

PUBLIC UTILITIES COMMISSION

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



July 23, 2020

File Number: XREQ 2020070003
Pier S Avenue Underpass
City of Long Beach, Los Angeles County

Carlo Luzzi
Intermodal Operations Manager
415 W Ocean Bl.
Long Beach, CA 90802

SENT VIA EMAIL

Re: General Order 88-B Request for Authority to Modify the Grade-Separated Highway-Rail Crossing at Pier S Avenue Underpass, Identified as CPUC Crossing No. 120A-18.70-B and DOT No 931079W in the City of Long Beach, Los Angeles County.

Dear Mr. Luzzi:

This refers to your letter, dated June 5, 2020, received by us on June 8, 2020, requesting authorization pursuant to California Public Utilities Commission (Commission) General Order (GO) 88-B, to modify the Pier S Avenue grade-separated highway-rail crossing (crossing) under the Pacific Harbor Line (PHL) Alameda Corridor Subdivision tracks, in the City of Long Beach, Los Angeles County. The crossing is identified as CPUC Crossing No. 120A-18.70-B and DOT No. 931079W.

The Pier S Avenue underpass crossing consists of a six-lane roadway, with three northbound and three southbound lanes, that crosses under four sets of parallel PHL tracks and one crossover. The railroad track and right-of-way is owned by the Port of Long Beach (POLB), a City of Long Beach agency, and PHL operates freight service on the rail corridor. PHL operates six freight trains daily through the crossing, at a maximum speed of 10 miles per hour.

POLB proposes to construct one additional parallel track south of the existing Pier T East Lead track. The existing track shall be identified as Pier T East Lead 2 track, and the new track as Pier T East Lead 1 track. All proposed permanent horizontal clearances comply with the Commission GO 26-D minimum clearance requirement of 15 feet measured between the centerline of parallel tracks, and minimum 8 feet and 6 inches from the edge of deck. A 2-foot-wide minimum pathway is proposed south of the track, along the edge of the deck, in compliance with Commission GO 118-A.

The Commission's Rail Crossings and Engineering Branch (RCEB) investigated the request by POLB and finds it adequately addresses compliance and safety. As POLB and PHL are in agreement as to the design and apportionments of the cost under the provisions of GO 88-B, the improvements as described in your request letter, dated June 5, 2020, and summarized above are authorized. All parties shall comply with all applicable rules, including Commission General Orders and the current version of the California Manual on Uniform Traffic Control Devices (CA MUTCD), published by Caltrans. All of the proposed alterations mentioned above must be completed for RCEB to consider this GO 88-B application closed.

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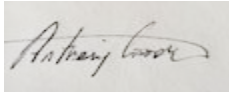
This project is statutorily exempt from the requirements of the California Environmental Quality Act of 1970, as amended [California Public Resources Code §21080.13].

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 RCEB, 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 re-evaluate the crossing prior to granting an extension.

Within 30 days after completion of this project, POLB shall notify RCEB that the authorized work is completed, by submitting a completed Commission Standard Form G titled *Report of Changes at Highway Grade Crossings and Separation*. 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.

If you have any questions, please contact Matthew Cervantes at (213) 266-4716 or at mci@cpuc.ca.gov.

Sincerely,



Anton Garabetian, P.E.
Program Manager
Rail Crossings and Engineering Branch
Rail Safety Division

cc: **(SENT VIA E-MAIL)**
Robert Giannoble, PHL