

12/11/96

RSAC/CJW

Decision 96-12-016 December 9, 1996

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Application of the City of Belmont for  
an order to: construct a new crossing  
at separated grades to be known as  
"Harbor Boulevard Underpass" under  
the tracks of Peninsula Corridor Joint  
Powers Board Commuter Service main  
line and close the existing grade crossing  
at Harbor Boulevard in the City of Belmont,  
County of San Mateo, State of California.

**ORIGINAL**

Application 96-07-014  
(Filed July 11, 1996)

O P I N I O N

The City of Belmont (City) requests authority to construct Harbor Boulevard at separated grade under the main line tracks of the Peninsula Corridor Joint Powers Board (JPB) in Belmont, San Mateo County.

The proposed grade separation will replace an existing at-grade crossing (E-22.2) on Harbor Boulevard. Train service on this line includes frequent passenger schedules ("Caltrain"), plus some Southern Pacific Transportation Company (SPT) freight service. At the existing railroad crossing, Harbor Boulevard will be lowered by approximately 9 feet and JPB's two main line tracks will be raised approximately 13 feet above the present grade. The structure will have five traffic lanes and a median for a total curb to curb width of 62 feet.

The proposed grade separation will be constructed as part of the Ralston/Harbor/Holly Grade Separation Project that includes the Ralston Avenue underpass and Masonic Avenue pedestrian underpass in the City of Belmont and Holly Street underpass in the City of San Carlos. The construction of Ralston Avenue underpass and Masonic Avenue pedestrian underpass and a temporary double track shoofly and four temporary at-grade crossings (including Harbor Boulevard)

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of the shoofly were authorized by the California Public Utilities Commission by D.94-07-059 dated July 20, 1994 in Application 94-03-023. An application to construct Holly Street underpass is filed separately by the City of San Carlos. The shoofly track and the temporary at-grade crossings will be removed upon completion of the grade separated crossings.

City is the lead agency for this project under California Environmental Quality Act of 1970 (CEQA), as amended, Public Resources (PR) Code Sections 21000, et seq. City has determined that the proposed grade separation, and the elimination of an existing at-grade crossing is categorically exempt from the requirements of CEQA under PR Code Section 21080.13. On August 29, 1995, a Notice of Determination was filed with the San Mateo County Clerk which found that "The project will not have a significant effect on the environment".

The Commission is a responsible agency for this project under CEQA and has reviewed and considered the lead agency's exemption determination.

Application 96-07-014 meets the filing requirements of the Commission's Rules of Practice and Procedure, including Rule 39, which relates to alteration of an existing crossing. A sketch of the crossing site is set forth in Appendix A.

The Commission's Rail Safety and Carriers Division Traffic Engineering staff has inspected the site of the proposed project. After reviewing the need for and safety of the proposed construction, the staff recommends that the sought authority be granted.

Findings of Fact

1. Notice of the application was published in the Commission's Daily Calendar on July 19, 1996. No protests have been filed.

2. City requests authority under Public Utilities Code Sections 1201-1205 to construct Harbor Boulevard at separated grades under the tracks of JPB's main line in Belmont, San Mateo County.

3. Construction of the shoofly tracks and a temporary at-grade crossing at Harbor Boulevard were authorized under D.94-07-059 in A.94-03-023.

4. Construction of Harbor Boulevard grade separation is required to improve traffic circulation and safety of motorists.

5. Public convenience, necessity, and safety require construction of the Harbor Boulevard grade separation.

6. City is the lead agency for this project under CEQA, as amended.

7. The Commission is a responsible agency for this project and has reviewed and considered the lead agency's exemption determination.

Conclusions of Law

1. The application is uncontested, and a public hearing is not necessary.
2. The application should be granted as set forth in the following order.

O R D E R

IT IS ORDERED that:

1. The City of Belmont (City), is authorized to construct Harbor Boulevard at separated grades under the main line tracks of Peninsula Corridor Joint Powers Board (JPB) in Belmont, San Mateo County, at the location and substantially as shown by plans attached to the application, to be identified as Crossing E-22.2-B.
2. Upon the opening to vehicular traffic of the Harbor Boulevard grade separation and completion of the Ralston/Harbor/Holly Grade Separation Project, the temporary shoofly tracks across Harbor Boulevard and the temporary at-grade crossings shall be physically removed. The signage and warning devices at the temporary shoofly crossing shall be removed.
3. Clearances shall be in accordance with GO 26-D. Walkways shall conform to GO 118. Walkways adjacent to any trackage subject to rail operations shall be maintained free of obstructions and shall be promptly restored to their original condition in the event of damage during construction.
4. Construction and maintenance costs shall be borne in accordance with an agreement to be entered into between the parties. A copy of the agreement, together with plans of the crossing approved by JPB and Southern Pacific Transportation Company, shall be filed by City with the Commission's Rail Safety and Carriers Division prior to commencing construction. Should the

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parties fail to agree, the Commission will apportion the costs of construction and maintenance by further order.

5. Within 30 days after completion of the work under this order, City shall notify the Commission's Rail Safety and Carriers Division in writing that the authorized work has been completed.

6. This authorization shall expire if not exercised within three years unless time is extended or if the above conditions are not complied with. Authorization may be revoked or modified if public convenience, necessity, or safety so require.

7. The application is granted as set forth above.

This order becomes effective 30 days from today.

Dated DEC 9, 1996, at San Francisco, California.

P. GREGORY CONLON

President

DANIEL Wm. FESSLER

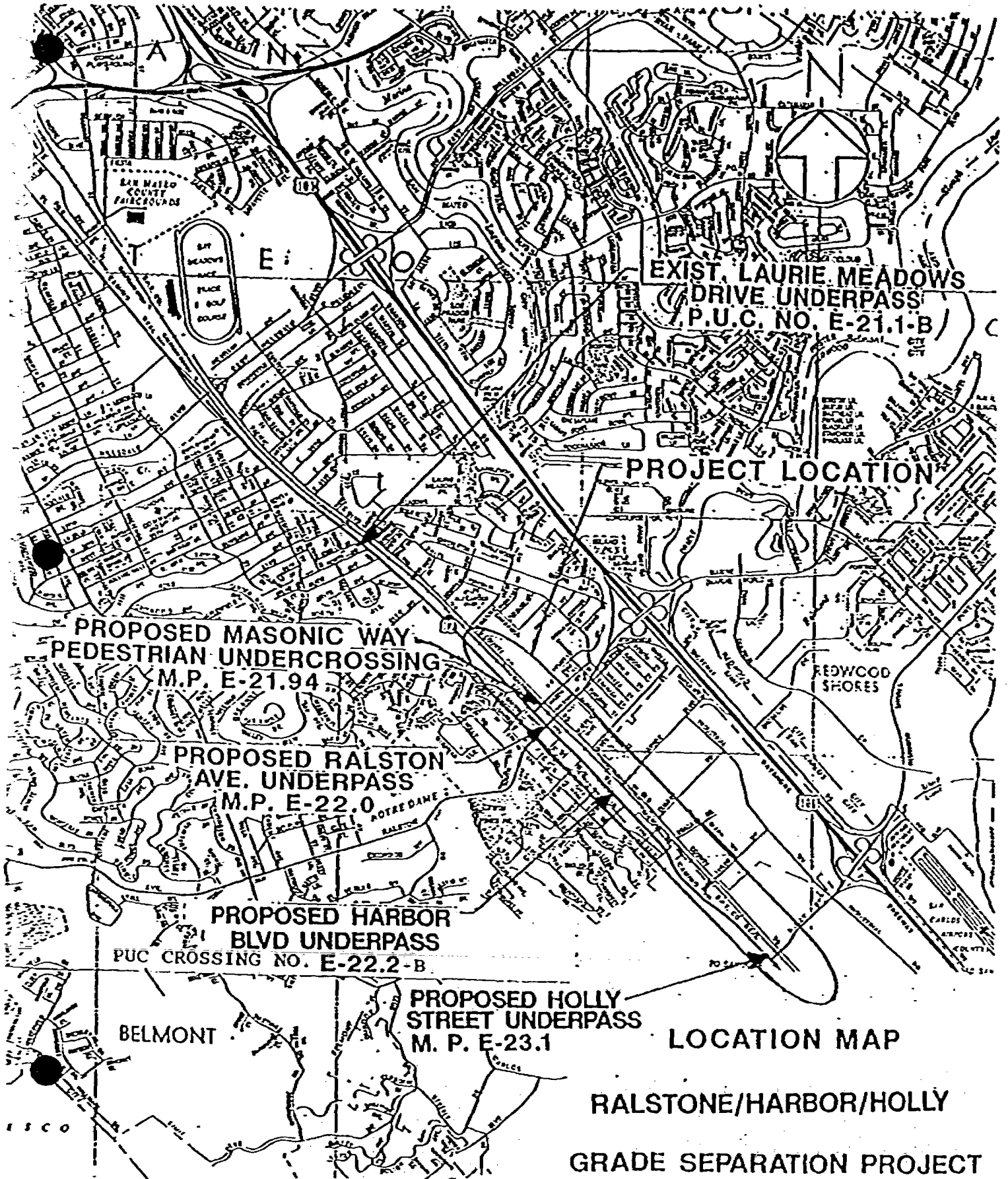
JESSIE J. KNIGHT, JR.

HENRY M. DUQUE

JOSIAH L. NEEPER

Commissioners

# EXHIBIT B-1



**LOCATION MAP**  
**RALSTONE/HARBOR/HOLLY**  
**GRADE SEPARATION PROJECT**