



**Washington State
Department of Transportation**

Transportation Building
310 Maple Park Avenue S.E.
P.O. Box 47300
Olympia, WA 98504-7300
360-705-7000
TTY: 1-800-833-6388
www.wsdot.wa.gov

April 8, 2019

Received
Records Management

Washington Utilities and Transportation Commission
1300 S. Evergreen Park Dr. SW
Olympia, WA 98504

04/19/19 10:51

State Of WASH.
UTIL. AND TRANSP.
COMMISSION

Washington Utilities and Transportation Commission:

I am pleased to share with you the enclosed consolidated report entitled "Monitoring of Ramp Meter Interconnections (Impacts and analysis of effectiveness of the interconnection between the railroad signals and the ramp meter)" This report presents the data and analysis of the monitoring that WSDOT performed in 2018 of the 41st Division Drive, Barksdale Avenue, Berkeley Avenue SW, Clover Creek Dr SW, and N Thorne Lane SW crossings.

The report summarizes the data that was collected during that time and provides an analysis of that data. The report draws from a variety of sources including visual observations and induction loop data. The information presented in this report is intended to provide the UTC, WSDOT, and all other stakeholders with a snapshot of the effectiveness of the interconnected ramp meters and railroad signals.

It is important to note that passenger service did not operate on the Point Defiance Bypass in 2018. WSDOT is awaiting the final report and recommendations from the NTSB investigation into the December 18, 2017 Amtrak 501 derailment before returning passenger service to the Bypass. WSDOT is seeking relief from future reporting requirements until passenger service resumes. WSDOT will keep the UTC informed on resumption of service dates.

If you have any questions please contact me.

Sincerely,

Michael Sturges
Safety Program Manager

cc: Ron Pate - WSDOT
Jason Biggs - WSDOT
Kathy Hunter - UTC
Betty Young - UTC



Monitoring of Ramp Meter Interconnections

**(Impacts and analysis of effectiveness of the interconnection between
the railroad signals and the ramp meter)**

Prepared for:
Washington Utilities and Transportation
Commission

Prepared by:
Washington Department of Transportation –
Rail, Freight, and Ports and the Olympic Region
Traffic Management Center

UTC Dockets:
(143846, 150508, 150509, 150623, 150624)

Revised – April 8, 2019

Introduction and Executive Summary

The Washington Department of Transportation (WSDOT) submits this report in accordance with Utilities and Transportation Commission (UTC) orders issued in dockets TR-150508, TR-150509, TR150623, and TR-150624, concerning the queuing instances over the crossings, and the impacts and effectiveness of the interconnection between the railroad signals and the ramp meters.

In 2014 the city of Lakewood petitioned the UTC to upgrade Berkeley Avenue (085829U). WSDOT installed an interconnected ramp meter at that location in conjunction with the Lakewood upgrades. WSDOT is including the monitoring data for that crossing in this report at the request of UTC staff.

In 2015 WSDOT petitioned the UTC to alter four crossings on what is referred to as the Point Defiance Bypass. The UTC approved the alterations of the crossings, stipulating that WSDOT report to the Commission annually, for a period of three years, about the number of queuing instances over the crossing, and the impacts and effectiveness of the interconnection between the railroad signals and the ramp meter. The reporting period began January 1, 2018 and ends December 31, 2020. The reports are due yearly on January 1st of 2019, 2020, and 2021. The data contained in this document was collected by the employees of the WSDOT Olympic Region (OR) Traffic Management Center (TMC).

The Data Collection and Analysis Process

The TMC monitors the crossings for any incidents of queuing across the railroad tracks and reports them using their established “incident tracking system”. They note for each incident whether the ramp meter was turned on or off. They also list any available information about the incident, including the start and end time of the incident, any people called to address the situation, what measures were taken to resolve the situation, and the likely cause or root cause analysis if available. At the close of each incident, the TMC emails the report, along with any screen shots of the installed cameras that can see each of these crossings (except for Clover Creek Drive) that are helpful, to a distribution list provided by the Rail, Freight and Ports Division (RFP). TMC does not monitor each crossing continually, only when there is an incident (such as an impact to I-5 caused by unusual congestion or diversion) or the ramp meters show that there is queuing back to the advanced queue loop.

WSDOT Rail, Freight and Ports Division reviews each incident and determines whether it appears that the ramp meter/railroad signal interconnect is not working properly or there is a queuing issue across the railroad tracks. If any issues are identified the division works with the stakeholders to correct them. For further information regarding the WSDOT data collection and Analysis process please see **Appendix A**.

WSDOT has included an analysis of the data created by the induction loops that are connected to the ramp meter system. These loops monitor traffic on the ramp. While they can tell us how long the queue on the ramp is, they cannot identify times when cars are sitting on the crossing. The inclusion of the data from the induction loops is not required in the UTC orders. WSDOT has included the analysis of the loops to help provide a clearer picture of the traffic at the crossings.

Berkeley Avenue

USDOT: 085829U Docket Number: TR-143846 (**Appendix B**)

Data Source: Queue Loop, roughly 80~90ft from rail crossing. Advanced queue loop does not exist due to short length of ramp

Date range: January 2 through October 25, 2018 (Tue-Thu only), total of 129 days. The construction for grade separation of the Berkeley crossing started at the end of October. Due to the construction the induction loops are moved to accommodate work and do not always align with the lane configurations. This results in WSDOT having incorrect or missing induction loop queue data. No further induction loop data was collected after October 25, 2018. TMC Staff continues to visually monitor for queuing over the tracks.



Figure 3. Berkeley Avenue Loop

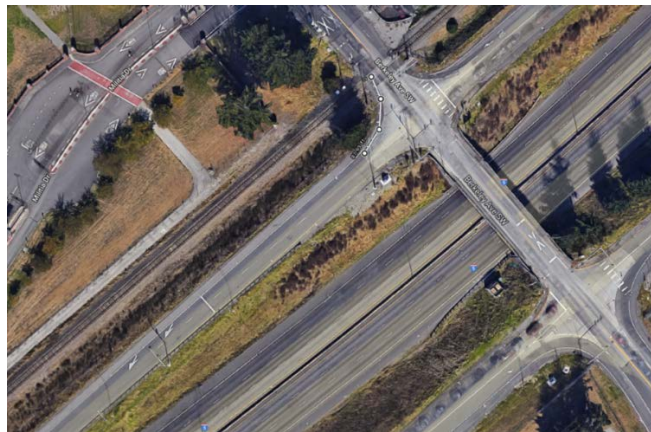


Figure 4. Berkeley Avenue Satellite View

Recorded Incidents: No recorded incidents.

Analysis: Ramp meter data was collected and analyzed for queuing to the queue loop closest to the rail. While there were instances of queuing to the closest loop, no queuing over the tracks was observed. Induction loop queueing data is available for review at WSDOT offices.

Barksdale Avenue (Steilacoom-DuPont Road)

USDOT: 085836E Docket Number: TR-150508 (**Appendix C**)

Data Source: Advanced Queue Loop, roughly 50~60ft from rail crossing

Date range: January 2 through December 27, 2018 (Tue-Thu only), total of 156 days



Figure 1. Barksdale Avenue Loop



Figure 2. Barksdale Avenue Satellite View

Recorded Incidents: No recorded incidents.

Analysis: Ramp meter data was collected and analyzed for queueing to the advanced queue loop. While there were instances of queueing to the advanced loop, no queueing over the tracks was observed. Induction loop queueing data is available for review at WSDOT offices.

41st Division Drive (JBLM Main Gate)

USDOT: 085830N Docket Number: TR-150509 (**Appendix D**)

Data Source: Advanced Queue Loop, roughly 600ft from rail crossing

Date range: January 2 through December 27, 2018 (Tue-Thu only), total of 156 days.



Figure 7. 41st Division Drive Loop



Figure 8. 41st Division Drive Satellite View

Recorded Incidents: No recorded incidents.

Analysis: Ramp meter data was collected and analyzed for queuing to the advanced queue loop. While there were instances of queuing to the advanced loop, no queuing over the tracks was observed. Induction loop queuing data is available for review at WSDOT offices.

Clover Creek Drive SW

USDOT: 085822W Docket Number: TR-150623 (Appendix E)



Recorded Incidents: No recorded incidents.

Analysis: There is no ramp meter and signal interconnection at this crossing. The UTC rescinded Order 02 on March 26, 2019 and notified WSDOT staff on April 2, 2019. Since the requirement was still in effect for 2018 WSDOT has included this crossing in the report.

Thorne Lane

USDOT: 085828M Docket Number: TR-150624 (**Appendix F**)

Data Source: Queue Loop, roughly 100~110ft from rail crossing. Advanced Queue does not exist due to short length of ramp

Date range: January 2 through December 27, 2018 (Tue-Thu only), total of 156 days.



Figure 5. Thorne Lane Loop

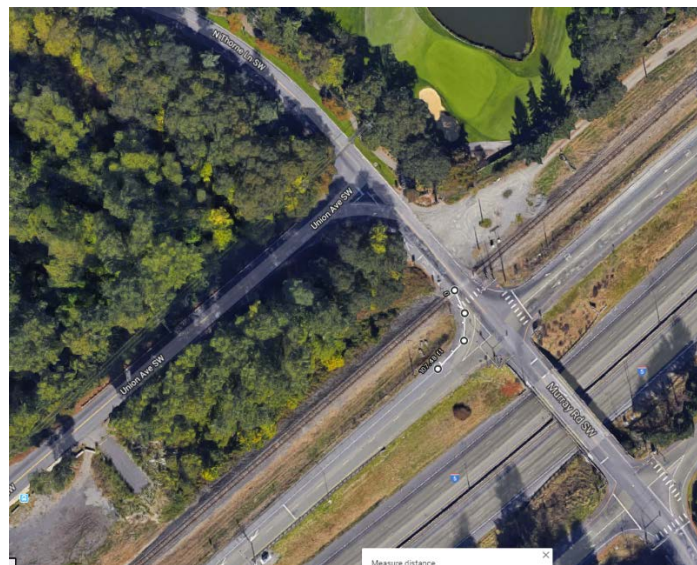


Figure 6. Thorne Lane Satellite View

Recorded Incidents: No recorded incidents.

Analysis: Ramp meter data was collected and analyzed for queuing to the queue loop closest to the rail. While there were instances of queuing to the closest loop, no queuing over the tracks was observed. Induction loop queuing data is available for review at WSDOT offices.

Conclusion

It is important to note that passenger service did not operate on the Point Defiance Bypass in 2018. WSDOT is awaiting the final report and recommendations from the NTSB investigation into the December 18, 2017 Amtrak 501 derailment before returning passenger service to the Bypass. WSDOT is seeking relief from future reporting requirements until passenger service resumes. WSDOT will keep the UTC informed on resumption of service dates.

The data that was collected for 2018 appears to show that the interconnection is helping to prevent incidents of vehicles queuing across the railroad tracks. WSDOT will continue to monitor the crossings and record any queuing instances over the crossing that are observed. Our report reflects WSDOT's best assessment at this time, based on the recorded incidents and our analysis of the data.

Please direct any questions concerning this report to:

Michael Sturges
Safety Program Manager
Rail, Freight and Ports Division
Email: Sturgem@wsdot.wa.gov
Office: 360-705-7982 | Cell: 260-450-8559

Appendix A

WSDOT Rail, Freight, and Ports Division
Plan for UTC Required Monitoring of Ramp Meter Interconnections
Version 1.0 12/14/2017

The UTC entered orders in 2015 in Docket Numbers 143845, 150508, 150509, 150523, and 150524. The orders approved changes to the crossings on the Point Defiance Bypass at Barksdale, 41st Division, Berkley, Clover Creek Drive, and Thorne Lane. A condition in the orders that the interconnect between the railroad signals and ramp meters for on ramps to south bound I-5 be monitored for 3 years to identify and report to the UTC incidents of queueing events that block the any of the railroad crossings. The plan and procedure for monitoring these crossings for such events is provided below. Please note that the railroad signals at Clover Creek Drive are not connected to any ramp meters because there is no proximal freeway ramp.

The UTC Orders read: "As a condition of approving the crossing signal modifications, the Commission required WSDOT to report to the Commission annually, for a period of three years, about the number of queuing instances over the crossing, and the impacts and effectiveness of the interconnection between the railroad signals and the ramp meter." Reports are due 1/31/2019, 1/31/2020, and 1/31/2021.

Monitoring: WSDOT Olympic Region (OR) Traffic Management Center (TMC) will monitor the crossings for any incidents of queuing across the railroad tracks and report them using their established "incident tracking system". They will note for each incident whether the ramp meter was turned on or off. They will also list any available information about the incident, including the start and end time of the incident, any people called to address the situation, what measures were taken to resolve the situation, and the likely cause or root cause analysis if available. At the close of each incident, the TMC will email the report, along with any screen shots that are helpful, to a distribution list provided by the Rail, Freight and Ports Division (RFP). The initial list is included at the bottom of this email. Olympic Region Traffic has installed cameras that can see each of these crossings (except for Clover Creek Drive). OR TMC does not intend to monitor each crossing continually, only when there is an incident or the ramp meters show that there is queuing back to the advance loop.

Analysis and Reporting: WSDOT Rail, Freight and Ports Division will review each incident and determine whether it appears that the ramp meter/railroad signal interconnect is not working properly or there is a queuing issue across the railroad tracks. Annually by January 31 of 2019, 2020, and 2021, the RFP division will prepare and submit a report to the UTC containing the information required by the orders.

Initial distribution list for incident reporting:

- Carolyn Simmonds
- Mike Rowswell
- rail@wsdot.wa.gov
- Adam Leslie
- Kun Yi
- Tony Leingang

**BEFORE THE WASHINGTON
UTILITIES AND TRANSPORTATION COMMISSION**

CITY OF LAKEWOOD,

Petitioner,

CENTRAL PUGET SOUND
REGIONAL TRANSPORTATION
AUTHORITY (SOUND TRANSIT),
BNSF RAILWAY CO.,
TACOMA RAIL,
WASHINGTON STATE
DEPARTMENT OF
TRANSPORTATION,

Respondents.

DOCKET TR-143846

ORDER 02

ORDER GRANTING REVISED
PETITION TO RECONSTRUCT AND
INTERCONNECT THE RAILROAD
WARNING AND HIGHWAY
TRAFFIC SIGNALS AT A PUBLIC
RAILROAD HIGHWAY-GRADE
CROSSING AT BERKELEY STREET
SOUTHWEST IN LAKEWOOD

USDOT: #085829U

BACKGROUND

- 1 On November 10, 2014, the City of Lakewood (City or Petitioner) filed with the Washington Utilities and Transportation Commission (Commission), a petition seeking approval to modify a railroad highway-grade crossing and interconnect the railroad signals with an existing traffic signal. The crossing is identified as USDOT #085829U and is located at the intersection of Berkeley Street Southwest and the Respondents' railroad tracks in Lakewood. The Commission issued an Order granting the petition on December 30, 2014.
- 2 On July 21, 2016, the City notified Commission staff of the completion of the reconstruction of the Berkeley Street Southwest crossing. On August 3, 2016, Commission staff inspected the crossing for compliance with the Commission's Order. The results of the inspection indicated several areas of deficiency. The City had not installed delineators on the median barriers on the southeast-bound approach to the crossing and several signs blocked the view of railroad signal equipment. Upon notification from Commission staff, the City installed the delineators and relocated the signs. However, there were additional deficiencies noted in the inspection that required the filing of a revised petition and approval from the Commission.
- 3 On April 14, 2017, the City filed the revised petition, which adds an automated wayside horn system already implemented at the crossing and proposes to remove a redundant set of flashing lights and signage on the southeast-bound approach that may be distracting to

drivers. Also, a new ramp meter system was installed with an intertie with the railroad signals, to preempt ramp meter clearing prior to any back-up over the railroad crossing.

4 Tacoma Rail and BNSF Railway Co. (BNSF) operate freight trains on this corridor of track which is owned by the Central Puget Sound Regional Transportation Authority (Sound Transit). The Washington State Department of Transportation (WSDOT) is responsible for maintaining the traffic signals and ramp meter located near the crossing which is currently interconnected with the existing railroad warning devices. All Respondents have consented to entry of an Order by the Commission without further notice or hearing.

5 The automated wayside horn system was installed at the crossing to provide auditory warning of an approaching train to vehicles and pedestrians. The wayside horns, which are mounted on each approach to the crossing and directed at vehicle traffic, will take the place of the engineer sounding the train horn when approaching the crossing.

6 Redundant crossbuck signs and LED lights are currently installed for both pedestrian and vehicle traffic on the southeast-bound approach to the crossing, which may cause confusion for oncoming vehicular traffic. The City proposes to remove the vehicle LED light set and crossbuck sign, leaving the pedestrian lights and crossbuck in place. Crossing signage would still meet all required standards but would appear less cluttered and eliminate confusion.

7 WSDOT installed a ramp meter on the nearby southbound highway entry ramp, which is interconnected with the railroad signals. When the railroad signals are activated, the ramp meter will change to a steady green to prevent the traffic on the freeway ramp from backing up over the crossing.

FINDINGS AND CONCLUSIONS

8 (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.*

9 (2) The Berkeley Street Southwest grade crossing, identified as USDOT #085829U, is a public railroad-highway grade crossing within the state of Washington.

10 (3) RCW 81.53.261 and WAC 480-62-150 require that the Commission grant approval prior to modifying a public railroad-highway grade crossing or

upgrading active crossing warning signals or devices within the state of Washington.

- 11 (4) Commission Staff investigated the revised petition and recommended that it be granted with conditions.
- 12 (5) After examination of the revised petition filed by the City of Lakewood on April 14, 2017, and giving consideration to all relevant matters and for good cause shown, the Commission grants the petition.

ORDER

THE COMMISSION ORDERS:

13 The revised petition of the City of Lakewood to modify a railroad-highway grade crossing at the intersection of Berkeley Street Southwest and the Respondents' tracks in the city of Lakewood, is granted. Approval of the petition is subject to the following conditions:

- (1) The modifications must conform to those described in the petition.
- (2) Traffic control devices must comply with all applicable standards specified in the U.S. Department of Transportation Manual on Uniform Traffic Control Devices.
- (3) Upon completion of the proposed modifications, the Petitioner must notify the Commission within 30 days. Acceptance of the changes is subject to inspection by Commission Staff, verifying that the crossing is in full compliance with applicable laws, regulations, and the conditions set forth in this order

The Secretary of the Commission has delegated authority over this matter pursuant to Order 01 in Docket A-151775. The Secretary finds this Order to be consistent with the public interest.

DATED at Olympia, Washington, and effective April 21, 2017.

WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION



STEVEN V. KING, Executive Director and Secretary

NOTICE: This is an order delegated to the Secretary for decision. In addition to serving you a copy of the decision, the Commission will post on its website for at least fourteen (14) days a listing of all matters delegated to the Secretary for decision. You may seek Commission review of this decision. You must file a request for Commission review of this order no later than fourteen (14) days after the date the decision is posted on the Commission's website. The Commission will schedule your request for review for consideration at a regularly scheduled open meeting. The Commission will notify you of the time and place of the open meeting at which the Commission will review the order.

The Commission will grant a late-filed request for review only on a showing of good cause, including a satisfactory explanation of why the person did not timely file the request. A form for late-filed requests is available on the Commission's website.

This notice and review process is pursuant to the provisions of RCW 80.01.030 and WAC 480-07-904(2) and (3).

**BEFORE THE WASHINGTON
UTILITIES AND TRANSPORTATION COMMISSION**

WASHINGTON STATE
DEPARTMENT OF
TRANSPORTATION,

Petitioner,

CENTRAL PUGET SOUND
REGIONAL TRANSPORTATION
AUTHORITY (SOUND TRANSIT),
BNSF RAILWAY CO., TACOMA
RAIL, CITY OF DUPONT,

Respondents.

DOCKET TR-150508

ORDER 02

ORDER GRANTING EXTENSION OF
TIME TO COMPLY WITH
CONDITIONS

USDOT: 085836E

BACKGROUND

- 1 On July 2, 2015, the Washington Utilities and Transportation Commission (Commission), approved a petition by the Washington State Department of Transportation (WSDOT) seeking approval to modify a railroad-highway grade crossing and interconnect the railroad signals with existing traffic signals. The crossing is identified as USDOT 085836E, located at the intersection of Barksdale Avenue in Dupont, and is part of the Point Defiance Bypass project.
- 2 The approved crossing signal modifications included a new highway ramp meter interconnected to the railroad signals. This interconnection will send a preemption signal from the railroad bungalow to the ramp meter, triggering the ramp meter to change operation to green or dark when activated. The interconnection will minimize the possibility of vehicle traffic backing up over the crossing from the highway ramp.
- 3 As a condition of approving the crossing signal modifications, the Commission required WSDOT to report to the Commission annually, for a period of three years, about the number of queuing instances over the crossing, and the impacts and effectiveness of the interconnection between the railroad signals and the ramp meter. The reporting period was to begin within ten days of the anniversary date of Order 01 (by July 12, 2016); however, as of that date, service on the new Point Defiance Bypass route had not yet

begun. WSDOT advised Commission staff that the Point Defiance Bypass expanded passenger rail service will begin December 18, 2017; therefore, the start date of the annual reporting requirement should be amended.

FINDINGS AND CONCLUSIONS

- 4 (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.*
- 5 (2) The Barksdale Avenue grade crossing, identified as USDOT 085836E, is a public railroad-highway grade crossing within the state of Washington.
- 6 (3) RCW 81.53.261 and WAC 480-62-150 require that the Commission grant approval prior to modifying a public railroad-highway grade crossing or upgrading active crossing warning signals or devices within the state of Washington.

ORDER

THE COMMISSION ORDERS:

- 1 The Washington State Department of Transportation will, for a period of three years, provide an annual report to the Commission, beginning January 31, 2019. At a minimum, the annual report will contain information about the number of queuing instances over the Barksdale Avenue crossing during the previous year, and an analysis of the impacts and effectiveness of the interconnection between the railroad signals and the ramp meter. Subsequent reports are due January 31, 2020, and January 31, 2021.
- 2 The Secretary of the Commission has delegated authority over this matter pursuant to Order 01 in Docket A-151775. The Secretary finds this Order to be consistent with the public interest.

DATED at Olympia, Washington, and effective December 6, 2017.

WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION



STEVEN V. KING, Executive Director and Secretary

NOTICE: This is an order delegated to the Secretary for decision. In addition to serving you a copy of the decision, the Commission will post on its Internet website for at least fourteen (14) days a listing of all matters delegated to the Secretary for decision. You may seek Commission review of this decision. You must file a request for Commission review of this order no later than fourteen (14) days after the date the decision is posted on the Commission's website. The Commission will schedule your request for review for consideration at a regularly scheduled open meeting. The Commission will notify you of the time and place of the open meeting at which the Commission will review the order.

The Commission will grant a late-filed request for review only on a showing of good cause, including a satisfactory explanation of why the person did not timely file the request. A form for late-filed requests is available on the Commission's website.

This notice and review process is pursuant to the provisions of RCW 80.01.030 and WAC 480-07-904(2) and (3). RCW 80.01.030 and WAC 480-07-904(2) and (3).

**BEFORE THE WASHINGTON
UTILITIES AND TRANSPORTATION COMMISSION**

WASHINGTON STATE
DEPARTMENT OF
TRANSPORTATION,

Petitioner,

CENTRAL PUGET SOUND
REGIONAL TRANSPORTATION
AUTHORITY (SOUND TRANSIT),
BNSF RAILWAY CO., TACOMA
RAIL, JOINT BASE LEWIS-
MCCHORD,

Respondents.

DOCKET TR-150509

ORDER 02

ORDER GRANTING EXTENSION OF
TIME TO COMPLY WITH
CONDITIONS

USDOT: 085830N

BACKGROUND

- 1 On July 2, 2015, the Washington Utilities and Transportation Commission (Commission), approved a petition by the Washington State Department of Transportation (WSDOT) seeking approval to modify a railroad-highway grade crossing and interconnect the railroad signals with existing traffic signals. The crossing is identified as USDOT 085830N, located at the intersection of 41st Division Drive in Pierce County, and is part of the Point Defiance Bypass project.
- 2 The approved crossing signal modifications included a new highway ramp meter interconnected to the railroad signals. This interconnection will send a preemption signal from the railroad bungalow to the ramp meter, triggering the ramp meter to change operation to green or dark when activated. The interconnection will minimize the possibility of vehicle traffic backing up over the crossing from the highway ramp.
- 3 As a condition of approving the crossing signal modifications, the Commission required WSDOT to report to the Commission annually, for a period of three years, about the number of queuing instances over the crossing, and the impacts and effectiveness of the interconnection between the railroad signals and the ramp meter. The reporting period was to begin within ten days of the anniversary date of Order 01 (by July 12, 2016); however, as of that date, service on the new Point Defiance Bypass route had not yet begun. WSDOT advised Commission staff that the Point Defiance Bypass expanded

passenger rail service will begin December 18, 2017; therefore, the start date of the annual reporting requirement should be amended.

FINDINGS AND CONCLUSIONS

- 4 (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.*
- 5 (2) The 41st Division Drive grade crossing, identified as USDOT 085830N, is a public railroad-highway grade crossing within the state of Washington.
- 6 (3) RCW 81.53.261 and WAC 480-62-150 require that the Commission grant approval prior to modifying a public railroad-highway grade crossing or upgrading active crossing warning signals or devices within the state of Washington.

ORDER

THE COMMISSION ORDERS:

- 1 The Washington State Department of Transportation will, for a period of three years, provide an annual report to the Commission, beginning January 31, 2019. At a minimum, the annual report will contain information about the number of queuing instances over the 41st Division Drive crossing during the previous year, and an analysis of the impacts and effectiveness of the interconnection between the railroad signals and the ramp meter. Subsequent reports are due January 31, 2020, and January 31, 2021.
- 2 The Secretary of the Commission has delegated authority over this matter pursuant to Order 01 in Docket A-151775. The Secretary finds this Order to be consistent with the public interest.

DATED at Olympia, Washington, and effective December 6, 2017.

WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION



STEVEN V. KING, Executive Director and Secretary

NOTICE: This is an order delegated to the Secretary for decision. In addition to serving you a copy of the decision, the Commission will post on its Internet website for at least fourteen (14) days a listing of all matters delegated to the Secretary for decision. You may seek Commission review of this decision. You must file a request for Commission review of this order no later than fourteen (14) days after the date the decision is posted on the Commission's website. The Commission will schedule your request for review for consideration at a regularly scheduled open meeting. The Commission will notify you of the time and place of the open meeting at which the Commission will review the order.

The Commission will grant a late-filed request for review only on a showing of good cause, including a satisfactory explanation of why the person did not timely file the request. A form for late-filed requests is available on the Commission's website.

This notice and review process is pursuant to the provisions of RCW 80.01.030 and WAC 480-07-904(2) and (3). RCW 80.01.030 and WAC 480-07-904(2) and (3).

**BEFORE THE WASHINGTON
UTILITIES AND TRANSPORTATION COMMISSION**

WASHINGTON STATE
DEPARTMENT OF
TRANSPORTATION,

Petitioner,

CENTRAL PUGET SOUND
REGIONAL TRANSPORTATION
AUTHORITY (SOUND TRANSIT),
BNSF RAILWAY CO., TACOMA
RAIL, CITY OF LAKEWOOD,

Respondents.

DOCKET TR-150623

ORDER 02

ORDER GRANTING EXTENSION OF
TIME TO COMPLY WITH
CONDITIONS

USDOT: 085822W

BACKGROUND

- 1 On July 2, 2015, the Washington Utilities and Transportation Commission (Commission), approved a petition by the Washington State Department of Transportation (WSDOT) seeking approval to modify a railroad-highway grade crossing and interconnect the railroad signals with existing traffic signals. The crossing is identified as USDOT 085822W, located at the intersection of Clover Creek Drive SW in Lakewood, and is part of the Point Defiance Bypass project.
- 2 The approved crossing signal modifications included a new highway ramp meter interconnected to the railroad signals. This interconnection will send a preemption signal from the railroad bungalow to the ramp meter, triggering the ramp meter to change operation to green or dark when activated. The interconnection will minimize the possibility of vehicle traffic backing up over the crossing from the highway ramp.
- 3 As a condition of approving the crossing signal modifications, the Commission required WSDOT to report to the Commission annually, for a period of three years, about the number of queuing instances over the crossing, and the impacts and effectiveness of the interconnection between the railroad signals and the ramp meter. The reporting period was to begin within ten days of the anniversary date of Order 01 (by July 12, 2016); however, as of that date, service on the new Point Defiance Bypass route had not yet begun. WSDOT advised Commission staff that the Point Defiance Bypass expanded passenger rail service will begin December 18, 2017; therefore, the start date of the annual reporting requirement should be amended.

FINDINGS AND CONCLUSIONS

- 4 (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.*
- 5 (2) The Clover Creek Drive SW grade crossing, identified as USDOT 085822W, is a public railroad-highway grade crossing within the state of Washington.
- 6 (3) RCW 81.53.261 and WAC 480-62-150 require that the Commission grant approval prior to modifying a public railroad-highway grade crossing or upgrading active crossing warning signals or devices within the state of Washington.

ORDER

THE COMMISSION ORDERS:

- 1 The Washington State Department of Transportation will, for a period of three years, provide an annual report to the Commission, beginning January 31, 2019. At a minimum, the annual report will contain information about the number of queuing instances over the Clover Creek Drive SW crossing during the previous year, and an analysis of the impacts and effectiveness of the interconnection between the railroad signals and the ramp meter. Subsequent reports are due January 31, 2020, and January 31, 2021.
- 2 The Secretary of the Commission has delegated authority over this matter pursuant to Order 01 in Docket A-151775. The Secretary finds this Order to be consistent with the public interest.

DATED at Olympia, Washington, and effective December 6, 2017.

WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION



STEVEN V. KING, Executive Director and Secretary

NOTICE: This is an order delegated to the Secretary for decision. In addition to serving you a copy of the decision, the Commission will post on its Internet website for at least fourteen (14) days a listing of all matters delegated to the Secretary for decision. You may seek Commission review of this decision. You must file a request for Commission review of this order no later than fourteen (14) days after the date the decision is posted on the Commission's website. The Commission will schedule your request for review for consideration at a regularly scheduled open meeting. The Commission will notify you of the time and place of the open meeting at which the Commission will review the order.

The Commission will grant a late-filed request for review only on a showing of good cause, including a satisfactory explanation of why the person did not timely file the request. A form for late-filed requests is available on the Commission's website.

This notice and review process is pursuant to the provisions of RCW 80.01.030 and WAC 480-07-904(2) and (3). RCW 80.01.030 and WAC 480-07-904(2) and (3).

**BEFORE THE WASHINGTON
UTILITIES AND TRANSPORTATION COMMISSION**

WASHINGTON STATE
DEPARTMENT OF
TRANSPORTATION,

Petitioner,

CENTRAL PUGET SOUND
REGIONAL TRANSPORTATION
AUTHORITY (SOUND TRANSIT),
BNSF RAILWAY COMPANY,
TACOMA RAIL, CITY OF
LAKEWOOD,

Respondents.

DOCKET TR-150623

ORDER 03

ORDER RESCINDING ORDER 02,
GRANTING EXTENSION OF TIME
TO COMPLY WITH CONDITIONS

USDOT: 085822W

BACKGROUND

- 1 On July 2, 2015, the Washington Utilities and Transportation Commission (Commission), approved a petition by the Washington State Department of Transportation (WSDOT) seeking approval to reconstruct a railroad-highway grade crossing. The crossing is identified as USDOT 085822W, located at the intersection of Clover Creek Drive SW in Lakewood, and is part of the Point Defiance Bypass project.
- 2 On December 6, 2017, the Commission entered Order 02 granting an extension of time for WSDOT to comply with the conditions in Order 01. The Order referenced a requirement for WSDOT to report annually, for a period of three years, on the number of queuing instances over the crossing, and provide an analysis of the impacts and effectiveness of the interconnection between the railroad signals and the ramp meter. WSDOT is required to provide this type of reporting for several crossings along the Point Defiance Bypass route where a ramp meter is interconnected with railroad signals.
- 3 Commission Staff (Staff) recommends that the Commission rescind Order 02, as it was issued in error. Order 01 did not require such reporting by WSDOT, as there is no ramp meter interconnected with the railroad signals at the Clover Creek Drive SW crossing. Staff confirmed that WSDOT has complied with the conditions listed in Order 01.

DISCUSSION

- 4 We agree with Staff's recommendation. We rescind the Order 02.

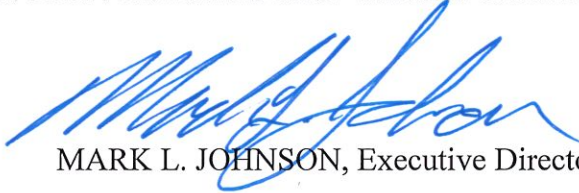
ORDER

THE COMMISSION ORDERS:

- 5 (1) The Commission rescinds Order 02, which granted an extension of time for
WSDOT to comply with conditions in Order 01.
- 6 The Commissioners, having determined this Order to be consistent with the public
interest, directed the Secretary to enter this Order.

DATED at Olympia, Washington, and effective March 26, 2019.

WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION



MARK L. JOHNSON, Executive Director and Secretary

**BEFORE THE WASHINGTON
UTILITIES AND TRANSPORTATION COMMISSION**

WASHINGTON STATE
DEPARTMENT OF
TRANSPORTATION,

Petitioner,

CENTRAL PUGET SOUND
REGIONAL TRANSPORTATION
AUTHORITY (SOUND TRANSIT),
BNSF RAILWAY CO., TACOMA
RAIL, CITY OF LAKEWOOD,

Respondents.

DOCKET TR-150624

ORDER 02

ORDER GRANTING EXTENSION OF
TIME TO COMPLY WITH
CONDITIONS

USDOT: 085828M

BACKGROUND

- 1 On July 2, 2015, the Washington Utilities and Transportation Commission (Commission), approved a petition by the Washington State Department of Transportation (WSDOT) seeking approval to modify a railroad-highway grade crossing and interconnect the railroad signals with existing traffic signals. The crossing is identified as USDOT 085828M, located at the intersection of North Thorne Lane SW in Lakewood, and is part of the Point Defiance Bypass project.
- 2 The approved crossing signal modifications included a new highway ramp meter interconnected to the railroad signals. This interconnection will send a preemption signal from the railroad bungalow to the ramp meter, triggering the ramp meter to change operation to green or dark when activated. The interconnection will minimize the possibility of vehicle traffic backing up over the crossing from the highway ramp.
- 3 As a condition of approving the crossing signal modifications, the Commission required WSDOT to report to the Commission annually, for a period of three years, about the number of queuing instances over the crossing, and the impacts and effectiveness of the interconnection between the railroad signals and the ramp meter. The reporting period was to begin within ten days of the anniversary date of Order 01 (by July 12, 2016); however, as of that date, service on the new Point Defiance Bypass route had not yet begun. WSDOT advised Commission staff that the Point Defiance Bypass expanded passenger rail service will begin December 18, 2017; therefore, the start date of the annual reporting requirement should be amended.

FINDINGS AND CONCLUSIONS

- 4 (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.*
- 5 (2) The North Thorne Lane SW grade crossing, identified as USDOT 085828M, is a public railroad-highway grade crossing within the state of Washington.
- 6 (3) RCW 81.53.261 and WAC 480-62-150 require that the Commission grant approval prior to modifying a public railroad-highway grade crossing or upgrading active crossing warning signals or devices within the state of Washington.

ORDER

THE COMMISSION ORDERS:

- 1 The Washington State Department of Transportation will, for a period of three years, provide an annual report to the Commission, beginning January 31, 2019. At a minimum, the annual report will contain information about the number of queuing instances over the North Thorne Lane SW crossing during the previous year, and an analysis of the impacts and effectiveness of the interconnection between the railroad signals and the ramp meter. Subsequent reports are due January 31, 2020, and January 31, 2021.
- 2 The Secretary of the Commission has delegated authority over this matter pursuant to Order 01 in Docket A-151775. The Secretary finds this Order to be consistent with the public interest.

DATED at Olympia, Washington, and effective December 6, 2017.

WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION



STEVEN V. KING, Executive Director and Secretary

NOTICE: This is an order delegated to the Secretary for decision. In addition to serving you a copy of the decision, the Commission will post on its Internet website for at least fourteen (14) days a listing of all matters delegated to the Secretary for decision. You may seek Commission review of this decision. You must file a request for Commission review of this order no later than fourteen (14) days after the date the decision is posted on the Commission's website. The Commission will schedule your request for review for consideration at a regularly scheduled open meeting. The Commission will notify you of the time and place of the open meeting at which the Commission will review the order.

The Commission will grant a late-filed request for review only on a showing of good cause, including a satisfactory explanation of why the person did not timely file the request. A form for late-filed requests is available on the Commission's website.

This notice and review process is pursuant to the provisions of RCW 80.01.030 and WAC 480-07-904(2) and (3). RCW 80.01.030 and WAC 480-07-904(2) and (3).