

## PUBLIC UTILITIES COMMISSION

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



May 3, 2022

File Number: XREQ 2022040003  
32<sup>nd</sup> Street  
San Diego, San Diego County

Dinara Ussenova  
Senior Systems Engineer  
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 32<sup>nd</sup> Street At-Grade Highway-Rail Crossing, Identified as CPUC Crossing Numbers 036-3.40 (MTS) & 002-271.00 (BNSF) and DOT Crossing Numbers 661803F (MTS) & 026894P (BNSF), San Diego, San Diego County.**

Dear Ms. Ussenova:

This refers to your letter dated December 17, 2021, received by us on April 19, 2022, requesting authorization, pursuant to California Public Utilities Commission (CPUC/Commission) General Order (GO) 88-B to modify the 32<sup>nd</sup> Street at-grade highway-rail crossing of the San Diego Metropolitan Transit System (MTS) Trolley and the BNSF Railway Company (BNSF) tracks in San Diego (City), San Diego County. The crossing is identified as CPUC Crossing Number 036-3.40 (MTS) & 002-271.00 (BNSF) and DOT Crossing Number 661803F (MTS) & 026894P (BNSF).

The project crossing is comprised of two individual crossings. The first is MTS two track crossing and the second is BNSF one-track crossing approximately 75 feet to the south. The roadway consists of four lanes on 32<sup>nd</sup> Street in the southbound direction, and three lanes northbound. The MTS crossing is equipped with two curb-mounted Commission Standard 9A (Flashing Light Signal Assembly with Automatic Gate Arm and Additional Flashing Light Signals over the Roadway on a Cantilevered Arm) and two median-mounted Commission Standard 9 (Flashing Light Signal Assembly with Automatic Gate Arm) warning devices. The BNSF crossing is equipped with two curb-mounted Commission Standard 9 and two median-mounted Commission Standard 9 warning devices. Approximately 222 rail transit trains operate through the MTS crossing daily and 14 freight trains operate through the BNSF crossing. The maximum speed is 55 miles per hour (mph) for rail transit trains and 10 mph for freight trains. The average daily traffic at the crossing is approximately 17,104 vehicles in the northbound and southbound directions.

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

- Replace the existing Commission Standard 9A warning device with a Commission Standard 9 warning device for southbound 32<sup>nd</sup> Street north of the MTS tracks.
- Replace the two existing Commission Standard 9 warning devices with two new Commission Standard 9 warning devices for southbound 32<sup>nd</sup> Street north of the BNSF track.
- Replace the two existing Commission Standard 9 warning devices for northbound 32<sup>nd</sup> Street south of the BNSF track with:

- New median-mounted Commission Standard 9 warning device for northbound 32<sup>nd</sup> Street traffic south of the BNSF track.
- New curb-mounted Commission Standard 9-A warning device for northbound 32<sup>nd</sup> Street traffic (with separate masts for the gate arm and overhead flashing light signals) south of the BNSF track.
- Install new pre-signal system for southbound 32<sup>nd</sup> Street traffic.
- Replace existing simultaneous preemption with new interconnection and advance preemption.
- Install new traffic signals at northwest and southwest curb returns, and a relocated traffic signal pole within the 32<sup>nd</sup> Street median.
- Remove existing pedestrian bridges at the 32<sup>nd</sup> Street at Harbor Drive (intersection).
- Install new curb ramps, detectable warning surface, and crosswalks at the intersection.
- Modify the median, including refuge areas, for pedestrians/path users on the north and west legs of the intersection.
- Control the driveway exiting traffic of the western public parking lot between the BNSF and MTS tracks to southbound 32<sup>nd</sup> Street with “NO RIGHT TURN” blank out sign.
- Install R10-11 “NO TURN ON RED” sign for southbound 32<sup>nd</sup> Street vehicle right turns to Harbor Drive.
- Replace existing R3-1, no right turn blank-out signs for westbound Harbor Drive vehicles turning right onto 32<sup>nd</sup> Street with steady red arrow signal heads to prohibit westbound vehicles from turning right during the preemption phase.

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, BNSF, 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 April 19, 2022, 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 and the traffic control plans included in the request. 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)**  
Dionisio Martinez, BNSF  
Duncan Hughes, City of San Diego  
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