



WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

Columbia Rail

Petitioner,

vs.

Tony Garcia Morales

Respondent 1

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Respondent 2

DOCKET NO. TR-

PETITION TO MODIFY WARNING DEVICES AT A HIGHWAY-RAILROAD GRADE CROSSING AND REQUESTING DISBURSEMENT OF FUNDS FROM THE GRADE CROSSING PROTECTIVE FUND

USDOT Crossing No. 810106G

By filing this petition with the Washington Utilities and Transportation Commission, the Petitioner alleges that public safety requires the modification of highway-rail grade crossing warning devices under RCW 81.53.261, and requests disbursement of funds from the Grade Crossing Protective Fund.

Section 1 – Petitioner’s Information

Form containing petitioner information: Columbia Rail, Jared Jungmann (signature), 709 N 10th ave, Walla Walla, WA 99362, Jared Jungmann, 509-386-7753 jj@columbiarail.com

*Section 2 – Respondent's Information*

<input type="text" value="Tony Garcia Morales"/>
Respondent 1:
<input type="text" value="990 Navion Ln."/>
Street Address:
<input type="text" value="Walla Walla, WA 99362"/>
City, State, and Zip Code:
<input type="text"/>
Mailing Address, if different than the street address:
<input type="text" value="Tony Garcia Morales, P.E."/>
Contact Person Name:
<input type="text" value="509-524-2710 tgarcia@co.walla-walla.wa.us"/>
Contact Phone Number and Email:

<input type="text"/>
Respondent 2:
<input type="text"/>
Street Address:
<input type="text"/>
City, State, and Zip Code:
<input type="text"/>
Mailing Address, if different than the street address:
<input type="text"/>
Contact Person Name:
<input type="text"/>
Contact Phone Number and Email:

**Section 3 – Crossing Location**

1. Highway/roadway:

2. Existing railroad:

3. USDOT Crossing No.:

4. GPS location:

5. Railroad mile post (nearest tenth):

6. City:  County:

**Section 4 – Highway Information**

1. Name of Roadway/highway:

2. Road authority:

3. Average annual daily traffic (AADT):  AADT year:

4. Number of lanes:

5. Roadway speed:

6. Is the crossing part of an established truck route?  Yes  No

7. If so, trucks are what percentage of total daily traffic?  %

8. Is the crossing part of an established school bus route?  Yes  No

9. If so, how many school buses travel over the crossing each day?

10. Describe any changes to the information in 1 through 9, above, expected within ten years:

None.

11. What is the sight distance from the stop bar (or 25 feet from the tracks if no stop bar) on both approaches to the crossing?

+400'ft

12. If the sight distance is less than 400 feet, describe the structures, roadway or track curvature, visual obstacles or other characteristics that limit sight distance.

*Section 5 -Railroad Information*

1. Railroad company:

2. Type of railroad at crossing:  Common Carrier  Logging  Industrial

Passenger  Excursion

3. Type of tracks at crossing:  Mainline  Siding or Spur

4. Number of tracks at crossing:

5. Average daily train traffic, freight:

Authorized freight train speed:  Operated freight train speed:

6. Average daily train traffic, passenger:

Authorized passenger train speed:  Operated passenger train speed:

7. Describe any changes to the information in 1 through 6 above, expected within ten years.

**Section 6 – Current Warning Devices**

Indicate the type of warning devices currently located at the crossing (vehicle and pedestrian), including signs, gates, lights, train detection circuitry, and any other warning devices.

List the Advanced Warning Signs (W10 Series)

- |   |   |   |
|---|---|---|
| <input checked="" type="checkbox"/> Stop Lines          | <input checked="" type="checkbox"/> Crossbucks (R15-1)                  | <input type="checkbox"/> Median Barriers      |
| <input checked="" type="checkbox"/> Power-Off Indicator | <input checked="" type="checkbox"/> Road Markings                       | <input type="checkbox"/> Crossbuck Assemblies |
| <input checked="" type="checkbox"/> Warning Bells       | <input checked="" type="checkbox"/> Emergency Notification System Signs |   |
| <input type="checkbox"/> Cantilevers                    | <input checked="" type="checkbox"/> Gates                               | <input type="checkbox"/> Four-Quadrant Gates  |

Number Flashing Light Pairs   Incandescent  LED

Train Detection Type:

Other:

**Traffic Signal Preemption**

Are the railroad signals currently interconnected with a traffic signal(s)?

- Yes  No

Will this project interconnect railroad signals with the traffic signal(s) or modify the existing traffic signal preemption timing?

- Yes  No

If yes, attach documentation supporting the proposed traffic signal preemption timing calculations (e.g., [TXDOT Guide for Determining Time Requirements for Traffic Signal Preemption at Highway Rail Grade Crossings](#) or similar preemption worksheet/plan), which must be certified by a professional engineer.

*Section 7 – Description of Proposed Changes*

Describe in detail the number and type of proposed automatic signals (vehicle and pedestrian), gates, other warning devices, and/or changes to train detection circuitry. (RCW 81.53.271) Please describe any other proposed changes at the crossing, including changes to the crossing surface, signage, pavement markings, etc. If sidewalks are being installed, please provide information on who will maintain them. Attach additional information sheets, if needed.

Advanced Warning Signs (W-10 Series)

Road Markings

Stop Lines

Gates, Vehicle and/or Pedestrian

Crossbucks (R15-1)

Crossbuck Assemblies

Median Barriers

Emergency Notification System Signs

Bells

Cantilever Lights

Number of Flashing Light Pairs

Upgrade Warning Lights to LEDs

Replace Batteries or Chargers

Upgrade Train Detection Technology

Upgrade from PMD2 to PMD4 Train Detection Logic

Changes to Traffic Light Interconnection/Preemption

Other:

None.

Will the project include installation of or modifications to sidewalks?

If yes, please describe:

No.

Will the project include changes to the crossing surface?

If yes, please describe:

No.

Additional information about proposed changes:

None.

***Section 8 – Illustration of Crossing***

Attach a detailed diagram, design drawing, map, or other illustration showing the current and proposed layout of the road, crossing surface, and railway in the vicinity of the crossing, including shoulders, sidewalks, lanes of travel, bike lanes, warning devices, pavement markings and any other applicable crossing conditions.



**Section 9 – Description of Public Safety Need**

Describe and support the public safety need for the proposed changes. (RCW 81.53.261)

The PMD2 Logic Unit is very old. I have no parts to repair it. When the unit has issues, I have to send parts across the country for repair and take the crossing out of service, resulting in a "none-lit-crossing" until the parts are returned. Return time on parts can be over 100 days sometimes.

Does the project support under-resourced communities and/or rural areas?  Yes  No

If yes, please describe.

**Section 10 – Approximate Cost of Installation and Related Work**

1. Provide the approximate cost of the installation and related work for the proposed changes to signals and/or warning devices.

Labor - Columbia Rail / in-house work.  
Material - \$17,400

2. Provide an itemized breakdown of materials, names of the parties contributing to the project, including labor, and the amount each is contributing.

Columbia Rail - Contributing Labor costs  
UTC - Contributing Material costs.  
  
SYS PMD-4R (Logic Unit) - \$17,000  
PMD-2 TO PMD-4 INTERFACE PANEL - \$400  
Total = \$17,400

3. Provide the amount requested from the GCPF grant program. (RCW 81.53.281)

\$17,400

*Section 11 – Approximate Cost of Annual Maintenance*

Provide the approximate cost of annual maintenance for the signals and/or warning devices. (RCW 81.53.271)

\$1000

*Section 12 – Project Completion Date*

What is the estimated timeline for project completion?

June 1st, 2024.

Under Columbia Rail & Union Pacific Lease Agreement, Section "Modifications & Improvements", Lessee (Columbia Rail) is not required to notify Lessor (Union Pacific) prior to making any substantial improvement or modification of the Leased Premises costing in excess of \$50,000.

The Last Chance Rd. Project is under \$50,000, exempting the need for Union Pacific's consent and signature.

*Section 13 – Cost Apportionment*

If the commission directs the installation of or changes to the warning devices requested in this petition, it will apportion installation and maintenance cost in accordance with the applicable statutes. (RCW 81.53.261-295)

Interested parties may instead enter into an agreement providing for the installation of signals or other warning devices or for the apportionment of the cost of installation and maintenance. (RCW 81.53.261) **If the parties to this petition have reached an agreement related to apportionment of costs, please sign here to confirm:**

Petitioner:  Respondent 1:

Respondent 2:

Section 14 – Waiver of Hearing by Respondent(s)

**Waiver of Hearing**

The undersigned represents the Respondent(s) in the petition to modify highway-rail grade crossing warning devices at the following crossing.

USDOT Crossing No.:

We have investigated the conditions at the crossing. We are satisfied the conditions are the same as described by the Petitioner in this docket. We agree the warning devices should be modified and consent to a decision by the commission without a hearing.

If traffic signal preemption is proposed or modified with this project:  
We have reviewed and have no objection to the proposed traffic signal preemption timing calculations as submitted with this petition.

Dated at  , Washington, on the   day of   2023.

Printed Name of Respondent 1:

Signature of the Respondent's Representative:

Title:

Phone Number:

Email:

Mailing Address:

Printed Name of Respondent 2:

Signature of the Respondent's Representative:

Title:

Phone Number:

Email:

Mailing Address:

### **Checklist prior to submitting petition:**

- ✓ Ensure all petition fields are completed.
- ✓ Ensure parties sign Section 13 regarding any Cost Apportionment agreement, if applicable.
- ✓ Obtain signature on Waiver of Hearing (Section 14). *If respondent(s) fail to sign Waiver, advise UTC staff upon submission.*
- ✓ Attach copies of:
  - Illustration of crossing (described in section 8)
  - Proposed traffic signal preemption timing calculations, if applicable (described in section 6), and identification or documentation that the calculations are certified by a professional engineer.
  - Any other relevant documents to support the petition, including but not limited to support of public need, project information, etc.

### **Submitting the Application**

After completing the application, file the signed application at [EFile](#). Under “Filing Type,” select “Application for Funding.”

### **Assistance**

For questions or assistance, please contact the following UTC staff:

Mike Turcott at (360) 664-1119 or [mike.turcott@utc.wa.gov](mailto:mike.turcott@utc.wa.gov)

Tyler Whitcomb at (564) 669-0943 or [tyler.whitcomb@utc.wa.gov](mailto:tyler.whitcomb@utc.wa.gov)