



**BEFORE THE PUBLIC UTILITIES COMMISSION  
OF THE STATE OF CALIFORNIA**

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In the Matter of the Application of Shimmick Construction Co., Inc. For a Variance From General Order 26-D and/or the Application of General Order 143-B Requirements for Side Clearances at the Transit Vehicle Maintenance and Service Yard of the Sonoma Marin Area Rail Transit District in Santa Rosa, California.

Application No. 16-09-007

**RESPONSE OF SONOMA MARIN AREA RAIL TRANSIT DISTRICT  
IN SUPPORT OF THE APPLICATION OF SHIMMICK CONSTRUCTION CO., INC.,  
FOR A VARIANCE FROM GENERAL ORDER 26-D AND/OR THE APPLICATION OF  
GENERAL ORDER 143-B REQUIREMENTS FOR SIDE CLEARANCES  
AT THE TRANSIT VEHICLE MAINTENANCE AND SERVICE YARD OF THE  
SONOMA MARIN AREA RAIL TRANSIT DISTRICT IN SANTA ROSA, CALIFORNIA**

Pursuant to Rule 2.6(c) of the Commission's Rules of Practice and Procedure, the Sonoma Marin Area Rail Transit District (hereinafter "SMART") files this response in support of the Application of Shimmick Construction Co., Inc. (hereinafter, "Shimmick" or "Applicant") for a variance from Commission General Order 26-D and/or the application of General Order 143-B with respect to side clearances for various facilities at the Transit Vehicle Maintenance and Service Yard ("Transit Vehicle Service Yard") of the Sonoma Marin Area Rail Transit District in Santa Rosa, California.

The Sonoma Marin Area Rail Transit District ("SMART") is a special transit district that is constructing a passenger transit vehicle and bicycle and pedestrian pathway project in Marin and Sonoma Counties which will operate along 70 miles from Cloverdale in Sonoma County to the San Francisco-bound ferry terminal in Larkspur, in Marin County. SMART will provide an alternative to automobile transportation on the highly-congested U.S. Highway 101. SMART's environmental studies project 5,000 to 6,000 trips per day will be made on the transit system.

The transit service will take 1.4 million car trips off Highway 101 annually and reduce greenhouse gases by at least 124,000 pounds per day.

SMART fully supports the Application of Shimmick for a variance from side clearances at SMART's Transit Vehicle Service Yard in Santa Rosa, California, and urges the Commission to grant the Application as soon as possible. SMART supports Shimmick's Application because of the high cost and limited benefits from complying with existing side clearance requirements. It is critical to note that the Transit Vehicle Service Yard is a closed facility not open to SMART passengers nor the general public. Thus, there is not threat to passengers or to the general public from the reduced side clearances. The Transit Vehicle Service Yard is only open to certain SMART personnel, all of whom have been trained and informed as to the reduced side clearance at the three fuel reels and the train car wash. Signage and prominent striping have also been installed at each of the fuel reel stations and at the train car wash to remind SMART personnel of the reduced side clearances. In addition, as noted in the Shimmick Application, SMART has adopted standard operating procedures that effectively prevent possible injuries to SMART personnel working in and around the fuel reels and the train car wash.

For all of these reasons, SMART supports Shimmick's Application for variances from the Commission's side clearance requirements and urges the Commission to grant the Application as soon as possible.

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Respectfully submitted,

SONOMA MARIN AREA TRANSIT DISTRICT

By 

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