

## PUBLIC UTILITIES COMMISSION

320 W. 4<sup>th</sup> Street, Suite 500  
Los Angeles, CA 90013



December 4, 2020

File Number: XREQ 2020090004  
Airport Blvd  
County of Sonoma

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 Airport Boulevard At-Grade Highway-Rail Crossing, CPUC Crossing No. 005-59.90, and DOT No. 498752D, in the County of Sonoma.**

Dear Mr. Gamlen:

This refers to your letter, dated November 23, 2020, received by us on November 30, 2020, requesting authorization, pursuant to California Public Utilities Commission (Commission) General Order (GO) 88-B, to alter the Airport Boulevard at-grade highway-rail crossing (crossing) of Sonoma-Marín Area Rail Transit District (SMART) tracks in the County of Sonoma (County). The crossing is identified as CPUC Crossing No. 005-59.90 and DOT No. 498752D.

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. Airport Boulevard is a two-lane, east/west running road. There is no rail traffic over the crossing. SMART is planning on running 38 passenger trains per day at a maximum speed of 35 miles per hour through the crossing by the end of 2021. Northwestern Pacific Railroad Company (NWP), the freight operator for North Coast Railroad Authority (NCRA), will run less than one freight train per week at a maximum speed of 25 mph over the crossing. The average daily traffic on Airport Boulevard is 15,789 vehicles.

The proposed alterations, as indicated in SMART's request letter and/or shown on its plans, shall consist of:

- Constructing a new track west of the existing mainline track.
- Installing precast concrete panels for the new track.
- Relocating the existing Commission Standard 9-A in the southwest quadrant to accommodate the new track.
- Installing a curb mounted Commission Standard 9 (flashing light signal assembly with automatic gate arm) in the northeast quadrant.
- Installing a median mounted Commission Standard 9 on the eastbound approach.
- Installing a median mounted Commission Standard 9-A on the westbound approach.

- Installing an approximately 110-foot-long and twelve-foot-wide raised concrete median on the west side of the crossing.
- Installing an approximately 110-foot-long and twelve-foot-wide raised concrete median with a pedestrian refuge cut out on the east side of the crossing.
- Widening Airport Boulevard by adding an eleven-foot-wide lane in each driving direction.
- Adding an approximate ten-foot-wide sidewalk on the north side of the crossing.
- Replacing the existing sidewalk on the south side of the crossing with an approximate ten-foot-wide 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 on all four sidewalk approaches of the crossing.
- Installing traffic signal poles and mast arms with signal heads.
- Installing camera vehicle detection.
- Installation of pedestrian push button poles with pedestrian push buttons.
- Installing a striped crosswalk with Americans with Disabilities ACT (ADA) compliant pedestrian ramps with detectable warning strips on the east side of the crossing.
- Installing a 10-wire advanced pre-emption interconnect with the new traffic signals, providing 11 seconds of advanced pre-emption.
- Installing R10-6 “STOP HERE ON RED” signs on Airport Boulevard for eastbound and westbound vehicle traffic at the respective stop bars.
- Constructing ADA compliant detectable warning strips on all sidewalk approaches located a minimum of 12 feet from the centerline of the nearest track.
- Installing fencing in all four quadrants to channelize pedestrians.
- Applying the 2014 California Manual on Uniform Traffic Control Devices-Revision 5 (CAMUTCD), published by the California Department of Transportation (Caltrans) compliant signage and pavement markings, including W10-1, W48 (CA) “2 TRACKS” advance warning signs, and “RXR” and railroad limit pavement markings.

The Commission’s Rail Crossings and Engineering Branch (RCEB) investigated the request by SMART and finds it adequately addresses compliance and safety. As SMART, NCRA, and the County agree as to the design and apportionments of the cost under the provisions of GO 88-B, SMART may proceed with the alternations as described in its request letter and attachments and summarized above. SMART must complete all the proposed alterations mentioned above for RCEB to consider this GO 88-B application closed.

SMART must ensure that Emergency Notification System signs are installed to comply with Title 49 Code of Federal Regulations, Section 234.309.

SMART shall provide temporary traffic controls in compliance with Section 8A.08, Temporary Traffic Control Zones, of the CAMUTCD, published by Caltrans.

All parties shall comply with all applicable rules, including Commission General Orders and the latest version of the CAMUTCD.

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This project is categorically exempt from the requirements of the California Environment Quality Act of 1970, as amended [California Public Resources Code 21084].

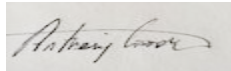
This authorization shall expire if the above conditions are not complied with or if the work is not completed within three years of the date of this letter. Upon written request to RCEB, the time to complete the project may be extended. Any written request for a time extension must include concurrence letters by involved parties in support of the time extension. If an extension is requested, 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 can be obtained at the Commission website at <http://www.cpuc.ca.gov/Crossings>. This report may be submitted electronically to [rceb@cpuc.ca.gov](mailto:rceb@cpuc.ca.gov).

At the conclusion of the project, SMART must submit an updated electronic inventory form (Form F6180.71) to the Federal Railroad Administration, reflecting the changes. The Commission requests a concurrent copy of the updated inventory form be submitted to [rceb@cpuc.ca.gov](mailto:rceb@cpuc.ca.gov). 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](mailto:atm@cpuc.ca.gov).

Sincerely,



Anton Garabetian, P. E.  
Program Manager  
Rail Crossings and Engineering Branch  
Rail Safety Division

cc Johannes Hoevertsz, Sonoma County  
Mitch Stogner, NCRA