

**BEFORE THE WASHINGTON STATE  
UTILITIES AND TRANSPORTATION COMMISSION**

In the Matter of the Petition of	)	DOCKET TR-121302
	)	
WASHINGTON & IDAHO	)	ORDER 01
RAILWAY, INC.,	)	
	)	ORDER GRANTING PETITION TO
Petitioner,	)	MODIFY HIGHWAY-RAIL GRADE
	)	CROSSING ACTIVE WARNING
	)	DEVICES AND AUTHORIZING
	)	EXPENDITURE FROM THE GRADE
	)	CROSSING PROTECTIVE FUND
Seeking Approval to Upgrade Signals	)	
at a Railroad-Highway Grade Crossing	)	USDOT: 859334J
.....	)	

**BACKGROUND**

- 1     On August 6, 2012, Washington & Idaho Railway, Inc. (WIR or Petitioner) filed with the Washington Utilities and Transportation Commission (Commission), a petition seeking approval to modify active warning devices at a railroad-highway grade crossing. The crossing is identified as USDOT 859334J and is located at the intersection of State Route 272 (SR-272) and the Petitioner's tracks in the City of Palouse. The Petitioner further requested the Commission authorize an expenditure of \$20,000 from the Grade Crossing Protective Fund (GCPF) to pay for a portion of the upgrades.
  
- 2     Railroad warning devices at the SR-272 crossing consist of shoulder-mounted flashing lights, cross bucks, a warning bell, and motion sensor train detection. The Petitioner proposes to replace the existing lights with LED lights, replace system batteries and install battery chargers, upgrade the motion sensor train detection to a newer PMD 3 technology, and install a surge protection panel. In addition, as a result of these upgrades, the circuit plans need to be revised. These upgrades will improve the overall safety at the crossing because motorists and pedestrians can rely on these active warning devices to determine if a train is approaching the crossing. The LED flashing lights will provide greater visibility for the motoring public.
  
- 3     SR-272 is a two-lane roadway with a posted speed limit of 25 miles per hour. Average annual daily traffic across the crossing is 1,600 vehicles. SR-272 is an established truck route, with commercial vehicles making up approximately 12 percent of the total daily traffic at the crossing. Two freight trains per day operate at 10 miles per hour over the crossing.

4 The Petitioner is requesting a disbursement of \$20,000 to pay for a portion of the upgrades. The total approximate cost of the project is \$21,481.17. The Petitioner is contributing the cost of labor for installation of the upgrades. An expenditure of \$20,000 from the Grade Crossing Protective Fund is available to help fund the improvements.

### FINDINGS AND CONCLUSIONS

- 5 (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, and authority to approve and administer disbursements from the Grade Crossing Protective Fund. *RCW 81.53; RCW 81.53.271; RCW 81.53.281.*
- 6 (2) The grade crossing at SR-272, identified as USDOT 859334J, is a public railroad-highway grade crossing within the state of Washington.
- 7 (3) RCW 81.53.261 requires the Commission grant approval prior to any changes to public railroad-highway grade crossings within the state of Washington. *See also WAC 480-62-150.*
- 8 (4) RCW 81.53.271 allows the Commission to disburse up to \$20,000 from the Grade Crossing Protective Fund to pay for the installation of a grade crossing protective device, without requiring the Petitioner to share the cost.
- 9 (5) Commission Staff investigated the petition and recommended that it be granted, subject to specified conditions.
- 10 (6) After reviewing WIR's petition filed on August 6, 2012, and giving due consideration to all relevant matters and for good cause shown, the Commission grants the petition and request for disbursement of funds.

### ORDER

#### THE COMMISSION ORDERS:

- 11 Washington & Idaho Railway, Inc.'s petition to upgrade warning devices at a railroad-highway grade crossing, located at SR-272, is granted. The cost of this upgrade shall be paid from the Grade Crossing Protective Fund. Approval of the petition is subject to the following conditions:

- (1) Expenditure from the Grade Crossing Protective Fund must not exceed \$20,000.
- (2) Payment will be made upon presentation of claim for reimbursement for materials and labor, and verification by Commission Staff that the work has been satisfactorily completed.
- (3) Washington & Idaho Railway, Inc. must sign and return the attached project agreement.
- (4) The project must be completed no later than July 15, 2013.
- (5) Traffic control devices must comply with all applicable standards specified in the U.S. Department of Transportation *Manual on Uniform Traffic Control Devices*.
- (6) Washington & Idaho Railway, Inc. must notify the Commission upon completion of the upgrades authorized in this Order. Acceptance of the upgrades is subject to inspection by Commission Staff, and verification that the crossing is in full compliance with applicable laws, regulations, and the conditions specified in this Order.

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 August 21, 2012.

WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION



DAVID W. DANNER, 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 Web site 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 Web site. 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 Web site.

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