

PUBLIC UTILITIES COMMISSION

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



March 2, 2026

File Number: XREQ 20260200004,
20260200005, 20260200006Pier B St (L7), Edison Ave (L8), and Pier B St (L9)
City of Long Beach, Los Angeles CountyTom Becker
Intermodal Operations Manager
Port of Long Beach
415 W. Ocean Blvd
Long Beach CA 90802-6194**Re: General Order 88-B Request for Authority to Alter the Pier B St (L7), Edison Ave (L8), and Pier B St (L9) Rail Crossing**

Dear Tom Becker:

This refers to your letter dated January 12, 2026, received by us on January 15, 2026, requesting authorization, pursuant to California Public Utilities Commission (Commission/CPUC) General Order (GO) 88-B, to alter the Pier B St (L7), Edison Ave (L8), and Pier B St (L9) rail crossings (crossings) of the Port of Long Beach (POLB) tracks, in the City of Long Beach (City), County of Los Angeles.

Table 1. Crossing Names and Identification Information

Authorization No.	CPUC Crossing No.	DOT No.	Roadway Name
XREQ 20260200004	120LT-18.00-C	931128R	Pier B St (L7)
XREQ 20260200005	120LT-18.10-C	761541C	Edison Ave (L8)
XREQ 20260200006	120LB-18.10-C	761542J	Pier B St (L9)

The L7 & L9 crossings are east-west, two-lane roadways that consist of one track. The L8 crossing is a north-south, two-lane roadway that consists of one track. The L7, L8 & L9 crossings are equipped with two Commission Standard 1-R (Crossbuck Sign on a post with yield sign) warning devices.

The Commission's Rail Crossings and Engineering Branch (RCEB) reviewed the request by POLB. The following alterations as described and specified in the request letter and its attachments are authorized:

- General for all three crossings:
 - Remove existing CPUC Commission Standard 1-R warning devices
 - Railroad "stop-and-proceed" procedure will remain active at the crossings upon completion of the project
- At the Pier B St (L7) crossing:
 - Install two CPUC Commission Standard 9-A (Flashing Light Signal Assembly with Automatic Gate Arm and Additional Flashing Light Signals over the Roadway on a Cantilevered Arm) warning devices, one in each direction
 - Relocate crossing approximately 200' to the south due to the realignment of Pier B St

- Install sidewalk on south side of street
- Install pedestrian detectable warning surfaces at south side of crossing
- Phase 1 – two lane configuration, one lane each direction
- Phase 2 – four lane configuration, two lane each direction
- At the Edison Ave (L8) crossing:
 - Install two CPUC Commission Standard 9 (Flashing Light Signal Assembly with Automatic Gate Arm) warning devices, one in each direction
 - Install one additional set of side lights for each Commission Standard 9 warning device aimed at the driveways adjacent to the crossing
 - Realign track through the crossing due to realignment of Pier B St.
- At the Pier B St (L9) crossing:
 - Install two CPUC Commission Standard 9, one each direction
 - Install sidewalk on south side of street
 - Install pedestrian detectable warning surfaces at south side of crossing
 - One R3-1 LED Blank-out Sign (For eastbound traffic)
 - Install traffic signals for each direction
 - Phase 1 – two lane configuration, one lane in each direction
 - Phase 2 – four lane configuration, two lanes in each direction

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. POLB 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.
- POLB 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 of **each individual phase (Phase 1 and Phase 2)** are complete, POLB 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>.
- POLB 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 Chris Palas at (909) 213-999-3403 or Christopher.Palas@cpuc.ca.gov.

Tom Becker
XREQ 20260200004, 20260200005, 20260200006
March 2, 2026
Page 3 of 3

Sincerely,

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

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

cc: Monte Stokes, Pacific Harbor Lines
Juan Mora, Port of Long Beach
Gerard Reminisky, HDR