

Decision 01-09-052 September 20, 2001

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

Application of the State of California,  
Department of Transportation, for an order  
authorizing the Department to: Widen State  
Route 84 (Jefferson Boulevard) across the Port of  
Sacramento railroad tracks at PUC No. 89-2.10,  
located in West Sacramento, Yolo County, State  
of California.

Application 00-09-052  
(Filed September 22, 2000)

**OPINION GRANTING AUTHORITY  
TO CONSTRUCT RAILROAD CROSSING**

**Summary**

The Department of Transportation as lead agency is authorized to widen the State Route 84 (Jefferson Boulevard) across the Port of Sacramento railroad tracks at Stone Boulevard, PUC No. 89-2.10, located in West Sacramento, California.

**Background**

The California Department of Transportation (CalTrans) requests authority as the lead agency to widen State Route 84 (Jefferson Boulevard) across the Port of Sacramento railroad tracks at Stone Boulevard, PUC No. 89-2.10, located in West Sacramento, California. CalTrans expects the project to be completed within three years. The purpose of the project is to relieve traffic delay and congestion, enhance safety and provide better access to the Southport area in West Sacramento. The project will widen and upgrade the traveled way from a

two-lane to four-lane highway from Stone to Park Boulevard, and construct a transition taper from the existing two-lane Yolo Barge Canal Bridge to the new four-lane section at Stone Boulevard. The Stone Boulevard Intersection will include new traffic signals, warning devices, gate arms and raised medians. The project is scheduled to be advertised in October 2001 and construction to begin in April 2002. Caltrans and the Port of Sacramento are in agreement with the work to be performed and the apportionment of costs.

Initially, two interested parties timely filed protests. The Rail Safety and Carriers Division (RSCD) alleged that the maintenance apportionment had not been resolved and that the crossing devices and proposed configuration were unsafe. Union Pacific Railroad Company opposed bearing the cost of maintenance for the new crossing. However, these parties and the applicant reached agreement on these issues.

CalTrans agrees to adopt RSCD's suggested warning devices and configuration. The northbound and southbound approaches will be equipped with two PUC standard #9 automatic gates per General Order (G.O.) 75-C. The eastbound approach on Stone Boulevard will be equipped with one PUC standard #9 automatic gate, and one PUC standard #9A automatic gate with cantilever arm. Additional PUC standard #8 flashing light type assemblies will be placed on each side of the track to provide warning to pedestrians. All warning devices will be placed so that all lights will be visible to vehicular and pedestrian traffic. Any railroad operating through this crossing will follow standard "Stop and Proceed" procedures, namely, the train engine will stop, signals will be activated, and the intersection will be clear of vehicular traffic before train will proceed through the crossing. The Commission will order this procedure. The revised plans for the project are attached as Appendix A.

The Port of Sacramento agreed to provide maintenance of the new crossing.

### **Discussion**

CalTrans is the lead agency for this project under the California Environmental Quality Act of 1970 (CEQA), as amended, Public Resources Code Sections 21000, et seq. After preparation and review of the Initial Study and Negative Declaration, CalTrans on June 19, 1996 filed a Notice of Availability of Finding of No Significant Impact with the State Clearinghouse. CalTrans concluded that the project will not have a significant effect on the environment.

The Commission is a responsible agency for this project under CEQA and has reviewed and considered the lead agency's Initial Study and Notice of Determination. The site of the project has been inspected by the Commission's RSCD-Rail Crossings Engineering Section staff. Staff examined the need for and the safety of the proposed grade crossing and related railroad construction and after CalTrans' agreement with RSCD's proposed crossing equipment, RSCD recommends that the application be approved.

The application is in compliance with the Commission's filing requirements, including Rule 38 of the Rules of Practice and Procedure, which relates to the construction of a public road, highway, or street across a railroad. A site map of the grade crossing is as shown on plans attached to the application as Appendix A.

In Resolution ALJ 176-3048, dated October 5, 2000 and published on the Commission Daily Calendar on October 6, 2000, the Commission preliminarily categorized this application as ratesetting, and preliminarily determined that hearings were not necessary. Since no hearings were held, this preliminary

determination remains accurate. The parties have resolved all protests. Given these developments, public hearing is not necessary, and it is not necessary to disturb the preliminary determinations made in Resolution ALJ 176-3048.

### **Comments on Draft Decision**

The draft decision of ALJ Bennett in this matter was mailed to the parties in accordance with Pub. Util. Code § 311(g)(1) and Rule 77.7 of the Rules of Practice and Procedure. No comments were filed.

### **Findings of Fact**

1. Notice of the application was published in the Commission Daily Calendar on October 6, 2000. The protests have been resolved. A public hearing is not necessary.

2. City requests authority, under Pub. Util. Code §§ 1201-1205, to widen State Route 84 (Jefferson Boulevard) across the Port of Sacramento railroad tracks at PUC No. 89-2.10, located in West Sacramento, Yolo County, California.

3. The widening of State Route 84 will serve public need by reducing traffic delay and congestion.

4. Public convenience and necessity require the construction of the widening of State Route 84.

5. Public safety requires the "Stop and Proceed" procedure to be used by all railroad trains at this crossing.

6. Public safety requires that the crossings be protected as follows. The northbound and southbound approaches will be equipped with two PUC standard #9 automatic gate-type signals, as specified in G.O. 75-C. The eastbound approach on Stone Boulevard will be equipped with one PUC standard #9 automatic gate-type signal, and one PUC standard #9A automatic gate-type signal with cantilever arm. Two additional PUC standard #8 flashing

light assemblies will be placed at the crossing, one on each side of the track to provide warning to pedestrians. All warning devices will be placed so that all lights will be visible to traffic.

7. City is the lead agency for this project under CEQA, as amended.

8. The Commission is a responsible agency for this project and has reviewed and considered the lead agency's Initial Study and Notice of Determination.

### **Conclusion of Law**

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

## **O R D E R**

**IT IS ORDERED** that:

1. The Department of Transportation as lead agency is authorized to widen the State Route 84 (Jefferson Boulevard) across the Port of Sacramento railroad tracks at Stone Boulevard, PUC No. 89-2.10, located in West Sacramento, California pursuant to revised plans attached as Appendix A.

2. The following "Stop and Proceed" procedure will be used by all railroad trains at this crossing. On-rail vehicles will first be brought to a stop, signals will be activated, and vehicular traffic must be clear before on-rail vehicles proceed through the crossing.

3. Clearances shall be in accordance with General Order (G.O.) 26-D. Walkways shall conform to G.O. 118.

4. Protection at the crossings shall be as follows. The northbound and southbound approaches will be equipped with two PUC standard #9 automatic gate-type signals, as specified in G.O. 75-C. The eastbound approach on Stone Boulevard will be equipped with one PUC standard #9 automatic gate-type signal, and one PUC standard #9A automatic gate-type signal with cantilever

arm. Two additional PUC standard #8 flashing light assemblies will be placed at the crossing, one on each side of the track to provide warning to pedestrians. All warning devices will be placed so that all lights will be visible to traffic.

5. Construction and maintenance of the crossings shall be in accordance with the provisions of G.O. 72-B.

6. Construction and maintenance costs shall be borne by the Port of Sacramento in accordance with Section 1202.2 of the Public Utilities Code.

7. Within 30 days after completion of the work under this order, City shall notify the Commission in writing that the authorized work has been completed.

8. This authorization shall expire if not exercised within three years unless time is extended or if the above conditions are not complied with. Authorization may be revoked or modified if public convenience, necessity, or safety so require. The application is granted as set forth above.

9. The Executive Director shall serve a copy of this order in Union Pacific Railroad and the Port of Sacramento so that the railroad companies are informed of the obligation herein imposed upon it.

10. Application 00-09-052 is closed.

This order is effective 30 days from today.

Dated September 20, 2001, at San Francisco, California.

LORETTA M. LYNCH  
President  
HENRY M. DUQUE  
RICHARD A. BILAS  
CARL W. WOOD  
GEOFFREY F. BROWN  
Commissioners

## **Appendix A—Revised Map of Crossing**

