

PUBLIC UTILITIES COMMISSION

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



September 10, 2021

File Number: XREQ 2021080007
Race Street
San Jose, Santa Clara County

Zahi Khattab
Principal Engineer
City of San Jose
200 E. Santa Clara Street, 8th Floor
San Jose, CA 95113

SENT VIA EMAIL

Re: General Order 88-B Request for Authority to Alter the Race Street Highway-Rail Crossings, CPUC Crossing Nos. 082D-4.12 and DOT No. 750157A, in the City of San Jose, Santa Clara County.

Dear Mr. Khattab:

This refers to your email application dated and received by us on August 11, 2021, requesting authorization, pursuant to California Public Utilities Commission (Commission) General Order (GO) 88-B, to alter the Race Street highway-light rail crossing of the Santa Clara Valley Transportation Authority (VTA) tracks in the City of San Jose (City), County of Santa Clara. The crossing is identified as CPUC Crossing No. 082D-4.12 and DOT No. 750157A.

The double-track crossing is equipped with two curb mounted Commission Standard 9 (flashing light signal assembly with automatic gate arm) warning devices, two median mounted Commission Standard 9 warning devices, one Commission Standard 9-A (Commission Standard 9 and additional flashing light signals over the roadway on a cantilevered arm) warning device, two Commission Standard 8 (flashing light signal assembly) warning devices, and a pre-signal on the north approach. Race Street is a three-lane street running north-south with two turn lanes at the crossing. VTA operates 116 transit trains per day over the crossing at a maximum speed of 55 miles per hour (MPH). Union Pacific Railroad (UPRR) has operating rights and runs two freight trains per week at a maximum speed of 10 MPH over the crossing. The average daily traffic on Race Street is 5,381 vehicles.

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

- Removing the existing staggered stop bars and adjacent arrow markings across all lanes.
- Installing a continuous perpendicular stop bar across all lanes, approximately 40 feet north of the nearest pre-signal indication in the median.
- Relocating the existing vehicle detection loops to the new stop bar location.
- Installing 100 feet of channelizers on the existing medians.
- Applying the California Manual on Uniform Traffic Control Devices (CAMUTCD) compliant signage and pavement markings, including W10-1, W10-2, W48(CA) "2 TRACKS", W82-1(CA) "LOOK BOTH WAYS," W10-9P "NO TRAIN HORN," R10-6 "STOP HERE ON RED," R13A(CA) "NO RIGHT TURN ON RED" signs, and "RXR" and railroad limit pavement markings.

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

VTA must also ensure that Emergency Notification Signs are installed to comply with Title 49, Code of Federal Regulations (CFR), Section 234.309.

The City shall provide temporary traffic controls in compliance with Section 8A.08, Temporary Traffic Control Zones, of the CAMUTCD, published by the California Department of Transportation.

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

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

At the conclusion of the project, VTA must submit an updated inventory form (Form F6180.71) to the Federal Railroad Administration (FRA) reflecting the changes. The Commission requests a concurrent copy of the updated inventory form be submitted to 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.

Within 30 days after the completion of this project, the City shall notify RCEB that the authorized work is complete by submitting a completed Commission Standard Form G. Form G requirements and forms 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.

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, the RCEB may reevaluate the crossing prior to granting an extension.

If you have any questions, please contact Eyitejumade 'Ade' Sogbesan at (415) 703-1869 or es3@cpuc.ca.gov.

Sincerely,



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

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cc:

Angelique Gaeta, VTA
Peggy Ygbuhay, UPRR