PUBLIC UTILITIES COMMISSION

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

August 22, 2016

File Number: XREQ 2016070006

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 E. Jensen Grade Separated (Overhead) Highway-Rail Crossing, CPUC Crossing No. 001B-207.80-A and DOT No. 757391P, and CPUC Crossing No. 002-995.60-A and DOT No. 028492P Respectively, in the City of Fresno, County of Fresno.

Dear Mr. Armistead:

This refers to your letter received by us via email on July 13, 2016, requesting authorization, pursuant to California Public Utilities Commission (Commission) General Order (GO) 88-B, to alter the E. Jensen Avenue grade separated highway-rail crossing (crossing) of Union Pacific Railroad's (UPRR) two mainline tracks, BNSF's Railway's (BNSF) two mainline tracks, five yard tracks, and one crossover in the City of Fresno (City).

The E. Jensen Avenue crossing is identified for the UPRR and BNSF tracks as CPUC Crossing No. 001B-207.80-A and DOT No. 757391P, and CPUC Crossing No. 002-995.60-A and 028492P respectively. The California High-Speed Rail Authority (CHSRA) proposes to alter the E. Jensen Avenue crossing by constructing a trench structure (the Jensen Trench) under the E. Jensen Overhead in an open bridge span west of the UPRR and BNSF tracks. CHSRA plans to install two mainline tracks (Sierra Subdivision) within the Jensen Trench. The two CHSRA tracks when installed at the crossing will be identified as CPUC Crossing No. 135S-194.30-A and DOT No. 968525U.

S. Railroad Avenue, the UPRR tracks, BNSF tracks, and S. Sunland Avenue are located under the E. Jensen Overhead, from west to eastside. The alignment of the CHSRA tracks will generally be parallel to the UPRR and BNSF tracks. At their closest point at the crossing, the distance between the centerlines of the CHSRA and UPRR tracks will be approximately 145 feet. The length of the Jensen Trench under E. Jensen Avenue will be approximately 97 feet. No modifications are proposed for the E. Jensen Avenue Overhead, and the UPRR and BNSF tracks. Railroad Avenue will be closed adjacent to the proposed alterations.

This crossing project is part of Construction Package 1 (CP1) involving the Fresno to Bakersfield Section of the California High-Speed Train (CHST) Project. CHSRA has prepared and filed a Final Environmental Impact Report/Environmental Impact Statement, with findings of significant impact, for the overall Fresno to Bakersfield Section of the CHST Project. This particular project, however, involves an alteration of an existing crossing, E. Jensen Overhead, by installing two CHSRA tracks within the Jensen Trench, adjacent to the right-of-way of existing UPRR tracks.

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

- Installing the Jensen Trench in an open bridge span under the E. Jensen Overhead to the west of UPRR and BNSF tracks; and
- Installing two mainline tracks of the CHSRA within the Jensen Trench. 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 of 25.40 feet from the top of rail to the structure
 soffit and 12.50 feet from the centerline of each CHSRA track to the trench wall,
 respectively. The clearances at the UPRR and BNSF tracks will remain unchanged.

CHSRA does not request temporary clearance exceptions.

The overall Fresno to Bakersfield Section of the CHST 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]. However, 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].

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 the City, UPRR, BNSF, 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 three 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. The Commission requests a concurrent copy of the updated inventory form be submitted to recb@cpuc.ca.gov.

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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: Andrew Benelli

Mary Schroll Taylor Smith

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