN REPLY PLEASE
REFER TO OUR FILE

A-2024-3051279

TO PARTIES OF RECORD

Application of the City of Philadelphia for approval to alter the public crossing (DOT 541 559 F) by widening the roadway and crossing surfaces, installing updated pedestrian facilities, installing a highway traffic signal with railroad preemption, and removing an industrial track where Packer Avenue crosses, at grade, three (3) tracks of Consolidated Rail Corporation, of which the westernmost track is operated on by CSX Transportation Inc., and Norfolk Southern Railway Company, and two (2) tracks of the Philadelphia Belt Line Company, and to alter the public crossing (DOT 976 324 Y) by adding warning facilities where Columbus Boulevard crosses, at grade, one (1) industrial track of Consolidated Rail Corporation in the City of Philadelphia, Philadelphia County.

To Whom It Concern:

This matter is before the Commission by reason of a Petition filed by Holt Logistics on April 15, 2025, requesting modification of our Secretarial Letter dated March 21, 2025.

In the Petition, Holt Logistics requested that pages 2, 3 and 5 of the preamble be changed to delete mention of Holt Logistics as being responsible to reimburse Consolidated Rail for the maintenance of the crossing on Columbus Blvd, to change the name of owner of the property located to the east of Delaware Avenue and north of Packer Avenue to be Delaware Avenue Enterprises, and to delete Numbered Paragraph 20 in its entirety.

A certificate of service was provided with Holt Logistics' Petition averring a copy was served to all parties of record. No party of record has advised that it objects to Holt Logistics' request to modify our Secretarial Letter dated March 21, 2025.

We have carefully reviewed the Petition filed by Holt Logistics and will grant its request to alter our Secretarial Letter dated March 21, 2025, by modifying pages 2, 3 and 5 of the preamble and Numbered Paragraph 20. The Commission issues this Secretarial Letter in accordance with Section 2702 of the Public Utility Code, THEREFORE:

1. The Petition filed by Holt Logistics on April 15, 2025, be granted as herein directed.

2. Page 2, Paragraph 2 of the preamble of our Secretarial Letter issued March 21, 2025, which reads as follows, to wit:

“At the field conference it was noted that Packer Avenue is a two-way asphalt paved roadway maintained by the City with an asphalt pedestrian sidewalk along the southern side, generally oriented east to west delineated by white painted pavement markings. At the public crossing (DOT 541 559 F) Packer Avenue crosses, at grade, five (5) tracks all generally oriented north to south consisting of one (1) main track (westernmost), three (3) disconnected tracks, and one (1) industrial track (easternmost). The main track is operated on by CSX, NSRC, and Conrail and is maintained by Conrail. The three (3) disconnected tracks are intended for future rail service with the westernmost disconnected track maintained by Conrail and the two (2) easternmost disconnected tracks are maintained by the PBL. The industrial track (easternmost) is a spur track with a concrete panel crossing surface in good condition maintained by Conrail at the sole cost and expense of Holt Logistics. The industrial track crosses Packer and Delaware Avenues and provides rail service to the Holt Logistics property to the east of Delaware Avenue.”

be and is hereby modified to read:

At the field conference it was noted that Packer Avenue is a two-way asphalt paved roadway maintained by the City with an asphalt pedestrian sidewalk along the southern side, generally oriented east to west delineated by white painted pavement markings. At the public crossing (DOT 541 559 F) Packer Avenue crosses, at grade, five (5) tracks all generally oriented north to south consisting of one (1) main track (westernmost), three (3) disconnected tracks, and one (1) industrial track (easternmost). The main track is operated on by CSX, NSRC, and Conrail and is maintained by Conrail. The three (3) disconnected tracks are intended for future rail service with the westernmost disconnected track maintained by Conrail and the two (2) easternmost disconnected tracks are maintained by the PBL. The industrial track (easternmost) is a spur track with a concrete panel crossing surface in good condition maintained by Conrail. The industrial track crosses Packer and Delaware Avenues and provides rail service to the Delaware Avenue Enterprises property to the east of Delaware Avenue.

3. Page 3, paragraph 2 of our Secretarial Letter issued March 21, 2025, which reads as follows, to wit:

“The second subject captioned public crossing (DOT 976 324 Y), is located due north of the Packer Avenue crossing on Columbus Boulevard. Columbus Boulevard is a curbed bi-directional highway with a sidewalk on the western side and opposing traffic lanes separated by a concrete median. The lane configuration of Columbus Boulevard consists of two (2) north-bound through lanes, two (2) south-bound through lanes, and bike lanes in each direction. This industrial track is a spur track that crosses Columbus Boulevard to provide rail service to the Holt Logistics property to the west of Columbus Boulevard. The industrial track is maintained by Conrail, at the expense of Holt Logistics, and has an asphalt and rail seal crossing surface in good condition. This crossing has no existing railroad warning facilities, including crossbucks, emergency notification signs, advanced railroad warning signs and stop lines.”

be and is hereby modified to read:

The second subject captioned public crossing (DOT 976 324 Y), is located due north of the Packer Avenue crossing on Columbus Boulevard. Columbus Boulevard is a curbed bi-directional highway with a sidewalk on the western side and opposing traffic lanes separated by a concrete median. The lane configuration of Columbus Boulevard consists of two (2) north-bound through lanes, two (2) south-bound through lanes, and bike lanes in each direction. This industrial track is a spur track that crosses Columbus Boulevard to provide rail service to the property to the west of Columbus Boulevard identified as Peir 98 Annex. The industrial track is maintained by Conrail at the expense of a third party (pursuant to a proposed sidetrack agreement to be executed by Conrail and such third party) in connection with Conrail providing rail and switching services to the Pier 98 Annex, and has an asphalt and rail seal crossing surface in good condition. This crossing has no existing railroad warning facilities, including crossbucks, emergency notification signs, advanced railroad warning signs and stop lines.

4. Page 5, paragraph 3 of our Secretarial Letter issued March 21, 2025, which reads as follows, to wit:

“Holt Logistics has agreed to reimburse Conrail for the total cost of providing maintenance for the crossing surface for the industrial track across Columbus Boulevard.”

be and is hereby modified to read:

Conrail, at its option, may seek reimbursement from a third party user pursuant to a separate agreement for the cost of providing maintenance for the crossing surface for the industrial track across Columbus Boulevard.

5. Numbered Paragraph 20, of our Secretarial Letter issued March 21, 2025, be and is hereby deleted.

6. In all respects not inconsistent herewith, our Secretarial Letter issued March 21, 2025, remain in full force and effect.

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.

Sincerely,

A handwritten signature in cursive script that reads "Matthew L. Homsher". The signature is written in black ink and is positioned above the printed name and title.

Matthew L. Homsher
Secretary