



UTILITIES AND TRANSPORTATION
COMMISSION

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TR-061595(AF)

Grade Crossing Protection Fund APPLICATION FOR FUNDING

The Commission's objectives in distributing monies from its Grade Crossing Protective Fund (GCPF) are as follows: To reduce accident/incident frequency and severity at both public and private railroad crossings; and to reduce pedestrian trespassing and the frequency of trespass-related deaths and injuries along railroad rights-of-way. Any public, private, or nonprofit entity may submit an application to the Commission for GCPF monies.

The focus of the GCPF program is to fund projects that demonstrate a need for improved public safety related to one of the following four categories:

- **Grade crossing safety projects** (the Commission's original GCPF program).
- **Trespass prevention projects.** Examples of projects in this category include fencing or other physical barriers that prevent trespassing on railroad rights-of-way; pedestrian warning devices; establishing new public grade crossings; installing channeling devices; media/public relations campaigns; and enforcement-related activities.
- **Private crossing safety improvements.** Examples of projects in this category include private crossing closures; installation of private crossing-specific warning devices; installation of nighttime/off-hours locked gates; and improvements to reflectorization/conspicuousness of existing warning devices.
- **Miscellaneous safety projects.** Examples of projects in this category include improvements to motorists' ability to see approaching trains, including the removal of physical obstructions; participation in roadway improvements at or approaching grade crossings; and mitigation of crossing closures.

All projects that fall within any of these four general categories are eligible for funding consideration.

Applicant Name: Dean R. Gilbert

Organization: City of Mount Vernon

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Mount Vernon, WA 98273

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Type of Application: Trespass Prevention

Private crossing safety improvement

Trespass prevention

Miscellaneous

Please list all of the other companies (e.g., railroad companies) organizations, or state or local agencies that may be involved in implementing this proposal and the name, address and phone number of each.

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Operation Lifesaver
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Note: Requests for public grade crossing safety projects will be continue to be processed through the Commission's regular petition process.

Project Information – Please attach additional information if needed.

- 1) *Provide a detailed summary of the hazard being addressed, including any accident/incident information or other supporting data. If filing this application electronically, photographs, drawings, or other optional materials that are not in electronic format may be sent to the mailing address specified in the “instructions” section and should be clearly identified as an attachment to your application:*

The railways of BNSF run through the City of Mount Vernon which includes residential, commercial and downtown business areas. Some railway sections are fenced to prohibit pedestrian access while other areas have jersey barriers or guardrail to prevent traffic from encroaching on the railway. The majority of the railway is not protected from pedestrian traffic and none of the ten grade crossings within City limits have no trespassing signs posted. The area of particular concern is pedestrian traffic near the railway crossing under I-5. Trains traveling through the City in this area cannot be seen or heard due to the curvature of the tracks, which impedes line of sight, and the traffic noise from I-5. There have been four fatalities along BNSF railways within the City limits in the last four years. Of the four, three were trespassing incidents and one is considered a suicide. The three trespassing fatalities account for 6% of Washington State’s trespassing fatalities for the years 2003 to 9/27/06 of 2006.

See attachment “A” for incident locations and descriptions

- 2) *Provide a detailed description of your proposed project and explain how its implementation will eliminate or mitigate the hazard. If available, please attach any drawings or construction plans for your proposed project (see section 1 if filing electronically):*

Bob Boston (State Coordinator – Operation Lifesaver) and the City have reviewed areas of concern throughout the City and agree that increased signage and fencing are appropriate measures to deter trespassing. The City conducted a more extensive review of the train corridor and identified approximately 5575 linear feet of railway that is exposed to pedestrian traffic and 1075 linear feet exposed the vehicles. With this grant, the City, with the help of BNSF and WUTC, proposes to install approximately 1500 linear feet of fence in an area frequented by pedestrian traffic near the I-5 underpass.

See attachment “B” for proposed fence location.

- 3) *Provide cost estimates, including those related to long-term maintenance:*

Based on estimates provided by several local fencing contractors, the City proposes to install approximately 1500 linear feet of 4’ tall cyclone fencing with this grant. There are little or no maintenance costs associated with the fence.

The City will work with BNSF and the Washington Utilities and Transportation Commission to ensure the grant funding is fully utilized to benefit pedestrians, the City of Mount Vernon and BNSF.

- 4) *Estimated timeline of project, if approved:*
The estimated timeline for project completion (assuming full funding) would be the time required to prepare contract drawings and specifications, advertise for bid, bid award and construction. The City estimates four months would be required to complete the project from time of notification that the grant funding is available.
- 5) *If known, provide a description of how the project's success would be measured:*
The project's success could be measured based on future reports of trespassing injuries and/or fatalities.
- 6) *Other comments:*

City of Mount Vernon

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Application for Funding

Attachment "A"

City of Mount Vernon
BNSF Railway Pedestrian Fatalities

As reported by the Washington Utilities and Transportation Commission

Attachment "A"

3/29/03 - 23 year old male struck by BNSF freight train near Mount Vernon. Incident occurred on the BNSF Northwest Division at milepost 67.5.

The incident occurred on a section of unfenced track within a residential area. To the immediate north of the accident on the east side and adjacent to the railway is a gravel road utilized by trucks and cars to access a business.

The incident was one of 14 (7.1%) trespassing fatalities in the State of Washington as reported by Washington Utilities and Transportation Commission for the year 2003.

4/17/04 - 13 year old male struck by BNSF freight train in Mount Vernon. Incident occurred on the BNSF Northwest Division at milepost 68.45.

The incident occurred on a section of unfenced railway that is frequented by pedestrians and seen as a "shortcut" route.

The incident was one of 20 (5%) trespassing fatalities in the State of Washington as reported by Washington Utilities and Transportation Commission for the year 2004.

2/6/05 - 31 year old female struck by BNSF freight train at the Section Street crossing. Subject laid across tracks as train approached. Incident occurred on the BNSF Northwest Division at milepost 67.62. The incident is identified as a probable suicide as reported by Washington Utilities and Transportation Commission for the year 2005.

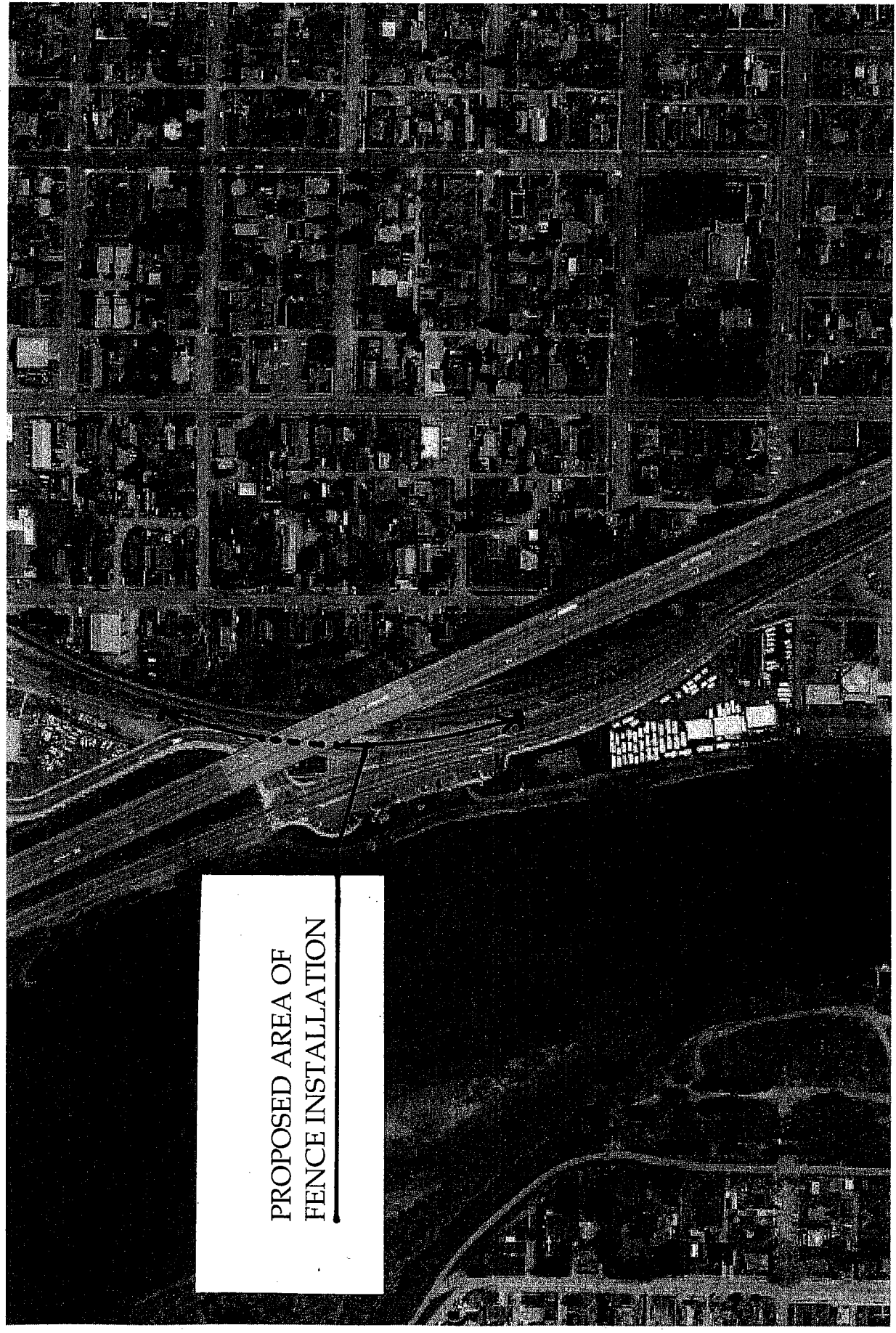
3/1/2006 - 38 year old male struck by BNSF freight train one mile east of Mount Vernon. Incident occurred on the BNSF Railway Northwest Division (Bellingham Subdivision) at milepost 67.60. The incident is one of 9 (11.1%) trespassing fatalities in the State of Washington as reported by Washington Utilities and Transportation Commission for the year 2006 as of 9/27/2006.

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Attachment "B"

ATTACHMENT "B"



PROPOSED FENCE LOCATION