

February 4, 2011

2011 FEB 10 AM 11:01

Cathy Hunter
Washington Utilities and Transportation Commission
1300 S. Evergreen Park Drive SW
PO Box 47250
Olympia, WA 98504-7250

**Puget Sound and Pacific Railroad
Grade Crossing Protective Fund Applications for Crossing Closures**

Dear Mrs. Hunter:

The Puget Sound and Pacific Railroad (PSAP) is proposing to close several grade crossings. As you are aware, there is a typographical discrepancy on page 3 of the following applications:

CROSSING NAME	LOCAL JURISDICTION	DOCKET NUMBER
Newell Street	City of Aberdeen	TR 110165
Hewitt Street	Grays Harbor County	TR 110166
Foron Road	Lewis County	TR 110167
2 nd Street	City of Elma	TR 110168
5 th Street	City of Elma	TR 110169
10 th Street	City of Elma	TR 110170
17 th Street	Grays Harbor County	TR 110171

On page 3 of each application, the completion date of the projects was identified as 1 year after the granting of funds, with an example provided. The example should read as follows:

“E.g., if funding were made available in May 2011, the project would be complete by May 2012.”

The third page for each of these applications has been revised accordingly, the docket numbers incorporated into the first page, and each revised form is attached.

If you have any questions or require additional information, please call me at (360) 482-4994.

Sincerely,



Steve Hefley
General Manager

Enclosures

WASHINGTON



UTILITIES AND TRANSPORTATION
COMMISSION

1300 S. Evergreen Park Drive SW
PO Box 47250
Olympia, WA 98504-7250
(360)664-1257 or (360)664-1100
Fax: (360)586-1150
Web: www.wutc.wa.gov
E-mail: records@utc.wa.gov

**GRADE CROSSING PROTECTIVE FUND
2009 – 2011 GRANT APPLICATION
ELIMINATING OR CONSOLIDATING RAILROAD GRADE CROSSINGS**

The Washington Utilities and Transportation Commission (commission), through its Grade Crossing Protective Fund (GCPF), provides grants for projects that eliminate or mitigate public safety hazards at railroad crossings and along railroad rights-of-way in Washington State. As part of its 2009/2011 GCPF program, the commission has designated funds specifically for the purpose of providing financial assistance to encourage or support eliminating or consolidating public and private railroad grade crossings that may be redundant, unnecessary or abandoned.

To apply for GCPF funding to eliminate a railroad grade crossing or to consolidate railroad grade crossings, complete the following information and submit it and attachments to the commission.

Applicant Information

Applicant Name: Steve L. Hefley
Organization: Puget Sound & Pacific Railroad
Address: 411 N. 3rd Street, Elma, WA 98541
Phone: (360) 482-4994
E-mail: steve.hefley@railamerica.com
Fax: (360) 482-3966

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Docket Number TR 110165

Project Information

1. A list all other companies, organizations, state agencies or local governments that may be involved in implementing this proposal and the contact name, address and phone number or e-mail address for each (if known).
2. A description of the project, including:
 - a. For a public crossing, the USDOT number, street name and county.
 - USDOT #096693P
 - Street Name: S. Newell Street, Aberdeen, WA
 - Grays Harbor County

- b. **For a private crossing, specific identifying information such as the property owner, GPS coordinates, county and nearby community.**
 - N/A
- c. **A description of existing protection at the crossing such as traffic control signs, railroad warning signs or other similar devices.**
 - Passive Warning Devices (signs)
- d. **The number of trains using the crossing on a daily basis and the operating speed of each (if known).** Approximately 6 trains per day (current), but may increase in the future. Maximum authorized speed is 10mph.
- e. **The number and type of motor vehicles or other modes of transportation, and the number of pedestrians, using the crossing on a daily basis and the posted vehicle speed limit (if known).** ADT is approximately 590, with speed limit of 25 MPH.
- f. **A description of why this crossing should be, or could be, eliminated.**
Public safety would be improved by reducing the potential for train/vehicle accidents. The crossing is the remaining “stub” of a public roadway which now only serves recently developed private parking lots and there are alternate routes immediately adjacent to the crossing.
- g. **A list of alternative crossings motorists or others may use, their location and the distance or travel time from the crossing proposed to be eliminated (if this does not apply, explain why not).** There is alternate access available to each side of the crossing. On the north, the single business is already served by Olympic Highway. On the south, the parking lots can be accessed via Olympic Highway and East Heron Street or South Chehalis Street and East Heron Street.

There does not appear to be any additional driving distance required, since other exist from the retail complex serve the same purpose. At most, the additional driving distance would be on the order of 500’-700’ and a minute or so additional driving time.

- h. **A list of known and possible stakeholders.** Please see the accompanying list of adjacent property owners. The Puget Sound and Pacific Railroad and its customers, including the Port of Grays Harbor, also stakeholders.

3. **A cost estimate, including:**

- a. **An itemized list of the total costs of the project.**

Item	Qty	Unit \$	Ext \$
Roadway Excavation Incl Haul:	360 CY	\$40/CY	\$14,500
New Signage	1 LS	\$3000	\$3000
W-Beam Rail	150 LF	\$35/LF	\$5500
<u>Contingency</u>	<u>11%</u>	<u>\$2500</u>	<u>\$2500</u>
Total:			\$25,500

b. Names of parties contributing to the project, including the applicant, and the amount each is contributing.

Per 23 CFR 646.210 (b) 4, pertaining to elimination of grade crossings at which there are no active warning devices, Puget Sound and Pacific proposes all costs will be borne by Federal Aid highway funds. If such funds are not available, the applicant proposes that all costs be borne by the State Grade Crossing Protective Fund.

4. An estimated timeline for the project.

The project would be completed within 12 months of notice of availability of funding. E.g., if funding were made available in May 2011, the project would be complete by May 2012.

5. Any other information the applicant believes would be useful to the commission in considering the project.

Railroad Commitment

If the applicant is not the railroad owning the crossing, the applicant must submit the attached Railroad Commitment form, completed by the railroad owning the crossing.

Submitting the Application

After completing the application, please send the original to:
Washington Utilities and Transportation Commission
Attention: Grade Crossing Protective Fund
1300 S. Evergreen Park Drive SW
PO Box 47250
Olympia, WA 98504-7250

A signed application may be filed electronically at records@utc.wa.gov. When filing electronically, please specify "Grade Crossing Protective Fund" in the subject line.

Assistance

For questions or assistance, please contact:

- Kathy Hunter at (360)664-1257 or by e-mail at khunter@utc.wa.gov
- David Pratt at (360)664-1100 or by e-mail at dpratt@utc.wa.gov

Railroad Commitment

The undersigned represents the Railroad Company in the accompanying GCPF grant application for funding to eliminate or consolidate a railroad crossing(s). We have reviewed the application and are satisfied the conditions are the same as described by the applicant. We agree to eliminate or consolidate the crossing(s) as described in the application.

Steve Hefley

Printed name of Railroad Representative

Steve Hefley

Signature of Railroad Representative

General Manager

Title

360 - 482 - 4994

Phone

stew.hefley@railamerica.com

E-mail

Date: Feb. 8, 2011