

PUBLIC UTILITIES COMMISSION

320 W. 4th Street, Suite 500
Los Angeles, CA 90013



January 15, 2016

File Number: XREQ 2015120001

Bruce W. Armistead
Director of Operations and Maintenance
California High Speed Rail Authority
770 L Street, Suite 620
Sacramento, CA 95814

Re: General Order 88-B Request for Authority to Alter the State Route 180 Grade Separated (Overhead) Highway- Rail Crossing, CPUC Crossing No. 001B-204.20-A and DOT No. 748301P, over UPRR Tracks in the City of Fresno, County of Fresno.

Dear Mr. Armistead:

This refers to your letter received by us via email on November 30, 2015, requesting authorization, pursuant to California Public Utilities Commission (Commission) General Order (GO) 88-B, to alter the State Route (SR) 180 grade separated highway-rail crossing (crossing) over Union Pacific Railroad's (UPRR) two mainline tracks and one siding in the City of Fresno (City).

At the crossing, California High Speed Rail Authority (CHSRA) will install two mainline tracks (Sierra Subdivision) within a new trench structure (Fresno Trench), adjacent to the UPRR tracks. The existing SR 180 crossing is identified as CPUC Crossing No. 001B-204.20-A and DOT No. 748301P. Upon UPRR insistence CHSRA's two tracks at the crossing will have a separate DOT No. from UPRR's and will be identified as CPUC Crossing No. 135S-190.83-A and DOT No. 968453T.

The Fresno Trench will be installed through the California Department of Transportation's (Caltrans) SR 180 embankment and under the SR 180 roadway to the west of UPRR tracks. The alignment of the CHSRA tracks will be generally parallel to the existing UPRR tracks. The existing location of the UPRR tracks will remain unchanged. There will be approximately 100 feet between the centerlines of CHSRA and UPRR tracks at their closest point. The length of the Fresno Trench under the SR 180 roadway will be 358 feet. This crossing project is part of Construction Package 1 (CP1) of the California High Speed Train System (CHSTS) Project, which involves the Merced to Fresno Segment of the CHSTS. CHSRA has prepared and filed a Final Environmental Impact Report/Environmental Impact Statement, with findings of significant impact, for the overall Merced to Fresno Segment of the CHSTS. This particular project, however, involves an alteration of an existing crossing, SR 180, by installing CHSRA tracks within the Fresno Trench, adjacent to the right-of-way of existing UPRR tracks.

The proposed alterations, as indicated in the CHSRA's request letter and/or shown on the plans, shall consist of:

- Installing the Fresno Trench through the SR 180 embankment and under the SR 180 roadway to the west of UPRR's tracks per plans; and
- Installing two mainline tracks of the CHSRA within the Fresno Trench per plans. The CHSRA tracks within the Fresno Trench structure shall meet the vertical and horizontal clearance requirements of the Commission's GO 26-D. They shall also meet the minimum vertical and horizontal clearance requirements per plans for the CHSRA tracks of 27 feet from top of rail to the structure soffit and 12 feet-6 inches from centerline of CHSRA track to the trench wall, respectively. The clearances at the UPRR tracks will remain unchanged.

No temporary clearance exceptions are requested.

The overall Merced to Fresno Segment of the CHSTS Project, of which this project is a part, is not exempt from the requirements of the California Environment Quality Act (CEQA) of 1970, as amended [California Public Resources Code § 21084]. As a modification of an existing grade-separated crossing, this project is statutorily exempt from the requirements of the California Environmental Quality Act of 1970, as amended [California Public Resources Code §21080.13].

CHSRA has requested that the Commission authorize a 6-year period in which to complete construction of the proposed improvements. The Fresno Trench and roadway work at the SR 180 crossing is anticipated to be completed within the standard 3-year authorization period; however, the track work that will complete the improvements to the crossing will be administered under a separate contract to be awarded in several years beyond the completion of the Fresno Trench and roadway work at the SR 180 crossing.

The Commission's Rail Crossings and Engineering Branch (RCEB) staff has investigated the request by CHSRA, and finds it adequately addresses compliance and safety. As Caltrans, the City, UPRR, and CHSRA (Parties) are in agreement as to the design and apportionments of the cost under the provisions of GO 88-B, CHSRA may proceed with the improvements as described in its request letter and attachments, and summarized above.

All Parties shall comply with all applicable rules, including other Commission General Orders and the latest version of the California Manual on Uniform Traffic Control Devices (CAMUTCD).

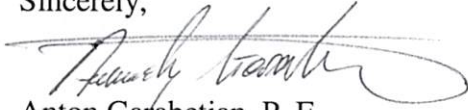
This authorization shall expire if the above conditions are not complied with or if the work is not completed within six years of the date of this letter. Upon written request to this office, the time to complete the project may be extended. A written request for a time extension must include concurrence letters by interested Parties in support of the time extension. If an extension is requested, RCEB may reevaluate the crossing prior to granting an extension.

Within 30 days after completion of this project, CHSRA shall notify RCEB that the authorized work is completed by submitting a completed Commission Standard Form G *Report of Changes at Highway Grade Crossings and Separations*. Form G requirements and forms can be obtained at the Commission web site Form G page at <http://www.cpuc.ca.gov/crossings>. This report may be submitted electronically to rceb@cpuc.ca.gov.

At the conclusion of the project, CHSRA must submit an updated electronic inventory form (Form F6180.71) to the Federal Railroad Administration, reflecting the changes.

If you have any questions, please contact Marvin Kennix at (916) 928-3809 or email at mlk@cpuc.ca.gov.

Sincerely,



Anton Garabetian, P. E.
Program and Project Supervisor
Rail Crossings and Engineering Branch
Safety and Enforcement Division

SENT VIA E-MAIL

Cc: Garth Fernandez
Andrew Benelli
Mary Schroll