

PUBLIC UTILITIES COMMISSION

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



February 26, 2025

File Number: XREQ 20241100002
XREQ 20241100003, XREQ 20241100004,
XREQ 20241100005, XREQ 20241100006,
XREQ 20241100007, XREQ 20241100008
Bolsa Ave, Hazard Ave, Main Street,
Westminster Blvd, 21st Street, Trask Ave,
Garden Grove Blvd
City of Westminster, Orange County

Adolfo Ozaeta
Transportation Manager
City of Westminster
8200 Westminster Blvd
Westminster, CA 92683

Re: General Order 88-B Request for Authority to Alter the Bolsa Ave, Hazard Ave, Main Street, Westminster Blvd, 21st Street, Trask Ave, Garden Grove Blvd Rail Crossings

Dear Adolfo Ozaeta:

This refers to your letter dated December 17, 2024, received by us on February 4, 2025, requesting authorization, pursuant to California Public Utilities Commission (Commission/CPUC) General Order (GO) 88-B, to alter the Bolsa Ave, Hazard Ave, Main Street, Westminster Blvd, 21st Street, Trask Ave, Garden Grove Blvd rail crossings (crossings) of the Union Pacific Railroad (UPRR) track, in the City of Westminster (City), County of Orange. The crossings are identified in the table below.

XREQ	Crossing	DOT No.	CPUC No.
20241100002	Bolsa Avenue	748035V	001BAA-518.59
20241100003	Hazard Avenue	748034N	001BAA-518.09
20241100004	Main Street	748033G	001BAA-517.84
20241100005	Westminster Boulevard	748031T	001BAA-517.59
20241100006	21 st Street	753769G	001BAA-517.34
20241100007	Trask Avenue	748030L	001BAA-517.09
20241100008	Garden Grove Boulevard	748028K	001BAA-516.59

The crossings are in an east-west direction, varying from a two-lane to a seven-lane roadway, each crossing one track. The existing warning devices and number of roadway lanes for each crossing are listed in the table below.

Crossing Name	Curbside Crossing Equipment	Center Median Crossing Equipment	Number of Roadway Lanes
Bolsa Ave	2 - Standard 9	2 - Standard 9	5
Hazard Ave	2 - Standard 9	2 - Standard 9	5
Main Street	2 - Standard 9	2 - Standard 8	2
Westminster Blvd	2 - Standard 9	1 - Standard 9 1 - Standard 8	5

Crossing Name	Curbside Crossing Equipment	Center Median Crossing Equipment	Number of Roadway Lanes
21 st Street	2 – Standard 9	N/A	2
Trask Ave	2 – Standard 9	N/A	5
Garden Grove Blvd	2 – Standard 9-A	2 – Standard 9	7

The Commission’s Rail Crossings and Engineering Branch (RCEB) reviewed the request by the City. As the City and UPRR agree on the alterations and apportionment of costs under the provisions of GO 88-B, the following alterations as described and specified in the request letters and their attachments are authorized:

- Modify the configuration of the warning devices as follows:
 - Hazard Ave:
 - Install side flasher to the westbound curb mounted CPUC Standard 9 warning device facing the northbound left-turn pocket on Hoover St.
 - Install side flasher to the westbound median mounted CPUC Standard 9 warning device facing the southbound lane on Hoover St.
 - Main St:
 - Install side flasher to the westbound curb mounted CPUC Standard 9 warning device facing the northbound left-turn pocket on Hoover St.
 - Install side flasher to the westbound median mounted CPUC Standard 8 warning device facing the southbound lane on Hoover St.
- Install American with Disabilities Act compliant paths behind each CPUC Standard warning device at all seven crossings.
- Install new pre-signal for eastbound traffic and new programmable visibility heads at the adjacent signalized intersection for eastbound traffic at the following crossings:
 - Bolsa Ave
 - Hazard Ave
 - Westminster Blvd
 - Trask Ave
 - Garden Grove Blvd
- Install new concrete crossing panels at the following crossings:
 - 21st St
 - Trask Ave
 - Garden Grove Blvd
- Install 2-foot-wide center median on each side of crossing at the following crossings:
 - 21st St
 - Trask Ave
- Apply California Manual on Uniform Traffic Control Devices (CA MUTCD) compliant signage and pavement markings, including R10-6 “STOP HERE ON RED”, R15-8 “LOO”, R3-4 “NO U TURN”, R8-8 “DO NOT STOP ON TRACKS”, and R3-1 “NO RIGHT TURN” blank-out sign where applicable as shown on the plans provided in the GO88-B request.

Temporary traffic controls shall be provided in compliance with the CA MUTCD, published by the California Department of Transportation. All parties shall comply with all applicable rules, including Commission General Orders and CA MUTCD.

This authorization shall expire if the full scope of alterations is not complete within three years of the date of this letter. The City of Westminster may request a time extension at least 30 days prior to the expiration date. The time extension request shall include evidence of agreement by involved parties. This authorization may be revoked or modified if public convenience, necessity, or safety requires.

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

The City shall continue to pursue a funding to implement the "Future Improvements" as agreed upon in the Memorandum of Understanding agreed to by the City and UPRR on October 27, 2021.

The following requirements pertain to this authorization:

- The crossing shall have the configuration and operational characteristics as described and specified in the request letter and its attachments.
- The City shall notify RCEB at least 45 days prior to the date that the new or modified interconnection is placed in service by sending notification to rceb@cpuc.ca.gov.
- Within 30 days after the authorized scope of alterations is complete, City shall notify RCEB of the alterations by submitting a Form G to rceb@cpuc.ca.gov. Form G requirements and forms are available on the CPUC web site at <http://www.cpuc.ca.gov/crossings>.
- UPRR shall electronically submit an updated Federal Railroad Administration (FRA) inventory form (Form F6180.71) to the FRA per 49 C.F.R. § 234.411(c).

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

Sincerely,



Matthew Bond, PE, TE
Program and Project Supervisor
Rail Crossings and Engineering Branch
Rail Safety Division

cc: Kenneth Tom, Union Pacific Railroad