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**GRADE CROSSING PROTECTIVE FUND
2009 – 2011 GRANT APPLICATION
OPEN CALL FOR PROJECTS**

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. Any public, private or non-profit entity may submit an application to the commission for a GCPF grant.

To apply for a grant to eliminate or mitigate a public safety hazard at a railroad crossing or along a railroad right-of-way, complete the following information and submit it and attachments to the commission.

Applicant Information

City of Auburn Public Works Department
Transportation Section
25 West Main Street
Auburn, WA 98001
253-931-3010

Chris Hankins
Transportation Planner/Grants Manager
(253) 804-5040 direct
(253) 804-3114 fax
e-mail: chankins@auburnwa.gov
web: <http://www.auburnwa.gov>

Scott Nutter
Traffic Operations Engineer
(253) 804-5068 direct
(253) 804-3114 fax
e-mail: snutter@auburnwa.gov
web: <http://www.auburnwa.gov>

Type of Application

Miscellaneous Safety Projects

Project Information

Attach additional sheets as necessary to the application that provide the following:

1. **A detailed summary of the hazard being addressed. Include any information about accidents or incidents at the site and photographs, drawings or other materials that support the application.**

The BNSF Railway mainline through Auburn handles nearly 60 trains per day, including 18 Sounder commuter trains, 10 intercity Amtrak trains and 30 or more freight trains carrying a variety of cargo including potential toxic inhalation hazard materials. With train speeds up to 79 miles per hour it is imperative to ensure signal preemption at protected grade crossings function properly in the event of power outages.

The City of Auburn currently operates three traffic signals within 150 feet of BNSF Railway's mainline that are interconnected with the railroad warning signals. The center of the signal at 37th ST NW is only 68 ft from the center of the two high speed rails. In the event of power failures these interconnected traffic signals will cease to operate eliminating the safety benefits of traffic signal preemption. Vehicles stopped on the tracks when a train approaches will lose the green clearance phase increasing the risk of conflict with the high speed mainline. This grant request for battery back-up system installations will ensure that the City of Auburn traffic signal system will continue to clear those railroad crossings effectively even in a long-term power outage. This request is consistent with MUTCD recommendation that all Railroad interconnected signals have back-up power.

2. **A detailed summary of the proposed project and how it will eliminate or mitigate the hazard. Include any drawings or construction plans for the proposed project.**

This project will install battery backup power systems at the following three interconnected traffic signals; West Main Street & C ST SW, 3rd ST NW & C ST NW and 37th ST NW & B ST NW. The signal battery UPS uses four 12 volt batteries that can be hot swapped out with fresh batteries to continue the signal operations as needed. Installation of these battery backup systems will enhance the safety of the grade crossing by providing emergency power to the signals to maintain the active signal clearance and preemption operations. With emergency power, the traffic signals will continue to operate and clear stopped vehicles from the tracks due to vehicles backed up reducing traffic congestion and the likelihood of accidents. In addition, pedestrians may continue to safely utilize crosswalks within the signalized intersection.

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Battery backup systems will be installed at the following locations:

West Main and C Street SW



3rd Street NW and C Street NW



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37th Street NW and B Street NW



3. **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 for each (if known).**

BNSF
Rick Wagner
Manager of Public Projects
2454 Occidental Ave. So., Bldg. 1A
Seattle, WA 98134-1451
(206) 625-6146 direct
rick.wagner@bnsf.com

4. **A cost estimate, including:**
 - a. **An itemized list of the total costs of the project.**

The estimated project cost: \$39,600. Requested disbursement: \$20,000 (See attached spreadsheet for project funding details).

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

City of Auburn: \$19,600

UTC Grade Crossing Protective Fund: \$20,000

5. The name of the party responsible for long-term maintenance, such as repair of fencing.

City of Auburn

6. An estimated timeline of the project.

These improvements can be installed within 6 months of receiving the grant.

7. A description of how the project's success would be measured.

The success of the project will be evident whenever power fails and traffic operations continue uninterrupted. The battery backup system can log how and when the back-up power has been utilized.

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

All of the improvements will be managed by the City of Auburn within existing City right of way. BNSF Railroad will not be responsible for any improvements. BNSF already has battery backup protecting their railroad signalization.

The City has approximately \$19,600 in FY2010 to complete this project. The matching funds from the UTC would assist in completion of all three intersections.

In addition to improving safety at grade crossings during power outages, the overall traffic system will also be improved.

Railroad Commitment

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

Not applicable for this project. There is no work proposed to the BNSF crossing or on the tracks for this project at this time. In general BNSF is supportive of any City project that will increase safety at or near railroad crossings.

Grade Crossing Protective Fund Grant Application

Submitting the Application

**Washington Utilities and Transportation Commission
Attention: Grade Crossing Protective Fund
1300 S. Evergreen Park Drive SW
PO Box 47250
Olympia, WA 98504-7250**

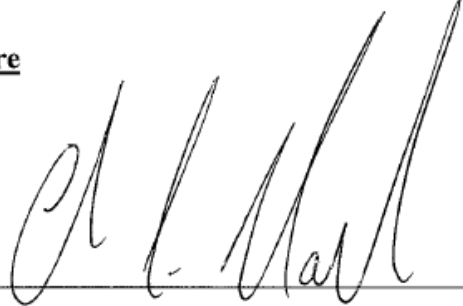
A signed application may be filed electronically at records@utc.wa.gov. When filing electronically, please specify "Grade Crossing Protective Fund" in the subject line.

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

Signature

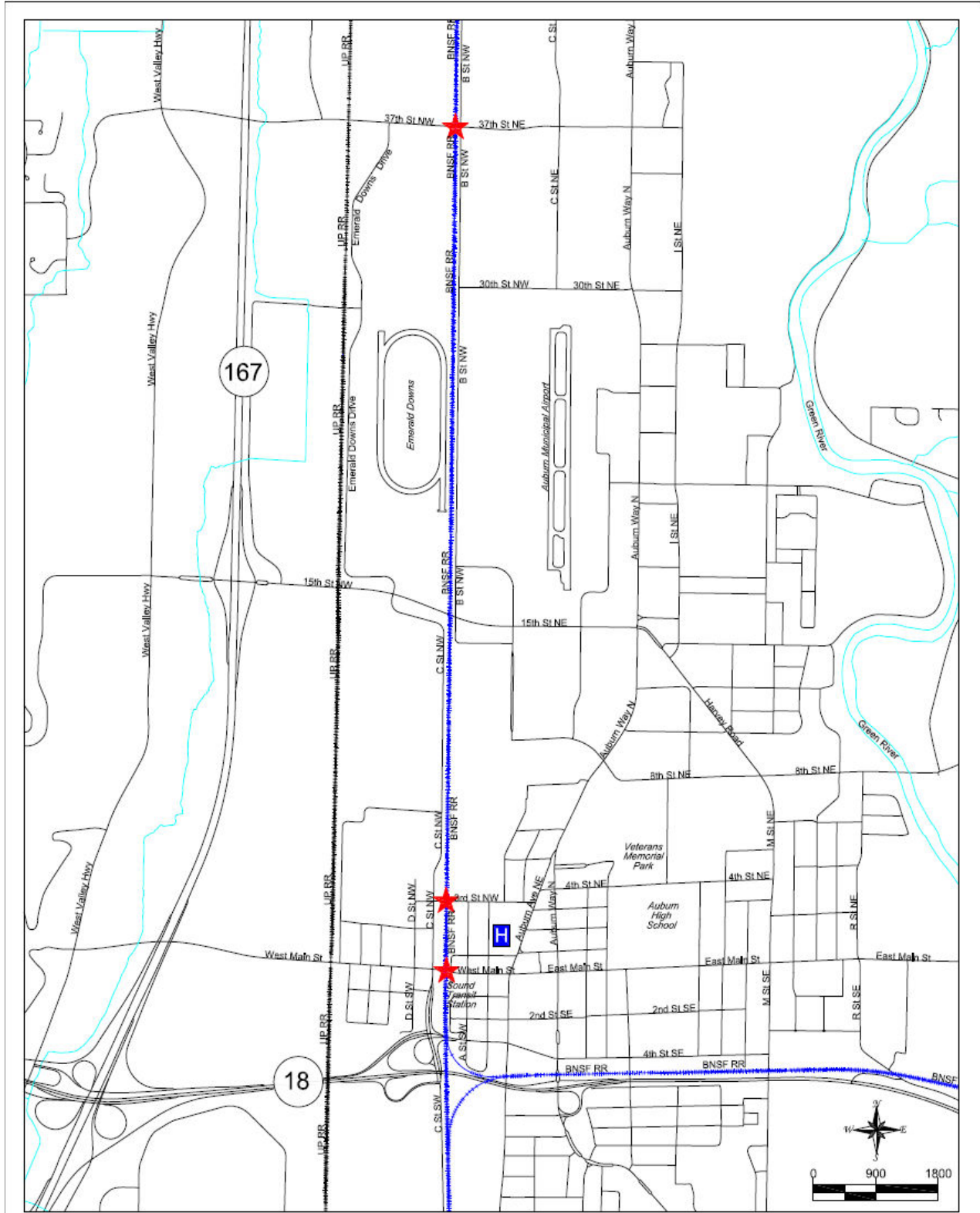
Signed:  _____ Date: 1/28/10

Chris Hankins, Grants Manager
City of Auburn, Washington

Grade Crossing Protective Fund Grant Application

City of Auburn Signal Battery Back-Up Units at BNSF Railroad Interconnected Signals				
Prepared By - Scott Nutter 1/22/10 In-House Engineering and PS&E				
West Main Street and C street SW Signal	Qty	Unit	Unit Price	Total Price
Service Cabinet with Battery Back-up Retrofit and Foundation	1	Lump Sum	12,000.00	\$12,000.00
3rd Street NW Street and C street SW Signal				
Service Cabinet with Battery Back-up Retrofit and Foundation	1	Lump Sum	12,000.00	\$12,000.00
37th Street NW and B street NW Signal				
Service Cabinet with Battery Back-up Retrofit and Foundation	1	Lump Sum	12,000.00	\$12,000.00
Subtotal				\$36,000.00
Contingency				10% \$3,600.00
Total				\$39,600.00

Grade Crossing Protective Fund Grant Application



2009-2011 Washington UTC Grade Crossing Protective Fund Grant
 City of Auburn, Washington
 Proposed Battery Backup Signal Locations

- ★ Proposed Battery Backup Signal Location
- - - - - Burlington Northern Santa Fe Railroad

Created on January 22, 2010