

PUBLIC UTILITIES COMMISSION

320 WEST 4TH STREET, SUITE 500
S ANGELES, CA 90013

Governor's Office of Planning & Research



Jan 03 2022

January 3, 2022

STATE CLEARINGHOUSE

Dennis Campbell
Planning Department
P.O. Box 120488
San Diego, CA 92112-0488Sent by email: pmpu@portofsandiego.orgRe: **Port Master Plan Update**
SCH 2017031070 — Draft Environmental Impact Report

Dear Mr. Campbell

The California Public Utilities Commission (Commission/CPUC) has jurisdiction over rail crossings (crossings) in California. CPUC ensures that crossings are safely designed, constructed, and maintained. The Commission's Rail Crossings Engineering Branch (RCEB) is in receipt of the *Draft Environmental Impact Report (DEIR)* for the proposed Port Master Plan Update (PMPU). The San Diego Unified Port District is the lead agency. The DIER is prepared in compliance with the California Coastal Act (Coastal Act), Section 30711.

The San Diego Unified Port District Port (District) sets a comprehensive vision to the Port Master Plan (Plan) and updates. The Plan governs the use, design, and improvements of the public trust land. The Plan establishes specific goals, polies, and standards to direct future development, and facilitate a diverse range of uses and activities and provide a broad range of proposed public improvements.

Chapter 5 of the PMPU incorporates the Planning Districts where it directs the pattern of development through specific policies and standard geographically delineated districts. The District's jurisdiction is divided into ten planning districts, which represents the Tidelands.

Eight of the ten Planning Districts are addressed in the PMPU with two Planning Districts, the National City Bayfront and the Chula Vista Bayfront, omitted from the PMPU. Three of the Planning Districts included in the PMPU encompass public at-grade railroad crossings that are in or within a quarter mile of the boundaries of the Planning Districts. Though the railroad crossing may not be within the boundaries of the PMPU Planning Districts and its projects, the project's influence may change the environmental characteristics to the surrounding areas and the safety aspects at the existing railroad crossings which are in the CPUC's jurisdiction.

The following tables show the three Planning District with their respective railroad crossings.

Harbor Island Planning District – Pacific Highway Corridor Subdistrict

DOT Crossing #	CPUC Crossing #	Crossing Name
026857M	106-265.60, 081MV-2.05	Washington Street
026859B	106-266.10, 081MV-1.56	Sassafras Street
026861C	106-266.40, 081MV-1.25	Palm Street
026863R	106-266.60	Laurel Street

Embarcadero Planning District

DOT Crossing #	CPUC Crossing #	Crossing Name
026866L	106-266.90	Hawthorn Street
026867T	106-267.00	Grape Street
026868A	106-267.20, 081MV-0.44	Cedar Street
026869G	106-267.25, 081MV-0.36	Beech Street
026870B	106-267.30, 081MV-0.30	Ash Street
026871H	106-267.60, 081-0.04	Broadway
026874D	002-267.80, 081-0.38	Kettner Blvd & G Street
026875K	002-267.90, 081-0.50	Market Street
026935S	002-268.20, 081-0.70	Front Street
026877Y	002-268.30, 081-0.80	First Ave
026878F	002-268.50, 081-1.02, 036-0.90	Fifth Ave

Working Waterfront Planning District

DOT Crossing #	CPUC Crossing #	Crossing Name
661796X	036-1.70	Sigsbee Street
661797E	036-1.80	Beardsley Street
661798L	036-2.00	Caesar Chavez Parkway
661800K	036-2.30	Sampson Street near Harbor Drive
661801S	036-2.50	Schley Street
026889T	002-270.20	Harbor Drive between Schley and 28th Street
026886X	002-269.88-C	Belt Street
026887E	002-269.80	Sampson Street near Belt Street
661802Y	036-2.80	28th Street near Harbor Drive
026890M	002-270.40	28th Street
026894P	002-271.00	32nd Street near Harbor Drive
661803F	036-3.40	32nd Street

Any alterations or construction of a crossing will require CPUC authorization. This may be accomplished by a G.O. 88-B request. Please contact RCEB to schedule a field diagnostic meeting with all the stakeholders at the crossing. The diagnostic team consists of representatives from the railroads, roadway agencies, local government agencies, CPUC, and private stakeholders.

Any development adjacent to or near the railroad right-of-way (ROW) should be planned with the safety of the rail corridor in mind. New developments may increase pedestrian or vehicular traffic volumes not only on streets and at intersections, but also at nearby rail crossings. Traffic impact studies should analyze rail crossing safety and potential mitigation measures. Safety improvement measures may include the planning for grade separations or improvements to existing at-grade crossings. Examples of improvements may include but are not limited to: addition or upgrade of crossing warning devices, detectable warning surfaces and edge lines on sidewalks, and pedestrian channelization. Pedestrian and bicycle routes should be designed to clearly prohibit and discourage unauthorized access (trespassing) onto the tracks, except at authorized crossings.

Dennis Campbell
SCH 2017031070
January 3, 2022

Please continue to keep RCEB informed of any project developments. If you have any questions, comments, or concerns, please do not hesitate to contact me, at (213) 620-6503, or howard.huie@cpuc.ca.gov.

Sincerely,



Howard Huie
Utilities Engineer
Rail Crossings Engineering Branch
Safety and Enforcement Division

CC: State Clearinghouse, state.clearinghouse@opr.ca.gov
Wayne Terry, wayne.terry@sdmts.com
David Bagley, david.bagley@sdmts.com
Monica Coria, monica.coria@sdmts.com
Dionisio Martinez, dionisio.martinez@bnsf.com