WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

YAK Rail LLC Petitioner, vs. Yakima County Respondent 1 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. 099216G

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

YAK Rail LLC
Petitioner:

Jared Jungmann
Signature:

709 N 10th Ave
Street Address:

Walla Walla, WA 99362
City, State, and Zip Code:

Mailing Address, if different than the street address:

Jared Jungmann
Contact Person Name:

509-386-7753 jj@columbiarail.com
Contact Phone Number and Email:

Section 2 – Respondent's Information

Yakima County
Respondent 1:

128 N 2nd Street, 4th floor
Street Address:

Yakima, WA 98901
City, State, and Zip Code:

Mailing Address, if different than the street address:

Matt Pietrusiewicz
Contact Person Name:

509-574-2320 matt.pietrusiewicz@co.yakima.wa.us
Contact Phone Number and Email:

Respondent 2:

Street Address:

City, State, and Zip Code:

Mailing Address, if different than the street address:

Contact Person Name:

Contact Phone Number and Email:

Section 3 – Crossing Location

1. Highway/roadway: Lateral A Rd.
2. Existing railroad: YAK Rail LLC
3. USDOT Crossing No.: 099216G
4. GPS location: 46.40439740475782, -120.4799922016035
5. Railroad mile post (nearest tenth): 6.27
6. City: Wapato County: Yakima

Section 4 – Highway Information

1. Name of Roadway/highway: Lateral A Rd.
2. Road authority: Yakima County
3. Average annual daily traffic (AADT): 2800 AADT year: 2010
4. Number of lanes: 2
5. Roadway speed: 50
6. Is the crossing part of an established truck route? ☑ Yes ☐ No
7. If so, trucks are what percentage of total daily traffic? 21 %
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? unk.

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: YAK Rail LLC

2. Type of railroad at crossing: ☑ Common Carrier ☐ Logging ☐ Industrial ☐ Passenger ☐ Excursion

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

4. Number of tracks at crossing: 1

5. Average daily train traffic, freight: 1-3

   Authorized freight train speed: 10 Operated freight train speed: 10

6. Average daily train traffic, passenger: 0

   Authorized passenger train speed: 0 Operated passenger train speed: 0

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

Railroad - Increased train traffic per week due to more customers on the line.

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)

☑ Stop Lines	☑ Crossbucks (R15-1)	☐ Median Barriers
☑ Power-Off Indicator	☑ Road Markings	☐ Crossbuck Assemblies
☑ Waning Bells	☑ Emergency Notification System Signs	
☐ Cantilevers	☑ Gates	☐ Four-Quadrant Gates

Number Flashing Light Pairs: 5 ☐ Incandescent ☑ LED

Train Detection Type: Motion

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 circuity. (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

Replacing all batteries and chargers

Upgrade Train Detection Technology

Changes to Traffic Light Interconnection/Preemption None

Other:

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)

If commercial power goes out, the lead acid batteries or chargers could fail before commercial power comes back. This would result in a dead crossing, no lights or gates activating.

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.

   $8459.07

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 - Labor
   UTC- Materials

   DTC20 CHARGER - $1338.12 / DTC40 CHARGER - $1498.63
   7 GNB 368AH BATTS - $3267.74 / 6 GNB 264AH BATTS - $2354.58

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

   $8459.07

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

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.: 099216G

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 Yakima, Washington, on the 11 day of September 2023.

Printed Name of Respondent 1: Yakima County

Signature of the Respondent's Representative: M R

Title: County Engineer

Phone Number: 509 574 2320

Email: Matt.pietrusiewicz @ co.yakima.wa.us

Mailing Address: Matt.pietrusiewicz @ co.yakima.wa.us

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

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