

**BEFORE THE WASHINGTON
UTILITIES AND TRANSPORTATION COMMISSION**

In the Matter of the Petition of)	DOCKET TR-130154
)	
WASHINGTON & IDAHO)	ORDER 01
RAILWAY,)	
)	ORDER GRANTING PETITION TO
Petitioner,)	MODIFY HIGHWAY-RAIL GRADE
)	CROSSING ACTIVE WARNING
)	DEVICES AND AUTHORIZING
)	EXPENDITURE FROM THE GRADE
)	CROSSING PROTECTIVE FUND
Seeking Approval to Upgrade Signals)	
at a Railroad-Highway Grade Crossing)	USDOT: 066162L
.....)	

BACKGROUND

- 1 On February 4, 2013, Washington & Idaho Railway (WIR or Petitioner) filed with the Washington Utilities and Transportation Commission (Commission), a petition seeking approval to modify active warning devices at a railroad-highway grade crossing. The crossing is identified as USDOT 066162L and is located at the intersection of Stadium Way and the Petitioner's tracks in the City of Pullman. The Petitioner further requested the Commission authorize an expenditure of \$19,991.99 from the Grade Crossing Protective Fund (GCPF) to pay for a portion of the upgrades.
- 2 Railroad warning devices at the Stadium Way crossing consist of cantilever mounted 12-inch incandescent flashing lights with gates, crossbucks and PMD-2 motion train detection. The Petitioner proposes to install new crossbucks and LED lights with new signal head equipment and replace the surge protection panel. In addition, a PMD-3R upgraded train detection system will be installed. These upgrades will improve the overall safety at the crossing because motorists and pedestrians can rely on these active warning devices to determine if a train is approaching the crossing. The LED flashing lights will provide greater visibility for the motoring public.
- 3 Stadium Way is a five-lane roadway with a posted speed limit of 25 miles per hour. Average annual daily vehicle traffic through the crossing is estimated at 15,516 vehicles. Stadium Way is part of an established school bus route, with 25 school buses traveling over the crossing each day. The crossing is also part of an established truck route, with trucks making up 20 percent of the total daily traffic on this roadway. Two freight trains per day operate at 10 miles per hour over the single track mainline crossing. No passenger trains operate over the crossing.

4 The Petitioner is requesting a disbursement of \$19,991.99 to pay for a portion of the upgrades. The total approximate cost of the project is \$19,991.99. The Petitioner is contributing labor toward the cost of the upgrades. An expenditure of \$19,991.99 from the Grade Crossing Protective Fund is available to help fund the improvements.

FINDINGS AND CONCLUSIONS

- 5 (1) The Washington Utilities and Transportation Commission is an agency of the State of Washington having jurisdiction over public railroad-highway grade crossings within the state of Washington, and authority to approve and administer disbursements from the Grade Crossing Protective Fund. RCW 81.53; RCW 81.53.271; RCW 81.53.281.
- 6 (2) The grade crossing at Stadium Way, identified as USDOT 066162L, is a public railroad-highway grade crossing within the state of Washington.
- 7 (3) RCW 81.53.261 requires the Commission grant approval prior to any changes to public railroad-highway grade crossings within the state of Washington. *See also* WAC 480-62-150.
- 8 (4) RCW 81.53.271 allows the Commission to disburse up to \$20,000 from the Grade Crossing Protective Fund to pay for the installation of a grade crossing protective device, without requiring the Petitioner to share the cost.
- 9 (5) Commission Staff investigated the petition and recommended that it be granted, subject to specified conditions.
- 10 (6) After reviewing WIR's petition filed on February 4, 2013, and giving due consideration to all relevant matters and for good cause shown, the Commission grants the petition and request for disbursement of funds.

ORDER

THE COMMISSION ORDERS:

11 Washington & Idaho Railway's petition to upgrade warning devices at a railroad-highway grade crossing, located at Stadium Way, is granted. The cost of this upgrade shall be paid from the Grade Crossing Protective Fund. Approval of the petition is subject to the following conditions:

- (1) Expenditure from the Grade Crossing Protective Fund must not exceed \$19,991.99.
- (2) Payment will be made upon presentation of claim for reimbursement for materials and labor, and verification by Commission Staff that the work has been satisfactorily completed.
- (3) Washington & Idaho Railway must sign and return the attached project agreement.
- (4) The project must be completed no later than June 30, 2013.
- (5) Traffic control devices must comply with all applicable standards specified in the U.S. Department of Transportation *Manual on Uniform Traffic Control Devices*.
- (6) Washington & Idaho Railway must notify the Commission on completion of the upgrades authorized in this Order. Acceptance of the upgrades is subject to inspection by Commission Staff, and verification that the crossing is in full compliance with applicable laws, regulations, and the conditions specified in this Order.

The Secretary of the Commission has delegated authority over this matter pursuant to Order 03 in Docket A-090485. The Secretary finds this Order to be consistent with the public interest.

DATED at Olympia, Washington, and effective February 20, 2013.

WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION



STEVEN V. KING, Acting Secretary