

**BEFORE THE WASHINGTON
UTILITIES AND TRANSPORTATION COMMISSION**

In the Matter of the Petition of)	DOCKET TR-121075
)	
KETTLE FALLS INTERNATIONAL)	ORDER 01
RAILWAY,)	
)	ORDER GRANTING PETITION TO
Petitioner,)	UPGRADE ACTIVE WARNING
)	DEVICES AND AUTHORIZING
)	EXPENDITURE FROM THE GRADE
)	CROSSING PROTECTIVE FUND
)	
Seeking Approval to Upgrade Signals)	USDOT: 059316C
at a Railroad-Highway Grade Crossing)	
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BACKGROUND

- 1 On June 20, 2012, Kettle Falls International Railway (Kettle Falls Railway or Petitioner) filed with the Washington Utilities and Transportation Commission (Commission), a petition seeking approval to upgrade active warning devices at a railroad-highway grade crossing. The crossing is identified as USDOT 059316C and is located at the intersection of Meyers Street and the Petitioner’s tracks in the City of Kettle Falls. The Petitioner further requested the Commission authorize an expenditure of \$11,663.25 from the Grade Crossing Protective Fund (GCPF) to pay for a portion of the upgrades.

- 2 Railroad warning devices at the Meyers Street crossing consist of cantilever mounted flashing lights and cross-bucks. The Petitioner proposes to upgrade the incandescent flashing lights to LED type lights, replace the system batteries/chargers, electronic bell and the outdated motion train detection with newer motion detection technology. 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 lights will provide greater visibility for the motoring public.

- 3 Meyers Street is a four lane roadway with a posted speed limit of 25 miles per hour. Average daily traffic through the crossing is estimated at 2,400 vehicles which includes 76 school buses. Up to 17 trains per day operate at 10 miles per hour over the single track crossing. The 17 trains per day include switching movements over the crossing.

4 The Petitioner is requesting a disbursement of \$11,663.25 to pay for a portion of the upgrades. The total approximate cost of the project is \$22,104.25. Kettle Falls Railway is contributing \$10,441 toward the cost of the HXP3 train detection unit. An expenditure of \$11,663.25 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 the Meyers Street, identified as USDOT 059316C, 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 Kettle Falls Railway's petition filed on June 20, 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 Kettle Falls International Railway's petition to upgrade warning devices at a railroad-highway grade crossing, located at the Meyers Street, 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 \$11,663.25.
- (2) The work for which the Grade Crossing Protective Fund disbursement was approved must conform to the project description specified in the application.
- (3) Kettle Falls International Railway must sign and return the attached project agreement.
- (4) Payment will be made upon presentation of claim for reimbursement and verification by Commission Staff that the work has been satisfactorily completed.
- (5) The project must be completed and the associated request for reimbursement from the Grade Crossing Protective Fund must be filed with the Commission no later than February 28, 2013.
- (6) Traffic control devices must comply with all applicable standards specified in the U.S. Department of Transportation *Manual on Uniform Traffic Control Devices*.

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 July 6, 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).