

## PUBLIC UTILITIES COMMISSION

180 PROMENADE CIRCLE, SUITE 115  
SACRAMENTO, CA 95834



October 4, 2012

File Number: G.12-08-012

Bill Gamlen P.E.  
Chief Engineer  
Sonoma Marin Area Rail Transit  
490 Mendocino Ave., Suite 102  
Santa Rosa, CA 95401

**Re: General Order 88-B Request for Authority to Alter the 3<sup>rd</sup> Street Highway-Rail Crossing, CPUC Crossing No. 005-53.70 and DOT No. 498659U in the City of Santa Rosa, Sonoma County**

Dear Mr. Gamlen:

This refers to your letter dated August 6, 2012, received by us on August 8, 2012, requesting authorization, pursuant to California Public Utilities Commission (Commission) General Order (GO) 88-B, to alter the 3<sup>rd</sup> Street at-grade crossing of Sonoma Marin Area Rail Transit (SMART) track in the City of Santa Rosa (City), Sonoma County. The crossing is identified as CPUC Crossing No. 005-53.70 and DOT No. 498659U.

The 3rd Street crossing is currently a three track crossing equipped with two curb mounted Commission Standard 9A (flashing light signal assembly with automatic gate arm and additional flashing light signals over the roadway on a cantilevered arm) warning devices. Northwestern Pacific Railroad Company (NWP) runs approximately 6 freight trains per week at a maximum speed of 25 mph over the crossing. North Coast Railroad Authority (NCRA) is the State agency charged with bringing freight operations to the Highway 101 corridor. NWP is the freight operator contracted by NCRA. SMART will begin rail transit passenger service in 2014.

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

- Replacing existing train detection circuitry with a GE XP4 predictor to provide constant warning;
- Abandoning in place, existing industry spur track located approximately 70 feet west of the existing siding track on west side of crossing;
- Relocating existing eastbound Commission Standard 9A warning device to within 15 feet of remaining track;
- Constructing a 2 foot wide, 100 foot long non mountable median on the west side of the crossing;

- Constructing a 2 foot wide, 26 foot long non mountable median on the east side of the crossing;
- Installing a Commission Standard 9-E warning device (flashing light signal assembly with automatic gate installed on the departure side of the at-grade crossing, also known as an exit gate) and loop vehicle detectors in the eastbound direction;
- Replacing both entry gate arms;
- Replacing all existing gate lights with LED modules;
- Replacing all flashers with 12 inch LED modules;
- Replacing the existing equipment case with a new 8 foot by 12 foot Central Instrument Location signal house;
- Constructing precast concrete panels for the mainline and siding tracks;
- Extending precast concrete panels both north and south to accommodate future sidewalks north and south of the street,
- Installing new street signage and striping as shown on plans.

Although the Multi-Use Path (MUP) is shown on the plan, this letter does not provide Commission approval for any MUP work. The MUP project will be reviewed and addressed separately from the proposed alterations described above.

SMART states in its GO88-B request letter that “The proposed alterations will provide for increased public safety at this location.”

Commission’s Rail Crossing Engineering Section (RCES) staff has investigated the SMART request, and finds it adequately addresses compliance and safety. As SMART, NCRA and the City 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, attachments, and summarized above.

Temporary traffic controls shall be provided in compliance with Section 8A.05, Temporary Traffic Control Zones, of the California Manual on Uniform Traffic Control Devices (CA MUTCD), published by the California Department of Transportation.

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 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 RCES may reevaluate the crossing prior to granting an extension.

Bill Gamlen  
G.12-08-012  
October 4, 2012  
Page 3 of 3

Within 30 days after completion of this project, SMART shall notify RCES that the authorized work is completed, by submitting a completed Commission Standard Form G. 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.

At the conclusion of the project, SMART should submit an updated Federal Railroad Administration (FRA) inventory form to the FRA, reflecting the changes. Commission 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 David Stewart at (916) 928-2515 or [atm@cpuc.ca.gov](mailto:atm@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, stylized "D" and "G".

Daren Gilbert, Manager  
Rail Transit and Crossings Branch  
Consumer Protection and Safety Division

C: Mitch Stogner, NCRA  
Rick Moshier, City Of Santa Rosa