

PUBLIC UTILITIES COMMISSION

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



March 27, 2025

File Number: XREQ 20250300004

28th Street

City of San Diego, San Diego County

Dinara Ussenova
Senior Systems Engineer
San Diego Association of Government
(SANDAG)
401 B Street, Suite 800
San Diego, CA 92101

Re: General Order 88-B Request for Authority to Alter the 28th Street Rail Crossing

Dear Dinara Ussenova:

This refers to your letter dated March 11, 2025, received by us on March 19, 2025, requesting authorization, pursuant to California Public Utilities Commission (Commission/CPUC) General Order (GO) 88-B, to alter the 28th Street rail crossings (crossing) of BNSF (BNSF) and San Diego Metropolitan Transit System (MTS) tracks, in the City of San Diego (City), County of San Diego. The crossings are identified as CPUC Crossing Number 002-270.40 and DOT Number 026890M for the BNSF crossing, and CPUC Crossing Number 036-2.80 and DOT Number 661802Y for the MTS crossing.

The crossings are a north-south direction, five-lane roadway that consists of a total of three tracks; two MTS tracks and one BNSF track. The MTS crossing is equipped with one curb-mounted Commission Standard 9-A (Flashing Light Signal Assembly with Automatic Gate Arm and Additional Flashing Light Signals over the Roadway on a Cantilevered Arm), one curb-mounted Commission Standard 9 (Flashing Light Signal Assembly with Automatic Gate Arm), and two median-mounted Commission Standard 9 warning devices. The BNSF crossing is equipped with one curb-mounted Commission Standard 9, one median-mounted Commission Standard 9, one curb-mounted Commission Standard 8 (Flashing Light Signal Assembly), and one median-mounted Commission Standard 8 warning devices.

The Commission's Rail Crossings and Engineering Branch (RCEB) reviewed the request by SANDAG. As SANDAG, City, MTS, and BNSF 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 letter and its attachments are authorized:

- MTS Crossing Warning Devices:
 - Convert the Commission Standard 9-A warning device assembly located north of the MTS tracks serving southbound 28th Street vehicles to a Commission Standard 9 warning device.
 - Replace the counterweights with shorter counterweights on two curb-mounted Commission Standard 9 warning device assemblies located north and south of the MTS tracks.
- BNSF Crossing Warning Devices:

- Replace the warning devices with new two Commission Standard 8 warning device assemblies located north of the BNSF track serving southbound 28th Street vehicles.
- Replace the warning devices and replace with new two Commission Standard 9 warning device assemblies located south of the BNSF track serving northbound 28th Street vehicles.
- Install pre-signal system for southbound 28th Street vehicular traffic.
- Install new traffic signals at northeast, northwest, and southeast curb returns, and modify the signal heads on the existing traffic signal pole located at the southwest curb return.
- Upgrade existing wiring to accommodate Advance Preemption.
- Widen and shift the northbound and southbound 28th Street pedestrian route in the vicinity of the BNSF at-grade crossing.
- Install curb extensions and curb ramps with detectable warning tiles at the northeast and northwest curb returns at the 28th Street and Harbor Drive intersection.
- Reconstruct the driveway and install R5-1/R5-1A signs along southbound 28th Street to prevent vehicles from exiting the driveway.
- Install R10-11 “NO TURN ON RED” signage for the southbound 28th Street vehicle right turns to Harbor Drive.
- Install R10-11(Mod) “NO TURN ON RED ARROW” signage for westbound Harbor Drive vehicles right turns to 28th Street.

Temporary traffic controls shall be provided in compliance with the California Manual on Uniform Traffic Control Devices (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. SANDAG 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 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.
- SANDAG 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, SANDAG 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>.
- BNSF and MTS 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,

A handwritten signature in blue ink that reads "Matthew Bond". The signature is written in a cursive, flowing style.

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

cc: Dionisio Martinez, BNSF
Sharon Cooney, MTS
Maggie McCormick, City of San Diego