

**BEFORE THE WASHINGTON  
UTILITIES AND TRANSPORTATION COMMISSION**

In the Matter of the Application of	)	DOCKET TR-143995
	)	
THE NORTHWEST RAILWAY	)	ORDER 01
MUSEUM,	)	
	)	
Applicant,	)	ORDER GRANTING REQUEST FOR
	)	DISBURSEMENT FROM THE GRADE
Requesting Disbursement from the	)	CROSSING PROTECTIVE FUND
Grade Crossing Protective Fund	)	
.....	)	

**BACKGROUND**

- 1 On July 1, 2013, the Washington Utilities and Transportation Commission (Commission) sent to various interested parties a “Notice of Opportunity to Apply for Grant Monies from the Grade Crossing Protective Fund” in Docket TR-131246.
- 2 On November 26, 2014, the Northwest Railway Museum filed with the Commission an application requesting a disbursement of \$1,750 from the Grade Crossing Protective Fund (GCPF) to pay for a portion of costs related to passive crossing signage upgrades.
- 3 The Northwest Railway Museum seeks to replace crossbuck posts and crossbucks, install yield signs, replace multiple track signs, install emergency notification signs, and install retroreflective tape at seven public crossings on its railroad line in Snoqualmie and North Bend. Specific information about each crossing is contained in the Northwest Railway Museum’s GCPF application and in the attached Appendix A.
- 4 In 2009, the Federal Highway Administration revised its Manual on Uniform Traffic Control Devices (MUTCD) to require either a yield or stop sign at all passively-protected grade crossings by 2019. Yield or stop signs make clear to motorists what is expected of them when approaching a passive crossing. Multiple track signs alert the public that there is more than one set of tracks at the crossing. Emergency notification signs provide the public with emergency contact information for the railroad.
- 5 The MUTCD also requires retroreflective crossbuck signs and a strip of retroreflective tape on crossbuck sign posts. The retroreflective signs and tape improve nighttime visibility, advising motorists of an approaching grade crossing.

- 6 The Northwest Railway Museum seeks \$1,750 to pay for a portion of the the costs of the passive crossing upgrades. The total cost of materials for the upgrades is \$2,602. The Commission pays a maximum of \$250 per crossing for upgrades of this nature. The Northwest Railway Museum will cover the costs exceeding the grant amount and will also contribute the labor to install the new materials. The Northwest Railway Museum owns and operates on the railroad line, transporting approximately 47,000 passengers per year. There currently are funds available to pay for the project.
- 7 The Northwest Railway Museum must also meet the following conditions for administering the GCPF grant.
- Expenditure from the Grade Crossing Protective Fund must not exceed \$1,750.
  - The work for which the Grade Crossing Protective Fund disbursement was approved must conform to the project description specified in the application.
  - The Northwest Railway Museum must sign and return the attached project agreement.
  - Payment will be made upon presentation of claim for reimbursement and verification by Commission Staff that the work has been satisfactorily completed.
  - The project must be completed and the associated request for reimbursement from the Grade Crossing Protective Fund must be filed with the Commission no later than May 15, 2015.

### **FINDINGS AND CONCLUSIONS**

- 8 (1) The Washington Utilities and Transportation Commission is an agency of the State of Washington having authority to approve and administer disbursements from the Grade Crossing Protective Fund. RCW 81.53.271; RCW 81.53.281.
- 9 (2) The project for which the Northwest Railway Museum seeks disbursement from the Grade Crossing Protective Fund is eligible for funding consideration under Commission rules and complies with the requirements of RCW 81.53.271, RCW 81.53.281, and WAC 480-62.

- 10 (3) Commission Staff investigated the request based on the review criteria specified in the Commission's rules and recommended that it be granted, subject to specified conditions for administering the grant.
- Expenditure from the Grade Crossing Protective Fund must not exceed \$1,750.
  - The work for which the Grade Crossing Protective Fund disbursement was approved must conform to the project description specified in the application.
  - The Northwest Railway Museum must sign and return the attached project agreement.
  - Upon completion of the project, the applicant must submit photographs of each crossing and complete and sign an affidavit of project completion.
  - Payment will be made upon presentation of claim for reimbursement and verification by Commission Staff that the work has been satisfactorily completed.
  - The project must be completed and the associated request for reimbursement from the Grade Crossing Protective Fund must be filed with the Commission no later than May 15, 2015.
- 11 (4) This matter came before the Commission at its regularly scheduled meeting on December 30, 2014.
- 12 (5) After reviewing the Northwest Railway Museum's application filed on November 26, 2014, and giving due consideration to all relevant matters and for good cause shown, the Commission grants the request for disbursement of funds.

## **O R D E R**

### **THE COMMISSION ORDERS:**

- 13 The Northwest Railway Museum's application for disbursement from the Grade Crossing Protective Fund for passive crossing upgrades on their railroad line in King County is granted, subject to the following conditions:

- (1) Expenditure from the Grade Crossing Protective Fund must not exceed \$1,750.
- (2) The work for which the Grade Crossing Protective Fund disbursement was approved must conform to the project description specified in the application.
- (3) The Northwest Railway Museum must sign and return the attached project agreement.
- (4) Upon completion of the project, the applicant must submit photographs of each crossing and complete and sign an affidavit of project completion.
- (5) Payment will be made upon presentation of claim for reimbursement and verification by Commission Staff that the work has been satisfactorily completed.
- (6) The project must be completed and the associated request for reimbursement from the Grade Crossing Protective Fund must be filed with the Commission no later than May 15, 2015.

The Commissioners, having determined this Order to be consistent with the public interest, directed the Secretary to enter this Order.

DATED at Olympia, Washington, and effective December 30, 2014.

**WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION**

**STEVEN V. KING, Executive Director and Secretary**