



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 APPLICATION FOR FUNDING

The Washington Utilities and Transportation Commission (commission), through its Grade Crossing Protective Fund (GCPF), funds 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 GCPF monies.

Please complete and submit the following information as part of the application process:

Applicant Information

Applicant Name:	Michael Moore
Organization:	Skykomish School District #404
Address:	105 6 th Street North/ P.O. Box 325 Skykomish Wa. 98288
Phone:	360-677-2623
E-mail:	mmoore@skykomish.wednet.edu
Fax:	360-677-2418

Please list all other companies, organizations or state or local agencies that may be involved in implementing this proposal and the contact name, address and phone number for each.

1. Town of Skykomish P.O. Box 308 Skykomish Wash. 98288 360-677-2388
 - A. Charlotte Mackner, Mayor
 - B. Clint Stanovsky, Community Technical Advisor
 - C. Town of Skykomish Design Review Board
 - D. Town of Skykomish Planning Commission
2. KPG Architects and Engineers
Paul Fuesel, Landscape Architect
753 9th Ave. N. Seattle 98109 206-286-1640
3. BNSF Railroad
Bruce Shepard, Manager Environmental Remediation
2452 Occidental Ave. S., Suite 1A
Seattle, WA 98134
(206) 625-6035

Grade Crossing Protective Fund Application Form

4. Washington State Department of Ecology
Louise Bardy, Site Manager, BNSF-Skykomish Cleanup
3190 160th Ave. SE
Bellevue WA 98008-5452
(425) 649-7002

Project Information

1. *Provide a detailed summary of the hazard being addressed. Include:*
 - *Any information about accidents or incidents at the site.*
 - *Photographs, drawings or other materials that supports the application.*

The Skykomish School is a K-12 public school. It is located immediately to the North of the Burlington Northern Santa Fe Rail line. In addition to the BNSF main line, a passing track and two utility spurs are located here as well. A facility housing a track maintenance crew is located south of the last spur and immediately to the S.W. of the school building.

The hazard in this location is student trespass through this area to get to and from the school, as a shortcut. This includes extra curricular activities at night. The Town of Skykomish is divided by this rail infrastructure and a portion of our student population comes from this area. The Skykomish School provides school bus transportation for all students who would have to cross this area even though it is less than one mile from the school. When students are observed doing this, they are brought to the Superintendent's office for a warning. The King County Sheriff and Rail workers have issued warnings as well.

One of the biggest hazards is when a train is parked and is blocking the 5th and Railroad crossing. It is not uncommon to have just one or two cars on the other side of the crossing. The temptation to walk down the tracks and pass behind the parked train is strong. The hazard here is the train that is passing down the other track, or sudden motion from the blocking train. This area becomes heavily congested with rail activity. Repairs to engines, cars and maintenance equipment is performed here. Heavy equipment is loaded and unloaded here. Equipment mounts and dismounts at the crossing immediately to the East. Maintenance equipment is stored here. Large crews use this area to base themselves from here.

As a school bus driver who crosses this area regularly I have experienced several incidences. The worst was a near collision with a track maintenance vehicle and a school bus. The sight distance was blocked by stored equipment, the crossing gates were not activated, the maintenance equipment did not sound a horn, and being small was hidden, and did not yield the right of way. Using all of the school bus procedures by the book, started across the crossing and came within feet of a collision. I filed a complaint with the UTC and the railroad was found to be in violation of several safety procedures. I believe the greatest hazard is from all of the other rail traffic other than trains.

This area is also a popular sledding area for small children in the wintertime. A short, not to steep run for inner tubes and sledding devices.

Grade Crossing Protective Fund Application Form

2. *Provide a detailed description of the proposed project and explain how it will eliminate or mitigate the hazard. Include any drawings or construction plans for the proposed project.*

Community planners have been discussing a barrier separating the school and the rail facilities for some time. A 550' long, five-foot high fence immediately adjacent to the Railyard south of the school will be constructed on Town of Skykomish property. Surveys locating this boundary have already been completed. The west end of this barrier would be tied into a proposed wastewater collection facility. The east end would be incorporated with proposed pedestrian improvements on the 5th and Railroad Ave. crossing. This barrier will make it very difficult for students to use this area to shortcut through. Students will find it much easier to walk up to the crossing rather than try to surmount this barrier. In addition school officials would be able to enforce a higher level of discipline if the fence is climbed over.

3. *Provide cost estimates. Include:*
 - *Total costs of the project.*
 - *Names of parties contributing to the project and the amount each is contributing.*

Estimated total cost: \$60,500 (installed, not including plantings). This estimate is based on preliminary design concepts consistent with local historic design standards with durable, low-maintenance materials (see No. 7, below).

Anticipated funding:

WUTC: \$20,000

Balance of project: Town of Skykomish and/or Skykomish School District with BNSF Railroad, as part of restoration and settlement of claims related to the cleanup of contaminated soils under a consent decree between BNSF and the Washington State Department of Ecology (King County Case No. 07-2-33672-9SEA, dated 10/18/07).

4. *Provide the name of the party responsible for long-term maintenance.*

Town of Skykomish.

5. *Provide an estimated timeline of project, if approved.*

Winter is a difficult and therefore more expensive time for outdoor construction projects. Spring of 2008 would be a perfect time for the construction of this barrier. We have been assured by Bruce Sheppard, BNSF Manager Environmental Remediation, that if the barrier conflicts with the environmental mitigation measures taking place the portion of barrier affected would be repaired or replaced at BNSF cost.

6. *Provide a description of how the project's success would be measured.*

Grade Crossing Protective Fund Application Form

As transportation director for the Skykomish School, I will continue to monitor students coming and going to school. In addition, I frequent the 5th and railroad intersection for business and personal use. I also live in the neighborhood and can see the area from my home

7. *Provide any other information the applicant believes would be useful to the commission in considering the project.*

As part of its planned cleanup of the BNSF-Skykomish Facility site, the Washington State Department of Ecology Toxics Cleanup Program sponsored a vision planning process for the Town. The Vision Plan was completed in 2005, and will guide restoration and enhancement of Town infrastructure after the cleanup. Features of the Plan will be designed in detail and implemented in conjunction with each year's cleanup activity.

The extension of the fence east of the 5th St. rail crossing will be developed in 2008 in conjunction with the cleanup. It will be paid for by the Town and BNSF.

The project area and the school are included in the Commercial Historic District of Skykomish. The Town Design Review Board will be participating with citizens of the community to determine how the cleanup area will be reconstructed. In 2008, this work will include the fence design both east and west of 5th St. A simple chain link fence is not a consideration because it is inconsistent with the Town's Historical District Design Guidelines.

8. *If the project involves any construction, modification or demolition on a railroad right-of-way, complete the attached Railroad Commitment form. This includes fencing, gates or other structures located near enough to the tracks to be on the railroad right-of-way, modification to a grade crossing or any other project that involves railroad property or rights-of-way.*

As currently planned, the fence will be located on Town-owned right-of-way immediately north the BNSF rail yard. Detailed design and construction of fencing and sidewalks at the 5th Ave, traffic and pedestrian approaches to the rail yard crossing at 5th will be developed and built by BNSF as part of its restoration activities pursuant to the consent decree.

Submitting the Application

After completing the GCPF 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.

Grade Crossing Protective Fund Application Form

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 GCPF application described as (enter a brief description):

We have reviewed the application and are satisfied the conditions are the same as described by the applicant in this matter. We agree to allow construction, modification or demolition on a railroad right-of-way as described in the application.

Printed name of Railroad Representative

Signature of Railroad Representative

Title

Phone

E-mail

Date: _____