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<https://www.utc.wa.gov/GCPF>

**GRADE CROSSING PROTECTIVE FUND**  
2023 – 2025 GRANT APPLICATION  
OPEN CALL FOR PROJECTS

The Washington Utilities and Transportation Commission (UTC), through the Grade Crossing Protective Fund (GCPF), provides grants for projects that eliminate or reduce public safety hazards at railroad crossings and along railroad rights-of-way in Washington State. Any public, private, or non-profit entity may apply for a GCPF grant.

To apply for a grant to eliminate or reduce 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 UTC. *(Note: If you are proposing a change to the warning devices at a public railroad crossing, use the [Petition to Modify Warning Devices - GCPF application](#) instead.*

**Please be sure to complete the entire form. Incomplete or missing information will delay the grant review process.**

**Applicant information**

Contact Name:

Organization:

Address:

Phone:

Email:

**Project information**

Attach additional sheets as necessary that provide the following:

1. What is the project location?

The proposed project plans to add approximately 850 linear feet of 6 foot high galvanized fencing and 1-2 access gates. The project location is Cedar Street, between 1st Street and 4th Street, along the east side of Cedar Avenue adjacent to the railway. Approximate GPS location of 48.050636, -122.180473. Approximate railroad mile post of 0038.490.

2. What are the existing hazards being addressed? Include any information about accidents or incidents at the site including photographs or other materials that support the application.

There are currently areas adjacent to Cedar Street that are not fenced. The areas that are fenced have significant gaps in the existing fencing which is failing and allowing pedestrian access to the railway. In communicating with the UTC Rail Safety Program Specialist, the city was notified of a recent fatality in this area and about several close calls with pedestrian safety at this location. Additionally, the city reached out to BNSF Railway's Manager Public Projects and he was supportive of working with the city to accommodate fencing in this area.

3. How will the project eliminate and/or mitigate the hazards listed above? Include any design drawings or construction plans for the proposed project.

By adding new fencing that is functional and does not have gaps, it will allow for a barrier to the railway, therefore eliminating pedestrian access to the tracks. Not allowing pedestrian access to the tracks will mitigate future fatalities and/or potential injuries.

4. How will the project benefit public safety by a) reducing accident frequency and severity at the location and/or b) reduce trespasser, pedestrian, or motorist injuries and deaths on the railroad right-of-way?

The project will benefit public safety by not allowing trespasser access to the railway, thereby reducing the potential for injuries and/or fatalities.

5. Does the project involve coordination with the railroad? Yes  No

If yes, please provide the railroad contact information:

The city anticipates the need for a General License Permit and a Temporary Occupancy Permit from the railroad. The City of Marysville staff have been working with:

Bob Boston, Utilities and Transportation Commission, Rail Safety Program Specialist, (360) 338-1979, bob.boston@utc.wa.gov

Alex Funderburg, BNSF Railway, Manager Public Projects (WA, OR, BC), (206) 625-6152, alex.funderburgjr@bnsf.com

6. Does the project support under-resourced communities and/or rural areas? Yes  No

If yes, please describe.

The area the fencing would be placed is located in a mapped area of underserved communities per the Climate and Economic Justice Screening Tool as well as an area ranking 8 of 10 for environmental health disparities per the WA State Department of Health.

7. Provide a project budget, including:

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

The cost estimate for this fencing is based on one local quote of 6 ft residential grade galvanized fencing for \$36.36 LF and a 4 ft wide gate at \$800. This would cost \$31,706 (plus 9.4% tax) for 850 LF of fencing and one gate. If the city is successful in receiving this grant, we plan to ask for multiple quotes in hopes the competitiveness lessens the cost.

- b. The requested grant amount.

34,686

- c. Names of parties contributing financially to the project, including the applicant, and the amount each is contributing.

The City of Marysville plans to provide an in kind contribution with their experienced personnel providing project management, construction over-site, project billing and grant coordination.

8. What is the name of the party responsible for long-term maintenance of the project, such as repair of fencing?

City of Marysville

9. What is the estimated timeline for project completion?

The city has already initiated communication with BNSF Railway and coordinated their signature on the Railroad Consent Form. It is anticipated that this project can be completed within six months of entering into contract for funding.

10. How will the project's success be measured?

A successful project would be completing the installation of the fencing and eliminating injuries and/or fatalities related to railway access in this area completely.


11. What is the applicant’s experience in grant management or the successful completion of grant projects of this nature, including years of experience, types of projects completed and project cost/scope?

The City of Marysville has received 100's of grants for millions of dollars to implement grants on a local, state and federal level. The project contact for this application has over 25 years of grant submittal and implementation experience. The city has worked with the RR for utility crossings/borings and transportation projects.

12. List any other information that may be useful in evaluating this project. Include additional attachments if needed.

If the UTC is only able to fund \$25K towards this project, it would be in the best interest of the city to provide the lineal footage of fencing that budget would allow for based on competitive bids.

13. I hereby affirm that, to the best of my knowledge, the information provided in this application is true and accurate.

 Digitally signed by Kari Chennault  
Date: 2024.04.16 12:37:31 -07'00'

**Railroad Consent**

If the applicant is not the railroad owning the right-of-way, crossing, or tracks, the applicant must submit the attached Railroad Consent form (page 5) completed and signed by the railroad owning the right-of-way, crossing, or tracks.

**Submitting the Application**

After completing the application, file the signed application at [EFile](#). Under “Filing Type,” select “Application for Funding.”

**Assistance**

For questions or assistance, please contact the following UTC staff:

- Mike Turcott at (360) 664-1119 or [mike.turcott@utc.wa.gov](mailto:mike.turcott@utc.wa.gov)
- Tyler Whitcomb at (564) 669-0943 or [tyler.whitcomb@utc.wa.gov](mailto:tyler.whitcomb@utc.wa.gov)

## Railroad Consent

The undersigned represents the Railroad Company in the accompanying GCPF application.

We have reviewed the application and are satisfied that the conditions are the same as described by the applicant in this matter.

Printed name of Railroad Representative

Signature of Railroad Representative

Title

Name of Railroad

Mailing Address of Railroad

Telephone Number

Email

January	1	2023
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Date