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. 099206B

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: South Wapato Rd.
2. Existing railroad: YAK Rail LLC
3. USDOT Crossing No.: 099206B
4. GPS location: 46.404252261685, -120.41736550175075
5. Railroad mile post (nearest tenth): 3.27
6. City: Wapato County: Yakima

Section 4 – Highway Information

1. Name of Roadway/highway: South Wapato Rd.
2. Road authority: Yakima County
3. Average annual daily traffic (AADT): 1830 AADT year: 2016
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? 6 %
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? 2

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: ☐ 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 Advance Warning Signs (W10 Series)

☑ Stop Lines	☑ Crossbucks (R15-1)	☐ Median Barriers
☑ Power-Off Indicator	☑ Road Markings	☐ Crossbuck Assemblies
☑ Warning 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.

Advance 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 to PMD4/4R from S2000

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:

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 existing S2000 Logic Unit currently in use is between 30 and 35 years old. It is obsolete, with no spare parts available for on-site repairs. Additionally, critical electronic components of the Unit are no longer supported or repaired by the sole service provider, Genesis Technologies. Once certain components fail, the whole Unit will have to be replaced.

When a card fails, the entire unit becomes unreliable or nonfunctional. This requires the crossing to be taken out of service, and parts must be shipped across the country for repairs—a process that can take over 100 days. During this time, the crossing remains a "dark" or non-operational crossing, posing significant safety risks.

When a signal is out of service, train crews must manually stop road traffic to allow trains to pass through. The posted speed limit on this roadway is 50 MPH. This creates a hazardous situation for train personnel, motorists, and the general public.

Upgrading this outdated system is essential to maintain safe and reliable railroad operations and to eliminate the substantial risks and delays caused by equipment failures.

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: Provided In-House by YAK RAIL

   YAK RAIL will remove old Logic Unit with new and wire up.

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

   PMD4/4R KIT (Logic Unit, Interface Panel, Cables) = $21,245

   UTC: Provide Material costs
   YAK RAIL: Cover Labor and Costs above requested funds.

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

   $21,245

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)

YAK RAIL will be responsible for all future maintenance costs.
Annual Maintenance cost: $1100

Section 12 – Project Completion Date

What is the estimated timeline for project completion?

June 1st, 2027

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.: 099206B

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 23 day of October 2025.

Printed Name of Respondent 1: Yakima County, Matt Pietrusiewicz

Signature of the Respondent's Representative:

Title: County Engineer

Phone Number: (509)574-2320

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

Mailing Address: 128 N 2nd Street, 4th floor, Yakima WA, 98901

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