

## PUBLIC UTILITIES COMMISSION

320 W. 4<sup>TH</sup> STREET, SUITE 500  
LOS ANGELES, CA 90013



August 30, 2021

File Number: XREQ 2021080003  
Dairy Mart Road  
City of San Diego, San Diego County

Madai Parra  
Associate Active Transportation Planner  
San Diego Association of Government  
401 B Street, Suite 800  
San Diego, CA 92101

**SENT VIA E-MAIL**

**Re: General Order 88-B Request for Authority to Modify the Dairy Mart Road At-Grade Highway-Rail Crossing, Identified as CPUC Crossing Number 036-12.90 and DOT Crossing Number 662047X, in the City of San Diego, San Diego County.**

Dear Ms. Parra:

This refers to your letter dated June 10, 2021, and email received by us on August 14, 2021, requesting authorization pursuant to California Public Utilities Commission (CPUC/Commission) General Order (GO) 88-B to modify the Dairy Mart Road at-grade highway-rail crossing (crossing) of the San Diego Metropolitan Transit System (MTS) Trolley track in the City of San Diego (City), San Diego County. The crossing is identified as CPUC Crossing Number 036-12.90 and DOT Crossing Number 662047X.

The crossing is comprised of two tracks and a four-lane roadway, with two lanes in the southbound direction and a two in the northbound direction. The crossing is equipped with two curb-mounted Commission Standard 9 (Flashing Light Signal Assembly with Automatic Gate Arm) and two median-mounted Standard 9 warning devices. Approximately 327 rail transit trains operate through the crossing daily and 2 freight trains operate during off transit revenue hours. The maximum speed is 55 miles per hour (mph) for rail transit trains and 40 mph for freight trains. The average daily vehicular traffic at the crossing is approximately 5,976 in the northbound direction and 4,815 in the southbound direction.

The San Diego Association of Government (SANDAG), in coordination with MTS and the California Department of Transportation (Caltrans) proposes to make the following alterations as indicated in the request letter and/or shown in the attachments:

- Construct a new two-way bicycle path on the south side of Beyer Boulevard, through the intersection with Dairy Mart Road.
- Relocate and/or replace existing traffic signal poles at the Dairy Mart Road and Beyer Blvd intersection to accommodate new bicycle path.
- Reconfigure the traffic signal phasing at Dairy Mart Road and Beyer Blvd to accommodate the bicycle movement due to the new bicycle path while keeping vehicular traffic clear at the Dairy Mart Road railroad crossing.
- Upgrade the existing Type 170 traffic signal controller to a Type 2070.
- Implement advance preemption per the "Caltrans timing sheet" and "Dairy Mart Crossing Traffic Signal Preemption Memo".

- Install additional flashing indicator beacons at the crossing.
- Modify existing Train to Wayside Communication to accommodate advance preemption per “Dairy Mart Crossing Traffic Signal Preemption Memo”.

The Commission’s Rail Crossings and Engineering Branch (RCEB) investigated the request by SANDAG, and finds it adequately addresses compliance and safety. As the City, MTS, Caltrans, and SANDAG 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 dated June 10, 2021, and summarized above are authorized. All parties shall comply with all applicable rules, including Commission GOs and current version of the California Manual on Uniform Traffic Control Devices (CA MUTCD), published by Caltrans. SANDAG must complete all the proposed alterations mentioned above for RCEB to consider this GO 88-B application closed.

Temporary traffic controls shall be provided in compliance with the current version of the CA MUTCD. Refer to CA MUTCD Section 6G.18 and Figure 6H-46 regarding “Work in the Vicinity of a Grade Crossing.”

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

At least 45 days prior to the date that the new or modified interconnection is placed in service, MTS shall notify RCEB by sending notification to [rceb@cpuc.ca.gov](mailto:rceb@cpuc.ca.gov).

This authorization shall expire if the above conditions are not complied with, or if the proposed project 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, SANDAG shall notify RCEB that the authorized work is completed by submitting a completed Commission Standard Form G titled *Report of Changes at Highway Grade Crossing and Separations*. 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, MTS shall submit an updated Federal Railroad Administration (FRA) inventory form (Form F6180.71) to the FRA, reflecting the changes. 49 CFR 234 Section 234.409 requires each primary operating railroad to submit periodic crossing inventory updates a minimum of once every three years. RCEB request a concurrent copy of the updated inventory from the submitted to [rceb@cpuc.ca.gov](mailto:rceb@cpuc.ca.gov).

If you have any questions, please contact Howard Huie at [howard.huie@cpuc.ca.gov](mailto:howard.huie@cpuc.ca.gov) or (415) 308-0533.

Sincerely,



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

cc: **(SENT VIA E-MAIL)**  
Sharon Cooney, MTS  
Wayne Terry, MTS  
David Bagley, MTS  
Monica Coria, MTS  
Mario Orso, Caltrans  
Duncan Hughes, City of San Diego