



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

IN REPLY PLEASE  
REFER TO OUR FILE

February 10, 2026

A-2024-3048985

**TO ALL PARTIES OF RECORD**

Application of the Pennsylvania Department of Transportation for approval to alter the public crossing (DOT 872 487 T) by the replacement of the existing active warning devices and the existing crossing surface with a new high-type concrete surface where State Route 3065 (North George Street) crosses, at grade, one (1) track of York Railway Company located in the City of York, York County.

To Whom It May Concern:

This matter is before us by reason of an application filed with the Commission on May 14, 2024, by the Pennsylvania Department of Transportation (Department) seeking Commission approval to alter the public crossing (DOT 872 487 T) where State Route 3065 (North George Street) crosses, at grade, one (1) track of York Railway Company (YRC) located in the City of York (City), York County.

A field investigation and conference was arranged by a Commission staff engineer and held on October 9, 2024, at the site of the subject crossing. Representatives of the Department, YRC, York County Planning Commission, the City and TRG (consultant engineer) attended the field conference. Although notified by letter dated September 16, 2024, sent by electronic mail, there were no representatives of Verizon North Pennsylvania, Metropolitan Edison Co./FirstEnergy Corp., Columbia Gas of PA Inc., Pennsylvania American Water, York Water Company, Comcast, or Rabbit Transit in attendance.

State Route 3065 (North George Street) is a bi-directional concrete-paved roadway that transitions to asphalt, oriented generally north-to-south and crosses, at grade, a single track of YRC (DOT 872 487 T). The track is oriented generally east-to-west with a slight skew to the roadway. A private driveway and public-use trail connect to North George Street in the southwest quadrant, and Arch Street (City street) intersects in the southeast quadrant. A bridge structure spanning the Codorus Creek is located just north of the track. Marked bicycle lanes are present on both sides of North George Street, continuing through the intersection and across the railroad crossing, providing shared and dedicated space for cyclists within the traveled way. Raised concrete pedestrian sidewalks are present on both sides of North George Street and transition to asphalt at the railroad crossing. Additional pedestrian facilities near the crossing include piano key crosswalks, pedestrian signal heads and curb ramps with detectable warning surfaces. The railroad crossing surface consists of a concrete high-type panel system that was observed to be in poor condition, exhibiting signs of wear and deterioration, with numerous areas of patching.

The existing warning devices at the crossing include mast-mounted and cantilevered automatically operated incandescent flashing-light signals on both the north and south approaches. Signage and pavement markings present at the crossing include Crossbuck (R15-1) signs, Emergency Notification System (I-13) signs, a Stop Here On Red (R10-6) sign on the southbound approach and stop lines. Signage and pavement markings present on the approaches to the crossing include Grade Crossing Advance Warning (W10-1, W10-2) signs, No Train Horn (W10-9P) signs and Grade Crossing Pavement Markings. The current active railroad warning devices are equipped with railroad preemption integrated into the traffic signal controller at Arch Street to facilitate track clearance and hold phases during rail operations.

According to the Federal Railroad Administration's crossing inventory data, the crossing is located at milepost 15.90 on YRC's East Yard Line. A total of two (2) train movements per day at a maximum timetable speed of 6 miles per hour is noted. In its application, the Department reported the roadway as having an average daily traffic volume of 12,802 vehicles with 3 percent truck traffic and a posted speed limit of 25 miles per hour.

In its application, the Department proposed an additional set of flashing lights, pedestrian gates and replacement of the existing crossing surface with a new high-type concrete crossing surface. At the October 9, 2024 field conference, the scope of the project was not yet fully determined. The parties in attendance agreed that the crossing surface should be replaced and that adding pedestrian gates, with no vehicular gates present, was unusual. Furthermore, because of the proximity of the highway bridge, trail and other features, it was unclear whether the crossing would support pedestrian gates without causing close clearance to the railroad tracks.

By electronic mail dated November 11, 2024, the Department requested that the Commission hold its application in abeyance until it determined milestone dates, scope changes and exact sources of funding.

An additional field investigation and conference was arranged by a Commission staff engineer and held on April 23, 2025, at the site of the subject crossing. Representatives of the Department, YRC, the City, TRG and Columbia Gas attended the field conference.

At the April 23, 2025 field conference, the diagnostic team further discussed the project scope regarding the active warning devices. The group agreed that vehicular and pedestrian gates were desirable and would necessitate replacing the cantilever mast structures at the crossing. Based on field observations alone, it was still unknown whether pedestrian gates would provide the requisite clearance. YRC noted that close clearance currently exists along nearby portions of the line and it would evaluate the clearances during their design phase to determine if pedestrian gates were feasible. An exemption from the Commission's minimum lateral (side) clearance required by 52 Pa. Code, Section 33.122, may be necessary, and will be determined upon submission of the final plans.

YRC is directed to furnish all materials and perform all work necessary to install the new active warning devices (masts, cantilevers, lights, gates, and necessary mast-mounted signage), replace the existing concrete crossing surface with a new high-type crossing surface and any ancillary features thereof, at the City's sole cost and expense. YRC agrees to maintain its facilities, existing or altered, at their sole cost and expense.

YRC is directed to prepare and submit complete detailed situation and circuitry plans for the new active warning devices for the subject crossing to each party in interest for review and to this Commission for approval, at the City's sole cost and expense.

The City is directed to maintain the Stop Here On Red (R10-6) sign on the southbound approach, Grade Crossing and Intersection Advance Warning (W10-2) signs on the approaches to the crossing along Arch Street and the private driveway/public-use trail, No Train Horn (W10-9P) signs on all approaches, sidewalks, curbs, crosswalks, bicycle lanes, detectable warning surfaces, the highway traffic signal at the intersection adjacent to the crossing and to perform snow, ice, and debris removal from the sidewalks.

The Department agrees to maintain the approach roadways up to the high-type crossing surface in a smooth and satisfactory condition and the advance warning signs (W10-1), Grade Crossing Pavement Markings and stop lines on the approach roadways.

By electronic mail dated March 27, 2025, the Department provided an updated project cost estimate of \$747,345.00. The project will be funded by 100% Federal funds through the Surface Transportation Program, disbursed by the Department to the York Area Metropolitan Planning Organization's Transportation Improvement Program.

It will not be necessary for the Commission to appropriate any property to accommodate the improvement.

No significant relocation of non-carrier public utilities is expected. Non-carrier public utilities will relocate their facilities at their initial cost and expense, if required.

The Commission hereby establishes its jurisdictional limits at the subject crossing as the area within the confines of the railroad right-of-way and the highway right-of-way, inclusive of any approach signage or pavement markings.

Upon full consideration of the matters involved and inasmuch as no objection has been filed with the Commission and no party in attendance at the field conferences objected to the proposed improvements as discussed, 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 public crossing is necessary and proper for the service, accommodation, convenience or safety of the public.

The application of the Pennsylvania Department of Transportation is approved as herein directed:

1. The caption of the subject proceeding is hereby revised as shown herein.
2. The public crossing (DOT 872 487 T) where State Route 3065 (North George Street) crosses, at grade, one (1) track of York Railway Company located in the City of York, York County be altered as herein directed.

3. York Railway Company, at the sole cost and expense of the City of York, and prior to the start of construction, prepare and submit a situation and circuitry plan for the subject crossing to all parties for review and to the Commission for approval.

4. York Railway Company, at the sole cost and expense of the City of York, furnish all material and do all work necessary at the subject crossing by the installation of new active railroad warning devices and any ancillary features thereof all constructed in accordance with the approved plans, Part 8 of the Manual on Uniform Traffic Control Devices and this Secretarial Letter.

5. York Railway Company, at the sole cost and expense of the City of York, furnish all material and do all work necessary at the subject crossing by the removal of the existing concrete high-type crossing surface, removing or replacing any rails, ties or ballast incidental to the replacement of the crossing surface, and installing a new concrete high-type crossing surface through the full width of the roadway, shoulders and sidewalk in accordance with its standards reference manual and provide a smooth and satisfactory transition to the approach roadway in accordance with the Pennsylvania Department of Transportation criteria and/or specifications and this Secretarial Letter.

6. York Railway Company, at the sole cost and expense of the City of York, furnish all material and perform all work relating to its facilities which may be required as incidental to the performance of the proposed work and 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 installed.

7. York Railway Company, at the sole cost and expense of the City of York, furnish all material and do all work necessary to establish and maintain any detours or traffic control that may be necessary to properly and safely accommodate vehicular, pedestrian and railroad traffic during the time the crossing is being altered.

8. City of York, pay all compensation for damages, if any, due to the owners of property taken, injured or destroyed by reason of the alteration of the crossing in accordance with this Secretarial Letter.

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

10. York Railway Company, at the sole cost and expense of the City of York, furnish all material and perform all work necessary to complete the remainder of the project and any other ancillary features of the project, generally in accordance with the approved plans and this Secretarial Letter.

11. York Railway Company provide at least ten (10) days advance notice of the start of work to alter the crossing to each party involved in this proceeding.

12. 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 said requirements of each of the parties will be provided for and accommodated insofar as possible.

13. All work necessary to alter the crossing be completed in a manner satisfactory to this Commission on or before December 31, 2027, and that on or before said date, the Pennsylvania Department of Transportation report in writing to this Commission the date of actual completion of the work.

14. All costs which are to be reimbursed by the Department of Transportation consistent with this letter shall be reimbursed pursuant to the provisions of 23 C.F.R. Parts 140 and 646. The aforesaid Federal reimbursement shall not supersede, delay or in any manner, postpone the effect of any paragraph contained in this or any related Secretarial Letter or Order.

15. This Secretarial Letter is without prejudice to the right of any party to recover all or part of any costs incurred by said party in compliance with the provisions of this Secretarial Letter, in accordance with any lawful agreement between it and any other party.

16. The terms of any agreement established in accordance with this Secretarial Letter shall not preclude the Pennsylvania Public Utility Commission from taking any action necessary to protect the public interest, including but not limited to the reassignment or enforcement of any costs or responsibilities assigned or transferred as a result of this Secretarial Letter.

17. Upon completion of the alteration of the subject crossing, York Railway Company, at its sole cost and expense, furnish all material and do all work necessary thereafter to maintain its railroad facilities at the subject crossing, including the active warning devices, all appurtenant equipment and maintain at all times in a safe, smooth and satisfactory condition the high-type crossing surface and coordinate with the City of York to test and ensure proper operation of the railroad traffic signal preemption at least once yearly, all in accordance with Part 8 of the Manual on Uniform Traffic Control Devices, the approved plans and this Secretarial Letter, and provide the Pennsylvania Department of Transportation and the City of York at least ten (10) business days' advance notice when performing any work that may affect their facilities, as directed by this paragraph.

18. Upon completion of the alteration of the subject crossing, Pennsylvania Department of Transportation, at its sole cost and expense, furnish all material and do all work necessary thereafter to maintain the highway approaches to the subject crossing up to the high-type concrete crossing surface in a safe, smooth and satisfactory condition and in addition maintain the Grade Crossing Advance Warning (W10-1) signs, stop lines and Grade Crossing Pavement Markings on each approach to the subject crossing, all in accordance with Part 8 of the Manual on Uniform Traffic Control Devices and this Secretarial Letter, and provide York Railway Company and the City of York at least ten (10) business days' advance notice when performing any work that may affect their facilities, as directed by this paragraph.

19. Upon completion of the alteration of the subject crossing, City of York, at its sole cost and expense, furnish all material and do all work necessary thereafter to maintain the Stop Here On Red (R10-6) sign on the southbound approach, Grade Crossing and Intersection Advance Warning (W10-2) signs on the approaches to the crossing along Arch Street and the private driveway/public-use trail, No Train Horn (W10-9P) signs on all approaches, curbs, sidewalks, detectable warning surfaces, crosswalks, bicycle lanes and to perform snow, ice, and debris removal from the sidewalks, all in accordance with Part 8 of the Manual on Uniform Traffic Control Devices and this Secretarial Letter, and provide York Railway Company and the Pennsylvania Department of Transportation at least ten (10) business days' advance notice when performing any work that may affect their facilities, as directed by this paragraph.

20. Upon completion of the alteration of the subject crossing, City of York, at its sole cost and expense, furnish all material and do all work necessary thereafter to maintain the highway traffic signal, interconnection junction box and any other ancillary features thereof at the intersection of State Route 3065 (North George Street) and Arch Street.

21. Upon completion of the alteration of the subject crossing, City of York, at its sole cost and expense, shall maintain and annually inspect the traffic signals, traffic signal control box, and cable from the junction box to the traffic signal control box, at the highway-rail crossing to ensure that the timing and preemption operation of the signal systems are functioning as designed. City of York shall contact York Railway Company and arrange for railroad personnel to activate the railroad crossing warning system to accommodate the required inspection. City of York shall report any operational problems that cannot be corrected during the annual inspection to the Pennsylvania Department of Transportation, York Railway Company and the Pennsylvania Public Utility Commission.

22. Upon completion of the alteration of the subject crossing, 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 alteration.

23. 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 remaining costs incurred by the non-carrier utility companies 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.

Sincerely,

A handwritten signature in cursive script that reads "Matthew L. Homsher".

Matthew L. Homsher  
Secretary