

PUBLIC UTILITIES COMMISSION

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



April 1, 2015

File Number: XREQ 2015030005

Bill Gamlen, P.E.
Chief Engineer
Sonoma-Marine 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 Fulton Road At-Grade Highway-Rail Crossing, CPUC Crossing No. 005-58.50 and DOT No. 498570P in the County of Sonoma

Dear Mr. Gamlen:

This refers to your letter dated February 27, 2015, received by us on March 3, 2015, requesting authorization, pursuant to California Public Utilities Commission (Commission) General Order (GO) 88-B, to alter the Fulton Road at-grade highway-rail crossing (crossing) of Sonoma-Marine Area Rail Transit District (SMART) track in the County of Sonoma (County). The crossing is identified as CPUC Crossing No. 005-58.50 and DOT No. 498570P.

The single 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) and two median mounted Commission Standard 9 (flashing light signal assembly with automatic gate arm) warning devices. There are side flashers on the median warning devices directed at Hart Lane to the west and D Street to the east. Northwestern Pacific Railroad Company (NWP) runs approximately 2 freight trains per week at a maximum speed of 45 mph over the crossing. The 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 passenger service is scheduled to begin in late 2016 with a projected 32 trains per day. The average daily traffic on Fulton Road is 15,966 vehicles.

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

- Constructing a 1-foot wide and 50-feet long raised concrete median with Type Q markers on Hart Lane;
- Installing side flashers on the on the northbound curb mounted Commission Standard 9-A directed toward Hart Lane;
- Installing Commission Standard 8 (flashing light signal assembly) warning devices in the southeast and northwest quadrants;
- Installing precast concrete crossing panels for the mainline track;

- Installing roadway edge pavement markings to delineate the motorist travel way through the crossing; and
- Applying California Manual on Uniform Traffic Control Devices (CA MUTCD) compliant signage and pavement markings, including W10-4 advance warning signs on Hart Lane and D Street and RXX and railroad limit pavement markings as shown on plans.

The County will file a GO 88-B request regarding traffic signal pre-emption with the crossing and River Road at a future date. SMART shall not commence rail operations over the Fulton Road crossing prior to installation of traffic signal pre-emption.

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 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 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.

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

Bill Gamlen
XREQ 2015030005
April 1, 2015
Page 3 of 3

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: Susan Klassen, County of Sonoma
Mitch Stogner, NCRA

