

PUBLIC UTILITIES COMMISSION

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



July 23, 2020

File Number: XREQ 2020070004
Terminal Island Freeway – State Route 47 – Overhead
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 State Route 47 Overhead, Identified as CPUC Crossing No. 120AT-18.64-A and DOT No 931158H 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 Terminal Island Freeway – State Route 47 – Overhead grade-separated highway-rail crossing (crossing) over the Pacific Harbor Line (PHL) Alameda Corridor Subdivision, Pier S Lead and Pier T Lead tracks, in the City of Long Beach, Los Angeles County. The crossing is identified as CPUC Crossing No. 120AT-18.64-A and DOT No. 931158H.

The Terminal Island Freeway – State Route 47 – Overhead crossing currently consists of a two-lane roadway, with one lane in each direction, that crosses over two sets of PHL tracks. The Port of Long Beach (POLB), a City of Long Beach agency, owns the railroad track and right-of-way, and PHL operates freight service on the rail corridor. The roadway is under the jurisdiction of the California Department of Transportation (Caltrans). The existing Pier S Lead Track to the north and the existing Pier T Lead Track to the south join at the east corner of the Pier T Wye, approximately 250 feet east of the overhead crossing. PHL operates six freight trains daily through the crossing, at a maximum speed of 10 miles per hour.

The POLB proposes to construct one additional track north and paralleling the Pier T Lead Track. The existing Pier S Lead Track is proposed to be shifted east and raised to join the proposed Pier T East Lead 2 track, with the Pier T East Lead 1 track following the existing Pier T East Lead configuration. The proposed permanent horizontal clearance between Pier T Lead tracks comply with the Commission GO 26-D minimum clearance requirement of 15 feet measured between the centerline of parallel tracks. The proposed vertical clearances for all three tracks exceed the GO 26-D minimum clearance requirement of 22 feet and 6 inches through the crossing. No temporary clearance exceptions are requested.

The Commission's Rail Crossings and Engineering Branch (RCEB) investigated the request by POLB and finds it adequately addresses compliance and safety. As POLB, PHL and Caltrans 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

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shall comply with all applicable rules, including Commission General Orders and the current version of the California Manual on Uniform Traffic Control Devices, published by Caltrans. All of the proposed alterations mentioned above must be completed for RCEB to consider this GO 88-B application closed.

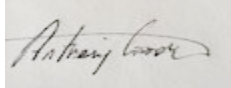
This project is statutorily exempt from the requirements of the California Environmental Quality Act of 1970, as amended [California Public Resources Code §21080.13].

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, PHIL
Steven Johnson, Caltrans