

PUBLIC UTILITIES COMMISSION

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



July 23, 2015

File Number: XREQ 2015050011

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 Washington Street At-Grade Highway-Rail Crossing, CPUC Crossing No. 005-38.60 and DOT No. 498688E in the City of Petaluma, County of Sonoma

Dear Mr. Gamlen:

This refers to your letter dated May 26, 2015, received by us on May 26, 2015, requesting authorization, pursuant to California Public Utilities Commission (Commission) General Order (GO) 88-B, to alter the Washington Street at-grade highway-rail crossing (crossing) of Sonoma-Marín Area Rail Transit District (SMART) track in the City of Petaluma (City), County of Sonoma. The crossing is identified as CPUC Crossing No. 005-38.60 and DOT No. 498688E.

SMART submitted revised plans to the Commission's Rail Crossings and Engineering Branch staff on July 23, 2015.

The single track crossing is equipped with one 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), two curb mounted Commission Standard 9 (flashing light signal assembly with automatic gate arm) and one curb mounted Commission Standard 8 (flashing light signal assembly) warning devices. Northwestern Pacific Railroad Company (NWP) runs approximately 2 freight trains per week at a maximum speed of 25 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 Washington Street is 21,549 vehicles.

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

- Removing existing raised median "porkchop" island in the northeast quadrant;
- Installing new curb, gutter and sidewalks with curb ramps in the northeast, northwest, and southwest quadrants;

- Relocating the existing Commission Standard 9-A warning device in the southwest quadrant to accommodate the new curb, gutter and sidewalk;
- Constructing raised median islands between the tracks and Lakeville Street;
- Relocating the Commission Standard 9 warning device in the northeast quadrant to the new median island on the north side of Washington Street;
- Installing a Commission Standard 8-A (flashing light signal assembly with additional flashing light signals over the roadway on a cantilevered arm) warning device in the northeast quadrant;
- Installing a Commission Standard 9 warning device in the new median island in the center of Washington Street;
- Replacing the existing train detection with redundant GE XP4 predictor to provide constant warning time;
- Installing Americans with Disabilities Act (ADA) compliant detectable warning tactile strips adjacent to the median island in the northwest quadrant, located a minimum of 10 feet from the centerline of the track and spanning the entire width of the walkway;
- Relocating traffic signal poles and equipment in the northeast quadrant to accommodate the removal of the “porkchop” island;
- Relocating traffic signal poles and equipment in the northwest quadrant to accommodate the new curb, gutter and sidewalk; and
- Installing speed humps at the south side of the crossing; and
- Applying California Manual on Uniform Traffic Control Devices (CA MUTCD) compliant signage and pavement markings, including W10-1 and W10-2 advance warning signs and “RXR” and railroad limit pavement markings as shown on plans.

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

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concurrency 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 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,



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

(SENT VIA E-MAIL)

C: Curt Bates, City of Petaluma
Mitch Stogner, NCRA