

PUBLIC UTILITIES COMMISSION

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



November 23, 2015

File Number: XREQ 2015100008

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 Sebastopol Road At-Grade Highway-Rail Crossing, CPUC Crossing No. 005-53.40 and DOT No. 498661V in the City of Santa Rosa, County of Sonoma.

Dear Mr. Gamlen:

This refers to your letter dated October 20, 2015, received by us on October 29, 2015, requesting authorization, pursuant to California Public Utilities Commission (Commission) General Order (GO) 88-B, to alter the Sebastopol Road at-grade highway-rail crossing (crossing) of Sonoma-Marin Area Rail Transit District (SMART) track in the City of Santa Rosa (City), Sonoma County. The crossing is identified as CPUC Crossing No. 005-53.40 and DOT No. 498661V.

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) warning devices. 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 Sebastopol Road is 6151 vehicles.

There is a multi-use pathway (pathway) that runs along the east side of the SMART right-of-way (ROW) on the south side of the crossing and continues on the west side of the ROW on the north side of the crossing.

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

- Installing Commission Standard 9 (flashing light signal assembly with automatic gate arm) pedestrian warning devices in combination with emergency exit swing gates at the pedestrian sidewalk approaches in the southeast and southwest quadrants of the crossing. The warning device in the southeast quadrant will include an extra set of 12-inch LED flashers directed toward the pathway;

- Installing a Commission Standard 8 (flashing light signal assembly) in the northwest quadrant with flashers directed toward the pathway and both sidewalk approaches;
- Constructing curb ramps in the southwest and northwest quadrants;
- Constructing curb and gutter in the southwest quadrant;
- Constructing curb in the northeast quadrant;
- Constructing Americans with Disabilities Act (ADA) compliant sidewalks in all four pedestrian sidewalk approaches to the crossing;
- Installing ADA compliant detectable warning tactile strips on all sidewalk approaches, located a minimum of 12 feet from the centerline of the track;
- Installing fencing along the pathway on the north and south sides of the crossing to channelize pedestrians to new sidewalks;
- Installing pedestrian channelization devices along new sidewalks;
- Installing a crosswalk on the west side of the tracks; and
- Applying California Manual on Uniform Traffic Control Devices (CA MUTCD) compliant signage and pavement markings, including “KEEP CLEAR” markings between westbound lane stop bar and new crosswalk, R1-5 “YIELD HERE TO PEDESTRIANS”, R8-8 “DO NOT STOP ON TRACKS”, W11-15 and W16-7P crosswalk warning signs, 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 Pubic 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 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: Jason Nutt, City of Santa Rosa
Mitch Stogner, NCRA

