



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

IN REPLY PLEASE
REFER TO OUR FILE

March 5, 2026

C-2025-3057113

TO ALL PARTIES OF RECORD

Formal Complaint of GetGo Transportation Co., LLC alleging unsafe conditions due to a humped crossing surface at the public crossing (DOT 510 881 W) where Colfax Street crosses, at grade, one (1) track of Norfolk Southern Railway Company located in Springdale Borough, Allegheny County.

To Whom It May Concern:

This matter is before us by reason of a formal complaint submitted by GetGo Transportation Co., LLC (GetGo) to the Commission on August 25, 2025, seeking relief concerning the humped condition of the public crossing (DOT 510 881 W) where Colfax Street (Borough roadway) crosses, at grade, one (1) track of Norfolk Southern Railway Company (Norfolk Southern) located in Springdale Borough (Borough), Allegheny County.

In its complaint, GetGo avers that on February 21, 2024, a GetGo tractor-trailer became lodged on the tracks where a Norfolk Southern train subsequently collided with it. The driver of the GetGo vehicle was able to exit the vehicle unharmed, however, GetGo sustained thousands of dollars in property damage and lost revenue as a result. GetGo believes new ballast has been added to the track structure at the crossing on at least three prior occasions, but the approach roadway profile has not been properly adjusted, resulting in a humped condition.

On February 26, 2024, Inspectors from the Commission's Rail Safety Division performed an investigation at the site of the crossing. The Inspectors noted that the railroad track bed appeared to have been raised through maintenance over the years and additional asphalt was laid at the crossing approaches. They noted many drag marks in the area of the crossing where vehicles and/or equipment have been dragging, and a section of rubber rail-seal missing and filled in with gravel/ballast. Additionally, a portion of the rail appeared to be sitting above the pavement level. While the Inspectors were on site, all trains observed were displaying headlights, sounding the bell and horn as required. None of the trains appeared to be exceeding the allowable speed of 40 miles per hour. All lights, gates and associated equipment appeared to be in operating condition at the time of the investigation. There were no railroad personnel on site therefore, no equipment cases were opened, and a full Federal Railroad Administration (FRA) regulatory inspection and test was not performed. Multiple trucks of various sizes were observed traversing the crossing in both directions, utilizing Colfax Street and both side streets.

A field investigation and conference was arranged by a Commission staff engineer and held on September 17, 2025 at the site of the subject crossing. Representatives of the Pennsylvania Department of Transportation, the Borough, Norfolk Southern, PPG Industries and GetGo attended the field conference. Although notified by letter sent by electronic mail dated September 5, 2025, there were no representatives of Allegheny County in attendance.

At the field conference, it was noted that Colfax Street is a bi-directional asphalt paved roadway oriented generally north-to-south, that crosses, at grade, one (1) track of Norfolk Southern (DOT 510 881 W). The track is oriented generally east-to-west and is perpendicular to the roadway. Borough roadways to the north (North Railroad Street) and south (R I Lampus Avenue) parallel the railroad grade in the eastern quadrants. Private businesses, including PPG Industries, and a public-use boat launch are present on the southern side of the crossing, accessible publicly only by use of the subject crossing. The railroad crossing surface consists of an asphalt and rubber rail-seal crossing that was observed to be in poor condition, exhibiting signs of wear and deterioration, with numerous areas of cracking/depression adjacent to the rails and areas of missing/torn rubber rail-seal. Numerous scrapes and gouges were present throughout areas of the crossing surface particularly at the apex and between the rails.

The existing warning devices at the crossing include post-mounted automatically operated flashing-light signals, gates, a bell, Crossbuck (R15-1) signs and Emergency Notification System (I13-1) signs. Signage present on the approaches to the crossing include Grade Crossing Advance Warning (W10-1) signs on all roadway approaches. No pavement markings were present.

At the field conference, the parties discussed the complaint in detail. It was noted that the police reported the cause of the February 21, 2024 incident as driver error, citing that the landing gear was lowered on the trailer, causing it to become lodged on the track; GetGo disputed this claim. According to the FRA's Highway-Rail Grade Crossing Accident/Incident Reports, four incidents (including the February 21, 2024 incident) have been recorded in the last ten years involving tractor-trailers being struck, three of which reported the vehicles being stopped, stalled, or stuck on the crossing. None of the incidents reported injuries or fatalities.

Through visual inspection, it is apparent that the crossing is humped. Humped crossings are of particular concern to tractor-trailer vehicles, as low ground clearance and a long wheelbase increase the likelihood of hang-up on the tracks. The numerous areas of scrapes and gouges running parallel with the roadway through the crossing indicate there is an issue with low-clearance vehicles traversing the crossing. The Borough agreed to install Low Ground Clearance Symbol (W10-5) signs and Low Ground Clearance (W10-5P) plaques on each roadway approach to the crossing. Additionally, the Borough agreed to provide an engineering and construction estimate for the repair work to remediate the roadway profile and to provide the estimate to Norfolk Southern for review and for determination of possible cost-sharing for the repair work. The parties were directed to continue talking and agreed to attend a virtual follow-up meeting on October 15, 2025 to discuss matters further.

By electronic mail on September 18, 2025, a Commission staff engineer invited the parties to attend a virtual follow-up meeting scheduled for October 15, 2025. Among the agenda items for the parties to be prepared to discuss were:

Responsibility & Cost Allocation; Identify the party or parties willing to correct the vertical alignment issues and determine initial/sole cost responsibility for each component:

- Highway approach roadway repair design (engineering plans required)
- Highway approach roadway reconstruction (per approved plans)
- Railway crossing surface replacement design (may include ballast, ties, and/or rail replacement as needed)
- Railway crossing surface reconstruction (recommend continuous asphalt operation coordinated with highway approach pavement)
- Temporary traffic control (may include closures and/or lane restrictions)
- Railroad protective services (i.e., railroad flagging during reconstruction activities)

Project Timeline:

- Anticipated start date
- Anticipated completion date

At the virtual follow-up meeting, the Borough agreed to continue to work toward providing an engineering and construction estimate for the repair work to remediate the roadway profile and to provide the estimate to Norfolk Southern for review and for determination of possible cost-sharing for the repair work. None of the other agenda items were agreed to by any of the parties.

By electronic mail on December 29, 2025, the Borough, through its engineering consultant GFT, provided the cost estimate for the engineering and construction work to remediate the roadway profile. On December 30, 2025, the estimate was provided to Norfolk Southern for their review and to determine possible cost-sharing. On February 12, 2026, Norfolk Southern, through its counsel, provided a response to the estimate, requesting the Borough address the north side of the crossing, averring it is an incomplete fix that will lead to additional issues in the future. In its estimate, GFT proposed to adjust the profile on the southern side of the crossing only due to existing curbs, castings, drainage facilities and a structure close to the crossing on the north side that would cause numerous and more extensive alterations. GFT believed they could achieve a satisfactory vertical profile by adjusting the south side only.

By electronic mail on February 17, 2026, a Commission staff engineer requested the Borough and GFT modify their estimate to include alteration to the north side of the crossing. To date, no response to our request has been received.

By electronic mail on February 19, 2026, GetGo contacted a Commission staff engineer detailing an incident that occurred on February 18, 2026, regarding one of its tractor-trailers being damaged by having its sand shoe/bottom plate of its landing gear lodged on the tracks and ripped off.

By electronic mail on February 20, 2026, a Commission staff engineer contacted the Borough and Norfolk Southern regarding the February 18, 2026 incident, requesting that the parties discuss potential interim actions to temporarily remediate the crossing while further negotiations and design work could take place. The potential temporary interim actions recommended to the parties were a temporary voluntary reduction in train speed by Norfolk Southern and a temporary asphalt and/or stone wedge, steel plate bridging, or a combination of those to smooth out the approach transitions in the interim until the final scope of work is determined and construction can be completed. It was requested that the parties report back with their plans of action by close of business February 25, 2026, or this matter would be forwarded to a hearing before a Commission Administrative Law Judge for determination. To date, neither Norfolk Southern nor the Borough has responded to our request for a plan of action.

The Commission issues this Secretarial Letter in accordance with Section 2702 of the Public Utility Code and finds that the alteration of the crossing 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 action taken by Springdale Borough to install Low Ground Clearance Symbol (W10-5) signs and Low Ground Clearance (W10-5P) plaques on each roadway approach to the public crossing (DOT 510 881 W), at its sole cost and expense, be and is hereby affirmed.
3. This proceeding will be referred to the Office of Administrative Law Judge, and all parties of record will be served notice when a hearing is scheduled to determine interim and final actions to remediate the humped crossing.

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