

PUBLIC UTILITIES COMMISSION

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



August 1, 2025

File Number: XREQ 20250700001

Olive Avenue

City of Novato, Marin County

Petr Skala
Associate Engineer
City of Novato
922 Manchin Avenue
Novato, CA 94945

Re: General Order 88-B Request for Authority to Alter the Olive Avenue Rail Crossing

Dear Petr Skala:

This refers to your letter dated June 27, 2025, received by us on July 9, 2025, requesting authorization, pursuant to California Public Utilities Commission (Commission/CPUC) General Order (GO) 88-B, to alter the Olive Avenue rail crossing (crossing) of the Sonoma-Marín Area Rail Transit (SMART) track, in the City of Novato (City), Marin County. The crossing is identified as CPUC Crossing Number 005-28.10 and DOT Number 863497A.

The crossing is an east-west, two-lane, two-way roadway that consists of one track. The crossing is equipped with two curb-mounted Commission Standard 9 (flashing light signal assembly with automatic gate arm) warning devices and one curb-mounted Commission Standard 9-E (flashing light signal assembly with automatic gate installed on the departure side of the at-grade crossing, also known as an exit gate) warning device.

The CPUC's Rail Crossings and Engineering Branch (RCEB) reviewed the request by the City of Novato. As the City and SMART agree on the alterations and apportionment of costs under the provisions of GO 88-B, the following alterations as described and specified in the request letter and its attachments are authorized:

- Construct a new 10-foot-wide sidewalk with four-foot-high chain link fence panel z-gates on the north side of the crossing.
- Install Americans with Disabilities Act compliant detectable warning surfaces on both sidewalk approaches located a minimum of 12 feet from the centerline of the track.
- Relocate the existing westbound Standard 9 warning device to accommodate the new sidewalk.
- Install new concrete crossing panels to accommodate the new sidewalk on the north side of the crossing.
- Install curb and gutter on the north side of the crossing.
- Apply California Manual on Uniform Traffic Control Devices (CA MUTCD) compliant signage and pavement markings, including W10-1 advance warning signs, W10-9P "NO TRAIN HORN", R8-8 "DO NOT STOP ON TRACKS" signs on the roadway approaches, and R15-8 "LOOK" signs on both sidewalk approaches as shown on plans.

Temporary traffic controls shall be provided in compliance with the CA MUTCD, published by the California Department of Transportation. All parties shall comply with all applicable rules, including Commission General Orders and CA MUTCD.

This authorization shall expire if the full scope of alterations is not complete within three years of the date of this letter. The City may request a time extension at least 30 days prior to the expiration date. The time extension request shall include evidence of agreement by involved parties. This authorization may be revoked or modified if public convenience, necessity, or safety requires.

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

The following requirements pertain to this authorization:

- The crossing shall have the configuration and operational characteristics as described and specified in the request letter and its attachments.
- Within 30 days after the authorized scope of alterations is complete, the City shall notify RCEB of the alterations by submitting a Form G to rceb@cpuc.ca.gov. Form G requirements and forms are available on the CPUC web site at <http://www.cpus.ca.gov/crossings>.
- SMART shall electronically submit an updated Federal Railroad Administration (FRA) inventory form (Form F6180.71) to the FRA per 49 C.F.R. § 234.411(c).

If you have any questions, please contact David Stewart at (415) 806-0490 or David.Stewart@cpuc.ca.gov.

Sincerely,



Matthew Bond, PE, TE
Program and Project Supervisor
Rail Crossings and Engineering Branch
Rail Safety Division

cc: **(SENT VIA EMAIL)**
Bill Gamlen, SMART