

## PUBLIC UTILITIES COMMISSION

180 Promenade Circle, Suite 115  
SACRAMENTO, CA 95834-2939



December 22, 2010

File Number: G.10-11-007

Steve Duran  
Director of Community and Economic Development  
City of Richmond  
440 Civic Center Plaza  
Richmond, CA 94804

**Re: GO 88-B Request for Authority to Alter the Marina Bay Parkway Highway-Rail Crossing, CPUC Crossing No. 79-0.80, DOT No. 926138L in the City of Richmond, Contra Costa County.**

Dear Mr. Duran:

This refers to your letter dated November 19, 2010 and received by us on November 30, 2010 requesting authorization pursuant to Commission General Order (GO) 88-B to alter an at-grade highway-rail crossing of the Union Pacific Railroad Company (UP) track in the City of Richmond (City), Contra Costa County. The track is leased to Richmond Pacific Railroad Corporation (RP), which assumes all maintenance of the crossing. The crossing is identified as the Marina Bay Parkway Highway-Rail Crossing, CPUC Crossing No. 79-0.80, DOT No. 926138L.

The Marina Bay Parkway crossing is currently a single-track crossing on the Richmond Pacific branch line, and is equipped with two Commission Standard 9-A (flashing light signal assemblies with automatic gate arms and additional flashing light signals over the roadway on cantilevered arms) warning devices and one Commission Standard 8 (flashing light signal assembly) warning device. The crossing is located immediately east of the RP yard and two blocks south of the Highway 580 freeway on/off ramps. BNSF Railway (BNSF) also operates freight trains over this line. Both RP and BNSF use the crossing to access the UP Coast mainline track located east along Highway 580. RP and BNSF operate approximately 26 freight trains per day over the crossing.

Marina Bay Parkway is one of three major entryways into the marina district of the City. The railroad tracks bisect the City. Lengthy freight trains travel through this portion of track daily, blocking all at-grade crossings, restricting access to and from the marina district. This access restriction is considered a safety hazard because the Richmond Police Department is located in the marina district and the Richmond Fire Department is located outside of the marina district. Emergency vehicle access is completely cut off between the two portions of the City when lengthy freight trains enter the track.

This project is proposed to alleviate the issue with both emergency vehicle and general public access to the marina district. The first phase of the project involved constructing a temporary

bypass road at Regatta Boulevard and Meade Street and closure of the Regatta Boulevard highway-rail crossing, authorized under G.10-10-005. The temporary bypass road is meant to provide emergency vehicle access while the Marina Bay Parkway grade separation project is under construction.

The City states in its GO 88-B request letter that “The project will provide the following benefits:

- Unimpeded flow of railroad and roadway traffic.
- Provision of the only grade separated access to the South Shoreline Area of Richmond other than I-580.
- Elimination of highway-railroad grade crossing accidents at this location.
- Increased emergency vehicle access to business and residents in the South Shoreline Area of Richmond.”

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

- Depressing Marina Bay Parkway to create a double track grade separated railroad crossing (road under railroad) replacing the existing 4 lane single track at-grade crossing.
- Installation of two sidewalks on Marina Bay Parkway.
- Installation of a railroad bridge with an additional track for a total of two tracks at the crossing.
- Crossing signals shall remain in-place and functional during the first phases of construction and be removed only after the road has been closed to traffic to complete the construction.

Staff has investigated the City’s request, and finds it adequately addresses compliance and safety. As the City, RP, and UP are in agreement as to the design and apportionments of the cost under the provisions of GO 88-B, you may proceed with the improvements 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 21080.13].

This authorization shall expire if the above conditions are not complied with or if the work is not completed within three 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 concurrence 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.

Steve Duran  
G.10-11-007  
December 22, 2010  
Page 3 of 3

Within 30 days after completion of this project, the City 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.

Upon completion of the project, UP or RP should also submit an updated FRA inventory form to the Federal Railroad Administration, reflecting the grade separation. CPUC requests a concurrent copy of the updated inventory form be submitted to [rces@cpuc.ca.gov](mailto:rces@cpuc.ca.gov).

If you have any questions, please contact Felix Ko at (415) 703-3722 or [fko@cpuc.ca.gov](mailto:fko@cpuc.ca.gov).

Sincerely,

A handwritten signature in black ink that reads "Daren Gilbert". The signature is written in a cursive style with a large initial "D" and "G".

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

Cc: Joel Torres, Richmond Pacific Railroad  
James Smith, Union Pacific Railroad