

PUBLIC UTILITIES COMMISSION

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



July 30, 2021

File Number: XREQ 2016120006A - New Dock Street
XREQ 2016120007A - SERRF (Ocean Avenue)
City of Long Beach, Los Angeles County

Carlo Luzzi
Intermodal Operation Manager
Port of Long Beach
415 W. Ocean Blvd.
Long Beach, CA 90802-6194

SENT VIA EMAIL

Re: Amendment to General Order 88-B Authorizations XREQ 2016120006 and XREQ 2016120007 to Alter the New Dock Street and Southeast Resource Recovery Facility At-Grade Highway-Rail Crossings in the City of Long Beach, County of Los Angeles.

Dear Mr. Luzzi:

This refers to your letter, dated July 1, 2021, requesting to amend the California Public Utilities Commission (CPUC/Commission) General Order (GO) 88-B authorizations to alter the New Dock Street and Southeast Resource Recovery Facility (SERRF/Ocean Avenue) highway-rail at-grade crossings (crossings), identified in Table 1, of the Port of Long Beach (POLB) Alameda Corridor Subdivision Pier T East and West Lead tracks, in the City and Port of Long Beach, County of Los Angeles.

Table 1. Crossings Identification Information

File Nos.	CPUC Crossing Nos.	DOT Nos.	Crossings
XREQ 2016120006	120AT-18.60	811439L	New Dock Street
XREQ 2016120007	120AW-19.00	811443B	SERRF (Ocean Avenue)

The Commission Rail Crossings and Engineering Branch (RCEB) issued a letter dated December 29, 2016, which authorized alterations to the crossings. At the request of POLB, RCEB issued a time extension authorization letter dated February 3, 2020. Construction is anticipated to be completed in August 2021.

POLB requests an amendment to the original GO 88-B authorization, dated December 29, 2016, with the following alterations, as described in the request letter and shown on the plans:

- Modify pavement markings and signage plans for the SERRF crossing.
- Modify the railroad preemption time for State Route (SR) 47 on-ramp and off-ramp intersections (intersections) to reflect the as-built conditions.
- Install multi-wire interconnection circuits per the California Department of Transportation (Caltrans) "Standard Interconnection for Traffic Signal Preemption at Rail Crossings".
- Implement all-red flash operation during preemption dwell at the intersections.
- Convert the south leg of the SR 47 on-ramp intersection to one-way southbound traffic.

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RCEB investigated the request by POLB and finds that it adequately addresses compliance and safety. As POLB, Caltrans, and Pacific Harbor Line agree as to the amended design and apportionments of the cost under the provisions of GO 88-B, POLB may proceed with the alterations as described in the request letter, attachments, and summarized above. 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 published by Caltrans. This authorization shall expire on December 27, 2022.

In all other respects, the authorization in the original authority dated December 29, 2016, remains in full force and effect. Should the work not be completed by December 27, 2022, RCEB will require a new GO 88-B application for the crossing modifications. If you have any questions, please contact Matt Cervantes at (213) 266-4716 or mci@cpuc.ca.gov.

Sincerely,



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

C: **(SENT VIA EMAIL)**
PHL - Monte Stokes
Caltrans – Mark Lyles