

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.utc.wa.gov
E-mail: records@utc.wa.gov

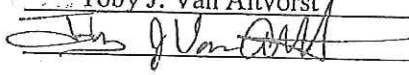
**GRADE CROSSING PROTECTIVE FUND
2013 – 2015 GRANT APPLICATION
OPEN CALL FOR PROJECTS**

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 any attachments to the Commission.

Applicant Information

Applicant Name: Toby J. Van Altvorst

Signature: 

Organization: Western Washington Railroad

Address: P.O. Box 6720, Aloha, Oregon 97007

Phone: (541) 912-1261

Email: toby@wwrailroad.com

Fax: _____

Project Information

Attach additional sheets as necessary that provide the following:

- I. 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.

GCPF Application Form – Open Call for Projects

According to the Federal Railroad Administration (FRA), trespassing along railroad rights-of-way is the leading cause of rail-related deaths in America, with over 430 fatalities each year. To address trespassing on railroad right-of-way, the Western Washington Railroad (WWR) proposes to install signage warning of the dangers of trespassing and to convey the trespasser's behavior is improper and illegal.

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.

WWR proposes to install "No trespassing" signs at crossings, bridges and other areas of the railroad right-of-way to mitigate trespassing. See attachment 1 for a photo of the proposed sign to be used. See attachment 2 for a listing of the proposed locations of the no trespassing signs.

3. A list of 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).

None.

4. A cost estimate, including:

a. An itemized list of the total costs of the project.

Sign posts (36 total @\$38.00 each) = \$1368.00

Signs (36 total @ \$54.60 each) = \$1965.60

Sign mounting hardware = \$20.00

State Sales Tax = \$331.00

TOTAL = ~~\$3333.60~~ \$3684.60 Revised
See email 10/16/14

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

The applicant, WWR will rely on its own personnel to install the signs.

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

The applicant, WWR is responsible for installation of the signs and long-term maintenance.

GCPF Application Form – Open Call for Projects

6. An estimated timeline of the project.

October, 2014: Grant application/evaluation

November, 2014: Grant award

November, 2014: Installation

December, 2014: Grant completion report to WUTC

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

The project's success will be measured by (1) completion of project within specified time frames and budget; (2) WWR crews observation/inspection of railroad right-of-way for trespassing.

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

This rail line has been essentially inactive for many years, seeing only rare, infrequent use. The WWR is experiencing traffic growth and as a result will begin making regular trips over the line multiple days per week. Because of this we believe educational signage would provide a great benefit.

For several years prior to the reintroduction of rail traffic on the line now operated by the WWR from south of Chehalis through the Maytown area in 2013, the right of way was rarely traversed by any trains or even visited by other railway personnel or vehicles. As a result of this inactivity, many of the local residents assumed the line to be abandoned or about to be removed, and therefore the chance of any rail traffic or anyone objecting to what folks may do along the line to be nonexistent.

Because of this, many people use the right of way as a common short cut, especially through the more populated areas in Centralia/Chehalis, and in more remote areas as a place to engage in other activities that would not normally be done in public. This includes transients and children camping or building structures on or along the right of way, illegal dumping, placement of foreign objects on the track (at least 4 incidents in the last year), theft of parts from stored cars, graffiti vandalism (several incidents reported to the police) and persons diving off and swinging from the Skookumchuck River bridge, as well as repeatedly building and using a fire pit under this wooden bridge.

Additionally, there have been several encounters between trespassers and WWR personnel, where the trespasser believes that the right-of-way is public property and they have the right to pass. Incidents have also occurred where, the trespasser has insisted that because it is NOT posted that trespassing is not allowed, they have the right to occupy the property. Even when told by railroad personnel that they are trespassing they still insist that it must be posted, and that apparently even when

GCPF Application Form – Open Call for Projects

told in person by an officer or employee of the railroad, this direct verbal warning or request to leave the property is trumped, by the lack of an inanimate sign. One incident led to an assault by the trespasser upon an officer of the WWR and the police had to be called to the scene.

Trespassers are routinely encountered all along the line, especially in the more populated areas around Chehalis and Centralia, but they can be found almost anywhere at any time. Almost all feel that it is OK to be there because they don't believe the line is in use. On one recent occasion a train had to stop for a crew member to disembark to ask a woman engaged in conversation to get off of the track so the train could pass. The woman replied that she "did not know that the track was being used", even though the train had passed that location less than one minute before while passing in the opposite direction.

Railroad Commitment

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

Submitting the Application

After completing the 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.

Assistance

For questions or assistance, please contact:

- Kathy Hunter at 360-664-1257 or by email at khunter@utc.wa.gov
- David Pratt at 360-664-1100 or by email at dpratt@utc.wa.gov

GCPF Application Form – Stop/Yield Signs at Crossings

Railroad Commitment

The undersigned represents the Railroad Company in the accompanying GCPF grant application for funding to install a stop sign or yield sign, retro-reflective tape or retro-reflective cross buck signs, posts or emergency notification signs at the named railroad crossings. We have reviewed the application and agree to allow installation of the proposed safety devices as described in the application.

Alan Matheson

Printed name of Railroad Representative

Alan Matheson

Signature of Railroad Representative

Chief Mechanical Officer

Title

(253) 502. 8934

Phone

alan.matheson@cityoftacoma.org

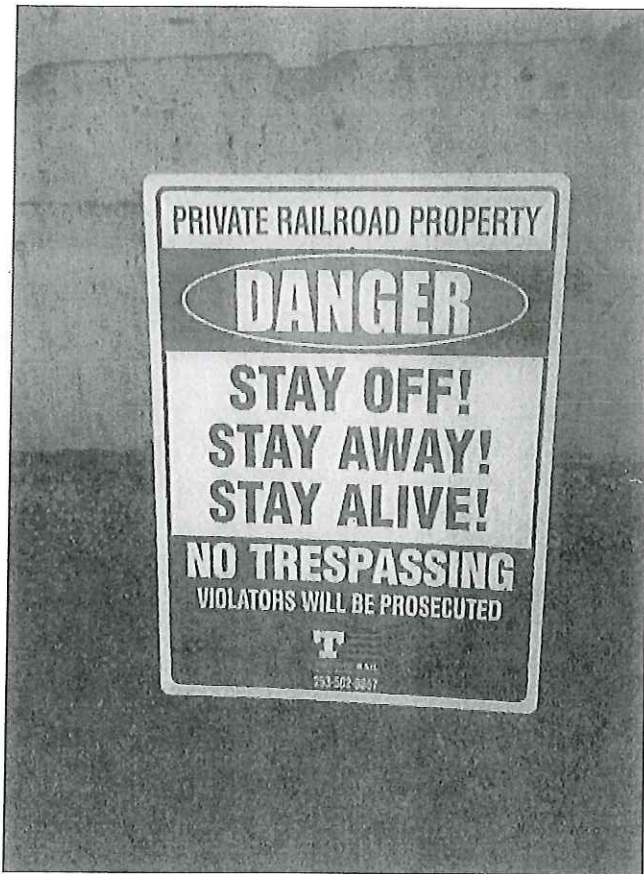
Email

Date: 8.20.2014

GCPF Application Form – Open Call for Projects

Attachment #1:

The sign will look similar to the sign below but will have Western Washington Railroad in place of Tacoma Rail and a different contact number.



GCPF Application Form – Open Call for Projects

Attachment #2:

Milepost	Bridge/Location	Number of signs	Number of posts
66.9	Curtis Junction	1	1
66.5	Dillenbaugh Creek	2	2
66.30	Main St. (#396783S)	2	2
66.20	Prindle St. (#396782K)	2	2
66.10	West St. (#396781D)	2	2
66.00	Division St. (dead end city street)	1	1
64.4	Salzer Creek	2	2
63.40	South St. (#396778V)	2	2
62.90	Alder St. (#396776G)	2	2
62.55	China Creek	2	2
62.50	Locust St. (#396770R)	2	2
62.40	Main St. (#396769W)	2	2
62.20	First St. (#396768P)	2	2
61.7	Skookumchuck River	2	2
56.9	Prairie Creek	2	2
54.5	Scatter Creek	2	2
50.3	Beaver Creek	2	2
49.3	Passing Track	2	2
48.95	Beaver Creek	2	2
TOTAL		36	36

Added 2
per WWR
10/20/2014.
Email noting
error

Halstead, Lori (UTC)

From: aaron@wwrailroad.com
Sent: Monday, October 20, 2014 7:37 PM
To: Halstead, Lori (UTC)
Subject: Re: TR-143595 Trespass Signs - Please respond today

Hi Lori,

Sorry for the late response. Alder St. needs posts. It looks like the two posts were omitted, but the total is still correct. We will need 36 posts.

Let me know if you have any questions.

Aaron

> Hi Aaron,
>
> I am trying to get this on the October 30 agenda. I noticed that you
> figured in 36 sign posts, but on the table for Alder Street, you
> included
> 2 signs but no posts. Did you mean to put 2 under posts for Alder Street?
>
> Can you let me know today, as soon as possible?
>
> If you do not need posts at Alder Street, you will need to adjust the
> costs again.
>
> Thanks!
>
>
> Lori Halstead
>
> Utilities & Transportation Commission | Rail Transportation
> Specialist | Rail Safety
> Office: 360-664-1262 | Fax: 360-586-1172 |
> lhalstea@utc.wa.gov<mailto:lhalstea@utc.wa.gov> |
> www.utc.wa.gov<http://www.utc.wa.gov/>
>
> Respect. Professionalism.
> Integrity. Accountability.
>
>

Halstead, Lori (UTC)

From: aaron@wwrailroad.com
Sent: Thursday, October 16, 2014 3:21 PM
To: Halstead, Lori (UTC)
Subject: RE: TR 143595

Lori,

The correct total is listed below:

> Sign posts (36 total @\$38.00 each) = \$1368.00
>
> Signs (36 total @ \$54.60 each) = \$1965.60
>
> Sign mounting hardware
> (bolts/washers/nuts) = \$20.00
>
> State Sales Tax = \$331.00
>
> TOTAL = \$3684.60

Thanks,

Aaron

> Aaron - I think the addition below is incorrect. It looks like the
> hardware and sales tax are not included in the total. Can you check it
> and resend the email with the correct total if you want these
> included? Thank you!

> ~Lori, UTC Rail Safety /=\

> -----Original Message-----

> From: aaron@wwrailroad.com [mailto:aaron@wwrailroad.com]
> Sent: Tuesday, October 14, 2014 10:30 PM
> To: Halstead, Lori (UTC)
> Subject: TR 143595

> Lori,

> This email is to update the cost/budget of the grant submitted by the
> Western Washington Railroad (WWR) for No Trespassing Signs.

> Based on the quote I received, here is the budget for the signs
> requested in the WWR grant:> Sign posts (36 total @\$38.00 each) =
> \$1368.00

> Signs (36 total @ \$54.60 each) = \$1965.60

> Sign mounting hardware
> (bolts/washers/nuts) =\$20.00
>
> State Sales Tax =\$331.00
>
> TOTAL =\$3333.60
>

>
> Please let me know if you have any additional questions or need more
> information.

>
> Thanks,

>
> Aaron Schwarz
> Western Washington Railroad
> (206) 724-1918

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