

PUBLIC UTILITIES COMMISSION

320 W. 4th Street, Suite 500
Los Angeles, CA 90013



October 1, 2014

File Number: XREQ 2014090015

Bill Gamlen, P.E.
Chief Engineer
Sonoma-Marin Area Rail Transit District
5401 Old Redwood Hwy, Suite 200
Petaluma, CA 94954

SENT VIA E-MAIL

Re: General Order 88-B Request for Authority to Alter River Road At-Grade Highway-Rail Crossing, CPUC Crossing No. 005-58.70 and DOT No. 498571W in the County of Sonoma

Dear Mr. Gamlen:

This refers to your letter dated September 15, 2014, received by us on September 16, 2014, requesting authorization, pursuant to California Public Utilities Commission (Commission) General Order (GO) 88-B, to alter the River Road at-grade highway-rail crossing (crossing) of Sonoma-Marin Area Rail Transit District (SMART) track in the County of Sonoma (County). The crossing is identified as CPUC Crossing No. 005-58.70 and DOT No. 498571W.

The single skewed track crossing is equipped with two curb mounted Commission Standard 9-A (flashing light signal assembly with automatic gate arm and additional flashing light signals over the roadway on a cantilevered arm) warning devices. There is a private driveway on the northeast quadrant of the crossing, part of an industrial yard. Northwestern Pacific Railroad Company (NWP) runs approximately 2 freight trains per week at a maximum speed of 45 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 transit passenger service is scheduled to begin in late 2016 with a projected 32 trains per day. The average daily traffic on River Road is 14,426 vehicles.

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

- Constructing an 8-inch wide and 100-foot long raised concrete median on the eastern approach of the crossing;
- Constructing an 8-inch wide and 100-foot raised concrete median on the western approach of the crossing;
- Replacing the existing train detection circuitry with a GE XP4 predictor to provide constant warning time;
- Installing precast concrete (PCC) crossing panels for the mainline track;

- Applying California Manual on Uniform Traffic Control Devices (CA MUTCD) compliant signage and pavement markings, including W10-1 advance warning signs and RXX and railroad limit pavement markings 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.

Commission's Rail Crossings and Engineering Branch (RCEB) staff has investigated SMART's request, and finds it adequately addresses compliance and safety. As SMART, NCRA, and the County 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.

SMART must also ensure that Emergency Notification Signs are installed to comply with CFR 234.309.

Temporary traffic controls shall be provided in compliance with Section 8A.08, Temporary Traffic Control Zones, of the CA MUTCD, 2012 Edition, 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 RCEB may reevaluate the crossing prior to granting an extension.

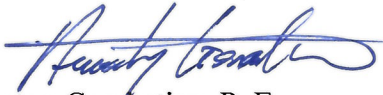
Within 30 days after completion of this project, SMART shall notify RCEB that the authorized work is completed, by submitting a completed Commission Standard Form G. Form G requirements and forms can be obtained at the Commission web site Form G page at <http://www.cpuc.ca.gov/PUC/safety/Rail/Crossings/formg.htm>. This report may be submitted electronically to 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.

Bill Gamlen
XREQ 2014090015
October 1, 2014
Page 3 of 3

If you have any questions, please contact David Stewart at (916) 928-2515 or atm@cpuc.ca.gov .

Sincerely,

A handwritten signature in blue ink, appearing to read "Anton Garabetian".

Anton Garabetian, P. E.
Program and Project Supervisor
Rail Crossings and Engineering Branch
Safety and Enforcement Division

(SENT VIA E-MAIL)

C: Susan Klassen, County of Sonoma
Mitch Stogner, NCRA

