

Decision _____

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of the City of Oakland for an order to install three at-grade crossings of 1) West Burma Road, 2) Wake Avenue, and 3) East Burma Road, and four grade separations, I-880/West Grand Avenue overhead, West Grand Avenue overhead, and two I-80/I-880 ramps, across and over the future tracks of the City of Oakland owned industry track as part of the Oakland Global Trade and Logistics Center in the City of Oakland, County of Alameda.

Application 13-08-025
(Filed August 28, 2013)

DECISION GRANTING AUTHORIZATION TO THE CITY OF OAKLAND TO CONSTRUCT THREE PUBLIC AT-GRADE CROSSINGS AND FOUR GRADE-SEPARATED RAILROAD CROSSINGS OVER TRACKS OWNED BY THE CITY OF OAKLAND IN THE CITY OF OAKLAND, ALAMEDA COUNTY

Summary

This decision grants the City of Oakland authorization to construct three new at-grade crossings and four new grade-separated crossings as part of the Oakland Global Trade and Logistics Center Project, in the City of Oakland, Alameda County. The at-grade crossings over the future track owned by the City of Oakland will include: Wake Avenue at Mile Post 0.48, to be identified as CPUC Crossing No. 016-0.48, DOT No. 967682J; West Burma Road at Mile Post 0.75 with CPUC No. 016-0.75, DOT No. 967680V; and East Burma Road at Mile Post 0.40 with CPUC No. 016-0.40 DOT No. 967686L. The grade-separated crossings are: under the I-880/West Grand Avenue overcrossing at Mile Post 0.55 with CPUC No. 016-0.55-A and DOT No. 967681C; under West Grand Avenue at

Mile Post 0.25 with CPUC No. 016-0.25-A and DOT No. 967683R; under I-880 South/I-80 East ramp at Mile Post 0.29, with CPUC No. 016-0.29-A DOT No. 967684X; and under I-880 North/I-80 West ramp at Mile Post 0.31, with CPUC No. 016-0.31-A DOT No. 967685E. As a result, seven public at grade crossings on Oakland Terminal Railway will be removed. Rail services will be operated by Oakland Global Rail Enterprise, LLC.

Discussion

The City of Oakland (City) requests authority to construct three new at-grade crossings and four new grade-separated railroad crossings. As a result, seven existing public at-grade crossings will be relinquished. The new at-grade and grade-separated crossings will be part of the Oakland Global Trade and Logistics Center Project (Project), which is located in the northern part of 158.1-acre area of the former Oakland Army Base. The West Gateway Working Waterfront is a 34.1-acre area at the northwest edge of the Project that houses marine terminal activities, surface parking, and storage yards for cargo containers and bulk goods. The West Gateway Working Waterfront will maintain the existing uses and will be renovated and modernized with related support improvements, including construction of new rail improvements, restored cranes, and temporary "purpose-built" structures. The Project aims to facilitate the import, export and storage of bulk goods within the Port of Oakland.

The new proposed crossings for this project are listed below:

- 1) Wake Avenue will be at-grade crossing located near Engineer Road at Wake Avenue at Mile Post 0.48 and will be identified as CPUC Crossing No. 016-0.48 and DOT No. 967682J. There will be two railroad

- tracks at this crossing, and the road will have two lanes in each direction. Each approach will be equipped with a California Public Utilities Commission (Commission) Standard 9 (Flashing Light Signal Assembly with Automatic Gate Arms) warning device and a Commission Standard 9A (Flashing Light Signal Assembly with Automatic Gate Arms and Additional Flashing Light Signals over the Roadway on a Cantilevered Arm) warning device for a total of four active warning devices. The Wake Avenue at-grade crossing will have raised medians. Americans with Disabilities Act (ADA) compliant detectable warning tactile strips will be installed on the sidewalk approaches on all four quadrants. Grade separating the Wake Avenue crossing is not practicable due to the low elevation, proximity to bodies of water and nearby I-880/West Grand Avenue overhead structure.
- 2) West Burma Road will be an at-grade crossing located near Engineer Road at Mile Post 0.75 and will be identified as CPUC No. 016-0.75 and DOT No. 967680V. There will be three tracks at this location and the road will have one lane in each direction. Each approach will be equipped with a Commission Standard 9A warning device, along with raised medians and ADA compliant detectable warning devices on all four quadrants. Grade separation of West Burma Road crossing is not practicable due to the low elevation, proximity to bodies of water and nearby I-880/West Grand Avenue overhead structure.
 - 3) East Burma Road will be an at-grade crossing located between Tobruk Street and Warehouse Road at Mile Post 0.40 and will be identified as CPUC No. 016-0.40 and DOT No. 967686L. There will be one railroad track at this crossing, and the road will have one lane in each direction.

- Each approach will be equipped with a Commission Standard No. 9 warning device, along with raised medians and ADA compliant detectable warning tactile strips. Grade separation of East Burma Road crossing is not practicable due to the low elevation, proximity to bodies of water and nearby I-80/I-880 overhead structure.
- 4) The I-880/West Grand Avenue grade-separated crossing will be a roadway-above-track crossing located between Burma Road and Wake Avenue at Mile Post 0.55 and will be identified as CPUC No. 016-0.55-A and DOT No. 967681C. This crossing will have an overhead clearance of 24 feet.
 - 5) The I-880 South/I-80 East ramp grade-separated crossing will be a roadway-above-track crossing located near the east end of Tobruk Street at Mile Post 0.29 and will be identified as CPUC No. 016-0.29-A and DOT No. 967684X. This crossing will have an overhead clearance of 47 feet.
 - 6) The I-880 North/I-80 West ramp will be a grade-separated crossing above the tracks, located near the east end of Tobruk Street at Mile Post 0.31 and will be identified as CPUC Crossing No. 016-0.31-A, and DOT No. 967685E. This crossing will have an overhead clearance of 51 feet and 8 inches.
 - 7) The West Grand Avenue will be a grade-separated crossing above the tracks, located near the east end of Torbruk Street at Mile Post 0.25 and will be identified as CPUC No. 016-0.25-A, and DOT No. 967683R. This crossing will have an overhead clearance of 24 feet.

The train activity on the new crossings will be up to 17 movements per day. The train speeds will be limited to 10 miles per hour, while the vehicular speed limit for the at-grade crossing locations will be 25 miles per hour.

As part of the Project, the following seven existing public at-grade crossings on Oakland Terminal Railway have already been removed or are in the process of being removed:

- 1) Wake Avenue at Engineer Road at the entrance to the East Bay Municipal Utility District (EBMUD), identified as CPUC No. 016-2.15-CX and with no available DOT number.
- 2) Engineer Road near Burma Road, identified as CPUC No. 016-2.65-CX and DOT No. 857909W.
- 3) Burma Road, identified as CPUC No. 016-2.75-C and DOT No. 906531C.
- 4) West Grand Avenue viaduct access, identified as CPUC No. 016-2.85-C and with no available DOT number.
- 5) Burma Road, identified as CPUC No. 016-2.95-C and with no available DOT number.
- 6) Maritime Street south of Burma Road, identified as CPUC No. 001A-1.57-C and with no available DOT number.
- 7) Another crossing on Maritime Street south of Burma, identified as CPUC No. 001A-1.58-C with no available DOT number.

Environmental Review and CEQA Compliance

The California Environmental Quality Act of 1970 (CEQA), as amended, Public Resources Code Section 21000, et seq. applies to discretionary projects to be carried out or approved by public agencies. A basic purpose of CEQA is to inform governmental decision-makers and the public about potential, significant environmental effects of the proposed activities. Since the project is subject to

CEQA and the Commission must issue a discretionary decision in order for the project to proceed (i.e., the Commission has the exclusive authority to approve the project pursuant to Section 1202 of the Public Utilities Code), the Commission must consider the environmental consequences of the project by acting as either a lead or responsible agency under CEQA.

The lead agency is either the public agency that carries out the project,¹ or the one with the greatest responsibility for supervising or approving the project as a whole.² Here, the City is the lead agency for this project because the project is being constructed by it, and is subject to its review and approval, and the Commission is a responsible agency because it has jurisdiction to issue a permit for the project. As a responsible agency under CEQA, the Commission must consider the lead agency's environmental documents and findings before acting on or approving this project.³ As a responsible agency, the Commission must make findings regarding each significant effect of the project components under its jurisdiction; such findings shall include relevant mitigation measures.⁴

In August 2002, the City prepared an Environmental Impact Report (EIR), pursuant to CEQA Guidelines Section 15180(b), which evaluated the environmental impacts of the Oakland Army Base (OAB) Redevelopment Plan and Army Base Reuse Plan. On July 29, 2002, the City Planning Commission certified the 2002 EIR, and the Oakland Base Reuse Authority adopted the 2002

¹ CEQA Guidelines (Title 14 of the California Code of Regulations), Section 15051(a).

² CEQA Guidelines (Title 14 of the California Code of Regulations), Section 15051(b).

³ CEQA Guidelines, Sections 15050(b) and 15096.

⁴ CEQA Guidelines, Section 15096(h).

EIR and approved the Reuse Plan. The City Council and Redevelopment Agency also took actions to certify/adopt the 2002 EIR in October 2002 and previously approved the Redevelopment Plan. No legal actions were filed challenging these actions or the 2002 EIR, and the 2002 EIR is presumed valid.

In June 2012, the City issued certified 2012 Oakland Army Base Project Initial Study/Addendum to the 2002 Oakland Army Base Area Redevelopment Plan EIR to satisfy the requirements of CEQA Section 21000, et seq. The primary difference between the 2012 Project and what was proposed for the same geographic location in the 2002 Project, is a shift from office/Research and Development (R&D) to a greater amount of warehouse/distribution and maritime-related logistics uses as the predominant use. The 2012 Project proposes up to approximately 2.5 million square feet of warehouse/distribution and maritime-related logistics uses and 175,000 square feet of office/R&D, as compared to 300,000 square feet of warehouse/distribution and approximately 1.5 million square feet of office/R&D identified for the 2002 Project.

The environmental findings of the EIR in both 2002 and 2012 Oakland Army Base Project Initial Study/Addendum indicate that the project will have significant effects on the environment. However, impacts related to the actions under the Commission's jurisdiction can be mitigated to a less than significant level. Environmental impacts relevant to the railroad crossing under the Commission's jurisdiction are related to transportation and traffic.

Regarding transportation and traffic, the environmental review concluded that the project would have potentially significant impacts on the environment, specifically it would generate substantial multi-modal traffic traveling across at-

grade railroad crossings that cause or expose roadway users to a permanent and substantial transportation hazard.

At the relocated Wake Avenue crossing the close proximity of the Engineer Road (a private EBMUD road) and the EBMUD driveway intersection to the rail tracks would result in vehicles on Engineer Road being positioned parallel to the rail tracks limiting the line of sight for viewing oncoming trains. This would be a potentially significant impact but implementation of Mitigation Measure 3.16-16(a), detailed below, would reduce the impact to a less-than-significant level.

At the West Burma Road rail crossings the eastbound peak hour vehicle queue on West Burma Road would block the pedestrian crosswalk located just west of the rail crossing. This would be a potentially significant impact but implementation of Mitigation Measure 3.16-16(b), detailed below, would reduce the impact to a less-than-significant level.

Westbound traffic on the West Burma Road would extend to the Truck Services driveway and the driveway of CC3 Port Logistics building. The queuing may result in a substantial hazard for vehicles on West Burma Road, which would be a potentially significant impact. Implementation of Mitigation Measure 3.16-16(c), detailed below, would reduce the impact to a less-than-significant level.

Additionally, the West Burma Road crossing and the East Burma Road crossing appears to cross at an acute angle (rail crossing should be as close to 90 degrees as possible) which may be a substantial hazard for motorists and bicyclists and may result in a potentially significant impact. Implementation of

Mitigation Measure 3.16-16(d), detailed below, would reduce the impact to a less-than-significant level.

Mitigation Measure 3.16-16 is as follows:

- a. Redesign the Engineer Road to intersect the EBMUD driveway at least 100 feet north of the at-grade rail crossing or configure an internal circulation plan that prohibits turns from Engineer Road onto Wake Avenue
- b. Provide a high visibility crosswalk with pedestrian crossing signs at the pedestrian crossing just west of the rail crossing on West Burma Road.
- c. Paint "KEEP CLEAR" on West Burma Road for westbound vehicles at the Truck Services driveway.
- d. Unless approved otherwise by the California Public Utilities Commission, construct all rail crossing at a minimum street-crossing angle of 45 degrees consistent with Institute of Transportation Engineers recommendations, 90 degrees is preferred for cross-traffic safety.

Regarding the acute angle crossing, the CPUC staff have reviewed the crossing and find that the impact will be less-than-significant with a minimum crossing angle of a 45 degree.

The Commission finds the proposed mitigation measures feasible and reasonable. The Commission reviewed and considered the 2002 EIR and the 2012 Oakland Army Base Project Initial Study/ Addendum and finds them adequate for our decision-making purposes.

Filing Requirements and Staff Recommendations

This application is in compliance with the Commission's filing requirements including Rule 3.7 of the Rules of Practice and Procedure, which relates to the construction of a public road across a railroad.

The Commission's Safety and Enforcement Division, Office of Rail Safety - Rail Crossings Engineering Section has inspected the site of the proposed crossings, reviewed and analyzed the plans submitted with the application, and recommends that the requested authority to construct the subject three at-grade and four grade-separated crossings be granted for a period of three years.

Categorization and Need for Hearings

In Resolution ALJ 176-3322, dated September 19, 2013, the Commission preliminarily categorized this application as ratesetting, and preliminarily determined that hearings were not necessary. No protests have been received. There is no apparent reason why the application should not be granted. Given these developments, it is not necessary to disturb the preliminary determinations.

Waiver of Comment Period

This is an uncontested matter in which the decision grants the relief requested. Accordingly, pursuant to Section 311(g)(2) of the Public Utilities Code and Rule 14.6(c)(2) of the Commission's Rules of Practice and Procedure, the otherwise applicable 30-day period for public review and comment is waived.

Assignment of Proceeding

Emory J. Hagan, III is the assigned Examiner in this proceeding.

Findings of Fact

1. Notice of the application was published in the Commission's Daily Calendar on September 5, 2013. There are no unresolved matters or protests. A public hearing is not necessary.

2. The City requests authority, under Public Utilities Code Sections 1201-1205, to construct three new at-grade and four grade-separated road above track highway-rail crossings that will be located on Oakland Terminal Railway in the City of Oakland, Alameda County. The crossings will be identified as the following:

- a) Wake Avenue at-grade crossing located near Engineer Road at Wake Avenue at Mile Post 0.48, CPUC No. 016-0.48, DOT No. 967682J.
- b) West Burma Road at-grade crossing located near Engineer Road at Mile Post 0.75, CPUC No. 016-0.75, DOT No. 967680V.
- c) East Burma Road at-grade crossing located between Tobruk Street and Warehouse Road at Mile Post 0.40, CPUC No. 016-0.40, DOT No. 967686L.
- d) I-880/West Grand Avenue grade-separated crossing located between Burma Road and Wake Avenue at Mile Post 0.55, CPUC No. 016-0.55-A, DOT No. 967681C.
- e) The I-880 South/I-80 East ramp grade-separated crossing near the east end of Tobruk Street at Mile Post 0.29, CPUC No. 016-0.29-A, DOT No. 967684X.
- f) The I-880 North/I-80 West ramp grade-separated crossing near the east end of Tobruk Street at Mile Post 0.31, CPUC No. 016-0.31-A, DOT No. 967685E.

- g) West Grand Avenue grade-separated crossing near the east end of Tobruk Street Mile Post 0.25, CPUC No. 016-0.25-A, DOT No. 967683R.

3. As part of the Project, the following seven existing public at-grade crossings on Oakland Terminal Railway have already been removed or are in the process of being removed:

- a) Wake Avenue at Engineer Road at the entrance to the East Bay Municipal Utility District at Mile Post 2.15, identified as CPUC No. 016-2.15-CX and with no available DOT number.
- b) Engineer Road near Burma Road at Mile Post 2.65, identified as CPUC No. 016-2.65-CX and DOT No. 857909W.
- c) Burma Road at Mile Post 2.75, identified as CPUC No. 016-2.75-C and DOT No. 906531C.
- d) West Grand Avenue viaduct access at Mile Post 2.85, identified as CPUC No. 016-2.85-C and with no available DOT number.
- e) Burma Road at Mile Post 2.95, identified as CPUC No. 016-2.95-C and with no available DOT number.
- f) Maritime Street south of Burma Road at Mile Post 1.57, identified as CPUC No. 001A-1.57-C and with no available DOT number.
- g) Another crossing on Maritime Street south of Burma Road at Mile Post 1.58C, identified as CPUC No. 001A-1.58-C with no available DOT number.

4. The City is the lead agency for this project under CEQA.

5. In August 2002, the City issued a Notice of Determination (NOD) for the project.

6. On June 2, 2012, the City filed a NOD with the State Clearinghouse.

7. The rail crossings result in potential significant impacts in the area of transportation and traffic by generating substantial multi-modal traffic traveling across at-grade railroad crossings that cause or expose roadway users to a permanent and substantial transportation hazard.

8. No immitigable impacts were identified for the project.

9. At the relocated Wake Avenue crossing the close proximity of the Engineer Road and the EBMUD driveway intersection to the rail tracks would result in vehicles on Engineer Road being positioned parallel to the rail tracks limiting the line of sight for viewing oncoming trains. This will be mitigated to a less-than-significant level by redesigning the Engineer Road to intersect the EBMUD driveway at least 100 feet north of the at-grade rail crossing or configure an internal circulation plan that prohibits turns from Engineer Road onto Wake Avenue.

10. At the West Burma Road rail crossings the eastbound peak hour vehicle queue on West Burma Road would block the pedestrian crosswalk located just west of the rail crossing. This will be mitigated to a less-than-significant level by providing a high visibility crosswalk with pedestrian crossing signs at the pedestrian crossing just west of the rail crossing on West Burma Road

11. Westbound traffic on the West Burma Road would extent to the Truck Services driveway and the driveway of CC3 Port Logistics building. The queuing may result in a substantial hazard for vehicles on West Burma Road, which would be a potentially significant impact. This will be mitigated to a less-than-significant level by painting "KEEP CLEAR" on West Burma Road for westbound vehicles at the Truck Services driveway.

12. Additionally, the West Burma Road crossing and the East Burma Road crossing appears to cross at an acute angle (rail crossing should be as close to 90

degrees as possible) which may be a substantial hazard for motorists and bicyclists and may result in a potentially significant impact. This will be mitigated to a less-than-significant level by constructing all rail crossings at a minimum street-crossing angle of 45 degrees consistent with Institute of Transportation Engineers recommendations.

13. The Commission is a responsible agency for this project and has reviewed and considered the lead agency's NOD, 2002 EIR, and the 2012 Oakland Army Base Project Initial Study/Addendum.

14. The NOD, 2002 EIR, and the 2012 Oakland Army Base Project Initial Study/Addendum reflect the Commission's independent judgment and analysis.

Conclusions of Law

1. The NOD 2002 EIR, and the 2012 Oakland Army Base Project Initial Study/Addendum prepared by the City as the documentation required by CEQA and National Environmental Policy Act (NEPA) for the project are adequate for our decision-making purposes. The project will not have a significant immitigable effect on the environment.

2. The NOD 2002 EIR and the 2012 Oakland Army Base Project Initial Study/Addendum were completed in compliance with CEQA and NEPA.

3. The application is uncontested and a public hearing is not necessary.

4. The application should be granted as set forth in the following Order.

O R D E R

IT IS ORDERED that:

1. The City of Oakland is authorized to construct three new at-grade and four new grade separate highway-rail crossings over tracks owned by the City of Oakland in Alameda County.

2. The new crossings shall be as follows:

- a) Wake Avenue at-grade crossing located near Engineer Road at Wake Avenue at Mile Post 0.48, shall be identified as CPUC No. 016-0.48, and DOT No. 967682J. Wake Avenue at-grade crossing shall be equipped with a California Public Utilities Commission Standard 9 (Flashing Light Assembly with Automatic Gate Arms) warning device and a California Public Utilities Commission Standard 9A (Flashing Light Assembly with Automatic Gate Arms and Additional Flashing Light Signals over the Roadway on a Cantilevered Arm) warning device at each approach for a total of four active warning devices. The crossing shall have raised medians. Americans with Disabilities Act compliant detectable warning tactile strips shall be installed at all four quadrants.
- b) West Burma at-grade crossing located near Engineer Road at Mile Post 0.75, shall be identified as CPUC No. 016-0.75, DOT No. 967680V. Each approach of West Burma at-grade crossing shall be equipped with a California Public Utilities Commission Standard 9A warning device, along with raised medians and Americans with Disabilities Act compliant detectable warning tactile strips on all four quadrants.
- c) East Burma at-grade crossing located between Tobruk Street and Warehouse Road at Mile Post 0.40, shall be identified as CPUC No. 016-0.40, DOT No. 967686L. Each approach of East Burma at-grade crossing shall be equipped with a Commission Standard 9 warning device, along with raised medians and Americans with Disabilities Act compliant detectable warning devices.
- d) I-880/West Grand Avenue grade-separated crossing located between Burma Road and Wake Avenue at Mile Post 0.55, identified as CPUC

- Crossing No. 016-0.55-A, DOT No. 967681C, which shall have a permanent minimum overhead clearance of 24 feet.
- e) The I-880 South/I-80 East ramp grade-separated crossing near the east end of Tobruk Street at Mile Post 0.29, shall be identified as CPUC No. 016-0.29-A, DOT No. 967684X, which shall have a permanent minimum overhead clearance of 47 feet.
 - f) The I-880 North/I-80 West ramp grade-separated crossing near the east end of Tobruk Street at Mile Post 0.31, shall be identified as CPUC No. 016-0.31-A, DOT No. 967685E, which shall have a permanent minimum overhead clearance of 51 feet eight inches.
 - g) West Grand Avenue grade-separated crossing near the east end of Tobruk Street Mile Post 0.25, shall be identified as CPUC No. 016-0.25-A, DOT No. 967683R, which shall have a permanent minimum overhead clearance of 24 feet.
3. The following seven existing at grade crossings within Oakland Terminal Railway shall be removed:
- a) Maritime Street at Mile Post 1.58, identified as CPUC No. 001A-1.58-C and with no available DOT number.
 - b) West Grand Avenue at Mile Post 2.85, identified as CPUC No. 016-2.85-C and with no available DOT number.
 - c) Burma Road at Mile Post 2.95 identified as CPUC No. 016-2.95-C with no available DOT number.
 - d) Maritime Street at Mile Post 1.57, identified as CPUC No. 001A-1.57-C and without a DOT Number.
 - e) Wake Avenue at Mile Post 2.15, identified as CPUC No. 016-2.15-CX and with no available DOT number.

- f) Engineer Road at Mile Post 2.65, identified as CPUC No. 016-2.65-CX and DOT No. 857909W.
- g) Burma Road at Mile Post 2.75, identified as CPUC No. 016-2.75-C and DOT No. 906531C.

4. The City of Oakland shall notify the California Public Utilities Commission's Safety and Enforcement Division, Office of Rail Safety - Rail Crossings Engineering Section at least five (5) business days prior to opening the at-grade and grade-separated highway-rail crossings. Notification must be made to rces@cpuc.ca.gov.

5. Within 30 days after completion of the work under this Order, the City of Oakland shall notify the California Public Utilities Commission's Safety and Enforcement Division, Office of Rail Safety - Rail Crossings Engineering Section in writing, by submitting a completed Commission Standard Form G (*Report of Changes at Highway Grade Crossings and Separations*), of the completion of the authorized work. Form G requirements and forms can be obtained at the California Public Utilities Commission web site Form G page at <http://www.cpuc.ca.gov/PUC/safety/Rail/Crossings/formg>. This report may be submitted electronically to rces@cpuc.ca.gov as outlined on the web page.

6. Within 30 days after completion of the work under this order, Oakland Terminal Railway Company shall notify the Federal Railroad Administration of the existence of the road over track crossing by submitting a U.S.DOT CROSSING INVENTORY FORM, form FRA F6180.71. Concurrently Oakland Terminal Railway Company shall provide a copy of the inventory form to the California Public Utilities Commission's Safety and Enforcement Division, Office of Rail Safety - Rail Crossings Engineering Section. This copy of the form may be submitted electronically to rces@cpuc.ca.gov.

7. The City of Oakland shall comply with all applicable rules, including California Public Utilities Commission General Orders and the California Manual on Uniform Traffic Control Devices.
8. This authorization shall expire if not exercised within three years, unless time is extended or if the above conditions are not satisfied. The California Public Utilities Commission may revoke or modify this authorization if public convenience, necessity, or safety so require.
9. A request for extension of the three-year authorization period must be submitted to the California Public Utilities Commission's Safety and Enforcement Division, Office of Rail Safety - Rail Crossings Engineering Section at least 30 days before the expiration of that period. A copy of the request must be sent to all interested parties.
10. The application is granted as set forth above.
11. Application 13-08-025 is closed.

This order is effective today.

Dated _____, at San Francisco, California.