

PUBLIC UTILITIES COMMISSION

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



March 16, 2015

File Number: XREQ 2015010015

Bill Gamlen, P.E.
Chief Engineer
Sonoma-Marín 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 the Civic Center Drive At-Grade Highway-Rail Crossing, CPUC Crossing No. 005-19.70 and DOT No. 863511T in the City of San Rafael, County of Marin

Dear Mr. Gamlen:

This refers to your letter dated January 26, 2015, received by us on January 27, 2015, requesting authorization, pursuant to California Public Utilities Commission (Commission) General Order (GO) 88-B, to alter the Civic Center Drive at-grade highway-rail crossing (crossing) of Sonoma-Marín Area Rail Transit District (SMART) track in the City of San Rafael (City), County of Marin. The crossing is identified as CPUC Crossing No. 005-19.70 and DOT No. 863511T.

The single track crossing is equipped with two curb mounted Commission Standard 9 (flashing light signal assembly with automatic gate arm) warning devices. There is currently no rail traffic over the crossing. SMART transit passenger service is scheduled to begin in late 2016 with a projected 32 trains per day. The average daily traffic on Civic Center Drive is 7,000 vehicles.

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

- Replacing the Commission Standard 9 warning device in the southbound direction with a 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 device;
- Replacing the Commission Standard 9 warning device in the northbound direction in kind;
- Constructing Americans with Disabilities Act (ADA) compliant precast concrete (PCC) sidewalks in the all four quadrants of the crossing;
- Installing ADA compliant detectable warning strips on all sidewalk approaches, located a minimum of 12 feet from the centerline of the track;
- Installing Commission Standard 9 (flashing light signal assembly with automatic gate arm) pedestrian gate warning devices in combination with emergency exit swing gates at the pedestrian sidewalk approaches in the northwest and southwest quadrants of the crossing;

- Installing fencing to channelize pedestrians towards the sidewalks in the northwest and southwest quadrants;
- Constructing a 5 feet in width and 60-feet in length concrete median on the north side of the crossing;
- Constructing a 5 feet in width and 80-feet in length concrete median on the south side of the crossing;
- Replacing the existing train detection with redundant GE XP4 predictor to provide constant warning time;
- Installing PCC panels for the mainline track;
- Replacing the existing equipment case with a new 8 foot by 16 foot Central Instrument Location signal house;
- Installing pavement markings to delineate the pedestrian travel way through the crossing on both sidewalks; and
- Applying California Manual on Uniform Traffic Control Devices (CA MUTCD) compliant signage and pavement markings, including W10-1 advance warning signs and RXR and railroad limit pavement markings as shown on plans.

The City shall file a GO 88-B request regarding traffic signal pre-emption with the crossing and McInnis Parkway at a future date. SMART shall not commence rail operations over the Civic Center Drive crossing prior to installation of traffic signal pre-emption.

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

SMART must 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, 2014 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.

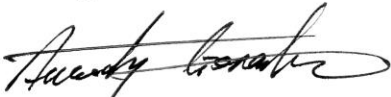
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Within 30 days after completion of this project, SMART shall notify RCEB that the authorized work is completed, by submitting a completed Commission Standard Form G. Form G requirements and forms can be obtained at the Commission web site Form G page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

At the conclusion of the project, SMART should electronically submit an updated Federal Railroad Administration (FRA) inventory form (Form F6180.71) to the FRA, reflecting the changes. 49 CFR 234 Section 234.409 requires the railroads to submit periodic crossing inventory updates a minimum of once every three years.

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

Sincerely,



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

(SENT VIA E-MAIL)

C: Kevin McGowan, City of San Rafael

