

PUBLIC UTILITIES COMMISSION

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



June 5, 2017

File Number: XREQ 2017050008
East Cotati Avenue
Cotati, Sonoma County

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 East Cotati Avenue At-Grade Highway-Rail Crossing, CPUC Crossing No. 005-46.10 and DOT No. 498676K in the City of Cotati, County of Sonoma

Dear Mr. Gamlen:

This refers to your letter dated April 17, 2017, received by us on May 19, 2017, requesting authorization, pursuant to California Public Utilities Commission (Commission) General Order (GO) 88-B, to alter the East Cotati Avenue at-grade highway-rail crossing (crossing) of Sonoma-Marin Area Rail Transit District (SMART) track in the City of Cotati (City), County of Sonoma. The crossing is identified as CPUC Crossing No. 005-46.10 and DOT No. 498676K.

The double track crossing is equipped with two curb mounted Commission Standard 9 (flashing light signal assembly with automatic gate arm), two median mounted Commission Standard 9 and two Commission Standard 8 (flashing light signal) warning devices. East Cotati Avenue is a two-way east/west running street with sidewalks on both sides of the street. Northwestern Pacific Railroad Company (NWP) runs approximately two freight trains per week at a maximum speed of 15 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 summer 2017 with a projected 32 trains per day. The average daily traffic on East Cotati Avenue is 17,200 vehicles.

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

- Installing additional pre-cast concrete panels (PCC) for the mainline track on the south side of the crossing to accommodate widened sidewalk;
- Installing Commission Standard 9 (flashing light signal assembly with pedestrian gate arm) pedestrian warning devices in combination with emergency exit swing gates at the pedestrian sidewalk approaches at both pedestrian sidewalk approaches on the south side of the crossing;
- Installing a striped crosswalk on the east side of the crossing;
- Constructing a pedestrian refuge in the eastern median;

- Installing pedestrian crossing signal pole with 2 lane traffic signal and overhead light in the southeast quadrant. The traffic signals will be interconnected with the railroad automatic warning devices;
- Installing pedestrian signal pole in the northeast quadrant;
- Constructing curb ramps and Americans with Disabilities Act (ADA) compliant PCC sidewalks in the southeast and northeast quadrants of the crossing for the new crosswalk;
- Installing ADA compliant detectable warning strips on the southwest and southeast quadrants sidewalk approaches, located a minimum of 12 feet from the centerline of the track;
- Installing fencing along the track in the southwest and southeast quadrants to channelize pedestrians through the sidewalk crossing gates; and
- Applying California Manual on Uniform Traffic Control Devices (CA MUTCD) compliant signage and pavement markings, including R8-8 "DO NOT STOP ON TRACKS", R10-6 "STOP HERE ON RED", W10-1 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 Title 49 Code of Federal Regulations (CFR) Section 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/Crossings> . 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

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234 Section 234.409 requires the railroads to submit periodic crossing inventory updates a minimum of once every three years. The Commission requests a concurrent copy of the updated inventory form be submitted to rceb@cpuc.ca.gov.

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: Craig Scott, City of Cotati
Mitch Stogner, NCRA

