

PUBLIC UTILITIES COMMISSION

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



February 6, 2025

ENVR 20250200002

Tamara Flynn
 City of Oxnard
 320 West Third Street
 Oxnard, CA 93030

Re: La Colonia Neighborhood Street Resurfacing [SCH 202510514](#) – *Notice of Exemption, Class 1 Categorical Exemption Report*

Dear Tamara Flynn,

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 Notice of Exemption (NOE) and Categorical Exemption Report for the proposed La Colonia Neighborhood Street Resurfacing Project (Project). The City of Oxnard (City) is the lead agency.

According to the NOE and Categorical Exemption Report, the Project would be resurfacing the existing streets and improve pedestrian accessibility within targeted rights-of-way in La Colonia. To address present wear and tear on select streets and sidewalks, the project would include concrete work, asphalt maintenance and repair work (micro-surfacing and crack seal), and the addition of Americans with Disabilities Act (ADA)-accessible curb ramps. The project would also repair existing storm drains adjacent to the street resurfacing and pedestrian improvement work. The streets intersect the following at-grade highway-railroad crossings within the city limits:

Street Name	Crossings (CPUC No., DOT No.)
East Colonia Rd.	001E-403.80, 745843N
Cooper Rd.	001E-403.95, 745844V

Upon review of the report, it was noted that improvements would not disturb the existing railroad tracks and Figure 3 show pedestrian improvements (in red) on each side of and up to the railroad tracks. No improvements are shown over the track area. Under CPUC General Order 72-B, the roadway agency is responsible for the crossing area two feet beyond the rail (typically, at the edge of a crossing panel), regardless if it is within the railroad right-of-way. When providing pedestrian improvements at a crossing, a safe and accessible pedestrian path over the track must also be provided. If the pedestrian approach to the crossing is wider than the length of the crossing surface over the track, the crossing surface must be extended to match the approaches. Detectable warning surfaces should also be installed on each approach to a crossing to warn visually impaired individuals that they are entering/exiting a crossing.

Additionally, as part of the asphalt repair and maintenance of the roadway, the City should consider minor reprofiling of the approaches to the crossing, where feasible. A virtual review of the crossings shows that the tracks are elevated over the roadway, with asphalt transitioning down from the track to the road within 10'-15', creating a humped crossing. Extending the transition by another 10'-30'+

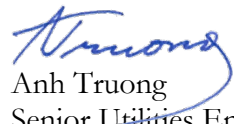
would make a significant improvement to reducing the hump at the crossing and reduces the risk of scraping or hang-up of any vehicles with low clearances.

CPUC General Order 88-B (GO 88-B) dictates that any modifications of an existing rail crossing or its approaches require CPUC authorization. Sidewalk improvements that lead pedestrians up to a crossing and restart on the other side constitute modifications to a crossing and/or its approaches. The replacement of MUTCD-compliant roadway striping also affects the safety of railroad crossings. As such, the City must obtain GO 88-B authorization for any at-grade crossing within the scope of these projects.

RCEB staff is available to discuss any potential safety impacts or concerns at the crossings and address any questions from the City, and recommends the City communicate with RCEB during its design process to facilitate the GO 88-B process early and help mitigate any safety concerns.

If you have any questions, please contact Oliver Garcia via email at oliver.garcia@cpuc.ca.gov.

Sincerely,



Anh Truong
Senior Utilities Engineer (Supervisor)
Rail Crossings Engineering Branch
Rail Safety Division

CC: State Clearinghouse, state.clearinghouse@opr.ca.gov
Kenneth Tom, Union Pacific Railroad, ktom@up.com