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2010
TRANSPORTATION ENHANCEMENT
APPLICATION

1. Project Title Substation Operator Bungalow #1 Acquisition
2. Lead Agency Cascade Rail Foundation (CRF)
3. Contact Person Mary Pittis CRF Treasurer/Director
(Name) (Title)
4. Phone: (509) 674-5939
- Email: maryp@cleelum.com
- Address 801 Milwaukee Road / PO Box 462
South Cle Elum WA 98943
(City) (State) (Zip Code)
5. Does sponsoring agency have "Certification Acceptance: status from WSDOT?"
 Yes No **N/A – not needed**
If No, which agency will serve as your CA sponsor and please fill-out CA confirmation form.
6. Type of Enhancement Project:
- Provision of Facilities for Pedestrians and Bicycles
 - Provision of Safety and Educational Activities for Pedestrians and Bicyclists
 - Acquisition of Scenic Easements and Scenic or Historic Sites
 - Scenic or Historic Highway Programs (including the provision of tourist and welcome center facilities)
 - Landscaping and other Scenic Beautification
 - Historic Preservation
 - Rehabilitation and Operation of Historic Transportation Buildings, Structures or Facilities (including historic railroad facilities and canals)
 - Preservation of Abandoned Railway Corridors (including the conversion and use thereof for pedestrian or bicycle trails)
 - Control and Removal of Outdoor Advertising
 - Archaeological Planning and Research
 - Environmental mitigation to address water pollution due to highway runoff or reduce vehicle-caused wildlife mortality while maintaining habitat connectivity
 - Establishment of Transportation Museums

7. **Total Project Description: (attach detailed 8 1/2" x 11" vicinity map)** Explain the nature of the entire project. Indicate the major work involved, a brief comparison of existing and proposed conditions, and type of use etc. Identify if this is part of a larger project. Include drawings as required to explain the project.

The project is to purchase Bungalow #1 at the South Cle Elum Rail Yard National Historic District, to be developed into an historic transportation history house museum which will describe railroad family life in the 1930's and also as a tribute to Douglas Munro, the US Coast Guard's only US Congressional Medal of Honor recipient. Munro was raised in this house from 1929-1939. His father, James Munro, was Chief Substation Operator at the South Cle Elum Milwaukee Railroad electric substation. Douglas enlisted in the Coast Guard in 1939 and was killed by enemy gunfire in August, 1942 at Guadalcanal while successfully rescuing 500 Marines trapped on the beach. His family continued living in Bungalow #1 until the early 1950's. James Munro was also organizer and leader of the Cle Elum Milwaukee Drum and Bugle Corps, which involved hundreds of Northern Kittitas County youth over the years, and which practiced on the lawn between Bungalow #1 and the electric substation.

The Bungalow is a key element in the overall development of the 12-1/2 acre rail yard into a regionally significant transportation interpretive facility. Each substation was built with three bungalows to house substation operators and their families. South Cle Elum is the only place along the entire three-state electrification of the Milwaukee where all four buildings still exist. Acquisition of Bungalow #1 is critical in preserving the historic relationship of the bungalows, substation and depot. The Cascade Rail Foundation and Washington State Parks have completed an \$800,000 rehabilitation of the 1909 railroad depot, partially funded with a \$160,000 TEA-21 grant in 2001. The depot opened to the public in May, 2006, and includes a modest museum, gift shop and restaurant with space in the depot's east end freight room for a future bicycle and cross-country ski rental facility. Rehabilitation on the electric substation is underway. Architecture and Engineering studies are in place and a new, temporary, roof covering was installed during 2009. Construction phases have been determined, and a fundraising committee has started fundraising efforts. The goal is to open the Substation in 2013 as a major interpretive facility on the history of the Milwaukee Railroad in Washington State.

The Bungalow will complete the trio of these adjacent and integrally related historic facilities. The current owner of Bungalow #1, the daughter of a Milwaukee Road employee, wishes the house to become a permanent historic asset in the National Historic District and has signed a letter of commitment to sell to the Cascade Rail Foundation for \$200,000 (below current market prices.) The \$50,000 balance of the \$250,000 grant request will cover closing costs, real estate taxes, and necessary repairs. The house will be kept as a rental property for approximately 18-24 months while exhibits are developed to open the building as a house museum.

8. Describe how this project promotes economic revitalization. Provide estimates of the specific economic revitalization this enhancement will provide. Please include your justification or rationalization of the estimates.

This project is a key element to develop the South Cle Elum Railyard into a regional tourist/transportation history museum. It will expand the range of attractions to draw tourists to the site, keep them on-site longer (more to experience), and allow the applicant to preserve with historic accuracy a unique 1915 structure. It is one of several initiatives in Northern Kittitas County to promote the region's historic character (including Roslyn revitalization and downtown Cle Elum historic preservation). It is a contributing element to building a "mass" of historic attractions in the area to draw tourists from the Puget Sound region. The recently completed (6/05) strategic plan of the Cascade Rail Foundation (available online at <http://www.milwelectric.org> under "document download") projects initial annual attendance of 5,000, growing to 20,000 over the next ten years. The Bungalow #1 house museum will be unique in the state in interpreting railroad family life. No other such exhibit exists in the Pacific Northwest.

9. Describe how the project encourages the use of alternative travel modes. Identify what types of alternative travel modes will be encouraged. Include estimates of how much this will be used by primary and alternative modes of transportation

The project expands development of the South Cle Elum Rail Yard historic exhibits, providing an additional educational, interpretive exhibit for people to visit along the John Wayne Pioneer Trail, thus encouraging greater use of the trail by pedestrians, bicyclists, and horse riders. Current trail use is estimated at between 1,800 and 3,600 a year. With expansion of the facility and provision of cross-country recreational equipment rental at the South Cle Elum depot, this number is projected to expand to over 5,000 annually within the next several years. The continuing development of the South Cle Elum Rail Yard as a trailhead with interpretive facilities will also encourage greater use of the Trail, with South Cle Elum as a starting and ending point.

The project also is designed to take advantage of the rapidly increasing seasonal traffic being generated by the Suncadia Resort development near Cle Elum and Roslyn. Suncadia has developed an extensive network of bicycle pathways which connect with the Coal Mines Trail, which will connect with the John Wayne Pioneer Trail/Iron Horse State Park at the South Cle Elum Rail Yard National Historic District.

Expansion of the exhibits through the acquisition and development of Bungalow #1 at the South Cle Elum Rail Yard National Historic District will increase the attraction of people starting and ending their John Wayne Pioneer Trail trips at South Cle Elum. By developing the Rail Yard as a primary attraction, people will be encouraged to start at the Rail Yard, explore the interpretive exhibits there, rent mountain bikes and explore the John Wayne Pioneer Trail in each direction (west and east), returning to the depot at their conclusion. The Cascade Rail Foundation and State Parks have installed interpretive signs along the trail in both directions further explaining the railroad's history in the region.

10. Describe what is the expectation of the population of the geographic area to use, benefit, or be served by the project.

The bungalow house museum will provide a destination point for educational visits by school children in the region as well as the general population. It will serve as a model for the value of preservation of the region's historic resources. For local residents dining at the nearby depot restaurant, it will provide an additional historic experience when visiting the rail yard site. The house museum will help interpret the early 20th century history of Northern Kittitas County.

11. Describe how this project will improve safety and either reduce crashes or reduce the potential for future crashes

Not applicable.

12. Demonstrate local or regional support of the project. (letters of support, previous public involvement and input, partnerships with private or public agencies)

The South Cle Elum Rail Yard is being developed through a partnership between Washington State Parks and the Cascade Rail Foundation, which has a 20-year operating agreement from Parks to develop and manage the site (the first agreement of its kind in Parks' history). The Town of South Cle Elum and Kittitas County have supported this development through funding, and in the case of the Town, managing two development grants from the USDA Forest Service. The National Park Service has also funded site development as well as the US Environmental Protection Agency. Private support includes corporations, foundations and many individuals, including establishment of memorial funds. The owner of Bungalow #1, the daughter of a former Milwaukee Road employee, has made a commitment to sell the property at below-market value because she wishes to see it preserved as part of the historic district. Letters of support are attached. All development has gone through a public planning process, including the 20-year strategic plan for site development.

13. Describe how this project will benefit tourism. Describe the current tourism impact and quantify how this will benefit the community.

Since the South Cle Elum Rail Yard Depot opened to the public in 2006, there has been substantial tourism impact. Visitors to the Depot Museum are asked to sign in. When the Depot Café is open, customer tickets are counted. When the Depot Building is rented, those records show steady interest in the building. Even while the site was under development, we received sometimes over a dozen visitors a day who wanted to see the depot's progress and hear plans for its future operation. The Rail Yard site has become a significant draw for both local and regional tourists, with projections upward of 10,000 within the first ten years, reaching 20,000 shortly thereafter. The addition of the Bungalow House Museum as an historic interpretive facility will help support that goal.

14. Describe how this project enhances connections or existing facilities. (i.e. trail/path connections). Please provide a drawing and description of existing facilities, and how this enhancement completes the connection.

The South Cle Elum Rail Yard currently under CRF and Parks management includes the depot, electric substation and 12-1/2 acres of former rail yard. The acquisition of the bungalow will help tie the three bungalows in their historic relationship to the substation and depot. Moreover, it will allow preservation of one of the bungalows in its historic architecture, as the other two (in private ownership) have been substantially altered. There is also a plan underway to connect the John Wayne Pioneer Trail with the Coal Mines Trail, using the South Cle Elum Rail Yard trailhead as the connecting point. An eventual circular trail route along the Yakima River is also envisioned, making the Rail Yard trailhead a key point along that trail. The highway bridge crossing the Yakima River between Cle Elum and South Cle Elum has undergone re-construction to accommodate this connection for pedestrian and bicycle users.

15. Describe how the project will enhance existing resources.

The addition of Bungalow #1 to the historic properties under public or nonprofit control at the South Cle Elum Rail Yard will enhance the interpretation of the existing historic resources at the site, providing a venue to more fully explain to the public the historic role of the Milwaukee Railroad and railroads in general to the region and the state.

16. Describe how this enhancement project meets regional transportation plans, policies and goals. Specifically list where this project has been previously approved in regional or local plans, policies, or goals for this project.

The John Wayne Pioneer Trail is included in the Regional Transportation Plan, Kittitas County's and City of Ellensburg's non-motorized transportation plans. This new facility will enhance those connections. The John Wayne Pioneer Trail is part of the Mountains to Sound Greenway, which has been designated a National Scenic Highway. This facility will benefit the National Scenic Highway. The site development, including the bungalow, has been included in the 2005 Strategic Plan for the South Cle Elum Rail Yard, adopted by the State Parks Commission in August, 2005. The Rail Yard and its historic buildings are also recognized in the Town of South Cle Elum Comprehensive Plan as the primary anchor of the Historic Depot Commercial District.

17. Describe the project's ability to preserve and enhance significant natural and cultural resources.

Bungalow #1 is the only remaining historically intact of the three on the site. The other two bungalows (under private ownership) have undergone extensive remodeling, removing much of their historic character. Moreover, rapidly escalating real estate values threaten the preservation of Bungalow #1 if not acquired now. In 2002, Bungalow #2 sold for \$84,000. It recently was offered on the market at over \$350,000, and Bungalow #3 sold for the same price. Bungalow #1 is being offered to the Cascade Rail Foundation by its owner, daughter of a former Milwaukee Road employee, at \$200,000 because the owner wants to see the house preserved as part of the National Historic District.

Bungalow #1 is threatened by development in a manner inconsistent with its historic nature, by market forces and the sale and remodeling example of its two "sister" structures. The house also will allow development of a significant historic site within the National Historic District, helping present not only historic railroad family life, but also the life of a unique United States' military hero. The Bungalow will be preserved in accordance with the U.S. Secretary of the Interior's Standards for the Treatment

18. Describe the unique regional importance of the project

The overall development of the South Cle Elum Rail Yard National Historic District provides a unique regional opportunity to interpret the history of the Milwaukee Railroad specifically, and railroads in general, for their contribution to the economic and social development of Washington State and the Pacific Northwest. The property has the only extant set of Milwaukee Railroad division point buildings in the western United States. These include the 1909 railroad depot, the 1918 electric substation and the three 1915 railroad bungalow houses, plus 12-1/2 acres of the former rail yard. The Depot has undergone an \$800,000 rehabilitation, partially funded by a TEA-21 grant of \$160,000 from 2001. Development of the site will also help further creation of a "railroad history corridor," including the Northwest Railway Museum at Snoqualmie, the Ellensburg depot, Yakima historic trolley, Toppenish Rail Museum and the Washington Railroad Museum in Pasco.

19. Demonstrate the need of the project by providing previous conceptual project plan dates, previous funding requests, and/or planning programs that included the project.

In June, 2005, the Cascade Rail Foundation completed a 20-year strategic plan which identifies Bungalow #1 as a key interpretive facility for the South Cle Elum Rail Yard National Historic District. In 2001, State Parks' preliminary site development plan called out the significance of the bungalows as part of overall site interpretation.

The Cascade Rail Foundation made a significant effort in 2002 to acquire Bungalow #2 for a price of \$84,000 but could not complete the private funding plan necessary on the tight deadline demanded by the commercial real estate market. The offer of then owner, Ken Smith, to keep Bungalow #1 off the real estate market until resolution of that grant request (offer expired February 28, 2006) provided a unique opportunity to acquire this historically significant property.

Since then, Mr. Smith's daughter, Delaine Emmert, inherited the property and has indicated the same passion for historic preservation with her commitment to see the bungalow become part of the now established National Historic District.

20. Are there any circumstances that could delay this project and/or are there any critical times associated with this application? (e.g., right of way acquisition, environmental documentation, other funds needed to match other applications, etc.) Does this application request sufficient funds that result in a complete and usable facility.

There are no circumstances that would delay the project. It is critical to have final grant award notice by November, 2010, to complete the purchase transaction. This request is for funds to acquire the property and undertake minor repairs to stabilize the building. It will be held as a rental property for approximately two years to generate additional revenue to transform it into a house museum. This will also provide sufficient lead time for thoughtful exhibit design and accommodation for ADA accessibility under the US Secretary of the Interior's Guidelines for the Treatment of Historic Properties and also to raise exhibit design and development funds from federal and private funding partners to ensure a high-quality exhibit.

21. Statewide Significance - Explain how this project benefits tourism, improves safety, enhances connections to regional or statewide systems? Is this project recognized as a scenic highway, on the state historic register, or on the national historic register?

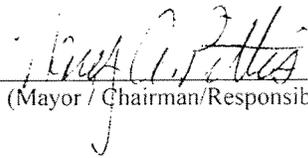
The structure is located on a National Scenic Highway, the Mountains to Sound Greenway. It is located on the John Wayne Pioneer Trail, designated a National Millennium Trail. It is a contributing structure to the South Cle Elum Rail Yard National Historic District. It is of national significance as the childhood home of Douglas Munro, the US Coast Guard's only Congressional Medal of Honor recipient. It is one of 100 key projects identified by Washington State Parks as part of its 2013 Centennial. It is one of State Parks 100 "Connections" projects to forge new community partnerships.

22. Approval/Concurrence of Submitting /Lead Agency

This project has the approval/concurrence of the submitting agency, is consistent with the agency comprehensive plan.

AGENCY Cascade Rail Foundation

DATE: July 7, 2010

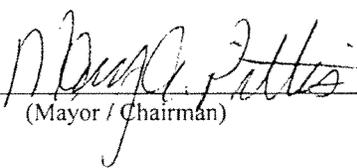
BY: 
(Mayor / Chairman/Responsible Party)

23. Approval of Receiving Agency that will operate and maintain

This project has the concurrence of the agency and this agency will provide ongoing maintenance and operations for the anticipated design life of the proposed project.

AGENCY Cascade Rail Foundation

DATE: July 7, 2010

BY: 
(Mayor / Chairman)

**CASCADE RAIL FOUNDATION
QUADCO/TEA – Transportation Enhancement
2010 GRANT APPLICATION**

BUDGET

\$200,000	Purchase Bungalow #1 at 805 Milwaukee Road; South Cle Elum Rail Yard National Historic District
400	Appraisal update
3,000	Closing costs
20,000	Roof replacement
2,000	Exterior painting
22,600	General repairs and maintenance
2,000	Agency oversight costs: WS PARKS \$2,000
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\$250,000	Total grant request for 2010

TRANSPORTATION ENHANCEMENT GRANT
SUPPLEMENTAL QUESTION

Agency Name Cascade Rail Foundation

Project Title Acquisition of Substation Bungalow #1, South Cle Elum Railyard

1. Describe the proposed project and its relationship to the surface transportation system.

The project is to purchase former Milwaukee Railroad Bungalow #1, built in 1915, a nationally significant historic site at the South Cle Elum Railyard National Historic District. It is applicant's intent to develop the bungalow into a house museum honoring 1930's resident Douglas Munro, the US Coast Guard's only US Congressional Medal of Honor recipient, and to depict how railroad families lived their lives in the 1930's, in order to help interpret our state's railroad heritage. It will join the nearby recently rehabilitated 1909 depot, and the 1918 electric substation, which will start to undergo rehabilitation in 2006. The railyard is located on the John Wayne Pioneer Trail, a national Millennium Trail, and is part of Iron Horse State Park

2. Describe how the proposed project addresses the activity criteria.

The project contributes to the economic revitalization of Kittitas County by creating an historic interpretive attraction. It encourages alternative travel modes and benefits tourism by establishing an historic site to visit along the John Wayne Pioneer Trail. The regional population, including school children, will be served by providing interpretation of an important part of the region's history. The project is supported by the local historical society, State Parks, our legislative delegation, and the U. S. Coast Guard, among others. It enhances existing facilities by adding an interpretive site to the South Cle Elum Railyard, expanding the range of historic resources to share with the public. It preserves the last of the three bungalows that hasn't been altered historically, thus contributing to need as well as opportunity. It is unique as the childhood home of the Coast Guard's only recipient of the Congressional Medal of Honor. It meets 11 of the 12 Transportation Enhancement criteria. The only criterion this project does not meet is improving safety

3. Describe how the proposed project improves the quality of life, and enhances the travel experience for people traveling by all modes.

The project is accessible to people traveling by foot, bike and horse along the John Wayne Pioneer Trail. It is accessible to people driving nearby I-90. The site will soon be ADA-accessible. It improves quality of life by helping interpret essential elements of our state's transportation and the contribution railroad families made to our military history, and providing that experience to a broad range of our populous.

Lead Agency Signature


(Mayor / Chairman/Responsible Party)

9/28/05

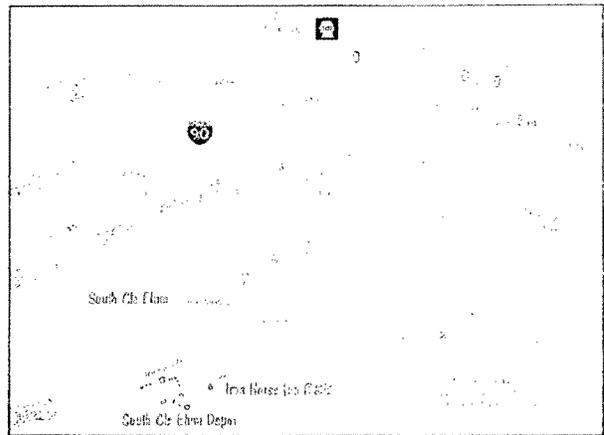
Date

The Milwaukee right-of-way in Washington State was largely acquired by the State Department of Natural Resources and Washington State Parks. West of the Columbia River, it has been developed into the 100-mile John Wayne Pioneer Trail, which traverses South Cle Elum as part of the over 1,600 acre Iron Horse State Park. The trail bisects the South Cle Elum rail yard near its northern edge and is used year-round by hikers, bicyclists, equestrians, wagoners, cross-country skiers, snowshoers, and dog sledders.

Setting

The South Cle Elum Rail Yard is located in South Cle Elum on the south side of Interstate 90 and the west bank of the Yakima River. When the Milwaukee Road announced that it would establish a terminal and maintenance facility, the town of South Cle Elum sprang to life. Over the decades, the town has changed little, and vistas from the rail yard vary little from nearly a century ago.

Historically, the rail yard encompassed approximately 50 acres, most of which is now in private ownership. Washington State Parks ownership consists of four tracts totaling 12½ acres. This area is bounded by Milwaukee Street to the north, Reservoir Canyon Road to the east and south, and on the west by a north-south line that extends from the western city limits to Reservoir Canyon Road.



Operation

The Friends of the South Cle Elum Depot (FSCED) was formed in late 1999 for the rehabilitation and historic preservation of the Milwaukee Road facilities at South Cle Elum. The Friends group is now incorporated as the Cascade Rail Foundation (CRF), a Washington State nonprofit corporation, and operates under the 501(c)(3) tax-deductible status of the Northern Kittitas County Historical Society, an IRS registered non-profit organization.

The South Cle Elum Rail Yard is being developed through a partnership with the Cascade Rail Foundation (CRF) via a 20-year operating agreement between State Parks and CRF.

Facilities

During construction, the Milwaukee Road brought in gravel to raise the level of the rail yard. The result is a nearly level yard with small mounds and depressions indicating former locations of elevated tracks, rail bed depressions, building foundations, and the like. Through years of use and disuse, the structures and buildings of the rail yard retain most of their original materials. Additionally, the rail yard has an abundance of surface materials, including nails, rail spikes, metal scrapping, glass and wood fragments, and remnant concrete pieces.

