



segment of their line crossing Ontario Street in the early 1980s. The status of the Union Pacific track has not changed.

- 5 PSAP RR is currently the sole operator on the Union Pacific track in Hoquiam, including the portion crossing Ontario Street. PSAP RR has acquired the former BNSF right-of-way and proposes construction of two tracks at the location of the former BNSF crossing at Ontario Street. Under their proposal, the Union Pacific track will remain the main track, and the proposed PSAP RR-owned tracks will be designated as siding tracks. Drawings filed with the petition specify track centers for the consecutive tracks at 17 feet.
- 6 Average daily train traffic across the existing Union Pacific track includes four PSAP RR freight trains, traveling at a maximum speed of 10 mph. Although the petitioner seeks to construct two new tracks across Ontario Street, only one of the tracks, identified in the petition attachments as "siding 2", would be used upon completion of the project. PSAP RR anticipates the need for two sidings at this location in the future and is using the opportunity to construct both tracks across the roadway to minimize costs and disruption to roadway traffic. The track identified as "track 1" would be physically in the roadway, but would be disconnected from the main Union Pacific track and inaccessible by trains for up to one year. The construction of the new PSAP RR tracks is proposed in the interest of accommodating increasing rail traffic and demand for track storage space in Hoquiam.
- 7 Currently, the warning devices at the Union Pacific crossing include antiquated "wig-wag" signals. PSAP RR has petitioned the Commission to replace the existing signals with standard shoulder-mounted signals in Docket No. TR-050523. The proposal to construct the new tracks and the signal upgrades are addressed separately due to the distinction between the existing Union Pacific crossing and the proposed PSAP RR crossing.

8 Although the tracks owned by the different companies will be categorized as two separate crossings, all three tracks would be treated as one three-track crossing with respect to the crossing warning system. This means that one signal would be located in the southeast quadrant of the Union Pacific crossing, and one signal would be located in the northwest quadrant of the PSAP RR crossing. Since there is not enough clearance between the tracks to treat each railroad's crossing separately, there is no alternative to this signal placement. PSAP RR would be responsible for maintenance of the all railroad warning devices at the crossings per a previous agreement with UPRR.

### FINDINGS AND CONCLUSIONS

- 9 (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. *Chapter 81.53 RCW.*
- 10 (2) The Ontario Street grade crossing, as proposed, would constitute a public railroad-highway grade crossing within the state of Washington.
- 11 (3) RCW 81.53.030 requires that the Commission grant approval prior to the construction of any public railroad-highway grade crossings within the state of Washington.
- 12 (4) Commission Staff investigated the petition and recommended that it be granted, subject to specified conditions.
- 13 (5) This matter was brought before the Commission at its regularly scheduled meeting on April 13, 2005.
- 14 (6) After examination of the petition filed by the Puget Sound and Pacific Railroad Company on April 5, 2005, giving consideration to all relevant matters and for good cause shown, the Commission grants the petition.

## ORDER

### THE COMMISSION ORDERS:

15 The petition of the Puget Sound and Pacific Railroad Company to re-establish a railroad-highway grade crossing, located at the intersection of Ontario Street and the petitioner's tracks, in Hoquiam, Washington, is granted, subject to the following conditions:

- (1) Construction of the track must conform to the plans and documents filed in this proceeding.
- (2) All new tracks must conform to the clearance requirements specified in WAC 480-60.
- (3) Upon completion of the construction authorized herein, petitioner must notify the Commission. The new crossing is subject to a compliance inspection by Commission Staff, verifying that it is in full compliance with law, regulation, and the conditions specified herein.

The Commissioners, having determined that this filing complies with the requirements of RCW 81.53.030, directed the Secretary to enter this Order.

DATED at Olympia, Washington, and effective this 13<sup>th</sup> day of April, 2005.

WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

CAROLE J. WASHBURN, Secretary