

- 4 Petitioner maintains four tracks through the crossing, including one main track and three side/switch tracks. Average daily train traffic is estimated at two trains. Operations at the crossing include both thru and switching movements. The maximum timetable speed for trains in the vicinity is 25 mph.
- 5 Train detection circuitry at the crossing includes MS-11 motion sensing equipment on the main track and AFTAC "island-only" circuitry on each of the three siding tracks. Generally, grade crossings with active warning have three train detection circuits: one circuit at the grade crossing itself, referred to as the "island", and one circuit for each approach of the crossing. The approach circuits detect a train as it is approaching the crossing and activates the warning signals. After the train has passed the crossing (*i.e.* the island circuit), the signals deactivate.
- 6 The circuitry currently in use at the crossing is obsolete and not suited to the existing rail operations. The project involves replacing the motion sensing equipment on the main track with constant warning circuitry, installing AC/DC island circuits on the three siding tracks, and installing a state-owned signal bungalow to house the new equipment. Applicant seeks \$18,651.50 from the GCPF to pay for the project.
- 7 Commission staff reviewed the application and has inspected the existing train detection circuitry and warning devices at the crossing. After prioritizing the merits of this project against similar projects for which GCPF disbursement is sought, Commission staff recommended that up to \$18,700 be approved for disbursement from the GCPF to pay for the project. There are currently GCPF funds available for this disbursement.

FINDINGS AND CONCLUSIONS

- 8 (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. *Chapter 81.53 RCW.*
- 9 (2) The SR-231 grade crossing, identified as USDOT 066358F, is a public railroad-highway grade crossing within the state of Washington.
- 10 (3) WAC 480-62-150 (2)(d) requires that the Commission grant approval prior to any changes to train detection circuitry at public railroad-highway grade crossings within the state of Washington.
- 11 (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 a cost-share by the petitioner.
- 12 (5) Commission Staff investigated the petition and recommended that it be granted, subject to specified conditions.
- 13 (6) This matter was brought before the Commission at its regularly scheduled meeting on February 9, 2005.
- 14 (7) After examination of the application filed by the Palouse River and Coulee City Railroad Company on December 16, 2004, and for the reasons stated in paragraph 7, the Commission grants the request for disbursement of funds.

ORDER

THE COMMISSION ORDERS:

15 The petition of the Palouse River and Coulee City Railroad Company to upgrade train detection circuitry at a railroad-highway grade crossing, located at the intersection of SR-231 and the petitioner's tracks, in Reardan, Washington, 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 \$18,700.
- (2) Traffic control devices must comply with applicable standards specified in the U.S. Department of Transportation *Manual on Uniform Traffic Control Devices*, as well as all other state and federal requirements.
- (3) The work for which the Grade Crossing Protective Fund disbursement was approved must conform to the project description specified in the application.
- (4) 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.
- (5) The project must be completed, and the associated request for reimbursement from the Grade Crossing Protective Fund must be on file with the Commission no later than May 31, 2005.

The Commissioners, having determined that this filing complies with the requirements of WAC 480-62-150, RCW 81.53.060, and RCW 81.53.271 directed the Secretary to enter this Order.

DATED at Olympia, Washington, and effective this 9th day of February, 2005.

WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

CAROLE J. WASHBURN, Secretary