

**BEFORE THE WASHINGTON STATE
UTILITIES AND TRANSPORTATION COMMISSION**

In the Matter of the Application of)	DOCKET TR-061560
)	
OPERATION LIFESAVER,)	ORDER 01
)	
Petitioner,)	
)	ORDER GRANTING REQUEST FOR
Requesting Disbursement from the)	DISBURSEMENT FROM THE GRADE
Grade Crossing Protective Fund)	CROSSING PROTECTIVE FUND
.....)	

BACKGROUND

- 1 On September 1, 2006, Washington Utilities and Transportation Commission (Commission) sent a “Notice of Opportunity to Apply for Grant Monies from the Grade Crossing Protective Fund” in Docket TR-051633 to various interested parties eligible to apply for Grade Crossing Protective Fund (GCPF) grants.
- 2 On October 6, 2006, Washington Operation Lifesaver filed an application with the Commission, requesting a disbursement of \$20,000 from the GCPF to pay for a project related to rail safety education.
- 3 Washington Operation Lifesaver (OL) proposes to convert the national Rail Safety for Emergency Responders (RSER) training program from a live presentation to web-based training. RSER is an established, recognized national program for training emergency personnel required to respond to railroad accidents.
- 4 In 2005, there were 50 accidents that killed nine people at public crossings. There were an additional 12 accidents at private crossings. Safety at crossings includes avoiding accidents and, when one occurs, properly managing the accident and its effect on the surrounding environment and people. This is true as well for derailments, when a train leaves the tracks, often tipping one or more cars onto the adjoining ground. In 2005, there were 54 derailments in our state.
- 5 Both types of accidents present a risk to responding emergency personnel, train crews, and the public. In particular, emergency responders can be faced with dangerous situations such as overturned locomotives containing high-voltage current and hazardous material spills from ruptured tank cars.

6 RSER is currently a four-hour training course presented in person to emergency responders. However, there are not nearly enough certified trainers for the demand of local fire departments and law enforcement agencies. This application proposes to convert the training to a computer-based course. Students are required to pass a final test before receiving a certificate of course completion.

7 Washington Operation Lifesaver seeks \$20,000 to pay part of the cost of the conversion. There are currently funds available to pay for the project.

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. *Chapter 81.53.271 RCW and 81.53.281 RCW.*

9 (2) The project for which disbursement from the Grade Crossing Protective Fund is sought is eligible for funding consideration under Commission rules and complies with the requirements of RCW 81.53.271 and RCW 81.53.281.

10 (3) Commission staff investigated the request based on the review criteria specified in the rules and recommended that it be granted.

11 (4) This matter was brought before the Commission at its regularly scheduled meeting on November 8, 2006.

12 (5) After examination of the application filed by Washington Operation Lifesaver, Inc., on October 6, 2006, and giving consideration to all relevant matters and for good cause shown, the Commission grants the request for disbursement of funds.

ORDER

THE COMMISSION ORDERS:

13 The request of Washington Operation Lifesaver, proposing to convert the national Rail Safety for Emergency Responders (RSER) training program from a live presentation to web-based training, is granted, subject to the following conditions:

- (1) Expenditure from the Grade Crossing Protective Fund must not exceed \$20,000.
- (2) The work for which the Grade Crossing Protective Fund disbursement was approved must conform to the project description specified in the application.
- (3) Payment will be made upon presentation of claim for reimbursement for costs incurred and verification by Commission staff that the work has been satisfactorily completed.
- (4) The project must be completed no later than June 30, 2007.

DATED at Olympia, Washington, and effective November 8, 2006.

WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

CAROLE J. WASHBURN, Executive Secretary