CS Letter No. 0265

May 19, 2009

California Public Utilities Commission
515 L Street, Suite 1119
Sacramento, CA 95814
Attn: Daren Gilbert

Subject: San Francisco Municipal Transportation Agency
Central Subway Project
General Order 164-D, Section 10, At-Grade Rail Crossings
Rail Crossing Hazards Analysis

This letter is in response to the CPUC letter of September 30, 2008 and provides a formal update of the activities related to At-Grade Rail Crossings for the Central Subway Project since our last formal correspondence.

Fourth/Stockton Alignment has been approved as the Locally Preferred Alternative (LPA) by the SFMTA on February 19, 2008 due to the following major advantages:

- Most Cost-Effective Alignment
- Least Community Impacts
- Reduced Schedule
- Reduced Environmental Impacts

Several key milestones were reached in late 2008, specifically:

- San Francisco Planning Commission certified the SEIR on August 7, 2008.
- SFMTA Board of Directors adopted the Project on August 19, 2008.
- San Francisco Board of Supervisors upheld the certification by the San Francisco Planning Commission, in response to appeals, on September 16, 2008.
- Federal Transportation Administration provided the Record of Decision in December 2008.

As a result, the CPUC and SFMTA determined that a series of workshops would be conducted to review current alignment, potential at-grade crossing hazards and mitigation measures.

CPUC Authorization for Crossings

In accordance with GO 164-D, Section 10.3, the SFMTA is hereby submitting a Rail Crossing Hazard Analysis Report (RCHAR). The RCHAR was developed through a series of technical review workshops that included representatives of the CPUC, Caltrans, SFMTA Safety, Department of Parking and Traffic, and the Central Subway Design Team. These At-Grade Crossing Workshops are summarized as follows:

- **Workshop #1 on 10/16/08** – Reviewed the entire surface alignment for hazards and assigned risk indices. Reviewed the Draft RCHAR with the technical review workshop committee. Reviewed semi-exclusive vs. mixed flow right-of-way at the Fourth and Brannan Station and the Fourth and King Intersection and determined options, for further analysis, to obtain a semi-exclusive right-of-way.

- **Workshop #2 on 10/24/08** – Reviewed the Draft RCHAR, including hazards and hazard index. Determined possible controlling measures and mitigations to minimize the hazard. Presented the results of the semi-

exclusive vs. mixed flow right-of-way analysis and determined that semi-exclusive right-of-way at the Fourth and Brannan Station in the south-bound lane was not feasible given the available roadway width, required traffic lane widths, and required light rail vehicle clearances.

- **Workshop #3 on 4/1/09** – Reviewed CPUC comments on the RCHAR and agreed on appropriate mitigation measures. Reviewed the Fourth and King intersection and determined that the semi-exclusive right-of-way was feasible.

Following Workshop #3, the Central Subway Team incorporated the agreed upon mitigation measures into the RCHAR as well as comments on the traffic and striping design to provide semi-exclusive operations at the Fourth and King intersection. The RCHAR as submitted is the result of the various At-Grade Crossing Workshops and incorporation of CPUC comments.

Also enclosed with this RCHAR is the Preliminary Engineering Report, including detailed engineering drawings for each at-grade crossing. These plans were completed prior to development of the RCHAR and do not reflect all the identified mitigation measures. Nevertheless, it is the SFMTA's intent to incorporate the agreed upon mitigation measures into future deign drawings as reflected in the RCHAR.

Therefore, the SFMTA is hereby requesting CPUC Staff's recommendation in accordance with GO-164-D, Section 10.5 for the Central Subway Design Team to incorporate the agreed upon recommendations into the project plans. During Final Design, we will submit these drawings for CPUC acceptance of the four At-Grade Crossings in accordance with GO 164-D.

Once again, we appreciate the opportunity to collaborate with CPUC staff to develop the Central Subway at-grade crossing designs. We look forward to working with you towards achieving approval of the at-grade crossings via Commission Resolution. Please contact Albert Hoe at 701-4289 or me at 701-4299 if you have any questions or comments.

Sincerely,

John Funghi
Central Subway Program Manager
Transportation Planning and Development
Municipal Transportation Agency

Attachments:
1) Rail Crossing Hazards Analysis Report
2) Preliminary Engineering Report, including Engineering Drawings (CD)

cc:	Carter R. Rohan	w/enclosure
	Michael Kirchanski	w/enclosure
	Steve Espinal	w/o enclosure
	Kevin Schumacher	w/enclosure
	Vincent Kwong	w/o enclosure
	Gary Griggs	w/o enclosure
	Albert Hoe	w/o enclosure
	Cliff Wong	w/o enclosure
	File No. 2.30-01	w/enclosure
	File No. 2.06-01	w/o enclosure