

## PUBLIC UTILITIES COMMISSION

320 W 4TH STREET, SUITE 500  
LOS ANGELES, CA 90013

September 15, 2016

File Number: XREQ 2016090002  
Palm Street  
City of San Diego, San Diego CountyBruce A. Schmith, M.S., P.E.  
Principal Engineer, LOSSAN Corridor Director  
San Diego Association of Governments (SANDAG)  
401 B Street, Suite 800  
San Diego, CA 92101SENT VIA E-MAIL**Re: General Order 88-B Request for Authority to Alter the Palm Street At-Grade Highway-Rail Crossing, CPUC Crossing Nos. 106-266.40 and 081MV-1.25, and DOT No. 026861C in City of San Diego, San Diego County**

Dear Mr. Schmith:

This refers to your letter dated and received by us on August 22, 2016 requesting authorization, pursuant to California Public Utilities Commission (Commission or CPUC) General Order (GO) 88-B, to alter the Palm Street at-grade highway-rail crossing (crossing) of the San Diego Metropolitan Transit System (MTS) railroad and light rail transit (LRT) right-of-way in City of San Diego (City), San Diego County. The crossing is identified as CPUC Crossing Nos. 106-266.40 and 081MV-1.25, and DOT No. 026861C.

For the purposes of this letter, the tracks are assumed to run north-south, and the roadway is assumed to run east-west. Palm Street is a local roadway with 2 lanes crossing the tracks and a sidewalk along the north side of the street. The crossing has two railroad tracks maintained by North County Transit District – Coaster (NCTC) along the west side of the MTS right-of-way, and two LRT tracks maintained by MTS along the east side of the MTS right-of-way. It is equipped with three (3) Commission Standard 8 (flashing light signal assembly) warning devices and two (2) Commission Standard 9-A (flashing light signal assembly with automatic gate arm and additional flashing light signals over the roadway on a cantilevered arm) warning devices. Currently there are approximately 50 railroad movements at up to 50 MPH and approximately 146 LRT movements at up to 55 MPH through the crossing each day. LRT trains stop at the Middletown Trolley Station which is located along the LRT tracks just north of Palm Street. A station platform connects to the north sidewalk between the railroad and LRT tracks. The other platform connects to the sidewalk in the northeast quadrant of the rail crossing.

The proposed alterations as indicated in the request letter and/or shown in the attachments shall consist of:

- Replacing existing sidewalk and pedestrian ramp with new sidewalk in northwest quadrant of the rail crossing;

- Adding detectable warning surface (“tactile warning strips”) to the pedestrian approaches in the northwest and northeast quadrants;
- Adding LOOK (R15-8) sign facing pedestrians moving off the LRT platform to enter the north sidewalk; and
- Placing additional warning markings including “WATCH FOR MOVING TRAINS” along the north sidewalk for pedestrians approaching the tracks;

The Commission’s Rail Crossings and Engineering Branch (RCEB) investigated SANDAG’s request and finds that the requested modifications comply with all safety requirements. As SANDAG, City, MTS and NCTC are in agreement as to the design and apportionment of the cost, under the provisions of GO 88-B, you may proceed with the improvements as described in your request letter, attachments, and summarized above.

NCTC and MTS must ensure that Emergency Notification Signs are installed to comply with Title 49 Code of Federal Regulations (CFR) Section 234.309.

Temporary traffic controls shall be provided in compliance with Section 8A.08, Temporary Traffic Control Zones, of the CA MUTCD, 2014 Edition, published by the California Department of Transportation.

All parties shall comply with all applicable rules, including Commission General Orders and CA MUTCD.

This project is categorically exempt from the requirements of the California Environment Quality Act of 1970, as amended [California Public Resources Code 21084].

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. Any written request for a time extension must include concurrence letters by involved parties in support of the time extension. If an extension is requested, RCEB may reevaluate the crossing prior to granting an extension.

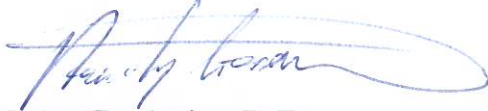
Within 30 days after completion of this project, SANDAG shall notify RCEB that the authorized work is completed, by submitting a completed Commission Standard Form G. Form G requirements and forms can be obtained at the Commission web site at <http://www.cpuc.ca.gov/crossings> . This report may be submitted electronically to [rceb@cpuc.ca.gov](mailto:rceb@cpuc.ca.gov) .

At the conclusion of the project, NCTC should electronically submit an updated Federal Railroad Administration (FRA) inventory form (Form F6180.71) to the FRA, reflecting the changes, if applicable. Title 49 CFR Section 234.409 requires the railroads to submit periodic crossing inventory updates a minimum of once every three years. The Commission requests a concurrent copy of the updated inventory form be submitted to [rceb@cpuc.ca.gov](mailto:rceb@cpuc.ca.gov) .

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If you have any questions, please contact Kevin Schumacher at [kevin.schumacher@cpuc.ca.gov](mailto:kevin.schumacher@cpuc.ca.gov) or (415) 310-9807.

Sincerely,

A handwritten signature in blue ink, appearing to read "Anton Garabetian", with a large, sweeping flourish at the end.

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

(SENT VIA E-MAIL)

C: Stephen Celniker, City  
David Bagley for Paul Jablonski, MTS  
Eric Roe, NCTC

