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## PUBLIC UTILITIES COMMISSION

515 L STREET, SUITE 1119  
SACRAMENTO, CA 95814



March 15, 2010

File No. G1003001 / 105E-2.80-B

Kevin Boles, Construction Manager  
Caltrain – San Mateo County Transit District  
1250 San Carlos Avenue  
P.O. Box 3006  
San Carlos, CA 94070-1306

**Re: General Order 88-B Request for Authority to Alter the Jerrold Avenue Bridge Highway-Rail Crossing, CPUC Crossing No. 105E-2.80-B, DOT No. 754761F, in City and County of San Francisco.**

Dear Mr. Boles:

This refers to your letter dated February 24, 2010 and received by us on March 4, 2010 requesting authorization pursuant to California Public Utilities Commission General Order (GO) 88-B to alter a grade-separated highway-rail crossing including the Peninsula Corridor Joint Powers Board (Caltrain) track and the Jerrold Avenue roadway below the track in the City and County of San Francisco (City). The crossing is identified as Jerrold Avenue Bridge Highway-Rail Crossing, CPUC Crossing No. 105E-2.80-B, DOT No. 754761F. During construction there will be temporary changes to the adjacent at-grade highway-rail crossing identified as CPUC Crossing No. 002SF-2.62, DOT No. 016581X.

Jerrold Avenue crosses beneath 2 tracks of the Caltrain mainline, and at-grade across one spur track maintained by BNSF Railway. Jerrold Avenue is an Urban Collector that runs northwest-southeast with one lane in each direction. The railroad tracks run approximately north-south, intersecting at approximately 60 degrees. Approximately 90 passenger trains per day run along the mainline, with passenger train speeds limited to 79 MPH. A few trains per week operate along the spur track at 10 MPH or less. Jerrold Avenue is estimated to carry 4,000 vehicles per day and has a statutory speed limit of 25 MPH. Sidewalks are present on the approaches, but not within the current or historical railroad right-of-way.

Caltrain proposes to replace the bridge structure to improve the structural integrity of this existing grade-separated highway-rail crossing. The current structure is over 100 years old. The existing structure limits the roadway width and reduces visibility of the at-grade railroad crossing warning devices. This project is part of Caltrain's State of Good Repair Program which includes the replacement of all deficient structures along this railroad line. The new structure will allow a widened roadway, will improve visibility of the at-grade crossing, and will provide for improved pedestrian facilities within the project site.

The proposed alterations as indicated in the request letter, and/or shown in the attachments consist of:

- Replacing the existing bridge structure
- Eliminating bridge supports from the roadway and sidewalk areas
- Installing a 5-foot wide sidewalk, curb and gutter in both directions within the project site
- Widening the roadway to approximately 60 feet within the project site
- Relocating the existing billboards

Caltrain states that no alterations to the existing automatic warning devices of the at-grade highway-rail crossing are proposed as part of this project, except for temporary removal during the planned roadway closure during construction.

CPUC notes that the Union Pacific Railroad's right-of-way just northwest of the mainline includes abandoned tracks which should be considered for removal.

The project titled "Jerrold Avenue & Quint Street Bridges Grade Separation" was ranked 81st on the fiscal year 2008-2009 Grade Separation Priority Program funding list approved by the Commission in Interim Decision (D.) 08-06-032, dated June 26, 2008. The requested funding amount from the Section 190 Program was \$5 million of the estimated total cost of \$41.7 million. Another \$10 million was requested by application from the Highway-Railroad Crossing Safety Account (HRCSA) Program, part of the Proposition 1B funds. The project made the list of recommended projects by the HRCSA staff. Of this \$10 million, half of that would apply to the Jerrold Avenue project. Currently, the project with only Jerrold Avenue being considered is ranked 71st on the fiscal year 2010-2011 proposed Grade Separation Priority Program funding list as recommended by RCES staff. The City provided a letter dated October 15, 2009 indicating support for this funding of the project.

Staff has investigated Caltrain's request, and finds it adequately addresses compliance and safety. As Caltrain, the City, and BNSF Railway are in agreement as to the design and apportionments of the cost under the provisions of GO 88-B, you may proceed with the modifications as described in your request letter and attachments and summarized above.

Temporary traffic controls shall be provided in compliance with Section 8A.05, Temporary Traffic Control Zones, of the CA MUTCD, published by Caltrans.

All parties shall comply with all applicable rules, including Commission General Orders and CA MUTCD.

This project is categorically exempt from the requirements of the California Environment Quality Act of 1970, as amended [California Public Resources Code 21084].

This authorization shall expire if the above conditions are not complied with or if the work is not completed within 3 years of the date of this letter. Upon written request to this office, the time to complete the project may be extended. Any written request for a time extension must include

concurrency letters by involved parties in support of the time extension. If an extension is requested, the Commission's Rail Crossings Engineering Section (RCES) may reevaluate the crossing prior to granting an extension.

Within 30 days after completion of this project, the Caltrain shall notify RCES that the authorized work is completed, by submitting a completed Commission Standard Form G titled *Report of Changes at Highway Grade Crossings and Separations*. Form G requirements and forms can be obtained at the CPUC web site Form G page at <http://www.cpuc.ca.gov/formg>. This report may be submitted electronically to [rces@cpuc.ca.gov](mailto:rces@cpuc.ca.gov) as outlined on the web page.

If you have any questions, please contact Kevin Schumacher at (415) 703-1208 or [shk@cpuc.ca.gov](mailto:shk@cpuc.ca.gov).

Sincerely,

A handwritten signature in black ink, appearing to read "Daren Gilbert". The signature is written in a cursive, somewhat stylized font.

Daren Gilbert, Supervisor  
Rail Crossings Engineering Section  
Consumer Protection and Safety Division

CC: Edward D. Reiskin, City of San Francisco  
John Stilley, BNSF Railway  
Jim Smith, Union Pacific Railroad  
Ildfonso Burgos-Gil, Peninsula Corridor Joint Powers Board (Caltrain)